



June 15, 2017

MEMO TO : Park Board Commissioners

FROM : Sev Araujo, Manager of Commercial Operations  
Tiina Mack, Manager of Park Development

SUBJECT : **Electric Vehicle Charging Stations and a Proposed City Strategy for User Fees**

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Dear Commissioners,

The City's Sustainability Office is rolling out an Electric Vehicle Ecosystem Strategy, to formalize the City's role as a provider of access to electric vehicle (EV) charging as a community amenity over the next 5 years. This strategy was approved at the Standing Committee of Council on City Finance and Services on November 16<sup>th</sup>, 2016.

An overview of this strategy and Park Board interests were provided in a Board Memo dated December 12, 2016. This new memo provides updated information about proposed user fees. City Council will receive a staff report about user fees on June 27, 2017 as described below, and Board briefings and reports will be arranged to consider the installation of EV charging stations at Park Board parks and facilities this fall, once the locations are vetted by Park Board Staff.

#### **City Council Item: User Fees**

The City committed to introducing user fees for public electric vehicle ("EV") charging stations as part of the 2016 EV Ecosystem Strategy. Sustainability will present an update to City Council on June 27, 2017 that will include proposed rates and changes to the *Parking Meter Bylaw*.

The City consulted with stakeholders and industry leaders on EV infrastructure in early 2017 as part of program development. The user fee program for EV charging stations will be guided by the following principles, in order of importance:

1. Increasing turnover
2. Ease of understanding
3. Encourage home use where possible and use of lowest power infrastructure
4. Eventual return on investment on infrastructure
5. Fairness
6. Rates that encourage the transition to electric vehicles

User fees would be introduced at 16 locations, all of which are City or Park Board jurisdiction sites (with new Park Board sites still to be confirmed by the Board). User fees will be charged hourly instead of per unit of energy, to encourage turnover once batteries are charged to a point that user is satisfied.

User fees are initially proposed as follows:

- Level 2: \$2.00/hour plus applicable parking lot rates



- DC Fast Charge: \$16/hour plus applicable parking lot rates

Fees at charging stations will be higher than for adjacent non-EV charging stalls. EV user fees are designed such that DC Fast Charging<sup>1</sup> will be the most expensive per hour, followed by Level 2<sup>2</sup> charging stations; both of which will equate to an electricity rate greater than the cost at the residential electricity rate<sup>3</sup>.

User fees that are collected through EV charging stations will be used first to cover operating costs of EV infrastructure, and any surplus will be directed as described in Section 12. (2) of the Vancouver *Parking Meter Bylaw*. Any surplus revenues on Park Board properties will be retained by Park Board, however staff estimate that there will be little surplus once infrastructure, electrical, maintenance and operating costs are recovered. All future installations of EV infrastructure by the City will incorporate user fees and future installations at Park Board are subject to Park Board approvals.

While EV user fees are collected at EV charging stations, any applicable parking fees will continue to be collected separately at the pay parking meters. Parking management operators' fees will not be applicable to EV user fees. Any potential resulting parking management operators' losses will be reimbursed by the City. Sustainability staff will develop training to ensure that off-street parking enforcement is consistent with City and Park Board policies.

Staff continues to collaborate with City Sustainability staff on opportunities for charging stations in areas of Park Board jurisdiction and is planning a process for possible Park Board approvals in the fall of 2017.

Sincerely,

A handwritten signature in black ink, appearing to read "Sev Araujo".

Sev Araujo  
Manager of Commercial Operations

A handwritten signature in blue ink, appearing to read "Tiina Mack".

Tiina Mack  
Manager of Park Development

IN/TM/SA

Copy: Senior Management Team  
PB Communications

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<sup>1</sup> Typically provides up to 200km of range per hour plugged in

<sup>2</sup> Typically provides up to 30km of range per hour plugged in

<sup>3</sup> For reference, the electricity consumed by charging with a Level 2 charging station at the BC Hydro Tier 2 residential rate costs up to \$0.86 each hour (6.6 kWh @ \$0.13/kWh).