

## Transportation Committee

Meeting date: October 17, 2018

For the Metropolitan Council meeting of October 24, 2018

**Subject:** Electric Bus MOU and Charging Infrastructure Agreement

**District(s), Member(s):** District 7, Gary L. Cunningham, District 2, Lona Schreiber

**Policy/Legal Reference:** Council Expenditure Policy 3-3, Procurement of Goods and Services, Council Sustainability Policy 1-2; Governor's EO 17-12

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**Division/Department:** Metro Transit Engineering & Facilities

### Proposed Action

That the Metropolitan Council authorizes the Regional Administrator to negotiate and execute the Memorandum of Understanding (MOU) regarding Bus Electrification Strategy (18M122A), the Metro Transit Electric Buses and Charging Infrastructure Agreement (18M122B) between the Metropolitan Council and Xcel Energy (dba Northern States Power Company), and any necessary future similar Charging Infrastructure Agreements to provide power at additional locations or for additional electric buses.

### Background

On January 24<sup>th</sup>, 2018 (Business Item 2018-29 SW), the Metropolitan Council authorized the purchase of eight (8) electric 60-foot buses and six (6) chargers for use on the C-line Bus Rapid Transit (BRT) corridor. On June 13, 2018 (Business Item 2018-150) The Metropolitan Council Authorized execution of a Memorandum of Understanding (MOU) with Xcel Energy providing a pathway to 100% clean electricity for Council accounts and supporting electrification of vehicles, including buses. As part of partnership, Xcel Energy has proposed a pilot to advance the electrification of transit in 2018 which will include providing, owning, and maintaining charging infrastructure at no cost to the Metropolitan Council.

When installing electrical infrastructure, Xcel's work typically ends at the transformer and meter location. For this pilot program, Xcel Energy will contract, pay for, and install the switchgear, conduit, and wiring all the way into Metropolitan Council property to the base of the chargers at the Fred T. Heywood Garage and Brooklyn Center Transit Center. The work by Xcel will reduce the cost for our agency to install the infrastructure. This Pilot Project will help Xcel Energy evaluate distribution system impacts and customer service considerations by studying costs to provide charging infrastructure, peak demand, feeder voltage dynamics, charging behaviors and load profiles. The chargers for the buses have been procured with the purchase of the buses.

The Memorandum of Understanding for Bus Electrification Strategy lays the ground work for the Pilot Project as well as future opportunities for Xcel Energy to provide infrastructure on future projects. The Charging Infrastructure Agreement will be negotiated and executed to assign roles and responsibilities for both parties for the work at Fred

T. Heywood Garage and Brooklyn Center Transit Center. The MOU, Charging Infrastructure Agreement, and any future agreements are intended to ensure power to the buses for their useful life of up to 14 years of service.

### **Rationale**

The Governor's Executive Order (EO 17-12) and Thrive MSP 2040 asks us to do more to mitigate greenhouse gas emissions. Transportation has become the largest greenhouse gas polluting sector of the economy. Metro Transit is the largest diesel fuel purchaser in the state. The Council's partnership with Xcel will assist us in the electrification of the transit vehicles.

### **Thrive Lens Analysis**

Livability is impacted as this partnership would create reductions in air pollutants, odor and noise. Environmental sustainability is clearly advanced through a transition away from fossil-fuel based electricity. Equity and Public Health is improved by reducing exposure to emissions released by diesel powered buses.

### **Funding**

The Memorandum of Understanding for Bus Electrification Strategy and Metro Transit Electric Buses and Charging Infrastructure Agreement is a no cost agreement.

### **Known Support / Opposition**

There is no known opposition to this project.