

**REPORT TO ENVIRONMENTAL SERVICES COMMITTEE
MEETING OF WEDNESDAY, MAY 18, 2022**

SUBJECT **Clean BC Communities Fund Grant Application – Clean Energy Transportation – Public Electric Vehicle Infrastructure Project**

ISSUE SUMMARY

A Capital Regional District (CRD) Board resolution is required for a grant application to the Investing in Canada Infrastructure Program (ICIP) – Green Infrastructure – CleanBC Communities Fund for a regional public electric vehicle charging network project.

BACKGROUND

Electric Vehicle Infrastructure

In October 2021, the CRD approved the Climate Action Strategy. The strategy committed the CRD to implementing the Electric Vehicle (EV) Infrastructure Roadmap (Roadmap), which identifies that approximately \$31 million of investment is needed for public EV infrastructure to enable the region to achieve 25% of EV ownership relative to the total vehicle fleet by 2030. Access to public charging is required to support EV adoption for inter-regional travel, for users who do not have access to at-home charging and for fleet vehicles, such as taxis and car-share services. Both municipal and private chargers will make up the resulting network, with municipalities supporting community charging needs where private investment is not expected in the short term.

The Roadmap identified that most of the investment would go to direct-current fast chargers (Fast Chargers), which typically support “on-the-go” or top-up charging. Being energy and capital intensive, these chargers are currently being installed in corridors by BC Hydro and private sector entities. The City of Victoria intends to extend these to support charging in densely-populated neighborhoods.

A number of public level 2 chargers currently exist in the region (i.e., malls, recreation centres and municipal halls). The Roadmap envisions these to be installed in greater numbers in long-term (i.e., multi-hour) parking areas that are close to homes, community hubs, recreation sites, and workplaces to support charging for employees and local residents who do not have access to home charging.

CleanBC Communities Fund

The CleanBC Communities Fund (CCF) supports infrastructure projects that contribute toward greenhouse gas reductions and climate change mitigation in BC communities and funds projects that increase access to clean energy transportation, among others. The CCF is a component of the ICIP and is supported by both federal and provincial funding. This third and final intake will pay up to 73.33% of project costs for local governments, which provides a higher potential leverage value than other granting streams for public EV charging stations. The initial phase of the grant is due May 25, 2022, and requires Board resolution articulating general grant support, site availability and financial commitments.

Collaboration and Siting

Staff conducted an EV charging station siting initiative with local governments and electoral areas, and the Malahat Nation. Utilizing a prioritization framework, the initiative resulted in almost 600 priority ports at more than 70 locations across the region, some of which are located on CRD-owned properties (Appendix A). The priority stations are level 2 charging sites, with the exception of the City of Victoria and the Malahat Nation, which are seeking to install Fast Charger stations. The sites are spread across the region based on the needs described in the Roadmap.

As the technical siting evaluation continues, the final number of ports at a specific location, or the location itself, may change; or the location may be removed from the final installation plan.

ALTERNATIVES

Alternative 1

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

1. That staff be authorized to submit the Regional Public Electric Vehicle Charging Network project to the Investing in Canada Infrastructure Program's CleanBC Communities Fund grant program on behalf of the participating local governments and First Nations;
2. That the Capital Regional District participate in the regional charging network by supplying sites found in Appendix A; and
3. That up to \$725,000 be assigned from the previously approved 2022-2026 climate action service financial plan for up to 175 public level 2 EV charging ports across the region, as well as a commitment to any associated ineligible costs and cost overruns.

Alternative 2

That the CleanBC Communities Fund grant application not be endorsed.

IMPLICATIONS

Environmental & Climate Implications

On-road transportation accounts for the largest portion of emissions in our region and the transition to EV is a major component of all regional, federal and provincial emission reduction strategies. Accelerating EV uptake in the region is the largest single contributor to modelled emissions reduction in the CRD Climate Action Strategy. Supporting public charging is integral to EV transition strategies.

Intergovernmental Implications

Staff are working closely with local governments, electoral area staff and First Nations to identify priority locations for inclusion in this grant. The grant administration will require interaction and approvals from all government bodies involved.

Financial Implications

The total final grant application will be for up to \$7 million. The total cost of the project is expected to be up to \$9 million. Up to \$725,000 will be dedicated to this project from the 2022-2026 CRD climate action service financial plan to support the 26.67% contribution for the level 2 stations across the region. Anticipating this grant opportunity, this was included in 2022 service planning approved by the Board on March 16, 2022. CRD funding will be combined with additional

investments committed to by the City of Victoria for both level 2 and fast charger installations. The Malahat Nation will similarly supply its contribution toward its station installations. If successful, the CRD is not expected to receive approval until late 2023.

The District of Central Saanich will no longer be part of the Climate Action Service when the CRD is expected to be notified of the grant outcome. As such, the municipal contribution, including administration of the grant, of any stations identified in that jurisdiction are the sole responsibility of the District of Central Saanich.

Service Delivery Implications

This grant requires recipients to own and operate the stations for at least a five-year period. The CRD Climate Action Service would take on the operations and maintenance responsibilities for the stations in the capital region, including the collection of revenue, but would enable any local authority to take on the ownership and operations, if they elect to do so. For example, the District of Saanich and City of Victoria have indicated their intention to continue managing and operating publicly-owned charging stations within their jurisdictions.

All stations installed through this initiative will be networked and charge a fee for use. Data associated with the station use will be shared with the CRD for analysis, and ongoing costs for operation and maintenance will likely be covered by the revenue from the stations.

Fast chargers will be owned and operated by the local authority sponsoring their installation (i.e., City of Victoria, Malahat Nation).

CONCLUSION

The CRD Climate Action Strategy committed the CRD to implementing the Electric Vehicle Infrastructure Roadmap, including supporting the installation of public EV charging stations. CRD staff are seeking approval to pursue a CleanBC Communities Fund grant to support the installation of almost 600 new charging ports in the region.

RECOMMENDATION

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

1. That staff be authorized to submit the Regional Public Electric Vehicle Charging Network project to the Investing in Canada Infrastructure Program’s CleanBC Communities Fund grant program on behalf of the participating local governments and First Nations;
2. That the Capital Regional District participate in the regional charging network by supplying sites found in Appendix A; and
3. That up to \$725,000 be assigned from the previously approved 2022-2026 climate action service financial plan for up to 175 public level 2 EV charging ports across the region, as well as a commitment to any associated ineligible costs and cost overruns.

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| Submitted by: | Nikki Elliott, Manager, Climate Action Programs |
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| Concurrence: | Robert Lapham, MCIP, RPP, Chief Administrative Officer |

ATTACHMENT

Appendix A: Capital Regional District Owned Properties