



# Office of the City Clerk

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## Legislation Details (With Text)

**File #:** R2021-331  
**Type:** Resolution  
**File created:** 3/24/2021  
**Status:** Failed to Pass  
**In control:** City Council  
**Final action:** 5/24/2023  
**Title:** Call for subject matter hearing(s) to establish citywide plan for electric vehicle-charging infrastructure  
**Sponsors:** Martin, Matthew J., Brookins, Jr., Howard, Rodriguez, Michael D., La Spata, Daniel  
**Indexes:** Committee on Transportation and Public Way  
**Attachments:** 1. R2021-331.pdf

Date	Ver.	Action By	Action	Result
5/24/2023	1	City Council	Failed to Pass	
3/24/2021	1	City Council	Referred	

Committee on Transportation & Public Way City Council  
Meeting March 24, 2021

### Call for Subject-Matter Hearings on Chicago's Electric Vehicle Charging Infrastructure

WHEREAS, approximately 99% of vehicles on the road today in the United States are powered by internal combustion engines; and

WHEREAS, the transportation sector is the largest source of greenhouse gas emissions nationally, with vehicles producing approximately 28% of emissions nationwide and 24% in Chicago; and

WHEREAS, diesel fuel negatively impacts the environment by emitting nitrogen oxides, which have an atmospheric lifetime of more than 120 years; and

WHEREAS, according to the U.S. Environmental Protection Agency, diesel engines damage crops, trees, and other vegetation due to their production of ground-level ozone and contribution to acid rain that impacts waterways and enters the human food chain; and

WHEREAS, electric vehicles have lower maintenance costs and lower costs of charging compared with gasoline prices, which often offset their higher upfront price over time; and

WHEREAS, General Motors recently committed to phasing out sales of gas-powered cars and light trucks and sell only battery-powered vehicles that produce no emissions by 2035; and

WHEREAS, Tesla, Ford, and Volkswagen plan to introduce dozens of new electric models in the years ahead; and

WHEREAS, approximately 80% owners plug in their electric vehicles at home and charge overnight; and

WHEREAS, a majority of Chicago homes are located in multi-unit buildings; and

WHEREAS, Chicagoans who park their cars on the street or in larger apartment or condo buildings are frequently unable to charge at home; and

WHEREAS, existing charging infrastructure is not always accessible to all electric-vehicle owners, as it is sometimes specific to certain vehicles or located in expensive parking garages; and

WHEREAS, in April 2020, the Chicago City Council approved an ordinance that increased requirements for electricity vehicle-ready and electric vehicle-installed parking for certain residential and commercial buildings; and

WHEREAS, Chicago will need to procure a significantly larger amount of electricity to power electric vehicles as the shift toward emissions-free vehicles accelerates in the coming decades; and

WHEREAS, the City of Chicago is negotiating a new franchise agreement with Commonwealth Edison (ComEd). In September 2020, Mayor Lightfoot requested that ComEd develop a comprehensive electric-vehicle and electrification strategy that includes a citywide non-commercial electric-vehicle program that increases equity in the location of charging infrastructure, rebates for electric vehicles, load-shifting strategies for electric-vehicle charging, and diversity incentives and targets for the electric-vehicle workforce; and

WHEREAS, in April 2019, the Chicago City Council approved a resolution supporting a clean energy transition plan, including a commitment to fully electrify the Chicago Transit Authority bus fleet by 2040; and

WHEREAS, on January 27, 2021, President Joseph R. Biden Jr. issued an executive order directing federal officials to devise a plan for converting all federal, state, local, and Tribal government fleets to "clean and zero-emission vehicles"

WHEREAS, President Biden has also publicly declared a goal of building 500,000 new electric vehicle-charging stations across the United States; and

WHEREAS, building the requisite number of electric vehicle-charging stations, placing them in optimal locations, and ensuring that they are not used in ways that will overtax the electric grid will require close coordination among federal, state, and local officials; and

WHEREAS, congressional leaders in Illinois and states intend to pass a federal infrastructure bill that could allocate a historic amount of electric vehicle-infrastructure funding to the State of Illinois and the City of Chicago in the years ahead; now, therefore,

BE IT RESOLVED, that we, the Members of the City Council of the City of Chicago, hereby call upon the Committee on Transportation & Public Way to hold one or more subject-matter

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hearings to identify strategies and considerations for how the City of Chicago can create an efficient and equitable citywide plan for electric vehicle-charging infrastructure; and

BE IT FURTHER RESOLVED, that the city's Chief Sustainability Officer and appropriate representatives from the Department of Transportation and the Department of Assets, Information & Services be available at each hearing to present information and answer questions.

Matthew J. Martin 47th Ward Alderman  
Howard Brookins Jr. 21st Ward Alderman

Michael D. Rodriguez 22nd Ward Alderman  
Daniel La Spata 1st Ward Alderman

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