TransformTO

City of Toronto Electric Mobility Strategy

Stakeholder Engagement Report: What We Heard

May 23, 2018

TORONTO

Project overview

In July 2017, Toronto City Council unanimously adopted TransformTO: Climate Action for a Healthy, Equitable and Prosperous Toronto. Through technical modelling and community engagement, the electrification of transportation, including personal vehicles, was identified as one of the key strategies to meet Toronto's target of an 80% reduction in greenhouse gas emissions by 2050.

The Environment and Energy Division (EED) at the City of Toronto, in partnership with the Electric Vehicle Working Group (EVWG) which includes other City Divisions and organizations are working together to develop the framework for the forthcoming Electric Mobility Strategy. The Strategy will serve as the roadmap toward the specific actions that Toronto will take to capture emissions reductions potential through the electrification of mobility.

Purpose of Stakeholder Consultation

The May 23 meeting was the first of multiple engagement sessions to include external stakeholders. As Staff collaborated with the Electric Vehicles Working Group to coordinate programs, pilots and goals, the need arose for the City to begin developing a Toronto-wide Electric Mobility Strategy. Accordingly, Staff consulted with the Electric Vehicle Work Group and developed a draft framework of broad, high-level objectives and priorities which would guide the development of a Request for Proposals (RFP) and subsequent Electric Mobility Strategy.

The **external stakeholders** represented at the May 23 event included academic experts, EV owners, and representatives from numerous non-profits and community organizations working on EV promotion in Toronto.

The **Electric Vehicle Working Group (EVWG)** members who participated in the session included the following organizations and City Divisions: Toronto Hydro, Transportation Services, Toronto Parking Authority (Toronto Parking Authority), Toronto Atmospheric Fund (TAF), and the Environment and Energy Division (EED).

Engagement overview

1. Presentations & Q&A

During the May 23 internal and external stakeholder engagement session, the Environment and Energy Division Staff presented the Low-Carbon Scenario Model compared to current conditions, and discussed the relationship between social equity and TransformTO. Both discussions were followed by Q&A. This is a summary of the discussions and topics covered:

What we heard

Stakeholders posed the following questions regarding Pilot Projects for On-Street EV Charging stations:

- How are locations for pilot projects chosen?
- Is there an inventory for city-wide locations?
- Who is managing the EV on-street charging stations?
- What are the metrics used to define success?
- Can you foresee this becoming scalable?

Some of the following discussions on the pilot projects were around usage uptake, increased positive support, accessibility, legal considerations, and enforcement measures.

We asked…

2. Feedback on Objectives – Small Group Discussions

Participants were asked to come prepared to the session with reflections and feedback on the draft Electric Mobility Strategy Framework, which was distributed one week in advance. In small groups of 2 – 4 people, participants discussed their reflections on the draft and recorded suggested changes, edits, and new additions on paper. Participants were also invited to share detailed or additional feedback via e-mail with the project lead.

- What do you like about the framework?
- What about the framework needs to be changed?
- What is missing from the framework that should be included?
- Include **new** objectives, **gaps** in proposed objectives, and a **validation** of existing ones

What We Heard

The written notes of participants were coded and organized according to theme.

What we heard on:

Implementation Approaches:
"Free EV parking downtown."
"Financial incentives to purchase EVs."
"Align charging with grid capacity."
"EVs should be permitted in priority/transit lanes."
"Replace City-owned vehicles with EVs to lead by example."

Framework gaps:
"The Strategy should promote local EV innovation."
"We need to consider the movements of goods, in addition to people."
"Car manufacturing and distribution should be captured in this framework."

Goal Setting:
"Establish goals for [EV] convenience & use-ability."
"What does success look like? Needs more precise targets and metrics."

Consultation & Education:
"Build awareness and educate the public."
"Continue to engage with stakeholders including NGO and industry."

3. Areas of Opportunities - Idea Rating Frames

Following the small group discussion exercise, participants were asked to rotate through tables to discuss with others and record their ideas for specific actions that the City could use to operationalize the 5 Areas of Opportunity:

A. Policy & Regulation
B. Research, Community Awareness & Behaviour Change
C. Financial & Non-Financial Incentives
D. Availability of Charging Infrastructure
E. Understanding and Developing the EV Industry, Workforce, and Training

Participants were also invited to share ideas for action not captured within these 5 areas, or to suggest new areas.

We asked:

- What **specific actions** could the City take to help meet our Electric Mobility Goals?

- What are some of the easier & high impact action ideas?

- What are your top of mind suggestions?

After spending 5 minutes at each Area of Opportunity, the ideas and suggestions were collected by Staff and displayed on a set of tables. Alongside each idea, Staff erected a "polling station" where other participants could rank their perspectives on the importance of that idea. Participants could drop a token into one of 5 slots, with slot 1 meaning "This is not a priority", and slot 5 meaning "This is a top priority".
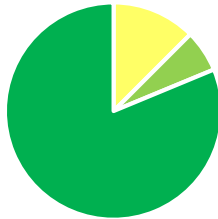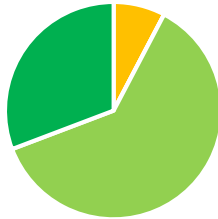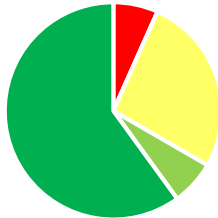
Internal stakeholders were assigned black tokens, and external stakeholders were assigned blue tokens. This was done to identify ideas or issues that internal vs. external stakeholders might hold different positions on. Ultimately, no such major discrepancies were identified.
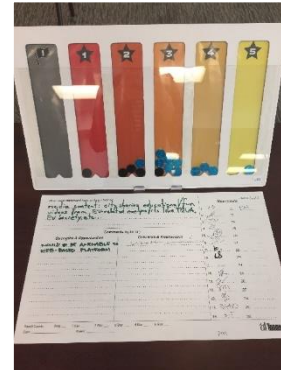
What We Heard

NOTE: The themes, ideas, and comments featured below have been paraphrased to form complete sentences, clarify language, or capture similar views expressed in multiple comments. Further, the data below represents only a small sample of the 73 ideas that participants generated and ranked. These examples do <u>not</u> represent the most popular ideas, but rather, they have been chosen to show the wide range in priorities and popularity.

This technique allows staff to collect structured, quantitative and qualitative feedback from participants, and to gain a sense of their priorities. The following are some examples of ideas that were generated including their associated level of priority.

Idea	Comments	Rating
Availability of Charging Infrastructure *"Create a city-wide fast charging network to support future electric vehicles, fleet vehicles, transport trucks, etc."*	"DCFS should be at the outskirts of the city."	**4.7/5**
Policies and Regulations *"Strengthen green taxi requirement to support EV adoption and extend to Uber, Lyft, etc."*	"Could also offer incentives such as tax breaks."	**4.4/5**
Financial & Non-Financial Incentives *"Free on-street parking for electric vehicles."*	"EV or not, we shouldn't promote private vehicles over transit or active transportation. Maybe a discount instead of free?" "This isn't fair for people who can't afford EV's.	**4.2/5**
Research, Community Awareness & Behaviour change *"Engage NGOs (EG EV Society, Plug n Drive, TEVA, Pollution Probe WEV) to deliver EV education"*	Participants shared the names of their respective organizations, indicating willingness to participate in such initiatives.	**4.1/5**

3.9/5

Innovation / New Technology

"Encourage V2G technology deployment - Use Evs as battery storage to enable renewable energy integration"
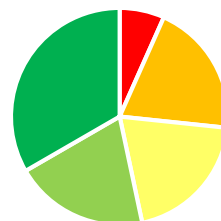
Dependant on OEM cars

3.9/5
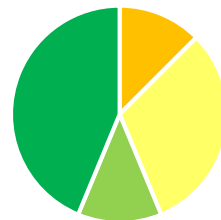
Financial & Non-Financial Incentives

"The City could finance car-share services in low-income neighbourhoods."

"Could provide incentives to companies rather than financing."

"This sounds expensive."

2.5/5

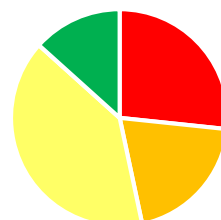### Understanding and Developing the EV Industry, Workforce and Training

"Each electric bus costs >$1M. We should mandate a retrofit of existing diesel TTC buses in Toronto with local technology and work force."

"This could create jobs and foster local innovation."

"Would this really be cheaper than buying new buses?"

Next steps

The valuable ideas and feedback captured from the discussions and activities during the session will be considered in the creation of the RFP and subsequent Electric Mobility Strategy.

During the development of the Strategy, there will be more opportunities for public participation, which will support the creation of a comprehensive strategy. The presentation of the Strategy to City Council is planned for the fourth quarter in 2019.