

EV CHARGING PRESENTATIONS

User Fees

Curbside EV Charging Pilot Program



User Fees for
City-Owned-and-Operated
Electric Vehicle
Charging Stations

Recommendations

Amend the
Parking Meter Bylaw

Approve a supply-and-
demand-based model
for user fees

85% plan on, or would consider, an EV.



Survey of residents who are purchasing a new car in the next 5 years

Use is **on the rise.**

17,000+
charging sessions
at 16 key locations
in 2016





BARRIERS TO EV ADOPTION IN VANCOUVER

Lack of home
charging access

Current network
does not meet user needs

Range < peak driving need

Business risk

Lack of vehicles

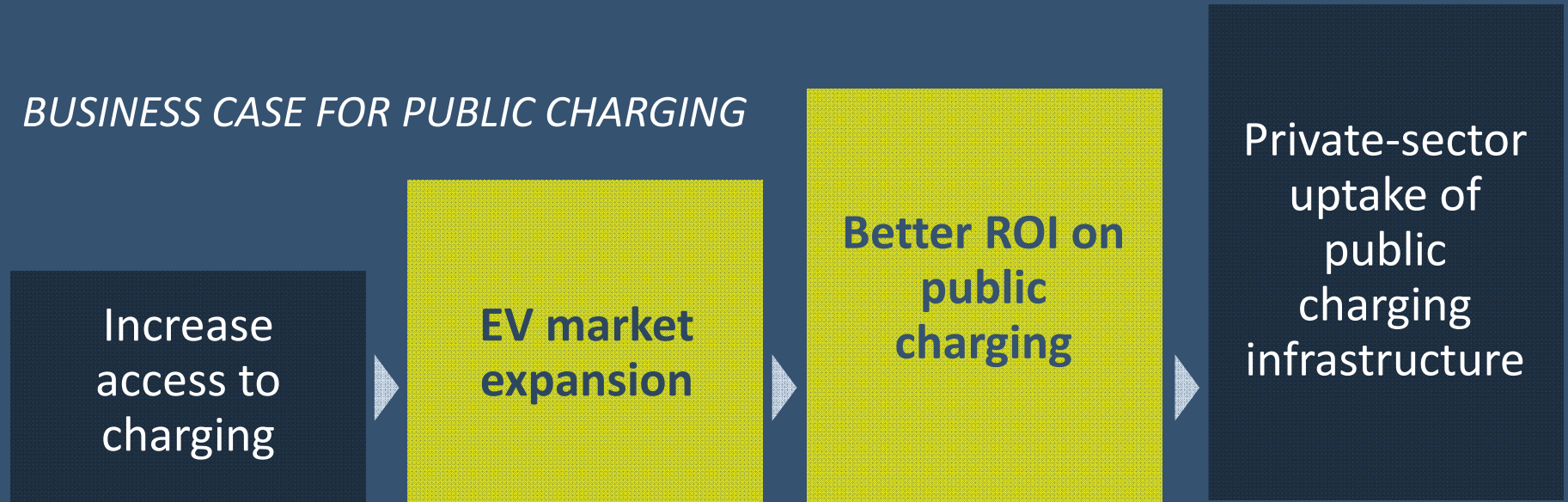


BARRIERS TO EV ADOPTION IN VANCOUVER

Lack of home
charging access

Current network
does not meet user needs

BUSINESS CASE FOR PUBLIC CHARGING



Estimated # of EVs in Vancouver



~1,000

in 2016

~30,000

by mid-2020s

~200,000

by 2050

APPROACH

Expand access
to home and
workplace charging

Improve the
public charging
network

Integrate EV
infrastructure
planning into core
City processes

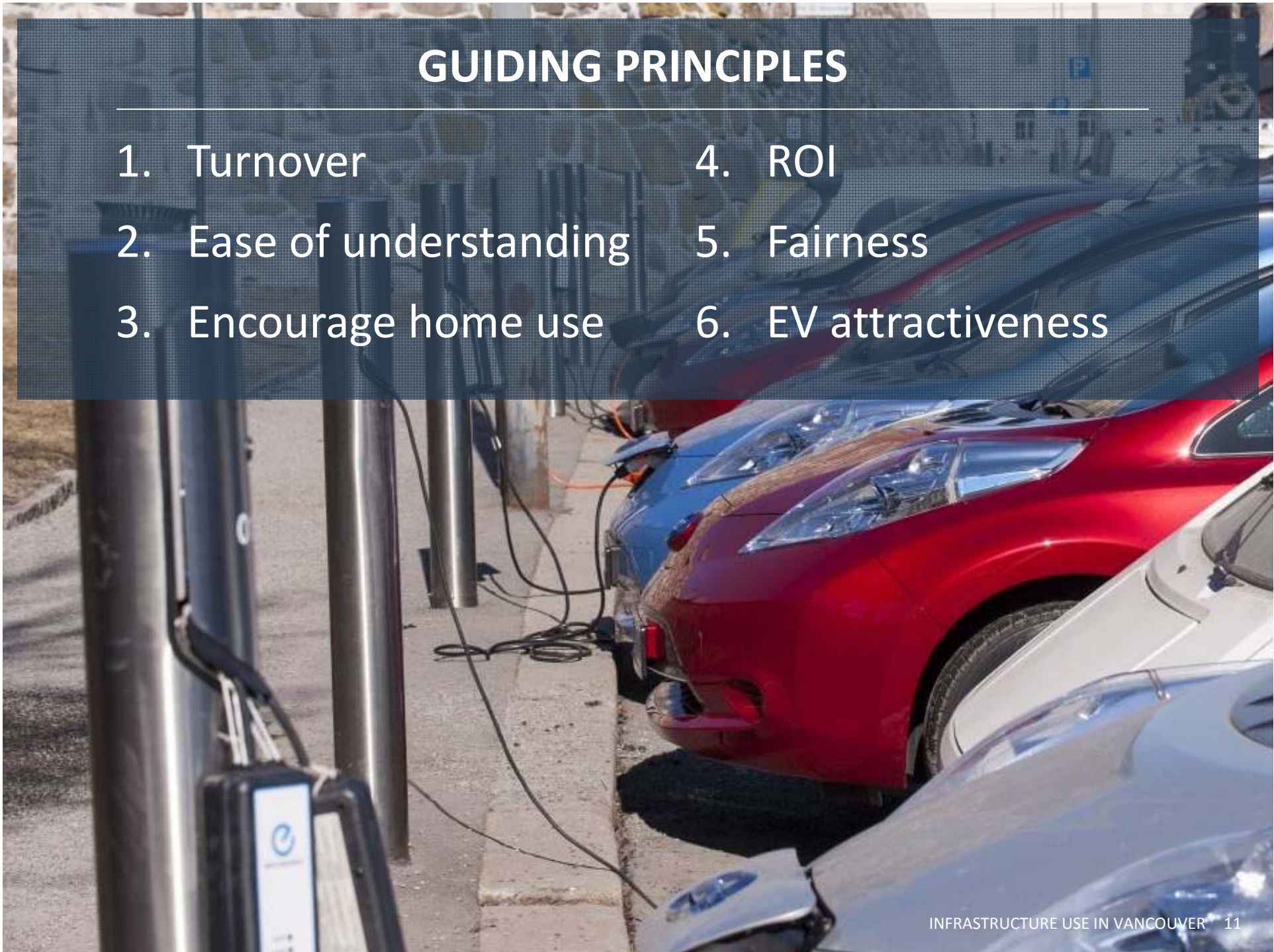
A photograph of a city street with two public electric vehicle charging stations. A silver SUV is plugged into the station on the left, and a white sedan is plugged into the station on the right. The background shows a brick building with Subway signs and trees under a blue sky with clouds. A semi-transparent blue box with a grid pattern is overlaid on the top half of the image, containing the text.

Public Charging Network

FAIR AND EXPANDED ACCESS

GUIDING PRINCIPLES

1. Turnover
2. Ease of understanding
3. Encourage home use
4. ROI
5. Fairness
6. EV attractiveness



BUILDING ON A FAMILIAR FORM

Hourly rate

EV charging fee
+ parking fee

Multiple payment options,
pay in one spot

Eventual PayByPhone
connection



***Residential
(Level 2) Charging***

***Level 2
Charging***

***DC Fast
Charging***

\$0.86/hr
no time limit

\$2.00/hr
+ parking

\$16.00/hr
+ parking

*user fee**

** fees subject to change based on supply/demand*

~30km/hr
charged

~ 30km/hr
charged

~ 200km/hr
charged

range

FEE LEVELS AND STATION USE ARE INTERDEPENDENT

Too low



Too high



Ideal





Curbside EV Charging Pilot

Recommendations

Approve the Curbside EV
Charging Pilot Program

Authorize use of license
agreements

Direct staff to report back in
2019



CONTEXT

Over 2,000 “garage orphans”
Numerous requests for
curbside charging



CONTEXT

Businesses interested in public curbside chargers



TWO-YEAR PILOT PROGRAM

Two streams:

Non-residential
Residential

Applications open for 2 years

Installation term 5 years



Residential installations only where
off-street parking cannot be accommodated

	NON-RESIDENTIAL	RESIDENTIAL
Installations	5	15
Level of Charger Permitted	Level 2 or DC Fast Charger	Level 1 or 2 outlet
Charger Access	Public	Private
Installation & Maintenance Costs	Applicant responsible	Applicant responsible

CURBSIDE EV CHARGING PILOT SCOPE

NEXT STEPS

Activate website
Public announcement
Staff to report back in 2019



QUESTIONS?