

NO: R018

COUNCIL DATE: JANUARY 25, 2021

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **January 15, 2021**

FROM: **General Manager, Engineering** FILE: **1855-01**

SUBJECT: **Surrey Electric Vehicle Charging Network -- Provincial and Federal Government Contribution Grants Agreement**

RECOMMENDATION

The Engineering Department recommends that Council:

1. Receive this report for information; and
2. Authorize the Mayor and City Clerk to execute the Contribution Agreement with Her Majesty the Queen in the Right of the Province of British Columbia in the amount of \$502,410 to support the expansion of Surrey's public electric vehicle charging network.

INTENT

The intent of this report is to obtain Council's approval to execute a Contribution Agreement with Her Majesty the Queen in the Right of the Province of British Columbia (the "Agreement"), as provided in Appendix "I", to support the expansion of Surrey's public electric vehicle ("EV") charging network.

BACKGROUND

At the Regular Council Meeting of April 15, 2019, Council approved Corporate Report No. Ro66; 2019, attached as Appendix "II". The purpose of that report was to seek Council approval to proceed with a grant application under a joint Federal/Provincial funding program, respectively the Investing in Canada Infrastructure Program ("ICIP") and Clean BC Communities Fund.

These joint funding programs committed \$63 million to support green infrastructure projects across the Province, including projects that expand access to clean energy transportation. For local governments, funding is available up to 73.33% of eligible project costs (comprising 40% contribution from the Federal government and 33.33% from the Provincial government). As such, they represent an excellent opportunity to leverage senior government funding for EV charging infrastructure, which in turn supports the City's transportation and sustainability goals.

DISCUSSION

Subsequent to Council approval of Corporate Report No. Ro66; 2019, staff submitted an application for funding under the ICIP and Clean BC program. This application was approved by Environment Minister George Heyman in August 2020.

Over a five-year period, the associated EV infrastructure expansion project will expand the City's public EV charging network at multiple civic facilities. The project scope will include the following:

1. Infrastructure upgrades to transformers, electrical panels, and civil work at 10 civic facilities;
2. Installation of 40 dual port level 2 charging stations at 10 civic facilities; and
3. Building future capacity to add up to 79 additional charging stations to the City's public charging network.

The expanded charging network will address identified gaps in the existing public charging network, based on review of utilization statistics and an app developed in collaboration with the UBC Data Science program. The new charging stations will be located at City recreation centres, aquatic centres, and libraries, as depicted in the attached Appendix "III".

Surrey's Public Charging Network

The City's public charging network was initiated in 2013 and has steadily expanded since that time. To date, investments in the network have been funded through a combination of Surrey Parking Utility operational funding and funding partnerships with the Province of BC and National Resources Canada. Today, there are 35 stations providing 56 charging ports at 13 separate civic sites (as shown in Appendix "III"). Utilization of the network has grown exponentially, from 592 charging sessions in 2013 to 42,489 in 2019 (an 8,000% increase).

Under the expansion program, the deployment of 40 additional charging stations over five years would grow the public charging network 136 ports over a five-year period (243% increase), and the additional future capacity investments would allow for a more than five-fold increase to the City's public charging network over the long-term which could position the City to have the largest public charging network in Canada.

Legal Services Review

Legal Services has reviewed the Agreement and has no concerns.

FUNDING

The estimated total cost of the proposed infrastructure investment is \$685,137, which includes a 10% contingency for the infrastructure portion. The investment is proposed to be phased over a five-year period, from 2021-2025, to match the funding window. The City's contribution towards the project costs is \$182,727 and is funded from the operating budget of the City's Parking Utility: funding for 2021 expenditures have been allocated in the approved 2021 Parking Utility capital budget and 2022-2025 expenditures have been included in the approved 5-Year Financial Plan, to be made available in future Parking Utility capital budgets. A summary of project investments follows in Table 1.

Total Project Costs	\$685,137
Total Clean BC Funding (Federal & Provincial Contribution 73.3%)	\$502,410
Total City Contribution (26.7%)	\$182,727
City Contribution Years 1 & 2 (2021 & 2022)	\$130,280
City Contribution Years 3-5 (2023-2025)	\$52,447

Table 1. Proposed Project Costs

SUSTAINABILITY CONSIDERATIONS

Expansion of the Surrey EV charging network support the objectives of the City’s Sustainability Charter 2.0. In particular, this network expansion relates to the Sustainability Charter 2.0 themes of Economic Prosperity and Livelihoods, Ecosystems and Infrastructure. Specifically, this network expansion supports the following Desired Outcomes (“DO”) and Strategic Directions (“SD”):

- Economy DO9: Surrey’s economy is able to adapt and thrive in response to external forces, such as the changing climate;
- Water, Air and Soil SD8: Work with senior governments, TransLink, other local governments, non-governmental organizations and the private sector to reduce greenhouse gas emissions and ensure good air quality throughout Surrey;
- Energy and Climate DO7: Per capita emissions are low, and align with global, national and provincial GHG reduction targets;
- Transportation DO13: Low-emission vehicles predominate and are supported by the necessary fueling infrastructure; and
- Energy and Climate SD5: Work collaboratively with diverse stakeholders to lower greenhouse gases and to improve air quality.

CONCLUSION

Investing in EV charging at public locations is supported by numerous City strategies and policies, including the Sustainability Charter 2.0, the City’s Official Community Plan, the Community Climate Action Strategy, and the Transportation Strategic Plan. The continued investment in the City’s public EV charging network will help support EV adoption in Surrey and support residents in their transition to EVs anticipated under the Province’s EV mandate. This grant presents an opportunity to leverage senior government funding to finance the expansion of the public EV charging network while ensuring the infrastructure is in place to meet future demand.

Scott Neuman, P.Eng.
General Manager, Engineering

DH/cc

Appendix “I” – Contribution Agreement
Appendix “II” – Corporate Report No. Ro66; 2019
Appendix “III” – EV Charging Locations: Current and Proposed

This Shared Cost Agreement dated for reference the 6th day of January, 2021.

BETWEEN

HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA, represented by the Minister of Municipal Affairs (the "Province")

AND

City of Surrey (the "Recipient")

for the Clean Surrey EV Charging Network Project No. IG0195

WHEREAS:

- A. The Government of Canada ("Canada") and the Province entered into the Integrated Bilateral Agreement for the Investing in Canada Infrastructure Program (the "IBA-ICIP") on March 22, 2018.
- B. Funding has been approved under the Green Infrastructure – Climate Change Mitigation Sub-Stream CleanBC Communities Fund program of the IBA-ICIP to be paid by the Province to the Recipient for the Project defined in this Agreement, on the terms and conditions set out in this Agreement.
- C. The participation and performance of the Recipient play a critical role in achieving the purposes of the IBA-ICIP.
- D. The parties wish to delineate their respective responsibilities in this Agreement to ensure compliance with the IBA-ICIP.

NOW THEREFORE, in consideration of the sum of One Dollar and other valuable consideration, the receipt and sufficiency of which is acknowledged by each party, the parties agree as follows:

DEFINITIONS

- 1. In this Agreement and its recitals, the following definitions apply:

"Agreement" means this Shared Cost Agreement and any attached schedules;

"Applicable Laws" means all laws, statutes, regulations, and bylaws of any governmental authority having the force of law from time to time including those affecting, applicable to or otherwise relating to the Project, the Recipient or any Third Party;

"Commencement Date" means the date identified in Schedule A on which the Project was approved;

“Completion Date” means the date identified in Schedule A upon which the Recipient will complete the Project;

“Contract” means a contract between the Recipient and a Third Party whereby the Third Party agrees to contribute a product or service to the Project in return for financial consideration;

“Eligible Expenditures” are those expenditures set out in Section D.1 of Schedule D which represent the categories of Project costs toward which the contributions by Canada and the Province are to be used and those Project costs which are eligible for reimbursement through the funding contributions from Canada and the Province;

“Federal Co-Chair” means the individual appointed by Canada pursuant to section 7 of the IBA-ICIP;

“Fiscal Year” means the period beginning April 1 of a calendar year and ending March 31 of the following calendar year;

“IBA-ICIP Staff” means employees of the Ministry of Municipal Affairs who are directly involved in the administration of the IBA-ICIP, and includes anyone authorized to act on their behalf;

“Ineligible Expenditures” are those expenditures set out in Section D.2 of Schedule D;

“Local Government Information System” (“LGIS”) means an online portal and project management tool developed by the Province to support Information Management;

“Oversight Committee” means the committee(s) established under the authority in section 7 of the IBA-ICIP;

“Person” means, without limitation, a person, the Province, a Recipient, a Third Party, a corporation, or any other legal entity, and their officers, servants, employees or agents;

“Project” means the project described in Schedule A;

“Substantial Completion” – means, when referring to a Project, that the Project can be used for the purpose for which it was intended; and

“Third Party” means any person or legal entity, other than a party to this Agreement, who participates in the implementation of the Project by means of a Contract.

SCHEDULES

2. The Schedules to this Agreement are:

Schedule A	Project Information
Schedule B	Payment Terms and Conditions
Schedule C	Reporting Requirements
Schedule D	Eligible and Ineligible Expenditures

TERM

3. Notwithstanding the actual date of execution of this Agreement, the term of this Agreement begins on the Commencement Date and expires on March 31, 2026.

OBLIGATIONS OF THE RECIPIENT

4. The Recipient agrees to:

- (a) carry out the Project in a diligent and professional manner;
- (b) commence carrying out the Project within one (1) year of the date of reference of this Agreement;
- (c) complete the Project no later than the Completion Date;
- (d) provide evidence satisfactory to the Province that the Recipient has commenced the Project in accordance with section 4(b) of this Agreement. Such evidence may consist of verification that construction has started, or other evidence deemed appropriate by the Province;
- (e) submit its claims for reimbursement of Eligible Expenditures in accordance with the provisions of Schedule B of this Agreement;
- (f) be responsible for any and all costs, expenses and liabilities (other than Eligible Expenditures which are reimbursed in accordance with the terms of this Agreement) including all Ineligible Expenditures, unapproved expenditures, and cost overruns;
- (g) establish and maintain accounting and administrative records which clearly disclose the nature and amounts of the different items of cost pertaining to the Project, including those that are to be used as the basis for the calculation of the claims by the Recipient for reimbursement of Eligible Expenditures and which shall include the Contracts, invoices, statements, receipts and vouchers in respect of the Project;
- (h) permit the Province, Canada, or any member of the Oversight Committee, for contract monitoring and audit purposes, to inspect at all reasonable times both before and after the Completion Date, any books of account or records (both printed and electronic), and any other information reasonably required by the

Province or Canada, whether complete or not, that are produced, received or otherwise acquired by the Recipient as a result of or in connection with this Agreement;

- (i) maintain all such accounts, records and information until March 31, 2034;
- (j) ensure that all Contracts entered into by the Recipient with any Third Parties contain the provisions in section 6 below;
- (k) ensure that, pursuant to section 11 of the IBA-ICIP, no site preparation, vegetation removal or construction will occur for a Project until the Province and Canada are satisfied that the project proposed by the Recipient will adhere to all environmental mitigation measures, if any, identified during the environmental assessment process and will continue to adhere to all mitigation measures through project completion;
- (l) work with the Province and Canada to ensure that pursuant to section 12 of the IBA-ICIP, no site preparation, vegetation removal or construction will occur for a Project until the Province and Canada are satisfied that, if applicable:
 - i. Aboriginal groups have been notified and, if applicable, consulted;
 - ii. a summary of consultation or engagement activities have been provided to the Province and Canada, including a list of Aboriginal groups consulted, concerns raised, and how each of the concerns have been addressed, or if not addressed, an explanation as to why not;
 - iii. accommodation measures, where appropriate, are being carried out; and
 - iv. any other information has been provided that the Province or Canada may deem appropriate.
- (m) use LGIS, or another process designated by the Province, to fulfill the obligations of the Recipient under this Agreement, including but not limited to the following:
 - i. Section 4 (e) above
 - ii. Schedule C (Reporting)
- (n) if applicable, ensure that the Project meets or exceeds the requirement of the highest published accessibility standard established in the *British Columbia Building Code*;

- (o) if the Project is a type of project specified below, it must meet the described requirements:
 - i. Projects with total estimated Eligible Expenditures of twenty-five million dollars (\$25,000,000) or more, will report on community employment benefits provided to at least three (3) federal target groups (apprentices, Indigenous peoples, women, persons with disabilities, veterans, youth, new Canadians, or small-medium-sized enterprises and social enterprises) in accordance with section 4 h) of the IBA-ICIP;
 - ii. All projects under the climate change mitigation sub stream must provide a greenhouse gas emissions assessment, that includes a cost-per-tonne calculation in accordance with section 4 (g) (i) (b) of the IBA-ICIP; and
 - iii. Projects with total estimated Eligible Expenditures of ten million dollars (\$10,000,000) or more must provide a climate change resilience assessment in accordance with section 4 (g) (ii) (b) of the IBA-ICIP.

 - (p) Projects that meet a climate change mitigation outcome in the Green Infrastructure Outcomes Table must meet the following requirement in accordance with Schedule A.3 section (f) (i) (a) of the IBA-ICIP:
 - i. Projects involving higher order rapid transit, the adoption of vehicles that use a renewable fuel source in a public transit fleet, or active transportation Project such Projects will be consistent with a land-use or transportation development plan or strategy, and where applicable, the Project are consistent with the approved plans of regional transportation bodies.

 - (q) ensure that the Project meets or exceeds any applicable energy efficiency standards for buildings outlined in the *Pan-Canadian Framework on Clean Growth and Climate Change*.
5. If the Recipient has failed to provide evidence satisfactory to the Province in accordance with section 4(d) of this Agreement to demonstrate the Project has commenced, the Province will inform the Federal Co-Chair and the Oversight Committee will examine the issue.
 6. The Recipient and any Third Party will comply with all Applicable Laws, including all requirements of, and conditions imposed by, regulatory bodies having jurisdiction over the subject matter of the Project.
 7. The Recipient is solely responsible for all aspects of the Project, including without limitation, the planning, design, construction, operation, maintenance, worker and public safety, completion and ownership of the infrastructure, and nothing in this

Agreement shall be deemed to give the Province interest in, or responsibilities for the Project, unless otherwise expressly provided in this Agreement.

8. The Recipient will ensure that the federal/provincial contribution is to be used solely for the purpose of defraying the Eligible Expenditures incurred by the Recipient in carrying out and completing the Project as described in Schedule A.
9. The Recipient acknowledges that Eligible Expenditures that have received funding from any other federal or provincial sources may not be reimbursed under this Agreement, and the Recipient agrees to promptly notify the Province through IBA-ICIP Staff in writing of any and all such funding received.
10. The Recipient will not knowingly permit any member of the House of Commons of Canada or the Senate of Canada or the Legislative Assembly of British Columbia to be admitted, directly or indirectly to any share or part of any Contract, agreement or commission made pursuant to this Agreement or in relation to the Project or to obtain any benefit arising therefrom.
11. The Recipient acknowledges and agrees that no action by the Parties or Canada will establish or be deemed to establish a partnership, joint venture, principal-agent relationship or employer-employee relationship in any way or for any purpose whatsoever between the Recipient and the Province, the Recipient and Canada, the Province and a Third Party, or Canada and a Third Party. The Recipient also acknowledges and agrees that it will not hold itself out as such and will not do any act or thing which might be construed as authorizing any contract or permitting any other liability or obligation to be incurred on behalf of either Canada or the Province.
12. For the purposes of this section “significant change” in respect of a Project includes:
 - (a) any material change to its location, scope or timing; or
 - (b) any change that would trigger a further environmental assessment.

Any requests for changes or variations to the Project, including significant changes, will be made in writing to the Province and will require approval by Canada and the Province.

13. Unless otherwise approved by Canada and the Province, the Recipient will maintain ongoing operations and will retain title to, and ownership of, infrastructure resulting from the Project for at least five (5) years after Substantial Completion.
14. If at any time within five (5) years from the date of Substantial Completion, the Recipient sells, leases, or otherwise disposes of, directly or indirectly, any asset purchased, acquired, constructed, rehabilitated or renovated, in whole or in part, with funds contributed by Canada or the Province under this Agreement, other than to Canada, the Province, a local government or regional government, or otherwise with the consent of Canada and the Province, the Recipient may be required to reimburse Canada and the Province any funds received for the Project.

The Recipient will immediately notify the Province in writing if at any time during the five (5) year period following Substantial Completion any transaction triggering the above-mentioned repayment occurs.

15. The Recipient will ensure that any Contracts it awards to any Third Party will be awarded in a way that is fair, transparent, competitive, and consistent with value for money principles, or in a manner otherwise acceptable to the Province, and if applicable, in accordance with the *Canadian Free Trade Agreement* and international trade agreements.
16. All Contracts for works associated with the Project will be publicly tendered. If this is not feasible or practicable, the Recipient must obtain approval from the Province in writing before proceeding with the Contract.
17. The Recipient acknowledges that the Province reserves the right to review the Recipient's procurement and tendering policies and practices relating to the Contracts at any time from the date of approval of the Project to three (3) years after the Completion Date.
18. If the Province determines that a Contract is awarded in a manner that is not in compliance with the foregoing, upon notification to the Recipient, the Province may consider the expenditures associated with the Contract to be ineligible.

OBLIGATIONS OF THE PROVINCE

19. Provided the Recipient is in compliance with its obligations under this Agreement, and subject to the terms of this Agreement, the Province will pay the Recipient the amount and, in the manner, set out in Schedule B of this Agreement.
20. Without prejudice to the generality of section 19, the Province will not have any obligation to make a contribution under section 19 unless the Recipient has complied with the provisions set out in Schedule B.
21. The Province has no obligation to pay any Eligible Expenditures that are capital costs, as determined by the Province, until the Province is satisfied that the federal requirements under the ***Impact Assessment Act***, other applicable federal environmental assessment legislation that is or may come into force during the term of this Agreement, and other applicable agreements between Canada, the Province and Aboriginal groups are met and continue to be met.
22. The Province has no obligation to pay any Eligible Expenditures that are capital costs, as determined by the Province, until any legal duty to consult, and where appropriate, to accommodate Aboriginal groups or other federal or provincial consultation requirement, has been met and continues to be met. If required, the Province must be satisfied that for each Project:
 - (a) Aboriginal groups have been notified and, if applicable, consulted;
 - (b) if applicable, a summary of consultation or engagement activities has been provided to the Province and Canada, including a list of Aboriginal groups consulted, concerns raised and how each of the concerns have been addressed, or if not addressed, an explanation as to why not;

- (c) accommodation measures, where appropriate, are being carried out by the Recipient; and
- (d) any other information has been provided that the Province may deem appropriate.

COMMUNICATIONS

- 23. The Recipient agrees to comply with the communications protocol set out in Schedule B of the IBA-ICIP which can be found at <https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/investing-in-canada/2018-bc-canada-bilateral-agreement-en.pdf>. The Recipient acknowledges it has reviewed the communications protocol prior to the execution of this Agreement.
- 24. The Recipient acknowledges that the eligibility of expenditures related to communication activities will be subject to Schedule D of this Agreement.
- 25. The Recipient agrees to be responsible for all required Project signage.
- 26. The Recipient agrees to follow signage guidelines as provided by the Province. Pursuant to section D.1 (b) of Schedule D of this Agreement, communication related expenses including Project signage costs are Eligible Expenditures.
- 27. The Recipient agrees to install in a visible location at the Project site, temporary signage thirty (30) days prior to the start of construction which will remain in place until thirty (30) days after construction is completed and the infrastructure is fully operational or opened for public use.

LIMITATION OF LIABILITY

- 28. In no event will Canada, the Province, and their officers, servants, employees or agents be held liable for any damages in contract, tort (including negligence) or otherwise, for:
 - (a) any injury to any Person, including, but not limited to, death, economic loss or infringement of rights;
 - (b) any damage to or loss or destruction of property of any Person; or
 - (c) any obligation of any Person, including, but not limited to, any obligation arising from a loan, capital lease or other long term obligation

in relation to this Agreement or the Project.

INDEMNIFICATION

- 29. The Recipient will, at all times either before or after the expiration or termination of this Agreement, indemnify and save harmless Canada, the Province, and their officers, servants, employees or agents, from and against all actions, claims, demands, losses,

costs, damages, suits or other proceedings, whether in contract, tort (including negligence) or otherwise, by whomsoever brought or prosecuted in any manner based upon or occasioned by:

- (a) any injury to any Person, including, but not limited to, death, economic loss or any infringement of rights;
- (b) any damage to or loss or destruction of property of any Person; or
- (c) any obligation of any Person, including, but not limited to, any obligation arising from a loan, capital lease or other long-term obligation

in relation to this Agreement or the Project, except to the extent to which such actions, claims, demands, losses, costs, damages, suits or other proceedings are caused by the negligence or breach of the Agreement by an officer, servant, employee or agent of Canada or the Province in the performance of his or her duties.

INSURANCE

- 30. The Recipient will, without limiting its obligations or liabilities herein, purchase and maintain insurances with insurers licensed in Canada with coverage of a type, and in amounts, that any similar business, acting reasonably, would procure for a project of the scope, size and exposure of the Project, during the term of this Agreement and for any subsequent ongoing operations and maintenance of the resulting infrastructure.
- 31. The Recipient shall require and ensure that each Third Party maintains insurances comparable to those required above.
- 32. Upon request by the Province, the Recipient will deliver a certified copy of the policies of insurance applicable under this Agreement. No review or approval of any insurance policy by the Province derogates from or diminishes the Province's rights or the Recipient's liability under this Agreement.

DEFAULT

- 33. Any of the following events will constitute an Event of Default, whether any such event is voluntary, involuntary or results from the operation of law or any judgment or order of any court or administrative or government body:
 - (a) the Recipient fails to comply with any provision of this Agreement;
 - (b) any representation or warranty made by the Recipient in connection with this Agreement is untrue or incorrect;
 - (c) any information, statement, certificate, report or other document furnished or submitted by or on behalf of the Recipient pursuant to or as a result of this Agreement is untrue or incorrect;
 - (d) the Recipient ceases, in the opinion of the Province, to carry on business as a going concern;

- (e) a change occurs with respect to one or more of the properties, assets, conditions (financial or otherwise), business or operations of the Recipient which, in the opinion of the Province, materially adversely affects the ability of the Recipient to fulfill its obligations under this Agreement;
- (f) an order is made, or a resolution is passed, or a petition is filed for the liquidation or winding up of the Recipient;
- (g) the Recipient becomes insolvent or commits an act of bankruptcy or makes an assignment for the benefit of its creditors or otherwise acknowledges its insolvency; or
- (h) a bankruptcy petition is filed or presented against the Recipient, or a proposal under the *Bankruptcy and Insolvency Act* (Canada) is made, or a receiver or receiver-manager of any property of the Recipient is appointed.

TERMINATION

- 34. Upon the occurrence of any Event of Default and at any time thereafter the Province may, notwithstanding any other provision of this Agreement, at its sole option, elect to do any one or more of the following:
 - (a) terminate this Agreement and request repayment of all or a portion of the funding paid under this Agreement in which case the Province's obligation to make any further payment of the money remaining unpaid under this Agreement is terminated;
 - (b) require that the Event of Default be remedied within a time period specified by the Province;
 - (c) suspend any installment of payment due to the Recipient by the Province while the Event of Default continues;
 - (d) waive the Event of Default; or
 - (e) pursue any other remedy available at law or in equity.
- 35. If the Province terminates this Agreement under section 34 and requests repayment of all or a portion of the funding paid to the Recipient under this Agreement, the Recipient shall repay the requested amount forthwith to the Province and the Province is discharged of all liability to the Recipient under this Agreement.
- 36. If the Province terminates this Agreement under section 34(a), then such termination may take place on ninety (90) days written notice.
- 37. The Province may, at its sole option, terminate this Agreement at any time without cause upon one hundred and twenty (120) days written notice to the Recipient.

REMEDIES NON-EXCLUSIVE

38. The rights, powers and remedies conferred on the Province under this Agreement or any statute or law are not intended to be exclusive and each remedy shall be cumulative and in addition to and not in substitution for every other remedy existing or available to the Province.
39. The exercise of any one or more remedies available to the Province will not preclude the simultaneous or later exercise by the Province of any other right, power or remedy.

APPROPRIATION

40. Notwithstanding any other provision of this Agreement, the payment of money by the Province to the Recipient under this Agreement is subject to:
 - (a) there being sufficient monies available in an appropriation, as defined in the *Financial Administration Act*, to enable the Province, in any fiscal year or part thereof when any payment by the Province to the Recipient falls due under this Agreement, to make that payment; and
 - (b) Treasury Board, as defined in the *Financial Administration Act*, not having controlled or limited expenditure under any appropriation referred to in subsection (a) of this section.

NO FURTHER OBLIGATIONS

41. The Recipient acknowledges that nothing in this Agreement will bind Canada or the Province to provide any financing for any addition or improvement to the Project, or any cost overruns of the Project and that no partnership, joint venture or agency will be created or will be deemed to be created by this Agreement or any action of the parties under this Agreement.

TERMS APPLICABLE TO CANADA

42. The Province and the Recipient acknowledge the financial contribution to the Project by Canada under this Agreement and, in consideration of that contribution and notwithstanding that Canada is not a signatory to this Agreement; the parties agree that the terms of this Agreement applicable to, or with respect to, Canada are for her sole benefit.

JOINT AND SEVERAL OBLIGATIONS

43. In the event the Recipient is comprised of more than one entity, then the covenants and obligations of each of such entities with the others will be both joint as well as several.

AMENDMENTS

44. Unless otherwise specified in this Agreement, this Agreement may be amended only by further written agreement between the parties.

SURVIVAL OF TERMS

45. Sections 4(i) and (j), 13, 14, 25, 28 and 29, continue in force indefinitely, even after this Agreement ends.

NOTICE

46. Any written communication from the Recipient to the Province must be mailed, personally delivered, or electronically transmitted to the following address:

Ministry of Municipal Affairs
Local Government Infrastructure and Finance Branch
P.O. Box 9838, STN PROV GOVT
Victoria, British Columbia V8W 9T1
Email: INFRA@gov.bc.ca

Attention: Director, Infrastructure and Engineering

47. Any written communication from the Province to the Recipient must be mailed, personally delivered, or electronically transmitted to the following address:

City of Surrey
Vince Lalonde
13450 - 104 Ave
Surrey, BC V3T 1V8
Email: valalonde@surrey.ca

Attention: Chief Administrative Officer

48. Any written communication from either party will be deemed to have been received by the other party on the tenth business day after mailing in British Columbia or on the date of transmission if emailed.
49. Either party may, from time to time, notify the other party in writing of a change of address and, following the receipt of such notice, the new address will, for the purposes of sections 46 or 47 of this Agreement, be deemed to be the contact information of the party giving notice.

LOBBYISTS AND AGENT FEES

50. The Recipient warrants:
- (a) that any person it has hired, for payment, to speak to or correspond with any employee or other person representing Canada or the Province on the

Recipient's behalf, concerning any matter relating to the contribution under this Agreement or any benefit hereunder and who is required to be registered pursuant to either the *Lobbying Act*, R.S.C. 1985, c. 44 (4th Supp.) or the *Lobbyists Transparency Act*, S.B.C. 2001, c. 42, as amended, is registered pursuant to one or both of those acts; and

- (b) it has not and will not make a payment or other compensation to any legal entity that is contingent upon or is calculated upon the contribution hereunder or on negotiating the whole or any part of the terms of this Agreement.

In the event of a breach of subsections (a) or (b), the Province may terminate this Agreement and recover from the Recipient the full amount of all contributions under this Agreement.

MISCELLANEOUS

- 51. This Agreement will be governed by and construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable in British Columbia.
- 52. The Schedules to this Agreement are an integral part of this Agreement as if set out at length in the body of this Agreement.
- 53. If any provision of this Agreement or the application to any person or circumstance is invalid or unenforceable to any extent, the remainder of this Agreement and the application of such provision to any other person or circumstance will not be affected or impaired thereby and will be enforceable to the extent permitted by law.
- 54. Nothing in this Agreement operates as a consent, permit, approval or authorization by the Province or any ministry or branch thereof to or for anything related to the Project that, pursuant to Applicable Laws, the Recipient is required to obtain unless it is expressly stated herein to be such a consent, permit, approval or authorization.
- 55. All disputes arising out of or in connection with this Agreement will be referred to and finally resolved by arbitration pursuant to the *Arbitration Act*, R.S.B.C. 1996, c. 55.
- 56. The Recipient acknowledges and agrees its rights, benefits and obligations under this Agreement are subject always to the Province's obligations under the IBA-ICIP. To the extent that any right, benefit or obligation conferred by this Agreement contravenes or is inconsistent with the IBA-ICIP, such right, benefit or obligation will be amended or modified so as not to contravene or be inconsistent with the IBA-ICIP.

IN WITNESS WHEREOF each of the parties has executed this Agreement on the dates set out below.

SIGNED by the Minister of Municipal Affairs)
or his or her duly authorized)
representative on behalf of)
HER MAJESTY THE QUEEN IN RIGHT OF)
THE PROVINCE OF BRITISH COLUMBIA)

Minister or his/her authorized representative

Date: _____

City of Surrey (the "Recipient"):

Per: _____
Authorized Signatory

Date: _____

Name/Title

Schedule A: PROJECT INFORMATION

- A.1 Project Title: Clean Surrey EV Charging Network Project No. IG0195
- A.2 The Clean Surrey EV Charging Network Project will consist of the following:
 - approximately 40 dual-port Level-2 electric vehicle charging stations; and
 - site work, mechanical, electrical, control/monitoring, signage, and other related works and appurtenances.
- A.3 The Commencement Date of the Project is July 20, 2020 which is the date the Project was approved.
- A.4 The Completion Date of the Project shall be no later than March 31, 2025.

Schedule B: PAYMENT TERMS AND CONDITIONS

B.1 Payment by the Province of the financial contributions from Canada and the Province:

The Province will make financial contributions to the Recipient which will not exceed the lesser of seventy three point thirty three percent (73.33%) of the total Eligible Expenditures of the Project or Five Hundred Two Thousand, Four Hundred Ten Dollars and Zero Cents (\$502,410) being the maximum amount (the 'Total Contribution') approved to be paid under this Agreement to pay for Eligible Expenditures incurred by the Recipient.

These financial contributions are available to the Recipient through two funding sources, both to be paid through the Province. Thirty three point thirty three percent (33.33%) of the approved Project costs are eligible for funding by the Province ('Contribution by the Province') and forty percent (40%) of the approved Project costs are eligible for funding provided by Canada ('Contribution by Canada') in accordance with this Schedule B.

B.2 Timing of Eligible Expenditures:

The Province will not make any payment for Eligible Expenditures incurred before the Commencement Date or after the Completion Date, except for climate lens assessment costs identified under section 4.g) of IBA-ICIP and Aboriginal engagement and/or consultation costs identified under section D.1.f) of Schedule D of this Agreement.

B.3. Timing of Claims:

B.3.1 The Recipient will be eligible for the Contributions by Canada and the Province once claims for Eligible Expenditures have been submitted to and approved by the Province. The Recipient will submit to the Province online claims setting out the amount of Eligible Expenditures actually incurred and paid by the Recipient to the date of such claims.

B.3.2 Claims for reimbursement will be submitted in accordance with the forecast detailed in the Recipient's most current budget forecast report, as described in section C.2 of Schedule C of this Agreement.

B.3.3 The Recipient will submit a claim to the Province covering Eligible Expenditures that have been incurred and paid on a semi-annual basis at a minimum.

B.3.4 No reimbursement of a claim of the Recipient may be paid by the Province unless it is received by the Province on or before March 31 of the Fiscal Year following the Fiscal Year in which the Eligible Expenditures referred to in such claim were incurred and paid, and in all cases, no reimbursement will be paid if a claim is received later than March 31, 2026.

B.3.5 In the event the total sum of all claims for Eligible Expenditures submitted by a Recipient in a Fiscal Year is less than the amount set out in the forecast detailed in the Recipient's most current budget forecast report for that Fiscal Year, the Province is not obligated to pay the difference between the total sum of all

claims and the forecasted amount for that Fiscal Year to the Recipient. The Province may, at its sole discretion, choose to add the difference referred to above to a payment in the next Fiscal Year, in which case the forecast provided in the most current budget forecast report is deemed to be amended to reflect the change.

B.3.6 The Province will not reimburse a claim unless the following have been submitted and approved in accordance with Schedule C of this Agreement:

- (a) current periodic progress report and/or final report;
- (b) current budget forecast report; and
- (c) any other additional reporting requirements as required under Schedule C of this Agreement.

B.3.7 Notwithstanding any other provisions of this Agreement, the parties agree the Province is entitled to withhold the final ten percent (10%) of the Total Contribution amount until the Province has received and approved the Final Report required under section C.3 of Schedule C of this Agreement.

Schedule C: REPORTING REQUIREMENTS

C.1 Periodic Progress Reports:

The Recipient will submit to the Province through IBA-ICIP Staff on a quarterly basis and/or upon request by the Province, periodic progress reports ending March 31, June 30, September 30, and December 31 of each year of the term of this Agreement commencing on the first quarter following the Commencement Date and ending on the Project Completion Date. Each report will be due on the seventh (7th) day of the month following the end of the reporting period. The periodic progress reports will be in a form established by the Province.

C.2 Budget Forecasting Report:

The Recipient will submit to the Province through IBA-ICIP staff on a monthly basis and/or upon request by the Province, budget forecast reports ending the last day of each month for each year of the term of this Agreement commencing on the first month following the Commencement Date. Each report will be due on the seventh (7th) day of the month following the end of the reporting period. The budget forecast reports will be in a form established by the Province.

C.3 Final Report:

In order to receive final payment when the Project is completed, the Recipient will submit to the Province through IBA-ICIP Staff a Final Report, in a form established by the Province.

C.4 Project Audit Report:

Prior to payment of the final claim for Eligible Expenditures, the Recipient may also be required to provide, upon request by the Province, a Project audit report from a person authorized to be an auditor under section 169 of the *Community Charter* confirming that the Project expenditures have been made in compliance with this Agreement and the IBA-ICIP. If required by the Province, the audit is to be in accordance with the form and reporting standards recommended by the Canadian Institute of Chartered Accountants.

C.5 Additional Reporting Requirements:

The additional reporting requirements are:

Energy and Environmental Design Considerations

Prior to payment in excess of 10% of the approved funding amount, the recipient must submit a brief summary to the Province identifying the project's environmental design considerations, including:

- Reducing water use or reusing water;
- Reducing energy use for the facility size (e.g., high-efficiency equipment/appliances/lighting, heating systems, and HVAC controls), recovering energy (e.g. heat recovery ventilation), and generating energy

on-site (e.g., renewable energy), all in pursuit of the program goal of exceeding National Energy Code of Canada for Buildings (NECB) 2017 by at least 25%;

- Securing local materials, where possible; and
- Any other measures that reduce environmental impacts other than greenhouse gas (GHG) emission reductions.

Aboriginal Consultation and Environmental Assessment

Prior to construction of the project and/or payment in excess of 10% of the approved funding amount, the recipient must submit evidence to the Province that requirements have been met as identified within the Aboriginal Consultation and Environmental Assessment determination letter issued by the Federal Government.

Construction Permit NOT on First Nations reserve land

Prior to payment in excess of 25% of the approved funding amount, the recipient must submit to the Province:

- A copy of the approved construction permit or other applicable local equivalent; and
- Confirmation that required permits have been received and that design and construction meets associated regulatory requirements.

Asset Management

Prior to payment in excess of 50% of the approved funding amount, the recipient must submit to the Province an Asset Management summary for the asset group that was funded (e.g., for an EV Charging Station project, the asset group would be 'all electrical vehicle charging assets'), including:

- Organization's current and planned asset management practices and activities in reference to the Asset Management BC Roadmap and/or Asset SMART 2.0 (<http://assetmanagementbc.ca>), including any links to asset service levels;
- Brief summary of energy management system and/or demand side management strategies

Climate Action Planning

Prior to payment in excess of 90% of the approved funding amount, the recipient must provide to the Province:

- Updated list of the community's climate action planning documents (e.g., CARIP report summary, Climate Action Plan, Community Energy Emissions Plan, etc.) and pledges/commitments made (e.g., "100% renewable energy supply by 2050", GHG reduction targets, etc.); and
- Any related excerpts related to GHG reduction targets from your community's Official/Comprehensive Community Plan or Regional Growth Strategy.

Electric Vehicle Infrastructure Requirements and Planning

Prior to payment in excess of 90% of the approved funding amount, the Recipient must provide to the Province:

- Proof that installed electric vehicle (EV) charging stations have an input voltage of 208 V or 240 V, minimum output current of 32 A, and a J1772 charging plug;
- Proof that the EV charging station(s) will be publicly accessible 24 hours per day, 365 days per year;
- Summary of the installed or planned damage protection; networking, monitoring, and security systems; and public signage (signs, equipment panels/decals, road markings, etc.);
- Proof of an Operation and Maintenance Plan or summary of what will be included in its development;
- Summary of the community's electric vehicle (EV) charging infrastructure strategy or plans;
- Summary of the community's plans and/or schedule for adopting EV-ready bylaws for new residential development;
- Proof or plans for adding EV charging stations to the PlugShare database (<http://plugshare.com>); and
- Proof of the community's pledge commitment under the West Coast Electric Fleets program: <http://westcoastelectricfleets.com/fleet-pledge/>

Energy Use Performance

Prior to payment in excess of 90% of the approved funding amount, the recipient must submit to the Province a summary of the overall energy performance of EACH funded building using any ONE of the following methods:

- Energy modeling results comparing the proposed design to the National Energy Code of Canada for Buildings (NECB) 2017 or the latest applicable BC Building Code;
- Results from ENERGY STAR® Portfolio Manager for Buildings or other energy benchmarking tools; or
- List of any energy-efficient features and equipment and either:
 - a) Their estimated annual energy savings compared to what would have been installed; or
 - b) Any applicable energy efficiency certifications or labels achieved.

Equipment Condition, Safety, and Certifications

Prior to payment in excess of 90% of the approved funding amount, the recipient must submit to the Province:

- Confirmation that only new equipment was purchased (not leased) and installed;
- Proof of applicable equipment certifications (e.g., CSA, cUL, cETL);
- Document showing the approval of any required installation and operating permits and inspection approvals required by Technical Safety BC (<https://technicalsafetybc.ca>), such as for energy generation, energy storage, electric vehicle charging, large/complex HVAC system such as boiler or chiller, etc. (If the applicable approvals have not been issued or are not relevant, please discuss with your Program Contact); and
- If the project is not under the purview of Technical Safety BC, please submit similar permit and approval documents pertaining to your project or a note explaining the reasons why.

Ownership and Use of Annual GHG Emission Reductions

By default, ICIP funding recipients own the annual greenhouse gas (GHG) emission reductions directly associated with the funded project. Prior to payment in excess of 90% of the approved funding amount, the recipient must submit to the Province a document confirming:

- Whether ownership of these GHG emission reductions will be:
 - a) Retained by the funding recipient;
 - b) Sold or transferred to a single organization (if so, indicate which party and their relation to the applicant); or
 - c) Shared between multiple parties (if so, indicate which parties and how and why they will be shared); and
- Intended use of the emission reductions, e.g., applying them toward carbon reduction commitments, generating 'carbon offsets' for sale/trading (subject to the applicable carbon trading system's accounting rules), or other uses.

Reports submitted by the Recipient under this section are for the Province's information and IBA-ICIP guidelines accountability only, and their review by the Province in no way endorses, approves or verifies the findings, technical data, results, quality statements, representations or recommendations therein, and the Recipient warrants that all information contained in any report is true and correct.

C.6 Other Information:

The Recipient will provide the Province through IBA-ICIP Staff, upon request, all such other information concerning the progress of the Project to completion and payment of Eligible Expenditures, as may be required by the Province from time to time.

Schedule D – ELIGIBLE AND INELIGIBLE EXPENDITURES

D.1 ELIGIBLE EXPENDITURES

Excluding those identified under Section D.2 (Ineligible Expenditures), Eligible Expenditures will be all costs considered by the Province to be direct and necessary for the successful implementation of the Project. Eligible Expenditures will include the following:

- a) capital costs, design and planning costs, and costs related to meeting specific Program requirements, including completing climate lens assessments and creating community employment benefit plans;
- b) communication related expenses including expenditures for Project related signage;
- c) the incremental costs of the Recipient's employees may be included as Eligible Expenditures under the following conditions:
 - i. The Recipient is able to demonstrate that it is not economically feasible to tender a contract; and
 - ii. The arrangement is approved in advance and in writing by the Province and Canada;
- d) leasing of equipment directly related to the construction of the Project;
- e) costs incurred between the Commencement Date and the Completion Date set out in Schedule A and also the costs associated with completing a climate lens assessment in accordance with section 4g) of the IBA-ICIP prior to the Commencement Date; and
- f) costs related to Aboriginal engagement and/or consultation activities incurred on or after February 15, 2018 with the exception of direct payments to Aboriginal groups and legal fees.

D.2 INELIGIBLE EXPENDITURES

The following expenditures are ineligible:

- a) expenditures incurred prior to the Commencement Date, excluding those identified under section 4.g) of the IBA-ICIP and under section D.1.f) of Schedule D of this Agreement which are eligible even though incurred prior to the Commencement Date;
- b) cost incurred for cancelled projects;
- c) land acquisition;
- d) financing charges, legal fees, and interest payments on loans, including those related to easements (e.g. surveys);
- e) leasing land, buildings and other facilities; leasing equipment except those noted under D.1(d) above; real estate fees and related costs;
- f) furnishings and non-fixed assets which are not essential for the operation of the Project;
- g) costs associated with operating expenses and regularly scheduled maintenance work;
- h) the expenditures related to any goods and services which are received through donations or in kind;
- i) any overhead expenditures, including salaries and other employment benefits of any employees of the Recipient, direct or indirect operating or administrative expenditures of Recipients, and more specifically expenditures related to planning, engineering, architecture, supervision, management and other activities normally carried out by Recipient staff except in accordance with subsections D.1 (c) in the Eligible Expenditures above;
- j) provincial sales tax or goods and services tax for which the Recipient is eligible for a tax rebate and all other costs eligible for rebates;
- k) permit fees charged by the Recipient to itself;
- l) costs of relocating entire communities;
- m) all capital costs, including site preparation and construction costs, until Canada has confirmed that environmental assessment and Aboriginal consultation obligations as required under sections 4(k) (environmental assessment) and 4(l) (Aboriginal consultation) have been met and continue to be met; and
- n) any costs related to Aboriginal engagement and/or consultation activities incurred prior to February 15, 2018 including direct payments to Aboriginal groups and legal fees.

CORPORATE REPORT

NO: **R066**

COUNCIL DATE: **April 15, 2019**

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **April 11, 2019**

FROM: **General Manager, Engineering**

FILE: **1855-01**

SUBJECT: **Application to the CleanBC Communities Fund to Expand Surrey's Public Electric Vehicle Charging Network**

RECOMMENDATION

The Engineering Department recommends that Council:

1. Receive this report for information;
2. Authorize staff to submit a grant application to the CleanBC Communities Fund in the amount of \$502,411 for the expansion of Surrey's public electric vehicle charging network;
3. Approve the allocation of a total of \$182,726 over a six-year period for the City's portion of the project costs to be funded from the operating budget of the City's Parking Utility; and
4. Request that the City Clerk forward a copy of this report and related Council resolution to the Ministry of Municipal Affairs and Housing, Infrastructure & Finance Branch as information.

INTENT

The intent of this report is to seek Council approval to apply for a grant under the CleanBC Communities Fund ("CCF") to assist with funding the expansion of the City's public electric vehicle ("EV") charging network. The grant application requires a Council Resolution confirming the City's support for the application and a commitment to provide the City's share of the project costs, should the application be successful.

BACKGROUND

The Federal and Provincial governments recently committed \$63 million towards the CCF to support green infrastructure projects across the Province, including projects that expand access to clean energy transportation. For local government projects, funding is available up to 73.33% of eligible project costs (40% Government of Canada, 33.33% Province of BC).

The CCF supports BC's Clean Energy Vehicle ("CEV") program and the Zero Emission Vehicle ("ZEV") mandate. The CEV program encourages the adoption of CEVs in BC by providing vehicle incentives and investing in refueling infrastructure. The ZEV mandate requires that by 2025, 10% of new light-duty passenger vehicle sales in BC will be ZEVs, increasing to 30% by 2030 and 100% by 2040.

DISCUSSION

The Engineering Department proposes to apply to the CCF to assist with financing the expansion of the City's public EV charging network at select civic locations. The investment would include the following:

1. Infrastructure upgrades to transformers, electrical panels, and civil work at 10 civic facilities;
2. Installation of 40 dual port L2 charging stations at 10 civic facilities; and
3. Building in future capacity to add up to 79 additional charging stations.

The expanded charging network and additional charging stations will address gaps in the existing public charging network and provide more equitable access to EV charging for residents. The locations of the new stations are intended to be at City recreation centres, pools, and libraries, and shown on the map attached as Appendix "I". Public EV charging is essential to supporting EV adoption in Surrey, as many households will not have access to charging at home or at work.

Surrey's Community Climate Action Strategy provides a framework for reducing community energy use and greenhouse gas emissions. The strategy includes strategic directions that promote low emission vehicles and vehicle electrification, complementing the City's innovations in alternative transportation fuels. The proposed investments in Surrey's public EV charging network are also critical to meeting key commitments of the Sustainability Charter 2.0.

Proposed Infrastructure and Charging Station Investments

The proposed electrical infrastructure upgrades and EV charging stations are intended to be phased over a six-year period, from 2020-2025, to match the funding window. The infrastructure costs represent approximately 50% of the total project costs and would be spread over the first two years of the project (as shown in Table 1 below).

In conjunction with the infrastructure upgrades, two dual port EV charging stations will be installed at each location, for a total of 20 stations. A second phase of EV station installations will follow in years 3-6, with an additional 20 dual port stations deployed and prioritized based on charging demand.

The initial infrastructure investments provide for future network expansion by increasing electrical panel capacity, running electrical conduit, and completing all necessary civil work. This approach reduces costs over the long-term and allows new charging stations to be easily added in the future. The 10 civic facilities will be able to accommodate an additional 79 dual port charging stations in the future.

Proposed Project Costs

The estimated total project cost is \$685,137, which includes a 10% contingency for the infrastructure portion. The City's portion of the project costs is \$182,726 and is proposed to be funded entirely from the operating budget of the City's Parking Utility, meaning no additional funding is required.

Total Project Costs	\$685,137
Total CleanBC Funding (Federal & Provincial Contribution approximately 73.3%) if successful in receiving grant	\$502,411
Total City Contribution (approximately 26.7%)	\$182,726
Annual City Contribution Years 1 & 2 (2020-2021)	\$65,140
Annual City Contribution Years 3-6 (2022-2025)	\$13,112

Table 1. Proposed Project Costs

Asset Management for Sustainable Service Delivery

The CCF grant application places significant emphasis on sustainable asset management and service delivery. The City has a strong history of managing EV charging infrastructure, and the phased introduction of EV charging fees as part of a cost-recovery model would allow for the sustainable operation, maintenance, and expansion of the City’s public charging assets.

The City’s public charging network was initiated in 2013 and has steadily expanded through investments by the Surrey Parking Utility and funding partnerships with the Province of BC and National Resources Canada. Today, there are 32 stations with a total of 56 charging ports located at 13 separate civic sites (as shown in Appendix “I”). As the network has grown, so has the number of individual charging sessions that have been recorded: from 592 in 2013 to 23,917 in 2018 (Figure 1).

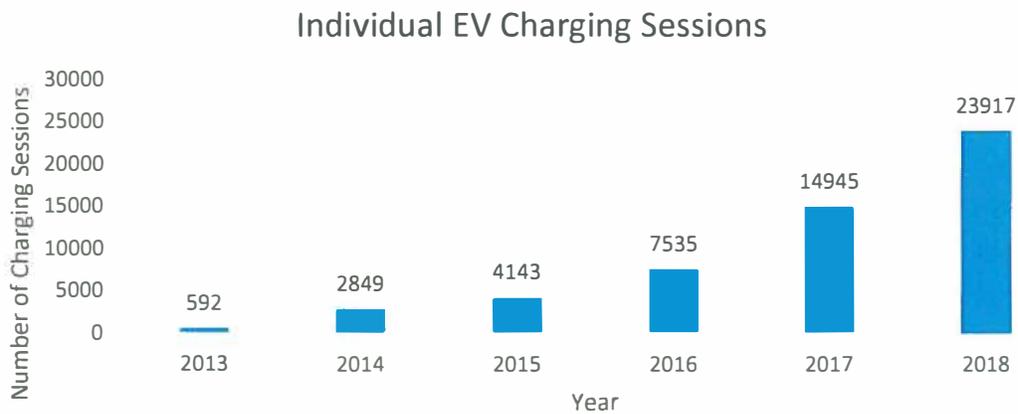


Figure 1. Surrey Public Charging Network EV Charging Session

The proposed investment and deployment of 40 dual port charging stations would grow the public charging network from 56 ports to 136 ports over a six-year period (243% increase), and the additional future capacity investments would allow for a more than five-fold increase to the City’s public charging network over the long-term (Figure 2).

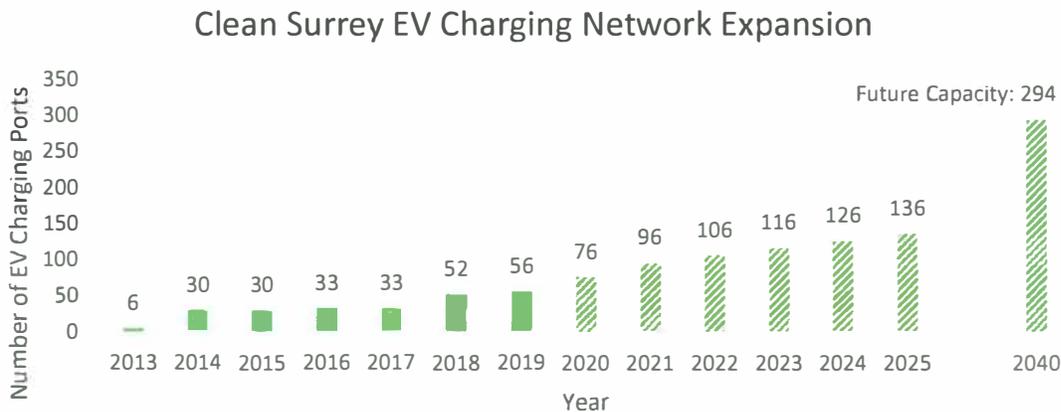


Figure 2. Surrey’s EV Charging Network Expansion

Projecting future EV adoption rates is difficult; however, the new Provincial ZEV mandate means that minimum EV sales will now grow at a predictable rate, which will translate into higher overall EV market share and charging demand in Surrey. The proposed charging stations and built-in future capacity will allow the City to add new stations in response to growing EV ownership and charging demand in Surrey over the coming decades (Figure 3.).

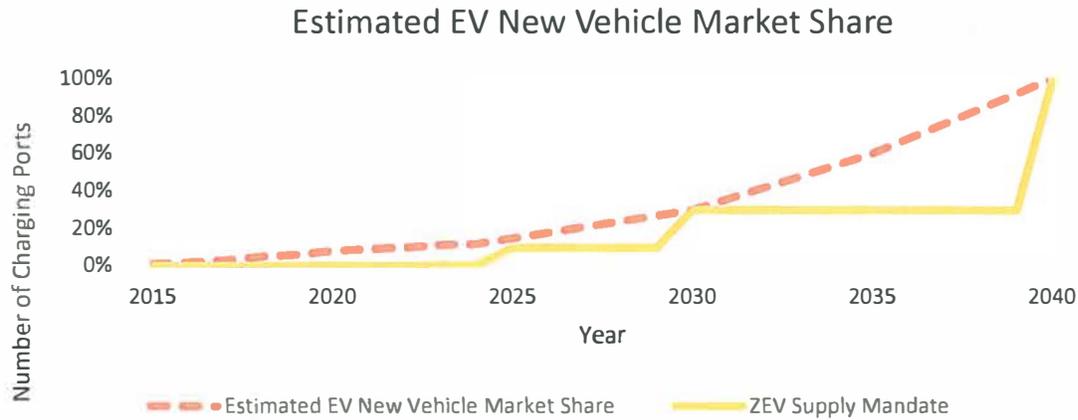


Figure 3. EV New Vehicle Market Share and Expanded Public Charging Network

FUNDING

Future Cost-Recovery and Cost-Neutral Operating Structure

To support the long-term operation and maintenance of Surrey’s public charging network, EV charging fees could be introduced as part of a cost-recovery model designed to recoup the cost of electricity, account for asset depreciation, and cover operating costs.

The City of Vancouver has utilized user fees for public EV charging since 2017, charging a fee of \$1-\$2/hour. If this same model were to be applied to Surrey’s public charging network, based on the average number of charges per station and average charge duration, the City would have generated annual revenues ranging between \$100,000-\$200,000 in 2018.

It is difficult to predict future utilization with accuracy; however, an illustration of the annual revenue potential of the expanded public charging network is presented in Figure 4. This illustration assumes a continuation of 2018 utilization levels, the fee structure discussed above, and the expanded network proposed in this funding application. Staff will investigate alternative fee structure and bring a recommended approach to Council.

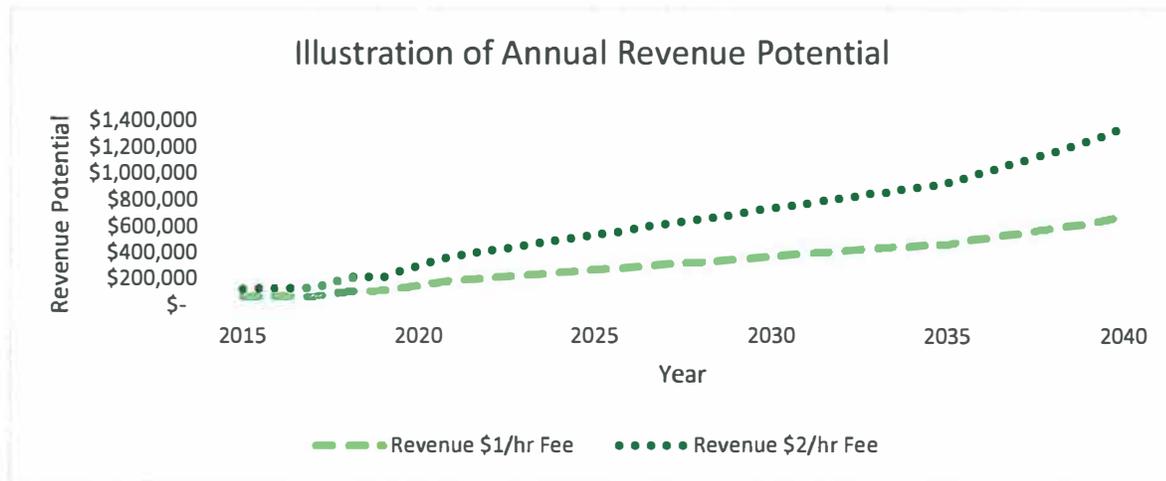


Figure 4. Illustration of Annual Revenue Potential

Predicting the effect that a fee for charging will have on charging demand is also a challenge, as this will depend on several factors, including access to lower-cost alternatives (at home or at work), availability of private EV charging service providers, and the overall rate of EV adoption. At Council’s direction, staff can report back with recommendation on a potential fee structure and implementation timeline for Surrey’s public EV charging network. Such a model would allow Surrey’s public EV charging network to be operated, maintained, and expanded over the long-term through user fees, rather than depending on City funding.

SUSTAINABILITY CONSIDERATIONS

The application to the CCF and the proposed Clean Surrey EV charging network support the objectives of the City’s Sustainability Charter 2.0. In particular, this network expansion relates to the Sustainability Charter 2.0 themes of Economic Prosperity and Livelihoods, Ecosystems and Infrastructure. Specifically, this network expansion supports the following Desired Outcomes (“DO”) and Strategic Directions (“SD”):

- Economy DO9: Surrey’s economy is able to adapt and thrive in response to external forces, such as the changing climate;
- Water, Air and Soil SD8: Work with senior governments, TransLink, other local governments, non-governmental organizations and the private sector to reduce greenhouse gas emissions and ensure good air quality throughout Surrey;
- Energy and Climate DO7: Per capita emissions are low, and align with global, national and provincial GHG reduction targets;
- Transportation DO13: Low-emission vehicles predominate and are supported by the necessary fueling infrastructure; and
- Energy and Climate SD5: Work collaboratively with diverse stakeholders to lower greenhouse gases and to improve air quality.

CONCLUSION

Investing in EV charging at public locations is supported by numerous City strategies and policies, including the Sustainability Charter 2.0, the City's Official Community Plan, the Community Climate Action Strategy, and the Transportation Strategic Plan. The continued investment in the City's public EV charging network will help support EV adoption in Surrey and support residents in their transition to EVs anticipated under the Province's ZEV mandate. The CCF grant presents an opportunity to leverage senior government funding to finance the expansion of the public EV charging network while ensuring the infrastructure is in place to meet future demand.

The Engineering Department recommends that Council:

- Receive this report for information;
- Authorize staff to submit a grant application to the CleanBC Communities Fund in the amount of \$502,411 for the expansion of Surrey's public electric vehicle charging network;
- Approve the allocation of a total of \$182,726 over a six-year period for the City's portion of the project costs to be funded from the operating budget of the City's Parking Utility; and
- Request that the City Clerk forward a copy of this report and related Council resolution to the Ministry of Municipal Affairs and Housing, Infrastructure & Finance Branch as information.



Fraser Smith, P.Eng., MBA
General Manager, Engineering

JB/RG/cc

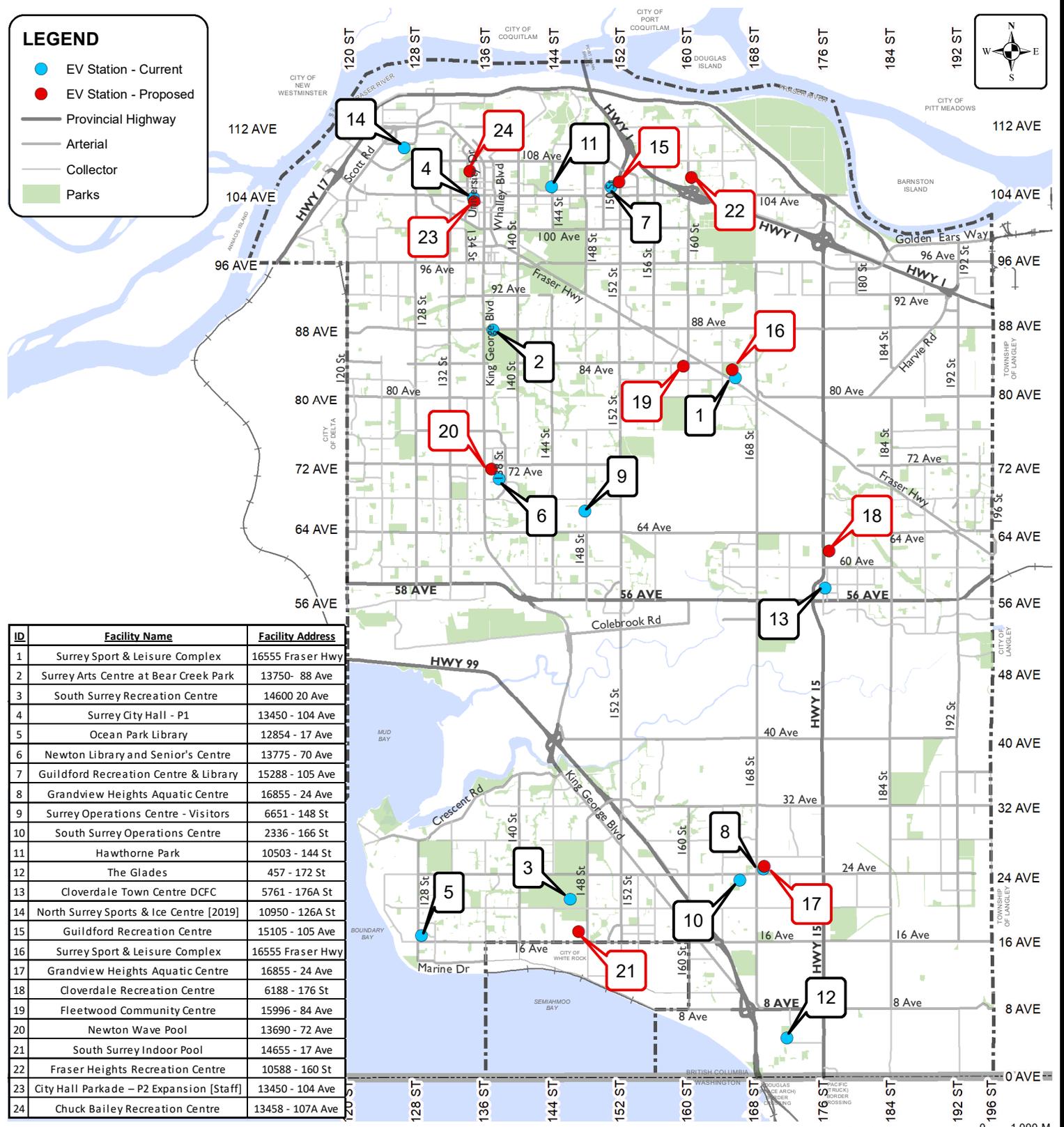
Appendix "I" - Map of Current and Proposed Public Charging at Civic Facilities

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Note: Appendix available upon request

LEGEND

- EV Station - Current
- EV Station - Proposed
- Provincial Highway
- Arterial
- Collector
- Parks



ID	Facility Name	Facility Address
1	Surrey Sport & Leisure Complex	16555 Fraser Hwy
2	Surrey Arts Centre at Bear Creek Park	13750- 88 Ave
3	South Surrey Recreation Centre	14600 20 Ave
4	Surrey City Hall - P1	13450 - 104 Ave
5	Ocean Park Library	12854 - 17 Ave
6	Newton Library and Senior's Centre	13775 - 70 Ave
7	Guildford Recreation Centre & Library	15288 - 105 Ave
8	Grandview Heights Aquatic Centre	16855 - 24 Ave
9	Surrey Operations Centre - Visitors	6651 - 148 St
10	South Surrey Operations Centre	2336 - 166 St
11	Hawthorne Park	10503 - 144 St
12	The Glades	457 - 172 St
13	Cloverdale Town Centre DCFC	5761 - 176A St
14	North Surrey Sports & Ice Centre [2019]	10950 - 126A St
15	Guildford Recreation Centre	15105 - 105 Ave
16	Surrey Sport & Leisure Complex	16555 Fraser Hwy
17	Grandview Heights Aquatic Centre	16855 - 24 Ave
18	Cloverdale Recreation Centre	6188 - 176 St
19	Fleetwood Community Centre	15996 - 84 Ave
20	Newton Wave Pool	13690 - 72 Ave
21	South Surrey Indoor Pool	14655 - 17 Ave
22	Fraser Heights Recreation Centre	10588 - 160 St
23	City Hall Parkade - P2 Expansion [Staff]	13450 - 104 Ave
24	Chuck Bailey Recreation Centre	13458 - 107A Ave

Produced by GIS Section: 22-Mar-2019, C9W

Scale: 1:125,000



EV Charging Locations: Current and Proposed

ENGINEERING
DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, Legal descriptions and encumbrances must be confirmed at the Land Title Office.