

Questions from Saint Paul Meeting	Answers
How do we solve the transit "last mile" problem with this project? How involved is Metro Transit?	Metro transit has been a supporter and sponsor of Hourcar for many years. We have worked closely with Metro Transit to identify challenges and problem solve to make sure our charging hubs are easily accessible to transit stops and lines. Members currently access the vehicles with their Metro Transit Go-To Card. The one-way semi-free floating nature of the TCEVMN helps to address the first mile last mile problems by allowing people to begin and end their trip anywhere in the service area rather than being tied to a hub.
Do the hubs have to be on City streets? Can they be in City-owned parking lots?	For this project, most of the hubs will be on city streets, but in areas where there is no suitable on-street parking, hubs may be located in parking lots. Future expansion could include more parking lot utilization, but the idea of the current network is to improve access and visibility by utilizing curbside parking.
How can we advocate for this project?	Word of mouth has historically been a great way to spread the word! Share with anyone in your network that you feel may be interested. You can also make sure you are signed up for project updates on the project website. <a href="http://www.stpaul.gov/ev">www.stpaul.gov/ev</a>
Will there ever be a combined membership with bike share and metro transit?	This is something we are interested in and will explore in greater detail, though nationally there are challenges with integrated payment across transportation modes. We want everyone to be able to continue to be multi-modal in ways that make sense for them.
What is the anticipated cost per use/mile? What is the payment model?	Currently, an hour of driving costs about \$10/hr and is broken up into 15 minute increments. We are still working on the new pricing structure and want to make sure that our service is affordable at many income levels. Community feedback has been helping us understand the nuances in pricing and affordability.
Were the sites selected with equity concerned in mind?	Absolutely. Equity is a key driver for this project, with half of the charging hubs being installed in neighborhoods that have higher percentages of BIPOC (Black, Indigenous, and People of Color) residents, higher percentages of households that do not own a car and rely on transit as their primary transportation mode.

Does HOURCAR's software allow for equitable pricing structures?	Hourcar already has increased access hubs with lower prices based on location. With our new software and technology, it will be even easier to establish a pricing structure that is more affordable for lower income households.
Has current HourCar reduced driving trips at college campuses?	Hourcar has an ongoing relationship with several Colleges and Universities in the Twin Cities. As we expand, we intend to continue to engage students, faculty, and staff as these institutions to discourage single-occupancy vehicle use and encourage transit, carshare, biking, and walking.
How well do the selected spots align with Rapid Transit routes? Usage would be increased with EV?	Current and future BRT routes align very well with both proposed charging hubs and service area coverage. We recognize that time is very valuable and want to make the transition from carshare to BRT, LRT, or other transit easy and fast.
How long does the project have to establish success?	The full fleet will not be functional until 2022, and metrics for success and evaluation are under development.
Car2Gos often ended up piled up at the edge of the service area. Will HC employees be moving cars?	Hourcar will offer incentives to members to return vehicles to charging hubs toward the end of the day for overnight charging. There will also be dedicated fleet staff who work in this capacity.
What email/contact do we engage with on these conversations?	charginghubs@ci.stpaul.mn.us
Will the service be available for people who already aren't very connected to transit?	The one-way service model allows people to begin and end their trips anywhere within the service area, which will be especially useful for areas of the city where transit service is less frequent or accessible.
Do users have to pay for charging at the hubs?	When using a carshare vehicle, the costs of charging are wrapped up in the per-minute rate that also includes insurance. If you will be charging your own personal electric vehicle, you will pay to charge your vehicle – the cost of electricity, plus a small surcharge for operations and maintenance of the charging network.
What electric vehicle models will be utilized? Will there be pickup trucks?	There will likely be a few different models utilized and will depend on the models available in the Minnesota electric vehicle market. At this stage, the cost of an electric pickup truck is beyond the project's budget. As prices become more affordable, it may become an option. One of the great things about Hourcar's current fleet is the variety of vehicles available to members.

When is the multifamily charging program starting?	The research and development of the multifamily project will begin in early 2021.
What will the name be?	We are currently working on branding and are hoping to come up with an easy, memorable name for the charging network and carshare fleet.