

Questions from Minneapolis Meeting	Answers
<p>How is the project planning to maintain affordability now that Xcel Energy (for-profit utility) is involved beyond just providing the electricity?</p>	<p>For the car-sharing side of this project, Hourcar members will not be directly impacted, as fuel, insurance, and usage are bundled. Hourcar sets the per-minute rates and will likely offer a lower rate plan for people at lower income levels. For public charging, rates will be set to cover the cost of operation and maintenance and both cities will work to keep charging rates as low as possible.</p>
<p>How many electric vehicles will be part of the program?</p>	<p>When the project is completed, it will include approximately 150 carshare vehicles. Most charging stations will have two electric carshare vehicles.</p>
<p>Are there plans to “rebalance” the locations of the vehicles across the charging network, each night or week or whenever?</p>	<p>Yes, 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.</p>
<p>Why does downtown still have way more hubs than south and north Minneapolis?</p>	<p>The location of charging hubs was determined by many factors, including density, car-ownership per household, and popular destinations that are near transit hubs. If the project becomes more successful, we will consider expansion into lower-density residential areas that are not part of the current planned network. Compared to Hourcar’s current two-way service, most of the expansion of the TCEVMN is located in lower-density neighborhoods where transit dependence is higher and car ownership is lower.</p>
<p>Will public parking at chargers be time limited?</p>	<p>Yes, we are still in the process of determining details on this topic.</p>
<p>If you are putting these hubs by where there is already transit how do you ensure that underserved areas are being served?</p>	<p>The new system will include a service area that allows people to pick up and drop off anywhere in the service area. While most of the service area has comprehensive transit coverage, this option will allow people to get even closer to their destinations than Hourcar’s current hub-based two-way model. In neighborhoods with less transit coverage, this will help address some of the gaps in transit coverage.</p>
<p>Will there be expansions if this goes well? Where would those be?</p>	<p>Ideally there will be future expansions that would be determined by funding, community input and usage patterns.</p>
<p>Will hourcar consider, in the future, putting EV stations in parking lots like they have with</p>	<p>This network is envisioned to be primarily in on-street locations except in neighborhoods where conditions don’t allow that. Curbside locations are</p>

<p>regular cars in the past? Maybe as a way to expand?</p>	<p>typically more accessible and visible than off-street locations.</p>
<p>What models of EV vehicles will Hourcar provide?</p>	<p>There will likely be a few different models utilized and will depend on the models that are available in the Minnesota electric vehicle market.</p>
<p>Were members of the communities engaged excited about this option? Do they care that they will be EVs?</p>	<p>We have received a good amount of community support for this project and many community members that have offered feedback have expressed enthusiasm for the electric vehicles as a way to reduce tailpipe emissions in their communities.</p>
<p>There have been some problems with other shared mobility options, like bikes and scooters. Are there any current plans to avoid some of those problems with EV cars? For example, shifting away from a 2-way hub system to a 1-way trip system would seem likely to lead to more random parking of cars, potentially in places they shouldn't park. Any thoughts?</p>	<p>The new technology that will accompany this network will use geo-fencing to make sure that people park in legal parking spots.</p>
<p>How will this program be advertised to the public?</p>	<p>We will be launching a large marketing campaign as we gear up for launch that will include advertising on and around transit, radio, social media, print media, and other creative avenues. We are still working on branding, language, and other key components of this marketing campaign.</p>
<p>How large is the current fleet?</p>	<p>Hourcar currently has around 50 vehicles in the Twin Cities.</p>
<p>Is there any way to give input into where a hub could be? Could business volunteer their parking lots in the future? Is there any way a business could incentivize this?</p>	<p>Location selection information is available on the project website, and locations are generally within a 10 minute walk radius of each other. Neighboring property owners and tenants of proposed locations will be notified by mail to ensure operational considerations are accounted for in final siting. In some areas where on-street locations are challenging, there may be a need to pursue an agreement with a private property owner for a parking lot location. In terms of partnerships with businesses, as the team develops its marketing and communications strategy, we will consider best options for engaging interested businesses who may</p>

	want to sponsor the program or incentivize use for employees or customers.
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