

Minutes of the REGULAR MEETING OF THE COMMITTEE OF THE WHOLE

Wednesday, January 5, 2022

Committee Members Present:

Barber, Chamblis, Cummings, Ferguson, Gonzalez, Lee, Lilligren, Lindstrom, Muse, Vento, Wulff, Sterner, Zelle

Committee Members Absent:

Fredson, Johnson, Zeran

CALL TO ORDER

A quorum being present, Chair Zelle called the regular meeting of the Council's Committee of the Whole to order at 4:01 p.m. on Wednesday, January 5, 2022 on the following roll call vote:

Aye: 12 Barber, Chamblis, Cummings, Ferguson, Gonzalez, Lee, Lilligren, Lindstrom, Muse, Vento, Wulff, Zelle

Nay: 0

Absent: 3 Fredson, Johnson, Zeran

No response: 1 Sterner

APPROVAL OF AGENDA

Council Members did not have any comments or changes to the agenda.

APPROVAL OF MINUTES

It was moved by Wulff, seconded by Vento to approve the minutes of the December 15, 2021 regular meeting of the Committee of the Whole. **Motion carried** on the following roll call:

Aye: 12 Barber, Chamblis, Cummings, Ferguson, Gonzalez, Lee, Lilligren, Lindstrom, Muse, Vento, Wulff, Zelle

Nay: 0

Absent: 3 Fredson, Johnson, Zeran

No response: 1 Sterner

INFORMATION

1. Zero Emissions Bus Transition Plan Update

Carrie Desmond, Principal Engineer, Metro Transit, gave an update on the Zero Emissions Bus Transition Plan (SEBTP). Desmond began with an overview of the ZEBTP statutory requirements. The Council must develop and maintain a zero-emission and electric transit vehicle transition plan and must complete the initial plan by February 15, 2022 and revise the plan at least once every five years. The ZEBTP guiding principles are technical viability, equity and environmental justice, and fiscal impact. Technical viability is informed by peer agencies' experience as well as Metro Transit's own expertise. Equity and Environmental Justice is

informed by community input, and fiscal impact is informed by experience as well as closely monitoring the industry. Several external and internal engagement events were held in November and December. These events reached every garage as well as nearly 200 community members. Community engagement also included a survey with over 300 responses. Survey results show that 89% of respondents rated transition to zero-emission as important or very important. Survey results were consistent with top priorities, including areas with highest air quality concerns, high ridership routes, and population density. Desmond shared a four-step sequential filtering of August 2021 service schedules: 1. Garage suitability and Xcel power analysis, 2. Sufficient vehicle battery capacity including in cold weather, 3. Equity prioritization, and 4. Fiscal efficiency prioritization. Desmond noted the emphasis on infrastructure construction at garages as that is proving to be the most limiting factor based on the findings of the study. Garage electrification will occur in tiers based on current and future electrical supply, garage capacity and space for charging infrastructure, and land and facility ownership. Vehicle and service analysis included usable battery capacity with a plan for worst-case fuel efficiency, a plan for reserve to protect battery health, and a plan for battery degradation over life of vehicle. Service analysis was based on August 2021 schedules and approximately half of blocks are technically viable. Approximately one-third of service hours and miles are technically viable. Barriers, constraints, and risks are the electrical grid capacity, the adverse impacts to garage operations, supply chain capacity, the manufacturer ability to meet performance necessary to deliver reliable service, long-term changes in level of service and peak vehicle requirements, and the speed of innovation. Objectives and best practice strategies are to evaluate multiple charge and bus manufacturers in smaller orders before proceeding to larger orders, identify learning objectives for each project, maximize concurrent work at two garages to manage disruption to operations, ensure project timelines align with Xcel Energy timelines for planning, engineering, and construction of power supply, and pair ZEB projects with development of other areas of the business. The ZEBTP Business Item will go to Transportation Committee on January 24 and to the full Council on February 9. The ZEBTP will then be submitted to the MN legislature on February 15. The proposed action for BI 2022-05 is that the Metropolitan Council adopt the Zero Emission Bus Transition Plan for submittal to the MN State Legislature as required by Minnesota Statute 473.3927.

Council Members had questions and comments on partnerships with technical colleges for training opportunities, the context of the votes within the environmental and justice maps, more information about the batteries on the buses. Council Members also thanked staff for their work on the project.

ADJOURNMENT

Business completed; the meeting adjourned at 4:52 p.m.

Bridget Toskey
Recording Secretary