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March 12, 2024

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

Attention: Patrick Wruck, Commission Secretary

Dear Patrick Wruck:

**Re: FortisBC Inc. (FBC)**

**FBC Electric Vehicle (EV) Direct Current Fast Charge (DCFC) Energy-Based Rate Application (Application)**

**Evidentiary Update to the Application, dated March 12, 2024**

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On December 22, 2023, FBC filed the Application referenced above. During the course of responding to Information Requests (IR) No. 1, FBC identified updates required to the Application to reflect the impact of the new *Low Carbon Fuels Act.*

As the impact of the new *Low Carbon Fuels Act* resulted in FBC revising the proposed energy-based rate, FBC also updated the Application to incorporate the full year of actual 2023 data which is now available, and to correct an excel error discovered during the IR process.

As explained below, these updates have resulted in FBC decreasing its proposed 10-year levelized energy-based rate from $0.42 per kWh to $0.39 per kWh. FBC has included blacklined changes to the Application and has revised the appendices to the Application where applicable as part of this Evidentiary Update. FBC's responses to IR No. 1, which have been filed concurrently with this Evidentiary Update, are based on the revised energy-based rate.

The primary reason that FBC has changed the proposed energy-based rate to $0.39 per kWh is to incorporate the updates to the BC Low Carbon Fuel Standard (BC-LCFS), due to the *Low Carbon Fuels Act* which came into effect on January 1, 2024,[1] replacing the *Greenhouse Gas*

[1] https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/transportation-energies/renewable-low-carbon-fuels.

*Reduction (Renewable and Low Carbon Fuel) Requirements) Act.*[2] The regulations under the *Low Carbon Fuels Act* – the Low Carbon Fuels (General) Regulation[3] and the new Low Carbon Fuels (Technical) Regulation[4] – both include changes to the parameters used for calculating the carbon credits for the BC-LCFS.

Table 1 below summarizes the changes to some specific parameters used in the carbon credit calculation. The calculations for the carbon credits are included in the cost-of-service model and financial schedules provided as part of Appendix E to the Application, which have been updated as part of this Evidentiary Update. The result of these changes is that FBC is forecast to be eligible for more carbon credits over the next 10 years. Please see Table 2 below for the impact of this change on the energy-based rate.

**Table 1: Summary of Changes to the Carbon Credit Calculation**

| Appendix E-1 and E-2 of the Application (As-Filed) | | | Appendix E-1 and E-2 of Evidentiary Update | | |
|---|---|---|---|---|---|
| **Parameters** | **Value** | **Reference: Renewable and Low Carbon Fuel Requirements Regulation** | **Parameters** | **Updated Values** | **Reference: Low Carbon Fuels Act (effective Jan 1, 2024)** |
| Carbon Intensity of Fuel (gCO2e/MJ) | 19.73 | Section 11.04, Table Column 2, Electricity | Recorded Carbon Intensity of Fuel - Electricity (gCO2e/MJ) | 12.14 | Low Carbon Fuels (Technical) Regulation, Schedule 3, Table 2, Item 2, Column 2 |
| | | | Base Fuel Carbon Intensity - Gasoline (gCO2e/MJ) | 93.67 | Low Carbon Fuels (Technical) Regulation, Schedule 3, Table 1, Item 2, Column 2 |
| | | | Reduction - Prescribed for Gasoline (%) | 16% to 30% | Low Carbon Fuels (General) Regulation, Section 15 Table, Column 2 (from 2024) |
| Carbon Intensity Limit of Gasoline (gCO2e/MJ) | 78.20 to 61.70 | Section 11.02, Table 1, Column 3 (from 2022) | Target Carbon Intensity - Gasoline (gCO2e/MJ) | 78.68 to 65.57 | Calculated using Base Fuel Carbon Intensity x Reduction |
| Energy Effectiveness Ratio of Gasoline - Electricity | 3.4 | Section 11.02, Table 2, Column 3, Electricity | Energy Effectiveness Ratio Gasoline - Electricity | 3.5 | Low Carbon Fuels (Technical) Regulation, Schedule 2, Table 2, Item 2, Column 3, Light duty motor vehicle |
| Energy Density - Electricity (MJ/kWh) | 3.6 | Section 11.02, Table 3, Column 2, Electricity | Energy Density for Energy Content - Electricity (MJ/kWh) | 3.6 | Low Carbon Fuels (Technical) Regulation, Schedule 2, Table 5, Item 3, Column 2 |

Also, as part of this Evidentiary Update, FBC updated the historical data to include the full year of 2023 Actuals, replacing the 2023 Projected numbers in the Application which included actuals up to November 2023 only. Furthermore, FBC corrected the error in Appendices E-1 and E-2 discussed in the response to BCOAPO IR1 17.4, which caused the dispensed electricity to exceed the metered electricity for 2030 to 2033.

Table 2 below summarizes the changes to the energy-based rate in this Evidentiary Update.

[2] https://www.bclaws.gov.bc.ca/civix/document/id/crbc/crbc/394_2008_pit_2023_01_01.
[3] https://www.bclaws.gov.bc.ca/civix/document/id/oic/oic_cur/0699_2023.
[4] https://www.bclaws.gov.bc.ca/civix/document/id/mo/mo/m0437_2023.

**Table 2: Summary of Changes to the Proposed Energy-Based Rate**

| | $/kWh |
|---|---|
| **As-Filed** | **0.42** |
| Changes in Carbon Credit Calculations due to updates BC-LCFS | (0.05) |
| Full year of 2023 Actuals | 0.02 |
| Correction related to BCOAPO IR1 17.4[(1)] | - |
| **New Proposed Energy-Based Rate (Evidentiary Update)** | **0.39** |

*Note (1): No impact when rounding to two decimal places.*

FBC's responses to IR No. 1 filed concurrently with this Evidentiary Update reflect the updated proposed energy-based rate in Appendix E-3 based on the updated information in the Evidentiary Update, where applicable.

Accordingly, FBC respectfully submits this Evidentiary Update to the Application reflecting the updates required. Based on the changes described above, FBC is now requesting approval for a 10-year levelized energy-based rate of $0.39 per kWh.

While the value of the requested energy-based rate has changed, the justification and design of the rate remains unchanged. As such, the updates to the Application are limited to revising the references to the energy-based rate from $0.42 per kWh to $0.39 per kWh and to updating the wording and tables to reflect the full year of 2023 Actual results. The applicable Appendices have similarly been updated to reflect the revised rate (including the revised carbon credit calculation) and the full year of actuals for 2023, as well as the correction to the excel error identified in BCOAPO IR1 17.4.

For ease of identification and reference, FBC has provided all revised pages from the Application blacklined and has provided clean versions of the updated Appendices as part of this Evidentiary Update. Table 3 below provides a summary list of the affected pages and Appendices.

**Table 3: Summary of Affected Application Pages and Appendices**

| Description |
|---|
| ***Application (Blacklined):*** |
| • Index of Tables, pages i to ii |
| • Section 1, revised pages 1, 4 |
| • Section 2, revised pages 9, 10, 13, 16 |
| • Section 3, revised pages 18, 19, 22 to 25, 27, 29 to 34 |
| • Section 5, revised page 37 |
| ***Appendices:*** |
| • B-2 – Draft Final Order |
| • C – RS 96 Tariff Proposed Amendments (Blacklined) |
| • E – Financial Schedules and Cost of Service Models |

If further information is required, please contact the undersigned.

Sincerely,

**FORTISBC INC.**

***Original signed:***

Sarah Walsh

Attachments

cc (email only): Registered Interveners

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# Index of Tables



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# List of Appendices



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# 1. INTRODUCTION

FortisBC Inc. (FBC) files this application with the British Columbia Utilities Commission (BCUC) for approval of an energy-based rate design and rates and related approvals on a permanent basis for FBC's electric vehicle (EV) Direct Current Fast Charging (DCFC) station service (Application). FBC proposes an energy-based rate of $0.39 per kWh for charging service at both its 50 kW and 100 kW EV DCFC stations.

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Currently, the rates at FBC's EV DCFC stations are approved under Rate Schedule (RS) 96 on a permanent basis pursuant to BCUC Order G-350-21, dated November 30, 2021. The current time-based charging rates are $0.26 per minute for the 50 kW stations and $0.54 per minute for the 100 kW stations.

In addition to an energy-based rate, FBC is proposing to include in RS 96 an idling charge (Idling Charge) of $0.40 per minute that begins 5 minutes after the end of a charging session.

The regulatory history leading to this Application is summarized below.

## 1.1 *BACKGROUND*

### 1.1.1 Regulatory Context

In December 2017, FBC applied to the BCUC for Approval of a Rate Design and Rates for EV DCFC Service and RS 96 (Original Application). By Order G-9-18 dated January 12, 2018, the BCUC approved a time-based rate of $9.00 per 30-minute period (or $0.30 per minute) for FBC-owned DCFC 50 kW stations as set out in RS 96, on an interim basis, effective January 12, 2018. The BCUC also directed FBC to separately track and account for all costs associated with FBC's EV DCFC stations and exclude all such costs from its utility rate base until the BCUC directed otherwise and adjourned the review of the Original Application until further notice.

Subsequently, by Order G-10-18 dated January 12, 2018, the BCUC established an inquiry into the regulation of EV charging service in British Columbia (EV Inquiry). Further to the EV Inquiry, the BCUC issued its Phase One Report and Phase Two Report on November 26, 2018 and June 24, 2019, respectively.

On June 22, 2020, by Order in Council (OIC) No. 339 (OIC 339/20), the Lieutenant Governor in Council amended the *Greenhouse Gas Reduction (Clean Energy) Regulation* (GGRR) by adding a new prescribed undertaking in section 5 for electric vehicle charging stations.

Following the conclusion of the EV Inquiry and the amendment of the GGRR, on September 30, 2020, FBC filed a revised and updated application (Revised Application) for its EV DCFC Service and RS 96.

On July 14, 2021, the BCUC issued Order G-215-21 concluding, among other things, that FBC's EV DCFC stations met the definition in section 5 of the GGRR to be considered prescribed

and conditions of the temporary dispensation program. Further, and in consideration of the strong desire by interveners for energy-based rates noted in Decision and Order G-341-21, the letters of comment received from the public in FBC's Revised Application, BC Hydro's Application for Public Electric Fast Charging Service Rates in 2021 and BC Hydro's current renewed application that was filed on July 28, 2023, as well as the stated view of the BCUC that time-based EV charging rates are discriminatory, FBC seeks approval to establish an energy-based rate design and rates for EV charging service at its EV DCFC stations.

## 1.2 *APPROVALS SOUGHT*

FBC seeks approval, pursuant to sections 59 to 61 of the *Utilities Commission Act* (UCA), of the following:

1. Amendments to RS 96 to implement an energy-based EV charging rate of $0.~~42~~39 per kWh for service at FBC-owned DCFC 50 kW and 100 kW stations, which will replace the existing time-based rates.
2. Approval that the energy-based EV charging rate for RS 96 not be subject to general rate increases, unless otherwise directed by the BCUC.
3. An Idling Charge for RS 96 of $0.40 per minute that begins 5 minutes after the end of a charging session for service at FBC-owned DCFC 50 kW and 100 kW stations; and
4. The establishment of a new rate base deferral account, titled the RS 96 Energy-Based Rate Application Cost deferral account, to record the costs associated with the regulatory review of the Application, with the amortization period to be determined in a future rate-setting proceeding.

Due to the point-of-sale nature of the service, FBC is not requesting interim approval of its proposed rates.

A draft form of order sought is included in Appendix B-2, and a blacklined version of the RS 96 electric tariff with the proposed amendments is included in Appendix C of this Application.

As discussed further in Section 4 of the Application, there are a number of steps that need to take place prior to FBC being able to implement the proposed energy-based rates. These steps include receipt of approval from Measurement Canada of FBC's application for the temporary dispensation program, approval of this Application for energy-based rates from the BCUC, and once those approvals are obtained, FBC will require FLO Services Inc. (FLO) to implement changes to FBC's EV DCFC stations and network to support energy-based rates.[5] It is FBC's understanding that FLO requires at least 4 weeks for implementation. Given that the timing for each step is not within FBC's control, FBC proposes that the effective date of its energy-based rates be provided in a compliance filing with the BCUC for endorsement of the revised RS 96 tariff reflecting its energy-based rates, to be submitted at least 15 days prior to the effective date. Once

[5] Provider of maintenance and network management services to FBC's EV DCFC stations.

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**Table 2-2: Charging Minutes, Utilization % and Year-over-Year Growth Rates for 50 kW and 100 kW EV DCFC Stations (2018 to 2023 Actual)**

| | 50 kW | | | 100 kW | | |
|---|---|---|---|---|---|---|
| Year | Charging Minutes | Utilization % | Year-over-Year Growth Rates | Charging Minutes | Utilization % | Year-over-Year Growth Rates |
| 2018 | 15,309 | 0.6% | | | | |
| 2019 | 94,386 | 1.6% | 180% | | | |
| 2020 | 110,504 | 0.8% | (54%) | | | |
| 2021 | 231,942 | 1.3% | 73% | 16,539 | 0.5% | |
| 2022 | 410,783 | 2.2% | 67% | 54,933 | 1.3% | 149% |
| 2023 | 525,724 | 2.9% | 36% | 123,819 | 2.9% | 125% |

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| | 50 kW | |
|---|---|---|
| Year | Charging Minutes | Utilization % |
| 2018 | 15,309 | 0.6% |
| 2019 | 94,386 | 1.6% |
| 2020 | 110,504 | 0.8% |
| 2021 | 231,942 | 1.3% |
| 2022 | 410,783 | 2.2% |
| 2023 | 531,009 | 3.0% |

The reduced utilization in 2020 for FBC's 50 kW stations was primarily due to the lack of EV deliveries to Canada, as well as the COVID-19 pandemic which led to travel restrictions beginning in the Fall of 2020. FBC believes the COVID-19 pandemic and the subsequent global supply chain issues limited the growth of EV adoption and utilization in 2020 and also impacted growth in 2021 and 2022.

FBC also notes the following factors that further limited the utilization and year-over-year growth for 2023:

1. The 50 kW stations in New Denver and Nakusup were transferred to BC Hydro in November 2022 as approved by Order G-215-21. As such, the total charging minutes in 2023 were reduced as a result of excluding these two stations.

2. The charging stations in Castlegar (50 kW and 100 kW) have been out of service since May 2023 due to the construction of the new building for the Castlegar Chamber of Commerce.[9] The stations recently re-opened in December 2023 with limited access only, but FBC expects the stations will return to full service in early 2024 after construction is complete.[10]

FBC expects the utilization of its EV DCFC stations will continue to grow. The CleanBC Roadmap to 2030[11] commits to amend the BC Zero-Emission Vehicles (ZEV) Act to reach ZEV sales of 26 percent by 2026, 90 percent by 2030, and 100 percent by 2035, which is accelerated from the current target in the ZEV Act of 10 percent by 2025, 30 percent by 2030, and 100 percent by 2040. Please refer to Section 3.2.1.2 of the Application for the updated assumptions and forecasts of EV sales in FBC's service area and growth in utilization for FBC-owned DCFC stations.

[9] https://www.castlegarnews.com/news/castlegar-chamber-receives-2-million-for-new-building-4759894.
[10] https://www.castlegarnews.com/local-news/castlegar-chamber-receives-200000-towards-new-building-6517708.
[11] https://news.gov.bc.ca/releases/2023EMLI0043-001640.

### 2.2.2 Financial Performance To-Date of FBC's RS 96 DCFC Service

Table 2-3 below summarizes the cost of service and revenue of FBC's RS 96 EV DCFC stations with actuals from 2018 to 2023.[12] The cost of service shown in Table 2-3 below also includes the updated 2023 earned return and income tax expense resulting from the BCUC's Decision and Order G-236-23 on Stage 1 of the Generic Cost of Capital (GCOC) proceeding (GCOC Decision), dated September 5, 2023.

To-date since 2018, FBC's RS 96 service has an accumulated deficiency of approximately $580 thousand. When compared to FBC's approved 2024 revenue requirement,[13] this accumulated deficiency is equivalent to a negligible rate impact of 0.13 percent.[14] FBC notes that as approved by Order G-215-21, the cost of service of FBC's EV DCFC stations is subjected to flow-through treatment, with the annual surplus or deficiency returned to or recovered from all customers.

Although there is a cumulative deficiency to-date and, therefore, a negligible rate impact to FBC's other customers, the current approved time-based rates were set on a 10-year levelized basis; as such, a deficiency in the early years is expected. Based on the original approved forecast in the Revised Application, FBC was not expecting its EV DCFC stations to be in a surplus position until 2025 or later. FBC also notes that, as part of the proposed energy-based rates discussed in Section 3 below, FBC is expecting to recover the full cost of service over the expected life of the EV DCFC Stations.

**Table 2-3: Costs and Revenue of FBC's DCFC Service To-date (2018-2023 Actual; $000s)[15,16]**

| Line | Particulars | 2018 Actual | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Acutal | 2023 Actual | Cumulative |
|---|---|---|---|---|---|---|---|---|
| 1 | Cost of Energy | 2 | 7 | 7 | 13 | 136 | 189 | |
| 2 | Less: Power Purchase Expense | (2) | (7) | (7) | (13) | - | - | |
| 3 | O&M | 0 | 2 | 46 | 101 | 213 | 204 | |
| 4 | Depreciation | - | 60 | 197 | 307 | 456 | 551 | |
| 5 | Amortization of CIAC | - | (35) | (70) | (150) | (190) | (236) | |
| 6 | Other Revenue - Carbon Credits | - | - | - | - | (744) | - | |
| 7 | Income Tax | (9) | (361) | (72) | (299) | (6) | 55 | |
| 8 | Earned Return | 6 | 53 | 95 | 124 | 170 | 192 | |
| 9 | Total Cost of Service ($000s) | (2) | (282) | 196 | 83 | 35 | 955 | **985** |
| 10 | RS 96 Revenue ($000s) | (4) | (24) | (28) | (60) | (116) | (173) | **(405)** |
| 11 | **(Surplus) / Deficiency** | **(6)** | **(306)** | **168** | **23** | **(81)** | **782** | **580** |

[12] The 2023 Projected cost of service and revenue provided as part of FBC's 2024 Annual Review were based on actuals up to and including May 2023.
[13] FBC Annual Review for 2024 Rates Decision and Order G-340-23.
[14] $580 thousand / $457,247 thousand = 0.13 percent.
[15] The actuals for 2018 to 2022 are as presented in FBC's Annual Review for 2024 Rates Application (Table 3-1), including a $2 thousand increase to 2021 revenue as explained in the response to BCSEA IR1 13.3. The 2023 Projected numbers include actuals up to November 2023, while Table 3-1 of FBC's 2024 Annual Review included actuals up to May 2023.
[16] The cost of electricity from 2018 to 2021 embedded in the interim rate for the 50 kW stations as approved by Order G-9-18 was based on BC Hydro's RS 3808. As explained in FBC's 2022 Annual Review, these amounts are already embedded in FBC's power purchase expense as part of the revenue requirement for recovery from all customers,

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### 2.3.2 Energy-Based Charging Rates

Table 2-5 below provides a comparison of current or proposed energy-based charging rates from EV DCFC service providers in BC with information publicly available. Given Measurement Canada's temporary dispensation program was announced in early 2023, only a limited number of service providers are offering energy-based charging at the time of filing this Application. Both Electrify Canada and Parkland (Chevron) have announced conversions to energy-based charging in early 2024 but no rate information is publicly available at this time.

FBC's proposed energy-based rate of $0.39 per kWh for both 50 kW and 100 kW DCFC stations is higher than the energy-based rates of BC Hydro and Tesla, but is generally comparable to other service providers in BC such as Shell, Couche-Tard, and Charger Quest. Depending on the location, FBC's proposed energy-based rate is comparable to Tesla's offering of $0.42 per kWh.

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Additionally, FBC notes that Tesla is currently offering a variety of rates based on region as well as utilization rates for each individual charging station. For example, Tesla superchargers in Vancouver and the Lower Mainland are based on Time of Use (TOU) and, depending on the utilization of the station, the charging rates can be as low as $0.13 per kWh in the evening hours. In contrast, Tesla currently does not offer TOU charging rates in FBC's service area, but their rates vary by region and range from $0.26 per kWh to $0.42 per kWh.

Excluding Tesla, all other service providers, including FBC, with energy-based rates have (or propose to have) the same $ per kWh rate for all power levels of their DCFC stations.

| Service Provider | Rates ($USD) | | | | Power Level (kW) |
|---|---|---|---|---|---|
| **Evgo**[33] | Evgo PlusMax ($12.99/month) $0.21-$0.30/kWh in CA ($0.20-$0.26/min outside of CA) | Evgo Plus ($6.99/month) $0.25-$0.35/kWh in CA ($0.22-$0.28/min outside of CA) | Evgo Basic ($0.99/month) $0.32-$0.47/kWh in CA ($0.27-$0.32/min outside of CA) | Pay as You Go (Free) $0.32-$0.47/kWh in CA ($0.29-$0.35/min outside of CA) | 50 |
| **Blink** | Blink Members $6.99/charge or $0.59/kWh | | Blink Guests $9.99 per charge or $0.69 per kWh | | 50 |
| **Puget Sound Energy**[34] | $0.42/kWh<br>$0.40/min idle charge (10 min grace period) | | | | 50 |
| **Seattle City Light**[35] | Monday-Saturday<br>7 a.m. to 7 p.m.: $0.34/kWh<br>7 p.m. to 7 a.m.: $0.21/kWh | | Sunday<br>$0.21/kWh | | 62.5 |

## 2.4 *SUMMARY OF FBC'S EV DCFC SERVICE*

FBC's DCFC station utilization has continued growing since the stations were placed in service in 2018, despite a reduction in 2020 due to travel restrictions resulting from the COVID-19 pandemic and a lack of EV deliveries to Canada. Financially, FBC's EV DCFC service currently has an accumulated deficiency of approximately $580 thousand with a negligible rate impact to FBC's other customers. Given the current time-based rates were set on a 10-year levelized basis, an accumulated deficiency in the early years of the EV DCFC service is expected. FBC notes that under-recovery in the early years is a common approach used by other service providers through providing free charging as an introductory or co-branding offer.[36]

With regard to the market comparison, FBC's current time-based rate for its 50 kW stations is comparable to most service providers across Canada (including higher capacity stations that are also capable of providing 50 kW charging). However, the market comparison shows that FBC's time-based rate for its 100 kW stations remain the highest compared to all other providers in British Columba.

Currently, only a limited number of service providers in BC have implemented energy-based charging rates and FBC's proposed energy-based rate of $0.39 per kWh is generally comparable

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[33] EVgo Fast Charging Pricing: https://www.evgo.com/pricing/.
[34] Puget Sound Energy Up & Go FAQs: PSE | Charging with Up & Go Electric.
[35] Seattle City Light EV FAQs: https://seattle.gov/documents/Departments/CityLight/EV_FAQ.pdf.
[36] For example, Petro-Canada was offering $100 of free charging when paired with an RBC credit card; Parkland (Chevron) continues to be free as an introductory offer through the Journie App.

# 3. ENERGY-BASED RATE AND RATE DESIGN

## 3.1 *INTRODUCTION*

FBC is proposing to amend RS 96 for EV DCFC Service to energy-based rates from the existing time-based rates. The proposed energy-based rate will be $0.39 per kWh for both FBC-owned 50 kW and 100 kW DCFC stations. FBC's currently approved[37] EV DCFC station rates are time-based rates at $0.26 per minute for the 50 kW stations and $0.54 per minute for the 100 kW stations.

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As discussed in Section 1.1, the BCUC has previously stated that using time as the billing determinant for electricity sales generally does not reflect the actual amount of energy being delivered to a customer, stating in Decision and Order G-18-22 (page 9) that "time-based EV charging rates clearly amount to a discriminatory rate".

Based on the comments from the BCUC and interveners, as well as the letters of comments in FBC's Revised Application, BC Hydro's Application for Public Electric Fast Charging Service Rates in 2021 and BC Hydro's current renewed application that was filed on July 28, 2023, FBC considers that there is general support for energy-based metering for EV DCFC stations. Further, in recognition of Measurement Canada's announcement of the temporary dispensation program for commercial level 3+ EV charging devices which occurred on February 20, 2023, FBC considers it is reasonable to establish an energy-based rate for its EV DCFC service.

FBC applied to Measurement Canada's temporary dispensation program on December 18, 2023 for all of its existing EV DCFC charging stations and expects to receive approval in early 2024. Once approved, the temporary dispensation program will enable energy-based (i.e., kWh) metering for stations that were in-service prior to July 1, 2024 without verification and sealing, subject to the terms and conditions of the temporary dispensation program.

Consistent with the existing time-based rates, the proposed energy-based rate continues to be based on the forecast cost-of-service of the EV DCFC stations (including actual costs and revenue from 2018 to 2023) and projected growth in sales of EVs in FBC's service area. Furthermore, using the same approved approach for its existing time-based rates, the proposed energy-based rate is set on a 10-year levelized basis to fully recover the forecast cost of service from 2024 to 2033 (including any accumulated surplus or deficiency from prior years from 2018 to 2023).

The following section discusses the key inputs and assumptions of the cost-of-service analysis for FBC's EV DCFC service, including an updated forecast of the EV sales growth rate in FBC's service area over the evaluation period from 2024 to 2033 and an assessment of the potential rate impact to FBC's other customers. This section also includes FBC's proposed Idling Charge to prevent unnecessary congestion at its stations.

[37] Order G-350-21.

## 3.2 *UPDATED RS 96 COST OF SERVICE ANALYSIS WITH NEW FORECASTS*

### 3.2.1 Key Inputs and Assumptions

The following subsections discuss the individual components of the cost of service of FBC's RS 96 DCFC service, including updated assumptions for forecasting the cost of service over the remaining years of the evaluation period, which will be the basis for the proposed 10-year levelized energy-based rate of $0.39 per kWh.

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The financial schedules as well as the live excel models for the cost-of-service analysis of the 50 kW and 100 kW stations are provided in Appendices E-1 and E-2, respectively. Please also refer to Appendix E-3 for the financial schedules for the overall EV DCFC service (i.e., 50 kW and 100 kW combined) and the calculation of the common energy-based rate of $0.39 per kWh.

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#### *3.2.1.1 Levelization Period*

FBC's RS 96 EV charging rates were originally set on a levelized-cost basis from 2018 to 2030 for the 50 kW stations (13 years) and from 2021 to 2030 for the 100 kW stations (10 years). The levelized costs were based on the original planned installation schedule of all stations to be complete in 2021 with an expected service life of 10 years for the DCFC stations.

FBC is proposing to reset the rates for its EV DCFC service starting in 2024 over a 10-year levelization period (i.e., 2024 to 2033). For clarity, the cost-of-service analysis over the 10-year period includes the actual accumulated deficiency of approximately $580 thousand discussed in Section 2.2 as a cost in 2024. As such, the proposed energy-based rate is designed to fully recover the cost-of-service of FBC's EV DCFC service since inception to 2033, including past surpluses/deficiencies from 2018 to 2023, and the forecast cost-of-service from 2024 to 2033.

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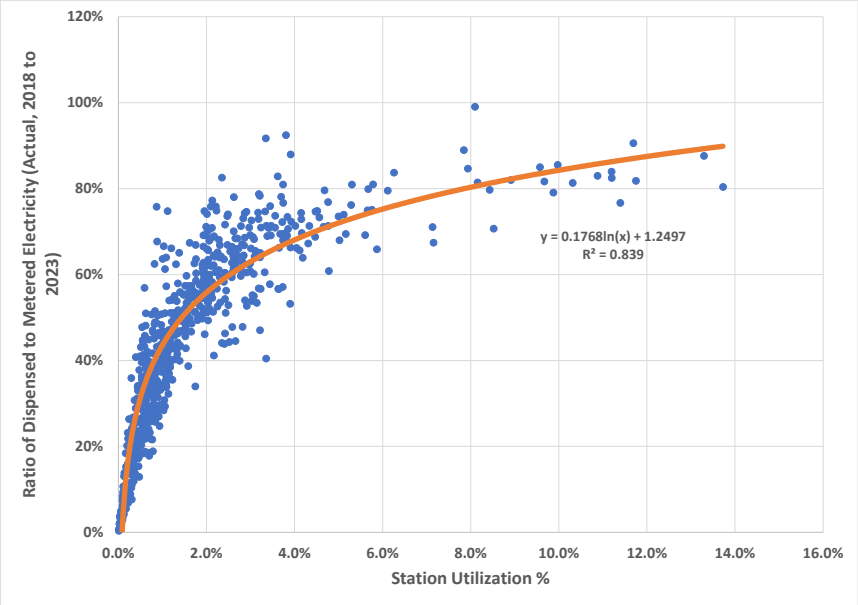
#### *3.2.1.2 Station Utilization Forecast*

The utilization of FBC's EV DCFC stations is the number of minutes per year that EV customers will use the stations to charge their vehicles. Consistent with the approach used in FBC's Revised Application that set the existing approved time-based rates, the forecast of station utilization will be based on the historical charging minutes in each station escalated by the growth rates of EV sales from 2024 to 2033.

In order to develop the growth rates for FBC's owned EV DCFC stations, FBC engaged Dunsky Energy + Climate Advisors (Dunsky) to provide a forecast of light duty EV sales in the FBC service area from 2023 to 2040 based on three growth scenarios, i.e., low growth, medium growth, and high growth, depending on various factors such as public charging infrastructure, existing building charging infrastructure retrofits, availability of vehicle incentives, government policy, and local availability of EV stock. Table 3-1 below summarizes Dunsky's three growth scenarios for light duty EVs, and Table 3-2 provides the growth rates for the three scenarios. The Dunsky analysis is included as Appendix F.

**Figure 3-1: Ratio of Dispensed Electricity over Metered Electricity vs. Station Utilization**




As part of the forecast cost of electricity under FBC's commercial service RS 21, FBC included the approved 2024 rate increase of 6.74 percent[39] and assumed a further annual rate increase of 4 percent starting from 2025 onward.

FBC also notes that six of its 50 kW stations take electricity service from third-party utilities (i.e., two from Nelson Hydro, two from the City of Penticton, and two from the City of Grand Forks). The cost of third-party electricity use is included in the O&M costs related to FBC's DCFC service, as discussed in Section 3.2.1.5 below, and is not included as part of FBC's cost of electricity.

### *3.2.1.4 Capital Expenditures and Contributions*

FBC's total capital expenditures (before contributions from third parties) for the 42 EV charging stations (as listed in Table 2-1 in Section 2.1 above) are now estimated to be approximately $7.361 million. This includes approximately $6.656 million of actual capital expenditures from 2018 to 2023, and approximately $0.705 million of forecast capital in 2024. Table 3-3 below provides the actual/forecast capital expenditures from 2018 to 2024.

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[39] Approved pursuant to the FBC Annual Review for 2024 Rates Decision and Order G-340-23.

**Table 3-3: Actual/Forecast Capital Expenditures (2018-2024)**

| Capital Expenditures | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Total |
|---|---|---|---|---|---|---|---|---|
| Actual (2018-2023) and 2024 Forecast ($ million) | 0.599 | 1.644 | 1.164 | 1.489 | 1.385 | 0.375 | 0.705 | 7.361 |

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| Capital Expenditures | 2018 |
|---|---|
| Actual (2018-2022), 2023 Projected, and 2024 Forecast ($ million) | 0.599 |

As discussed in the 2024 Annual Review[40], the 2023 capital expenditures are primarily due to unbilled charges of approximately $0.363 million from 2022 construction activities related to the planned DCFC stations in Keremeos and Princeton, which were originally identified in the Revised Application approved by Order G-215-21.[41] The construction was completed in 2022 but FBC did not receive all invoices for the work until 2023.

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The remaining capital expenditures in 2023 and the 2024 Forecast capital expenditures are related to the accessibility improvement work at FBC's existing EV DCFC sites which was started in 2023. As identified in the RS 96 Assessment Report, FBC worked with a focus group on accessibility improvements to its existing EV DCFC sites. As a result, FBC is modifying its existing sites for accessibility improvements in 2023 and 2024, including new or additional lighting (as the stations are available for use 24 hours a day) and paving for wheelchair access to the chargers. Currently, FBC has completed improvements at two sites with the remaining sites anticipated to be completed in 2024. Figure 3-2 below provides an illustration of FBC's Naramata EV DCFC site which contains these accessibility considerations.

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**Figure 3-2: FBC's Naramata DCFC Site with Accessibility Considerations**


Currently, FBC is not forecasting construction of any new additional stations between 2024 and 2033, as such FBC did not include capital expenditures or new revenue for new stations in the forecast cost-of-service analysis to 2033. However, FBC will continue to monitor the station utilization and customer demand to determine if additional stations are warranted. As directed by Order G-341-21, if FBC introduces additional EV charging stations that were not originally

[40] Exhibit B-2, Section 7.2.2.1.
[41] FBC Revised Application, Table 2-2, pp. 10-11.

identified in the Revised Application, FBC will include the evaluation of these additional stations as part of its Annual Review or revenue requirement proceedings.

With regard to contributions that were available from a number of partners including Natural Resources Canada (NRCan) and the Provincial Government of BC, FBC has received total contributions of $3.123 million for its EV DCFC stations. These contributions are included as part of the cost-of-service analysis for FBC's 50 kW and 100 kW stations.

As part of the forecast cost of service from 2024 to 2033, FBC has included an estimate of $25 thousand in 2023 dollars plus annual inflation for future sustainment capital expenditures within the evaluation period, as minor repairs or parts replacement such as power electronics or charging connectors/cables are expected to occur from time to time. Furthermore, given the expected 10-year service life of the EV chargers, FBC included future like-for-like replacement costs at the end of the 10-year expected service life of each charger, estimated based on the costs of the EV chargers in today's dollars escalated annually by the inflation assumption discussed in Section 3.2.1.6.

### *3.2.1.5 Operating and Maintenance Costs*

Table 3-4 below provides the actual O&M expenses from 2018 to 2023.

**Table 3-4: Actual O&M Expense (2018-2023)**

| O&M | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|
| **Actual/Projected O&M** | | | | | | |
| 50 kW ($000s) | 0.5 | 1.8 | 39.5 | 67.3 | 151.1 | 137.7 |
| 100 kW ($000s) | - | - | - | 15.1 | 33.6 | 32.3 |
| **Subtotal** | **$ 0.5** | **$ 1.8** | **$ 39.5** | **$ 82.4** | **$ 184.7** | **$ 170.0** |
| Third-Party Utility - 50 kW ($000s) | - | - | 6.4 | 18.1 | 28.2 | 33.9 |
| **Total O&M** | **$ 0.5** | **$ 1.8** | **$ 45.9** | **$ 100.5** | **$ 212.9** | **$ 203.9** |

During the period from 2018 to 2022, FBC was still installing 50 kW and 100 kW EV DCFC stations. As such, the O&M expenses have been trending upwards as FBC was working on developing the necessary O&M expenses for all completed and in-service stations, including repairs and maintenance, contractor inspection and cleaning, network management fees, and FBC internal labour to ensure a reliable EV DCFC service.

As discussed in the 2024 Annual Review,[42] the 2023 O&M expense for the EV DCFC service has been reduced primarily due to reduced FBC labour costs as a result of a vacancy as well as lower inspection fees, as the new inspection contract did not commence until mid-2023. These decreases were partially offset by an increase in repairs and maintenance costs for stations

[42] Exhibit B-2, Section 6.3.4.

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Actual/Projected O&M
50 kW ($000s)
100 kW ($000s)
Subtotal
Third-Party Utility - 50 kW ($000s)
Total O&M

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where the warranty periods have expired, as well as the increase in third-party utilities costs for stations located in Grand Forks, Nelson, and Penticton.

Table 3-5 below provides the 2024 O&M forecast for FBC's EV DCFC stations. The increase from 2023 is primarily due to increased inspection fees due to the full year impact of the inspection contract and higher FBC labour costs as FBC is expecting to fill the vacancy in 2024. Other increases include higher FLO Global Management Service fees for network management as well as an increase in third-party utilities costs resulting from increased utilization of the stations and rate increases from third-party utilities. FBC notes that the direct O&M forecast remains consistent with the forecast included in the 2024 Annual Review. The forecast third-party electricity costs, however, were updated based on the forecast growth of these stations discussed in Section 3.2.1.2.

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**Table 3-5: 2024 Forecast of FBC's O&M Expense for EV DCFC Service**

| O&M | 2024 Forecast |
|---|---|
| Network Management | 50.0 |
| Repairs and Maintenance | 50.0 |
| Inspection Fees | 96.0 |
| FBC Labour Costs | 70.0 |
| **Subtotal Direct O&M ($000s)** | **$ 266.0** |
| Third-Party Utilities (50 kW) | 48.4 |
| **Total ($000s)** | **$ 314.4** |
| | |
| Allocation | |
| 50 kW (34 Stations) + Third-Party Utilities | 263.7 |
| 100 kW (8 Stations) | 50.7 |
| **Total ($000s)** | **$ 314.4** |

O&M
Network Management
Repairs and Maintenance
Inspection Fees
FBC Labour Costs
Subtotal Direct O&M ($000s)
Third-Party Utilities (50 kW)
Total ($000s)
Allocation
50 kW (34 Stations) + Third-Party Utiliti
100 kW (8 Stations)
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FBC expects the direct O&M costs (i.e., network management, repair & maintenance, inspection fees, and FBC internal labour) will become more stable (except for annual inflation) as all planned stations have been completed and are in-service. As such, for the purpose of forecasting direct O&M expense from 2025 to 2033, FBC used the 2024 direct O&M forecast plus annual inflation of two percent. For discussion of the inflation assumption, please refer to Section 3.2.1.6.

For the 2024 forecast of electricity costs from third-party utilities, FBC used the actual 2023 effective rates plus the proposed 2024 rate increases from these individual utilities (i.e., $ per total kWh). For 2025 to 2033, FBC applied an annual 4 percent rate increase from these utilities, multiplied by the forecast of meter electricity consumption for these stations, as discussed in Section 3.2.1.3. The assumption of a 4 percent annual rate increase is consistent with the annual rate increase FBC applied to RS 21 for the cost of electricity of the EV DCFC stations located within FBC's service area. FBC believes this is an appropriate assumption as these third-party

- The Government of New Zealand issued Determination DEP100 setting the useful life of Rapid DC car charging stations at 10 years.[49]

FBC notes that in BC Hydro's Public Electric Vehicle Fast Charging Service Rate Application, dated July 28, 2023, a 7-year amortization period was used for charging station capital costs based on an average between 5 and 10 years, as recommended by BC Hydro's consultant Concentric and approved by Order G-91-23.[50] Despite BC Hydro's use of a 7-year amortization period for its charging station assets, FBC continues to believe that an expected service life of 10 years for its DCFC stations is reasonable and appropriate. First, FBC has been exclusively using one manufacturer (AddEnergie), who continues to support the use of a 10-year expected service life for their EV charging stations, whereas, to FBC's knowledge, BC Hydro has used a mix of different manufacturers of EV charging stations. Second, the use of a 10-year depreciation rate is consistent with various utilities in other jurisdictions as highlighted above. Finally, FBC's oldest stations were first installed and placed in-service in 2018 and will therefore be reaching six years in 2024. FBC has not experienced any major failures to its stations that required a complete replacement and there has been no sign that any of its oldest stations will require replacement within the next year (i.e., when reaching 7 years old). As such, FBC continues to expect its DCFC stations will reach the expected service life of 10 years and does not propose a new depreciation rate, nor does FBC have information to support an expected service life other than 10 years.

#### *3.2.1.8 Carbon Credits*

Pursuant to Order G-341-21, the monetized value of the carbon credits related to EV stations that FBC earns under the BC-LCFS is recorded in Other Revenue and is subject to flow-through treatment (i.e., variances between forecast and actual amounts are captured in the Flow-through deferral account and are recovered from/returned to customers through rates in subsequent years). Also approved as part of the rates and rate design of the existing time-based rates under Order G-341-21, an estimate of $200 per credit was included for FBC's 50 kW and 100 kW stations which was close to the average market price in 2019 and 2020 when the time-based rates were developed.

FBC monetized a total of 1,337 credits related to its EV DCFC service in 2022 at a price of $450 per credit, and as part of the 2024 Annual Review[51], FBC projected to monetize 1,210 credits at a price of $449.20 per credit in 2023; however, FBC did not receive validation for these credits before the end of 2023. FBC expects the monetization of these credits to be realized in 2024. FBC also notes that the November 2023 update of the BC-LCFS Credit Market Data shows that the current market price (November 2023) is $496.83 per credit.[52]

FBC expects there will continue to be revenue generated through the monetization of carbon credits. However, based on the recent price of monetized carbon credits and the current BC-

[49] https://www.taxtechnical.ird.govt.nz/determinations/depreciation/general/dep100-depreciation-rate-for-rapid-dc-car-charging-stations
[50] doc_72805_b1bchpublicevchargingserviceratesapplicationpublic.pdf (bcuc.com), page 5-26.
[51] Exhibit B-2, Section 5.8.
[52] https://www2.gov.bc.ca/gov/content/industry/electricity-alternative-energy/transportation-energies/renewable-low-carbon-fuels/credits-market

increase of 1 percent to FBC's deemed equity component and an increase of 0.50 percent to FBC's ROE from the previous approved levels.

As a result of the GCOC Decision, FBC has updated the deemed equity component and allowed ROE in the cost-of-service analysis to 41 percent and 9.65 percent, respectively, for 2023 and onwards. For the 2023 Projected earned return shown in Table 2-3 in Section 2.2.2 above, FBC used the capital structure included in 2023 rates, approved on a permanent basis by Order G-276-23. For the forecast earned return from 2024 to 2033, FBC used the capital structure included in the approved 2024 rates,[53] with the weighted average cost of capital set at 6.01 percent.

## 3.3 *PROPOSED ENERGY-BASED RATE*

Consistent with the existing approved time-based rate for FBC's EV DCFC stations, the proposed energy-based rate is calculated based on the levelized cost of service incorporating the assumptions and cost-of-service inputs described in the previous sections. Using a levelized approach allows FBC to set an energy-based rate that remains flat over the evaluation period and collects the cost-of-service associated with the EV DCFC stations over that period. A levelized cost-of-service rate that remains flat is easy to understand and provides rate stability for customers, as opposed to having rates that vary each year with the cost of service and forecast usage.

The proposed energy-based rate of $0.39 per kWh is set to recover, on a forecast present value basis, the cost-of-service of both the 50 kW and 100 kW stations over the 10-year period from 2024 to 2033. The forecast cost of service also includes the actual accumulated deficiency of approximately $580 thousand from 2018 to 2023 as shown in Table 2-3 of Section 2.2.2 above. Please refer to Appendix E-3 which provides the detailed calculation of the proposed energy-based rate in $ per kWh.

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In the subsections that follow, FBC provides:

- A comparison of FBC's proposed energy-based rate of $0.39 per kWh to the market;
- An explanation of FBC's proposed approach of establishing a common energy-based rate between 50 kW and 100 kW EV DCFC stations; and
- A rate impact assessment for FBC's other customers.

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### 3.3.1 Proposed Energy-Based Rate does not undermine the Competitive Market

In its Decision and Order G-341-21 approving FBC's existing EV DCFC time-based rates, the BCUC stated:

[53] Annual Review for 2024 Rates Decision and Order G-340-23.

> The Panel considers the appropriate rate design principle should be an aim to minimize any recovery from FBC's other ratepayers for this service regardless of whether that results in an over-or under collection of the cost of service in any given year, providing that the resulting rate isn't set at a rate that will undermine the competitive market.

As shown in Table 2-5 of Section 2.3.2, FBC's proposed energy-based rate at $0.39 per kWh for both 50 kW and 100 kW DCFC stations is higher than BC Hydro, but is generally comparable to other service providers in BC, such as Shell, Couche-Tard, and Charger Quest. Also, depending on the location, FBC's proposed energy-based rate is comparable to Tesla's offering of $0.42 per kWh.[54] As such, FBC considers its energy-based rate at $0.39 per kWh to be reasonable because it does not undermine the competitive market and is designed to recover the cost of service over the 10-year period on a levelized basis.

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### 3.3.2 Common Energy-Based Rate for both 50 kW and 100 kW Stations

FBC is proposing a common energy-based rate for its 50 kW and 100 kW EV DCFC stations rather than different rates for the different power levels. FBC's proposed common energy-based rate is based on a number of considerations, including cost-based recovery, the impact to the utilization of the lower powered DCFC stations under common rates, as well as the offerings available in the market.

#### *3.3.2.1 Cost-Based Recovery*

The current BCUC-approved approach for setting FBC's EV DCFC service rates is cost-based (or cost-of-service based) recovery. Although the average levelized annual cost of service for a 50 kW station is less than a 100 kW station, it can be seen from Table 3-6 below that the energy-based rates for both station types are essentially the same, even if they are set separately to recover their individual cost of service on a levelized basis over the 10-year period from 2024 to 2033. This is because the overall consumption in kWh by the 50 kW station (i.e., the amount of electricity that can be dispensed into an EV) is less than the 100 kW station. Thus, under the approach of cost-based recovery, the less expensive 50 kW stations do not translate into lower energy-based rates because the amount of electricity dispensed by the stations is also less in the same amount time compared to the 100 kW stations.

[54] Tesla Mobile App, obtained December 10, 2023; $0.42/kWh for Supercharger at 250 kW Max in Creston, BC.

**Table 3-6: Individual Levelized Energy-based Rate for 50 kW and 100 kW**

| Line | Particular | Reference | 50 kW | 100 kW | Common 50 kW and 100 kW |
|---|---|---|---|---|---|
| 1 | Average Levelized Annual Cost of Service per Station ($000s) | Appendix E, Schedule 4 | 18.773 | 30.215 | 20.954 |
| 2 | Average Levelized Annual Dispensed MWh per Station | Appendix E, Schedule 4 | 56.272 | 93.798 | 63.420 |
| **3** | **Levelized $/kWh (2024 - 2033) to recover Cost of Service** | **Line 1 / Line 2** | **0.334** | **0.322** | **0.330** |
| 4 | Transaction Fee | 15% | 15% | 15% | 15% |
| **5** | **Levelized $/kWh (2024 - 2033) w/ Transaction Fee (Rounded to Two Decimal Places)** | **Line 3 / (1 - Line 4)** | **0.390** | **0.380** | **0.390** |

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| Line | Particular |
|---|---|
| 1 | Average Levelized Annual Cost of Servi Station ($000s) |
| 2 | Average Levelilzed Annual Dispensed M per Station |
| **3** | **Levelized $/KWh (2024 - 2033) to recov Cost of Service** |
| 4 | Transaction Fee |
| **5** | **Levelized $/KWh (2024 - 2033) w/ Trans Fee (Rounded to Two Decimal Places)** |

As such, unless FBC were to deviate from the approved cost-of-service based recovery approach and set the 50 kW EV DCFC stations below cost (whereby the under-recovery would become a rate impact to FBC's other customers), setting individual energy-based rates for the 50 kW and 100 kW stations will not differ materially from the proposed common energy-based rate. Please refer to Schedule 4 of Appendix E-1 and Appendix E-2 for the detailed calculations of the individual energy-based rates for FBC's 50 kW and 100 kW stations, respectively.

### *3.3.2.2 Utilization Between 50 kW and 100 kW EV DCFC Stations*

Based on the actual utilization data of FBC's EV DCFC service from the eight sites where both 50 kW and 100 kW stations are available, the higher time-based rate for the 100 kW stations did not lead to reduced usage or promote more use of the 50 kW stations. Using 2023 as an example, the average utilization of the 100 kW stations at the eight sites where both 50 kW and 100 kW stations are available is almost 20 percent higher than the 50 kW stations at the same site[55], even considering that the current time-based rate for the 100 kW stations is $0.54 per minute compared to the 50 kW stations at $0.26 per minute.

FBC's utilization information demonstrates that the price differential did not help to promote more utilization of the lower power level stations. EV charging customers are choosing the higher-powered EV DCFC stations for reasons other than price, such as the duration of charging time over the price differential, and it is likely that the 50 kW stations are typically used at times when the 100 kW stations are occupied, or the EV is limited by the charging speed depending on the brand/model of the vehicle. As such, FBC believes a common energy-based rate for both the 50 kW and 100 kW stations is reasonable and avoids under-recovering of costs as discussed in Section 3.3.2.1 above.

[55] Excludes Castlegar as the station was out-of-service since May 2023 due to construction by the Chamber of Commerce as discussed in Section 2.2.1.

#### *3.3.2.3 Market Offerings*

As shown in Table 2-5 in Section 2.3.2, except for Tesla, all other service providers in BC with energy-based rates currently have or are proposing to have common rates between different charging powers. Therefore, a common energy-based rate approach would be consistent with the market. FBC notes that for Tesla, the variations in rates are also dictated by their TOU rates at different locations and regions.

#### *3.3.2.4 Common Energy-Based Rate for all Power Levels is Reasonable*

FBC believes that setting a common energy-based rate for both 50 kW and 100 kW stations is reasonable. Given that the average cost per kWh for the 50 kW stations is essentially the same as the 100 kW stations over the 10-year forecast period from 2024 to 2033, setting the energy-based rate for the 50 kW stations lower than the levelized cost of service in order to create a price differential between the 50 kW and 100 kW stations would not be reasonable, as it would cause an under-recovery for the 50 kW stations and a resulting rate impact for FBC's other customers.

Having common energy-based rates for all power levels is also consistent with the general concept of energy-based rates, i.e., EV charging customers will pay for the actual energy dispensed into their vehicle which would be the same regardless of the different power of the EV DCFC stations. Since there is no difference in terms of the energy that the EV charging customers receive from the different power levels, it is reasonable that, regardless of whether a 50 kW or 100 kW station is used, the premium EV model with a bigger battery capacity and capability of faster charging ultimately pays more in total because it consumes more energy (more electricity is dispensed into this EV) during a charging session than a regular EV model with a smaller battery capacity and lower charging speed.

Therefore, based on the reasons discussed above, FBC considers setting a common energy-based rate (the same $ per kWh rate) for both 50 kW and 100 kW stations to be the most reasonable and appropriate approach, and not unduly discriminatory or unduly preferential.

### 3.3.3 Rate Impact Assessment

As discussed in Section 3.2.1.2 above, FBC engaged Dunsky to develop three growth scenarios (i.e., low, medium, and high) for light duty EV sales in the FBC service area from 2023 to 2040. FBC used the growth rates from the medium growth scenario to forecast its station utilization and to forecast the EV DCFC cost-of-service.

FBC considers the low growth and high growth scenarios from the Dunsky analysis to be the lower and upper bounds of forecast EV sales in FBC's service area. Table 3-7 below provides a rate impact sensitivity analysis for FBC's other customers if the low or high growth scenarios materialize instead of the medium growth scenario. The rate impact to FBC's other customers due to the varying station utilization scenarios is minor, with the bill impact for an average residential customer ranging from a charge of $0.32 per year to a credit of $0.33 per year.

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**Table 3-7: Individual Levelized Energy-based Rate for 50 kW and 100 kW**

| $000s | Low Growth Scenario | Medium Growth Scenario (As proposed) | High Growth Scenario |
|---|---|---|---|
| PV of Deficit / (Surplus) - 10 years | 639 | - | (667) |
| Levelized Deficit / (Surplus) per year | 87 | - | (91) |
| Levelized Rate Impact - when compare to 2024 Approved (%) | 0.02% | 0.00% | -0.02% |
| Avg. Residential Bill Impact ($ per year) | 0.32 | - | (0.33) |

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| $000s |
|---|
| PV of Deficit / (Surplus) - 10 years |
| Levelized Deficit / (Surplus) per year |
| Levelized Rate Impact - when compare to 20 |
| Avg. Residential Bill Impact ($ per year) |

## 3.4 *PROPOSED IDLING CHARGE*

FBC is proposing an Idling Charge of $0.40 per minute for its DCFC stations. As shown in Section 2.3.3, an Idling Charge of $0.40 per minute after the end of a charging session, with a 5-minute grace period, is consistent with other service providers in BC that have also implemented an Idling Charge.

FBC has not received any complaints to date about idling or congestion at its EV DCFC stations; however, FBC expects the issue of congestion is likely to arise in the near future with the increase in EV sales and as the utilization of FBC's stations continues to grow, especially at high traffic stations such as the Kelowna Museum and Princeton.

Currently, FLO has indicated that their system is not capable of accommodating both an energy-based rate and a time-based Idling Charge. FLO has communicated to FBC that upgrading their system to accommodate an Idling Charge is part of their development plan but not expected to be implemented until late 2024.

Therefore, while FBC is seeking approval of an Idling Charge of $0.40 per minute at its DCFC stations in this Application for regulatory efficiency, at this time FBC is not requesting approval of an effective date to implement the Idling Charge. As such, FBC has not included the Idling Charge as part of the proposed revised RS 96 tariff included in Appendix C. Rather, once FLO has upgraded its system and an Idling Charge can be implemented, if approved, FBC will file a compliance filing with a revised RS 96 tariff for BCUC endorsement at least 15 days prior to the effective date. Please refer to Section 4 for further details on the implementation of the Idling Charge.

## 3.5 *SUMMARY OF PROPOSED RS 96 ENERGY-BASED RATE*

FBC is seeking approval of an energy-based rate of $0.39 per kWh at its EV DCFC stations under RS 96. The energy-based rate is set to fully recover the forecast cost of service on a 10-year levelized basis and also includes recovery of the actual accumulated deficiency of approximately $580 thousand from 2018 to 2023. As the rate is set on a 10-year levelized basis, it will remain the same from 2024 to 2033 (i.e., it will not be subject to FBC's general rate increases).

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FBC engaged Dunsky to provide a forecast of light-duty EV sales in the FBC service area to 2040 and applied the growth rate to FBC's existing DCFC stations to forecast the utilization over the 10-year period from 2024 to 2033, which FBC in turn used to forecast the number of charging minutes as well as dispensed electricity for each station, the result of which formed the basis of the 10-year forecast cost-of-service.

The proposed energy-based rate set on a levelized basis is consistent with the approach approved under the current time-based rates. A levelized rate that remains flat over a period of time is easy to understand and allows customers to have stability in their EV charging costs.

FBC's proposed energy-based rate of $0.39 per kWh is comparable to the market and the potential rate impact due to a reduced forecast of utilization is small. If the low growth scenario of EV sales materializes, the potential rate impact to the average residential customer is minor at approximately 32 cents per year over the 10-year period. FBC's proposed energy-based rate is also set on a common basis between the 50 kW and 100 kW EV DCFC stations. Based on FBC's actual experience with its current time-based rate, the price differential between the 50 kW and 100 kW stations did not help to promote more utilization in the lower-powered 50 kW stations, as customers are choosing the higher-powered EV DCFC stations for reasons other than price, such as the charging time duration. Further, the cost of service per kWh for the 50 kW stations is almost the same as the 100 kW stations on a levelized basis, thus there would not be a material difference even if the energy-based rates were set separately.

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Finally, FBC is proposing an Idling Charge of $0.40 per minute after the end of a charging session, with a 5-minute grace period. This approach is consistent with other service providers in BC that have implemented Idling Charges.

# 5. CONCLUSION

FBC is seeking approval of an energy-based rate of $0.39 per kWh for its EV DCFC service under RS 96 for both the 50 kW and 100 kW stations. The proposed energy-based rate will replace the existing approved time-based rates for both the 50 kW and 100 kW stations. The energy-based rate is set to fully recover the forecast cost of service on a 10-year levelized basis and also includes recovery of the actual accumulated deficiency of approximately $580 thousand from 2018 to 2023. As the rate is set on a 10-year levelized basis, it will remain unchanged from 2024 to 2033 (i.e., will not be subject to FBC's general rate increases) unless otherwise directed by the BCUC. The proposed energy-based rate set on a levelized basis is consistent with the approach approved under the current time-based rates. A levelized rate that remains flat over a period of time is easy to understand and allows customers to have stability in their EV charging costs.

FBC's proposed energy-based rate of $0.39 per kWh is comparable to the market and the potential rate impact is small if the actual utilization of FBC's EV DCFC stations is less than the forecast utilization level in this Application. The potential rate impact for the average residential customer is approximately 32 cents per year over the 10-year period from 2024 to 2033 if a low EV growth environment materializes.

As a temporary dispensation program for commercial level 3+ EV charging devices has now been made available by Measurement Canada, FBC considers it reasonable to establish an energy-based rate for its EV DCFC service given the strong desire by the public as well as interveners for energy-based rates and the fact that time-based EV charging rates are considered to be discriminatory by the BCUC.

FBC is also proposing an Idling Charge of $0.40 per minute after the end of charging, with a 5-minute grace period. This approach is consistent with other service providers in BC that have implemented Idling Charges.

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# Appendix B
# DRAFT ORDER - REVISED

bcuc
British Columbia
Utilities Commission

Suite 410, 900 Howe Street
Vancouver, BC Canada V6Z 2N3
bcuc.com

P: 604.660.4700
TF: 1.800.663.1385
F: 604.660.1102

**ORDER NUMBER**
**G-xx-xx**

IN THE MATTER OF
the *Utilities Commission Act*, RSBC 1996, Chapter 473

and

FortisBC Inc.
Application for Approval of Electric Vehicle Energy-Based Direct Current Fast Charging Service Rate Design and Rates

**BEFORE:**
[Panel Chair]
Commissioner
Commissioner

on Date

**ORDER**

**WHEREAS:**

A. On December 22, 2023, FortisBC Inc. (FBC) filed an Application with the British Columbia Utilities Commission (BCUC) for the approval of an energy-based rate design and rates for Electric Vehicle (EV) Direct Current Fast Charging (DCFC) Service and amendments to Rate Schedule 96 (RS 96), pursuant to sections 59 to 61 of the *Utilities Commission Act* (Application);

B. By Decision and Order G-350-21, dated November 30, 2021, the BCUC approved RS 96 on a permanent basis with time-based charging service rates at FBC-owned EV DCFC stations at $0.26 per minute for 50 kW stations and $0.54 per minute at 100 kW stations. The BCUC also directed, among other things, for FBC to file a detailed assessment of its DCFC service by the earliest of either December 31, 2022 or within six months of Measurement Canada's approval of DCFC energy-based metering for FBC;

C. On December 29, 2022, FBC filed the assessment report (RS 96 Assessment Report) as Measurement Canada had not yet approved energy-based metering in Canada at that time. On June 19, 2023, the BCUC accepted the RS 96 Assessment Report by Letter L-33-23 and accepted FBC's proposal to provide an updated RS 96 Assessment Report by December 31, 2023, or file an application for energy-based rates;

D. On February 20, 2023, Measurement Canada announced a temporary dispensation program for commercial level 3+ EV charging devices that permits energy-based meters to be used at level 3+ EV charging stations that were in-service prior to July 1, 2024, without verification and sealing, subject to the terms and conditions of the temporary dispensation program; and

E. The BCUC has reviewed the Application and makes the following determinations.

**NOW THEREFORE** pursuant to section 59 to 61 of the *Utilities Commission Act*, the BCUC orders as follows:

1. FBC is approved to amend RS 96 to implement an energy-based EV charging rate of $0.39 per kWh for service at FBC-owned DCFC 50 kW and 100 kW stations, which will replace the existing time-based rates. The energy-based EV charging rate for RS 96 shall not be subject to FBC's general rate increases, unless otherwise directed by the BCUC.

2. FBC is approved to implement an Idling Charge of $0.40 per minute that begins 5 minutes after the end of a charging session for service at FBC-owned DCFC 50 kW and 100 kW stations.

3. FBC is approved to establish a new rate base deferral account, titled the RS 96 Energy-Based Rate Application Cost deferral account, to record the costs associated with the regulatory review of the Application, with the amortization period to be determined in a future rate-setting proceeding.

4. FBC is directed to file the revised RS 96 tariff to enable an energy-based EV charging rate with the BCUC for endorsement at least 15 days prior to the effective date.

5. FBC is directed to file the revised RS 96 tariff to enable the Idling Charge with the BCUC for endorsement at least 15 days prior to the effective date.

**DATED** at the City of Vancouver, in the Province of British Columbia, this (XX) day of (Month Year).

BY ORDER

(X. X. last name)
Commissioner

# Appendix C

# RS 96 TARIFF PROPOSED AMENDMENTS BLACKLINED - REVISED

## RATE SCHEDULE 96 – ELECTRIC VEHICLE CHARGING

APPLICABLE: Available for electric vehicle charging at FortisBC-owned Direct Current Fast Charging stations.

RATE: For 50 kW and 100 kW charging stations:

$0.39 per kW.h

NOTE: Customers taking service under this Rate Schedule will be billed and make payment at the time of charging.

The rate for electric vehicle charging will be reviewed on a periodic basis.

PERMANENT RATE ESTABLISHMENT: Pursuant to the British Columbia Utilities Commission Order G-xx-xx, rates under this schedule are set on a permanent basis for consumption on and after [DATE].

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**Deleted:** For 100 kW charging stations:¶
$0.54 per minute.

**Deleted:** The rate is pro-rated on a per-second basis based on the time that a vehicle is plugged in.

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# Appendix E

# FINANCIAL SCHEDULES AND COST OF SERVICE MODELS - REVISED

## REFER TO LIVE SPREADSHEET MODELS

Provided in electronic format only

(accessible by opening the Attachments Tab in Adobe)

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 50 kW Stations***
***Schedule 1***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Cost of Service** | | | | | | | | | | | | | | | | | |
| 2 | Cost of Energy | | - | - | - | - | 66 | 96 | 108 | 132 | 160 | 197 | 245 | 294 | 351 | 399 | 443 | 488 |
| 3 | Operation & Maintenance | Line 18 | 0 | 2 | 46 | 85 | 179 | 172 | 264 | 285 | 310 | 346 | 397 | 468 | 559 | 642 | 689 | 712 |
| 4 | Property Taxes | Line 23 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Depreciation Expense | Line 46 | - | 60 | 197 | 307 | 385 | 457 | 474 | 490 | 492 | 495 | 497 | 518 | 563 | 604 | 636 | 671 |
| 6 | Amortization Expense on CIAC | Line 59 | - | (35) | (70) | (150) | (169) | (203) | (209) | (209) | (209) | (209) | (209) | (209) | (209) | (173) | (139) | (59) |
| 7 | Other Revenue - Carbon Credits | -Line 110 | - | - | - | - | (744) | - | (923) | (310) | (348) | (390) | (444) | (510) | (1,241) | (740) | (756) | (750) |
| 8 | NRCan Repayment | Schedule 2, Line 23 | - | - | - | - | - | - | - | - | - | - | - | - | 370 | 144 | 96 | - |
| 9 | Income Taxes | Line 97 | (9) | (361) | (72) | (128) | (10) | 70 | 100 | 103 | 104 | 102 | 67 | (35) | (124) | (139) | (325) | (251) |
| 10 | Earned Return | Line 82 | 6 | 53 | 95 | 109 | 137 | 153 | 159 | 161 | 144 | 126 | 135 | 200 | 286 | 329 | 355 | 365 |
| 11 | **Incremental Annual Revenue Requirement** | Sum of Line 2 to Line 10 | **(2)** | **(282)** | **196** | **224** | **(155)** | **744** | **(26)** | **651** | **653** | **668** | **688** | **726** | **554** | **1,065** | **459** | **624** |
| 12 | | | | | | | | | | | | | | | | | | |
| 13 | **Operation & Maintenance** | | | | | | | | | | | | | | | | | |
| 14 | Labour Costs | | 0 | 2 | 39 | 67 | 151 | 138 | 215 | 220 | 224 | 229 | 233 | 238 | 242 | 247 | 252 | 257 |
| 15 | Non-Labour Costs | | - | - | 6 | 18 | 28 | 34 | 48 | 65 | 86 | 117 | 164 | 230 | 316 | 394 | 437 | 454 |
| 16 | Total Gross O&M Expenses | Line 14 + Line 15 | 0 | 2 | 46 | 85 | 179 | 172 | 264 | 285 | 310 | 346 | 397 | 468 | 559 | 642 | 689 | 712 |
| 17 | Less: Capitalized Overhead | Overhead Rate of 0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 | **Net O&M Expenses** | Line 16 + Line 17 | 0 | 2 | 46 | 85 | 179 | 172 | 264 | 285 | 310 | 346 | 397 | 468 | 559 | 642 | 689 | 712 |
| 19 | | | | | | | | | | | | | | | | | | |
| 20 | **Property Taxes** | | | | | | | | | | | | | | | | | |
| 21 | General, School and Other | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 | 1% in Lieu of General Municipal Tax[1] | 1% of Line 11 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 23 | **Total Property Taxes** | Line 21 + Line 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 24 | 1 - Calculation based on revenue from second preceding year, e.g. 2020 is based on 2018 | | | | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | | | | | |
| 26 | **Capital Spending** | | | | | | | | | | | | | | | | | |
| 27 | Project Capital Spending[2] | | 599 | 1,644 | 1,164 | 783 | 1,078 | 178 | 571 | 25 | 26 | 26 | 807 | 1,717 | 1,482 | 1,110 | 1,126 | 285 |
| 28 | Cost of Removal | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 29 | Contributions in Aid of Construction (CIAC) | | (423) | (415) | (950) | (259) | (503) | (71) | - | - | - | - | - | - | - | - | - | - |
| 30 | Total Annual Project Cost - Capital | Line 27 + Line 28 | 176 | 1,229 | 214 | 524 | 575 | 107 | 571 | 25 | 26 | 26 | 807 | 1,717 | 1,482 | 1,110 | 1,126 | 285 |
| 31 | | | | | | | | | | | | | | | | | | |
| 32 | **Total Project Cost (incl. AFUDC)** | **Sum of Line 27** | **12,619** | | | | | | | | | | | | | | | |
| 33 | **Net Project Cost (incl. Removal and/or CIAC)** | **Sum of Line 30** | **9,998** | | | | | | | | | | | | | | | |
| 34 | 2 - Excluding capitalized overhead | | | | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 50 kW Stations***
***Schedule 1***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36 | **Gross Plant in Service (GPIS)** | | | | | | | | | | | | | | | | | |
| 37 | GPIS - Beginning | Preceding Year, Line 41 | - | 599 | 2,243 | 3,406 | 4,061 | 5,116 | 5,294 | 5,864 | 5,889 | 5,915 | 5,941 | 6,149 | 6,594 | 7,002 | 7,330 | 7,678 |
| 38 | Additions to Plant[3] | | 599 | 1,644 | 1,164 | 783 | 1,078 | 178 | 571 | 25 | 26 | 26 | 807 | 1,717 | 1,482 | 1,110 | 1,126 | 285 |
| 39 | Retirements | | - | - | - | - | (23) | - | - | - | - | - | (599) | (1,272) | (1,073) | (783) | (778) | (178) |
| 40 | Net Addition to Plant | Sum of Line 38 to 39 | 599 | 1,644 | 1,164 | 783 | 1,055 | 178 | 571 | 25 | 26 | 26 | 208 | 445 | 409 | 327 | 348 | 107 |
| 41 | GPIS - Ending | Line 37 + Line 40 | 599 | 2,243 | 3,406 | 4,189 | 5,116 | 5,294 | 5,864 | 5,889 | 5,915 | 5,941 | 6,149 | 6,594 | 7,002 | 7,330 | 7,678 | 7,785 |
| 42 | 3 - Includes capitalized overhead | | | | | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | | | | | | |
| 44 | **Accumulated Depreciation** | | | | | | | | | | | | | | | | | |
| 45 | Accumulated Depreciation - Beginning | Preceding Year, Line 48 | - | - | (60) | (257) | (468) | (830) | (1,286) | (1,761) | (2,251) | (2,743) | (3,238) | (3,136) | (2,382) | (1,871) | (1,692) | (1,550) |
| 46 | Depreciation Expense[4] | Line 37 @ 8.37% | - | (60) | (197) | (307) | (385) | (457) | (474) | (490) | (492) | (495) | (497) | (518) | (563) | (604) | (636) | (671) |
| 47 | Retirements | | - | - | - | - | 23 | - | - | - | - | - | 599 | 1,272 | 1,073 | 783 | 778 | 178 |
| 48 | Accumulated Depreciation - Ending | Sum of Line 45 to 47 | - | (60) | (257) | (565) | (830) | (1,286) | (1,761) | (2,251) | (2,743) | (3,238) | (3,136) | (2,382) | (1,871) | (1,692) | (1,550) | (2,043) |
| 49 | 4 - Depreciation & Amortization Expense calculation is based on opening balance x composite depreciation rate; The weighted-avg. rate of all assets addition to plant is 8.37% | | | | | | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | | | | | | | |
| 51 | **Contributions in Aid of Construction (CIAC)** | | | | | | | | | | | | | | | | | |
| 52 | CIAC - Beginning | Preceding Year, Line 55 | - | (423) | (838) | (1,788) | (1,919) | (2,422) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,071) | (1,656) | (705) |
| 53 | Additions | | (423) | (415) | (950) | (259) | (503) | (71) | - | - | - | - | - | - | - | - | - | - |
| 54 | Retirements | | - | - | - | - | - | - | - | - | - | - | - | - | 423 | 415 | 950 | 259 |
| 55 | CIAC - Ending | Sum of Line 52 to 54 | (423) | (838) | (1,788) | (2,047) | (2,422) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,071) | (1,656) | (705) | (446) |
| 56 | | | | | | | | | | | | | | | | | | |
| 57 | **Accumulated Amortization of Contributions in Aid of Construction (CIAC)** | | | | | | | | | | | | | | | | | |
| 58 | Accumulated Amortization of CIAC - Beginning | Preceding Year, Line 61 | - | - | 35 | 105 | 296 | 465 | 668 | 877 | 1,085 | 1,294 | 1,503 | 1,712 | 1,920 | 1,706 | 1,465 | 653 |
| 59 | Amortization (over 12 yrs) | Line 52 @ 8.37% | - | 35 | 70 | 150 | 169 | 203 | 209 | 209 | 209 | 209 | 209 | 209 | 209 | 173 | 139 | 59 |
| 60 | Retirements | | - | - | - | - | - | - | - | - | - | - | - | - | (423) | (415) | (950) | (259) |
| 61 | Accumulated Amortization of CIAC - Ending | Sum of Line 58 to 60 | - | 35 | 105 | 255 | 465 | 668 | 877 | 1,085 | 1,294 | 1,503 | 1,712 | 1,920 | 1,706 | 1,465 | 653 | 453 |
| 62 | | | | | | | | | | | | | | | | | | |
| 63 | **Rate Base and Earned Return** | | | | | | | | | | | | | | | | | |
| 64 | Gross Plant in Service - Beginning | Line 37 | - | 599 | 2,243 | 3,406 | 4,061 | 5,116 | 5,294 | 5,864 | 5,889 | 5,915 | 5,941 | 6,149 | 6,594 | 7,002 | 7,330 | 7,678 |
| 65 | Gross Plant in Service - Ending | Line 41 | 599 | 2,243 | 3,406 | 4,189 | 5,116 | 5,294 | 5,864 | 5,889 | 5,915 | 5,941 | 6,149 | 6,594 | 7,002 | 7,330 | 7,678 | 7,785 |
| 66 | | | | | | | | | | | | | | | | | | |
| 67 | Accumulated Depreciation - Beginning | Line 45 | - | - | (60) | (257) | (468) | (830) | (1,286) | (1,761) | (2,251) | (2,743) | (3,238) | (3,136) | (2,382) | (1,871) | (1,692) | (1,550) |
| 68 | Accumulated Depreciation - Ending | Line 48 | - | (60) | (257) | (565) | (830) | (1,286) | (1,761) | (2,251) | (2,743) | (3,238) | (3,136) | (2,382) | (1,871) | (1,692) | (1,550) | (2,043) |
| 69 | | | | | | | | | | | | | | | | | | |
| 70 | CIAC - Beginning | Line 52 | - | (423) | (838) | (1,788) | (1,919) | (2,422) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,071) | (1,656) | (705) |
| 71 | CIAC - Ending | Line 55 | (423) | (838) | (1,788) | (2,047) | (2,422) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,493) | (2,071) | (1,656) | (705) | (446) |
| 72 | | | | | | | | | | | | | | | | | | |
| 73 | Accumulated Amortization of CIAC - Beginning | Line 58 | - | - | 35 | 105 | 296 | 465 | 668 | 877 | 1,085 | 1,294 | 1,503 | 1,712 | 1,920 | 1,706 | 1,465 | 653 |
| 74 | Accumulated Amortization of CIAC - Ending | Line 61 | - | 35 | 105 | 255 | 465 | 668 | 877 | 1,085 | 1,294 | 1,503 | 1,712 | 1,920 | 1,706 | 1,465 | 653 | 453 |
| 75 | | | | | | | | | | | | | | | | | | |
| 76 | Net Plant in Service, Mid-Year | (Sum of Lines 64 to Line 74 ) / 2 | 88 | 778 | 1,423 | 1,650 | 2,150 | 2,256 | 2,335 | 2,359 | 2,102 | 1,843 | 1,972 | 2,935 | 4,203 | 5,107 | 5,761 | 5,912 |
| 77 | Cash Working Capital | Line 41 x FBC CWC/Closing GPIS % | 2 | 7 | 10 | 12 | 15 | 16 | 17 | 17 | 17 | 17 | 18 | 19 | 21 | 22 | 23 | 23 |
| 78 | **Total Rate Base** | **Sum of Line 76 to 77** | **90** | **785** | **1,433** | **1,662** | **2,165** | **2,271** | **2,352** | **2,376** | **2,119** | **1,860** | **1,990** | **2,954** | **4,223** | **4,858** | **5,238** | **5,385** |
| 79 | | | | | | | | | | | | | | | | | | |
| 80 | Equity Return | Line 78 x ROE x Equity % | 3 | 29 | 52 | 61 | 79 | 90 | 93 | 94 | 84 | 74 | 79 | 117 | 167 | 192 | 207 | 213 |
| 81 | Debt Component | [5] | 3 | 24 | 42 | 48 | 58 | 64 | 66 | 67 | 60 | 52 | 56 | 83 | 119 | 137 | 147 | 152 |
| 82 | **Total Earned Return** | **Line 80 + Line 81** | **6** | **53** | **95** | **109** | **137** | **153** | **159** | **161** | **144** | **126** | **135** | **200** | **286** | **329** | **355** | **365** |
| 83 | Return on Rate Base % | Line 82 / Line 78 | 6.69% | 6.71% | 6.60% | 6.54% | 6.35% | 6.75% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% |
| 84 | After- Tax Weighted Average Cost of Capital (WACC) | [6] | 5.87% | 5.89% | 5.77% | 5.76% | 5.62% | 6.00% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% |
| 85 | 5 - Line 78 x (LTD Rate x LTD% + STD Rate x STD %) | | | | | | | | | | | | | | | | | |
| 86 | 6 - ROE Rate x Equity Component + [(STD Rate x STD Portion) + (LTD Rate x LTD Portion)] x (1- Income Tax Rate)] | | | | | | | | | | | | | | | | | |
| 87 | | | | | | | | | | | | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 50 kW Stations***
***Schedule 1***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88 | **Income Tax Expense** | | | | | | | | | | | | | | | | | |
| 89 | Earned Return | Line 82 | 6 | 53 | 95 | 109 | 137 | 153 | 159 | 161 | 144 | 126 | 135 | 200 | 286 | 329 | 355 | 365 |
| 90 | Deduct: Interest on debt | Line 81 | (3) | (24) | (42) | (48) | (58) | (64) | (66) | (67) | (60) | (52) | (56) | (83) | (119) | (137) | (147) | (152) |
| 91 | Add: Depreciation Expense | Line 46 | - | 60 | 197 | 307 | 385 | 457 | 474 | 490 | 492 | 495 | 497 | 518 | 563 | 604 | 636 | 671 |
| 92 | Deduct: CIAC Amortization | Line 59 | - | (35) | (70) | (150) | (169) | (203) | (209) | (209) | (209) | (209) | (209) | (209) | (209) | (173) | (139) | (59) |
| 93 | Deduct: Capital Cost Allowance | Line 104 (Include CCA from 2018) | (26) | (1,028) | (375) | (565) | (321) | (155) | (88) | (98) | (87) | (84) | (187) | (522) | (857) | (999) | (1,045) | (952) |
| 94 | Taxable Income After Tax | Sum of Line 89 to 93 | (23) | (975) | (195) | (346) | (26) | 189 | 271 | 277 | 280 | 276 | 180 | (96) | (336) | (377) | (880) | (679) |
| 95 | Income Tax Rate | | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% |
| 96 | | | | | | | | | | | | | | | | | | |
| 97 | **Total Income Tax Expense** | Line 94 / (1 - Line 95) x Line 95 | **(9)** | **(361)** | **(72)** | **(128)** | **(10)** | **70** | **100** | **103** | **104** | **102** | **67** | **(35)** | **(124)** | **(139)** | **(325)** | **(251)** |
| 98 | | | | | | | | | | | | | | | | | | |
| 99 | **Capital Cost Allowance** | | | | | | | | | | | | | | | | | |
| 100 | Opening Balance | Proceeding Year, Line 105 | - | 150 | 350 | 315 | 274 | 504 | 456 | 938 | 866 | 804 | 746 | 1,365 | 2,560 | 3,186 | 3,296 | 3,378 |
| 101 | Additions to Plant | Line 27 | 599 | 1,644 | 1,164 | 783 | 1,055 | 178 | 571 | 25 | 26 | 26 | 807 | 1,717 | 1,482 | 1,110 | 1,126 | 285 |
| 102 | Less: CIAC | Line 29 | (423) | (415) | (824) | (259) | (503) | (71) | - | - | - | - | - | - | - | - | - | - |
| 103 | Net Addition for CCA | Sum of Line 101 through 102 | 176 | 1,229 | 339 | 524 | 552 | 107 | 571 | 25 | 26 | 26 | 807 | 1,717 | 1,482 | 1,110 | 1,126 | 285 |
| 104 | **CCA** | **[Line 100 + (Line 103/2)] x CCA Rate** | **(26)** | **(1,028)** | **(375)** | **(565)** | **(321)** | **(155)** | **(88)** | **(98)** | **(87)** | **(84)** | **(187)** | **(522)** | **(857)** | **(999)** | **(1,045)** | **(952)** |
| 105 | Closing Balance | Line 100 + Line 103 + Line 104 | 150 | 350 | 315 | 274 | 504 | 456 | 938 | 866 | 804 | 746 | 1,365 | 2,560 | 3,186 | 3,296 | 3,378 | 2,710 |
| 106 | | | | | | | | | | | | | | | | | | |
| 107 | **Carbon Credit** | | | | | | | | | | | | | | | | | |
| 108 | Credit Monetized | | - | - | - | - | 1,653 | - | 1,845 | 620 | 774 | 962 | 1,217 | 1,555 | 4,205 | 2,783 | 3,160 | 3,483 |
| 109 | Carbon Price ($/tonne) | | - | - | - | - | 450 | - | 500 | 500 | 450 | 405 | 365 | 328 | 295 | 266 | 239 | 215 |
| 110 | Carbon Credit Revenue ($000s) | Line 108 x Line 109 | - | - | - | - | 744 | - | 923 | 310 | 348 | 390 | 444 | 510 | 1,241 | 740 | 756 | 750 |
| 111 | | | | | | | | | | | | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 50 kW Stations***
***Schedule 2***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Revenue (Rate from this model) | 2018-2023: Sch. 3, Line 12; 2024-2033: Sch. 4, Line 11 | 4 | 24 | 28 | 56 | 91 | 116 | 156 | 216 | 294 | 406 | 555 | 717 | 913 | 1,108 | 1,261 | 1,392 |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | **Expenses** | | | | | | | | | | | | | | | | | |
| 4 | Carbon Credits | Schedule 1 , Line 7 | - | - | - | - | (744) | - | (923) | (310) | (348) | (390) | (444) | (510) | (1,241) | (740) | (756) | (750) |
| 5 | Cost of Energy Sold | Schedule 1 , Line 2 | - | - | - | - | 66 | 96 | 108 | 132 | 160 | 197 | 245 | 294 | 351 | 399 | 443 | 488 |
| 6 | Operation and Maintenance | Schedule 1 , Line 3 | 0 | 2 | 46 | 85 | 179 | 172 | 264 | 285 | 310 | 346 | 397 | 468 | 559 | 642 | 689 | 712 |
| 7 | Property Taxes | Schedule 1 , Line 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 | Depreciation Expense | Schedule 1 , Line 5 | - | 60 | 197 | 307 | 385 | 457 | 474 | 490 | 492 | 495 | 497 | 518 | 563 | 604 | 636 | 671 |
| 9 | Amortization Expense | Schedule 1 , Line 6 | - | (35) | (70) | (150) | (169) | (203) | (209) | (209) | (209) | (209) | (209) | (209) | (209) | (173) | (139) | (59) |
| 10 | Total Expenses | Sum of Lines 5 through 9 | 0 | 26 | 173 | 243 | (282) | 521 | (285) | 387 | 406 | 440 | 487 | 561 | 23 | 731 | 874 | 1,062 |
| 11 | | | | | | | | | | | | | | | | | | |
| 12 | Operating Income | Line 1 - Line 10 | 3 | (2) | (145) | (187) | 373 | (405) | 441 | (171) | (111) | (33) | 68 | 156 | 890 | 376 | 386 | 330 |
| 13 | Interest | Schedule 1 , Line 81 | 3 | 24 | 42 | 48 | 58 | 64 | 66 | 67 | 60 | 52 | 56 | 83 | 119 | 137 | 147 | 152 |
| 14 | Earnings Before income taxes | Line 12 - Line 13 | 1 | (26) | (187) | (235) | 315 | (469) | 375 | (238) | (171) | (86) | 12 | 73 | 771 | 239 | 239 | 178 |
| 15 | Income tax (recovery) | Line 38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 | Net Earnings | Line 14 - Line 15 | 1 | (26) | (187) | (235) | 315 | (469) | 375 | (238) | (171) | (86) | 12 | 73 | 771 | 239 | 239 | 178 |
| 17 | Cumulative Net Earnings | Cumulative Sum of Line 16 | 1 | (25) | (213) | (448) | (133) | (602) | (227) | (465) | (636) | (722) | (710) | (637) | 134 | 374 | 613 | 791 |
| 18 | Repayment to Canada (True/False) | If Cumulative Sum of Line 17 Positive Than True, if Negative Than False | TRUE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | TRUE | TRUE | TRUE | TRUE |
| 19 | | | | | | | | | | | | | | | | | | |
| 20 | Cumulative Capital Expenditure (EV Charger Only) | | 599 | 1,871 | 2,944 | 3,727 | 4,506 | 4,683 | 4,683 | 4,683 | 4,683 | 4,683 | 4,084 | 2,812 | 1,739 | 956 | 178 | - |
| 21 | Cumulative NRCan CIAC | Cumulative for 10 Years Only (No repayment after 10 years) | (423) | (838) | (1,788) | (2,047) | (2,550) | (2,621) | (2,621) | (2,621) | (2,621) | (2,621) | (2,198) | (1,783) | (833) | (574) | (71) | - |
| 22 | Repayment Ratio | -Line 21 / Line 20 | 71% | 45% | 61% | 55% | 57% | 56% | 56% | 56% | 56% | 56% | 54% | 63% | 48% | 60% | 40% | 0% |
| 23 | Repayment Amount | If Line 17 Positive Than, Line 17 x Line 22 | - | - | - | - | - | - | - | - | - | - | - | - | **370** | **144** | **96** | - |
| 24 | Remaining Amount to be repaid | -(Schedule 1 , Line 52) - Line 23 | - | 423 | 838 | 1,788 | 1,919 | 2,422 | 2,493 | 2,493 | 2,493 | 2,493 | 2,493 | 2,493 | 2,124 | 1,927 | 1,560 | 705 |
| 25 | | | | | | | | | | | | | | | | | | |
| 26 | Year | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 27 | | | | | | | | | | | | | | | | | | |
| 28 | Income Tax Calculations | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | | |
| 30 | Income before Tax | Line 14 | 1 | (26) | (187) | (235) | 315 | (469) | 375 | (238) | (171) | (86) | 12 | 73 | 771 | 239 | 239 | 178 |
| 31 | Add: Depreciation (Net of CIAC Amortizartion) | Line 8 | - | 25 | 127 | 158 | 216 | 254 | 266 | 281 | 284 | 286 | 289 | 309 | 354 | 430 | 498 | 612 |
| 32 | Taxable Income before CCA | Line 30 + Line 31 | 1 | (2) | (60) | (78) | 531 | (215) | 640 | 43 | 112 | 200 | 301 | 382 | 1,125 | 670 | 737 | 790 |
| 33 | Deduct: CCA | Schedule 1 , Line 104 | (26) | (1,028) | (375) | (565) | (321) | (155) | (88) | (98) | (87) | (84) | (187) | (522) | (857) | (999) | (1,045) | (952) |
| 34 | Net income/(loss) for tax purposes | Line 32 + Line 33 | (26) | (1,030) | (435) | (643) | 209 | (370) | 553 | (55) | 25 | 116 | 114 | (140) | 268 | (330) | (308) | (162) |
| 35 | Non-capital loss applied | If Line 34 Positive Than Apply Available Non-capital loss from Line 41 | - | - | - | - | (209) | - | (553) | - | (25) | (116) | (114) | - | (268) | - | - | - |
| 36 | Taxable income/(loss) | Line 34 + Line 35 | (26) | (1,030) | (435) | (643) | - | (370) | - | (55) | - | - | - | (140) | - | (330) | (308) | (162) |
| 37 | Tax Rate | Schedule 1 , Line 95 | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% |
| 38 | Income Tax Expense | If Line 36 Positive Than, Line 36 x Line 37 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 39 | | | | | | | | | | | | | | | | | | |
| 40 | Non-capital Loss Continuity | | | | | | | | | | | | | | | | | |
| 41 | Opening Balance | Prior Year Closing Balance, Line 44 | - | 26 | 1,056 | 1,490 | 2,133 | 1,924 | 2,293 | 1,741 | 1,796 | 1,771 | 1,654 | 1,541 | 1,680 | 1,412 | 1,742 | 2,050 |
| 42 | Additions | Net (loss) -Line 34 | 26 | 1,030 | 435 | 643 | - | 370 | - | 55 | - | - | - | 140 | - | 330 | 308 | 162 |
| 43 | Loss applied | Line 35 | - | - | - | - | (209) | - | (553) | - | (25) | (116) | (114) | - | (268) | - | - | - |
| 44 | Closing Balance | Sum of Lines 41 through 43 | 26 | 1,056 | 1,490 | 2,133 | 1,924 | 2,293 | 1,741 | 1,796 | 1,771 | 1,654 | 1,541 | 1,680 | 1,412 | 1,742 | 2,050 | 2,212 |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 50 kW Stations***
***Schedule 3***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | |
| 2 | Incremental Annual Revenue Requirement | Schedule 1, Line 11 | (2) | (282) | 196 | 224 | (155) | 744 |
| 3 | PV of Revenue Requirement (After-tax WACC of 5.87%) | Line 2 / (1 + Line 31)^Yr | (2) | (251) | 165 | 179 | (118) | 525 |
| 4 | **Total PV of Annual Revenue Requirement** | Sum of Line 3 | ***498*** | | | | | |
| 5 | | | | | | | | |
| 6 | | | Interim | Interim | Interim | Interim | Permanent | Permanent |
| 7 | RS 96 Rate - 50 kW ($/min) | | 0.30 | 0.30 | 0.30 | 0.30 | 0.26 | 0.26 |
| 8 | Less: 15% Transaction Fee | -Line 7 x 15% | (0.05) | (0.05) | (0.05) | (0.06) | (0.04) | (0.04) |
| 9 | RS 96 Rate (50 kW) - Revenue Requirement ($/min) | Line 7 + Line 8 | 0.26 | 0.26 | 0.26 | 0.24 | 0.22 | 0.22 |
| 10 | | | | | | | | |
| 11 | Number of Charging Minutes per Year | | 15,309 | 94,386 | 110,504 | 231,942 | 410,783 | 525,724 |
| 12 | RS 96 Revenue - 50 kW | Line 9 x Line 11 / 1,000 | 4 | 24 | 28 | 56 | 91 | 116 |
| 13 | PV of RS 96 Revenue - 50 kW | Line 9 / (1 + Line 31)^Yr | 4 | 21 | 24 | 44 | 69 | 82 |
| 14 | Total PV of RS 96 Revenue - 50 kW | Sum of Line 13 | **244** | | | | | |
| 15 | **% Recovery - 50 kW** | **Line 14 / Line 4** | **49%** | | | | | |
| 16 | | | | | | | | |
| 17 | Deficiency / (Surplus) | Line 2 - Line 12 | (6) | (306) | 168 | 168 | (245) | 628 |
| 18 | PV of Deficiency / (Surplus) - 50 kW | Line 14 / (1 + Line 31)^Yr | (6) | (273) | 142 | 134 | (187) | 443 |
| 19 | **Total PV of Deficiency / (Surplus) - 50 kW** | **Sum of Line 18** | **254** | | | | | |
| 20 | | | | | | | | |
| 21 | 2024 Revenue Requirement | 2024 Annual Review (Evid Update) | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 |
| 22 | PV of 2024 Revenue Requirement (Interim) | Line 21 / (1 + Line 31)^Yr | 431,880 | 407,807 | 386,468 | 365,438 | 347,816 | 322,382 |
| 23 | Total PV of 2024 Revenue Requirement (Interim) | Sum of Line 22 | **2,261,790** | | | | | |
| 24 | **Levelized % Increase (6 yrs) on 2024 Rate** | **Line 19 / Line 23** | **0.011%** | | | | | |
| 25 | | | | | | | | |
| 26 | ***Cumulative Deficiency / (Surplus) Continuity*** | | | | | | | |
| 27 | Opening Balance | Prior Yr; Line 29 | - | (6) | (312) | (144) | 24 | (221) |
| 28 | Additions | Line 17 | (6) | (306) | 168 | 168 | (245) | 628 |
| 29 | **Closing** | **Line 27 + Line 28** | **(6)** | **(312)** | **(144)** | **24** | **(221)** | **407** |
| 30 | | | | | | | | |
| 31 | After- Tax Weighted Average Cost of Capital (WACC) | [1] | 5.87% | 5.89% | 5.77% | 5.76% | 5.62% | 6.00% |
| 32 | 1 - ROE Rate x Equity Component + [(STD Rate x STD Portion) + (LTD Rate x LTD Portion)] x (1- Income Tax Rate)] | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 50 kW Stations***
***Schedule 4***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 2 | 2018-2023 Cumulative Deficiency / (Surplus) | Schedule 3, Line 29 | 407 | | | | | | | | | |
| 3 | Incremental Annual Revenue Requirement | Schedule 1, Line 11 | (26) | 651 | 653 | 668 | 688 | 726 | 554 | 1,065 | 459 | 624 |
| 4 | Total Annual Revenue Requirement from EV Customer | Sum of Line 2 to Line 3 | 381 | 651 | 653 | 668 | 688 | 726 | 554 | 1,065 | 459 | 624 |
| 5 | PV of Revenue Requirement (After-tax WACC of 6.01%) | Line 2 / (1 + Line 20)^Yr | 359 | 579 | 548 | 529 | 514 | 511 | 368 | 667 | 271 | 348 |
| 6 | **Total PV of Annual Revenue Requirement** | Sum of Line 5 | ***4,695*** | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | ***Levelized $ per kWh Rate - New*** | | | | | | | | | | | |
| 9 | Annual Dispensing kWh | | 470,821 | 654,247 | 890,000 | 1,229,328 | 1,680,267 | 2,170,631 | 2,763,178 | 3,352,546 | 3,815,211 | 4,212,110 |
| 10 | RS 96 Rate - 50 kW ($/kWh) - Update Jan 1, 2024 | **Excel Solver resulting Line 13 = Line 6** | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| 11 | RS 96 Revenue - 50 kW | **Line 9 x Line 10 / 1,000** | 157 | 218 | 297 | 410 | 561 | 724 | 922 | 1,118 | 1,273 | 1,405 |
| 12 | PV of RS 96 Revenue - 50 kW | Line 11 / (1 + Line 20)^Yr | 148 | 194 | 249 | 325 | 419 | 510 | 613 | 701 | 753 | 784 |
| 13 | Total PV of RS 96 Revenue - 50 kW | Sum of Line 12 | **4,695** | | | | | | | | | |
| 14 | Deficit / (Surplus) | Line 13 - Line 6 | - | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| 16 | Levelized $ per kWh rate to recover Cost of Service (2024 to 2033) | Line 6 x 1,000 / Line 10 | 0.33 | | | | | | | | | |
| 17 | Transaction Fee Percentage | | 15% | | | | | | | | | |
| 18 | Levelized $ per kWh rate - 50 kW (incl. Trans Fee) | Line 16 / (1 - Line 17) | **0.39** | | | | | | | | | |
| 19 | | | | | | | | | | | | |
| 20 | After- Tax Weighted Average Cost of Capital (WACC) | [1] | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% |
| 21 | 1 - ROE Rate x Equity Component + [(STD Rate x STD Portion) + (LTD Rate x LTD Portion)] x (1- Income Tax Rate)] | | | | | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 100 kW Stations***
***Schedule 1***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Cost of Service** | | | | | | | | | | | | | | | | | |
| 2 | Cost of Energy | | - | - | - | - | 70 | 94 | 127 | 149 | 172 | 191 | 212 | 239 | 271 | 308 | 351 | 394 |
| 3 | Operation & Maintenance | Line 18 | - | - | - | 15 | 34 | 32 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 61 |
| 4 | Property Taxes | Line 23 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Depreciation Expense | Line 46 | - | - | - | - | 71 | 95 | 114 | 118 | 118 | 118 | 120 | 123 | 126 | 129 | 152 | 163 |
| 6 | Amortization Expense on CIAC | Line 59 | - | - | - | - | (21) | (34) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) |
| 7 | Other Revenue - Carbon Credits | -Line 110 | - | - | - | - | - | - | (202) | (121) | (135) | (150) | (169) | (193) | (479) | (283) | (305) | (317) |
| 8 | NRCan Repayment | Line 134 | - | - | - | - | - | - | - | - | - | - | - | - | - | 118 | 97 | - |
| 9 | Income Taxes | Line 97 | - | - | - | (171) | 3 | (15) | 31 | 33 | 32 | 26 | 29 | 28 | 26 | (18) | (55) | (50) |
| 10 | Earned Return | Line 82 | - | - | - | 16 | 32 | 39 | 43 | 42 | 37 | 33 | 29 | 25 | 22 | 49 | 85 | 99 |
| 11 | **Incremental Annual Revenue Requirement** | Sum of Line 2 to Line 10 | **-** | **-** | **-** | **(141)** | **189** | **211** | **124** | **233** | **236** | **231** | **236** | **238** | **(17)** | **320** | **344** | **310** |
| 12 | | | | | | | | | | | | | | | | | | |
| 13 | **Operation & Maintenance** | | | | | | | | | | | | | | | | | |
| 14 | Labour Costs | | - | - | - | 15 | 34 | 32 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 61 |
| 15 | Non-Labour Costs | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 | Total Gross O&M Expenses | Line 14 + Line 15 | - | - | - | 15 | 34 | 32 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 61 |
| 17 | Less: Capitalized Overhead | Overhead Rate of 0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 | **Net O&M Expenses** | Line 16 + Line 17 | - | - | - | 15 | 34 | 32 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 61 |
| 19 | | | | | | | | | | | | | | | | | | |
| 20 | **Property Taxes** | | | | | | | | | | | | | | | | | |
| 21 | General, School and Other | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 | 1% in Lieu of General Municipal Tax[1] | 1% of Line 11 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 23 | **Total Property Taxes** | Line 21 + Line 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 24 | 1 - Calculation based on revenue from second preceding year, e.g. 2020 is based on 2018 | | | | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | | | | | |
| 26 | **Capital Spending** | | | | | | | | | | | | | | | | | |
| 27 | Project Capital Spending[2] | | - | - | - | 706 | 307 | 197 | 134 | - | - | 26 | 27 | 27 | 28 | 942 | 347 | 295 |
| 28 | Cost of Removal | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 29 | Contributions in Aid of Construction (CIAC) | | - | - | - | (234) | (189) | (79) | - | - | - | - | - | - | - | - | - | - |
| 30 | Total Annual Project Cost - Capital | Line 27 + Line 28 | - | - | - | 472 | 118 | 118 | 134 | - | - | 26 | 27 | 27 | 28 | 942 | 347 | 295 |
| 31 | | | | | | | | | | | | | | | | | | |
| 32 | **Total Project Cost (incl. AFUDC)** | **Sum of Line 27** | **3,036** | | | | | | | | | | | | | | | |
| 33 | **Net Project Cost (incl. Removal and/or CIAC)** | **Sum of Line 30** | **2,534** | | | | | | | | | | | | | | | |
| 34 | 2 - Excluding capitalized overhead | | | | | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 100 kW Stations***
***Schedule 1***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36 | **Gross Plant in Service (GPIS)** | | | | | | | | | | | | | | | | | |
| 37 | GPIS - Beginning | Preceding Year, Line 41 | - | - | - | - | 686 | 993 | 1,191 | 1,325 | 1,325 | 1,325 | 1,351 | 1,378 | 1,405 | 1,432 | 1,668 | 1,774 |
| 38 | Additions to Plant[3] | | - | - | - | 706 | 307 | 197 | 134 | - | - | 26 | 27 | 27 | 28 | 942 | 347 | 295 |
| 39 | Retirements | | - | - | - | - | - | - | - | - | - | - | - | - | - | (706) | (241) | (197) |
| 40 | Net Addition to Plant | Sum of Line 38 to 39 | - | - | - | 706 | 307 | 197 | 134 | - | - | 26 | 27 | 27 | 28 | 236 | 106 | 98 |
| 41 | GPIS - Ending | Line 37 + Line 40 | - | - | - | 706 | 993 | 1,191 | 1,325 | 1,325 | 1,325 | 1,351 | 1,378 | 1,405 | 1,432 | 1,668 | 1,774 | 1,872 |
| 42 | 3 - Includes capitalized overhead | | | | | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | | | | | | |
| 44 | **Accumulated Depreciation** | | | | | | | | | | | | | | | | | |
| 45 | Accumulated Depreciation - Beginning | Preceding Year, Line 48 | - | - | - | - | - | (71) | (166) | (280) | (398) | (516) | (633) | (754) | (877) | (1,003) | (425) | (337) |
| 46 | Depreciation Expense[4] | Line 37 @ 8.37% | - | - | - | - | (71) | (95) | (114) | (118) | (118) | (118) | (120) | (123) | (126) | (129) | (152) | (163) |
| 47 | Retirements | | - | - | - | - | - | - | - | - | - | - | - | - | - | 706 | 241 | 197 |
| 48 | Accumulated Depreciation - Ending | Sum of Line 45 to 47 | - | - | - | - | (71) | (166) | (280) | (398) | (516) | (633) | (754) | (877) | (1,003) | (425) | (337) | (302) |
| 49 | 4 - Depreciation & Amortization Expense calculation is based on opening balance x composite depreciation rate; The weighted-avg. rate of all assets addition to plant is 8.37% | | | | | | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | | | | | | | |
| 51 | **Contributions in Aid of Construction (CIAC)** | | | | | | | | | | | | | | | | | |
| 52 | CIAC - Beginning | Preceding Year, Line 55 | - | - | - | - | (213) | (402) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) |
| 53 | Additions | | - | - | - | (234) | (189) | (79) | - | - | - | - | - | - | - | - | - | - |
| 54 | Retirements | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 234 |
| 55 | CIAC - Ending | Sum of Line 52 to 54 | - | - | - | (234) | (402) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (248) |
| 56 | | | | | | | | | | | | | | | | | | |
| 57 | **Accumulated Amortization of Contributions in Aid of Construction (CIAC)** | | | | | | | | | | | | | | | | | |
| 58 | Accumulated Amortization of CIAC - Beginning | Preceding Year, Line 61 | - | - | - | - | - | 21 | 55 | 95 | 135 | 175 | 216 | 256 | 296 | 337 | 377 | 417 |
| 59 | Amortization (over 12 yrs) | Line 52 @ 8.37% | - | - | - | - | 21 | 34 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| 60 | Retirements | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | (234) |
| 61 | Accumulated Amortization of CIAC - Ending | Sum of Line 58 to 60 | - | - | - | - | 21 | 55 | 95 | 135 | 175 | 216 | 256 | 296 | 337 | 377 | 417 | 224 |
| 62 | | | | | | | | | | | | | | | | | | |
| 63 | **Rate Base and Earned Return** | | | | | | | | | | | | | | | | | |
| 64 | Gross Plant in Service - Beginning | Line 37 | - | - | - | - | 686 | 993 | 1,191 | 1,325 | 1,325 | 1,325 | 1,351 | 1,378 | 1,405 | 1,432 | 1,668 | 1,774 |
| 65 | Gross Plant in Service - Ending | Line 41 | - | - | - | 706 | 993 | 1,191 | 1,325 | 1,325 | 1,325 | 1,351 | 1,378 | 1,405 | 1,432 | 1,668 | 1,774 | 1,872 |
| 66 | | | | | | | | | | | | | | | | | | |
| 67 | Accumulated Depreciation - Beginning | Line 45 | - | - | - | - | - | (71) | (166) | (280) | (398) | (516) | (633) | (754) | (877) | (1,003) | (425) | (337) |
| 68 | Accumulated Depreciation - Ending | Line 48 | - | - | - | - | (71) | (166) | (280) | (398) | (516) | (633) | (754) | (877) | (1,003) | (425) | (337) | (302) |
| 69 | | | | | | | | | | | | | | | | | | |
| 70 | CIAC - Beginning | Line 52 | - | - | - | - | (213) | (402) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) |
| 71 | CIAC - Ending | Line 55 | - | - | - | (234) | (402) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (481) | (248) |
| 72 | | | | | | | | | | | | | | | | | | |
| 73 | Accumulated Amortization of CIAC - Beginning | Line 58 | - | - | - | - | - | 21 | 55 | 95 | 135 | 175 | 216 | 256 | 296 | 337 | 377 | 417 |
| 74 | Accumulated Amortization of CIAC - Ending | Line 61 | - | - | - | - | 21 | 55 | 95 | 135 | 175 | 216 | 256 | 296 | 337 | 377 | 417 | 224 |
| 75 | | | | | | | | | | | | | | | | | | |
| 76 | Net Plant in Service, Mid-Year | (Sum of Lines 64 to Line 74 ) / 2 | - | - | - | 236 | 507 | 570 | 629 | 620 | 543 | 478 | 425 | 371 | 314 | 712 | 1,256 | 1,460 |
| 77 | Cash Working Capital | Line 41 x FBC CWC/Closing GPIS % | - | - | - | 2 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 6 |
| 78 | **Total Rate Base** | **Sum of Line 76 to 77** | **-** | **-** | **-** | **238** | **510** | **574** | **633** | **624** | **547** | **482** | **430** | **375** | **318** | **717** | **1,261** | **1,465** |
| 79 | | | | | | | | | | | | | | | | | | |
| 80 | Equity Return | Line 78 x ROE x Equity % | - | - | - | 9 | 19 | 23 | 25 | 25 | 22 | 19 | 17 | 15 | 13 | 28 | 50 | 58 |
| 81 | Debt Component | [5] | - | - | - | 7 | 14 | 16 | 18 | 18 | 15 | 14 | 12 | 11 | 9 | 20 | 36 | 41 |
| 82 | **Total Earned Return** | **Line 80 + Line 81** | **-** | **-** | **-** | **16** | **32** | **39** | **43** | **42** | **37** | **33** | **29** | **25** | **22** | **49** | **85** | **99** |
| 83 | Return on Rate Base % | Line 82 / Line 78 | 0.00% | 0.00% | 0.00% | 6.54% | 6.35% | 6.75% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% | 6.77% |
| 84 | After- Tax Weighted Average Cost of Capital (WACC) | [6] | 5.87% | 5.89% | 5.77% | 5.76% | 5.62% | 6.00% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% |
| 85 | 5 - Line 78 x (LTD Rate x LTD% + STD Rate x STD %) | | | | | | | | | | | | | | | | | |
| 86 | 6 - ROE Rate x Equity Component + [(STD Rate x STD Portion) + (LTD Rate x LTD Portion)] x (1- Income Tax Rate)] | | | | | | | | | | | | | | | | | |
| 87 | | | | | | | | | | | | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 100 kW Stations***
***Schedule 1***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88 | **Income Tax Expense** | | | | | | | | | | | | | | | | | |
| 89 | Earned Return | Line 82 | - | - | - | 16 | 32 | 39 | 43 | 42 | 37 | 33 | 29 | 25 | 22 | 49 | 85 | 99 |
| 90 | Deduct: Interest on debt | Line 81 | - | - | - | (7) | (14) | (16) | (18) | (18) | (15) | (14) | (12) | (11) | (9) | (20) | (36) | (41) |
| 91 | Add: Depreciation Expense | Line 46 | - | - | - | - | 71 | 95 | 114 | 118 | 118 | 118 | 120 | 123 | 126 | 129 | 152 | 163 |
| 92 | Deduct: CIAC Amortization | Line 59 | - | - | - | - | (21) | (34) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) |
| 93 | Deduct: Capital Cost Allowance | Line 104 (Include CCA from 2018) | - | - | - | (472) | (60) | (123) | (15) | (14) | (13) | (26) | (18) | (23) | (27) | (166) | (311) | (316) |
| 94 | Taxable Income After Tax | Sum of Line 89 to 93 | - | - | - | (463) | 9 | (40) | 84 | 88 | 86 | 71 | 79 | 74 | 71 | (49) | (150) | (135) |
| 95 | Income Tax Rate | | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% |
| 96 | | | | | | | | | | | | | | | | | | |
| 97 | **Total Income Tax Expense** | Line 94 / (1 - Line 95) x Line 95 | **-** | **-** | **-** | **(171)** | **3** | **(15)** | **31** | **33** | **32** | **26** | **29** | **28** | **26** | **(18)** | **(55)** | **(50)** |
| 98 | | | | | | | | | | | | | | | | | | |
| 99 | **Capital Cost Allowance** | | | | | | | | | | | | | | | | | |
| 100 | Opening Balance | Proceeding Year, Line 105 | - | - | - | - | 0 | 59 | 54 | 173 | 159 | 147 | 147 | 155 | 159 | 160 | 936 | 971 |
| 101 | Additions to Plant | Line 27 | - | - | - | 706 | 307 | 197 | 134 | - | - | 26 | 27 | 27 | 28 | 942 | 347 | 295 |
| 102 | Less: CIAC | Line 29 | - | - | - | (234) | (189) | (79) | - | - | - | - | - | - | - | - | - | - |
| 103 | Net Addition for CCA | Sum of Line 101 through 102 | - | - | - | 472 | 118 | 118 | 134 | - | - | 26 | 27 | 27 | 28 | 942 | 347 | 295 |
| 104 | **CCA** | **[Line 100 + (Line 103/2)] x CCA Rate** | **-** | **-** | **-** | **(472)** | **(60)** | **(123)** | **(15)** | **(14)** | **(13)** | **(26)** | **(18)** | **(23)** | **(27)** | **(166)** | **(311)** | **(316)** |
| 105 | Closing Balance | Line 100 + Line 103 + Line 104 | - | - | - | 0 | 59 | 54 | 173 | 159 | 147 | 147 | 155 | 159 | 160 | 936 | 971 | 950 |
| 106 | | | | | | | | | | | | | | | | | | |
| 107 | **Carbon Credit** | | | | | | | | | | | | | | | | | |
| 108 | Credit Monetized | | - | - | - | - | - | - | 403 | 242 | 301 | 370 | 464 | 587 | 1,621 | 1,065 | 1,275 | 1,471 |
| 109 | Carbon Price ($/tonne) | | - | - | - | - | - | - | 500 | 500 | 450 | 405 | 365 | 328 | 295 | 266 | 239 | 215 |
| 110 | Carbon Credit Revenue ($000s) | Line 108 x Line 109 | - | - | - | - | - | - | 202 | 121 | 135 | 150 | 169 | 193 | 479 | 283 | 305 | 317 |
| 111 | | | | | | | | | | | | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 100 kW Stations***
***Schedule 2***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Revenue (Rate from this model) | 2018-2023: Sch. 3, Line 12; 2024-2033: Sch. 4, Line 11 | - | - | - | 4 | 25 | 57 | 58 | 81 | 110 | 152 | 207 | 280 | 351 | 427 | 512 | 590 |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | **Expenses** | | | | | | | | | | | | | | | | | |
| 4 | Carbon Credits | Schedule 1 , Line 7 | - | - | - | - | - | - | (202) | (121) | (135) | (150) | (169) | (193) | (479) | (283) | (305) | (317) |
| 5 | Cost of Energy Sold | Schedule 1 , Line 2 | - | - | - | - | 70 | 94 | 127 | 149 | 172 | 191 | 212 | 239 | 271 | 308 | 351 | 394 |
| 6 | Operation and Maintenance | Schedule 1 , Line 3 | - | - | - | 15 | 34 | 32 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 61 |
| 7 | Property Taxes | Schedule 1 , Line 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 | Depreciation Expense | Schedule 1 , Line 5 | - | - | - | - | 71 | 95 | 114 | 118 | 118 | 118 | 120 | 123 | 126 | 129 | 152 | 163 |
| 9 | Amortization Expense | Schedule 1 , Line 6 | - | - | - | - | (21) | (34) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) | (40) |
| 10 | Total Expenses | Sum of Lines 5 through 9 | - | - | - | 15 | 154 | 187 | 50 | 158 | 167 | 172 | 178 | 185 | (65) | 171 | 217 | 261 |
| 11 | | | | | | | | | | | | | | | | | | |
| 12 | Operating Income | Line 1 - Line 10 | - | - | - | (11) | (128) | (130) | 8 | (77) | (57) | (21) | 30 | 94 | 417 | 256 | 295 | 329 |
| 13 | Interest | Schedule 1 , Line 81 | - | - | - | 7 | 14 | 16 | 18 | 18 | 15 | 14 | 12 | 11 | 9 | 20 | 36 | 41 |
| 14 | Earnings Before income taxes | Line 12 - Line 13 | - | - | - | (18) | (142) | (146) | (10) | (95) | (72) | (34) | 18 | 84 | 408 | 236 | 259 | 288 |
| 15 | Income tax (recovery) | Line 38 | - | - | - | - | - | - | - | - | - | - | - | - | - | 43 | 16 | 26 |
| 16 | Net Earnings | Line 14 - Line 15 | - | - | - | (18) | (142) | (146) | (10) | (95) | (72) | (34) | 18 | 84 | 408 | 193 | 243 | 263 |
| 17 | Cumulative Net Earnings | Cumulative Sum of Line 16 | (18) | (18) | (18) | (18) | (160) | (306) | (316) | (411) | (483) | (518) | (500) | (416) | (8) | 185 | 428 | 691 |
| 18 | Repayment to Canada (True/False) | If Cumulative Sum of Line 17 Positive Than True, if Negative Than False | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | FALSE | TRUE | TRUE | TRUE |
| 19 | | | | | | | | | | | | | | | | | | |
| 20 | Cumulative Capital Expenditure (EV Charger Only) | | - | - | - | 706 | 947 | 1,144 | 1,144 | 1,144 | 1,144 | 1,144 | 1,144 | 1,144 | 1,144 | 438 | 197 | - |
| 21 | Cumulative NRCan CIAC | Cumulative for 10 Years Only (No repayment after 10 years) | - | - | - | (234) | (423) | (502) | (502) | (502) | (502) | (502) | (502) | (502) | (502) | (268) | (79) | - |
| 22 | Repayment Ratio | -Line 21 / Line 20 | 0% | 0% | 0% | 33% | 45% | 44% | 44% | 44% | 44% | 44% | 44% | 44% | 44% | 61% | 40% | 0% |
| 23 | Repayment Amount | If Line 17 Positive Than, Line 17 x Line 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | **118** | **97** | - |
| 24 | Remaining Amount to be repaid | -(Schedule 1 , Line 52) - Line 23 | - | - | - | - | 213 | 402 | 481 | 481 | 481 | 481 | 481 | 481 | 481 | 363 | 384 | 481 |
| 25 | | | | | | | | | | | | | | | | | | |
| 26 | Year | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 27 | | | | | | | | | | | | | | | | | | |
| 28 | Income Tax Calculations | | | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | | |
| 30 | Income before Tax | Line 14 | - | - | - | (18) | (142) | (146) | (10) | (95) | (72) | (34) | 18 | 84 | 408 | 236 | 259 | 288 |
| 31 | Add: Depreciation (Net of CIAC Amortizartion) | Line 8 | - | - | - | - | 50 | 61 | 74 | 78 | 78 | 78 | 80 | 83 | 86 | 88 | 112 | 123 |
| 32 | Taxable Income before CCA | Line 30 + Line 31 | - | - | - | (18) | (92) | (85) | 64 | (17) | 5 | 43 | 98 | 167 | 493 | 325 | 371 | 411 |
| 33 | Deduct: CCA | Schedule 1 , Line 104 | - | - | - | (472) | (60) | (123) | (15) | (14) | (13) | (26) | (18) | (23) | (27) | (166) | (311) | (316) |
| 34 | Net income/(loss) for tax purposes | Line 32 + Line 33 | - | - | - | (490) | (152) | (208) | 49 | (31) | (8) | 17 | 80 | 144 | 467 | 158 | 60 | 95 |
| 35 | Non-capital loss applied | If Line 34 Positive Than Apply Available Non-capital loss from Line 41 | - | - | - | - | - | - | (49) | - | - | (17) | (80) | (144) | (467) | (133) | - | - |
| 36 | Taxable income/(loss) | Line 34 + Line 35 | - | - | - | (490) | (152) | (208) | - | (31) | (8) | - | - | - | - | 25 | 60 | 95 |
| 37 | Tax Rate | Schedule 1 , Line 95 | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% | 27% |
| 38 | Income Tax Expense | If Line 36 Positive Than, Line 36 x Line 37 | - | - | - | - | - | - | - | - | - | - | - | - | - | 43 | 16 | 26 |
| 39 | | | | | | | | | | | | | | | | | | |
| 40 | Non-capital Loss Continuity | | | | | | | | | | | | | | | | | |
| 41 | Opening Balance | Prior Year Closing Balance, Line 44 | - | - | - | - | 490 | 642 | 850 | 801 | 832 | 840 | 823 | 743 | 600 | 133 | - | - |
| 42 | Additions | Net (loss) -Line 34 | - | - | - | 490 | 152 | 208 | - | 31 | 8 | - | - | - | - | - | - | - |
| 43 | Loss applied | Line 35 | - | - | - | - | - | - | (49) | - | - | (17) | (80) | (144) | (467) | (133) | - | - |
| 44 | Closing Balance | Sum of Lines 41 through 43 | - | - | - | 490 | 642 | 850 | 801 | 832 | 840 | 823 | 743 | 600 | 133 | - | - | - |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 100 kW Stations***
***Schedule 3***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | |
| 2 | Incremental Annual Revenue Requirement | Schedule 1, Line 11 | - | - | - | (141) | 189 | 211 |
| 3 | PV of Revenue Requirement (After-tax WACC of 5.76%) | Line 2 / (1 + Line 31)^Yr | - | - | - | (112) | 144 | 149 |
| 4 | **Total PV of Annual Revenue Requirement** | Sum of Line 3 | ***180*** | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | Interim | Permanent | Permanent |
| 7 | RS 96 Rate - 100 kW ($/min) | | - | - | - | 0.30 | 0.54 | 0.54 |
| 8 | Less: 15% Transaction Fee | -Line 7 x 15% | - | - | - | (0.06) | (0.08) | (0.08) |
| 9 | RS 96 Rate (100 kW) - Revenue Requirement ($/min) | Line 7 + Line 8 | - | - | - | 0.24 | 0.46 | 0.46 |
| 10 | | | | | | | | |
| 11 | Number of Charging Minutes per Year | | - | - | - | 16,539 | 54,933 | 123,819 |
| 12 | RS 96 Revenue - 100 kW | Line 9 x Line 11 / 1,000 | - | - | - | 4 | 25 | 57 |
| 13 | PV of RS 96 Revenue - 100 kW | Line 9 / (1 + Line 31)^Yr | - | - | - | 3 | 19 | 40 |
| 14 | Total PV of RS 96 Revenue - 100 kW | Sum of Line 13 | **62** | | | | | |
| 15 | **% Recovery - 100 kW** | **Line 14 / Line 4** | **35%** | | | | | |
| 16 | | | | | | | | |
| 17 | Deficiency / (Surplus) | Line 2 - Line 12 | - | - | - | (145) | 164 | 154 |
| 18 | PV of Deficiency / (Surplus) - 100 kW | Line 14 / (1 + Line 31)^Yr | - | - | - | (116) | 125 | 109 |
| 19 | **Total PV of Deficiency / (Surplus) - 100 kW** | **Sum of Line 18** | **118** | | | | | |
| 20 | | | | | | | | |
| 21 | 2024 Revenue Requirement | 2024 Annual Review (Evid Update) | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 |
| 22 | PV of 2024 Revenue Requirement (Interim) | Line 21 / (1 + Line 31)^Yr | 431,880 | 407,807 | 386,468 | 365,438 | 347,816 | 322,382 |
| 23 | Total PV of 2024 Revenue Requirement (Interim) | Sum of Line 22 | **2,261,790** | | | | | |
| 24 | **Levelized % Increase (6 yrs) on 2024 Rate** | **Line 19 / Line 23** | **0.005%** | | | | | |
| 25 | | | | | | | | |
| 26 | ***Cumulative Deficiency / (Surplus) Continuity*** | | | | | | | |
| 27 | Opening Balance | Prior Yr; Line 29 | - | - | - | - | (145) | 19 |
| 28 | Additions | Line 17 | - | - | - | (145) | 164 | 154 |
| 29 | **Closing** | **Line 27 + Line 28** | **-** | **-** | **-** | **(145)** | **19** | **174** |
| 30 | | | | | | | | |
| 31 | After- Tax Weighted Average Cost of Capital (WACC) | [1] | 5.87% | 5.89% | 5.77% | 5.76% | 5.62% | 6.00% |
| 32 | 1 - ROE Rate x Equity Component + [(STD Rate x STD Portion) + (LTD Rate x LTD Portion)] x (1- Income Tax Rate)] | | | | | | | |

**FortisBC Inc.**
***Evidentiary Update - EV Charging Stations Review - 100 kW Stations***
***Schedule 4***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 2 | 2018-2023 Cumulative Deficiency / (Surplus) | Schedule 3, Line 29 | 174 | | | | | | | | | |
| 3 | Incremental Annual Revenue Requirement | Schedule 1, Line 11 | 124 | 233 | 236 | 231 | 236 | 238 | (17) | 320 | 344 | 310 |
| 4 | Total Annual Revenue Requirement from EV Customer | Sum of Line 2 to Line 3 | 298 | 233 | 236 | 231 | 236 | 238 | (17) | 320 | 344 | 310 |
| 5 | PV of Revenue Requirement (After-tax WACC of 6.01%) | Line 2 / (1 + Line 20)^Yr | 281 | 207 | 198 | 183 | 176 | 168 | (11) | 200 | 203 | 173 |
| 6 | **Total PV of Annual Revenue Requirement** | Sum of Line 5 | ***1,778*** | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | ***Levelized $ per kWh Rate - New*** | | | | | | | | | | | |
| 9 | Annual Dispensing kWh | | 175,743 | 244,211 | 332,210 | 458,871 | 627,193 | 847,146 | 1,063,616 | 1,293,542 | 1,548,492 | 1,785,819 |
| 10 | RS 96 Rate - 100 kW ($/kWh) - Update Jan 1, 2024 | **Excel Solver resulting Line 13 = Line 6** | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| 11 | RS 96 Revenue - 100 kW | **Line 9 x Line 10 / 1,000** | 57 | 79 | 107 | 148 | 202 | 273 | 343 | 417 | 499 | 575 |
| 12 | PV of RS 96 Revenue - 100 kW | Line 11 / (1 + Line 20)^Yr | 53 | 70 | 90 | 117 | 151 | 192 | 228 | 261 | 295 | 321 |
| 13 | Total PV of RS 96 Revenue - 100 kW | Sum of Line 12 | **1,778** | | | | | | | | | |
| 14 | Deficit / (Surplus) | Line 13 - Line 6 | - | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| 16 | Levelized $ per kWh rate to recover Cost of Service (2024 to 2033) | Line 6 x 1,000 / Line 10 | 0.32 | | | | | | | | | |
| 17 | Transaction Fee Percentage | | 15% | | | | | | | | | |
| 18 | Levelized $ per kWh rate - 100 kW (incl. Trans Fee) | Line 16 / (1 - Line 17) | **0.38** | | | | | | | | | |
| 19 | | | | | | | | | | | | |
| 20 | After- Tax Weighted Average Cost of Capital (WACC) | [1] | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% |
| 21 | 1 - ROE Rate x Equity Component + [(STD Rate x STD Portion) + (LTD Rate x LTD Portion)] x (1- Income Tax Rate)] | | | | | | | | | | | |

**FortisBC Inc.**
***EV Charging Stations Review - 50 kW & 100 kW Stations (Summary)***
***Schedule 1***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Cost of Service (50 kW & 100 kW)** | | | | | | | | | | | | | | | | | |
| 2 | Cost of Energy | | - | - | - | - | 136 | 189 | 235 | 281 | 332 | 388 | 457 | 533 | 622 | 707 | 794 | 882 |
| 3 | Operation & Maintenance | | 0 | 2 | 46 | 101 | 213 | 204 | 314 | 336 | 363 | 400 | 452 | 524 | 616 | 700 | 748 | 772 |
| 4 | Property Taxes | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Depreciation Expense | | - | 60 | 197 | 307 | 456 | 551 | 589 | 608 | 610 | 613 | 618 | 641 | 688 | 732 | 788 | 834 |
| 6 | Amortization Expense on CIAC | | - | (35) | (70) | (150) | (190) | (236) | (249) | (249) | (249) | (249) | (249) | (249) | (249) | (214) | (179) | (99) |
| 7 | Other Revenue - Carbon Credits | | - | - | - | - | (744) | - | (1,124) | (431) | (484) | (539) | (613) | (703) | (1,720) | (1,023) | (1,061) | (1,066) |
| 8 | NRCan Repayment | | - | - | - | - | - | - | - | - | - | - | - | - | 370 | 262 | 193 | - |
| 9 | Income Taxes | | (9) | (361) | (72) | (299) | (6) | 55 | 132 | 135 | 136 | 128 | 96 | (8) | (98) | (158) | (381) | (301) |
| 10 | Earned Return | | 6 | 53 | 95 | 124 | 170 | 192 | 202 | 203 | 181 | 159 | 164 | 225 | 308 | 378 | 440 | 464 |
| 11 | **Incremental Annual Revenue Requirement** | Sum of Line 2 to Line 10 | **(2)** | **(282)** | **196** | **83** | **35** | **955** | **99** | **883** | **888** | **899** | **924** | **964** | **537** | **1,384** | **803** | **934** |
| 12 | PV of Revenue Requirement | Line 11 / (1 + Line 15)^Yr | (2) | (251) | 165 | 66 | 26 | 674 | 66 | 554 | 525 | 501 | 486 | 479 | 251 | 611 | 335 | 367 |
| 13 | **Total PV of Annual Revenue Requirement** | Sum of Line 12 | ***4,854*** | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | | |
| 15 | After- Tax Weighted Average Cost of Capital (WACC) | | 5.87% | 5.89% | 5.77% | 5.76% | 5.62% | 6.00% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% |
| 16 | | | | | | | | | | | | | | | | | | |
| 17 | RS 96 Revenue - 50 kW ($/min) | | 4 | 24 | 28 | 56 | 91 | 116 | | | | | | | | | | |
| 18 | RS 96 Revenue - 100 kW ($/min) | | - | - | - | 4 | 25 | 57 | | | | | | | | | | |
| 19 | RS 96 Revenue - $ / kWh | | - | - | - | - | - | - | 214 | 297 | 404 | 558 | 762 | 997 | 1,264 | 1,535 | 1,772 | 1,982 |
| 20 | Total RS 96 Revenue | Line 17 + Line 18 | 4 | 24 | 28 | 60 | 116 | 173 | 214 | 297 | 404 | 558 | 762 | 997 | 1,264 | 1,535 | 1,772 | 1,982 |
| 21 | PV of RS 96 Revenue | Line 20 / (1 + Line 15)^Yr | 4 | 21 | 24 | 48 | 88 | 122 | 142 | 186 | 239 | 311 | 401 | 495 | 592 | 678 | 738 | 779 |
| 22 | Total PV of RS 96 Revenue | Sum of Line 21 | ***4,867*** | | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | | | | | |
| 24 | **% Recovery - 50 kW & 100 kW Combined** | **Line 22 / Line 13** | **100%** | | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | | | | | |
| 26 | Deficiency / (Surplus) | Line 11 - Line 20 | (6) | (306) | 168 | 23 | (81) | 782 | (114) | 586 | 485 | 341 | 162 | (33) | (728) | (151) | (969) | (1,048) |
| 27 | PV of Deficiency / (Surplus) - 50 kW & 100 kW | Line 26 / (1 + Line 15)^Yr | (6) | (273) | 142 | 19 | (62) | 552 | (76) | 368 | 286 | 190 | 85 | (16) | (341) | (67) | (404) | (412) |
| 28 | Total PV of Deficiency / (Surplus) - 50 kW & 100 kW | Sum of Line 27 | **(14)** | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | | |
| 30 | 2024 Revenue Requirement | 2024 Annual Review (Evid Upc | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 | 457,247 |
| 31 | PV of 2024 Revenue Requirement (Interim) | Line 30 / (1 + Line 15)^Yr | 431,880 | 407,807 | 386,468 | 365,438 | 347,816 | 322,382 | 303,851 | 286,619 | 270,364 | 255,031 | 240,567 | 226,924 | 214,055 | 201,915 | 190,464 | 179,663 |
| 32 | Total PV of 2024 Revenue Requirement (Interim) | Sum of Line 31 | **4,631,242** | | | | | | | | | | | | | | | |
| 33 | **Levelized % Increase on 2024 Rate** | **Line 28 / Line 32** | **0.00%** | | | | | | | | | | | | | | | |
| 34 | | | | | | | | | | | | | | | | | | |

***Evidentiary Update dated March 12, 2024***

**FortisBC Inc.**
***EV Charging Stations Review - 50 kW & 100 kW Stations (Summary)***
***Schedule 4***
*March 2024*
*($000s), unless otherwise stated*

| Line | Particulars | Reference | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | |
| 2 | 2018-2023 Cumulative Deficiency / (Surplus) | Schedule 3, Line 29 | 580 | | | | | | | | | |
| 3 | Incremental Annual Revenue Requirement | Schedule 1, Line 11 | 99 | 883 | 888 | 899 | 924 | 964 | 537 | 1,384 | 803 | 934 |
| 4 | Total Annual Revenue Requirement from EV Customer | Sum of Line 2 to Line 3 | 679 | 883 | 888 | 899 | 924 | 964 | 537 | 1,384 | 803 | 934 |
| 5 | PV of Revenue Requirement (After-tax WACC of 6.01%) | Line 2 / (1 + Line 20)^Yr | 641 | 786 | 746 | 712 | 690 | 679 | 357 | 868 | 475 | 521 |
| 6 | **Total PV of Annual Revenue Requirement** | Sum of Line 5 | ***6,474*** | | | | | | | | | |
| 7 | | | | | | | | | | | | |
| 8 | ***Levelized $ per kWh Rate - New*** | | | | | | | | | | | |
| 9 | Annual Dispensing kWh | | 646,565 | 898,458 | 1,222,210 | 1,688,199 | 2,307,460 | 3,017,777 | 3,826,794 | 4,646,088 | 5,363,703 | 5,997,928 |
| 10 | RS 96 Rate - 50 kW & 100 kW ($/kWh) - Update Jan 1, 2024 | **Excel Solver resulting Line 13 = Line 6** | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| 11 | RS 96 Revenue - 50 kW & 100 kW | **Line 9 x Line 10 / 1,000** | 214 | 297 | 404 | 558 | 762 | 997 | 1,264 | 1,535 | 1,772 | 1,982 |
| 12 | PV of RS 96 Revenue - 50 kW & 100 kW | Line 11 / (1 + Line 20)^Yr | 202 | 264 | 339 | 442 | 569 | 702 | 840 | 962 | 1,048 | 1,105 |
| 13 | Total PV of RS 96 Revenue - 50 kW & 100 kW | Sum of Line 12 | **6,474** | | | | | | | | | |
| 14 | Deficit / (Surplus) | Line 13 - Line 6 | - | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| 16 | Levelized $ per kWh rate to recover Cost of Service (2024 to 2033) | Line 6 x 1,000 / Line 10 | 0.33 | | | | | | | | | |
| 17 | Transaction Fee Percentage | | 15% | | | | | | | | | |
| 18 | Levelized $ per kWh rate - 50 kW & 100 kW (incl. Trans Fee) | Line 16 / (1 - Line 17) | **0.39** | | | | | | | | | |
| 19 | | | | | | | | | | | | |
| 20 | After- Tax Weighted Average Cost of Capital (WACC) | [1] | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% | 6.01% |
| 21 | 1 - ROE Rate x Equity Component + [(STD Rate x STD Portion) + (LTD Rate x LTD Portion)] x (1- Income Tax Rate)] | | | | | | | | | | | |