

DATE OF MEETING JUNE 03, 2024

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SUBJECT ELECTRIC VEHICLE SUPPLY COST RECOVERY BYLAW REVISION

OVERVIEW

Purpose of Report

To revise Fees and Charges Bylaw 2021 No. 7336 to reflect changes to Electric Vehicle Supply Equipment Connection Fees.

Recommendation

Fees and Charges Amendment Bylaw

1. That Council give first reading to “Fees and Charges Amendment Bylaw 2024 No. 7336.09” (a bylaw to change electric vehicle charging connection fees).
2. That Council give second reading to “Fees and Charges Amendment Bylaw 2024 No. 7336.09”.
3. That Council give third reading to “Fees and Charges Amendment Bylaw 2024 No. 7336.09”.

BACKGROUND

On 2024-FEB-12, the Governance and Priorities Committee received a report for information about a potential cost recovery bylaw covering electric vehicle charging stations. The report forms Attachment A. The Information Report provided background on approaches by other municipalities. Electric Vehicle Recharging Bylaw 2024 No.7365 was adopted 2024-MAR-04.

DISCUSSION

Electric Vehicle Supply Equipment was installed to support Electric Vehicle (EV) charging in the community while attending a City facility, park, or attending neighbouring businesses. As EVs become more prolific, it is important to encourage turnover at EVSE, allowing more individual sessions, and providing the service to a larger portion of the population.

The original fee structure included three levels of pricing:

- 1) a rate for the first two hours, and a premium rate for subsequent time,
- 2) a premium rate for charging after hours, and
- 3) a premium rate for being connected but not charging.

While setting up the pricing rules in the equipment it became apparent that while each of these rules are possible, it is not possible in the software to apply all three rules together. Usage can be priced by time used, time of day, or based on whether power is being consumed, but not all three as originally proposed.

The rule that most generally allows for cost recovery is a time-based rate, including one rate for the first 2 hours, and a premium rate for subsequent time connected to the charging station. This allows for cost recovery in a fee-for-service model and incentivises turnover allowing more users access.

As the fee for connection but not charging cannot be applied at the previously proposed 10 cents per minute, a slight increase in the premium associated with a longer stay is proposed in this bylaw amendment, increasing from 6 cents per minute to 7 cents per minute (\$4.20/hour). The original rate for the first 2 hours of stay remains unchanged at 2.5 cents per minute (\$1.50/hour).

Based on equity, good governance, and asset management principles, Staff recommend adoption of the attached bylaw revision.

OPTIONS

Option 1:

Fees and Charges Amendment Bylaw

1. That Council give first reading to “Fees and Charges Amendment Bylaw 2024 No. 7336.09” (a bylaw to add electric vehicle charging connection fees).
2. That Council give second reading to “Fees and Charges Amendment Bylaw 2024 No. 7336.09”.
3. That Council give third reading to “Fees and Charges Amendment Bylaw 2024 No. 7336.09”.

Option 2:

That Council provide Staff with alternate direction. |

SUMMARY POINTS

- On 2024-MAR-04 Council approved the adoption of a bylaw to recover costs associated with EVSE through implementation of fee for use.
- Previously proposed tiered pricing could not be applied as proposed.
- Revised pricing is simplified to reflect length of stay only.

ATTACHMENTS:

Attachment A – Information Report “Electric Vehicle Supply Equipment Recovery Bylaw”
2024-Feb-12
“Fees and Charges Amendment Bylaw 2024 No. 7336.09” |

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