



June 10, 2016

Request for Expressions of Interest (RFEOI)
Number: DCFC2016

The B.C. Ministry of Energy and Mines (the Ministry) is inviting public and private organizations to submit an **Expression of Interest (EOI)** to participate in Phase 2 of the Provincial Clean Energy Vehicle Program (CEV) DC Fast Charger (DCFC) Network deployment.

Background

Since 2011, the Province has invested over \$31 million in the Clean Energy Vehicle Program's point-of-sale purchase incentives, infrastructure, outreach, research and training.

The DCFC Network is intended to support the adoption of electric vehicles (EVs) by providing increased charging options within regions with high EV adoption while providing mobility across the province. Through a partnership between BC Hydro, the Province of British Columbia, Natural Resources Canada, local governments, and academic institutions, Phase 1 of the DCFC Network deployment (2012-2016) installed 30 DCFC along major highway corridors throughout B.C. (Figure 1).

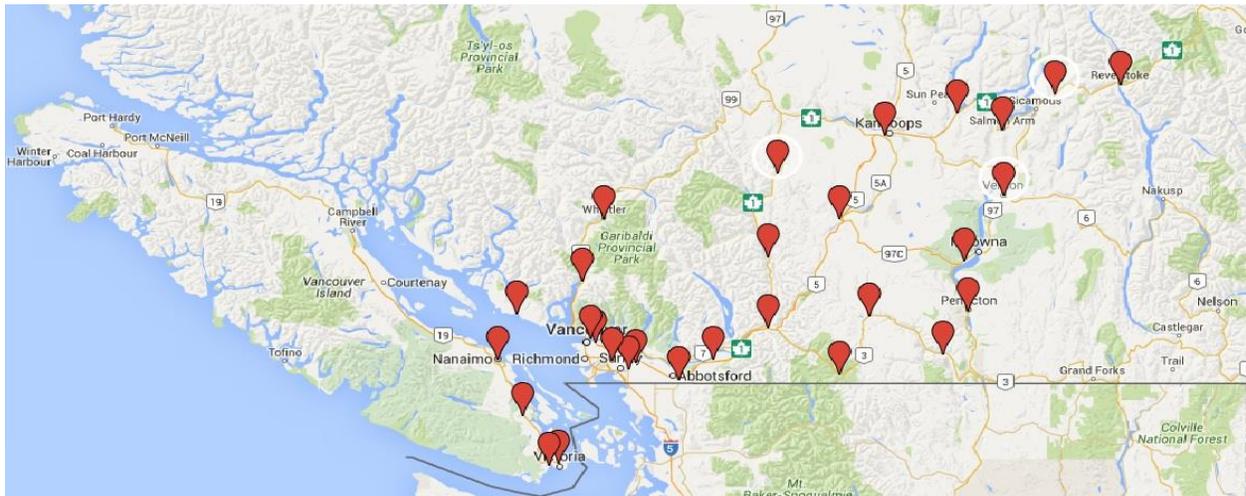


Figure 1: Phase 1 Existing DC Fast Charger Locations

Phase 2 DCFC Network

The Province is now seeking to expand the DCFC Network with a minimum of 25 additional stations, up to 40, depending upon how much additional funding can be leveraged through partners.

The Provincially funded [Gap Analysis for B.C.'s Electric Vehicle Direct Current Fast Charging \(DCFC\) Network](#), completed August 2015, was developed with key stakeholders from across the EV sector, including EV owners, utilities, automakers, dealerships, charging equipment providers, electrical service providers, local governments, property managers, academic think tanks, and non-governmental

organizations across B.C. The Gap Analysis outlines the top strategic locations for the next DCFC stations.

The four Phase 2 Network Strategic Objectives below will be used to guide the planning of new DCFC infrastructure across the province. No principle is mutually exclusive and there is no requirement for all four principles to be met for an installation to occur. However, the provincial objective for planning DCFC infrastructure should aim to maximize the number of principles met:

1. Connect priority travel corridors across the province, where “priority travel corridors” are defined as travel corridors that either have a large volume of commuter traffic, support cross jurisdictional travel, or support tourism within B.C.
2. Ensure infrastructure deployment allows for safe travel across the province, where “safe” means:
 - a. Ability to reliably operate and maintain the stations;
 - b. The availability of back-up Level 2 charging in the event that the DCFC stations are unavailable; and
 - c. In areas of current high EV adoption, DCFCs are placed within driving range of current EV models; in areas of low or now EV adoption DCFCs are placed within driving range of 2017 – 18 EV models
3. Support regions with dense EV adoption.
4. Maximize population areas served.

Based upon feedback from EV owners and advocates, it is intended that Phase 2 DCFC will be co-located with backup Level 2 charging stations or other redundancy options where needed to provide additional robustness and reassurance to users of the network, resulting in a per station budget of \$110,000. To most effectively serve current EV drivers and enable future EV uptake, it is also recommended that the expansion of the DCFC Network focus on key metropolis regions in B.C. and connect them to strategic neighbouring destinations, allowing for inter-city travel, or an “EV Tourism” approach.

The Gap Analysis identified the following priority routes for the Phase 2 DCFC deployment, and identified the top 25 highest priority locations along those routes:

- *South Coast Ferries, near Southern Ferry Terminal routes*
- *Highway 5*
- *Metro Vancouver*
- *Highway 99*
- *Highway 4*
- *Highway 7*
- *Highway 19*
- *Highway 1*
- *Highway 97*
- *Highway 3*

Please note that the number of stations and routes are a proposed plan at this stage, and final sites will depend on the outcome of this RFEOI; the availability of hosts and partners; accessibility to electrical power; leveraged funding; and suitable business models enabling operation and

maintenance of the entire network. Potential applicants who do not find their location included on the list below are still encouraged to apply and provide a rationale in support of their preferred location.

Selection Process:

Interested parties are invited to submit a completed Phase 2 DCFC Network Expression of Interest (EOI) no later than 5 pm, Thursday, June 30th, 2016 by email to CEVEnquiries@gov.bc.ca, c/o Dian Ross. Submitted EOIs will be used as an evaluation tool and will be reviewed against the Selection Criteria (see Selection Criteria below) for consideration in the Phase 2 DCFC Network expansion. Select applicants to this RFEOI will be included in upcoming funding proposals to the federal government and / or private investors to help secure matching funding in support of the Phase 2 DCFC Network expansion.

This is a competitive process. Submitting an EOI does not guarantee funding or partnership in the Phase 2 DCFC Network expansion.

Concurrently to this RFEOI, BC Hydro, in partnership with the Province, is working to secure other funding from private and federal government partners. Applicants to this RFEOI are therefore requested to complete the template letter of support attached in this application form that will be included in matching funding proposals. This letter is non-binding, and inclusion in the Phase 2 DCFC Network is subject to change based upon external funders' priorities, and other elements noted above which will guide the determination of the best expansion plan to meet provincial objectives.

Applicants will be informed if their proposed locations will be included in the NRCan application by July 8th, 2016. Included applicants will then be informed about the success of the overall NRCan application in early fall, 2016. Legal agreements will then be negotiated in late fall, 2016: funding transfers will be made once the agreements are in place. Project deployment will then commence winter 2016, to be completed by March 31st, 2018.

Selection Criteria:

This is a competitive process. Submitted Expressions of Interest will be evaluated for consideration in the Phase 2 DCFC Network expansion based on the criteria outlined in Table 1: Phase 2 DCFC Location Selection Criteria.

Table 1: Phase 2 DCFC Location Selection Criteria

Criteria	Details	Points
Applicant funding	Applicants must commit to a minimum \$12,500 of capital or installation costs contribution (can be provided as in-kind physical installation costs).	25
Fit with priority routes	Applicants are encouraged to apply and provide a rationale to support their proposed location, even if it falls outside of the preferred list above.	25
Technical feasibility	Site readiness, operations and maintenance feasibility will be evaluated.	25
Portfolio evaluation against Phase 2 DCFC Network strategic objectives	Projects will be evaluated on a portfolio approach based upon how well the proposed DCFC site locations meet the Phase 2 DCFC Network strategic objectives.	25
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