

**REPORT TO ENVIRONMENTAL SERVICES COMMITTEE
MEETING OF WEDNESDAY, MAY 15, 2024**

SUBJECT **Bylaw No. 4607 – Electric Vehicles Charging and Fees Bylaw No. 1, 2024**

ISSUE SUMMARY

To approve Bylaw No. 4607, Electric Vehicles Charging and Fees Bylaw No. 1, 2024, and Bylaw No. 4611, Capital Regional District Ticket Information Authorization Bylaw, 1990, Amendment Bylaw No. 79, 2024, to set a user fee on all Capital Regional District (CRD) owned and operated public Electric Vehicle (EV) charges.

BACKGROUND

As of May 2024, the CRD owns and operates eight public electric vehicle (EV) chargers located at Panorama Recreation Centre, SEAPARC Recreation Centre and Rainbow Recreation Centre. In 2024, four additional public chargers are scheduled for installation at Beaver Lake Regional Park and Mount Work Hartland Regional Park. The CRD plans to install over 150 public chargers across the region and will likely manage and operate the majority of these as part of the CRD Public Electric Charging Network project from 2024-2028. To date, the CRD has not charged a fee on use of public EV chargers.

The CRD's Local Government EV and E-Bike Infrastructure Planning Guide (2018) recommends setting a fee for charging, as free charging can send an incorrect price signal about the cost of public infrastructure and the cost of using an EV. Free charging also limits access for EV drivers without access to charging at home and can inadvertently encourage behaviour such as overuse of public infrastructure without consideration for the cost of service. Until recently, the federal regulatory body, Measurement Canada, restricted energy-based billing model for non-utilities. As such, the guide recommends a \$1 per hour time-based fee structure. The \$1 fee would recover a portion of operational costs. This fee is currently implemented by municipalities and other EV charger owners in the region, such as the District of Saanich, Township of Esquimalt and City of Victoria.

Proposed Fees and Charges

The proposed Bylaw No. 4607, Electric Vehicles Charging and Fees Bylaw No. 1, 2024 (Appendix A) sets a time-based user fee on all CRD owned and operated public EV charges. The proposed Bylaw No. 4611, Capital Regional District Ticket Information Authorization Bylaw, 1990, Amendment Bylaw No. 79, 2024 (Appendix B) sets fees and charges for contraventions against Bylaw No. 4607.

The Bylaw establishes the user fees at \$1 per hour while charging for public EV chargers that do not load-share electricity, \$0.50 per hour for two-way load share chargers, and \$0.25 per hour for four-way load share chargers. This is a time-based billing model, which is currently allowed by Measurement Canada and is in alignment with fees already in place among local governments in the region. CRD public EV chargers are networked and equipped to process transactions to collect user fees at the charger. Revenue from user fees will be attributed to the owning CRD service area to recover costs associated with operating public EV chargers. Contraventions of

Bylaw No. 4607 are set out in Section 3 of the Bylaw and ticketing fees are set out in the accompanying amending Bylaw No. 4611.

Implementation Plan

Bylaw No. 4607 will be implemented with a phased approach.

Phase 1a – Education and User Fee Activation of Existing Chargers: For CRD public EV chargers that have already been installed, enforcement of the user fee is targeted to begin after a 30-day education campaign period from the adoption of this Bylaw, with an anticipated user fee activation date of August 1. Targeted communications, including affixing a notice sign to EV chargers at impacted sites, specific media for site users (i.e., recreation newsletters, one-pager at front desk) will be distributed to inform site users of the forthcoming change.

Phase 1b – User Fee Activation for Future Chargers: EV chargers that are planned for installation after August 1 will not have a 30-day education period prior to user fee activation. All new CRD-owned public chargers will have the user fee activated as soon as they are successfully installed and operational to ensure efficient and consistent operation of the public EV network.

Phase 2 – Parking Contravention Enforcement: In addition to user fee activation, Bylaw No. 4607 includes contraventions related to parking a non-electric vehicle in an EV parking space and overstaying a posted time limit in an EV parking space. To familiarize the public with the new regulation regarding these parking contraventions, a communication and notice campaign is targeted to begin in August after all appropriate signage is installed, with a duration of six months. After the six-month period, active enforcement of parking contraventions will begin on a per-complaint basis.

Future Considerations

As of 2023, Measurement Canada began to change the regulations to allow EV charger owners to begin switching to an energy-based billing model (\$/kW). Staff are monitoring the changes to regulation and are currently participating with a cohort of local governments to develop an adequate and consistent energy-based billing model (\$/kW) for public EV chargers. This will also consider current operational costs. This will inform future updates to Bylaw No. 4607.

ALTERNATIVES

Alternative 1

The Environmental Services Committee recommends to the CRD Board:

1. That Bylaw No. 4607, “Electric Vehicles Charging and Fees Bylaw No. 1, 2024”, be introduced and read a first, second and third time; and
2. That Bylaw No. 4607 be adopted.
3. That Bylaw No. 4611, “Capital Regional District Ticket Information Authorization Bylaw, 1990, Amendment Bylaw No. 79, 2024”, be introduced and read a first, second and third time; and
4. That Bylaw No. 4611 be adopted.

Alternative 2

That Bylaw No. 4607, “Electric Vehicles Charging and Fees Bylaw No. 1, 2024” be referred to staff for changes.

IMPLICATIONS

Climate Implications

The CRD's Climate Action Strategy includes a commitment to support a public electric vehicle charging network and to encourage uptake of zero-emission vehicles (3-10). In support of this, the proposed fees and charges will support EV charging infrastructure to align with best practices and recover operational costs.

Financial Implications

Staff will undertake procurement to facilitate the network expansion in 2025 through 2028, leveraging planned Climate Action service and grant funds. In 2024, operational expenses and revenue from charging will be nominal. User fees are subject to a transaction fee by network providers (currently 15% per transaction). Operational costs and revenues will be embedded in future service budgets accordingly. All revenue received from user fees on public EV chargers will be allocated to the owning CRD service.

Service Delivery Implications

There is no immediate impact to bylaw enforcement services while the initial implementation steps of Bylaw No. 4607 take place. As more EV chargers are installed and active enforcement begins on a per-complaint basis, Bylaw will advise if additional resources are required to meet the needs of this program.

CONCLUSION

Bylaw No. 4607 “Electric Vehicles Charging and Fees Bylaw No. 1, 2024” is an important step in the implementation of the CRD Public Electric Charging (EV) Network. Introducing this Bylaw will start to recover operating costs of providing public EV charging infrastructure in the region by collecting user fees of \$1 per hour, which is considered appropriate best practice for introducing charging fees. Staff are currently undertaking work to develop a consistent energy-based billing model for EV charging and anticipate future updates to this Bylaw to switch the fee structure in 2025.

RECOMMENDATION

The Environmental Services Committee recommends to the Capital Regional District Board:

1. That Bylaw No. 4607, “Electric Vehicles Charging and Fees Bylaw No. 1, 2024”, be introduced and read a first, second and third time; and
2. That Bylaw No. 4607 be adopted.
3. That Bylaw No. 4611, “Capital Regional District Ticket Information Authorization Bylaw, 1990, Amendment Bylaw No. 79, 2024”, be introduced and read a first, second and third time; and
4. That Bylaw No. 4611 be adopted.

Submitted by:	Nikki Elliott, MPA, Manager, Climate Action Programs
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ATTACHMENTS

- Appendix A: Bylaw No. 4607, A Bylaw to Provide for Fees and Charges Payable for the Use of Electric Vehicle Chargers
- Appendix B: Bylaw No. 4611, A Bylaw to Amend Bylaw No. 1857, CRD Ticket Information Bylaw, 1990