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RESOLUTION NO.

WHEREAS, the City of Austin has long been at the forefront of combating climate crisis by creating policies that reduce carbon emissions, improve the environment and quality of life for residents; and

WHEREAS, the mission of Austin Energy is to safely deliver clean, affordable, reliable electricity and excellent customer service; and

WHEREAS, the vision of Austin Energy is to drive customer value in energy services with innovative technology and environmental leadership; and

WHEREAS, the City, as a leader in innovation, routinely identifies and tests solutions to complex challenges facing the City; and

WHEREAS, the Austin Climate Equity Plan includes goals of equitably reaching net-zero community-wide greenhouse gas emissions by 2040 with a strong emphasis on cutting emissions by 2030, and furthermore getting to net-zero means the Austin community would reduce our use of fossil fuels to nearly zero; and

WHEREAS, in 2019, Council approved Resolution No. 20190509-020 which, among other things, directed an analysis of transportation electrification and action planning to be included in the subsequent iteration of the City of Austin Community Climate Plan, including grid integration that may include demand response capabilities and managed charging; and

WHEREAS, there are several levels of electric car chargers that can provide a full charge to an electric vehicle but depending on the type can take 30 minutes or 8-10 hours; and **WHEREAS**, the majority of chargers available to the public are Type 2 chargers, which can take multiple hours to supply a full charge; and

WHEREAS, the number of "fast chargers" within the city is limited to a handful of charging stations located primarily in the center of town; and

WHEREAS, Austin Energy continues to work with multi-family developments to install charging stations that are accessible to their residents, but these chargers are currently limited to Type 2 and may not provide enough access given the growing number of electric vehicles; and

WHEREAS, Tesla charging stations, available throughout the city, offer fast charging but can be used only by Tesla vehicles at this time; and

WHEREAS, although Tesla vehicles make up 70% of the electric vehicles today, other car manufacturers are rapidly releasing their electric car models and the need for fast charging stations will continue to grow; NOW, THEREFORE,

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

The City Manager is directed to present a plan and timeline to equitably distribute direct-current (DC) fast chargers throughout the city. The plan should consider using City-owned property such as public parking lots. The plan should also look at the possibility of converting existing Type 2 chargers to DC fast chargers.

BE IT FURTHER RESOLVED:

The City Manager is directed to work with local and regional partners to develop a shared resource model; those partners should include but not be limited

to Travis County, Capital Metro, Austin Independent School District, and all other school districts having territory within the City.

BE IT FURTHER RESOLVED:

The City Manager is directed to present a plan to achieve this direction at a meeting of the Austin Energy Utility Oversight Committee on or before September 19, 2023.

ADOPTED: _____, 2023

ATTEST:

Myrna Rios City Clerk