

**RESOLUTION NO. 20230309-027**

**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

**WHEREAS**, the time to a full charge for an electric vehicle at the different levels of chargers depends on the type and can take as little as 30 minutes or up to several 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 vehicle models and the need for fast charging stations will continue to grow; and

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

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

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

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

The City Manager is directed to:

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

**BE IT FURTHER RESOLVED:**

The City Manager is directed to coordinate with local and regional partners to develop a shared charging resource model for their fleets. 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 city boundaries.

**BE IT FURTHER RESOLVED:**

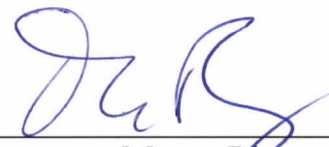
The City Manager is directed to prepare a report on the uptime and reliability achieved with the equipment in the Plug-In Everywhere network over the past year, as well as time-to-repair data and ongoing levels of effort and budget for preventative maintenance of the system.

**BE IT FURTHER RESOLVED:**

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

**ADOPTED:** March 9, 2023

**ATTEST:**



Myrna Rios  
City Clerk