

RESOLUTION NO.

WHEREAS, the City of Austin has long been at the forefront of combating climate crisis by creating policies that reduce carbon emissions, and 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, the Austin Climate Equity Plan includes a goal that the City have a “compelling and equitably distributed mix of level 1, 2, and DC fast-charging stations to accommodate 40% of total vehicle miles traveled in the city”; and

25 **WHEREAS**, the time to a full charge for an electric vehicle at the different
26 levels of chargers depends on the type and can take as little as 30 minutes or up to
27 several hours; and

28 **WHEREAS**, the majority of chargers available to the public are Type 2
29 chargers, which can take multiple hours to supply a full charge; and

30 **WHEREAS**, the number of “fast chargers” within the city is limited to a
31 handful of charging stations located primarily in the center of town; and

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

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

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

41 **WHEREAS**, the number of electric vehicles in Austin continues to
42 accelerate, growing by nearly 40% over the past year; and

43 **WHEREAS**, recent federal action provides significant funding opportunities
44 for the City now and in the near future for charging stations, including \$20M of
45 National Electric Vehicle Infrastructure (NEVI) Formula funding to CAMPO,
46 \$2.5B in NEVI Clean Fuel Infrastructure Discretionary grants that is open to the
47 City, and credits up to \$100,000 per charging station; and

48 **WHEREAS**, while reliability of public charging stations is key to achieving
49 the Climate Equity Plan goal, a recent national survey found that 21% of charging
50 attempts failed in the third quarter of 2022; **NOW, THEREFORE**,

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

52 The City Manager is directed to:

- 53 • Develop a vision plan for equitable distribution of public charging stations
54 throughout the City, including both DC fast chargers and Level 2 chargers,
55 that:
 - 56 ○ achieves the goals of the Climate Equity Plan,
 - 57 ○ provides a robust charging station network that reflects equity,
58 sustainability, resilience, housing, and innovation, by including the
59 Equity Officer, Sustainability Officer, and Resilience Officer in the
60 discussion,
 - 61 ○ considers using publicly accessible City-owned property to host
62 charging stations including charging infrastructure currently used by
63 City Fleet,
 - 64 ○ incorporates an analysis of multi-family charging access and develops
65 a plan to provide Level 2 charging stations within ¼ mile of multi-
66 family housing.
- 67 • Establish priorities for an initial 3-year implementation phase of the vision,
68 with actionable funding options that include Federal incentives and grant
69 opportunities.

74 **BE IT FURTHER RESOLVED:**

75 The City Manager is directed to coordinate with local and regional partners
76 to develop a shared charging resource model for their fleets. Those partners should
77 include but not be limited to Travis County, Capital Metro, Austin Independent
78 School District, and all other school districts having territory within city
79 boundaries.

80 **BE IT FURTHER RESOLVED:**

81 The City Manager is directed to prepare a report on the uptime and
82 reliability achieved with the equipment in the Plug-In Everywhere network over
83 the past year, as well as time-to-repair data and ongoing levels of effort and budget
84 for preventative maintenance of the system.

85 **BE IT FURTHER RESOLVED:**

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

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90
91 **ADOPTED:** _____, 2023

ATTEST: _____

Myrna Rios
City Clerk