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TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST
DRAFT
BENEFICIARY MITIGATION PLAN FOR TEXAS
SEPTEMBER 17, 2018

A public meeting in the above matter was taken on the 17th of September, 2018, from 2:00 p.m. to 3:02 p.m. before Janalyn Elkins, CSR in and for the State of Texas, reported by machine shorthand, at the offices of Alamo Area Council of Governments, 8700 Tesoro Drive, Suite 100, San Antonio, Texas.

APPEARANCES

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FOR TCEQ:
MR. STEPHEN DAYTON
TCEQ
12100 Park 35 Circle
Building F
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Ph: (512) 239-6824

ALSO PRESENT FOR TCEQ:
JOE WALTON
SANDRA HERNANDEZ
SAM GAMMAGE
WALKER WILLIAMSON
ANDREA MORROW

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02:26 1 MR. DAYTON: What I would like to do now is
02:26 2 start the official public comment process. What we'll
02:26 3 do is we'll go down the list and folks that have
02:26 4 identified that they would like to speak, I'll call your
02:26 5 name to come up.

02:26 6 We have a court reporter. I've asked her to
02:26 7 make sure she break's in if there's any questions about
02:26 8 what you have to say. When you come up, give your name
02:27 9 and who you're representing. And then try to speak
02:27 10 clearly enough -- not that I'm speaking very clearly --
02:27 11 but try and speak clearly enough that she can understand
02:27 12 what you're saying.

02:27 13 After we get through those, if anybody else
02:27 14 wants to speak, I'll offer and if y'all want to come up.
02:27 15 And then after that, we'll stop the recording, or the
02:27 16 court reporter will stop, and then we'll have a --
02:27 17 however long y'all want -- to ask any informal questions
02:27 18 and answer. Let me make sure I have everyone.

02:27 19 Diane, let me ask you if you would like to come
02:27 20 up first and give you the opportunity to -- whether you
02:27 21 have public comments or just would like to say some
02:27 22 things.

02:27 23 We appreciate, again, the opportunity to work
02:27 24 with the Council of Governments. We appreciate all the
02:27 25 work and support you're giving to this program and, of

02:27 1 course, all of our other grant programs.

02:27 2 DIANE RATH: Thank you. I appreciate it.

02:27 3 MR. DAYTON: Thank you.

02:27 4 DIANE RATH: Thank you very much.

02:27 5 Thank you. I am Diane Rath, executive director

02:28 6 to Alamo Area Council of Governments. And first of all,

02:28 7 I want to thank TCEQ for holding this public hearing

02:28 8 here today and giving everyone the opportunity to hear

02:28 9 firsthand and ask questions. I also especially want to

02:28 10 thank TCEQ for recognizing the Alamo area's needs and

02:28 11 for prioritizing us in the funding allocation. So we're

02:28 12 very grateful for that.

02:28 13 Our board will be considering comments next

02:28 14 weekend. And the AACOG board will be submitting

02:28 15 comments before the deadline to TCEQ directly, so I'm

02:28 16 not speaking on behalf of AACOG today, but personally.

02:28 17 And I really, again, want to emphasize how

02:28 18 important it is that you did prioritize San Antonio.

02:28 19 We're so very close to being in attainment, that this

02:28 20 funding can make a difference. And we really do

02:28 21 recognize that having this invested -- invested very

02:28 22 quickly and taking advantage of the funds as quickly as

02:28 23 possible is much to our advantage with our quick

02:28 24 timeline.

02:28 25 We have groups that are working together in

02:28 1 order to generate interest, spread the word, and ensure
02:29 2 that when the applications are being accepted, we will
02:29 3 be there and have applications ready and submitted very
02:29 4 timely.

02:29 5 We also very much would urge TCEQ to consider,
02:29 6 under the federal agreement, you can reimburse
02:29 7 governments 100 percent. The budget for, you know,
02:29 8 fiscal year '19 are already adopted. So those entities
02:29 9 have not provided for the additional 40 percent in their
02:29 10 current budgets. Most of our entities, be it school
02:29 11 districts, be it smaller communities or all four
02:29 12 counties, really have not provided for funding and do
02:29 13 not have available funding. So that difference of
02:29 14 100 percent for governmental entities, we think is very,
02:29 15 very important.

02:29 16 We also would ask you to consider the freight
02:29 17 switchers. We do recognize there's another program, but
02:29 18 we have got eight yards in San Antonio -- or in Bexar
02:29 19 County -- that we think that can make a big difference
02:29 20 with, also.

02:30 21 We also would urge you to consider prioritizing
02:30 22 San Antonio, Bexar County, since Bexar County is in
02:30 23 non-attainment, totally recognizing the risk of our
02:30 24 other three counties. And in most of our pass-through
02:30 25 programs that flow directly through "the COG," we

02:30 1 prioritize the City of San Antonio for 60 percent and
02:30 2 Bexar County for an additional 20, and then 20 go to the
02:30 3 outlying areas. So we either have those dollars flow
02:30 4 through the cogs, for additional priorities could have
02:30 5 been placed that were consistent with that, or consider
02:30 6 some form of allocation at TCEQ to make sure that the
02:30 7 one county that's in non-attainment really has access to
02:30 8 the funds.

02:30 9 Otherwise, again, we appreciate it. We look
02:30 10 forward to the board considering many of your comments.
02:30 11 And, as always, if there's anything we can do to
02:30 12 facilitate it or be responsive, we welcome that
02:30 13 opportunity. So thank you very much.

02:30 14 MR. DAYTON: Diane, thank you. And again, we
02:31 15 look forward to continuing the work with the COG on
02:31 16 these important issues, and we appreciate the support
02:31 17 and the hard work that y'all have been doing and will
02:31 18 continue to do.

02:31 19 I will just go down the list. I apologize, some
02:31 20 of these may not be in order. I -- we have about nine
02:31 21 additional people that would like to speak. So I don't
02:31 22 think we need to set a time limit. But I still would
02:31 23 appreciate y'all keeping it five minutes or less, if you
02:31 24 can.

02:31 25 Again, if you have written comments, you can

02:31 1 submit those. You don't necessarily need to put
02:31 2 everything into the record orally, also. But feel free
02:31 3 to say whatever you'd like. But if it starts going too
02:31 4 long, I may need to slow people down or cut people off.
02:31 5 But otherwise, I think we have enough time for folks to
02:31 6 say what they would like to say.

02:31 7 Let me go down, if I get your name wrong,
02:31 8 please, just -- I apologize. Make sure you say it
02:31 9 correctly in the record.

02:31 10 MR. DAYTON: Hannah Zunker from Valero.

02:31 11 HANNAH ZUNKER: Hello. I'm Hannah Zunker with
02:32 12 Valero. And I just want to make a statement that we
02:32 13 recommend that the majority of the funds are used
02:32 14 towards the replacement of older diesel engines with
02:32 15 new, high efficiency, clean burning diesel engines which
02:32 16 can reduce emissions in a very cost-competitive manner.

02:32 17 Research shows that if you compare a 2000 model
02:32 18 year diesel engine to a 2010 model year diesel engine,
02:32 19 that particulate matter reduction is done by a factor of
02:32 20 10, and knocks reduction is a factor of 20 improvement.
02:32 21 And in addition to that report, other studies show that
02:32 22 a one-pound reduction in knocks costs you only \$86, with
02:32 23 a new diesel engine; costs you \$107, with compressed
02:32 24 natural gas; costs you \$165 for a battery electric
02:33 25 vehicle.

02:33 1 And in addition to this, if you were going to
02:33 2 try to achieve a 600-ton reduction in knocks, this can
02:33 3 be done immediately by replacing old diesel engines with
02:33 4 only 936 new diesel trucks in comparison to a need for
02:33 5 over 900,000 electric vehicles to achieve the same goal.

02:33 6 We believe this is the most efficient and
02:33 7 economic use of the funds in order to achieve the knocks
02:33 8 reduction goals of this program. Thank you.

02:33 9 MR. DAYTON: Next, we have David Schatz from
02:33 10 ChargePoint.

02:33 11 DAVID SCHATZ: Thanks, Steve. My name is Dave
02:33 12 Schatz, I'm director for public policy for ChargePoint.
02:33 13 ChargePoint is the largest network of electrical vehicle
02:34 14 charging stations in the nation. We have over 54,000
02:34 15 stations nationwide. We strongly support TCEQ's
02:34 16 intention to allocate the maximum 15 percent for
02:34 17 light-duty electric vehicle charging duty
02:34 18 infrastructure.

02:34 19 There are many reasons to keep this 15 percent
02:34 20 commitment in the plan -- in the final plan. First of
02:34 21 all, it's one of the most cost-effective categories.
02:34 22 Level 2 stations are anywhere from \$5 to \$10,000 per.
02:34 23 It's quick to market. Deployed in a couple of weeks or
02:34 24 months across the state. It's a statewide program. It
02:34 25 will achieve those kinds of benefits. It will result in

02:34 1 thousands of charging stations across the state. It's
02:34 2 powered by the local grid, regardless of energy
02:34 3 resource.

02:34 4 So if it is created here in Texas, if the
02:34 5 electrons are flowing here in Texas, which they are, it
02:34 6 is powering vehicles on the roads today. We support the
02:34 7 goal of this program to be truly statewide, not
02:34 8 allocated in any particular area, because there are many
02:35 9 gaps throughout the market, and we think this will go a
02:35 10 low way towards addressing those gaps.

02:35 11 We also really support the grant structure;
02:35 12 competitive grants do a lot to stimulate the competitive
02:35 13 market that's currently here today, operating in Texas.
02:35 14 So we certainly think there will be a lot of interest in
02:35 15 this program.

02:35 16 One additional recommendation, though. On the
02:35 17 DC fast charging side, it's currently supported at about
02:35 18 50 percent. We think that because of the specific
02:35 19 economics of DC fast, we might want to look into -- or
02:35 20 it would be best served by an 80 percent coverage, as
02:35 21 stipulated in the trust, as the maximum for a private
02:35 22 site public deployment.

02:35 23 We also think that there should be a priority
02:35 24 for smart charging infrastructure, data capable,
02:35 25 collecting data on charging stations. It will help the

02:35 1 State to recognize the emissions reductions that it has.

02:35 2 So once again, we strongly support many, many

02:35 3 parts of the plan, and we look forward to being a

02:35 4 resource to you.

02:36 5 MR. DAYTON: Thank you.

02:36 6 Terry Burns with the Sierra Club.

02:36 7 TERRY BURNS: Thank you and good afternoon. My

02:36 8 name is Dr. Terry Burns, retired pathologist and chair

02:36 9 of the Alamo Group of the Sierra Club.

02:36 10 The Sierra Club accepts the signs describing

02:36 11 deleterious effects of ozone in plants and human health.

02:36 12 And we support the new non-attainment designation of

02:36 13 Bexar County. We also accept the science indicating

02:36 14 global climate change is occurring as a result of

02:36 15 massive fossil fuel emissions into our atmosphere.

02:36 16 We thank the State of California and the Obama

02:36 17 EPA for discovering and convicting Volkswagen of its

02:36 18 corporate malfeasance in producing diesel vehicles with

02:36 19 higher than allowed amounts of emissions and covering up

02:37 20 that fact.

02:37 21 Volkswagen settlement funds will help Texas

02:37 22 improve air quality, and we are in strong support of

02:37 23 general TCEQ plans for the handling of this, quote,

02:37 24 "windfall."

02:37 25 Number one, we agree with the proposed general

02:37 1 goals of the plan, distribution, and TCEQ plans to
02:37 2 administer the funds directly, rather than using COG or
02:37 3 MPO intermediaries. We agree this would create another
02:37 4 level of bureaucracy and delay. We strongly support
02:37 5 spending a maximum 15 percent on EV infrastructure. As
02:37 6 we agree, this needs to be done statewide.

02:37 7 EV adoption is one of the most important steps
02:37 8 we need to take to address climate change. We're
02:37 9 doubtful of the readiness of hydrogen fuel cell
02:37 10 technology in the state at this time for -- except for
02:37 11 very specific circumstances. We urge TCEQ to make a
02:38 12 specific minimum commitment to electric school buses and
02:38 13 transit buses by setting aside at least \$30 million of
02:38 14 the total for all electric buses so that those most
02:38 15 impacted by air pollution will receive a greater
02:38 16 benefit. In addition, TCEQ should consider raising to
02:38 17 60 percent reimbursement for these vehicles to
02:38 18 80 percent, at least.

02:38 19 We do not support use of these funds for
02:38 20 so-called alternative fuels, like we heard a bit
02:38 21 earlier, such as, quote, "advanced diesel" and other
02:38 22 sources, such as propane. These are fossil fuels
02:38 23 which -- it emits substantial amounts of carbon and will
02:38 24 not address our carbon emission problem and climate
02:38 25 change problem. And any consideration of such

02:38 1 alternatives should, at the least, include complete life
02:38 2 cycle analysis of their effects. We support the
02:39 3 separate category inclusions of refuse vehicles, freight
02:39 4 trucks and airport equipment.

02:39 5 We point out, however, that there is no mention
02:39 6 of environmental justice in the draft mitigation plan.
02:39 7 We urge TCEQ to commit 25 percent of the settlement
02:39 8 charging funds for support of multi-family and public
02:39 9 facilities and low-income communities.

02:39 10 TCEQ, for our area, prioritizes comments from
02:39 11 AACOG. But we suggest, also, that AAMPO, at Bexar
02:39 12 County, and most especially, City of San Antonio
02:39 13 comments be prioritized, as well. Only San Antonio is
02:39 14 in the midst of developing a climate action plan for
02:39 15 which EV infrastructure in current planning with CPS
02:39 16 will be a critical component. San Antonio already is
02:39 17 moving address- -- aggressively to address our air
02:40 18 quality problems. Working with CPS to renew
02:40 19 submissions, limit vehicle idling, improve government
02:40 20 vehicle fleets, et cetera.

02:40 21 We agree with CP- -- with TCEQ funding, that
02:40 22 these funds should not be used for business economic
02:40 23 development, but rather to, quote, "to implement the
02:40 24 grant projects quickly and efficiently to hasten the air
02:40 25 quality benefits," unquote.

02:40 1 We look forward to rapid and substantial air
02:40 2 quality improvements in Texas, thanks to this EPA
02:40 3 agreement resulting from the culpability of a large
02:40 4 international corporation. Our system works best when
02:40 5 people, corporations, and governments all work honestly
02:40 6 in a level playing field. And when they don't,
02:40 7 prosecution and maximum penalties are assessed to send a
02:40 8 clear message that malfeasance will not be tolerated.
02:40 9 Thank you.

02:41 10 MR. DAYTON: Thank you. Doug Melnik.

02:41 11 DOUG MELNIK: Good afternoon. Doug Melnik,
02:41 12 chief sustainability officer for the City of
02:41 13 San Antonio. First, we would like to express our
02:41 14 support from the City of San Antonio for TCEQ's proposed
02:41 15 plan. We're very grateful for the current proposed
02:41 16 allocation structure.

02:41 17 As Diane has mentioned, we're currently making
02:41 18 sure we're coordinating with key partners, including
02:41 19 AACOG, Bexar County, VS, CPS Energy, and others, to
02:41 20 ensure that we're all on the same page and are working
02:41 21 together, leveraging our opportunities.

02:41 22 We have a great opportunity to reach attainment
02:41 23 and avoid being bumped up to moderate, and that's our
02:42 24 big priority. And the City and our partners, as well as
02:42 25 the business community, have multiple projects that are

02:42 1 basically cued up and will benefit greatly from this
02:42 2 funding opportunity.

02:42 3 In order to expend the funds as quickly as
02:42 4 possible, to ensure that we make progress to get back
02:42 5 into attainment, we would respectfully request that TCEQ
02:42 6 consider funding governmental replacements and repowers
02:42 7 with alternative fuels and electric models, as well as
02:42 8 an electric charging infrastructure at 100 percent as
02:42 9 allowed in the Nationwide Volkswagen Diesel Emissions
02:42 10 and Environmental Mitigation Trust proposal. Thank you
02:42 11 very much.

02:42 12 MR. DAYTON: Thank you. Stephanie Reyes with
02:42 13 the Chamber of Commerce.

02:42 14 STEPHANIE REYES: Good afternoon. My name is
02:42 15 Stephanie Reyes. I'm vice president of public policy at
02:42 16 the San Antonio Chamber of Commerce.

02:42 17 As mentioned, on July 18, 2018, the EPA
02:43 18 designated Bexar County as a non-attainment area under
02:43 19 the new federal air quality standards, passed in 2015.
02:43 20 This was an especially devastating blow to a low-income
02:43 21 community like San Antonio where the designation is
02:43 22 expected to result in an economic loss of 3.2 billion
02:43 23 and 27.5 billion, according to the 2017 study conducted
02:43 24 by AACOG.

02:43 25 What made the designation feel particularly

02:43 1 unjust, as well, was that San Antonio has a better track
02:43 2 record than any other major metropolitan area of
02:43 3 voluntarily complying with new air quality standards.

02:43 4 Twice before, Bexar County has been in danger of
02:43 5 running afoul of the max, when such standards were first
02:43 6 lowered to 80, and then 75 parts per billion. Each
02:43 7 time, Bexar County brought ozone levels into compliance
02:43 8 despite the fact, as well as that only 20 percent of
02:43 9 ozone emissions in Bexar County are from local sources.

02:43 10 In fact, Bexar County has reduced ozone levels
02:43 11 over the last 20 years from 93 parts per billion in 2003
02:44 12 to 73 parts per billion in 2016. The silver lining,
02:44 13 however, is that Bexar County, because of its track
02:44 14 record and because of the marginal nature of its
02:44 15 non-attainment, has a real chance of getting out of
02:44 16 non-attainment by 2021.

02:44 17 The proposed allocation of 73.5 million to Bexar
02:44 18 County to reduce the nitrogen oxide in the environment
02:44 19 in Bexar County might just be the measure that tips the
02:44 20 scales. A \$73.5 million measure that averts 3.2 to
02:44 21 27.5 billion in economic losses to one of the fastest
02:44 22 growing metropolitan areas in the state ought to be a
02:44 23 financial and political no-brainer. We, at least, have
02:44 24 not heard of a more compelling way to invest the
02:44 25 Volkswagen funds anywhere in the state that would

02:44 1 achieve a higher return on investment.

02:44 2 All of the above, taken in combination with
02:44 3 Bexar County's unique track record of working as a
02:44 4 community to improve its air quality, makes our
02:45 5 community a most impactful place to invest the
02:45 6 Volkswagen funds. Additionally, we support AACOG's
02:45 7 recommendation, dated March 28, 2018, for the use of
02:45 8 these funds.

02:45 9 Given Bexar County's diverse and successful
02:45 10 emissions reductions programs over the years, we support
02:45 11 flexibility and local discretion in how such funds are
02:45 12 allocated, as well as the ability to share funds, if
02:45 13 needed, over and unsubscribed programs. As technology
02:45 14 advances, such flexibility in an important way -- is an
02:45 15 important way to ensure that funding continues to go
02:45 16 where it can be most impactful. Thank you.

02:45 17 MR. DAYTON: Okay, the next name -- I apologize,
02:45 18 I can't read the first name -- is Gutierrez with the
02:45 19 same -- Chamber of Commerce, also. No? Okay. Is it
02:45 20 Martin?

02:45 21 MARTIN GUTIERREZ: Yes.

02:45 22 MR. DAYTON: Okay. Stacey Abel. Abel?

02:46 23 STACEY ABEL: Good afternoon. Can you hear me?

02:46 24 Okay, good afternoon. I am with a new group
02:46 25 that formed this spring called the Texas Electric

02:46 1 Transportation Resources Alliance. And we are a
02:46 2 collection of electric car manufacturers, public
02:46 3 interest groups, a broad variety of utilities. And
02:46 4 we're -- our point is to -- and our goal and Mission --
02:46 5 is to make sure that infrastructure is there when we
02:46 6 need it for the coming electric transportation
02:46 7 revolution. So we are here today -- I'll try not --
02:47 8 we're a statewide organization, I'll try not to repeat
02:47 9 too much.

02:47 10 We do support the 15 percent set aside across
02:47 11 the state. We have been monitoring Electrifying
02:47 12 America, as most of you know. Electrifying America is
02:47 13 the organization that came from Volkswagen, and they
02:47 14 have committed to putting \$2 billion into charging
02:47 15 infrastructure along interstates across the United
02:47 16 States. So we are looking at this 31 million to match
02:47 17 that, to complement those locations.

02:47 18 We're -- we have a charging infrastructure
02:47 19 committee right now that is taking the transmission
02:47 20 lines, the highways, state and federal highways, and
02:47 21 main rural arteries and making recommendations of how to
02:48 22 fill in those spots. The -- so we do have some
02:48 23 recommendations, which I just wanted to lay out.

02:48 24 Our frequency is about 50 to 75 miles by 2020 in
02:48 25 interstates, but also on state highways and the triangle

02:48 1 between Dallas-Fort Worth, Austin, San Antonio, and also
02:48 2 looking at the Valley. And we'll have that final
02:48 3 recommendation to share in the next month.

02:48 4 Obviously, we -- we would like those where power
02:48 5 line capacity is accurate -- I'm sorry -- adequate.
02:48 6 Locations accessible and attractive to a wide variety of
02:48 7 consumers. A big part of what we're -- our priority is
02:48 8 to assure charging equity. I think someone else, maybe
02:49 9 the Sierra Club, talked about environmental justice --
02:49 10 wasn't really mentioned. But we are focusing on the
02:49 11 fact that 37 percent of Texans are poor.

02:49 12 EVs can lower the cost of transportation, and we
02:49 13 want to make sure that infrastructure, pardon me, is --
02:49 14 is there. A whopping 40.2 percent of a low-income
02:49 15 family's money goes to transportation every month, as
02:49 16 opposed to 13 percent for average families. Studies
02:49 17 have shown that fuel and maintenance cost of owning an
02:49 18 EV are about one-third of a conventional gasoline-fueled
02:49 19 vehicle.

02:49 20 We feel that there -- part of this money should
02:49 21 be earmarked to promote the availability of used EVs
02:50 22 that are just now coming on the market. A new consumer
02:50 23 report study found that, currently, it is significantly
02:50 24 cheaper to buy a used EV than a similar quality
02:50 25 gasoline-fueled car.

02:50 1 We really think it's important to focus the
02:50 2 infrastructure and these used EVs in low-income
02:50 3 communities which have been exposed to far higher
02:50 4 levels, historically, of diesel particulates than other
02:50 5 communities.

02:50 6 And more than 50 percent of low-income families
02:50 7 rent. So we recommend a mix of charging facilities at
02:50 8 homes, apartments, and streetside to mitigate this need.

02:50 9 So bottom line is, we recommend that 25 percent
02:50 10 of the VW settlement charging fund be set aside for
02:50 11 low-income communities, focusing on multi-family and
02:51 12 public facilities. Thank you.

02:51 13 MR. DAYTON: Thank you very much. Okay.
02:51 14 Russell with the Sierra Club. I can't read the last
02:51 15 name. So make sure you say your name for the
02:51 16 transcript.

02:51 17 RUSSELL SEAL: Russell Seal. And I'm a member
02:51 18 of the Alamo Group of the Sierra Club. And I'm
02:51 19 speaking, myself. Terry Burns gave our official
02:51 20 comments. I have a -- talk more of a personal note in
02:51 21 why we need community members being involved in the
02:51 22 planning process.

02:51 23 I have two electric vehicles. Volkswagen Volts
02:51 24 of 2011 and 2013. I live right outside the city limits
02:51 25 and commute into San Antonio downtown every day. And we

02:51 1 have level 2 chargers at our house, and we have the
02:51 2 level 2 charger at the office.

02:52 3 That workplace charging is very important. Also
02:52 4 very -- placement of chargers. The public library has
02:52 5 one electric vehicle charging station in it -- a free
02:52 6 parking spot near downtown. You can walk all around to
02:52 7 City Hall to other places from this. But we -- it's
02:52 8 always occupied. We have -- we need many, many more
02:52 9 elec- -- public electric charging stations in places
02:52 10 such as the downtown library.

02:52 11 Having community input on how this works, on
02:52 12 where charging stations are located, will help alleviate
02:52 13 the anxiety people have about buying electric vehicles.
02:52 14 I frequent Corpus Christi on a regular basis. There's a
02:52 15 Tesla charging station near Three Rivers. Can't plug
02:52 16 in. Don't have a charge point facility there. Don't
02:53 17 have a ChargePoint facility down in Corpus.

02:53 18 The network throughout the state is the new
02:53 19 organization of Tesla -- that's Eddie Smith, who many of
02:53 20 y'all know is a director of -- is critical in making my
02:53 21 decision to change out my 2011 with 100,000 miles, my
02:53 22 2013 with 108,000 miles to a new Volt -- instead of the
02:53 23 Volt. That would help, locally, making that
02:53 24 buy-decision to change to full electric volt, or to full
02:53 25 electric.

02:53 1 Right now, I'm pursuing changing to a 2018
02:53 2 electric vehicle, which are very -- are competitively
02:53 3 priced, even without the rebates. Not going to go there
02:53 4 unless we get the range anxiety -- so I can drive
02:53 5 outside of the city limits, so I do not have to maintain
02:54 6 a separate vehicle while travelling. And it's not just
02:54 7 the triangle. We need to be able to get down to Corpus.
02:54 8 We need to get down to the Valley, we need to get to
02:54 9 El Paso, any other points within the state. That will
02:54 10 help our area.

02:54 11 And also, not just in Bexar County. As Ms. Rath
02:54 12 pointed out, we are a community together. The
02:54 13 designation was just for Bexar County, but I commute in
02:54 14 and utilize those resources in Bexar County every day,
02:54 15 and I sit in the border, in Medina County. So the
02:54 16 surrounding counties that are part of our community,
02:54 17 that people are working and driving here on our roads
02:54 18 locally every day, such as I do, needs to be taken into
02:54 19 consideration. These funding areas need to, in our
02:54 20 full -- what -- the non-attainment area should be the
02:54 21 entire MSA, it should not just be Bexar County. I
02:55 22 disagree with that decision.

02:55 23 And -- but if we all work together and promote
02:55 24 and work with the dealerships -- we have -- the
02:55 25 Chevrolet dealerships are putting the -- many vehicles

02:55 1 in stock. Castroville Chevrolet has six electric
02:55 2 vehicles in stock right now, ready to sell. The work
02:55 3 force, the salespeople that I talk to on a regular
02:55 4 basis, they're not knowledgeable. We have to talk with
02:55 5 all of our -- all of the car dealerships, let them get
02:55 6 to have training and put some of this money aside -- not
02:55 7 taking away from the charging stations, but we have to
02:55 8 have training with our dealers. I don't think there's
02:55 9 any dealership person in the room.

02:55 10 Also, as we work on grant applications,
02:55 11 involving CPS Energy and the City of San Antonio, we're
02:55 12 in the process of talking about an EV rating and
02:56 13 solar-ready ordinances right now. CPS Energy, with our
02:56 14 climate action and adaptation plan, are currently in
02:56 15 the process, according -- as Mr. Melnik said in April.
02:56 16 CPS energy is ready to go on developing proposals.

02:56 17 All of these separate pieces need to come
02:56 18 together and develop, bring us all together in the room,
02:56 19 along with public citizens, how to make it work -- and
02:56 20 have a brainstorming session on how can we develop this
02:56 21 together with all the separate entities to optimize the
02:56 22 grant. Thank you very much.

02:56 23 MR. DAYTON: Thank you. Thank you, sir.

02:56 24 Bryan Martin with Bronko Bikes. Excuse me if I
02:57 25 got your name wrong.

02:57 1 BRYAN MARTIN: You got it, on the spot.

02:57 2 Good afternoon, everybody. Hi, I'm Bryan

02:57 3 Martin, founder of Bronko Bikes. We're an electric

02:57 4 bicycle start-up here in San Antonio, Texas. We build

02:57 5 electric bikes, so you don't have to.

02:57 6 What is an electric bike, you might ask.

02:57 7 Electric bikes have a battery and a motor, and they

02:57 8 allow the rider to go anywhere from to 20 to 30 miles or

02:57 9 more per charge and per hour.

02:57 10 What does this mean to people who can't attain a

02:57 11 car? Well, it allows them to get to work. Most people

02:57 12 in San Antonio, the reason they don't have gainful

02:57 13 employment is they don't have reliable transportation.

02:57 14 I personally have found electric bikes have transformed

02:57 15 my life since 2012 when I sold my first motorcycle and

02:57 16 built my first electric bikes. One for my wife and one

02:57 17 for myself.

02:57 18 Why am I here? I'm here because -- just to --

02:57 19 completed reading through this agenda; I don't see any

02:57 20 talk about electric bicycles. And we have ZEVs. What

02:58 21 is a "ZEV"? It's a "Zero Emission Vehicle." Light

02:58 22 duty.

02:58 23 What's "light duty"? It means that it's under a

02:58 24 certain tonnage. Excuse me. Electric bikes usually

02:58 25 weigh, like, 50 to 35 pounds, depending on the batteries

02:58 1 and motors, and they are extremely fuel efficient.

02:58 2 We're talking about maybe 10 to 20 cents to charge this

02:58 3 vehicle. And guess what? The infrastructure is already

02:58 4 there. There's over a billion 110 outlets in the US.

02:58 5 So we don't need to spend the money on infrastructure.

02:58 6 Why is this important? Well, China built all

02:58 7 these electric bikes. Where none of this happened here

02:58 8 in the state -- in the state of Texas. And I think

02:58 9 that's a crying shame because one of the original

02:58 10 founders of the lithium ion technology is a UT professor

02:58 11 in the United States, Mr. Goodnuf (phonetic).

02:58 12 We should be building these here in Texas, and

02:58 13 we should be spurring an electric bike revolution to

02:58 14 help kids get on bikes. You see all these scooters

02:58 15 going around? Well, those things are dangerous, in my

02:58 16 opinion. And they're being put on sidewalks that aren't

02:58 17 AVA compliant. What we should be telling kids, that

02:59 18 they should be learning the rules of the road on two

02:59 19 wheels like we did in the 60s and 70s.

02:59 20 What was the slogan? "You met the nicest people

02:59 21 on a Honda." Well, Honda's not building electric bikes

02:59 22 and motorcycles, for some reason. So I think we should

02:59 23 start right here in Central Texas and put people to

02:59 24 work.

02:59 25 So that's our goal, is to put people on bikes,

02:59 1 to become an employer and help empower people to get to
02:59 2 work on 10 or 20 cents a day. I mean, you really can't
02:59 3 beat that.

02:59 4 So once again, I'm an advocate more than
02:59 5 anything. If you don't buy an electric bike from me,
02:59 6 you can buy one from Small Planet eBikes down in South
02:59 7 Alamo. You can go to Bike World and try one out. I'm
02:59 8 pushing that we have an electric bike share program
02:59 9 through -- funded through CPS and VIA, but that's just
02:59 10 my 2 cents.

02:59 11 Because everybody deserves to get to work
02:59 12 safely. And unfortunately, we can't wait for the City
02:59 13 to decide when they want to put bike lanes in. So the
02:59 14 bikes need to be able to keep up with cars or, at least,
02:59 15 not be at the mercy of people's own physicality. That's
02:59 16 the number -- number one reason people don't ride bikes,
02:59 17 is because they don't feel safe.

02:59 18 Anyway. Thank you so much for your time. Thank
03:00 19 you much -- so much for having this hearing, AACOG. And
03:00 20 I would like to learn more about the grant process and
03:00 21 how to apply for said funding. Thank you so much.

03:00 22 MR. DAYTON: Thank you, Bryan.

03:00 23 Kara Hill with CPS.

03:00 24 KARA HILL: Good afternoon. My name is Kara
03:00 25 Hill with CPS Energy. CPS Energy wants to thank the

03:00 1 TCEQ for recognizing that the VW settlement funds can
03:00 2 make a tremendous impact on helping Bexar County get
03:00 3 back into attainment and would appreciate that TCEQ
03:00 4 increasing the percentage cost limits, the highest
03:00 5 allowance for each category of grants. Bexar County is
03:00 6 so close to being in attainment and CPS Energy looks
03:01 7 forward to being a strong partner and helping Bexar
03:01 8 County achieve its goal.

03:01 9 MR. DAYTON: Thank you very much. That's all
03:01 10 the folks that have listed that they would like to
03:01 11 speak. Is there anybody else that would like to come up
03:01 12 and speak on the record?

03:01 13 Yes, sir. Make sure and give your name and who
03:01 14 you represent.

03:01 15 ELOY LAQUE: Good afternoon. My name is Eloy
03:01 16 Laque, governor -- government relations coordinator for
03:01 17 the VIA Metropolitan Transit. First of all, I would
03:01 18 like to thank you for having this community event so we
03:01 19 can all speak and let everybody know how we feel about
03:01 20 this grant, this proposal.

03:01 21 VIA has been proactive by reducing emissions by
03:01 22 replacing 270 buses with new CNG buses. We have the
03:02 23 largest CNG facility in North America. Currently, we
03:02 24 have 200 buses that qualify and fit the requirements in
03:02 25 this proposal. We are ready to start working with TCEQ

03:02 1 and begin the process. We have projects ready to go
03:02 2 right out the gate when the program is called. Thank
03:02 3 you.

03:02 4 MR. DAYTON: Is there anybody else that would
03:02 5 like to get their comments on the record?

03:02 6 Okay. What we can do now is end the public
03:02 7 comment process. And I can -- we don't have to be on
03:02 8 the record, and I'll take any questions and try and give
9 answers to anything you want to talk about regarding
10 this program.

11 And thank you very much for letting the valuable
12 comments and votes you provide, by the way. I thought
13 everybody was very -- provided some very good comments.

14 (Public comments concluded.)

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1 I, Janalyn Elkins, certified shorthand
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