

HOUSTON-GALVESTON CLEAN CITIES COALITION STAKEHOLDERS

MEETING SUMMARY

Wednesday, July 24, 2019 – 9:30-11:00 AM
Houston-Galveston Area Council of Government Offices
3555 Timmons Lane, Suite 120, Houston, Texas 77027
(Meeting Held – Second Floor, Agency Conference Room 2-A)

STAKEHOLDERS PRESENT

Center Point Energy – Michael Conklin
Center Point Energy – David Owen
City of Houston Fleet Program – Kristian Harper
Electric Interstate Highway Standards Assoc. – Norm Whitton
Freedom CNG – Eddie Murray
Houston ISD – Emma Lockett
Onboard Dynamics – Todd Pendexter

STAFF PRESENT

Houston-Galveston Area Council – Andrew DeCandis
Houston-Galveston Area Council – Ben Finley
Houston-Galveston Area Council – Cassandra Marshall
Houston-Galveston Area Council – Gilbert Washington
Houston-Galveston Area Council – Sandra Holliday

BRIEFING

Overview

- a. The Houston-Galveston Clean Cities Coalition (H-GCCC) Stakeholders were presented with action items; a series of information items; and the meeting concluded with member announcements of current and upcoming activities.
- b. Visit <http://www.houston-cleancities.org/stakeholder-meetings/> to view the meeting materials.

ITEM 1A. Introductions (H-GCCC Vice – Chair, Norm Whitton)

ACTION ITEMS

ITEM 3A. Approval of Meeting Summary

The Coalition Vice-Chair entertained a motion to pass the H-GCCC Stakeholders meeting summary for Wednesday, May 1, 2019 as presented. The motion was passed with no corrections.

DISCUSSION ITEMS

ITEM 4. Removing barriers to adopting CNG as a transportation fuel with the GoFlo Compressor (Todd Pendexter, Onboard Dynamics)

Todd Pendexter addressed removing the barriers to adopting CNG as a transportation fuel through Onboard Dynamics' GoFlo compressor product.

Todd indicated that what many fleet people find attractive about CNG is the favorable economics, related to the price of natural gas as compared with traditional diesel. The main obstacle to overcome for fuel conversions to CNG is a lack of infrastructure. It is difficult for fleet operators to absorb the initial increased cost of CNG vehicles. You often to initially purchase between 40 and 50 trucks to justify the initial investment.

The GoFlo compressor is powered by natural gas and can produce a capacity of 36 psi. No electricity is used, which creates a lot of opportunity. It can be parked overnight and fill for ten to twelve hours by natural gas as fuel source. The GoFlo compressor can be used as an emergency backup and is remote accessible. It allows for temporary use and can be used as a starter filling station for one or two vehicles that is easy to install without building a complete fueling station.

ITEM 5. EVolve Houston (Michael Conklin, Center Point Energy)

Michael Conklin spoke on Evolve Houston, a coalition of sustainability minded academic, government, and business partners, who share a vision of clean transportation, better air quality, and few greenhouse gas emissions through electrified transportation. EVolve Houston launched on January 16, when City of Houston Mayor Sylvester Turner held an event attended by 155 interested parties from within the region. A follow up workshop to discussion the priorities and roadmap for the program was held on May 16 with an additional 70 people present to discuss the future of this effort.

Now, the organization is preparing to launch as an independent 501(c)(3) nonprofit organization. This organization will carry forward the mission for facilitating pilot projects and general coordination of electrified transportation expansion here in the Houston area. Right now, we have around 9,000 of them. In the next ten years, without any outside influences it is anticipated that our region will have approximately 110,000 electric vehicles, which is about three percent of the on-road fleet. It is anticipated that this number could triple with proper support from an organization such as EVolve Houston. To achieve this increase, the region will need additional infrastructure and incentives in place to make this accelerated growth occur.

Electric vehicles (EVs) are expected to evolve over the next decade. From now until 2025, it is expected that EVs will become significantly more available as well as more economic for the average consumer . By 2025, EVs are expected to be priced the same as comparable internal combustibles models. This will also coincide with the release of more models are released that consumers like, such as SUVs and light trucks. The combination of these factors will help to boost the EV market as sales of current vehicles indicate that approximately sixty percent of car buyers drive SUV's and trucks. It will also be important that advertising funds are spent. Consumers won't just buy alternative vehicles. They need to be properly advertised and marketed as well.

If we can make a dent in transportation, we can help to improve air quality and bring our region into attainment. 67% of ozone forming emissions comes from transportation. Houston is already an energy leader, and can remain a leader as we transform into a low carbon future while bringing more jobs to Houston,

Until mid-2020, (EV) adoption is held back by lack of availability and affordability. After that, it will be held back by lack of public charging. The most important benefits to EVs is emission reduction. The most important thing to focus on is policy. Affordability of the vehicle and availability of infrastructure. If the state supports us of this, it becomes easier to do.

ITEM 6. Additional Results from the 2018 Clean Cities Annual Survey (Andrew DeCandis)

- a. Our 2018 report that we submitted in March, has been finalized by DOE. In 2017, we had sixty-eight respondents, in 2018 we had 34 respondents. We had difficulty getting in touch with people. Mostly, due to staff transitions within the coalition. DOE does allow us to carry over previous years results. Because of that, we included information from over 128 organizations in the survey, not just the individuals we talked to this year. For those that did not respond this year, we were required to reduce contributions from the coalition, so they counted less.

In addition, to those who answered the survey. There are also three national clean cities partners in the region, who automatically report their data to DOE which, in turn, is reported to us. Those are UPS, Pepsi Co, and Schwan's.

Changes in results from last year largely resulted from the fewer responses. The VMT and fuel usage reductions in the region decreased significantly due to the end of H-GAC's NuRide program. As a

result, the region lost almost 1 million GGE reduced over previous years, however since the program ended, it had to be removed. Also, the city had issues with their EVSE due to Harvey-related flooding, which reduced the number of available EV charging points. We will look into this and hope that the numbers pick up again for next year.

- b. What percentage of commercial vehicles are we capturing in the survey?
 - We don't know
 - Coalition has access to FleetSeek database. Indicates fleets that are headquartered in the region, not necessarily those domiciled here.
- c. What is the pool of potential alternative fuel vehicles that could be included but are not?
 - We don't know
 - Most of our information comes from personal connections to stakeholders and manufacturers.
 - H-GAC and others are working to gain access to registration data, but it is unknown when this will happen.

ITEM 7. Overview of Discussion with Port of Houston (Norm Whitton)

Norm Whitton spoke regarding the Port of Houston to vote on installing sensor gantries at the Port entrance. A coalition of interested parties, including Mr. Witton, wrote a proposal to the Port Houston that was sent to Port environmental staff and recommended spending \$25 to \$50 million on equipment to measure the atmospheric composition before and after a truck goes through the gates. In order to sense whether a truck has low or high exhaust emissions. The cost is primarily in monitoring activities and maintenance of the equipment. The port reviewed the idea but declined to participate due to cost.

Additional discussions with Port staff reported that in 2017, Port Houston records 25,167 unique trucks passing into the port at least once during the year. 10,000 of these trucks entered the port at least once, 475 entered 25 times, and 100 trucks entered the Port more than 50 times.

INFORMATION

ITEM 8. Current Funding Announcements and Updates-H-GAC Staff (Gilbert Washington)

Clean Vehicles Program Staff Presenting on the Funding Opportunities for Clean Vehicles
Houston Galveston Area Council
Thursday, August 1, 2019
8:30am

ITEM 9. Announcements of Current & Upcoming Activities (Norm Whitton)

Alternative Fuel Vehicle Maintenance Garage Training
Rush Truck Center
Wednesday, August 7, 2019
10:00am to 2pm

Next meeting will be October 9, 2019

Meeting adjourned at 11:05 A.M.