RESOLUTION NO.

WHEREAS, transportation pollution is a major contributor of greenhouse gas (GHG) emissions and air quality degradation, leading to significant impacts on the Earth's climate, causing major natural disasters, threatening public health and economic vitality, and exacerbating environmental justice concerns; and

WHEREAS, with Resolution No. 20190808-078 the City Council declared a climate emergency, and directed the City Manager to include "planning and goal-setting for the electrification of Austin's transportation systems" in the Climate Equity Plan update; and

WHEREAS, the City of Austin has a long-running commitment to reducing community-wide greenhouse gases, and setting the existing goal to reach net-zero GHGs by 2050 with Resolution No. 20140410-024; and

WHEREAS, the Council will consider an even more ambitious goal of net-zero GHGs by 2040 in the Climate Equity Plan as recommended by the Austin Climate Equity Plan's Steering Committee; and

WHEREAS, Resolution No. 20190509-020 included direction to the City Manager to "include an analysis of transportation electrification and action planning in the next update" to the climate plan; and

WHEREAS, the transportation sector accounts for 36% of Austin's community-wide GHG emissions with total Vehicle Miles Traveled (VMT) rapidly increasing in our area, rising faster than fuel efficiency and falling emissions in electricity generation can offset; and

WHEREAS, there are several important elements to successfully reducing transportation emissions, including reducing VMT through people-powered multi-mobility, increased urban trails and other infrastructure, improved public transportation, promotion of telecommuting, as well as transitions to electric vehicles which have no tailpipe emissions; and

WHEREAS, transitioning to electric transportation in Austin is particularly beneficial in Austin given Austin Energy's rapid transition to renewable energy and the exclusive use of wind power to fuel the utility's 1,200-plus charging stations, 29 of which are "fast-charging"; and

WHEREAS, Austin Energy in partnership with local auto dealerships has launched the Austin EV Buyer's Guide (ev.austinenergy.com), an award-winning interactive experience that allows potential electric vehicle (EV) drivers to browse real-time inventory of locally available new and used electric vehicles and compare models based on individual needs and budget while providing information on financial incentives, tax credits, and the utility's public charging stations; and

WHEREAS, Austin Energy has launched in 2017 the "EVs are for EVeryone" program to promote equity through transportation electrification access by focused outreach and projects in collaboration with community stakeholders, school districts, and historically underserved communities; and

WHEREAS, City Fleet Mobility Services in partnership with Austin Energy and other City departments is electrifying the City of Austin light-duty fleet to include City staff EV training and orientation with 255 EVs currently in fleet service; and

WHEREAS, drivers of EVs in Austin also benefit from the convenience of the growing list of charging stations from multiple providers across the metropolitan area; and

WHEREAS, EVs bring users the added benefit of cost savings from fuel, maintenance and repair with the typical EV owner saving $800-$1,000 per year in fuel and an average of $4,600 over the lifetime of an electric vehicle according to Consumer Reports; and

WHEREAS, while EVs traditionally have higher up-front costs, recent analysis by national groups such as the International Council on Clean Transportation find "that cost reductions in new electric vehicles (EVs) will lead to

decreased used EV prices and cost parity with used gasoline vehicles for low-income households in the 2025-2030 time period"; and

WHEREAS, studies show that personal exposure to an EV significantly increases the likelihood of an individual considering transitioning to electric vehicle; and

WHEREAS, surveys from the Texas Electric Transportation Resources Alliance, in coordination with Austin Energy, indicate that EV drivers in Texas are highly unlikely to revert to a gas-powered vehicle, with fewer than 1% of respondents likely to revert to a gas-powered vehicle; and

WHEREAS, reducing vehicle emissions by commuting City employees would help reduce regional air pollution by lowering GHG emissions community-wide as well as within the City of Austin's own Scope 3 GHG emissions as defined by the EPA; and

WHEREAS, given that the transportation cost burden for populations with lower earnings is significant, at 29% and 22% for the lowest and second lowest income quintiles respectively, the impact of lowering commuting costs by transitioning to an EV is especially beneficial for employees at the lower end of the pay scale; and

WHEREAS, Travis County Commissioners are considering EV engagement and incentives for County employees; **NOW, THEREFORE,**

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

The City Manager is directed to develop a strategy with specific actions to encourage EV adoption by City of Austin Employees and report back to Council on steps taken by March 30, 2022. Specific actions of a workforce EV engagement strategy may include outreach and education on EV and e-Bike ownership and

existing city/utility incentives, employee discounts for EV leases/purchases from local auto dealerships, and short-term leasing discounts from third-party providers.

ADOPTED: _____, 2021 **ATTEST:** _____
Jannette S. Goodall
City Clerk