

Late Backup

RESOLUTION NO.

WHEREAS, the City of Austin's original 2007 Climate Protection Resolution 20070215-023 included a goal to achieve a carbon neutral fleet by 2020 "through the use of electric power, non-petroleum fuels, new technologies, mitigation, and other measures necessary, prioritizing the earliest possible conversion to such fuels and technologies and establishing timelines and benchmarks for such conversions"; and

WHEREAS, in 2011, City facilities went to 100% GreenChoice power, resulting in greenhouse gas emissions related to vehicles and equipment constituting the vast majority of the carbon footprint from the City's operations; and

WHEREAS, in that same year, City Fleet Services and the Office of Sustainability worked together to develop a practical plan to reach the goal of carbon neutrality in a cost effective manner; and

WHEREAS, the committed goal of 95% of new vehicles and equipment being alternatively fueled/hybrid units has been met these past two years, but dual fuel capable vehicles have not met the goals set for alternative fuel use due to fuel quality and accessibility challenges, as well as driver behaviors, such as excessive idling, inefficient driving, and failure to refuel with alternative fuels; and

WHEREAS, the Office of Sustainability and Fleet Services 2020 Carbon Neutral Fleet plan suggested in 2011 that current automotive technology available presented challenges to meeting the goals of the plan and that the City may be forced to look at mitigation through other measures, namely the purchase of carbon offsets; and

WHEREAS, on April 10, 2014, Austin City Council passed Resolution 20140410-024, which establishes a new long-term goal of reaching net zero community-wide greenhouse gas emission by 2050, or earlier if feasible, to include efforts to develop transportation action plans to meet this goal; and

WHEREAS, electric automotive, transportation, and utility technology have all experienced technological advancements in subsequent years; and

WHEREAS, in September of 2015, the City was selected to serve as the lead implementation partner with Rocky Mountain Institute in the Mobility Transformation Program with one of its five projects being "Fleet Electrification"; and

WHEREAS, the "Fleet Electrification Project" has identified opportunities for companies and cities to drastically reduce the cost and increase the efficiency of fleets by electrifying high-mileage vehicles and will work with Austin Energy, the City's municipally owned utility, to enable electric vehicles to improve the electric grid with smart charging to accelerate electrification in years 2 and 3 of our partnership; and

WHEREAS, Austin Energy is a national leader in utility electric vehicle ("EV") programs; and

WHEREAS, Austin Energy's public charging network, Plug-in Everywhere, is backed by the utility's 100% renewable energy program, GreenChoice, to maximize the carbon emission reduction benefits of electric vehicles over fossil fuel vehicles; and

WHEREAS, Austin Energy, with support from two U.S. Department of Energy federal grants, has led a 10 county regional collaboration effort to reduce

barriers to transportation electrification through its Texas River Cities EV Plan and the Central Texas Fuel Independence Project; and

WHEREAS, Austin Energy, in collaboration with area businesses, community groups, multifamily property owners, developers, and city departments, has deployed over 250 public and commercial electric vehicle charging stations; and

WHEREAS, Austin Energy has launched a pilot to understand the needs of EV charging at more than twenty multifamily properties, including low-income residences; and

WHEREAS, on December 17, 2015, Austin City Council passed a resolution to give the honorary name Electric Drive to a portion of West 2nd Street, to showcase a sustainable transportation future, including DC fast charging station infrastructure; and

WHEREAS, the City of Austin is committed to its goal of making the entire City fleet of vehicles carbon neutral by 2020 and to currently having more opportunities to electrify the fleet; **NOW, THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to work with Rocky Mountain Institute, Vulcan, Inc., and Electrification Coalition on an assessment to determine the benefits, timeline, and feasibility of increasing electric vehicle adoption into the City's Fleet Services vehicles, in anticipation of the Smart Cities application.

BE IT FURTHER RESOLVED:

The assessment should, without limitation, consider:

1. the benefits, timeline, feasibility, and short and long term cost savings to the City of a plan to increase its vehicle fleet electrification;
2. return on investment comparisons between current considered options and electric vehicle options, as well as cost of ownership comparisons that include purchase, repair, maintenance, and cost of fuel(s);
3. potential impacts and benefits to Austin Energy with municipal and private fleet services electrification; and
4. fleet electrification targets in consideration of the City's goal to have a carbon neutral fleet by 2020.; and
- 4.5. leverage potential synergies with other governmental organization and commercial large fleet owners.

BE IT FURTHER RESOLVED:

The City Manager is directed to engage the Joint Sustainability Committee, Urban Transportation Commission, Electric Utility Commission, and Environmental Commission in the development of recommendations for opportunities to increase electrification of the City's Fleet Services vehicles, along with financial considerations, and provide a final report on such recommendations to the Council Mobility Committee by October 5, 2016.

ADOPTED: _____, 2016

ATTEST: _____

Jannette S. Goodall
City Clerk