City Code Amendment to Expand Public EV Charging & DCFast Project Update

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Proposed Code Amendment

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

PART 1. City Code Section 15-9-121 (*Remetering and Resale of Service*) is amended to add a new subsection (E) as follows:

(E) Subsections (B) and (C) do not apply to the remetering or resale of electric service for the sole purpose of providing retail electric-vehicle charging service at the point of remetering or resale.

Why it's needed:

- Enables 3rd party investments and more options for Austin's EV drivers to access EV charging infrastructure.
- Enables load growth with a focus on AE's core business while leveraging public-private partnerships.
- Existing code was designed prior to EV Charging and its intent is to protect apartment residents from submetering with mark-ups, this amendment maintains that protection.



A Typical DC Fast Charging Hub

Example: 8 DCFast Stations is a new commercial customer that can generate high Demand (450+ kW) on small footprints (1,000sf).





DCFast Enables High Mileage Adoption

High-mileage applications require adequate DCFast

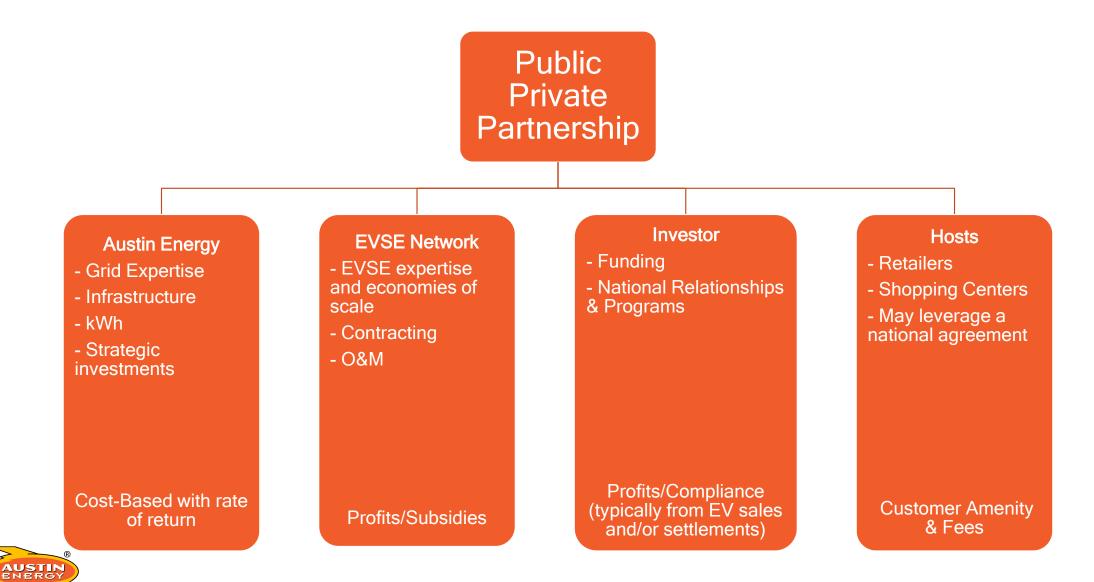
- Taxi fleets
- "Gig economy" to include ride-share and delivery services
- Intercity corridor travel
- The future of autonomous mobility







Partnership Framework



Austin's DCFast Opportunities

DCFast Projects underway or under consideration:

- Tesla recently deployed a DCFast Hub and another hub is under construction
- EVgo opportunity to support GM Maven fleet expansion
- Electrify America \$2B National Fund
- Current AE project underway for 10 DCfast stations (FY19)
- Texas TCEQ grants AE recently notified of a \$1.6M award to support up to 24 DCFast (FY20)



