STAFF REPORT

TO: Public Works Section of Coordinated Committee

FROM: Kevin Lalonde, P.Eng., Director of Public Works

SUBJECT: Electric Vehicle Charging (EVC) Stations
Funding Applications

DATE: June 9, 2022

RECOMMENDATION

THAT the Public Works Section of Coordinated Committee does hereby recommend to Council that it support the submission of funding applications for electric vehicle charging (EVC) stations to EPCOR GO EV and the Tourism Relief Fund – RTO7 – Public Sector Funding Program;

AND FURTHER THAT the Mayor and designated staff be authorized to sign necessary contracts and agreements for such funding, if successful;

AND FURTHER THAT the non-grant portion of the project costs be funded through the General Working Reserve or donations designated for such purpose.

BACKGROUND

At its meeting on February 24th, 2022, Council received a presentation from Mr. Bill Harvey, EPCOR, in response to the GO EVO Funding Program.

More recently, staff also became aware of another funding source that could be leveraged to offset the capital costs associated with EVC stations. This program is known as the 2022/2023 Tourism Relief Fund – RTO7 Public Sector Funding.

EPCOR GO EV Funding Program

The EPCOR Go EV Program is an electric vehicle (EV) charging infrastructure project funding program delivered by EPCOR Utilities Inc. (EPCOR) and sponsored by the Federal Government.

Program funding is provided by the Department of Natural Resources Canada ("NRCan") collectively with EPCOR as the "Program Operators" with the objective of implementing NRCan's Zero Emission Vehicle Infrastructure Program ("ZEVIP"). The ZEVIP is a federally funded, 5-year, $280 million program ending in 2024 and is managed by NRCan. Its objective is to address the lack of charging and refuelling stations in Canada, one of the key barriers to zero emission vehicle adoption by the public.

Parties who submit eligible EPCOR Go EV Program applications and install and operate electric vehicle charging stations at selected locations in accordance with the stipulated Project Agreement, may be eligible to receive incentive funding toward project cost reimbursement under the provisions of this Program.

Incentive is defined as available funding for reimbursement of Eligible Expenditures that have been approved by EPCOR in accordance with their standard Project Agreement.

Maximum Funding under the EPCOR GO EV Program is $100,000 and limited to the following amounts (contingent on the type of Charging Station installed).

Charging Station Type	Charger Type Description	Maximum Funding Per Unit Installed
Level 2 (208/240 VAC) (3.3 kW to 19.2 kW)	Any EV charger commercially available and CSA, ULC, UL or Interlink certified for use in Canada. The charger must have a SAE J1772 standard plug head or be a proprietary connector type rated for a minimum of 3.3 kW power output.	Up to 50% of total Eligible Expenditure of the Project to a maximum of $5,000 per connector.
Level 3 DC Fast Charger (20 kW to 49 kW)	Any EV fast charger commercially available and CSA, ULC, UL or Interlink certified for use in Canada. The fast charger must have at least one (1) charger connector that is CHAdeMO compliant and one (1) charger connector that is SAE Combo or be a proprietary connector type rated for a minimum of 20 kW power output.	Up to 50% of total Eligible Expenditure of the Project to a maximum of $15,000 per fast charger.
Level 3 DC Fast Charger (50 kW to 99 kW)	Any EV fast charger commercially available and CSA, ULC, UL or Interlink certified for use in Canada. The fast charger must have at least one (1) charger connector that is CHAdeMO compliant and one (1) charger connector that is SAE J1772 Combo (CCS) or be a proprietary connector type rated for a minimum of 50 kW.	Up to 50% of total project costs, to a maximum of $50,000 per fast charger.
Level 3 DC Fast Charger (100 kW and above)	Any EV fast charger commercially available and CSA, ULC, UL or Interlink certified for use in Canada. The fast charger must have at least one (1) charger connector that is CHAdeMO compliant and one (1) charger connector that is SAE J1772 Combo (CCS) or be a proprietary connector type rated for a minimum of 100 kW.	Up to 50% of total project costs, to a maximum of $75,000 per fast charger.

2022/2023 Tourism Relief Fund (TRF) – RTO7 Public Sector Funding

The Tourism Relief Fund is made possible by the Government of Canada and Federal Economic Development Agency for Southern Ontario (The Funders) and administered by Regional Tourism Organization 7 (RTO7).

The Tourism Relief Fund program is designed to enhance and create tourism experiences and support destination development. Of the various RTO7 Funding Streams available, the following (related to EVC Stations) apply:

- The installation of Level Two EV Chargers – Priority will be given to lots that have high tourist and employee volume (Tourist/Tourism Employee Related)
- The installation of Level 3 EV Chargers – Priority will be given to locations/parking lots that have high tourist volume (Tourist Related)

If successful, it is important to note that the TRF – RTO7 Funding can be leveraged to help offset our capital investments in EVC infrastructure. The TRF – RTO7 funds can be 'stacked' and applied against the balance of the supply and installation costs that are not recoverable through the aforementioned GO EV Program.

Maximum eligible funding for the TRF – RTO7 Funding Program is $100,000.

DISCUSSION

Five (5) project site locations have been highlighted on the attached maps and summarized as follows:

Primary Locations
- Town Hall / Mills Park
- Beach Area 1 – Nancy Parking Lot
- Twin Pad Arena Library Site

Secondary Locations
- Oakview Woods / Rec Plex Parking Lot *(Note, Work Permit will be required from Ontario Parks if EVC is located at the Oakview Woods parking lot. Existing hydro capacity at Rec Plex is limited)*
- Klondike Sports Park

Preliminary (hydro) assessment has indicated that the majority of locations can only accommodate Level 2 Chargers; however, the existing transformer at the Oakview Woods Parking lot may be able to accommodate a Level 3 Fast Charger. This will be confirmed during detailed design and fulsome electrical review.

FINANCIAL IMPLICATION

See attached Table, which outlines preliminary costs associated with the supply and installation of EV C infrastructure at each project site. The total estimated costs for the five (5) project sites is $300,000.

It is estimated that each Level 2 site will cost approximately $50,000 for supply and installation; however, this will be confirmed with the electrical consultant. The Level 2 sites are proposed to include dual (2) plugs.

Costs associated with the Level 3 Fast Charger site is estimated at $100,000, as there will need to be more hydro/electrical works completed to accommodate the same.

In consultation with the Director of Finance/Treasurer, funds can be drawn from the General Working Reserve. Donations to the Twin Pad Arena and Library project specific for this purpose may come forward as well.

If successful with the aforementioned grant application(s), the Town could realize funding to help offset approximately 67% of the works, totaling $200,000 between the two (2) funding sources.

CONCLUSION

As staff wait for the funding announcements, electrical consulting services will be solicited to help prepare individual electrical site plans and prepare design specifications such that a Request For Proposal (RFP) can be issued to EVC suppliers for the supply, installation and commissioning of the infrastructure.

Staff are also evaluating an opportunity to possibly leverage the competitive procurement process already completed through the OECM (Ontario Education Collaborative Marketplace), which involved the County of Simcoe – who provided advice and support to OECM in the creation of the RFP for Electric Vehicle Supply Equipment (EVSE).

OECM is very similar to AMO's LAS (Local Utility Services) which is mandated to work with Ontario municipalities, as well as organizations from the broader public sector, to help realize lower costs, higher revenues, and enhanced staff capacity, through co-operative procurement efforts and innovative training, programs, and services. Unfortunately, LAS does not currently offer EVSE services.

OECM is a not-for-profit collaborative sourcing and supplier partnership management organization. OECM's goal is to generate savings and process efficiencies to public sector and not-for-profit organizations by offering collaboratively sourced and competitively priced products and services through the OECM marketplace supplier partner agreements. Essentially, OECM has already solicited proposals from qualified proponents to provide EVSE and services with client installation and a complete turnkey solution, including but not limited to supply, installation, maintenance, and other services for the EVSE.

Currently, four (4) OECM Electric Vehicle Supply Equipment Master Agreements with the following suppliers are available as a result of the procurement process aligned with Ontario Broader Public Sector Procurement Directive:

- ChargerCrew Canada - ChargePoint
- Autochargers – ChargePoint and Flo
- Blackstone Energy Services – ChargePoint
- Precise Parklink Inc. – ChargePoint

As staff continue to review the OECM initiative and related details, a follow up staff report will come forward to Committee outlining the preferred approach to securing the qualified EVC supplier, together with annual operating and maintenance costs.

Respectfully submitted,

Kevin Lalonde, P.Eng
Director of Public Works