

**INNOVATION AND TECHNOLOGY COUNCIL COMMITTEE  
MEETING MINUTES  
TUESDAY, OCTOBER 29, 2019  
2:00 PM  
BMW of San Antonio**

<b>Members Present:</b>	Councilmember Manny Peláez, Chair, <i>District 8</i> Councilmember Clayton Perry, <i>District 10</i> Deanne Cuellar, <i>Citizen Committee Member</i> Dirk Elmendorf, <i>Citizen Committee Member</i> Will Garrett, <i>Citizen Committee Member</i>
<b>Members Absent:</b>	Councilmember Andrews-Sullivan, <i>District 2</i> Councilmember Cabello Havrda, <i>District 6</i>
<b>Staff Present:</b>	Julia Murphy, <i>Deputy Chief Sustainability Officer</i> ; Ruben Flores, <i>Fleet Services Manager</i> ; Leticia M. Vacek, <i>City Clerk, Office of the City Clerk</i>
<b>Others Present:</b>	Abigail Kampmann, <i>CEO, Principle Auto of San Antonio</i> ; Richard Medina, <i>Vice President, CPS Energy Grid Transformation &amp; Engineering</i> ; Russell Seal, <i>Sierra Club</i> ; Tom “Smitty” Smith, <i>Executive Director, Texas Electric Transportation Resources Alliance (TETRA)</i>

**Call to Order**

Chairman Peláez called the meeting to order.

**Public Comment:**

Chairman Peláez called upon the individuals registered to speak.

Russell Seal stated that the Single Family Homes Ordinance was ready to be passed, but installing standardized Electric Vehicle (EV) ready station in multi-family homes, such as apartments and townhomes, was a much more complicated process. Mr. Seal requested that the Development Services Department take action to provide an Ordinance for multi-family homes and to prompt further discussion.

Tom Smith stated that air pollution would also be dramatically reduced by incorporating a City plan to invest in EV Technology. Mr. Smith emphasized that the lower emissions standards in place were currently not being met. Mr. Smith added that future opportunities with Toyota Motor Manufacturer, Texas, Inc. (TMMTX) should be pursued to encourage TMMTX to manufacture electric vehicles locally at the San Antonio plant through a series of incentives. He that stated doing so would make San Antonio a future technology hub.

**1. Briefing on City of San Antonio Electric Vehicle Fleet Conversion & Citywide EV Infrastructure Study and the EVSA Program** [Julia Murphy, *Deputy Chief Sustainability Officer, Office of Sustainability*]

Julia Murphy presented an overview of the City goals and policy direction to reinforce fleet electrification and EV charging infrastructure to include: 1) Advancing electric vehicle adoption by the end of 2020; and 2) Establishing net-zero greenhouse gas emissions by 2050. She stated that a Municipal Fleet Electrification Plan and a Public Charging Spatial Plan were to be finalized by the end of 2019.

Ms. Murphy cited a Greenhouse Gas Inventory wherein the Transportation Sector contributed to 38% of all gas emissions in San Antonio, and 90% of the 38% was comprised of private vehicles. She stated that there were currently 3,000 EV vehicles in Bexar County and 240 public charging stations with an average of 1 public charging port per 12.5 EVs. She stated 44% of homes in San Antonio were single family homes which do not have a garage or driveway access with EV charging portability.

Ruben Flores presented a briefing on the City's Electric Fleet Conversion Program. He stated that currently the City has a total fleet inventory profile of 5,393 units with 2,362 on-road, non-first responder vehicles. He noted that Municipal EV vehicle candidates were being evaluated through a scoring system for EV suitability based on several factors; he stated that in early 2020, four administrative models would be replaced with EV models to be rolled out for further analysis.

Deane Cuellar asked if policy considerations included transitioning of lower income communities to provide access to public charging stations. Ms. Moore replied that innovative projects were being reviewed in order to incorporate EV technology into our local communities which would stand to benefit the most from increased mobility.

Will Garrett requested an estimated cost for the installation of recharging station infrastructure. Mr. Flores stated where infrastructure did not exist, the cost to establish a station was approximately \$10,000; and where infrastructure did exist, or if only an upgrade to the electrical structure was needed, the cost was approximately \$2,000 to \$7,000, depending on the type of unit required.

Mr. Garrett asked of funding for the EV charging stations. Mr. Flores stated that internal and external funding opportunities were being explored for public facing infrastructure.

Councilmember Perry requested the City's annual vehicle turnover rate. Mr. Flores stated currently that the fleet inventory consisted of 5,400 units, with 600-700 units replaced per year, depending on the unit's life cycle stage. He noted that in FY 2020, 15 sedans would be replaced and FY 2021, 70 units would be replaced.

Councilmember Perry requested vehicle replacement costs compared to EV transition.

Mr. Flores stated that he would provide the information requested at the next meeting.

Councilmember Perry requested a cost benefit analysis be conducted for in-house maintenance of fleet EVs and repair of fleet EVs versus outside contracted maintenance. He asked what the total upfront costs would be.

Councilmember Peláez asked if the City's EV Study would account for SAWs, CPS, and VIA vehicles. Ms. Moore replied that both CPS and SAWs are also working on plans to electrify their vehicles. Councilmember Peláez requested a meeting with Ms. Moore to discuss the impact on emissions and cost efficiencies once CPS and SAWs have implemented their EV plans. Ms. Moore agreed.

## **2. Briefing on CPS Energy Electric Vehicle Strategy, EV Charging Infrastructure and Program Offerings** [Richard Medina, *Vice President CPS Energy Grid Transformation & Engineering*]

Richard Medina outlined CPS Energy's EV Program strategies to optimize EV transportation infrastructure, while delivering a meaningful customer experience and providing customers with more options. Mr. Medina stated that CPS was currently upgrading the 3,500 charging ports units installed throughout Bexar County in early 2012, as the life span of a Level 2, 240 volt charging stations was not very long.

Mr. Medina presented a Residential Pilot Program offering a variety of charging times and providing customers with smart chargers, incentive programs, and peak time rebates to avoid peak hour strain on the City's grid, as it was estimated 85% of EV cars would be charged at home.

Mr. Medina presented a Commercial Pilot Program wherein commercial chargers would not be turned off for the public, even during a peak event. He stated that price signals would be utilized through a Time-of-Use Rate. He stated that CPS was currently developing a small-medium charging program, and CPS was also modifying the current Level 2 charging systems to avoid peak time overuse.

Dirk Elmendorf stated that the City has only 1 EV charger in place per 12.5 EVs, with a targeted plan to add 5-10 chargers per 12.5 EVs. He noted that leading EV Cities have 5-10 chargers per 12.5 EVs, and questioned if meeting such an upgrade ratio was a challenge for CPS. Mr. Medina replied that CPS was implementing strategies without building more infrastructure and with less burden onto the system by analyzing charging behaviors to produce more efficient charging times and CPS managing, and by controlling the power load by adding off-peak charging times without inconveniencing customers.

Councilmember Perry requested usage data on all EV charging stations throughout the City. Mr. Medina stated there are meters in place to monitor overall loads, and as more EVs enter the roadways, usage data can be gleaned to see load factors, peaks and valleys usage times, and to create proper rate signals. Mr. Medina noted there were currently 30 EV charging stations with 150 ports.

Councilmember Peláez asked if the City was engaged with the Auto Dealers Association. Mr. Medina replied that the current Nissan Leaf Rebate was established through a CPS round table discussion with local dealers, and that CPS was considering creating bigger incentivized programs with local auto dealers. Ms. Moore added that as part of the American Cities Climate Challenge, the City had several dealer engagement programs currently in progress.

### **Adjourn**

There being no further discussion, the meeting was adjourned at 3:28 PM.

*Respectfully Submitted,*

A handwritten signature in black ink, appearing to be 'Manny Peláez', written over a horizontal line.

**Manny Peláez , Chairman**

A handwritten signature in blue ink, appearing to be 'Leticia M. Varek', written over a horizontal line.

**Leticia M. Varek,  
City Clerk**