



**Corporate Facilities Department
MEMORANDUM**

TO: MAYOR J. LEHMAN AND MEMBERS OF COUNCIL

FROM: R. PEWS, P.ENG, DIRECTOR OF CORPORATE FACILITIES

NOTED: D. MCALPINE, GENERAL MANAGER OF COMMUNITY AND CORPORATE SERVICES

RE: TESLA CHARGING INFRASTRUCTURE INVESTMENT

DATE: NOVEMBER 13, 2017

The purpose of this memo is to provide additional information requested by General Committee related to motion 17-G-271 concerning the Tesla Charging Infrastructure Investment. As requested, staff have reached out to the major manufacturers to inquire whether they offer electric vehicle charging station installation programs similar to that proposed by Tesla. To date, only General Motors has provided an official response indicating that they don't currently have such a plan and are not currently considering one. Ford personnel are not aware of one and have forwarded the request to their corporate operations group for confirmation. Honda, Daimler Chrysler and Toyota have also been contacted but have not yet responded. While this memo is being provided now to allow sufficient time for General Committee's review, staff will continue to follow up with each company throughout the week and can provide an update at the November 13, 2017 General Committee meeting.

In addition to automotive sector contacts, staff have also contacted Alectra Utilities, the Electric Vehicle Society of Canada (www.electricvehiclesociety.ca) and Electric Mobility Canada (emc-mec.ca). These groups too are unaware of any other vehicle manufacturer offering a similar program to Tesla's but have commented that local firms may be willing to participate in return for advertising consideration or other recognition. Over the past week one local firm has in fact reached out to City staff to discuss the possibility of participating in this initiative. Consistent with motion 16-G-306 it is staff's intention to engage in discussion with this new firm as well as any others that may be interested in providing public charging stations at similar or better business terms than those agreed to by Tesla. Staff would present the negotiated business terms and recommend installation locations of these new locations to General Committee for consideration through a future staff report.

As a follow-up to Councilor Prince's proposed amendment that the installations "... allow for the consideration of dedicating one of the vehicle charging units on each of EV Station Charging Stations for mobility devices", Tesla's Project Developer has advised that chargers installed by Tesla only include a high-voltage J1772 connector that is not suitable for mobility device connections. However, chargers that include receptacles that can be used to charge mobility devices are available on the market and staff will continue this discussion with Tesla to see if some can be included as part of the proposed installation. If doing so materially changes the terms of the proposed agreement with Tesla staff will advise General Committee through a future staff report.

Tesla's proposal as referenced in Staff Report FCT008-17 is based on a total of sixteen Level 2 EV charging stations installed between Centennial Beach and the Collier Street Parkade at no capital cost to the taxpayer, with the potential to install more at additional locations under the same terms. These 16 proposed stations include 12 Tesla-branded stations and 4 generic charging stations with 2 generic chargers being installed at each location. Utility costs for these chargers, estimated to be a maximum of \$12,000 at current utility rates, were recommended to be charged to the tax base in exchange for Tesla's capital investment. However, following the introduction of this report the Downtown Barrie Business Improvement Association endorsed the installation of the proposed EV chargers and has provided an offer of support for the utility costs associated with their operation. Staff have been in contact with the BIA to develop a process that would enable their financial support of this initiative.



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Finally, members of General Committee have expressed interest in where the proposed chargers would be physically located and concern that they might occupy premium spaces in those lots where they are installed. Specific installation plans have not yet been developed but the installed locations will be driven largely by their proximity to available power sources. Installed locations must also consider pedestrian safety and will be away from busy sidewalks or walking paths. The latter is important to minimize the possibility of pedestrians tripping over the charging cords.

Should you have any questions or require additional information, please do not hesitate to contact me at extension 4710 or via email at rick.pews@barrie.ca