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February 14, 2019

British Columbia Utilities Commission  
Suite 410, 900 Howe Street  
Vancouver, BC  
V6Z 2N3

Attention: Mr. Patrick Wruck, Commission Secretary and Manager, Regulatory Support

Dear Mr. Wruck:

**Re: FortisBC Inc. (FBC)**  
**Project No. 1598987**

**Application for a Certificate of Public Convenience and Necessity (CPCN) for  
the Grand Forks Terminal Station Reliability Project (the Application)**

**Errata dated February 14, 2019**

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On November 19, 2018, FBC filed the Application referenced above. Concurrent with this Errata filing, FBC submitted its responses to Information Requests (IRs) No. 1.

The items which have been updated in this Errata are also noted in the responses to the following IRs.

- BCUC IRs 1.6.2 and 1.12.1;
- ICG IR 1.12.1; and
- BCUC Confidential IRs 1.3.1 and 1.3.2.

FBC hereby submits this Errata filing reflecting the corrections, in two separate filings, (1) corrections required to the Application (Exhibit B-1), and (2) corrections to certain portions of Confidential Appendix I (Exhibit B-1-1) filed confidentially.

For ease of identification of the revisions made, FBC has provided all revised pages from Volume 1 (Application) and Confidential Appendix I blacklined for ease of reference. The following lists the revised pages:

Description	Revised Pages
<b>Application, Section 3.3.3</b>	Page 23
<b>Application, Section 3.4</b>	Page 26
<b>Application, Section 4.2</b>	Page 31
<b>Application, Section 5.1</b>	Page 34
<b>Confidential Appendix I, Table I-2</b>	

If further information is required, please contact the undersigned.

Sincerely,

**FORTISBC INC.**

***Original signed:***

Doug Slater

Attachments

cc (email only): Registered Parties

1 **3.3.3 Alternative C: Transmission Rehabilitation of 9L and 10L**

2 Alternative C includes the rehabilitation of 9L and 10L transmission lines with a like-for-like  
3 replacement of the existing facilities and with all work completed to current FortisBC standards.  
4 No reconductoring (i.e., replacement of the existing transmission line conductors) is  
5 contemplated. In this alternative, 9L and 10L would remain the secondary 63 kV backup supply  
6 for GFT. No second transformer would be installed at GFT.

7 A recommended scope of work (SOW) for 9L and 10L is provided in the condition assessment  
8 report in Confidential Appendix C.<sup>20</sup> The SOW was based on data collected from the 2014  
9 condition assessment patrols and was reconciled against the 2015 urgent work completed on  
10 the lines. To summarize, the work that would be completed is as follows:

- 11 • Replacement of numerous red-tagged (failing) structures;
- 12 • Staged replacement of numerous structures that have been blue-tagged (temporarily  
13 reinforced with pole stubs) for several condition assessment cycles (i.e., at end-of-life);
- 14 • Repair and replacement of failing or damaged insulation mostly at the end of life; often  
15 50 to 60 plus years old;
- 16 • Repair and replacement of failing or damaged cross arms at the end of life; 30 plus  
17 years old;
- 18 • Repair and replacement of numerous poles with major wood pecker damage; and
- 19 • Removal of old structures.

20  
21 The capital cost of this alternative is \$9.034 million (2018\$).

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22 **3.3.3.1 Advantages:**

- 23 • Provides 63 kV N-1 reliability for the Grand Forks area.
- 24 • Improves condition of 9L and 10L, extending the life of the transmission lines.
- 25 • 10L remains energized resulting in shorter restoration times since the line no longer  
26 needs to be visually assessed and rehabilitated prior to being placed in service.
- 27 • Reduces 9L and 10L urgent repairs by approximately \$97 thousand per year.

28 **3.3.3.2 Disadvantages:**

- 29 • Limited reduction in transmission outages when GFT T1 is out of service since 9L and  
30 10L still traverse the Rossland Mountain Range.

<sup>20</sup> Appendix II - 9L (CSC to CHR) Condition Assessment – Recommended Summary of Work, and Appendix III – 10L (CSC to CHR) Condition Assessment – Recommended Summary of Work.

Criteria	Alternative A	Alternative B	Alternative C
Project Risk	<ul style="list-style-type: none"> <li><b>Schedule Risk:</b> Construction and removal window for 9L and 10L is impacted seasonally.</li> <li><b>Lands Risk:</b> Confirm distribution ROW for portion of 9L and 10L that will be repurposed for distribution. Considered to be low risk.</li> <li><b>Environmental and Archeological Risk:</b> Considered to be low risk.</li> </ul>	<ul style="list-style-type: none"> <li><b>Schedule Risk:</b> Construction and removal window for 9L and 10L is impacted seasonally. Lead time for a new transformer can be up to a year.</li> <li><b>Lands Risk:</b> Confirm distribution ROW for portion of 9L and 10L that will be repurposed for distribution. Considered to be low risk.</li> <li><b>Environmental and Archeological Risk:</b> Considered to be low risk.</li> </ul>	<ul style="list-style-type: none"> <li><b>Schedule Risk:</b> Construction window impacted seasonally.</li> <li><b>Lands Risk:</b> None, no changes to transmission or distribution routes.</li> <li><b>Environmental and Archeological Risk:</b> Considered to be low risk.</li> </ul>
System Reliability	<ul style="list-style-type: none"> <li>Fewer outages are associated with transformers.</li> </ul>	<ul style="list-style-type: none"> <li>Fewer outages are associated with transformers.</li> </ul>	<ul style="list-style-type: none"> <li>More frequent outages are associated with transmission lines.</li> </ul>
<b>Financial</b>			
O&M and Sustainment Capital Costs	<ul style="list-style-type: none"> <li>Reduces 9L and 10L transmission O&amp;M costs.</li> <li>Reduces 9L and 10L transmission rehabilitation capital costs.</li> <li>Reduces 9L and 10L urgent repairs.</li> </ul>	<ul style="list-style-type: none"> <li>Reduces 9L and 10L transmission O&amp;M costs.</li> <li>Reduces 9L and 10L transmission rehabilitation capital costs.</li> <li>Reduces 9L and 10L urgent repairs.</li> </ul>	<ul style="list-style-type: none"> <li>No reduction in 9L and 10L transmission O&amp;M.</li> <li>No reduction in transmission rehabilitation capital costs.</li> <li>Reduces 9L and 10L urgent repairs</li> </ul>
Present Value of 40 year Cost of Service	\$9.959 million	\$9.960 million	<del>\$13.940</del> million
Levelized Rate Impact	0.18 % \$0.20 \$/MWh (\$0.00020 \$/KWh)	0.18% \$0.20 \$/MWh (\$0.00020 \$/KWh)	<del>0.25</del> % \$0.28 \$/MWh (\$0.00028 \$/KWh)
<b>Alternative Evaluation</b>			
Ranking	2	1	3

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1 **3.5 PREFERRED ALTERNATIVE AND JUSTIFICATION**

2 Based on the technical and financial evaluation of the three alternatives considered above, the  
 3 preferred option is Alternative B, which involves installing a new second transformer at GFT,

1 **4.1.2 Description of Consultation to Date**

2 On July 4, 2018, representatives of FBC and the Osoyoos Indian Band (OIB) held an update  
3 meeting at the OIB office in Okanagan Falls to discuss ongoing work within OIB traditional  
4 territory. At this meeting the Grand Forks Terminal Project was brought up. The OIB asked for  
5 Shapefiles and Keyhole Markup language Zipped (KMZ) files of the transmission component of  
6 the Project. These were sent via email on July 10, 2018.

7 During the meeting, the OIB asked to know the exact locations of the poles that were going to  
8 be replaced during the Project. The OIB wants to cross reference the locations where poles are  
9 going to be set with their cultural mapsets to determine if the OIB wants monitors to be present  
10 during the ground disturbance.

11 Currently FBC has not completed its field pole assessment to determine the exact poles that will  
12 need to be replaced. However, at the meeting FBC committed to getting shapefiles and kmz  
13 files to the OIB as soon as the poles were identified. FBC also committed to providing funding  
14 for the monitors should any culturally sensitive sites be identified. The OIB agreed with this  
15 approach and FBC will continue to work with the OIB during project planning and construction.

16 On July 13, 2018, notification letters included as Appendix E were sent to all Indigenous  
17 communities identified through the CAD. The letter provided information about the Project  
18 including:

- 19
- Types of work that may occur;
  - Mapping to show the proposed areas where there may be pole replacements; and
  - Contact information for the FBC Community & Indigenous Relations Manager.
- 20  
21

22  
23 As of filing, no responses were received from the letters sent on July 13, 2018. FBC will discuss  
24 the project with any Indigenous community should questions arise subsequent to filing.

25 FBC believes that with the activities already completed and with the ongoing discussions with  
26 the OIB that its Indigenous engagement efforts have been and will continue to be adequate and  
27 appropriate in all the circumstances.

28 **4.2 PUBLIC CONSULTATION**

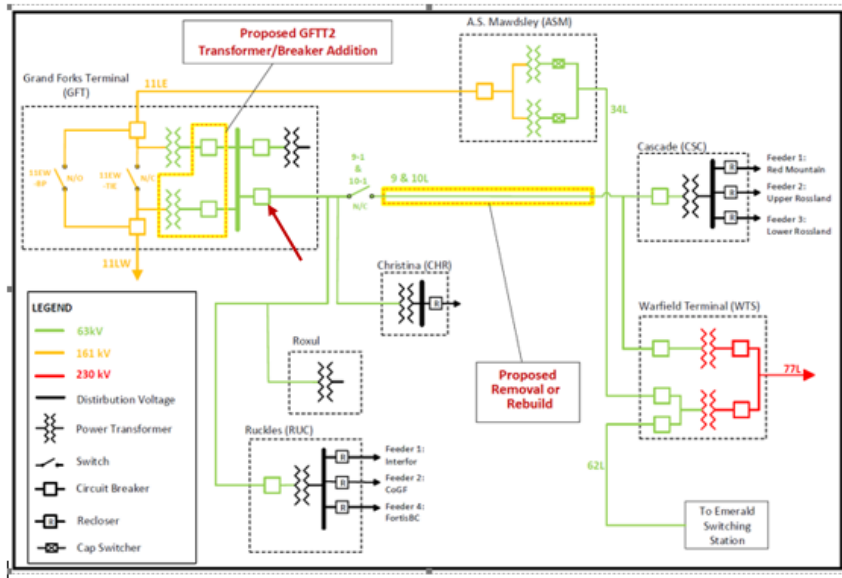
29 As the substation is located within a rural/farming area, on the outskirts of Grand Forks public  
30 impact will be limited to increased transportation on various roads on days when equipment is  
31 brought to site during mobilization. Therefore, FBC believes public consultation is not required.

Deleted: an industrial park

32 **4.3 SUMMARY**

33 FBC believes that to date it has adequately engaged and consulted with key stakeholders  
34 including Indigenous communities. FBC has addressed and will continue to address issues that

1 **Figure 5-1: Grand Forks Area Single Line Drawing**



2

3 **5.2 PROJECT ENGINEERING AND DETAILED DESIGN**

4 Engineering and detailed design is expected to start immediately upon Project approval.  
 5 Activities will encompass all engineering calculations, validations and drawings required to  
 6 cover the Project needs. Engineering activities will be organized in order of priority, in relation to  
 7 the fabrication/procurement lead times and scheduled date for each component to be on the  
 8 work site.

9 Engineering packages to be completed are:

- 10 • GFT T2 Addition; and
- 11 • Remove 9L and 10L and repurpose a portion for distribution.

12 Each engineering package will be reviewed and accepted by FBC. Environmental permits,  
 13 approvals, and authorizations will be identified and application processes initiated. The design  
 14 phase will be concluded by the final design review, planned for civil design in early Q3-2019 and  
 15 electrical design in late Q3-2019.  
 16