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November 19, 2020

B.C. Sustainable Energy Association
c/o William J. Andrews, Barrister & Solicitor
1958 Parkside Lane
North Vancouver, B.C.
V7G 1X5

Attention: Mr. William J. Andrews

Dear Mr. Andrews:

Re: FortisBC Inc. (FBC)

Project No. 1598940

Application for Approval of Rate Design and Rates for Electric Vehicle (EV) Direct Current Fast Charging (DCFC) Service – Revised Application dated September 30, 2020 (Revised Application)

Response to the B.C. Sustainable Energy Association (BCSEA) Information Request (IR) No. 1

On September 30, 2020, FBC filed the Revised Application referenced above. In accordance with BCUC Order G-254-20 setting out the Regulatory Timetable for the review of the Revised Application, FBC respectfully submits the attached response to BCSEA IR No. 1.

If further information is required, please contact the undersigned.

Sincerely,

FORTISBC INC.

Original signed:

Diane Roy

Attachments

cc (email only): Commission Secretary
Registered Parties

1.0 Topic: FBC Public DCFC Deployment

Reference: Exhibit B-5, p.10; Table 2-2: FBC DCFC Sites

FBC states, "At this time, FBC does not expect to deploy additional sites beyond those detailed below." Table 2-2: FBC DCFC Sites lists 25 DCFC sites with details corresponding to criteria in section 5 of the GGRR.

1.1 Does the statement, "FBC does not expect to deploy additional sites beyond those detailed below," include additional stations?

Response:

Yes. FBC does not currently believe there is a need to deploy additional public charging sites or stations beyond those noted in the Revised Application.

1.2 Please describe the process by which FBC determined what DCFC sites and stations it will deploy.

Response:

Please refer to the response to BCOAPO IR1 9.1 for a discussion of FBC's selection criteria for sites and stations.

1.3 Please provide copies of any documents describing the process or outcome of FBC's DCFC planning.

Response:

FBC's DCFC site identification and evaluation documentation from its 2018 and 2019 applications to NRCan for funding is provided in Attachment 1.3.

1.4 What criteria or formula does FBC use to determine the locations of DCFC sites, the number of stations, and the size of the stations (e.g., 50 kW or 100 kW)?

Response:

Please refer to the response to BCOAPO IR1 9.1.

1.5 Please describe how FBC determines the size of its DCFC stations (e.g., 50 kW or 100 kW). Has FBC considered stations with a capacity larger than 100 kW?

Response:

Please refer to the response to BCOAPO IR1 9.1.

Although FBC has considered stations with a capacity larger than 100 kW, the deployment of these stations is not currently warranted given the limited number of vehicles capable of benefiting from these higher charge rates.

1.6 Please describe how FBC's deployment of DCFC sites and stations meets the needs of both local EV drivers and travelling-through EV drivers. Is there a priority on one over the other?

Response:

Please refer to the response to BCOAPO IR1 9.1 for a discussion of FBC's criteria when considering where a charging site should be located. FBC does not prioritize between local EV drivers and travelling-through EV drivers when considering these criteria.

1.7 Please describe how FBC's plan for public DCFC sites and stations has been coordinated with BC Hydro's plan for public DCFC sites and stations.

Response:

FBC and BC Hydro meet periodically to discuss and review each other's respective deployment efforts. Although opportunities for coordination are limited due to the deployment geographies, these discussions offer a chance to share lessons learned and experience gained with respect to station deployments and design, site host engagement, and how each other's deployments support EV highway travel within B.C.

1.8 Please describe whether and how FBC's plan for public DCFC sites and stations takes into account DCFC sites and stations (existing or potential public) within FBC's service territory operated by entities other than FBC.

Response:

FBC does take into account existing and potential future DCFC sites and stations. As an example, FBC has no further plans for deployment of stations or sites in Kelowna at this time as a result of some growth in competing stations. Please also refer to the response to BCUC IR1 8.5.

1.9 How did FBC determine the 'size of the financial envelope' for its public DCFC sites and stations?

Response:

FBC determined the required funding for the public DCFC stations by the cost of installing the public charging infrastructure needed:

- to support a publicly accessible, conveniently located network of charging stations in BC and within FBC's service territory;
- to provide opportunities to increase the electrification of transportation, thereby reducing carbon emissions as per the mandate and policies of both the federal and provincial governments; and
- to contribute to providing sufficient infrastructure for enabling long distance EV travel in BC.

1.9.1 Please confirm, or otherwise explain, that section 5 of the GGRR would cover more stations and/or more sites than FBC proposes.

Response:

Confirmed.

1.9.2 What criterion (or criteria) does FBC apply to determine that its public DCFC deployment is adequate and that no additional sites are expected?

Response:

Please refer to the response to BCOAPO IR1 9.1 for the criteria which FBC considers when deploying public charging infrastructure. FBC will not pursue additional sites as long as an evaluation of those criteria indicates that further sites are not required.

1.10 Can FBC confirm that all of the public DCFC stations listed in Table 2-2 are scheduled to be in service by the second quarter of 2021 or sooner?

Response:

Confirmed.

1.11 For how many years will the DCFC stations listed in Table 2-2 be adequate to meet the fast-charging needs of EV drivers in FBC's territory, in FBC's view?

Response:

In municipalities with larger populations (e.g., Kelowna, Penticton), FBC anticipates that private enterprise will begin to invest in EV charging infrastructure as market demand grows. FBC believes this has already started with Electrify Canada (Canadian Tire) and Petro-Canada deploying DCFC stations in Kelowna in 2020. Consequently, FBC has no further plans to deploy stations in Kelowna.

For less-populated areas in FBC's service territory, FBC expects that the stations listed in Table 2-2 will be adequate to meet fast charging demand until 2030.

1.12 Does FBC intend to review its deployment of public DCFC stations at some point in the future? If so, when? If not, why not?

Response:

FBC intends to continuously review the performance and use of its public charging infrastructure to ensure its adequacy. FBC will provide information regarding any planned or implemented changes regarding its deployment of public DCFC stations in its Annual Reviews.

1.13 How has FBC chosen the specific sites for DCFC stations?

Response:

Please refer to the response to BCOAPO IR1 9.1 and BCSEA IR1 1.3. FBC has endeavored to locate stations such that both inter and intra-community EV travel are supported throughout its service territory (stations are located in communities and in close proximity to main travel corridors).

1.13.1 Is there a preference for shopping malls, highways, existing amenities (such as washrooms, convenience stores or lighting)?

Response:

As discussed in response to BCOAPO IR1 9.1 and BCSEA 1.3, proximity to services is one factor considered during the site selection process.

1.13.2 Has FBC considered the potential future need to increase the number of charging stations at sites?

Response:

Yes, FBC has considered that it may have to expand the number of sites or stations in the future. However, FBC has no plans for expansion at this time.

1.14 Please provide photos of several existing DCFC stations, to give a sense of the range of situations.

Response:

Figure 1: Beaverdell

Figure 2: Kelowna (Centennial Park)

Figure 3: Oliver

Figure 4: Christina Lake

Additional photos of all FBC stations can be found at www.PlugShare.com.

1.15 Please describe any EV charging stations that FBC owns or operates that are outside of the DCFC Program to which the applied-for rates apply. Does FBC currently have any Level 2 EV charging stations (FBC's website refers to two Level-2 charge stations[1])? Does FBC have any EV charging stations that are not available to the public?

Response:

FBC does not have any other stations outside the DCFC program to which the applied-for rates would apply.

FBC owns two Level 2 charging stations in partnership with the City of Kelowna. Rates at these stations are set by the municipality (currently free) with the electricity consumption paid for by the City of Kelowna. These stations were installed in partnership with the City of Kelowna in 2016 as a pilot demonstration of public Level 2 charging and are not part of any prescribed undertaking.

[1] https://www.fortisbc.com/services/sustainable-energy-options/electric-vehiclecharging/public-electric-vehicle-charging-stations-in-bc

1 FBC also currently has eight Level 2 charging stations to support its own electric pool fleet
2 vehicles. These stations are not available to the public and are not part of any prescribed
3 undertaking.

4

2.0 Topic: Accessibility

Reference: Exhibit B-5

2.1 Apart from the GGRR, what requirements or guidelines apply to FBC's EV charging stations regarding accessibility?

Response:

Although no specific requirements exist with respect to accessibility requirements for FBC EV charging stations, FBC is guided by a number of considerations during the station design and layout process. These include:

- Ensuring bollards/protection posts are spaced adequately (1.2m to 1.7m) to protect the charger from damage but to also allow customer access between bollards, including space to allow wheelchair access;
- Where possible, ensuring the concrete pad/base for the fast charger should be kept flush with grade so as to not make it difficult to reach the screen or charging cables. This includes consideration of the final overall height of the screen, holster and cables to ensure accessibility for all customers.
- Designing signage and instructions for using the charger using a clear and easy-to-read font.

2.2 To what extent do FBC's current and planned EV charging stations comply with these specifications?

Response:

All of FBC's sites reflect consideration of the design elements discussed in response to BCSEA IR1 2.1.

2.3 Do FBC's current and planned EV charging stations enable everyone, including persons with disabilities, to access and operate the EV charging stations?

Response:

Although FBC's sites do not have dedicated accessibility parking, FBC has endeavored to design charging station sites to allow for incorporation of stalls of sufficient width to allow for

adequate space for parking and an access aisle for reaching the charger, ensuring that any persons, including those with disabilities, are able to access and operate the stations. FBC notes that although not all sites have parking stalls of this width, all sites do incorporate the considerations discussed in response to BCSEA IR1 2.1 to help ensure accessibility.

3.0 Topic: Depreciation Rate

Reference: Exhibit B-5, 3.2.2.2 Depreciation Rate, p.16

FBC states:

> "FBC is requesting approval to use straight line depreciation for the EV charging stations, at a 10 percent depreciation rate, based on a service life of ten years. FBC's existing approved depreciation rates have been utilized for the service extension components of the capital expenditures."

3.1 If not already addressed in the response to BCUC IR 11, please provide an estimate of the impact on the proposed rates if the service life of the EV charging stations was five years rather than ten years.

Response:

Based on discussions with equipment providers, FBC expects the charging assets to have service lives of 10 years. However, to be responsive FBC has provided two analyses, one where the charging assets service life is 5 years (shortening the financial model to 5 years) and one where the charging assets are depreciated over 5 years but continue to provide service for a full 10 years, thereby maintaining financial models at 13 and 10 years for the 50 kW and 100 kW stations respectively.

As expected, when the service life is decreased and the financial model is shortened to 5 years, and the last 5 years of demand is omitted, rates increase (approximately double) to $0.48 per minute for the 50 kW stations and $1.11 per minute for the 100 kW stations.

When the assets are depreciated over 5 years but continue to provide service for a full 10 years, then the rates are nearly equal to those proposed in the Revised Application at $0.26 per minute for the 50 kW stations and $0.55 ($0.553 proposed to $0.549) per minute for the 100 kW stations.

4.0 Topic: Cost of Service

Reference: Exhibit B-5, 3.2.2.3 Cost of Electricity, p.16

FBC states:

> "FBC has modelled the cost of power based on the DCFC stations taking metered electric service at FBC's existing rates for commercial service under RS 219. The model assumes a typical half hour charge session will deliver 20 kWh of energy, with thirty-four individual 50 kW stations contributing 54 kW of demand and six 100 kW station contributing 108 kW of demand to each individually metered DCFC site. These assumed utility charges (energy use, billing demand, and customer charge), based on RS 21, are an input to the cost of service model that is used to determine the EV charging rates applied for in this Application."

4.1 Please clarify how FBC includes peak demand in modeling the cost of power. Can FBC's approach be described as an aggregation of the 50 kW stations (and separately of the 100 kW stations), as distinct from assigning the equivalent of a demand charge to each station?

Response:

Costs related to peak demand are calculated on a per site basis and not based on an aggregate demand for all FBC sites/stations. This includes consideration of the exemption of the first 40 kW (45 kVA) of demand as prescribed in RS 21. Please also refer to the response to BCOAPO IR1 19.1 for further discussion.

5.0 Topic: Time-based versus Energy-based Rates

Reference: Exhibit B-5, p.12

FBC says, "Rates based partly or wholly on energy use (kWh) cannot currently be implemented by FBC due to the lack of Measurement Canada-approved metering."

5.1 Will FBC revisit the possibility of rates based partly or wholly on energy use (kWh) if and when Measurement Canada approves DCFC energy metering for revenue purposes?

Response:

Yes, FBC intends to explore the use of rates that at least partially incorporate an energy use rate (kWh) when Measurement Canada approved metering is available for DCFC energy metering and billing purposes.

5.2 Would the charging station hardware that FBC uses require a retrofit (or replacement) to be capable of billing by energy use?

Response:

FBC is not certain whether the metering in the current charging stations will meet future Measurement Canada requirements. To the extent that additional costs are required to facilitate energy-based billing, those costs would be included as part of an application for rates based wholly or partly on kWh.

6.0 Topic: Rate Design

Reference: Exhibit B-5, p.1

FBC's proposed rates are $0.27 per minute for 50 kW DCFC service and $0.54 per minute for 100 kW DCFC service.

6.1 Is it intentional that the proposed rate for 100 kW service ($0.54/min) is double the proposed rate for 50 kW service ($0.27/min)? Please specify the rationale for not basing the two rates on the difference in the cost of service.

Response:

No, it is not intentional that the proposed 100 kW rate is double the proposed 50 kW rate. The rates are calculated using their respective stand-alone cost of service. Both sets of financial schedules are included as Appendix E of the Revised Application.

6.2 Do the charging rates apply for the entire time a vehicle is plugged into a charging station, or only while the vehicle is actively charging?

Response:

Charging rates apply only while the vehicle is actively charging.

6.3 Does FBC consider that electric vehicles occupying charging stations while they are not actively charging is a problem? Has FBC considered ways to address this, such as idling fees?

Response:

To date, FBC has not received any reports of this behavior occurring at FBC's DCFC sites, and as a result does not believe it to be a significant issue at this time. If this becomes a problem in the future, FBC will consider applying to add idling fees to RS 96 to ensure continued efficient use of stations. Please also refer to the response to BCUC IR1 7.3.

On page 18 of the Application, FBC explains that it chose a flat rate over the analysis period to "allow customers to have stability and consistent rates as opposed to having rates that vary each year with the cost of service and forecast usage."

6.4 Did FBC consider a rate that escalates at the rate of inflation, rather than one which, considering inflation, will effectively decline over the analysis period?

Response:

FBC did not consider a rate that escalates with the rate of inflation. However, as indicated in the response to BCUC IR1 6.3, certain cost components of RS 96 are subject to inflation.

Although the proposed levelized rate declines in real terms over the life of the charging assets, the revenue-to-cost ratio also improves over the same period, which favours the proposed RS 96 rate.

In section 3.4 of the Application (page 20), FBC states:

> "Due to the levelized nature of the rate, there will be some (early) years where the EV charging revenue will be less than the cost of service. In these years, all other FBC customers will bear the costs in excess of revenues. Conversely, in years where the charging revenue is greater than the cost of service, all other FBC customers will benefit from the excess of revenues." [Exhibit B-5, Application, page 20]

6.5 Please confirm that the proposed rate is intended to cover all costs of FBC's DCFC service over the analysis period, such that apart from the temporary cross-subsidy due to the different times when costs are incurred and revenues received, there will be no cross-subsidy from FBC's regular customers. If not confirmed, please explain.

Response:

FBC confirms that the proposed rates are designed to recover all forecast costs associated with the FBC DCFC charging stations over the life of the DCFC charging station assets such that, if actual costs and revenues equal the 10 year forecast, there would only be timing differences between when costs are incurred and revenues are received that flow to FBC's other customers.

Table 3-4 on page 20 gives Rate Impact Sensitivity figures in percentages for higher and lower rates of EV usage over the analysis period.

6.6 Please provide dollar per minute figures for the gross amounts corresponding to the percentages in Table 3-4.

Response:

Please refer to the response to BCUC IR1 8.6.

7.0 Topic: Payment Method

Reference: Exhibit B-5, p.8

FBC states:

> "Drivers using FBC DCFC stations for EV recharging purposes will have two options for payment transactions with FBC:
>
> 1. Creating a membership with the FLO network and linking an appropriate means of payment (credit card, bank account) to that membership; or
> 2. Scanning a Quick Response Code (QR code) on the station with their mobile phone which will take the customer to a payment portal where they can enter their credit card details which will allow the station to be activated. Customers may also contact FLO's telephone customer support to establish a single use credit card transaction. The customer's credit card will be charged the appropriate amount once the charging session is complete."

7.1 Are the two options for payment transactions a continuation of the options in place currently? If not, please describe the changes.

Response:

Confirmed, the options described above are those currently available to customers using FBC's DCFC stations.

7.2 In FBC's view, are the current payment options satisfactory? Has FBC received complaints? What improvements, if any, are required?

Response:

FBC believes the current payment options are satisfactory and sufficient for conducting payment transactions for station usage. FBC has not received any complaints to date with the current payment options.

8.0 Topic: Leased Land

Reference: Exhibit B-5, p.17

FBC says the land for the DCFC stations will be leased.

8.1 Please describe the terms and conditions of the leases for the land for the DCFC stations. Please indicate if there are different models. What is the range of the term of the leases? Do the leases cover only the footprint of the DCFC charging equipment, or also space for vehicles to charge and space for vehicle access?

Response:

FBC has entered into 10-year no-cost Licenses of Occupation (LOO) for the individual sites with a 5-year renewal option. The LOO covers both the footprint of the DCFC charging equipment as well as the parking spaces for the vehicles to charge.

8.2 Does FBC consider that the leases are at commercial prices? Or could the leases be described as concessionary, such as where the landlord wishes to support the adoption of EVs over fossil-fuel vehicles?

Response:

Please refer to the response to BCSEA IR1 8.1.

9.0 Topic: Carbon Credits

Reference: Exhibit B-5, 3.2.1.4 Carbon Credits, p.13

FBC states:

> "FBC's DCFC stations will allow FBC to monetize carbon credits as a supplier of low carbon fuels. FBC has forecast an average value for the carbon credits as described in this section to be factored into the calculation of the EV rate, while actual revenue realized from the sale of carbon credits, net of administration costs, will be returned to all customers through FBC's revenue requirements in the year subsequent to monetization of the carbon credits, through a forecast (and subsequent true-up to actuals) included in Other Revenue."

9.1 For greater certainty, please confirm that the proposed DCFC rates ($0.27/min for 50 kW and $0.54/min for 100 kW) take into account net revenue from carbon credits.

Response:

Confirmed, the 50 kW and 100 kW rates each take into account the net revenue from carbon credits.

9.2 Did FBC consider a model in which net revenue from the sale of carbon credits goes toward reducing the rates for DCFC service? If so, why did FBC reject that approach?

Response:

FBC has embedded the revenue from the carbon credits into the rates for DCFC service on a forecast basis, which goes toward reducing the rates. Please refer to the response to BCUC IR1 9.2 for further discussion.

Attachment 1.3

Supporting Doc 2_Siting and Capacity

The following package contains information regarding infrastructure siting and preliminary technical design for each of the sites. The range is calculated using a computer model that determines the distance that can be traveled by a 30kw Nissan Leaf. The range is calculated from only the station selected, in these maps that is the station indicated by the red circle. That is, how far a Nissan Leaf (30kw) could travel under certain conditions. These maps were produced assuming 0°C weather with 2 passengers driving at normal range (i.e. not running to 0% battery).

Site descriptions identify only existing station connectivity. Full network maps are included at the end of this document. The **site descriptions and range maps** are provided in the same order as section 2.2 to 2.5 in the application document):

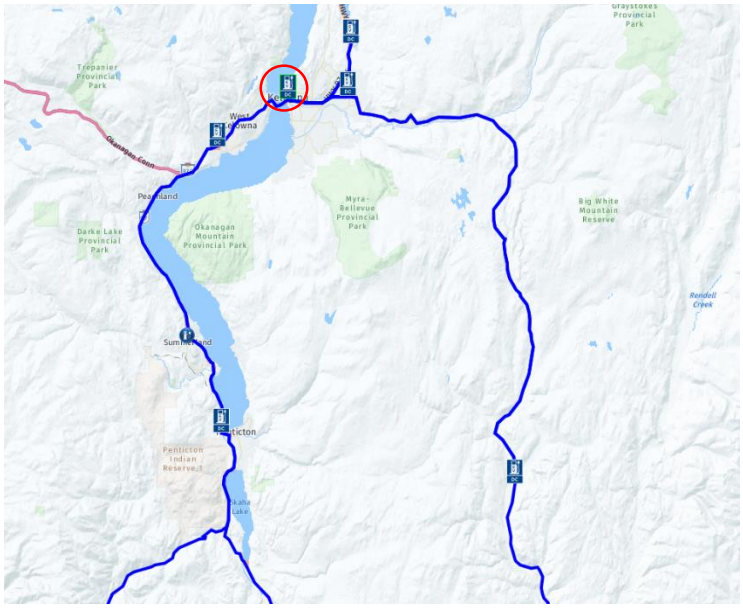
City of Kelowna – Museum 1
City of Kelowna – Roxby Square 2
Kelowna International Airport 3
Red Rock Garage, Beaverdell 4
Osoyoos Indian Band 5
Lower Similkameen Indian Band 6
City of Rossland 7
City of Nelson 8
Village of Kaslo 9
Village of New Denver 10
Village of Nakusp 11
Full Network Map 12
Capacity and Preliminary Site Plans 13
1. Kelowna – Museum Lot 13
2. Kelowna – Roxby Sq. 14
3. Kelowna International Airport – Two stations 15
4. Red Rock Garage, Beaverdell 16
5. Osoyoos Indian Band 17
6. Lower Similkameen Indian Band, near Cawston 18
7. Rossland 19
8. Nelson – Nelson Hydro Service Area 20
9. Kaslo 21
10. New Denver and Nakusp – BC Hydro Letter of Confirmation 22

City of Kelowna – Museum

Host Community: City of Kelowna Station Location: 1435 Water St., "Kelowna Museum" (49.8893, -119.4964)	
Distance to closest Highway/US Border:	• 200 meters to Hwy 97 • 126km to US border
Distance to closest existing charging infrastructure:	• 14km to West Kelowna fast charger (Hwy 97 and 97C) • 63km to Penticton DC Fast Charger • 51km to Vernon DC Fast Charger
Walkable amenities:	Located at Kelowna waterfront, in the arts & culture area, a variety of restaurants, cafes, and hotels are a 1-minute walk away.
Local tourism opportunity:	Station located next to museums, library, community theatre, downtown marina and 10 minute walk to Kelowna city park.
Additional community co-benefits:	As the 3rd largest metro area in British Columbia, Kelowna is expected to experience fast adoption of electric vehicles than other jurisdictions in the Southern Interior. Additional infrastructure will maintain the key criteria of convenience (e.g. access to charging with increased demand).

Range Map Analysis:

Kelowna-Museum contributes to connectivity in the Southern Interior, adding capacity within the City of Kelowna for drivers head west from the downtown core.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 3

City of Kelowna – Roxby Square

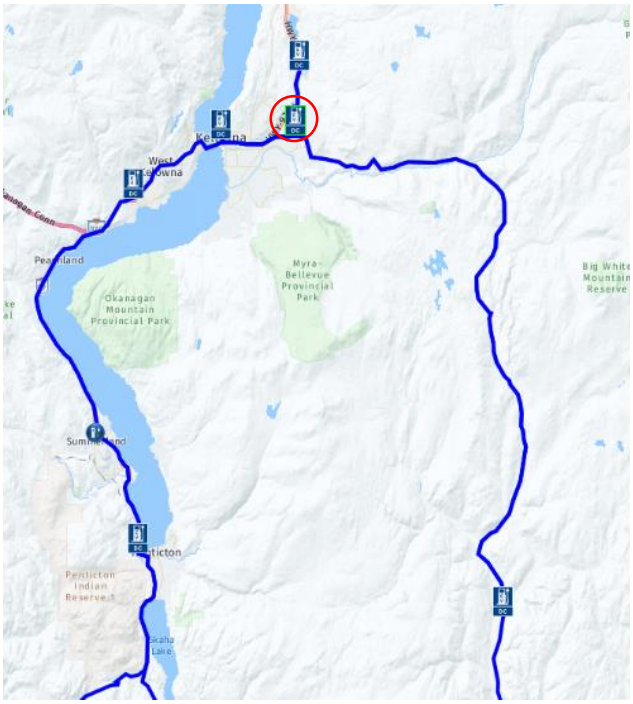
Host Community: City of Kelowna Station Location: 250 Hwy 33 W, "Kelowna – Roxby Square (49.89033, -119.38976)	
Distance to closest Highway/US Border:	• 200 meters to Hwy 33, 2.5km to Hwy 97 junction • 126km to US border
Distance to closest existing charging infrastructure:	• 14km to West Kelowna fast charger (Hwy 97 and 97C) • 70km to Penticton DC Fast Charger • 47km to Vernon DC Fast Charger
Walkable amenities:	Located in east Kelowna to facilitate travel from east to Hwy 97 north and Kelowna Airport. Ten-minute walk to restaurants, cafes, shopping.
Local tourism opportunity:	Community parks, downtown is 15 minute drive away. Ideal location for tourists leaving the downtown core for rural travel.
Additional community co-benefits:	City of Kelowna has identified the area as having potential for accelerated revitalization, focusing on increasing amenities for tourists and residents.

Range Map Analysis:

As with the Kelowna-Museum site, the Roxby Sq. location contributes to connectivity in the Southern Interior, and is a convenient location for travelers heading east into the Kootenay region.

Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 4
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 3



Kelowna International Airport

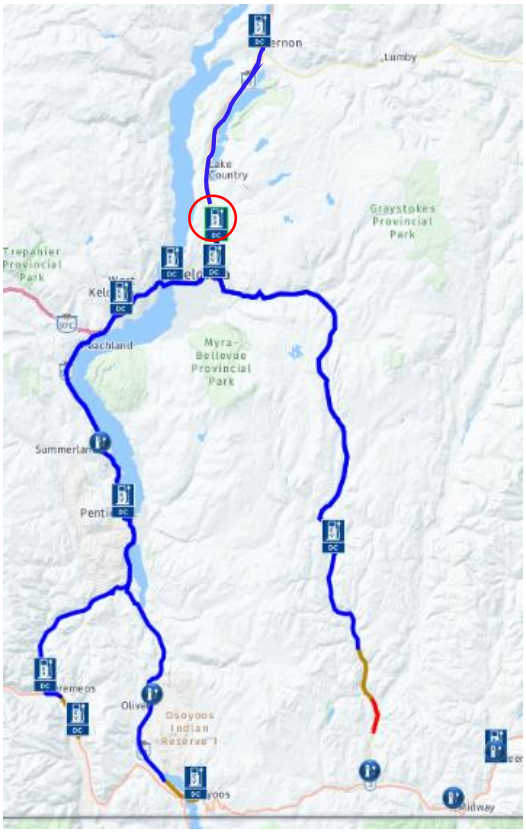
Host Community: Kelowna International Airport – Two Stations Station Location: 5538 Airport Way (49.950651, -119.383963)	
Distance to closest Highway/US Border:	• 200 meters to Hwy 97 • 140km to US border
Distance to closest existing charging infrastructure:	• 40km to Vernon DCFC • 28km to West Kelowna DCFC
Walkable amenities:	Walking distance to terminals and parking (including rental car and long-term parking). Located close t0 a restaurant/convenient store/gas station.
Local tourism opportunity:	Connector stations for tourism connecting north to Vernon. Information and access to tours, etc. available at the Kelowna Airport.
Additional community co-benefits:	Infrastructure will help local fleets (taxis, car shares, etc.) with their transition to electric vehicles. Currently one taxi company offers exclusive EVs (Current Taxi).

Range Map Analysis:

These stations will provide additional charging infrastructure for regional travelers heading north out of Kelowna.

Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 3
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4

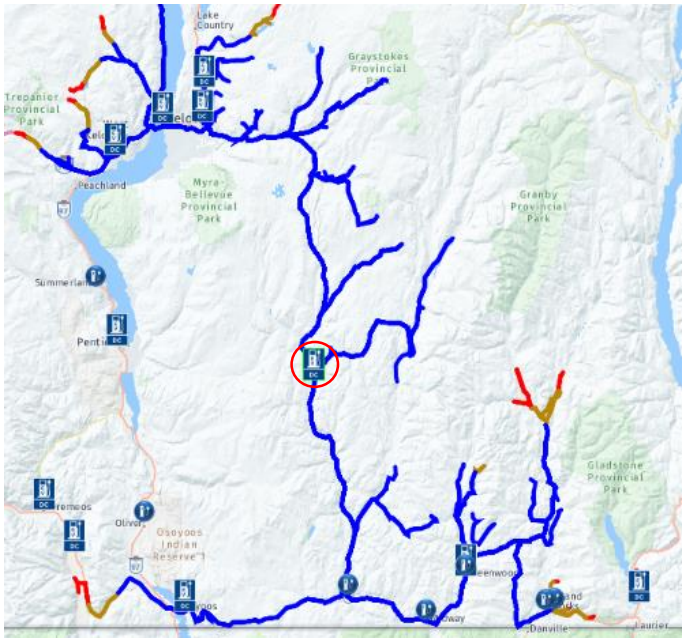


Red Rock Garage, Beaverdell

Host Community: Red Rock Garage Station Location: 5842 Hwy 33, Beaverdell (49.43618, -119.08746)	
Distance to closest Highway/US Border:	• 0km to Hwy 33 • 68km to US border
Distance to closest existing charging infrastructure:	• 101km to West Kelowna DCFC • 48km to Rock Creek Level 2 • 81km to Greenwood DCFC
Walkable amenities:	Located in downtown core, all local shopping and eating amenities within 2 minutes walking.
Local tourism opportunity:	2-minute walk to Kettle Valley Rail Trail (hiking/biking). Small shops (ice cream, artisans/crafts, etc.) and green space/parks within walking distance.
Additional community co-benefits:	Rural community that is supportive of improved amenities for tourists and residents. DCFC will draw people that may otherwise not know about Beaverdell.

Range Map Analysis:

Critical station for connectivity to the Kootenays and in the rural highway corridor of Highway 33. With little additional infrastructure in the region, this site will transform regional travel opportunities.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 4
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 5
- Station strengthens local economic development?: 5

Osoyoos Indian Band

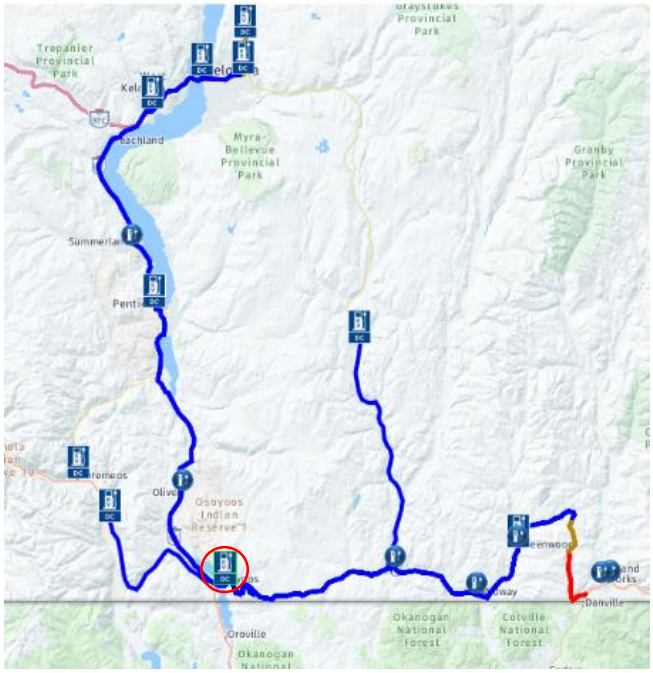
Host Community: Osoyoos Indian Band Station Location: 6201 45th St., Oysoyoos, BC (49.028, -119.43576)	
Distance to closest Highway/US Border:	• 0km to Hwy 3 • 7km to US border
Distance to closest existing charging infrastructure:	• 51km to Keremeos DCFC • 66km to Penticton DCFC • 82km to Greenwood DCFC
Walkable amenities:	Located on main strip of restaurants, hotels, fruit stands, 25 minute walk to alternate downtown core with more options for food, lodging, cafes.
Local tourism opportunity:	15 minute walk to community parks, Pioneer Walkway Park, 8 minute drive to Haynes Point Provincial Park, 2.5 kms to beaches.
Additional community co-benefits:	Cultural awareness opportunity – Osoyoos Indian Band owns a successful winery and resort close by, with significant economic opportunities for new visitors to the site.

Range Map Analysis:

An important location for connectivity across Highway 3. This would materially complete Highway 3 connectivity to the Kootenays. A well traveled route.

Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 5
- Station strengthens local economic development?: 5

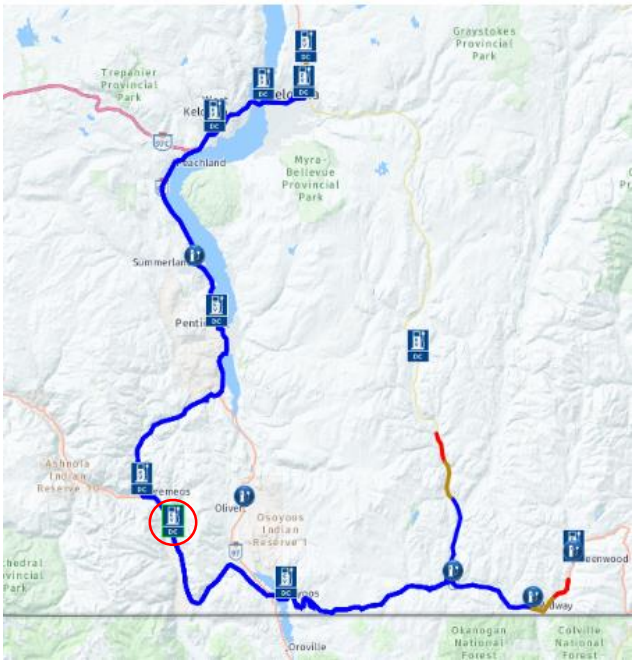


Lower Similkameen Indian Band

Host Community: Lower Similkameen Indian Band **Station Location: 1420 Hwy 3, Cawston, BC (49.11366, -119.72416)**	
Distance to closest Highway/US Border:	• 0km to Hwy 3; 32km to Hwy 97 • 14kms to US border
Distance to closest existing charging infrastructure:	• 15km to Keremeos DC Fast Charger • 33km to Osoyoos, where currently Level 2s are installed in several public locations. No DCFC currently.
Walkable amenities:	The Lower Similkameen Indian Band office and recreation facility is within walking distance.
Local tourism opportunity:	Heavily traveled route – this station would support regional transportation and provide reliability in a more rural stretch of Highway 3.
Additional community co-benefits:	Improved education of Lower Similkameen Indian Band heritage and culture.

Range Map Analysis:

Although relatively close to the Keremeos DCFC, this site will facilitate more convenient EV travel, and the necessary connection to Osoyoos. It is a positive partnership with the Indigenous community.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 3
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4

City of Rossland

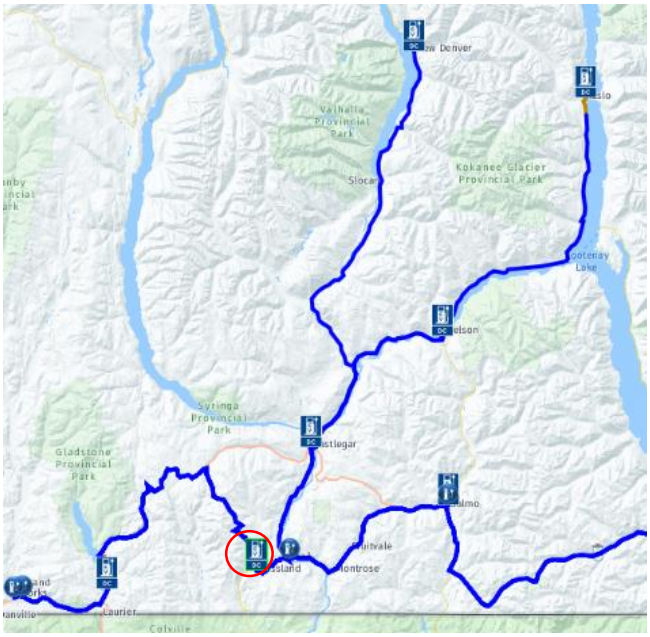
Host Community: City of Rossland **Station Location: 2045 Washington St., Rossland, BC (49.07703, -117.80042)**	
Distance to closest Highway/US Border:	• 0km to Hwy 22, 1.2 km to Hwy 3B junction • 11km to US border
Distance to closest existing charging infrastructure:	• 33km to Castlegar DC Fast Charger • 76km to Christina Lake DC Fast Charger
Walkable amenities:	Located in downtown core, all local shopping and eating amenities within 5 minutes walking.
Local tourism opportunity:	15 minute walk to community park, municipal campground and local biking/walking trails; less than 10 minute drive to Red Mountain Resort (skiing, mountain biking) and Black Jack Ski Club (cross-country skiing).
Additional community co-benefits:	First community north of the US Border at the Frontier Border Crossing, and therefore a strategic opportunity for the community as a DCFC site host. Bolsters the innovative and tech-focused business development supported by the community.

Range Map Analysis:

Excellent siting for facilitating cross-border (US) electric vehicle travel. As a destination community, this site is strategic in a regional network.

Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4



City of Nelson

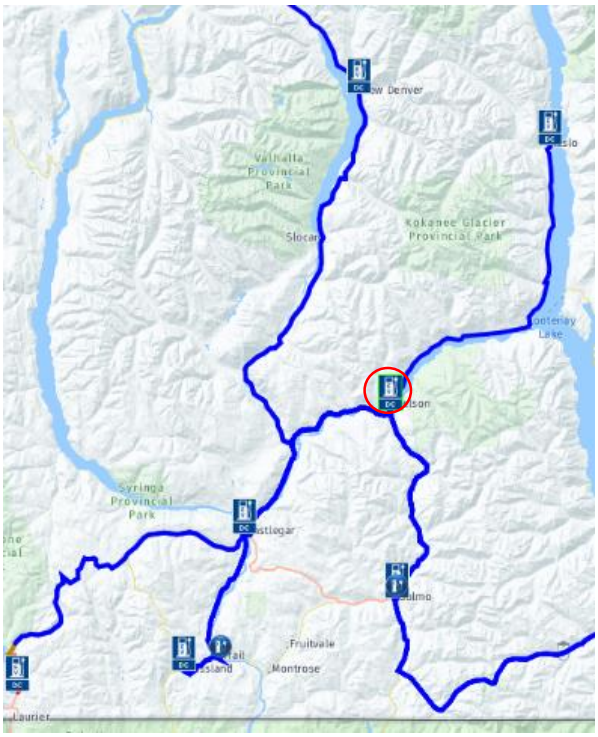
Host Community: City of Nelson **Station Location: 315 Hall St. (49.494643, -117.292774)**	
Distance to closest Highway/US Border:	• 0km to Hwy 3A; 1.3 km to Hwy 6 junction • 65km to US border
Distance to closest existing charging infrastructure:	• 46km to Castlegar DC Fast Charger • 41km to Salmo DC Fast Charger • Two public level 2 stations within the City
Walkable amenities:	Located in downtown core, all local shopping and eating amenities within 5 minutes walking. Recreation Centre adjacent to site.
Local tourism opportunity:	5-minute walk to Lakeside Park/Beach, municipal campground, community park, Nelson Museum of Art & History.
Additional community co-benefits:	Significant support exists at the municipal level to move towards 100% renewable energy, and explore innovative approaches to energy efficiency and renewable energy development. This station supports those objectives.

Range Map Analysis:

Nelson is a destination community and a gateway to the Slocan Valley and Kootenay Lake communities popular with tourists and local residents. This station will support regional travel for tourism.

Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4



Village of Kaslo

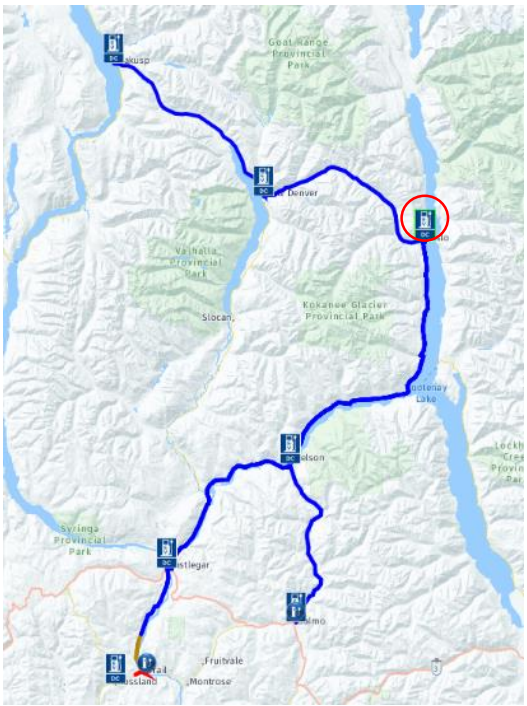
Host Community: Village of Kaslo Station Location: 4th St, Kaslo, BC (49.91003, -116.90504)	
Distance to closest Highway/US Border:	• 100 meters to Hwy 31 and 31B
Distance to closest existing charging infrastructure:	• 70 km to Level 2 charging in Nelson, BC • 92km to Level 2 charging in Naksup, BC • 113km to Castlegar DC Fast Charger
Walkable amenities:	Located in downtown core, all local shopping and eating amenities within 5 minutes walking.
Local tourism opportunity:	Kaslo beach, community park, golf course, hotels within 10 minutes walking.
Additional community co-benefits:	Destination community that will benefit from the infrastructure drawing visits that would not have otherwise stopped in Kaslo. Will support circle route with New Denver – Nelson – Kaslo as a destination.

Range Map Analysis:

Facilitatates connectivity across 31B and options for fast charging without having to detour to Nelson. Highly popular destination community.

Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 4
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 5



Village of New Denver

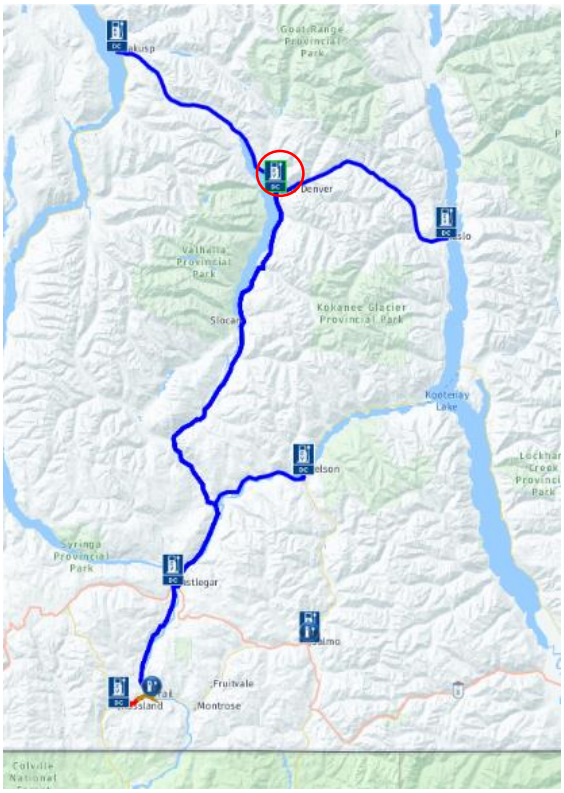
Host Community: Village of New Denver **Station Location: 712 Kootenay St., New Denver, BC (49.99401, -117.37024)**	
Distance to closest Highway/US Border:	• 170m to Hwy 6; 170m to Hwy 31A • 143kms to US border
Distance to closest existing charging infrastructure:	• 99km to Castelgar DC Fast Charger • 100km to Nelson Level 2 • 46km to Nakusp Level 2
Walkable amenities:	Less than 1km to downtown core, all local shopping and eating amenities within 10 minutes walking.
Local tourism opportunity:	5-10 minutes to local beaches, visitor information centre/museum, community market; 15 minutes walking to Nikkei Internment Memorial Centre.
Additional community co-benefits:	New Denver has strong commitments to identifying clean energy opportunities. Desire by residents and local governments to see EV adoption increased, but winter temperatures and limited infrastructure are barriers.

Range Map Analysis:

Critical connectivity north to Highway 1 from Highway 3 (via Nelson) and South from Revelstoke. Area experiences cold winters, resulting in reduced range. EV charging options important for reliable regional travel.

Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 4
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4



Village of Nakusp

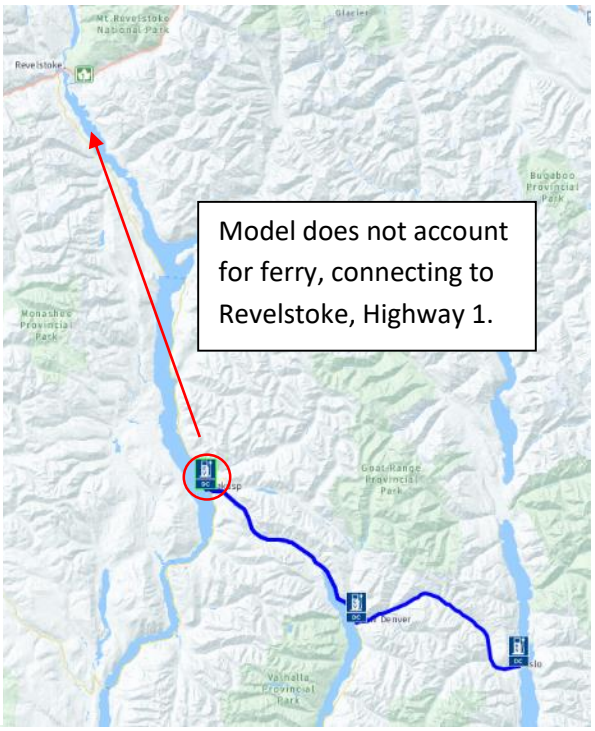
Host Community: Village of Nakusp Station Location: 92 - 6th Ave NW (50.23991, -117.80532)	
Distance to closest Highway/US Border:	• 0km to Hwy23, 1km to Hwy 6 junction • 189km to US border
Distance to closest existing charging infrastructure:	• 146km to Castlegar DC Fast Charger • 104km to Revelstoke DC Fast Charger
Walkable amenities:	Located in downtown core, all local shopping and eating amenities within 5 minutes walking.
Local tourism opportunity:	5 minute walk to Nakusp Municipal Beach, Community Park/Arena, Nakusp & District Museum.
Additional community co-benefits:	Nakusp is demonstrating leadership with the first networked level 2 installed in fall 2017. Nakusp see significant economic benefit from high end tourism, visibility of this station will reinforce the region connectivity.

Range Map Analysis:

First station available south from Revelstoke via the Shelter Bay Ferry to Galena Bay. Significant summer traffic and limitations for EVs in winter with colder temperatures. Critical for regional connectivity.

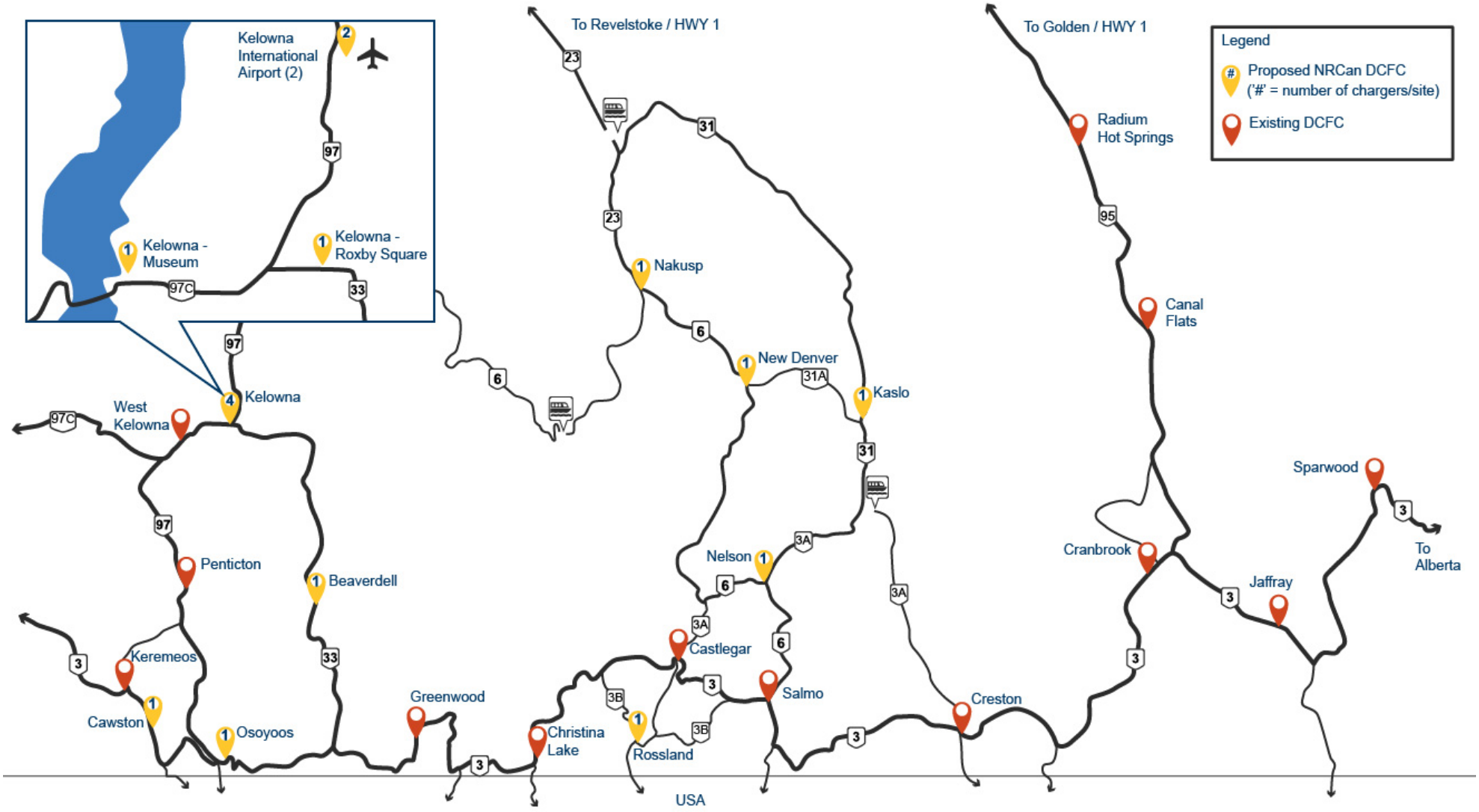
Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4



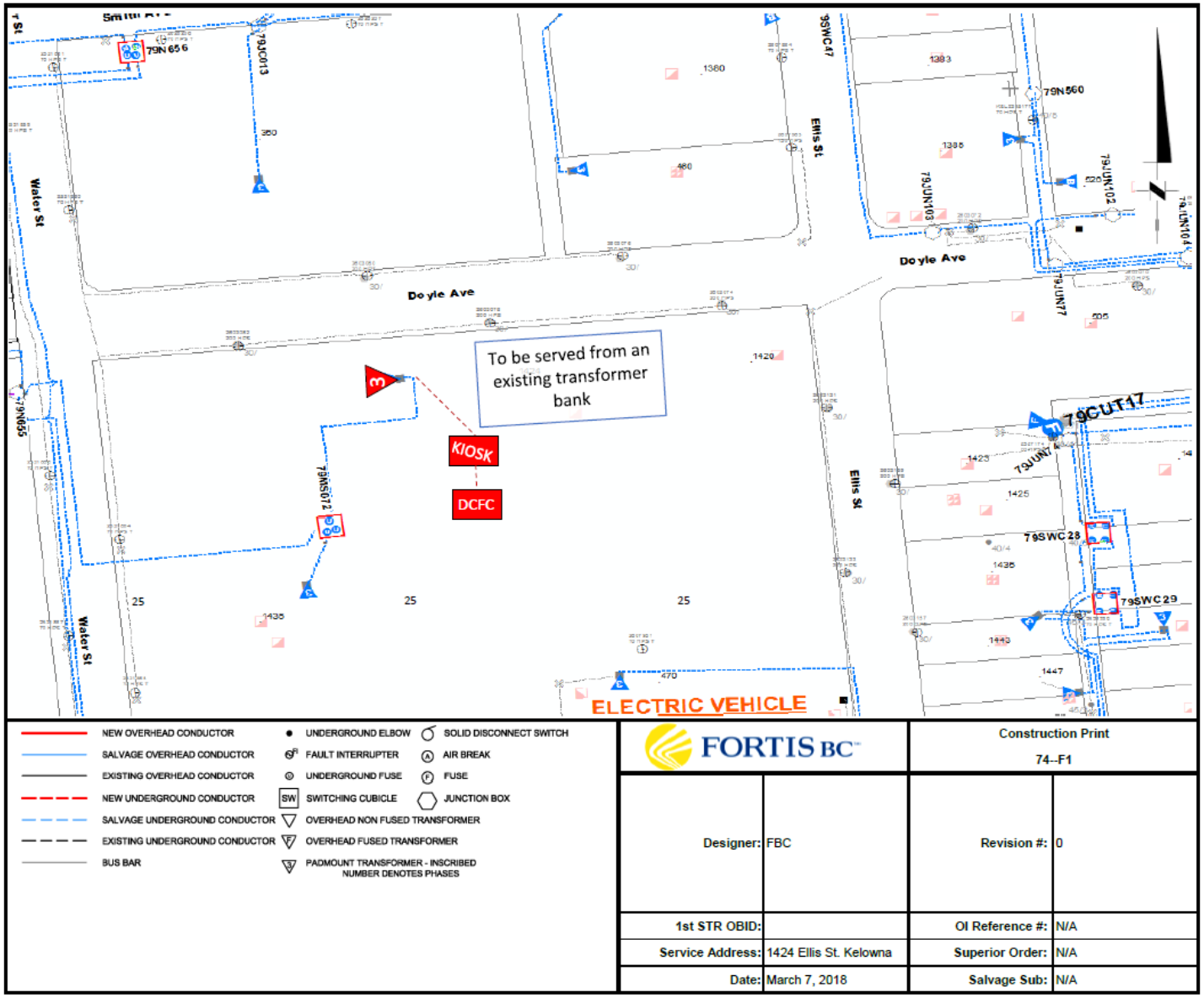
Full Network Map

Yellow markers indicate the proposed sites in this NRCan application, red markets indicate existing fast charging infrastructure. The proposed network will facilitate reliable travel in the Southern Interior of BC.

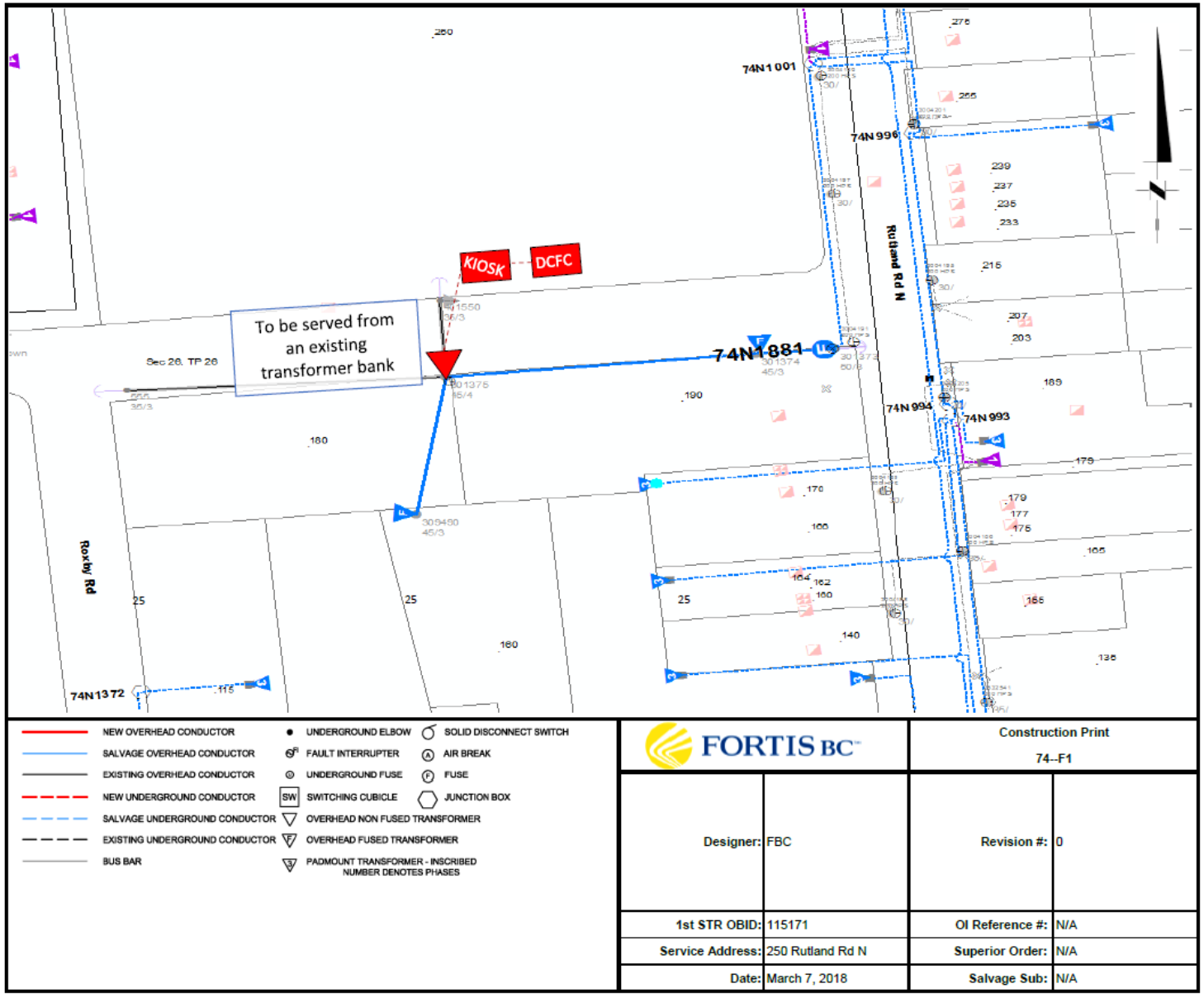


Capacity and Preliminary Site Plans

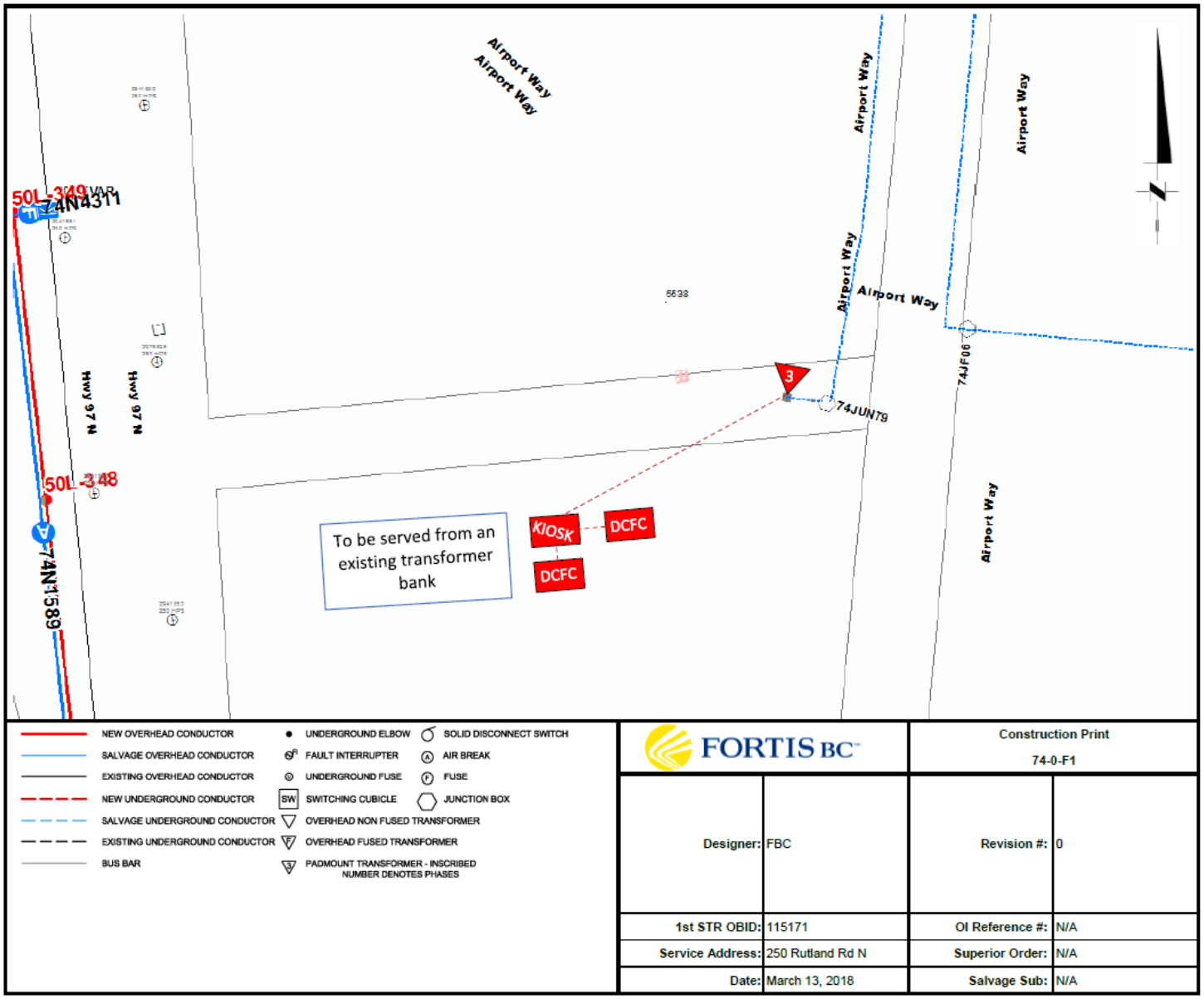
1. Kelowna – Museum Lot



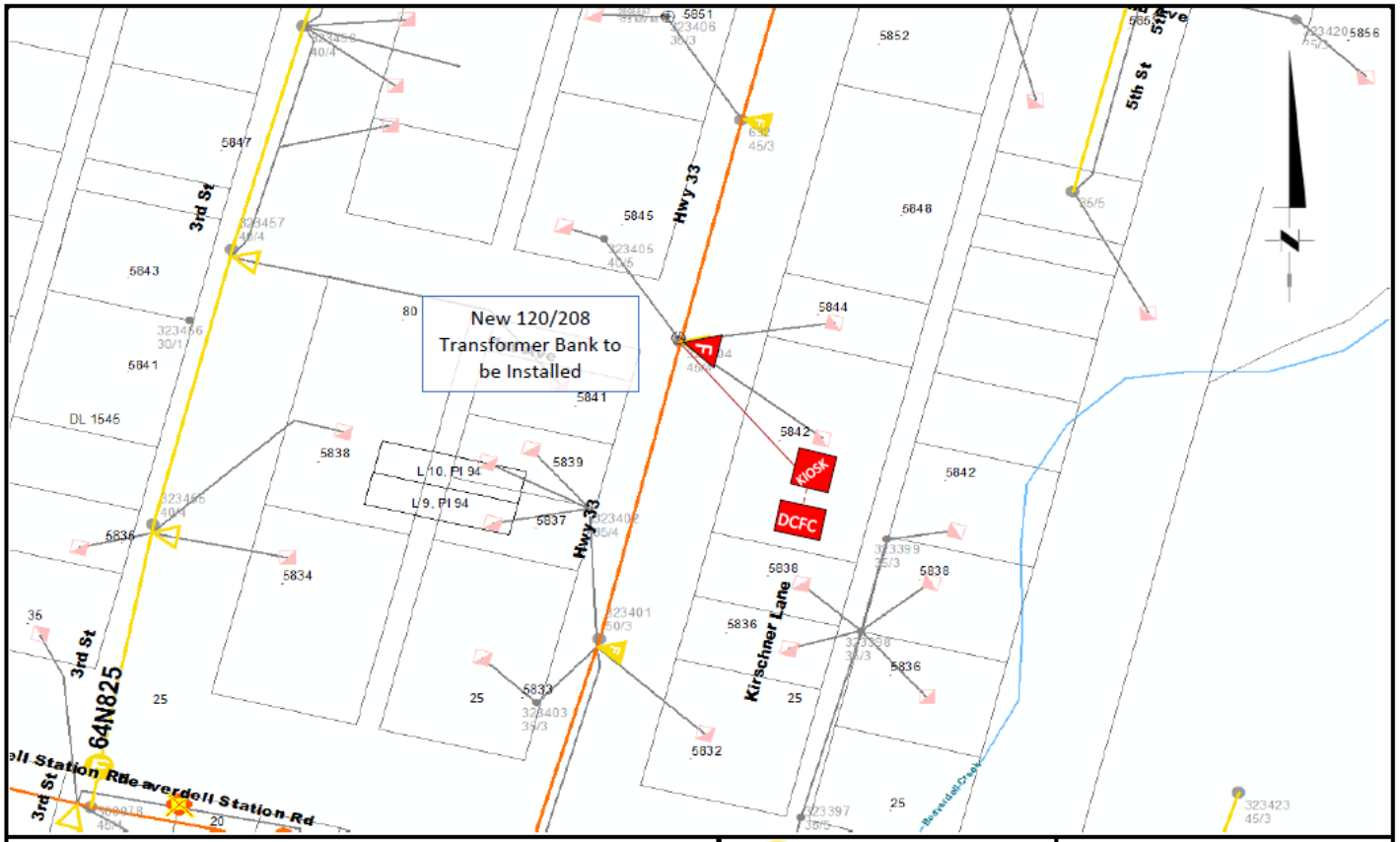
2. Kelowna – Roxby Sq.



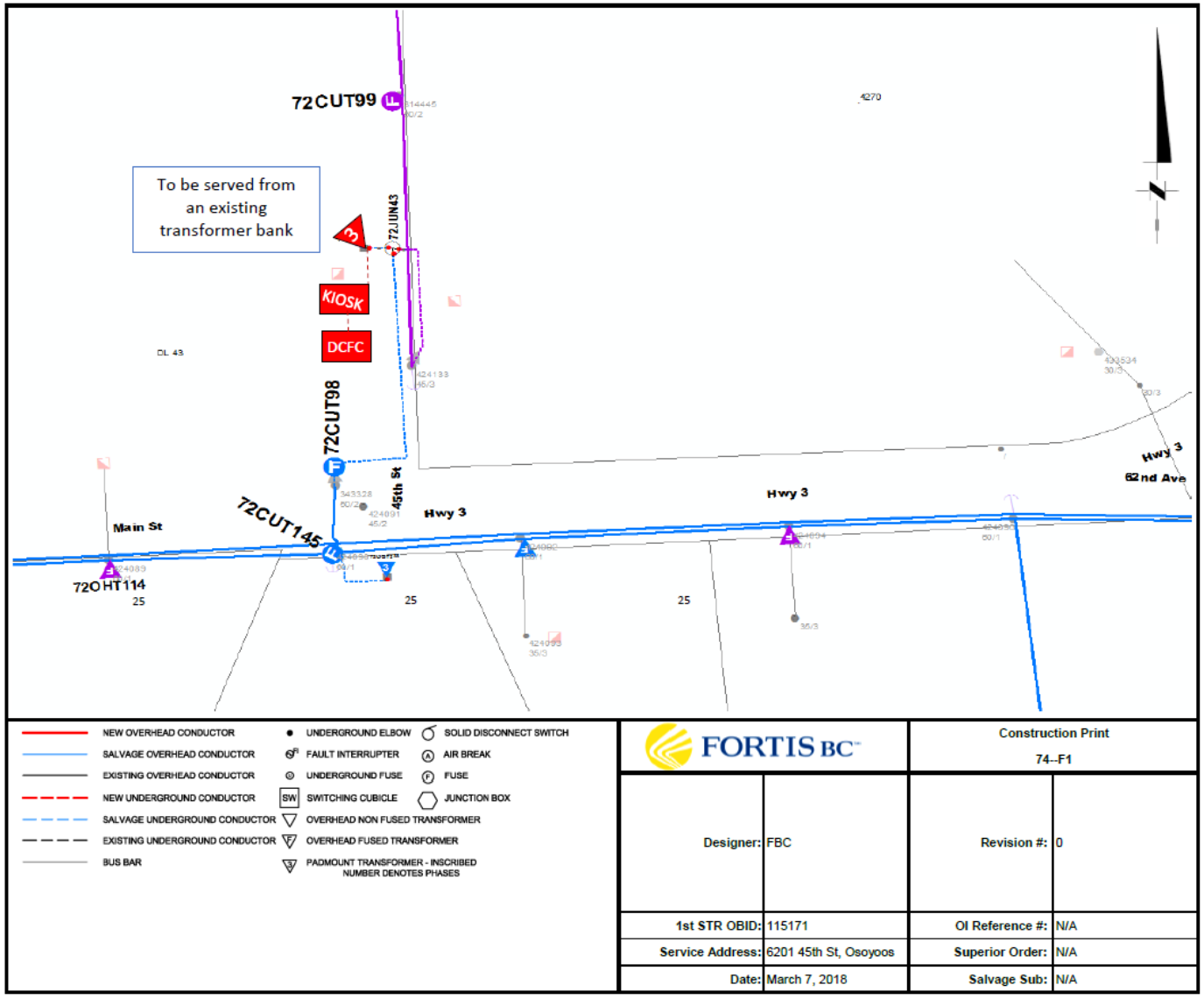
3. Kelowna International Airport – Two stations



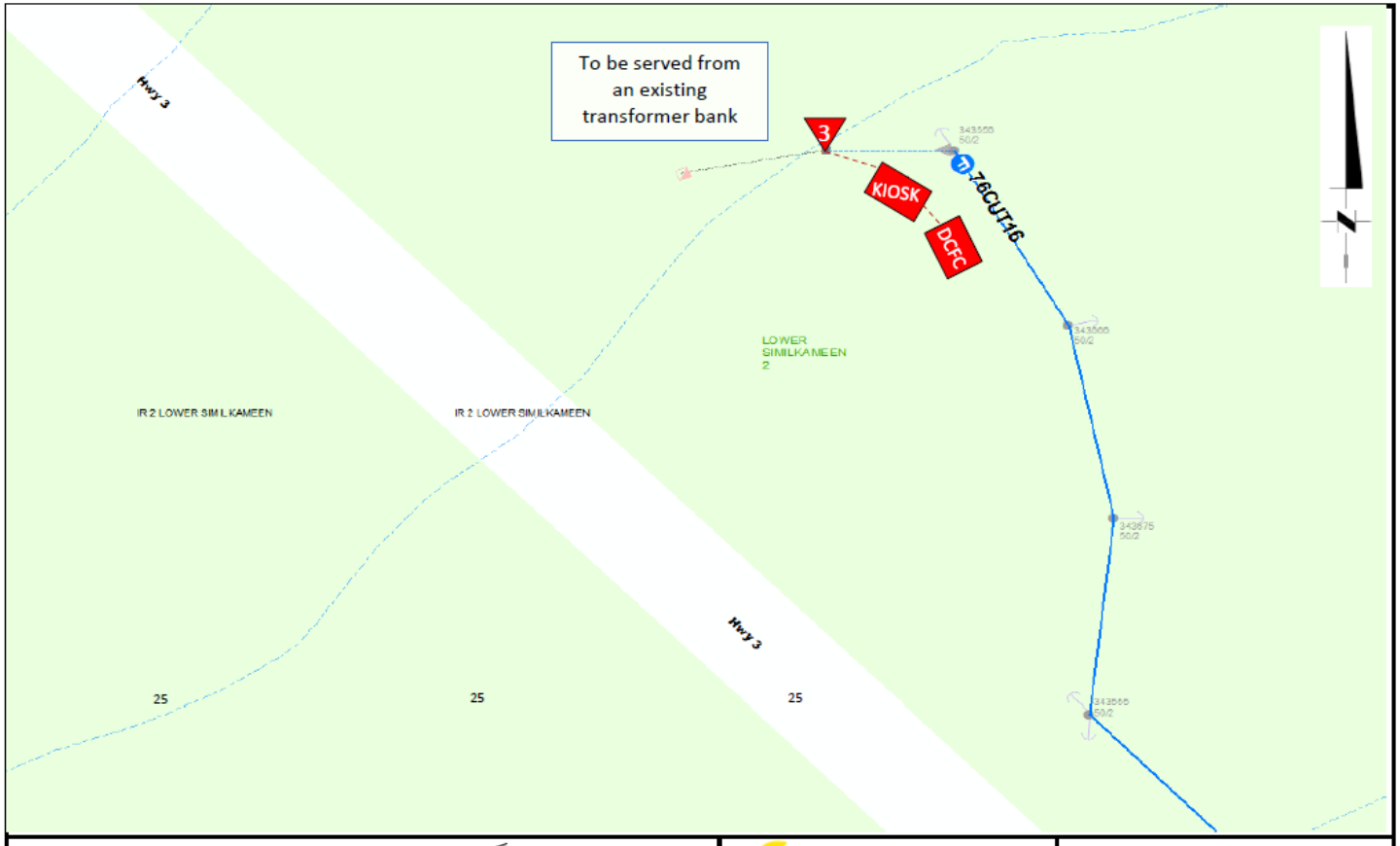
4. Red Rock Garage, Beaverdell



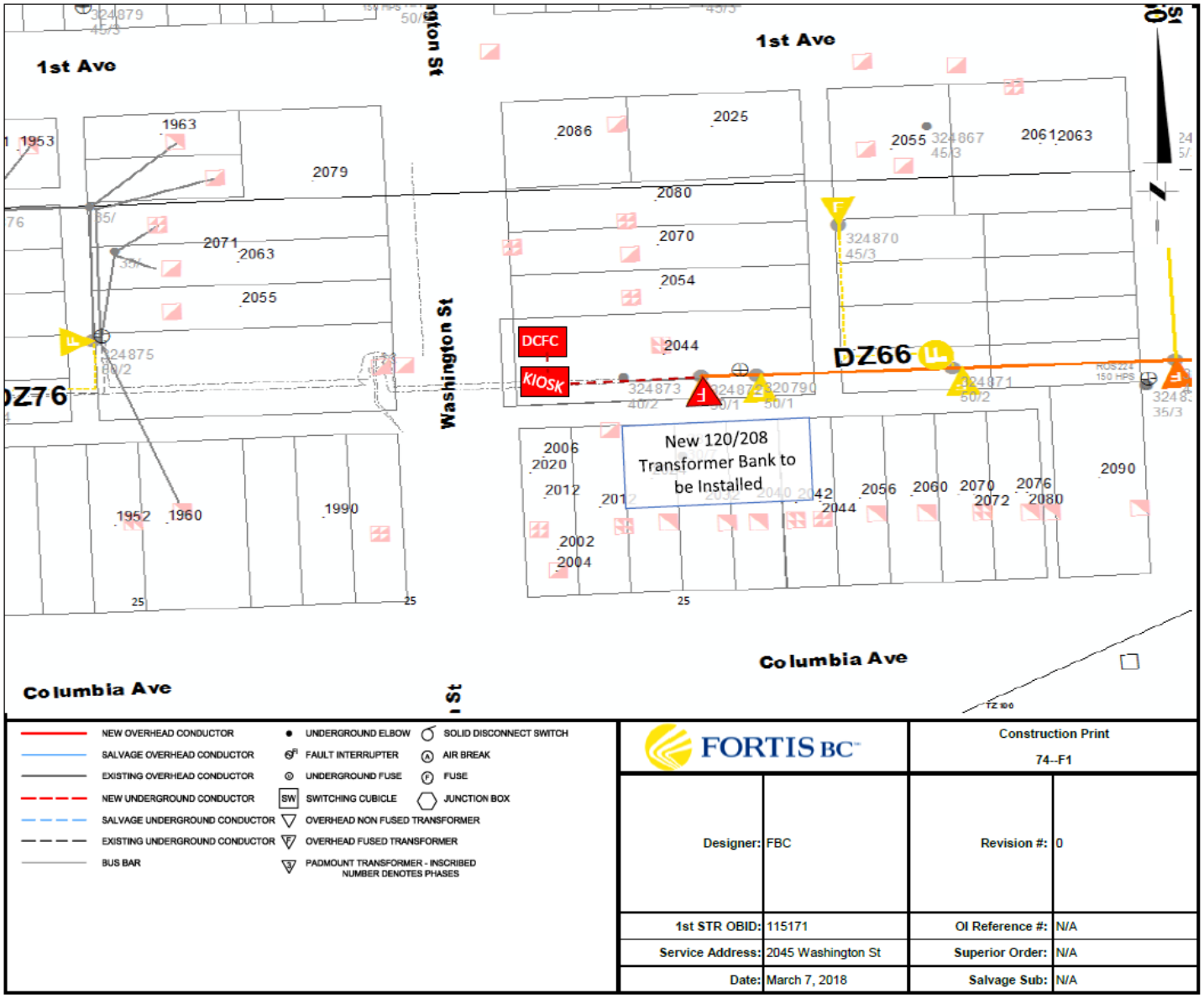
5. Osoyoos Indian Band



6. Lower Similkameen Indian Band, near Cawston



7. Rossland


1st Ave
1st Ave
Washington St
Columbia Ave
Columbia Ave
DCFC
KIOSK
DZ66
DZ76
New 120/208
Transformer Bank to
be Installed
1963
1953
2079
2071
2063
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2086
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1952
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2006
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2004
2056
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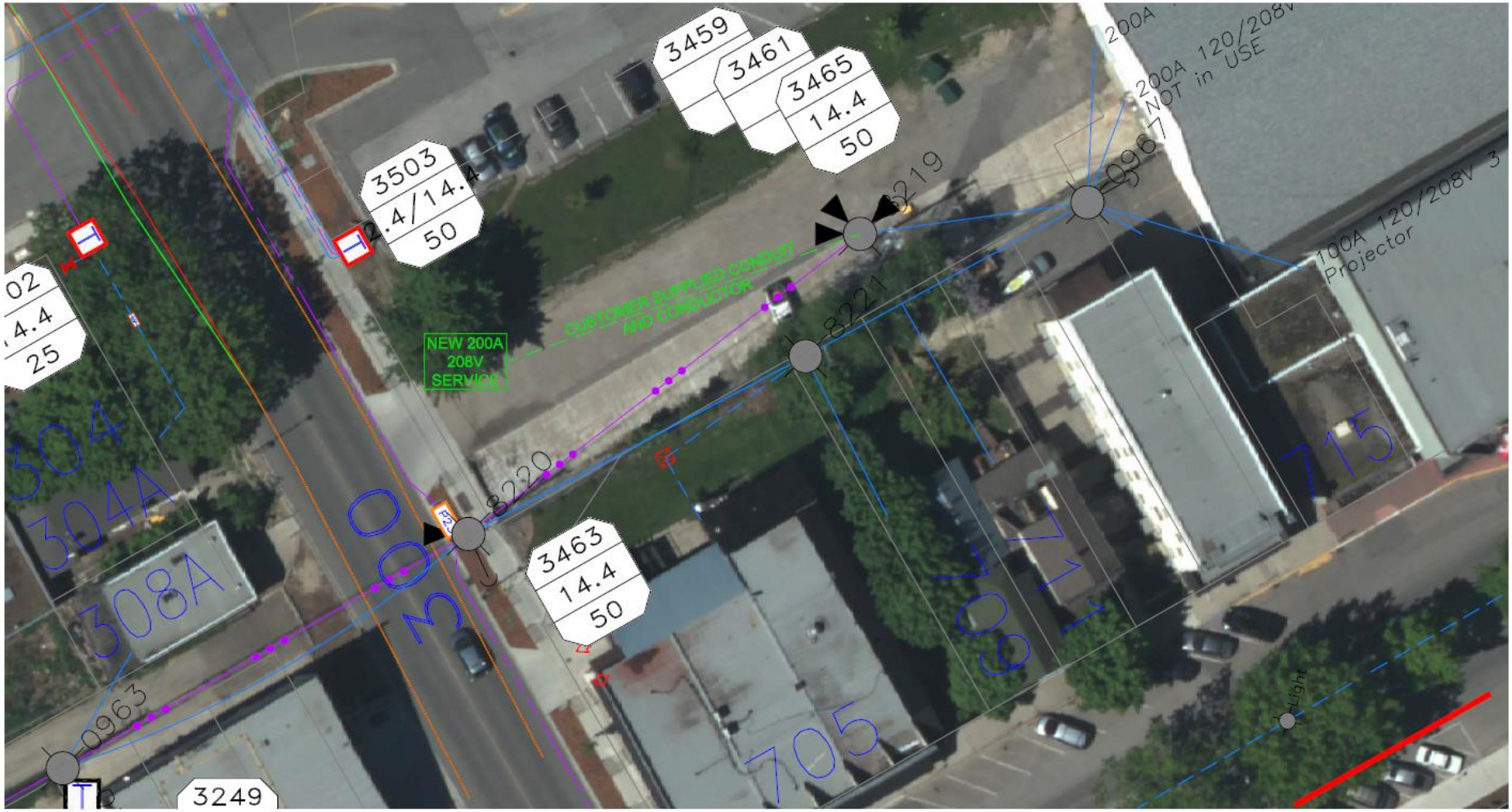
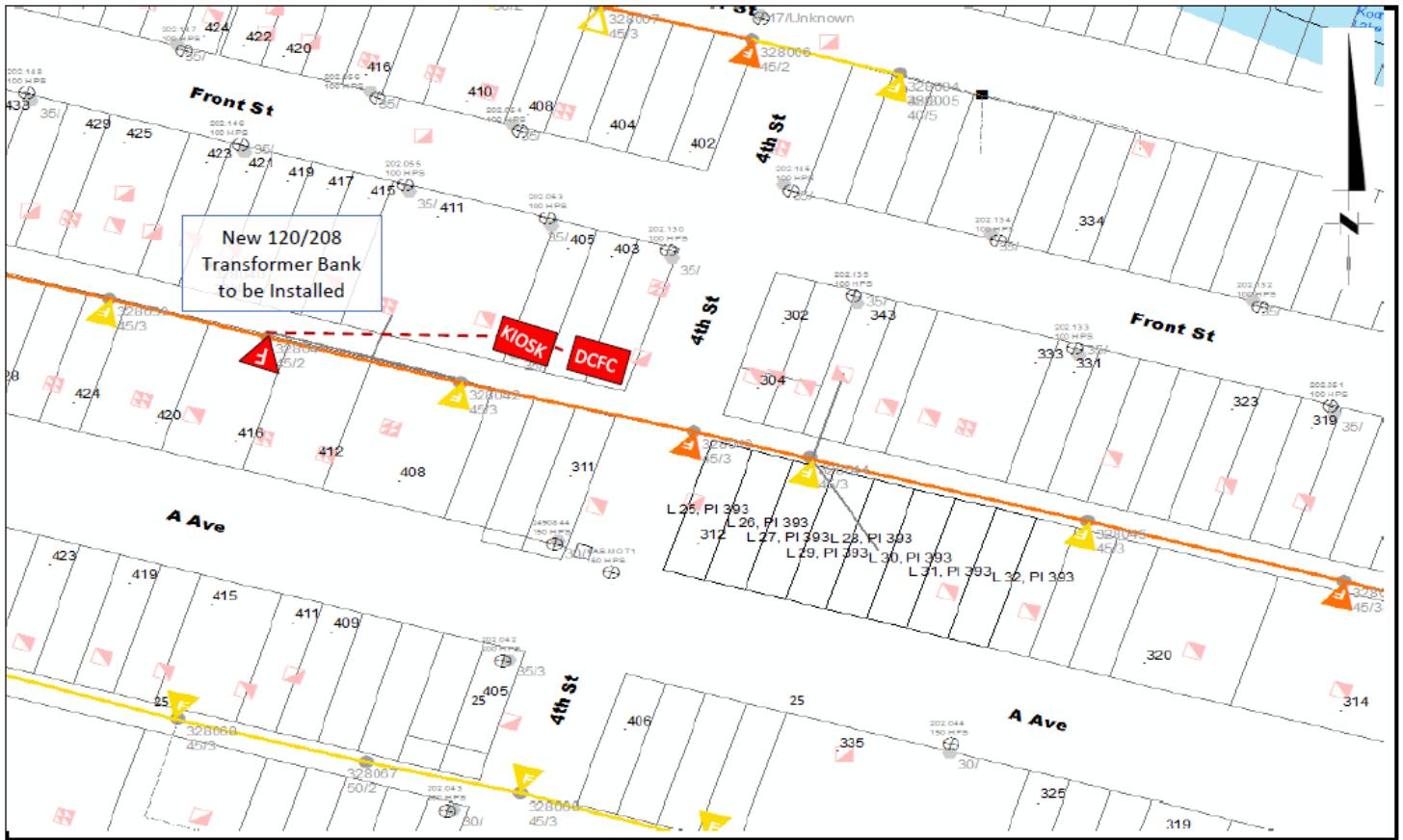
2070
2076
2072
2080
2090
NEW OVERHEAD CONDUCTOR
SALVAGE OVERHEAD CONDUCTOR
EXISTING OVERHEAD CONDUCTOR
NEW UNDERGROUND CONDUCTOR
SALVAGE UNDERGROUND CONDUCTOR
EXISTING UNDERGROUND CONDUCTOR
BUS BAR
UNDERGROUND ELBOW
FAULT INTERRUPTER
UNDERGROUND FUSE
SWITCHING CUBICLE
OVERHEAD NON FUSED TRANSFORMER
OVERHEAD FUSED TRANSFORMER
PADMOUNT TRANSFORMER - INSCRIBED NUMBER DENOTES PHASES
SOLID DISCONNECT SWITCH
AIR BREAK
FUSE
JUNCTION BOX
FORTIS BC
Construction Print
74--F1
Designer: FBC
Revision #: 0
1st STR OBID: 115171
OI Reference #: N/A
Service Address: 2045 Washington St
Superior Order: N/A
Date: March 7, 2018
Salvage Sub: N/A

8. Nelson – Nelson Hydro Service Area



9. Kaslo



NEW OVERHEAD CONDUCTOR
SALVAGE OVERHEAD CONDUCTOR
EXISTING OVERHEAD CONDUCTOR
NEW UNDERGROUND CONDUCTOR
SALVAGE UNDERGROUND CONDUCTOR
EXISTING UNDERGROUND CONDUCTOR
BUS BAR

UNDERGROUND ELBOW
FAULT INTERRUPTER
UNDERGROUND FUSE
SWITCHING CUBICLE
OVERHEAD NON FUSED TRANSFORMER
OVERHEAD FUSED TRANSFORMER
PADMOUNT TRANSFORMER - INSCRIBED NUMBER DENOTES PHASES

SOLID DISCONNECT SWITCH
AIR BREAK
FUSE
JUNCTION BOX

FORTIS BC™

Construction Print
74--F1

Designer:	FBC	Revision #:	0
1st STR OBID:	115171	OI Reference #:	N/A
Service Address:	4th St, Kaslo	Superior Order:	N/A
Date:	March 7, 2018	Salvage Sub:	N/A

BC Hydro
Power smart

March 8, 2018

FortisBC
2850 Benvoulin Rd.
Kelowna, BC
V1W 2E3

Attention of Mr. Michael Leyland

Dear Sirs/Mesdames:

Re: Natural Resources Canada Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative

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It is BC Hydro's understanding that FortisBC is submitting a proposal to the Natural Resources Canada *Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative* for a "BC Southern Interior EV Fast Charging Network" ("Project"). The Project supports a market transformation towards the use of clean energy in the transportation sector by addressing the need for critical electric vehicle (EV) infrastructure. This infrastructure is key to the continued adoption of EVs in Canada and the achievement of the provincial and national emissions reduction targets.

BC Hydro acknowledges that two of the proposed sites (New Denver, 712 Kootenay St., and Nakusp, 92 6th Ave NW) are located within municipalities where electric service is provided by BC Hydro. BC Hydro confirms that sufficient electrical capacity exists in the areas of each of these locations to support the installation of 50 kW DC Fast Charging electric vehicle stations.

BC Hydro looks forward to working with FortisBC and its other Project partners to further develop the Project and help achieve the related emission reductions.

Sincerely,

Greg Simmons
EV Program Manager, Customer Service

Supporting Doc 3_Siting

The following package contains information regarding infrastructure siting as evaluated against a number of key criteria. The range is calculated using a computer model that determines the distance that can be traveled by a 30kw Nissan Leaf. The range is calculated from only the station selected, in these maps that is the station indicated by the red circle. That is, how far a Nissan Leaf (30kw) could travel under certain conditions. These maps were produced assuming 0°C weather with 2 passengers driving at normal range (i.e. not running to 0% battery).

Site descriptions and range maps assume only the FortisBC owned network, and exclude the Level 2 infrastructure installed by others. The associated capacity maps are ordered as per below, though does not included Nelson or Penticton (municipal utilities that have provided confirmation of capacity) and can be found in Supporting Doc 4_Capacity.

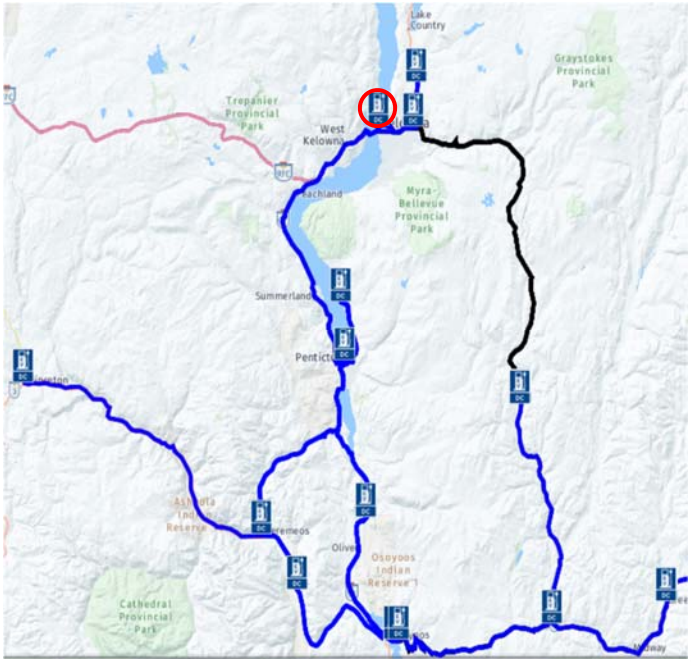
City of Kelowna – Kelowna Museum 1
City of Kelowna – Roxby Square 2
Osoyoos Indian Band – Spirit Ridge Gas Bar 3
City of Rossland 4
City of Nelson 5
City of Trail 6
Rock Creek 7
Village of Keremeos 8
City of Penticton 9
Town of Creston 10
Christina Lake 11
City of Castlegar 12
Osoyoos Indian Band – Oliver Gulf Gas Bar 13
Town of Princeton 14
Kootenay Bay Ferry Terminal 15
Naramata 16
City of Greenwood 17
Village of Kaslo 18
Beaverdell – Red Rock Garage 19

City of Kelowna – Kelowna Museum
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: City of Kelowna **Station Location: 1435 Water St., "Kelowna Museum" (49.8893, -119.4964)**	
Distance to closest Highway/US Border:	• 200 meters to Hwy 97 • 126 km to US border
Distance to closest existing charging infrastructure:	• Co-located with existing FortisBC DC Fast Charger at same location • 14 km to West Kelowna fast charger (Hwy 97 and 97C) • 63 km to Penticton DC Fast Charger • 51 km to Vernon DC Fast Charger
Walkable amenities:	Located at Kelowna waterfront, in the arts & culture area, a variety of restaurants, cafes, and hotels are a 1-minute walk away.
Local tourism opportunity:	Station located next to museums, library, community theatre, downtown marina and 10 minute walk to Kelowna city park.
Additional community co-benefits:	As the 3rd largest metro area in British Columbia and largest municipality in the interior of BC, Kelowna is expected to experience fast adoption of electric vehicles than other jurisdictions in the Southern Interior. Additional infrastructure will maintain the key criteria of convenience.

Range Map Analysis:

Kelowna-Museum contributes to connectivity in the Southern Interior, adding capacity within the City of Kelowna for drivers heading west from the downtown core.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 3

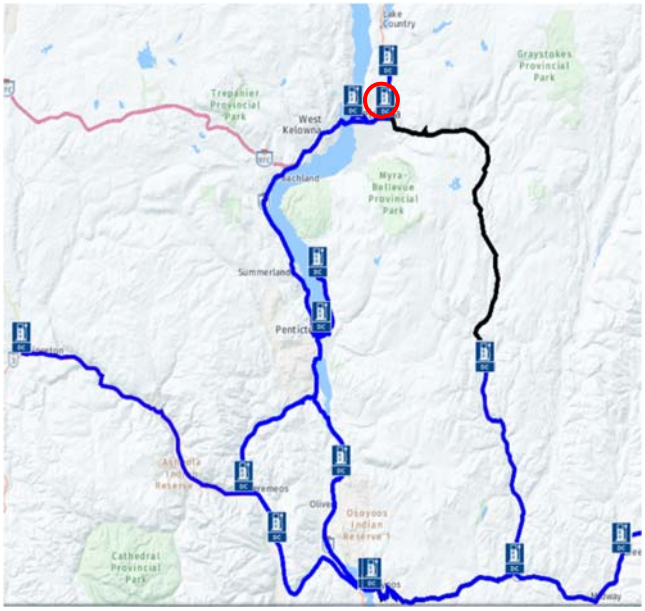
City of Kelowna – Roxby Square

(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: City of Kelowna **Station Location: 250 Hwy 33 W, "Kelowna – Roxby Square (49.89033, -119.38976)**	
Distance to closest Highway/US Border:	• 200 meters to Hwy 33, 2.5km to Hwy 97 junction • 126 km to US border
Distance to closest existing charging infrastructure:	• Co-located with existing FortisBC DC fast charger at same location • 14 km to West Kelowna fast charger (Hwy 97 and 97C) • 70 km to Penticton DC Fast Charger • 47 km to Vernon DC Fast Charger
Walkable amenities:	Located in east Kelowna to facilitate travel from east to Hwy 97 north and Kelowna Airport. Five-minute walk to restaurants, cafes, shopping.
Local tourism opportunity:	Community parks, downtown is 15 minute drive away. Ideal location for tourists leaving the downtown core for rural travel.
Additional community co-benefits:	City of Kelowna has identified the area as having potential for accelerated revitalization, focusing on increasing amenities for tourists and residents.

Range Map Analysis:

As with the Kelowna-Museum site, the Roxby Sq. location contributes to connectivity in the Southern Interior, and is a convenient location for travelers heading east into the Kootenay region.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 4
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 3

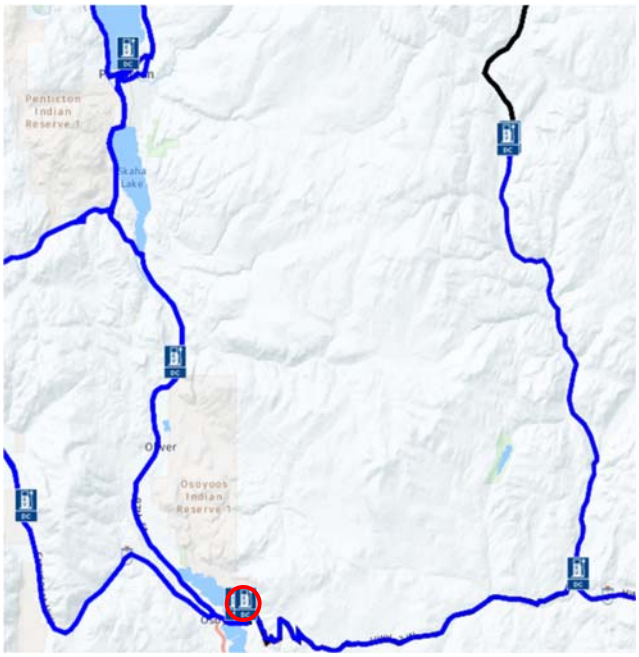
Osoyoos Indian Band – Spirit Ridge Gas Bar

(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: Osoyoos Indian Band **Station Location: 6201 45th St., Osoyoos, BC (49.028, -119.43576)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 3 • 7 km to US border
Distance to closest existing charging infrastructure:	• Co-located with FortisBC DC Fast Charger at same location • 51 km to Keremeos DC Fast Charger • 66 km to Penticton DC Fast Charger • 82 km to Greenwood DC Fast Charger
Walkable amenities:	Located on main strip of restaurants, hotels, fruit stands, 25 minute walk to alternate downtown core with more options for food, lodging, cafes.
Local tourism opportunity:	15 minute walk to community parks, Pioneer Walkway Park, 8 minute drive to Haynes Point Provincial Park, 2.5 km to beaches.
Additional community co-benefits:	Cultural awareness opportunity – Osoyoos Indian Band owns a successful winery and resort close by, with significant economic opportunities for new visitors to the site.

Range Map Analysis:

An important location for connectivity across Highway 3. This would materially complete Highway 3 connectivity to the Kootenays. A well traveled route.



Desirable Criteria (0 to 5 scores):

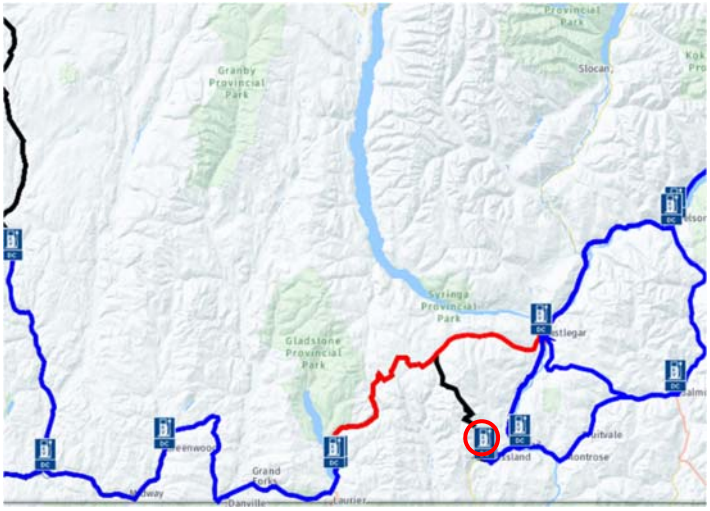
- Customer convenience and passive security: 5
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 5
- Station strengthens local economic development?: 5

City of Rossland
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: City of Rossland **Station Location: 2045 Washington St., Rossland, BC (49.07703, -117.80042)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 22, 1.2 km to Hwy 3B junction • 11 km to US border
Distance to closest existing charging infrastructure:	• Co-located with existing Accelerate Kootenays DCFC at same location • 33 km to Castlegar DC Fast Charger • 76 km to Christina Lake DC Fast Charger
Walkable amenities:	Located in downtown core, all local shopping and eating amenities within 5 minutes walking.
Local tourism opportunity:	15 minute walk to community park, municipal campground and local biking/walking trails; less than 10 minute drive to Red Mountain Resort (skiing, mountain biking) and Black Jack Ski Club (cross-country skiing).
Additional community co-benefits:	First community north of the US Border at the Frontier Border Crossing, and therefore a strategic opportunity for the community as a DCFC site host. Bolsters the innovative and tech-focused business development supported by the community.

Range Map Analysis:

Excellent siting for facilitating cross-border (US) electric vehicle travel. As a destination community, this site is strategic in a regional network. Significant commuting corridor between Rossland/Trail.



Desirable Criteria (0 to 5 scores):

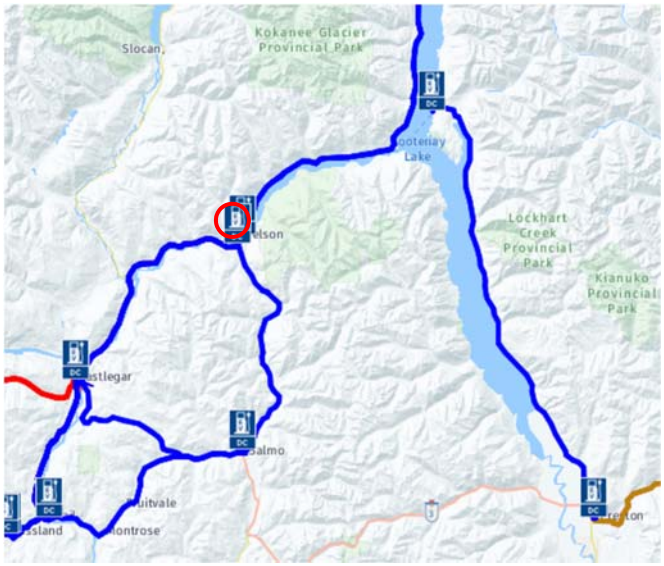
- Customer convenience and passive security: 5
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4

City of Nelson
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: City of Nelson **Station Location: 315 Hall St. (49.494643, -117.292774)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 3A; 1.3 km to Hwy 6 junction • 65 km to US border
Distance to closest existing charging infrastructure:	• Co-located with FortisBC DC Fast Charger at same location • 46 km to Castlegar DC Fast Charger • 41 km to Salmo DC Fast Charger • Four public level 2 stations within the City
Walkable amenities:	Located in downtown core, all local shopping and eating amenities within 5 minutes walking. Recreation Centre adjacent to site.
Local tourism opportunity:	5-minute walk to Lakeside Park/Beach, municipal campground, community park, Nelson Museum of Art & History.
Additional community co-benefits:	Significant support exists at the municipal level to move towards 100% renewable energy, and explore innovative approaches to energy efficiency and renewable energy development. This station supports those objectives.

Range Map Analysis:

Nelson is a destination community and a gateway to the Slocan Valley and Kootenay Lake communities popular with tourists and local residents. The additional station will support regional travel for tourism.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4

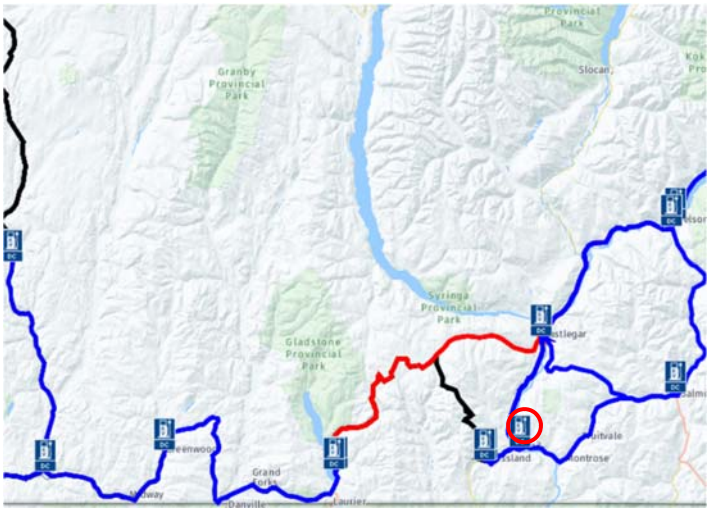
City of Trail

(2 new 50 kW DC Fast Charging stations)

Host Community: City of Trail **Station Location: 1051 Victoria St. (49.098266, -117.709019)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 3B, 500 m to Hwy 22 junction • 21 km to US border
Distance to closest existing charging infrastructure:	• Adjacent to Level 2 Charger • 30 km to Castlegar DC Fast Charger • 41 km to Salmo DC Fast Charger
Walkable amenities:	Located directly across from downtown core, all local shopping and eating amenities within 5 minutes walking.
Local tourism opportunity:	5 minute walk to Columbia River, Trail Museum, 15 minute walk to Gyro Park, Aquatic Centre
Additional community co-benefits:	Trail is a major corridor to/from the U.S., with benefits from EV tourism expected. Heavy commuter traffic between Trail and Rossland provides opportunity for reduced GHGs with transition to EVs.

Range Map Analysis:

Significant summer traffic and limitations for EVs in winter with colder temperatures and significant elevation change between Rossland/Trail. Major corridor to/from U.S. Critical for regional connectivity and supporting commuter traffic.



Desirable Criteria (0 to 5 scores):

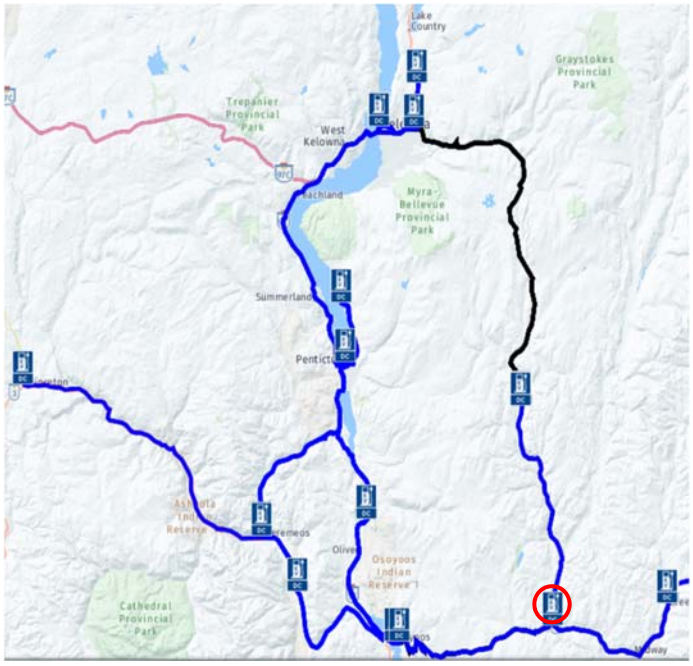
- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 5
- Station strengthens local economic development?: 4

Rock Creek
(2 new 50 kW DC Fast Charging stations)

Host Community: Regional District of Kootenay Boundary **Station Location: 3990 Hwy 3, Rock Creek (49.049055, -118.981159)**	
Distance to closest Highway/US Border:	• 1 km to Hwy 33 • 20 km to US border through Midway, 56 km to US border through Osoyoos
Distance to closest existing charging infrastructure:	• One Tesla Destination Charger in area • 31 km to Greenwood DC Fast Charger • 34 km to Anachrist Mountain Rest Area DC Fast Charger
Walkable amenities:	Directly across from Kettle River, 15 min walk to Petro Canada, 20 min to Rock Creek Trading Post Restaurant
Local tourism opportunity:	Directly across from Kettle River, 30 min walk to Rock Creek Station, 5 min drive to Rock Creek Fairgrounds
Additional community co-benefits:	Rock Creek is at the junction to Hwy 33 to Kelowna, and will draw people who might otherwise pass through the community without stopping.

Range Map Analysis:

Location situated 1 km SE of town. Significant summer traffic with popular Fall Fair. Junction to Hwy 33 and lack of local charging stations makes it critical for regional connectivity. A community co-op has been established at the install location, strengthening economic development opportunities.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 3
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 5

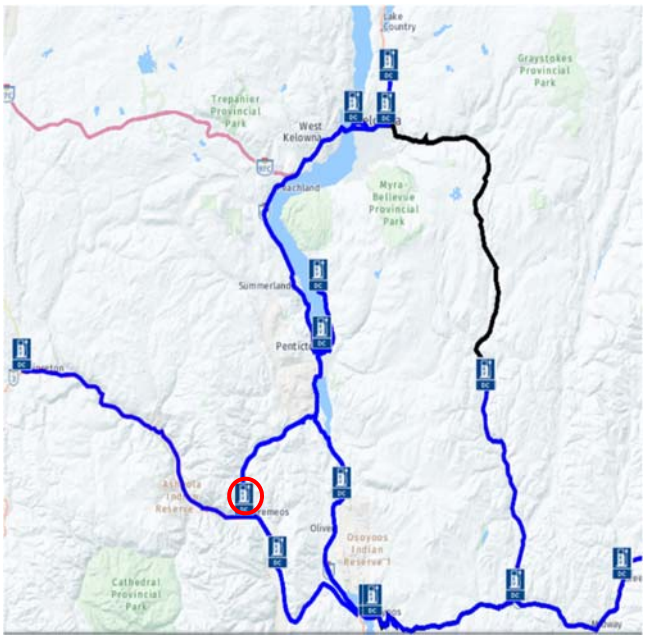
Village of Keremeos

(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: Village of Keremeos Station Location: Keremeos Municipal Hall 702 4th St (49.205358, -119.829457)	
Distance to closest Highway/US Border:	• 500 m to Hwy3A • 51 km to US border through Osoyoos
Distance to closest existing charging infrastructure:	• Co-located with existing municipally operated DC Fast Charger at same location • One Level 2 Charger in Village • 48 km to Penticton DC Fast Charger • 66 km to Princeton DC Fast Charger • 66 km to Anarchist Mountain Rest Area 25 kW DC Fast Charger
Walkable amenities:	Located downtown, 2 minute walk to Memorial Park, Keremeos Swimming Pool, and Great Northern Railway Trail. 5 minute walk to restaurants
Local tourism opportunity:	2 minute walk to 7km long Great Northern Railway Trail, adjacent to Memorial Park, 2 minute walk to 3 fruit stands, 10 minute walk to Pine Park and Similkameen River.
Additional community co-benefits:	Keremeos is a Climate Leader with the BC Climate Action Communities. A DC Fast Charger would fit in well with their climate goals.

Range Map Analysis:

Co-located with existing Municipal Hall site. Significant summer traffic due to outdoor activities and orchards. Junction to Hwy 3A to Penticton. Lower Similkameen Indian Band DC Fast Charger within 45 km makes the distance ideal given tourism demands.



Desirable Criteria (0 to 5 scores):

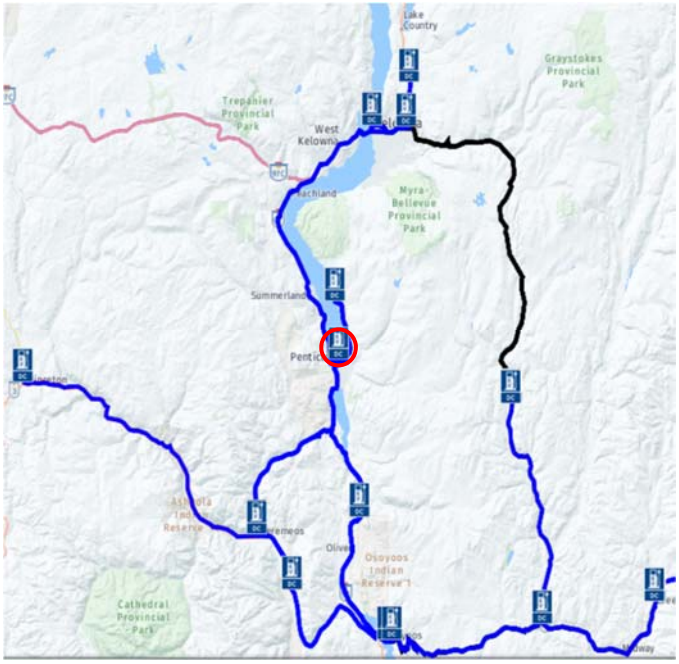
- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 5

City of Penticton
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: City of Penticton Station Location: 233 Back Street Boulevard (49.500294, -119.592952)	
Distance to closest Highway/US Border:	• 1 km to Hwy 97 • 63 km to US border through Osoyoos
Distance to closest existing charging infrastructure:	• Co-located with existing municipally operated DC Fast Charger • 2 km to Canadian Tire DC Fast Chargers (2) • Ten Level 2 Chargers in City • 48 km to Keremeos DC Fast Charger • 48 km to Kelowna DC Fast Charger
Walkable amenities:	Located downtown, 5 minute walk to over 10 restaurants, banks, and 2 breweries, 5 minute walk to movie theater
Local tourism opportunity:	5 minute walk to Okanagan Lake Beach, Rotary Park, Okanagan Lake Park, 10 minute walk to Marina Way Beach
Additional community co-benefits:	Penticton is home to the Okanagan College Centre for Excellence, focused on sustainable buildings and R&D for alternative and renewable energy.

Range Map Analysis:

Co-located with existing Main St. site, 2 new Canadian Tire DCFC stations to be installed, 10 L2 chargers in the city as well. Well-connected community and important connection along Hwy 97. Third largest municipality in the Okanagan region.



Desirable Criteria (0 to 5 scores):

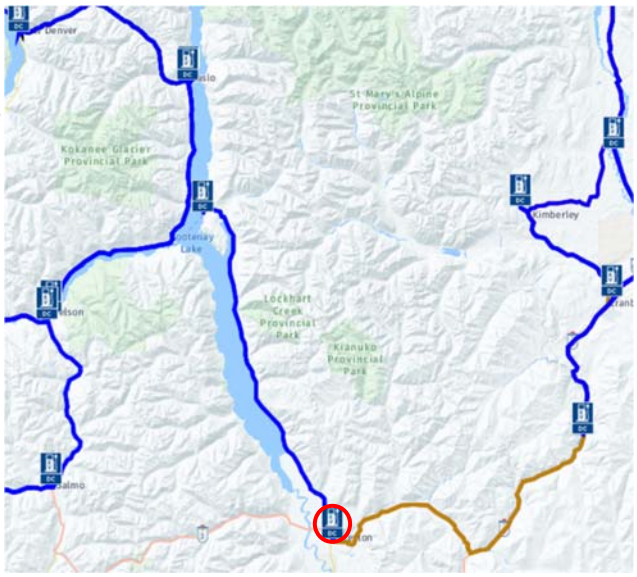
- Customer convenience and passive security: 5
- Station strengthens community vision?: 3
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 3

Town of Creston
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: Town of Creston **Station Location: 1015 Cook St. Parking Lot (49.095018, -116.511417)**	
Distance to closest Highway/US Border:	• 100 m to Hwy 3, 1 km to Hwy 21, 3 km to Hwy 3A • 12 km to US border via Hwy21
Distance to closest existing charging infrastructure:	• Co-located with existing FortisBC DC Fast Charger • Two Level 2 chargers in Town • 83 km to Salmo DC Fast Charger • 105 km to Cranbrook DC Fast Charger • 81 km to proposed Kootenay Bay Ferry Terminal DC Fast Charger
Walkable amenities:	Located downtown, 2 minutes to several restaurants, convenience stores, and bars, 5 minute walk to supermarket
Local tourism opportunity:	Adjacent to Canyon St. Walkthrough Park, 5 minute walk to Visitor Centre, 10 min walk to Creston Museum & Archives.
Additional community co-benefits:	Creston is highly engaged in sustainability as a Carbon Neutral Kootenay community. It is well known as an agricultural hub, and is the last town on Hwy 21 before the U.S. Border. A 2nd DC Fast Charger ensures redundancy given proximity to Kootenay Pass.

Range Map Analysis:

Co-located with existing Cook St. site, Critical location as nearest DCFCs are at least 80 km away in each direction, and is the last town before the Kootenay Pass.



Desirable Criteria (0 to 5 scores):

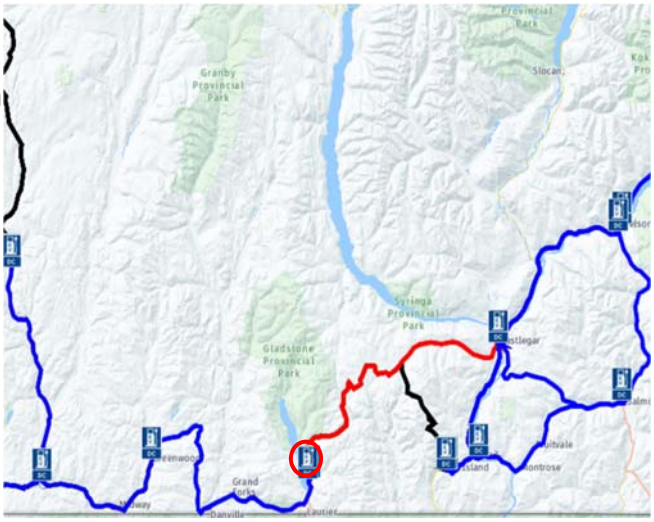
- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4

Christina Lake
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: Regional District of Kootenay Boundary **Station Location: Christina Lake Welcome Centre, 1675 Kimura Rd (49.045149, -118.206589)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 3, 3 km to Hwy 395, 27 km to Hwy 41 • 7 km to US border via Hwy 395
Distance to closest existing charging infrastructure:	• Co-located with existing Accelerate Kootenays DCFC at same location • One Level 2 charger in area • 63 km to Greenwood DC Fast Charger • 76 km to Castlegar DC Fast Charger
Walkable amenities:	Adjacent to Welcome Centre, 5 minute walk to restaurants, 10 minute walk to Canco gas station
Local tourism opportunity:	15 minute walk to Christina Lake beach, community playground, and Provincial Park. Welcome Centre offers tourism information and amenities.
Additional community co-benefits:	Christina Lake is a highly popular destination site in the summer as Western Canada's warmest lake. With limited charging in the area, an additional station will greatly enhance the capacity and redundancy of the regional network.

Range Map Analysis:

Co-located with existing Visitor Centre site, significant summer traffic from tourism, critical location as nearest DC Fast Chargers are at least 60 km away in each direction on a rural segment of highway 3.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4

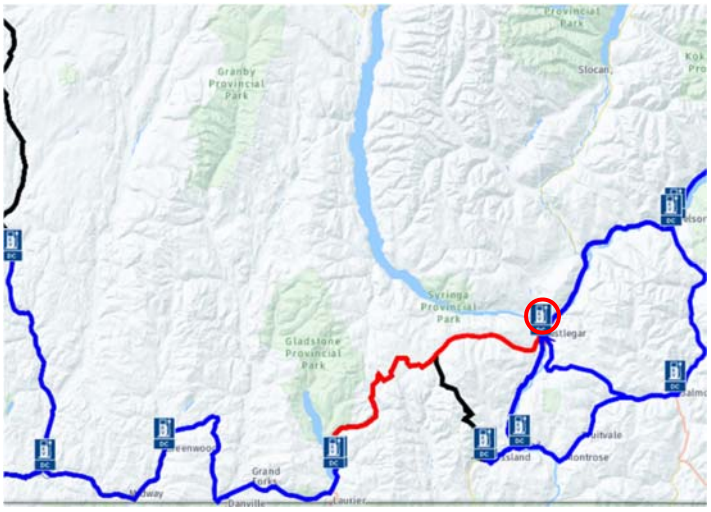
City of Castlegar

(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: City of Castlegar **Station Location: Castlegar Visitor Centre, 1995 6 Ave, (49.296007, -117.651527)**	
Distance to closest Highway/US Border:	• 100 m to Hwy 22, 300 m to Hwy 3, 2 km to Hwy 3A, 26 km to Hwy 3B • 56 km to US border via Hwy 22
Distance to closest existing charging infrastructure:	• Co-located with existing Accelerate Kootenays DCFC at same location • 2 km to Chevrolet dealership DC Fast Charger (CCS/SAE only) • Two Level 2 chargers in area • 39 km to Salmo DC Fast Charger • 45 km to Nelson DC Fast Charger • 74 km to Christina Lake DC Fast Charger
Walkable amenities:	<5 minute walk to at least 5 restaurants, movie theater, hotel, shops, 2 gas stations, and Canadian Tire.
Local tourism opportunity:	Adjacent to Visitor Centre, 2 minute walk to Recreation & Aquatic Centre, 10 minute walk to Columbia River. Tourism Information Centre on-site.
Additional community co-benefits:	Castlegar is at the junction of three major highways, and is a tourism hub surrounded by several mountains, and the Kootenay and Columbia Rivers. An additional DC Fast Charger will contribute to local tourism and increase exposure.

Range Map Analysis:

Co-located with existing Visitor Centre site, additional DC Fast Charger at the nearby Chevrolet dealership. Significant traffic throughout the year, and also an airport. Critical location due to multiple highway junctions.



Desirable Criteria (0 to 5 scores):

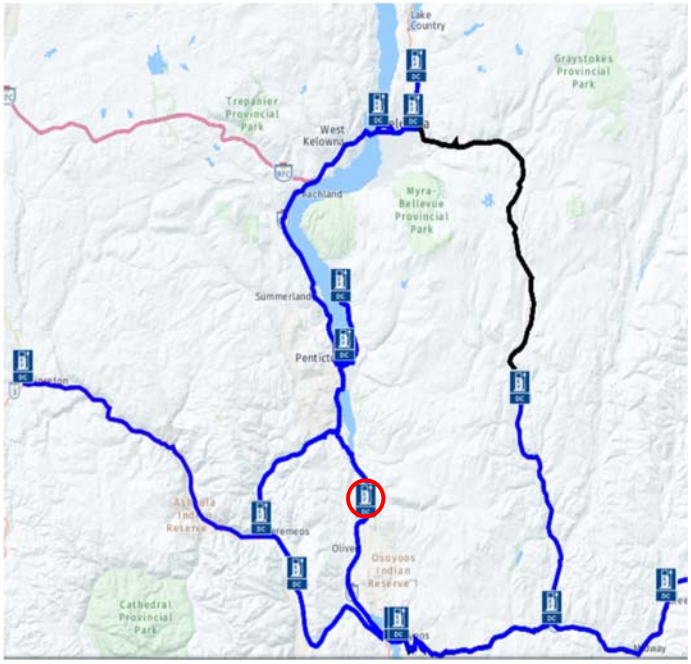
- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 3
- Station strengthens local economic development?: 4

Osoyoos Indian Band – Oliver Gulf Gas Bar
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: Osoyoos Indian Band - Naylintn Gulf Gas Station **Station Location: 111 Enterprise Way (49.236241, -119.530350)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 97, 21 km to Hwy 3A, 28 km to Hwy 3 • 33 km to US border via Hwy 22
Distance to closest existing charging infrastructure:	• Five Level 2 chargers within 10 km • 34 km to Osoyoos Royal Bank DC Fast Charger (under construction) • 36 km to Penticton DC Fast Chargers • 48 km to Anachrist Mountain DC Fast Charger
Walkable amenities:	Tim Hortons is located right on site, as part of a full service Gulf Fuel Station and Convenience Store.
Local tourism opportunity:	15 minute walk to Jackson Triggs and Inniskillin Wineries, 20 minute walk to Inkakeep Provincial Park. Many drivable and bikable attractions and amenities.
Additional community co-benefits:	Oliver is considered Canada's Wine Capital and is a hub for agritourism, but does not currently have a DC Fast Charger. A local Fast Charger would present a great opportunity for EV tourism with the considerable local options available.

Range Map Analysis:

No DC Fast Chargers within 30 km, and 10+ Level 2s within 20 km. Significant traffic in the summer due to wineries. Lack of existing DCFC infrastructure limits current opportunities for EV tourism.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 3
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 5

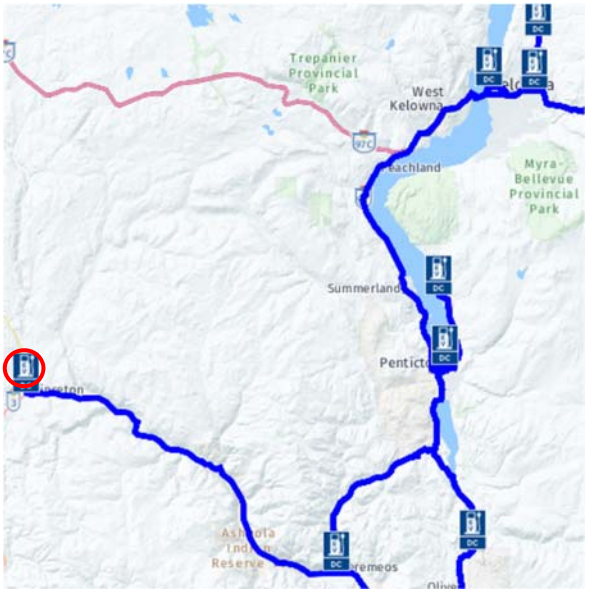
Town of Princeton
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: Town of Princeton
Station Location: 114 Tapton Ave. (49.458557, -120.506282)

Distance to closest Highway/US Border:	• Adjacent to Hwy 3, 0 km to Hwy 5A • 117 km to US border via Osoyoos
Distance to closest existing charging infrastructure:	• Co-located with existing municipally operated DC Fast Charger • Two Level 2 chargers in town • 66 km to Manning Park DC Fast Charger • 67 km to Keremeos DC Fast Charger • 79 km to Loon Lake Rest Area DC Fast Charger
Walkable amenities:	Located downtown, <5 minute walk to several restaurants, cafes, hotels, shops, library, legion, and convenience stores
Local tourism opportunity:	2 minute walk to Trans-Canada Trail and 2 Rivers Park, 5 minute walk to Museum & Archives, Visitor Centre, Tulameen River. 15 minute walk to District Arena
Additional community co-benefits:	Princeton presently only has one fast charger, and is at a critical location, linking Hwy 3 to Hwy 5A. With other fast chargers over 60 km away in each direction, a second local fast charger will ensure the key criteria of convenience is met (e.g. access to infrastructure with increased demand).

Range Map Analysis:

Co-located with one existing DC Fast Charger, two Level 2 stations also in town, however no charging infrastructure in any direction for 65 km. Critical junction for regional connectivity.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4

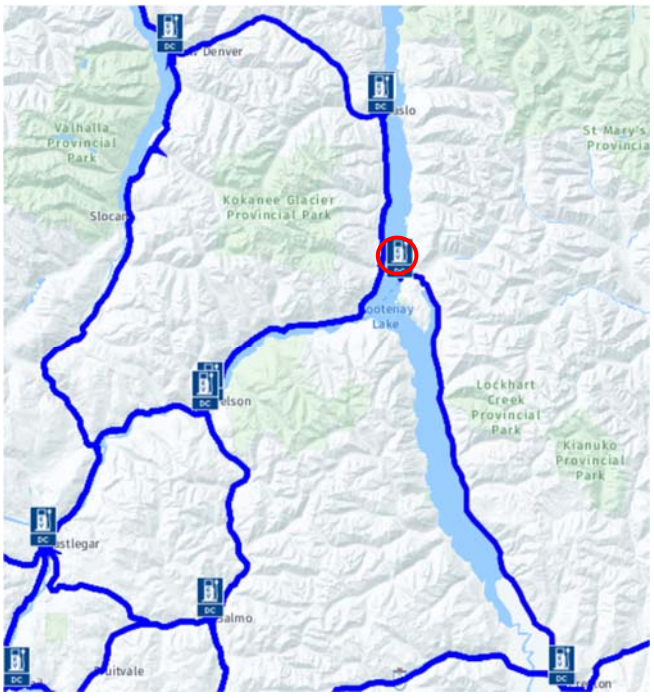
BRITISH COLUMBIA | Ministry of Transportation and Infrastructure

Kootenay Bay Ferry Terminal
(2 new 50 kW DC Fast Charging stations)

Host Community: Ministry of Transportation & Infrastructure **Station Location: Kootenay Bay Ferry Terminal (49.676109, -116.872625)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 3A (Kootenay Bay side), 8 km to Hwy 3A & Hwy 31 (Balfour side), 81 km to Hwy 3 & Hwy 21 • 91 km to US border via Hwy 21
Distance to closest existing charging infrastructure:	• One Level 2 charger at terminal • 35 km to Nelson DC Fast Charger (from Balfour) • 36 km to Kaslo DC Fast Charger (from Balfour) • 81 km to Creston DC Fast Charger
Walkable amenities:	<2 minute walk to convenience store, restaurant, and public restrooms at the Ferry Terminal. Waterfront and beach access.
Local tourism opportunity:	The ferry itself may be a destination trip for some drivers, though tourism benefits will primarily due to improved accessibility to trails, campgrounds, and communities made available from having charging infrastructure at the terminal.
Additional community co-benefits:	Charging time of a DC Fast Charger is more aligned with the average wait time for the ferry compared to the charging time for a Level 2 station, which will increase ferry traffic and bring more tourism to the immediate area, and neighbouring communities.

Range Map Analysis:

No existing DC Fast Chargers on either side of the ferry terminal, two Level 2 stations presently at the terminal, limited Level 2 infrastructure on Balfour side of terminal. Significant traffic year round, especially in the summer. Critical junction for regional connectivity and back-up route when Kootenay Pass is closed.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 5
- Station strengthens local economic development?: 5

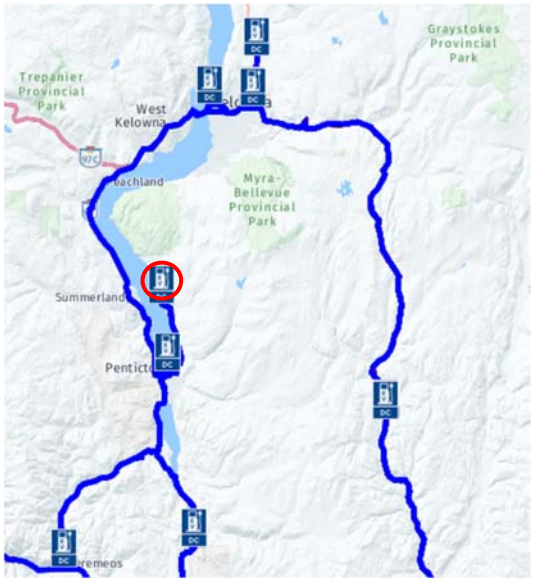
Naramata

One new 50 kW DC Fast Charging station, with capacity for expansion

Host Community: Regional District of Okanagan-Similkameen **Station Location: 214 Robinson Ave (49.597670, -119.601424)**	
Distance to closest Highway/US Border:	• 15 km to Hwy 97, 68 km to Hwy 33 • 78 km to US border via Osoyoos
Distance to closest existing charging infrastructure:	• Five Level 2 terminals in town • 15 km to Penticton DC Fast Charger
Walkable amenities:	<2 minute walk to café and restaurants, 5 minutes to Naramata Heritage Inn & Spa.
Local tourism opportunity:	<2 min walk to Dennis Evans Art Studios, library, 5 minute walk to Manitou Park and Okanagan Lake, 3 km away from several wineries and distilleries
Additional community co-benefits:	Naramata is a destination location, with several wineries within 3 km of downtown. The town does not currently have a DC Fast Charger.

Range Map Analysis:

Destination town with 5 L2 chargers, but no DC Fast Charger at present. Significant summer traffic due to being situated near several wineries and Okanagan Lake,



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 4
- Station strengthens community vision?: 5
- Is station and signage visible to general public?: 5
- Station strengthens local economic development?: 5

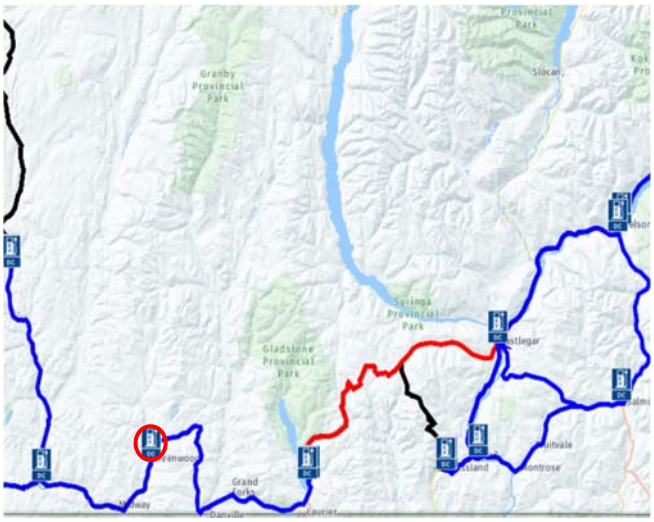
City of Greenwood

(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: District of Greenwood **Station Location: 187 Government Ave. S.(across from Museum (49.090434, -18.677031)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 3, 36 km to Hwy 41 • 40 km to US border via Hwy 41
Distance to closest existing charging infrastructure:	• Co-located with Accelerate Kootenays DC Fast Charger • One Level 2 terminal at Museum • 63 km to Christina Lake DC Fast Charger • 33 km to prospective Rock Creek DC Fast Chargers • 73 km to Anachrist Mountain Rest Area DC Fast Chargers
Walkable amenities:	<5 minute walk to downtown, cafes, library, and Ohain Park. Historic downtown is an attraction. Museum located across the road from installation site.
Local tourism opportunity:	Directly across from Greenwood Museum & Visitor Centre, within 15 km of Jewel Lake and Boundary Creek Provincial Parks.
Additional community co-benefits:	Greenwood is in a critical location, over 60 km away from the near DC Fast Charger in either direction. An additional DC Fast Charger will comply with meeting convenience criteria (increasing capacity along with demand).

Range Map Analysis:

Co-located with existing DC Fast Charger. Significant traffic in the summer, though being on Highway 3, winter traffic will also be considerable.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 4
- Station strengthens local economic development?: 4

Village of Kaslo

(Co-located with existing 50 kW DC Fast Charger at same location)

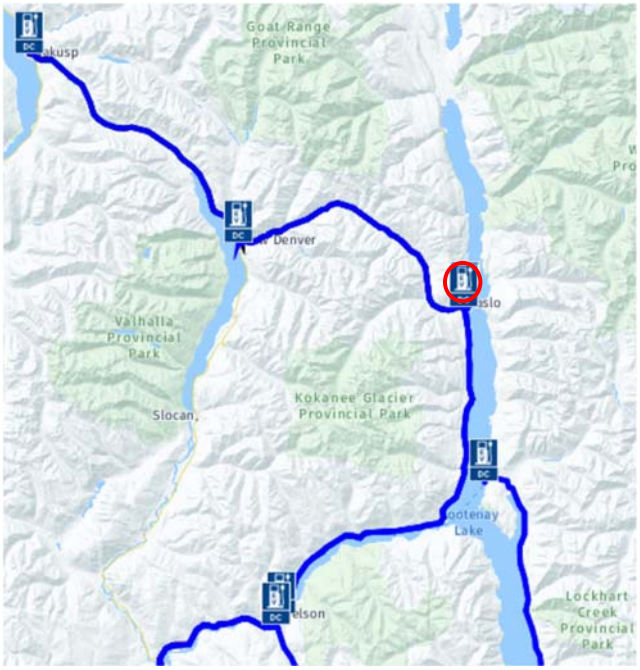
Host Community: Village of Kaslo Station Location: 312 4th St (49.912262, -116.903505)	
Distance to closest Highway/US Border:	• 200 m to Hwy 31, 500 m to Hwy 31A, 36 km to Balfour Ferry Terminal • 135 km to US border via Hwy 6
Distance to closest existing charging infrastructure:	• Co-located with existing FortisBC DC Fast Charger • Two Level 2 chargers in village • 36 km to prospective Balfour Ferry Terminal DC Fast Charger • 46 km to New Denver DC Fast Charger • 69 km to Nelson DC Fast Charger
Walkable amenities:	Located downtown, 5 minutes to several cafes, restaurants, convenience stores, and motels. 10 minute walk to Vimy Park.
Local tourism opportunity:	5 minute walk to Kootenay Lake beaches, Moyie Sternwheeler, and Langham Cultural Centre. 10 minute walk to fairgrounds for the Kaslo Jazz Music Festival.
Additional community co-benefits:	Kaslo is the home of the popular Kaslo Jazz Music Festival, is a popular tourist location being adjacent to Kootenay Lake, and has its own Integrated Community Sustainability Plan. A second DC Fast Charger will bring more EV tourism to the area, while contributing to Kaslo's sustainability mandate.

Range Map Analysis:

Co-located with existing DC Fast Charger. Significant traffic in the summer for tourism necessitates additional infrastructure.

Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 5
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 5
- Station strengthens local economic development?: 4

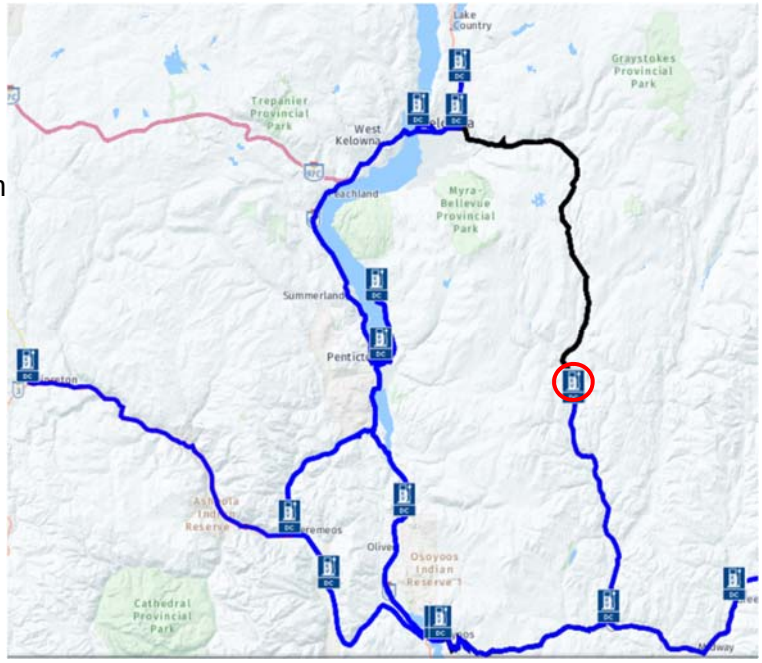


Beaverdell – Red Rock Garage
(Co-located with existing 50 kW DC Fast Charger at same location)

Host Community: Red Rock Garage **Station Location: 5842 Hwy 33, Beaverdell (49.43618, -119.08746)**	
Distance to closest Highway/US Border:	• Adjacent to Hwy 33 • 68 km to US border
Distance to closest existing charging infrastructure:	• Co-located with FortisBC DC Fast Charger • 48 km to Rock Creek Level 2 • 81 km to Greenwood DC Fast Charger • 101 km to West Kelowna DC Fast Charger
Walkable amenities:	Located in main commercial area, all local shopping and eating amenities within 2 minutes walking.
Local tourism opportunity:	2-minute walk to Kettle Valley Rail Trail (hiking/biking). Small shops (ice cream, artisans/crafts, etc.) and green space/parks within walking distance.
Additional community co-benefits:	Rural community that is supportive of improved amenities for tourists and residents. Additional DC Fast Charger will draw people that may otherwise not know about Beaverdell.

Range Map Analysis:

Critical station for connectivity as there are no communities between Kelowna/Beaverdell and Highway 33 is one of the main travel corridors between the central Okanagan and the Kootenays. With little additional infrastructure in the region, this charger will further advance regional travel opportunities.



Desirable Criteria (0 to 5 scores):

- Customer convenience and passive security: 4
- Station strengthens community vision?: 4
- Is station and signage visible to general public?: 5
- Station strengthens local economic development?: 5