



EV Spot Network

Council Budget Committee Meeting: August 5, 2026

Agenda

- Program Overview: EV Spot Network
- Performance
 - EV Spot Charging
 - Evie Carshare
- Financial Performance
 - EV Spot Charging
 - Evie Carshare
- Sustainability and future planning
- 2027 Budget Ask

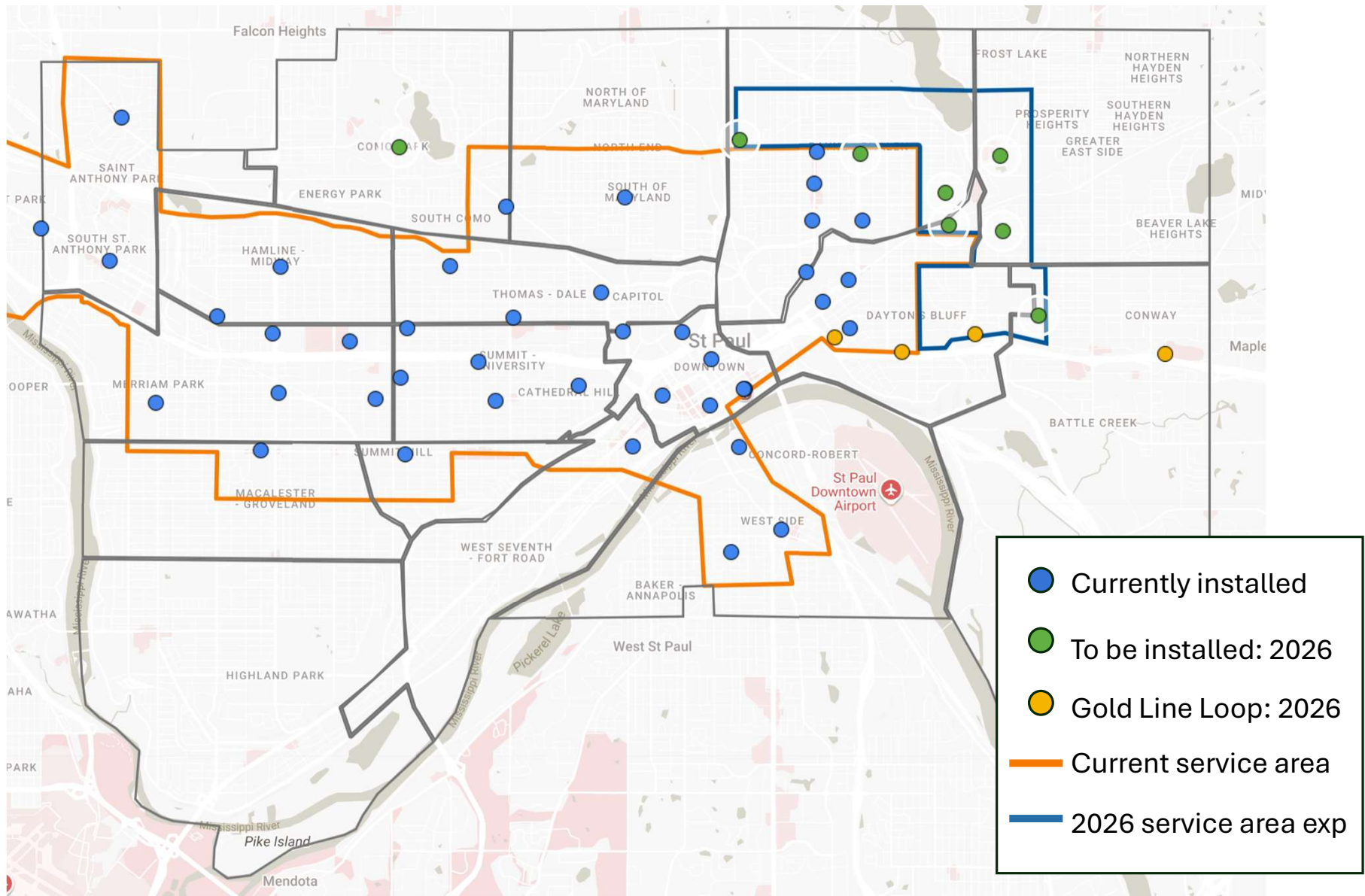


170 Charging plugs citywide
50% public | 50% Evie only

- Owned, operated, and maintained by the City of Saint Paul
- Provides charge to both private EVs and Evie Carshare vehicles
- Charger locations all fall inside the Evie Carshare service area

179 Vehicles
167 Free Float | 12 Evie Loop

- Leased by the City; operated, insured, maintained by HOURCAR
- Vehicles charge at EV Spot locations across both cities
- Current service area (St Paul) ~18sq mi (33%); growing to ~21 sq mi (38%) in 2026





Affordable, all-electric carsharing for Saint Paul and Minneapolis



Network access, on-street charging

Consistent charger usage (revenue)



evspot
network



SAINT PAUL
MINNESOTA

Public investment makes affordable electric carshare possible.

Public access, affordable



Public charging for privately owned EVs



Charging fees



Affordable, all-electric carsharing for Saint Paul and Minneapolis



Network access, on-street charging

Consistent charger usage (revenue)



ev spot network



SAINT PAUL MINNESOTA

The City of Saint Paul owns and operates the largest public charging network in the country; a network that supports the largest (and only) all electric carshare program (global).

Public access, affordable



Public charging for privately owned EVs



Charging fees

External Funding Built the Program

Capital grants build infrastructure and lease vehicles. They do not provide long-term operating support needed to deliver daily transportation and charging services

\$20 Million in outside investment

Infrastructure: 100% Grant Funded

Department of Energy (2): 48 Spots
MN Pollution Control Agency: 2 Spots

Match: Xcel make-ready, City staff time



Vehicle Leases: 80% Grant, 20% Match

Congestion Mitigation and Air Quality (Regional Solicitation): 3 Successful, 1 Pending

Match: Parking Funds (CMAQ 1), ARP Funds (CMAQ 2)



City operating support ensures these grant-assets remain in service for St Paul residents

EV Spot Charging – Demand Continues to Grow

Unique Users
~750 (2026 YTD)
~1,080 in 2025



Avg. Session per User
16 (2026 YTD)
20 in 2025

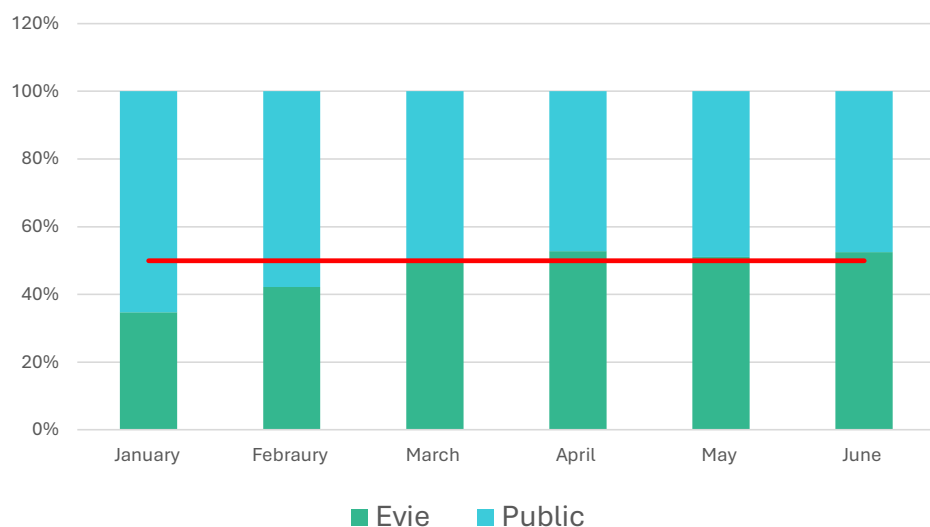


Total Charge Sessions
9,814 (2026 YTD)
18,576 in 2025 | 15,373 in 2024



Strong and sustained growth; demand increasing

Charger Usage by Type (2026)



Consistent balance of use from Evie Carshare members and private EV owners

Each charger location has a minimum expected usage; Evie Carshare is crucial in meeting those expected levels and avoiding unnecessary fees.

Evie Carshare – Residents Drive Impact

Unique Users
3,182 (2026 YTD)
4,071 in 2025



Total Trips
80,213 (2026 YTD)
139,886 in 2025



**Pollution reduced
(metric tons of GHG)**
4,302 (2026 YTD)
5,097 in 2025



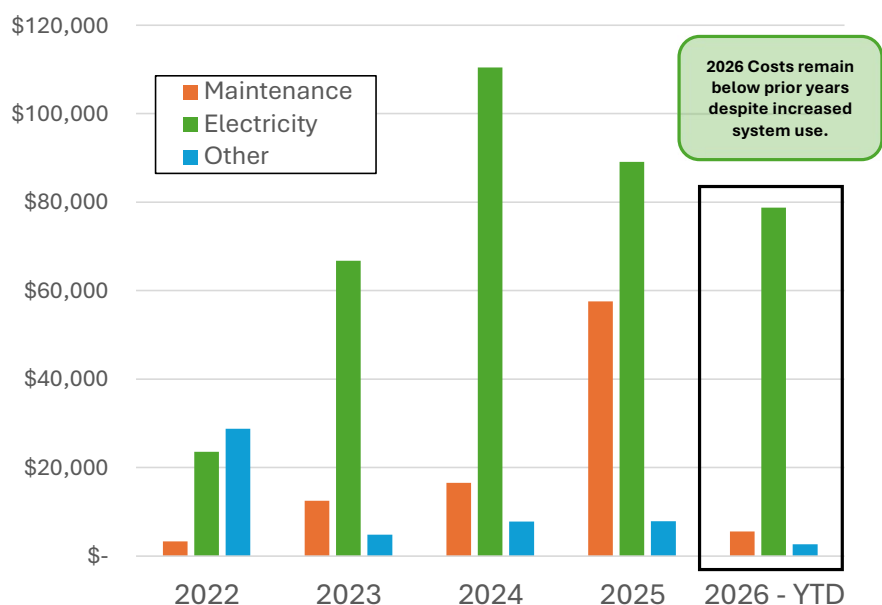
2026 YTD utilization
43% by BIPOC
45% by low-income



- 2025 VMT: 9,065,457 and 2026 YTD: 7,352,972
- 2025 survey results from National Science Foundation research shows our members use Evie for daily activities:
 - 62% use carshare for buying groceries and household goods
 - 47% use carshare for commuting to work
 - 41% use carshare for medical appointments
 - 66% say carshare allowed them to sell or postpone buying a vehicle
 - 46% have used transit to reach a carshare vehicle – use carshare as ‘last mile’
- “I love Evie Carshare, it makes it MUCH easier to get around without owning my own car. I've saved SO much money using carshare when I need it instead of paying to own a car 24/7.” – User Survey verbatim

Cost Management and Financial Planning

Operating Costs - EV Spot Charging



Operating support allows the program to absorb unavoidable cost fluctuations without increasing prices or reducing service.

Managing Costs Responsibly:

- ✓ Manual audit of every Xcel invoice to identify billing errors
- ✓ Ongoing coordination with Xcel to resolve incorrect charges and trigger rebilling
- ✓ Preventative maintenance to reduce expensive equipment failures
- ✓ Prioritizing repairs before full equipment replacement
- ✓ Continuous monitoring of charger performance to minimize downtime

Key Pressures Outside Program Control:

- Utility billing inaccuracies continue to delay cost recovery
 - Over \$30,000 in outstanding Xcel invoices awaiting correction/adjustment
- Electricity rates continue to increase (planned increase: 2027)
- Aging equipment requires periodic major repair
 - Damage can result in significant one-time expenses
- Future planning: equipment costs expected to rise (expansion)

Financial Performance – Evie Carshare

- Operating costs -
 - Insurance = 23% of total expense, has doubled in 2025
 - Access Plan (low-income) for Evie = ~\$1.4M expense annually
- Revenue sources -
 - Fees cover ~55% of expenses
 - Government subsidy is needed to sustain Access Plan
 - ~45% subsidy is lower than Metro Transit at 90%, roads at 59%, etc.
 - 2025 pricing increases negatively impacted usage, especially low-income users
 - Always factoring in usage and equity as assessing price increases
 - Changing landscape of federal funding and changing foundation focus areas has presented challenges



Roadmap to Long-term Sustainability

Operating support today allows the program to reduce costs, strengthen partnerships, and position our program for future growth

2026 – Stabilize Operations

- Maintain affordability
- Preserve reliable service
- Close funding gap while long-term improvements make impact
- Strengthen partner commitments



2027 – Improve Efficiency

- Better charging network analytics
- Demand-responsive fleet management
- Pursue carsharing inclusion in transit definition
- Tax-exemption
- GHG offset pilot



Impactful Expansion

- Grow into more neighborhoods in St Paul
- Increase vehicle availability
- Expand charging access
- Replicate successful deployment



Budget Ask – 2027

	2026 (Adopted)	2027 (Proposed)	2028 and beyond
EV Spot Charging Operating Expenses	\$149,569	\$170,000 ~14% increase	\$170,000
Evie Carshare Operating Support	-	\$300,000	\$300,000
CMAQ 3* Cost Share	-	\$60,000	\$60,000 2028, 2029
CMAQ 4 Cost Share	-	-	\$62,000 2028, 2029, 2030
EV Spot Network Expansion	-	\$60,000 Expansion or cost-share	\$60,000 Expansion or cost-share

**Agreement for CMAQ 3 has been signed, Minneapolis has funds committed.
Public Works intends to submit application for State Competitiveness Funds*

Appendix Slides

Expense (Actual)	2022	2023	2024	2025	2026 (YTD)
Maintenance	\$3,297	\$12,524.45	\$16,530	\$57,558.30	\$5,562.93
Electricity	\$23,598.24	\$66,753.50	\$110,432.49	\$89,071.15	\$78,724.22
Other Costs	\$28,760.48	\$4,837.08	\$7,841.08	\$7,918.88	\$2,647.50
Total	\$54,557.48	\$84,115.03	\$134,803.57	\$154,548.33	\$86,934.65
Revenue	2022	2023	2024	2025	2026 (YTD)
Fees from Chargers	\$13,705.41	\$59,745.65	\$92,196.20	\$120,711.34	\$95,039.14

EV Spot Network principles and considerations

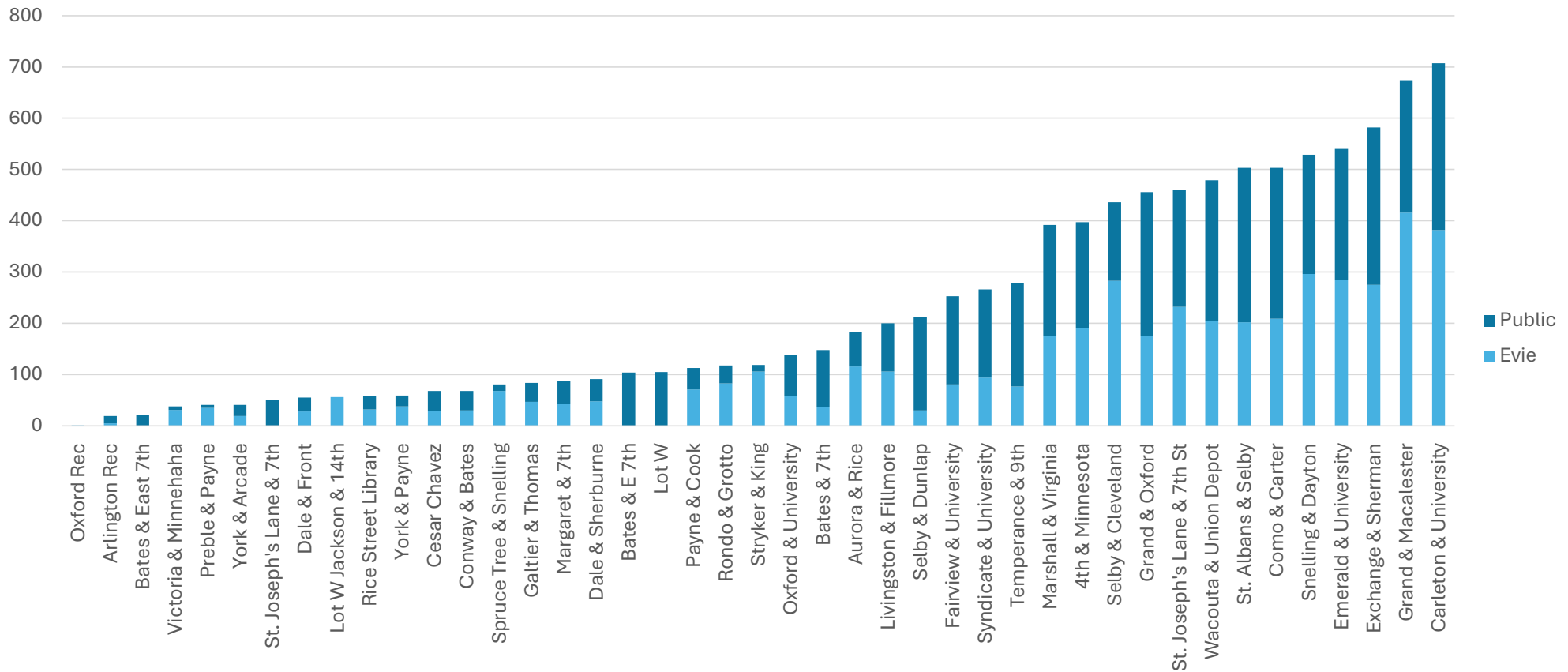
- Cover operating costs to be cost neutral
- Incentivize EV by maintaining affordable charging rates
- Maintain competitive rates with nearby chargers
- Establish a fair rate structure across different types of electric vehicles
- Encourage home charging where possible
- Incentivize turnover of EV charging spaces
- Ensure ease of understanding



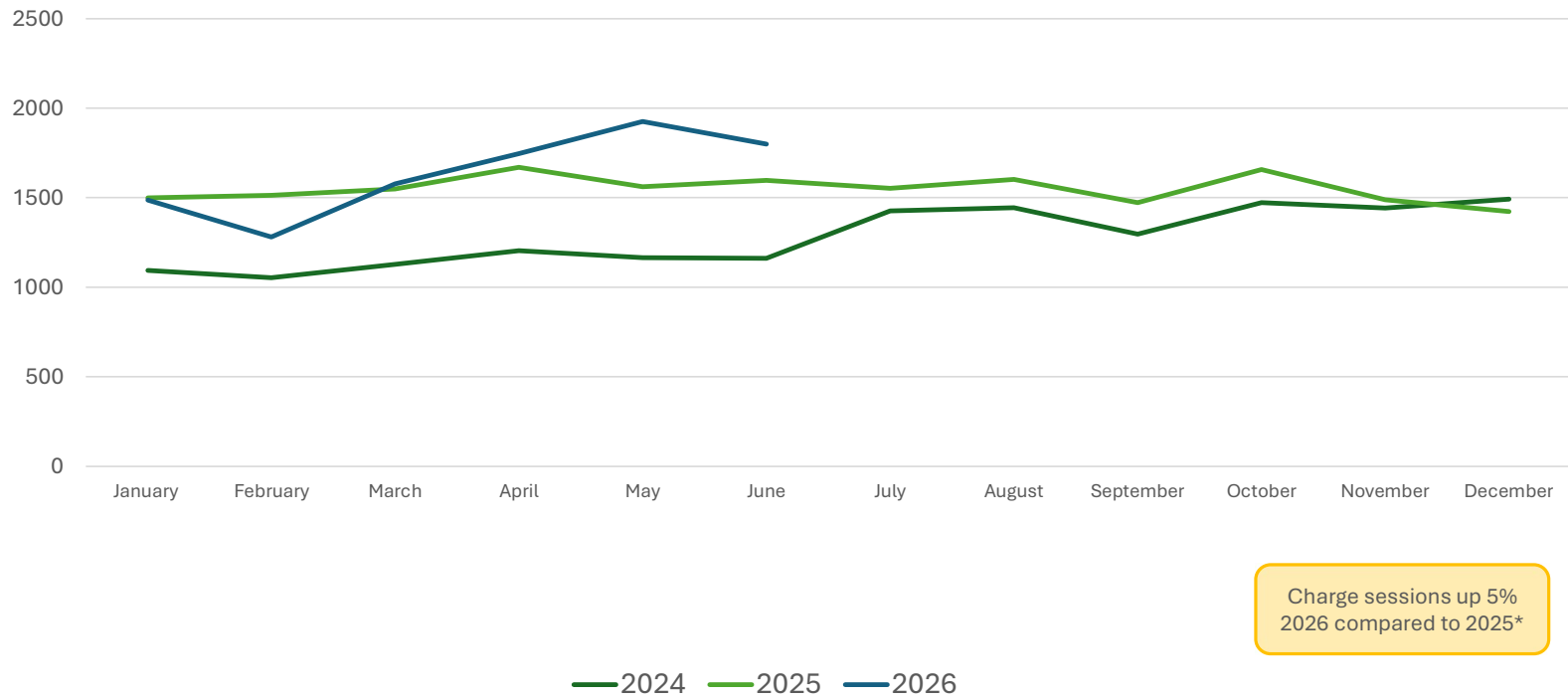
External Funding ~ \$20 Million

Grant/Funder	Amount	Use
McKnight Subgrant	\$75,000	Community Engagement
DOE (1)	\$6,653,985	70 Charger Sites (STP & MPLS)
Xcel Energy	~\$5,000,000	Make-ready (DOE 1 Match)
MPCA (1)	\$34,419.20	Partial – 4 Sites
CMAQ 1	\$4,000,000	Leases – 170
City of Minneapolis	\$350,000	CMAQ 1 Match
CMAQ 2	\$1,458,000	Leases – 45
ARP Funds	\$365,500	CMAQ 2 Match
MPCA (2)	\$30,000	Partial – 2 Sites
DOE (2)	\$560,844	East Side Expansion
RMI	\$50,000	Heights Development Spot
CMAQ 3 (Contracted)	\$1,400,000	Leases ~35

EV Spot Network Charge Session Counts – Q1 2026



Year over Year Comparison - Charge Sessions



Charge sessions up 5%
2026 compared to 2025*

*Charge sessions dropped significantly in January and February 2026, likely due to operation Metro Surge.

Price Comparisons (competitive charging)

Charging Opportunity	Cost
Home (standard rate); <u>\$0.158/kWh</u> (with fixed monthly fees included)	~\$9.60
Home (Xcel overnight EV rate); subscription for 1000kWh, added off-peak charging <u>\$0.038/kWh</u>	~\$2.28
EV Spot Network (Level 2); <u>\$0.23-\$0.25/kwh</u> (off/on peak), \$1.25 connection fee	~\$15.05-\$16.25
EV Spot Network (DCFC); <u>\$0.33-\$0.35/kWh</u> (off/on peak), \$2.50 connection fee	~\$21.90-\$23.50
Private Charger (Level 2, e.g. ChargePoint); <u>\$0.15-\$0.35/kWh</u> , session fees may apply	~\$9.00-\$21.00
Private Charger (DCFC); <u>\$0.30-\$0.50/kWh</u> , session fees may apply	~\$18.00-\$30.00

Assume a ~60kWh charge (roughly a full charge for a mid-sized EV, ~200 miles of range)

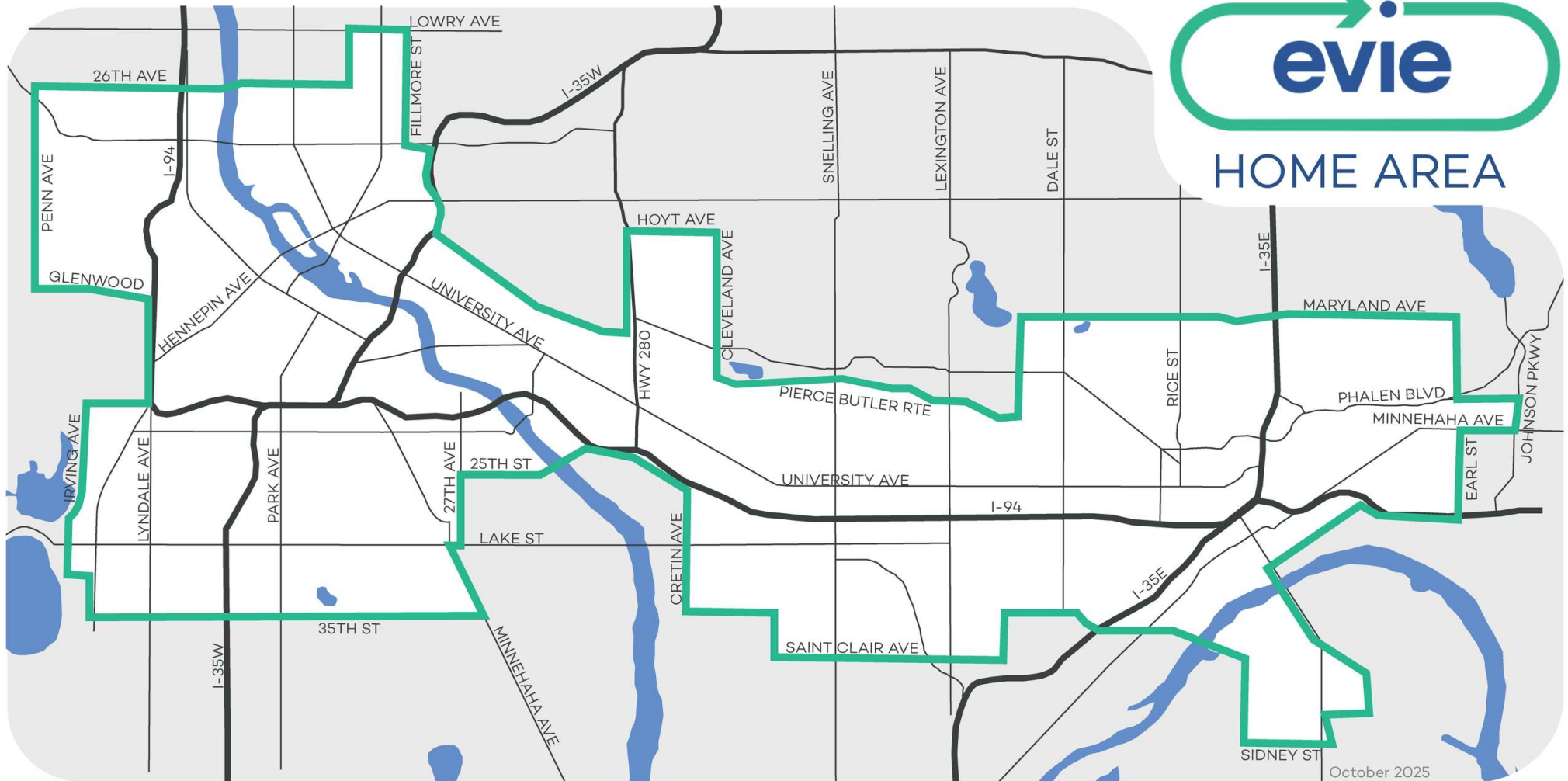
Maintain Today – Stabilize Operations

Investment	Annual Request	Outcomes
	\$300,000 Operating \$60,000* (CMAQ 3 Match, 3 years)	- Provides runway for long-term strategy - Affordable pricing - Reliable fleet operations; planned expansion - Equitable transportation access
	\$170,000 (14% increase from 2026 adopted budget)	- Charger maintenance - Electric costs - Network reliability

**Agreement for CMAQ 3 has been signed, Minneapolis has funds committed. Public Works intends to submit application for State Competitiveness Funds*

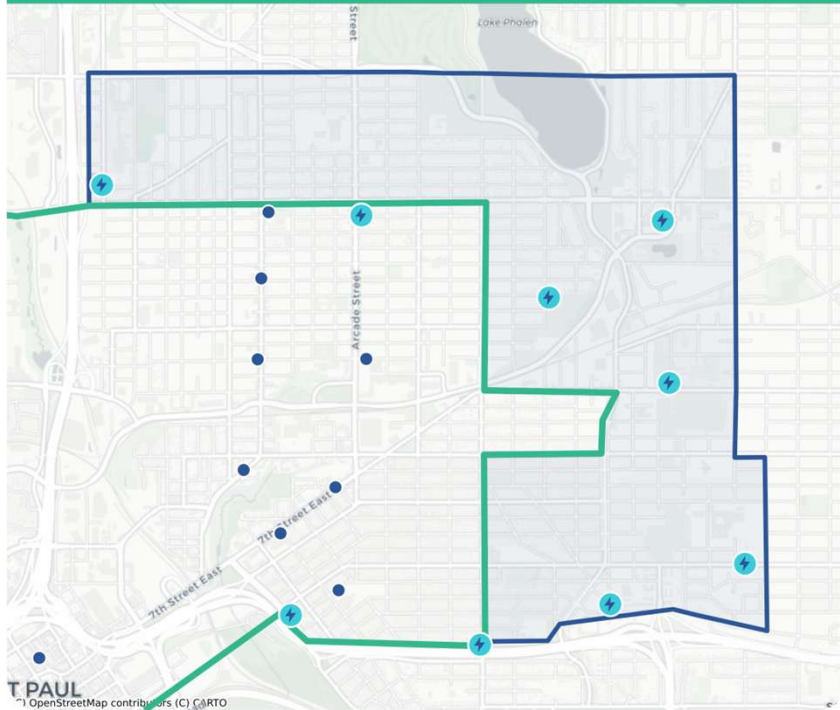
Medium Term Strategy; Sustainability

- Expand eligibility for transportation funding by recognizing carshare as a public transportation option
- Stabilize operations while absorbing recent cost increases without passing to end users
- Negotiate updated tariff with Xcel Energy; reflection of non-commercial operations



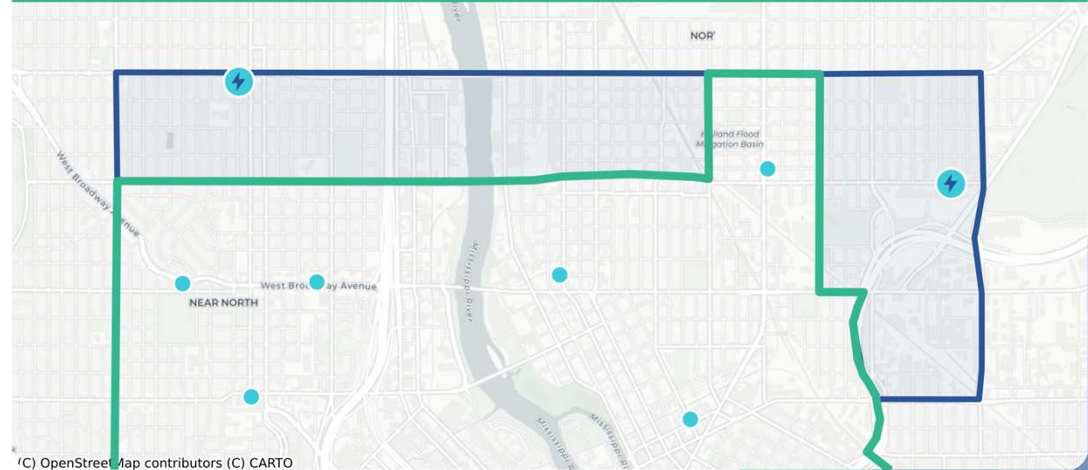
Upcoming Evie Expansions

Saint Paul expansion



- Opening in 2026:
 - East Side Expansion
 - Gold Line stations
 - Minneapolis North and Northeast expansion

Minneapolis expansion

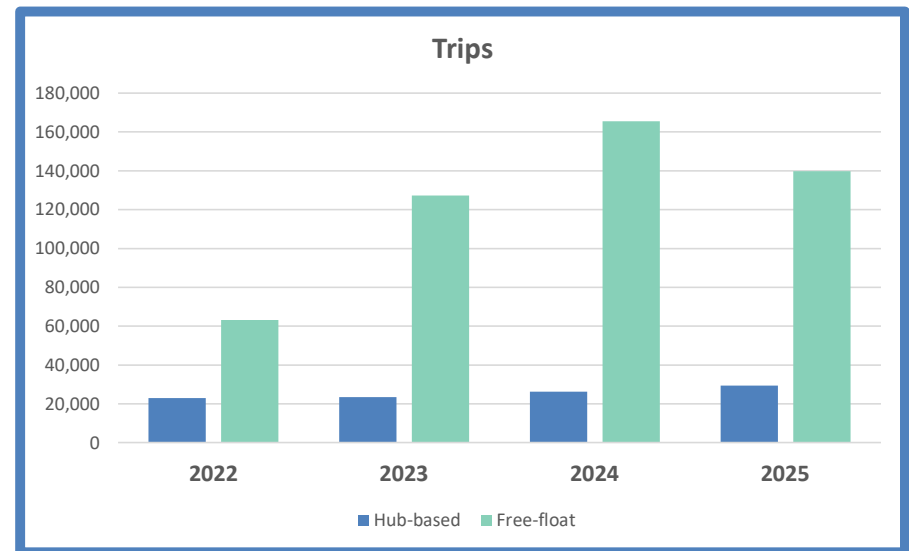


HOURECAR Performance and Impacts since 2022

	2025	2022- 2025 Total
All trips	169,220	591,195
Transportation cost savings	\$23,673,000	\$76,338,000
Pollution reduction (tons GHG)	7,694	24,133
Low-income use	46%	30% in 2022
BIPOC use	42%	35% in 2022

66% say carshare allowed them to sell or postpone buying a vehicle

(Source: 2026 National Science Foundation survey of our users)





EV SPOT NETWORK – 2027 Budget Discussion

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