



NOTICE

MEETING: St Mary's Municipal Council
Committee of the Whole

DATE: Wednesday, April 17th, 2019

TIME: 1:00pm

PLACE: St. Mary's Municipality
Council Chambers, Sherbrooke, NS

Please advise if unable to attend

Dated: April 10, 2019

Marvin MacDonald, CAO

**Municipality of the District of St. Mary's
Committee of the Whole
Wednesday, April 17th, 2019**

1. Call to Order
2. Roll Call
3. Approval of Agenda and Any Additions
4. Approval of Minutes from Committee Meeting held March 20th, 2019
5. Approval of Minutes from Committee Meeting held April 3rd, 2019
6. Business Arising from Minutes
7. Presentation – Stephen Mildenerger, Community EV Chargers
8. Other Matters of Business
 - a. Municipal Policies
 - b. Dangerous & Unsightly
 - c. Legal Services (In-Camera)
 - d. Agenda Process

Adjournment

**Municipality of the District of St. Mary's
Committee of the Whole
Wednesday, April 17th, 2019**

Meeting, Date & Time

The Committee of the Whole meeting of St. Mary's Council was called to order on Wednesday, April 17th, 2019 at 1:00 pm in the Council Chambers Sherbrooke, N.S.

Attending

Warden Mosher
Deputy Warden Dort
Councillor Kaiser-Kirk
Councillor Baker
Councillor Smith
Councillor Findlay
Councillor Malloy

Also Attending

Marvin MacDonald, CAO
Marian Fraser, Director of Finance
Denise Sawlor, Municipal Clerk/Special Projects Coordinator

Approval of Agenda

On motion of Deputy Warden Dort and seconded by Councillor Kaiser-Kirk that Council approve the agenda with the following additions:

8.e. Whale Sanctuary

Motion carried.

Approval of Minutes

On motion of Councillor Baker and seconded by Councillor Kaiser-Kirk that Council approve the minutes of the Committee Of The Whole held March 20th, 2019

Motion carried.

On motion of Deputy Warden Dort and seconded by Councillor Baker that Council approve the minutes of the Committee Of The Whole held April 3rd, 2019

Motion carried.

Business Arising From Minutes

- The Nova Scotia Federation of Agriculture appointed Bruce Sinclair as their representative on the Fences Arbitration Committee.
- Marvin will schedule a meeting of the Fences Arbitration Committee.
- Marvin spoke with Paul Flynn, Operations Supervisor (TIR) and discussed the gravel road work that is scheduled by his department for this fiscal year. Council will revisit their gravel road priority list at the next COTW.
- An EMO meeting was held last night.
- Marvin is still exploring the requirements for an Accessibility Committee.
- A request for Audit Committee members will be put out to the public.

Presentation - Stephen Mildenberger, Community EV Chargers

- See attached presentation
- Sheet Harbour is in the process of installing a charging station.
- The Federal government has a program to fund up to 50% of the cost of installing a charging station.

Break 1:56pm to 2:13pm

Other Matters of Business

- Municipal Policies
 - Code of Conduct
 - Council requested that the wording of the policy be adjusted so it would be gender neutral.
 - Council requested a change to the accepting gifts section in reference to cultural practices.
 - The question was raised regarding adding a section to the policy regarding discrimination, bullying and harassment.

On recommendation of Deputy Warden Dort and seconded by Councillor Malloy that Council adopt the Code of Conduct Policy with the requested changes.

- The question was raised again to have a discussion regarding discrimination, bullying and harassment. Council did not have a discussion on this point but noted it can be brought up at a later time.

Recommendation adopted. (1 nay – Councillor Smith)

- Social Media
 - On recommendation of Deputy Warden Dort and seconded by Councillor Baker that Council adopt the Social Media Policy as presented.***
 - Council requested that the wording of the policy be adjusted so it would be gender neutral.
 - Council requested an additional section pertaining to Elected Officials be added to the incident Response section of the policy.

On recommendation of Deputy Warden Dort and seconded by Councillor Molloy that Council amend the recommendation to approve the policy with the requested changes.

Recommendation adopted.

Amended Recommendation adopted.

- Dangerous & Unsightly
 - There was an official complaint regarding a property on Court Street.
 - The Building Inspector visited the site and made a report.
 - Council requested a letter be sent to all registered property owners advising them of the state of the property and recommendations made by the Building Inspector.
- Legal Services (In-Camera)
 - On recommendation of Councillor Findlay and seconded by Councillor Baker that Council moved into an in-camera session for contract negotiations.***

On recommendation of Deputy Warden Dort Council reconvened to regular session at 3:11pm.

On recommendation of Councillor Findlay and seconded by Councillor Baker to accept the McInnes Cooper's option 'B' proposal for Legal Services.

Recommendation adopted.

On recommendation of Councillor Kaiser-Kirk and seconded by Councillor Malloy to accept the proposed cost share option made by the province for repairs to Hospital Road at the estimated cost of \$67,500 plus HST.

Recommendation adopted.

- Agenda Process
 - Council discussed options for changes to the council meeting agenda process.
- Deputy Warden Dort left meeting 3:17pm – 3:20pm*
- The Warden and Deputy Warden will review the agenda prior to it being sent to Council and the public.
 - Council requested that meeting agendas not be released to the public until two days prior to a meeting.
 - Council requested that at maximum of one presentation be scheduled per meeting.
 - Councillors may only submit Reports to Council for committees that they have been assigned to by Council.
 - District fund requests will be made in writing to individual Councillors through their mailboxes at the Municipal office not during meetings.

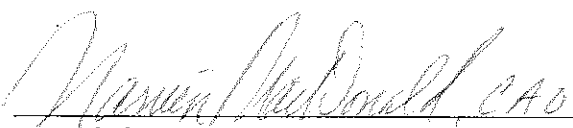
- Whale Sanctuary
 - Discussion about possible upcoming meetings regarding the whale sanctuary.
 - A presentation regarding the whale sanctuary is scheduled for May 1st at the COTW meeting.

Marian left meeting 4:00pm – 4:02pm

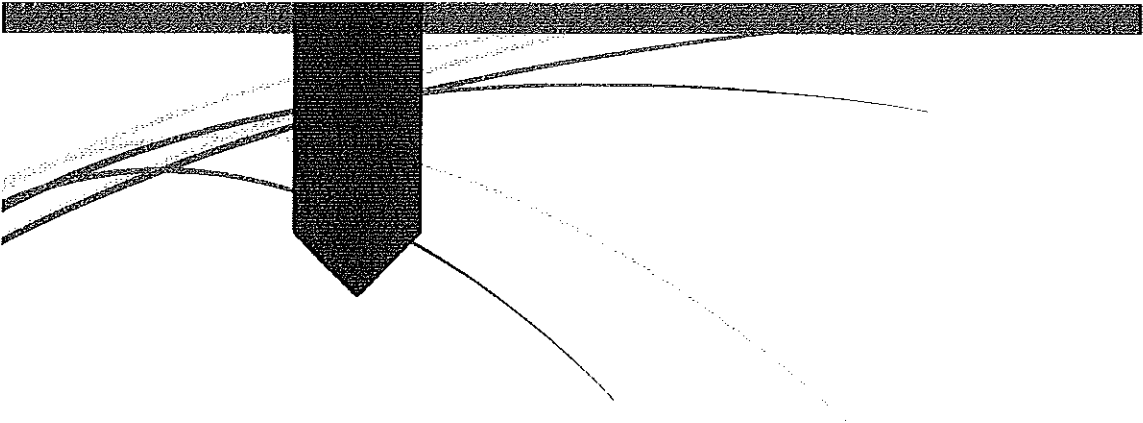
- Discussion regarding the process undertaken to date and the steering committee.

Adjournment

On Motion of Deputy Warden Dort there being no further matters of business, Council adjourned at 4:11pm.

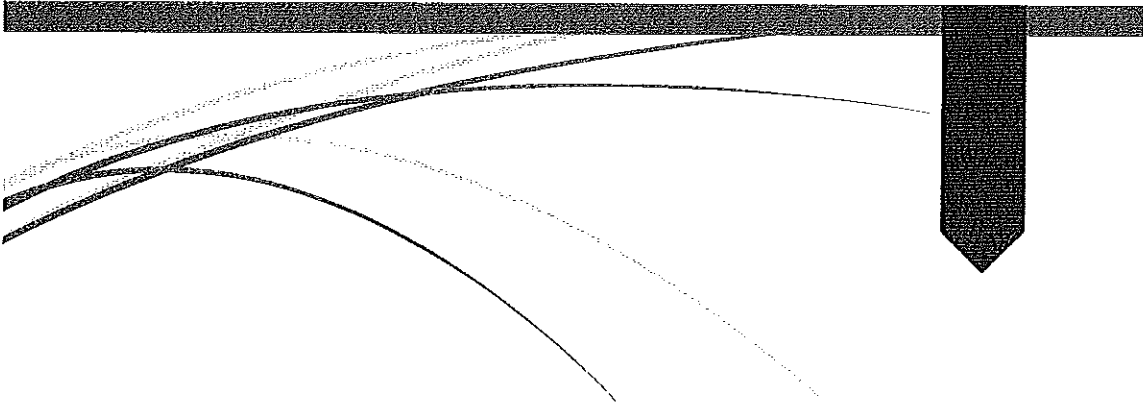

Recorded By

Approved By
Warden Mosher



Community Electric Vehicle (EV) Fast Chargers

Owning and Benefiting from a Fast Charger in your
Community: **BUILD IT AND THEY WILL COME!**



An Electric Vehicle Fast Charger in our Community?

- ▶ Electric Vehicles (EVs) Are Coming
- ▶ EV Tourists and Travellers Will Follow the EV Fast Chargers
- ▶ EV Chargers Benefit Communities
- ▶ Rural Communities Must Act to Become Part of the Solution
- ▶ Fast Charger Economics Summary
- ▶ Should our Community Invest in a Charger? Factors to Consider



Vehicle Industry Highlights

- ▶ 2012: Tesla launches first volume EV: Internal Combustion Engine (ICE) manufacturers dismiss it, say only they know how to build cars.
- ▶ 2014: Tesla launches SUV: ICE manufacturers in denial.
- ▶ 2015: Tesla announces model 3 'affordable' EV and gets half a million deposits. ICE manufacturers badmouth Tesla. Lithium Battery prices continue to fall
- ▶ 2017: Some ICE manufacturers get concerned, start to announce future hybrid or EV concept vehicles. Battery prices continue to fall.
- ▶ 2018 Q4: Tesla becomes the top selling car by revenue in North America. VW commits \$100 Billion to EVs. Other ICE Manufacturers announce EVs.
- ▶ 2019: Ford commits \$5 Billion to VW for EV technology, last ICE holdouts commit. All ICE manufacturers are promising EVs starting in 2020 or 2021.

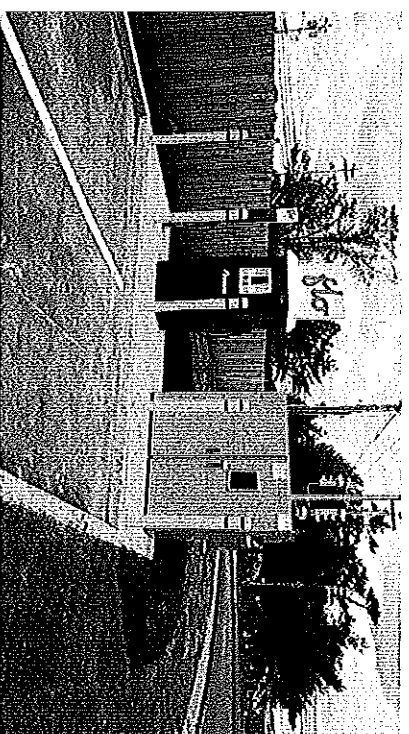
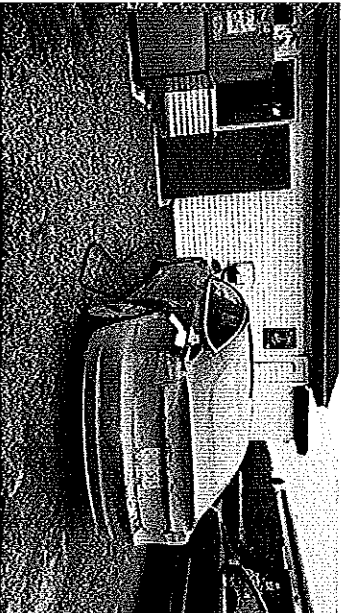
Canadian EV Sales: 2017 & 2018

Province/ Territory	2017 Sales	2018 Sales	Increase Over '17	EVs Total
Alberta	392	926	+236%	2,078
BC	3,329	8,449	+254%	17,175
Manitoba	47	164	+349%	381
NB	43	59	+137%	175
Newfoundland	4	13	+325%	39
NWT	1	2	+200%	8
Nova Scotia	25	92	+368%	223
Nunavut	0	0	0%	1
Ontario	8,059	16,814	+209%	34,052
PEI	2	14	+700%	29
Québec	7,716	17,557	+228%	38,737
Saskatchewan	27	84	+311%	190
Yukon	0	1	+100%	3
Canada Total	19,645	44,175	+225%	93,091

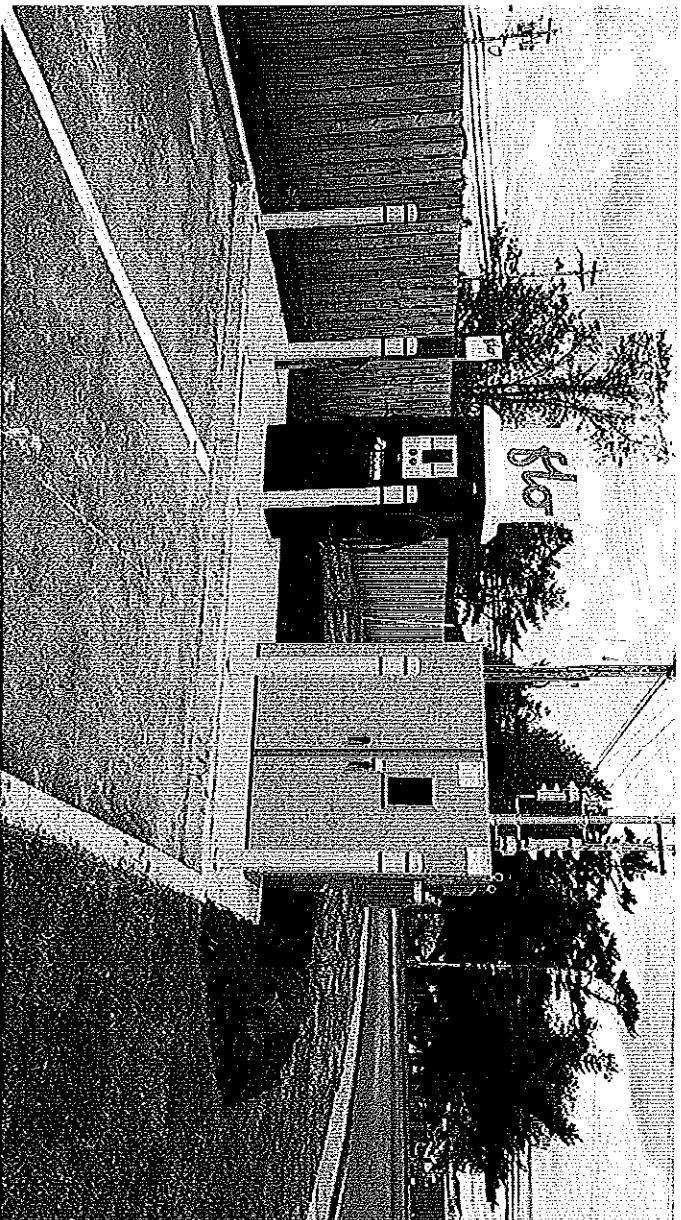
Source: CanadaEVSales.com, based on manufacturer reports, IHS Markit (via Electric Mobility Canada) and analyst estimates.

EV Chargers: Brief Overview

- ▶ Keeping it simple, public chargers are classified as:
 - ▶ Level 2: slower, adds 20 to 80 km of driving range per hour of charging
 - ▶ Level 3: faster, adds 250 to 400 km of driving range per hour of charging



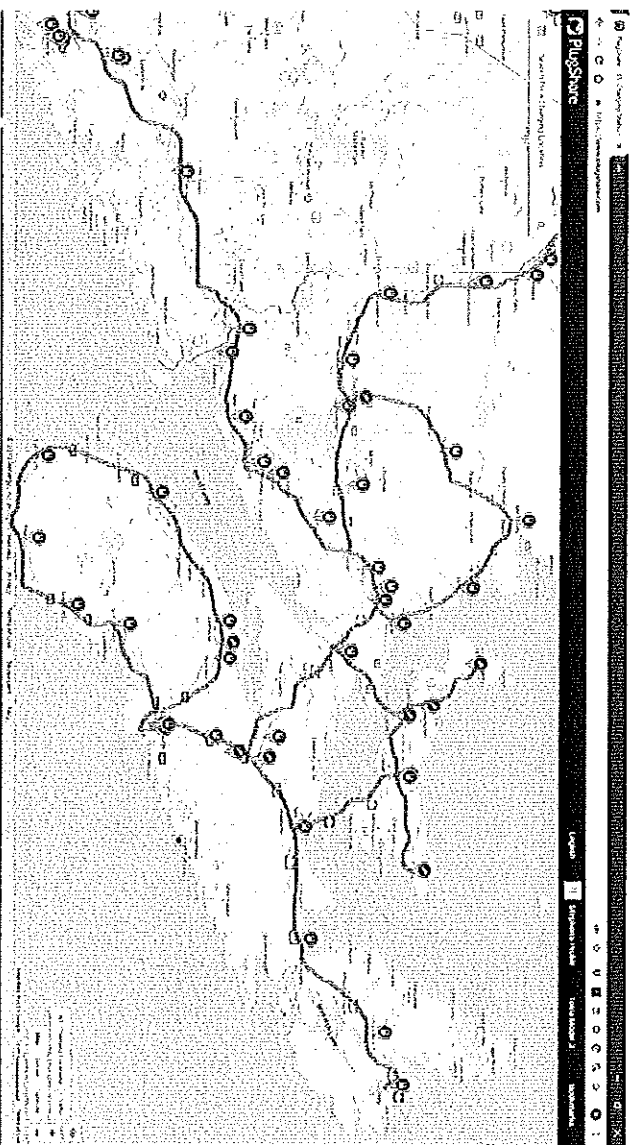
NS Power Fast Charger in Elmsdale



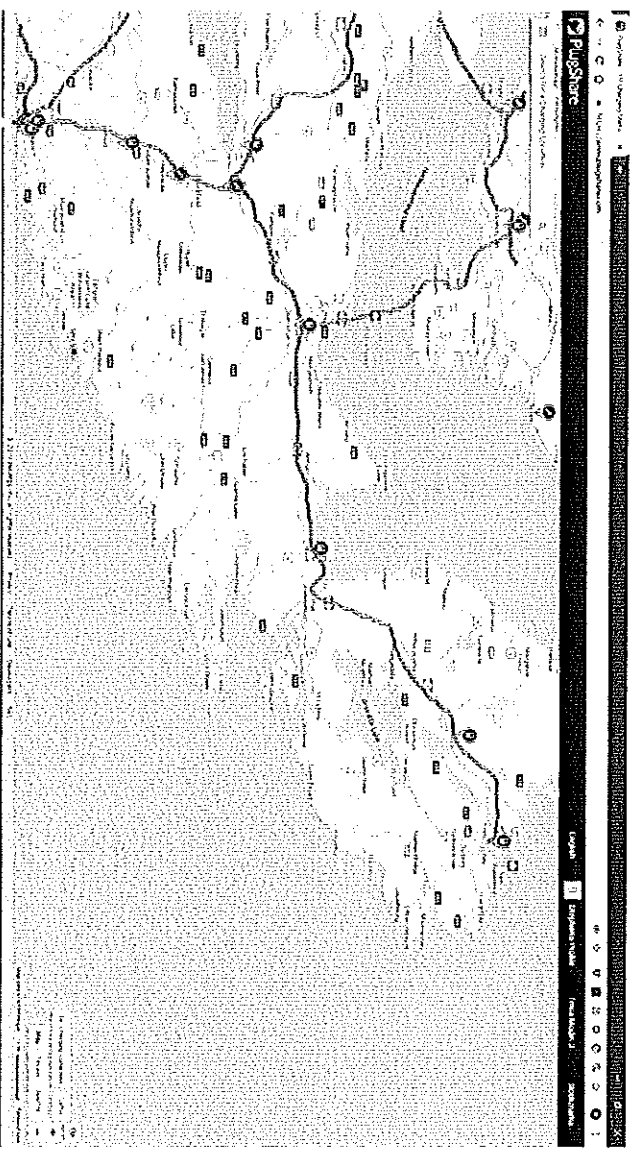
EV Charger Typical Use and Costs

Charger Type	Level 2 (208V or 240V AC powered)	Level 3 (400V+, DC powered)
Typical time spent at EV chargers	Public: 1 to 3 hours Work/home: as required	30 to 60 minutes
Driving range added per hour of charging	20 to 80 km	250 to 400 km
Usual locations	Towns, businesses, homes, workplaces	Highway exits, traveled routes, major roads
Typical users	EV owners, tourists, business vehicles	Tourists, fleets, contractors, travellers
Cost to install	\$2,000 to \$10,000	\$70,000 to \$100,000

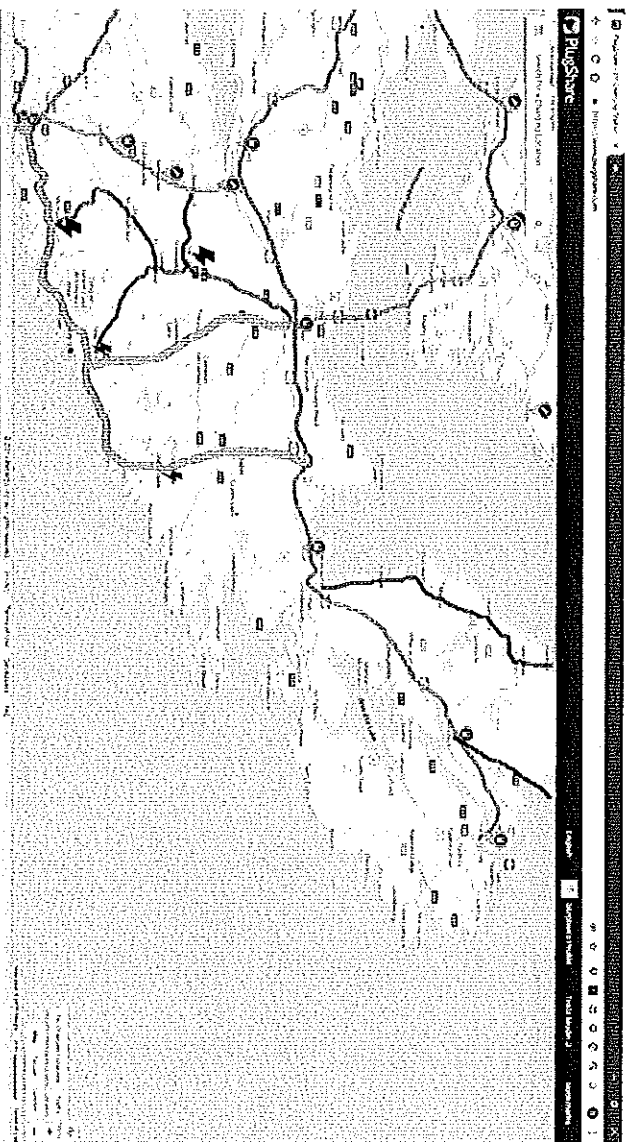
Fast Chargers in Atlantic Canada



A Closer Look at the Eastern Shore:



Four Fast Chargers Will Enable EVs to Travel the Eastern Shore (2)






Who is Attracted by a Community Fast Charger?

- ▶ Tourists who otherwise would travel the 100 series highways
- ▶ Regional visitors who would like to use the parks and trails
- ▶ Participants in annual events, tours (yard sales, autumn leaves)
- ▶ Members of your community who purchase EVs, especially for work
- ▶ Anyone EV owner in a hurry or on a schedule
- ▶ Tourists who don't yet have an EV, but who will view the Eastern Shore as green. Estimates are that this is about 8 times the number of EV drivers
- ▶ Commercial EVs with daily, weekly, or occasional routes. Some will need more distant stations.

Commercial EVs Will Soon be Here. DHL EV Delivery Trucks Charging in Germany





Who Will Benefit from a Traveller Staying for 30 to 60 minutes or more to Charge?

- ▶ Coffee shops and eating places
- ▶ Grocery stores, drug stores
- ▶ Farmers markets, real estate agents, those with wares to view
- ▶ Museums, theatres, local sites of interest, other rural businesses
- ▶ Hiking, boating, and other outdoor activities
- ▶ Arts, crafts, antiques shops
- ▶ Adjacent communities lacking a fast charger
- ▶ Any organization dependent on tourists and travellers



Rural Communities Must Act to Become Part of the Solution

- ▶ 100 Series highways have larger volumes of traffic and host higher revenue businesses than do rural highways
- ▶ Rural Communities often do not have individual businesses with the sales volume to allow for the purchase of a Fast Charger
- ▶ Community sharing to purchase a Fast Charger can benefit everyone
- ▶ Without Fast Chargers, rural communities are not easily accessible for EVs and they do not invite the EV and 'green' public to visit.
- ▶ The EV population is growing quickly. Our communities need that traffic
- ▶ As we have learned, unless we invite tourists to rural Nova Scotia, they will stay on the 100 Series highways. A Fast Charger is an invitation to come

Sources of Funding based on stated assumptions:

Source	%	\$100k Installed	\$70k Installed
Federal (1)	50%	\$50,000	\$35,000
Provincial (2)	25%	\$25,000	\$17,500
In Kind: NS Power (3)	5%	\$ 5,000	\$ 3,500
In Kind: Comm. (4)	1%	\$ 1,000	\$ 700
HRM local Support (5)	5%	\$ 5,000	\$ 3,500
Net Cash	19 %	\$ 14,000	\$ 9,800

Notes:

1. Federal Funding is a forgivable loan, with 50% of profits repaid per year. Reports must be filed for 10 years.
2. Provincial contribution must be negotiated with the Department of Energy and Mines. They have voiced support, but have made no commitments about amounts.
3. The figure of 5% is a rough estimate and will vary by site. NS Power in Kind includes guidance, site visit, and hookup, but no equipment. NS Power owns the 12 installed chargers and are the experts in Nova Scotia, along with the General Contractor. Both are avid supporters of more fast chargers.
4. Community In Kind might be providing an excavator, stone, and labour, if first agreed with the general contractor. This figure of 1% is purely a placeholder. A figure must be negotiated with the general contractor for your project.
5. HRM municipal Support is flexible and negotiable. It may be a loan, if federal plus provincial contributions meet the 75% limit.

Ongoing Charger Revenue and Costs: Example of 1,000 Users per Year

Source	Quantity	Revenue/Cost	Per 1,000 Sessions
Typical Session	30 minutes	\$7.50	\$7,500.
Electricity Cost	30 minutes	\$3.25	\$3,250.
Billing Fee 1.5%	of Revenue	\$0.75	\$ 750.
Net per Session	30 minutes	\$3.50	\$3,500.
On Site Maintenance	Annual, preventive	\$1,000.	\$1,000.
Repairs, resets	Annual, estimate	\$1,500.	\$1,500.
Net Revenue	Annual, 1000 visits	Excl. loan repay	\$1,000.

- Notes:
1. An extended warranty is offered for a fee.
 2. Repairs are a rough guess. Existing NS Power sites have not been running long enough for adequate data.
 3. Electricity use is an estimate, and varies by specific vehicle, level of battery charge, and other factors.



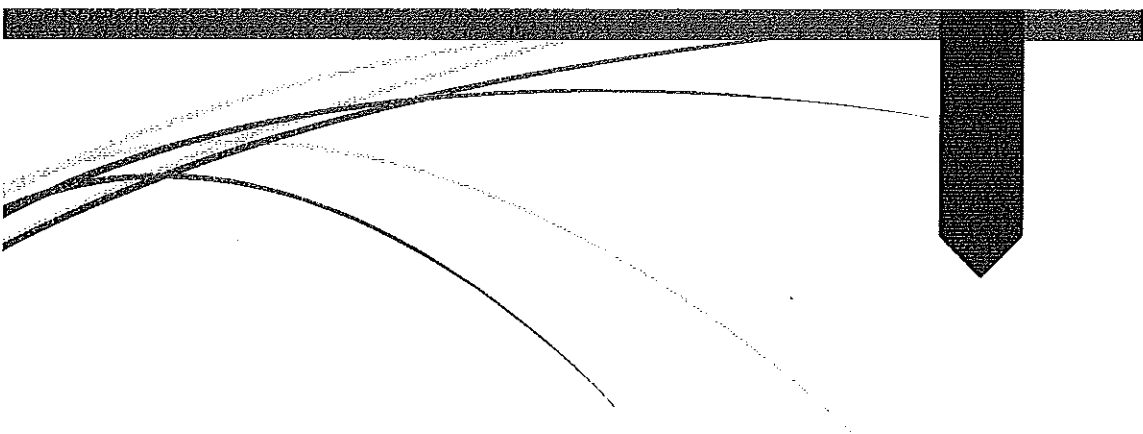
Project Highlights

- ▶ A new round of NRCan funding was announced in February, with up to 50% funding. Bids must be submitted by May 16
- ▶ The Provincial Department of Energy and Mines wants to encourage private or community investment in EV charging stations, and is working on ways to support these initiatives
- ▶ Our Eastern Shore HRM Councillor has offered to contribute funding support
- ▶ 25% of the cost of a charger must come from non-government sources
- ▶ A charger is a ten year commitment, with accounting to NRCan for revenue and costs
- ▶ The most optimistic cost sharing scenario is 50% NRCan, 25% Energy and Mines, and 25% community. This could be a 75% price discount on your community investment
- ▶ This program is an investment. It is unlikely to be cash flow positive in its first years
- ▶ Early benefits will come from attracting EV traffic and other travellers of like mind to your community



A Community Model Will Result in Increased Awareness of:

- ▶ the benefits of EVs to the environment
- ▶ the benefits of EVs to health
- ▶ the benefits of EVs to driving safety
- ▶ the cost savings of driving an EV for home or work
- ▶ The convenience and time savings of EVs
- ▶ The motivation to grow EV traffic and EV ownership because there are financial rewards to the community
 - ▶ From increased charger revenue
 - ▶ By attracting drivers to spend \$ in the community, and
 - ▶ Through the health, environmental, and cost benefits of owning EVs.



The opportunity is now. It is up to you.

- ▶ Long term (4 or 5 years from now), EV sales will be exploding and chargers will have become mandatory to survive
- ▶ There is an opportunity now for support of up to 75% of the charger cost
- ▶ Because we are rural, we don't have large local companies to fund these chargers for us. We need to do it ourselves
- ▶ Bids must be submitted by May 16, 2019. Sooner is better
- ▶ If you say yes, then much needs to happen over the next several weeks. Waiting to discuss this at monthly meetings could be too late
- ▶ If you say yes, you will need a bidder who will step up to own this, and who will be around for the next ten years to manage it
- ▶ You need a site whose owner will commit space for a minimum of ten years. No land transfer or purchase or payment is involved



Other Communities Matter

- ▶ Tourist traffic from out of province will want to do the loop through Musquodoboit Harbour and Sheet Harbour, often via Sherbrooke, to the 100 series highways. One charger is not enough
- ▶ Couriers and others make daily and weekly runs down the Eastern Shore and could benefit from these chargers. UPS and DHL already own fleets of EVs, but not yet here. This type of vehicle is a faster growing part of the EV market
- ▶ It will be harder to sell the image of the Eastern Shore as being EV friendly, if the EV route is not complete



You have a number of very enthusiastic supporters

- ▶ NS Power
- ▶ The Provincial Department of Energy and Mines
- ▶ In HRM, your municipal Councillor
- ▶ The general contractor from the previous round of charger installations
- ▶ Myself, who can find answers to many of your technical questions
- ▶ EVAAC, the EV Association of Atlantic Canada
- ▶ Every EV driver who would like to make a trip down the Eastern Shore
- ▶ Other communities who will not participate at this time, but who will be watching you closely and learning from your experience

We are all Cheering for You!

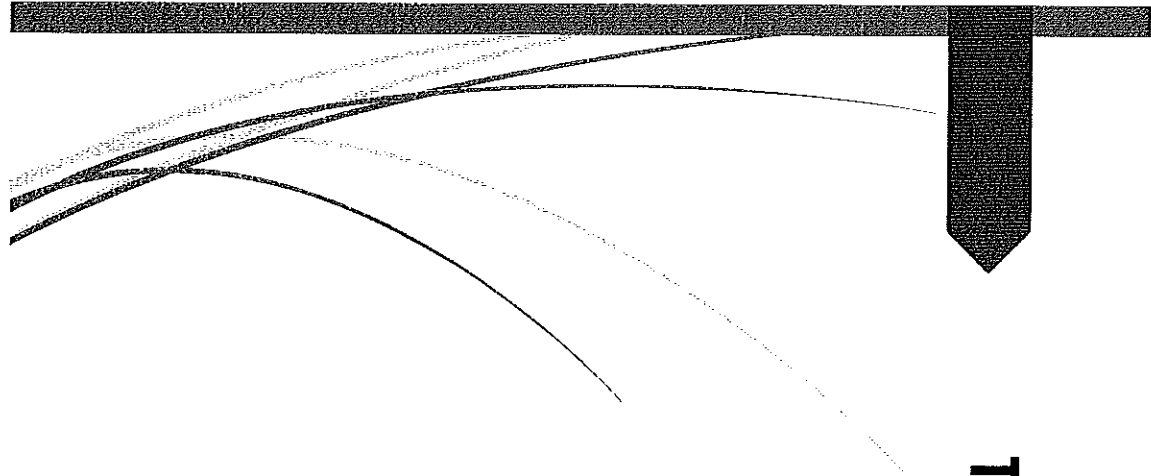




And Then we Could Do Nothing

- ▶ Temperature by 2100, with and without climate action
- ▶ Ocean levels in Canada by 2100 if we do nothing

The Do-Nothing Option: (CBC News April 01, 2019)



What Do-Nothing Means by Year 2100: (Chronicle Herald April 02, 2019)

