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September 21, 2026

British Columbia Public Interest Advocacy Centre
Suite 408 - 470 Granville Street
Vancouver, B.C.
V6C 1V5

Attention: Leigha Worth, Executive Director and General Counsel

Dear Leigha Worth:

Re: FortisBC Energy Inc. (FEI)

2027 Annual Review of Delivery Rates (Application)

Response to the British Columbia Public Interest Advocacy Centre representing the Council of Senior Citizens' Organizations of BC, Active Support Against Poverty, Disability Alliance BC, Tenants Resource and Advisory Centre, and Together Against Poverty Society (COSCO or COSCO et al.) Information Request (IR) No. 1

On July 24, 2026, FEI filed the Application referenced above. In accordance with the regulatory timetable established in British Columbia Utilities Commission Order G-150-26 and Directive 1 of Order G-201-26, FEI respectfully submits the attached response to COSCO IR No. 1.[1]

If further information is required, please contact the undersigned.

Sincerely,

FORTISBC ENERGY INC.

Original signed:

Sarah Walsh

Attachments

cc (email only): Registrar
Registered Interveners

[1] For convenience and efficiency, if FEI has provided an internet address for referenced reports instead of attaching the documents to its IR responses, FEI intends for the referenced documents to form part of its IR responses and the evidentiary record in this proceeding.

1.0 Reference: Bill Comparison – Current and Proposed Rates

Exhibit B-2, page 1, footnote 1; Appendix A2, Table A2-1, page 2

Topic: Representation of Residential Bill Impact Assumptions

Preamble:

FEI calculates its residential bill impact using 90 GJ annually and forecasts normalized RS 1 use per customer of 79.2 GJ. **(Exhibit B-2, p. 1, footnote 1, App A2 Table A2-1, p.2)**

1.1 Please explain why FEI continues to use annual consumption of 90 GJ/yr to represent an average residential customer when normalized RS 1 use per customer was 78.6 GJ/yr in 2025 and is forecast to be 79.2 GJ/yr in 2027.

Response:

The primary reasons that FEI continues to use 90 GJ to illustrate annual residential bill impacts are:

- **Ease of Comparison:** Maintaining a consistent consumption assumption year-over-year allows for straightforward comparisons between different projects, applications, and reporting years.
- **Isolation of Rate Changes:** By holding customer demand constant at 90 GJ per year, the bill impacts reflect only the effect of rate changes (i.e., the effect of changes in individual consumption is excluded), recognizing that the true average will change every year.

Please refer to Table 1 below for the residential bill impact (including rate riders) resulting from the proposed 2027 delivery rate increase of 3.43 percent based on an annual consumption of 79.2 GJ. As shown in the table, the difference between using 90 GJ per year and 79.2 GJ per year is small, with the bill impact decreasing from $48.78 or 3.80 percent to $42.93 or 3.74 percent.

Table 1: Residential Bill Impact Based on 2027 Average Use Per Customer (UPC) of 79.2 GJ/year

RATE SCHEDULE 1 - RESIDENTIAL SERVICE

Line No.	Particular	EXISTING RATES JULY 1, 2026 Quantity	Rate	Annual $	PROPOSED JANUARY 1, 2027 RATES Quantity	Rate	Annual $	Annual Increase/Decrease Rate	Annual $	% of Previous Total Annual Bill
1	**MAINLAND AND VANCOUVER ISLAND SERVICE AREA**									
2	Delivery Margin Related Charges									
3	Basic Charge per Day	365.25 days x	$0.4085 =	$149.20	365.25 days x	$0.4085 =	$149.20	$0.0000	$0.00	0.00%
4	Rider 2 Clean Growth Innovation Fund Rate Rider per Day	365.25 days x	$0.0131 =	4.78	365.25 days x	$0.0131 =	4.78	$0.0000	0.00	0.00%
5	Subtotal of per Day Delivery Margin Related Charges			**$153.98**			**$153.98**		**$0.00**	**0.00%**
6										
7	Delivery Charge per GJ	79.2 GJ x	$8.257 =	$653.95	79.2 GJ x	$8.605 =	$681.52	$0.348	$27.56	2.40%
8	Rider 5 RSAM per GJ	79.2 GJ x	$0.212 =	16.79	79.2 GJ x	$0.406 =	32.16	$0.194	15.36	1.34%
9	Subtotal of Per GJ Delivery Margin Related Charges			**$670.74**			**$713.67**		**$42.93**	**3.74%**
10										
11	Commodity Related Charges									
12	Storage and Transport Charge per GJ	79.2 GJ x	$1.347 =	$106.68	79.2 GJ x	$1.347 =	$106.68	$0.000	$0.00	0.00%
13	Rider 6 MCRA per GJ	79.2 GJ x	$0.216 =	17.11	79.2 GJ x	$0.216 =	17.11	$0.000	0.00	0.00%
14	Rider 8 S&T RNG Rider	79.2 GJ x	$0.909 =	71.99	79.2 GJ x	$0.909 =	71.99	$0.000	0.00	0.00%
15	Subtotal Storage and Transport Related Charges per GJ			$195.78			$195.78		$0.00	0.00%
16										
17	Cost of Gas (Commodity Cost Recovery Charge) per GJ	76.4 GJ x	$1.660 =	$126.87	76.4 GJ x	$1.660 =	$126.87	$0.000	$0.00	0.00%
18	Subtotal Commodity Related Charges per GJ			**$322.65**			**$322.65**		**$0.00**	**0.00%**
19										
20	Total *(with effective $/GJ rate)*	79.2	*$14.487*	**$1,147.37**	79.2	*$15.029*	**$1,190.30**	*$0.542*	**$42.93**	**3.74%**

1.2 Please provide a table that summarizes the recalculated 2027 annual residential bill impacts, including all delivery rate riders, assuming the 2027 RS 1 average use of 79.2 GJ/yr.

Response:

Please refer to the response to COSCO IR1 1.1.

1.3 Please provide the median annual consumption of RS 1 customers (weather normalized) and the distribution of annual RS 1 consumption by customer decile for the most recent year available, together with the 2027 annual bill impact at the median and each decile.

Response:

Please refer to Figure 1 below which provides a decile plot of use per customer (UPC) for the 2025 RS 1 normalized actuals. FEI notes that the 50 percentile is equivalent to the median, which is approximately 71.9 GJ per year. Please also refer to Table 1 below for the 2027 residential bill impact (including rate riders) for the UPC of each percentile based on the proposed 2027 delivery rate increase of 3.43 percent.

Figure 1: Decile Plot of 2025 Residential (RS 1) Normalized UPC

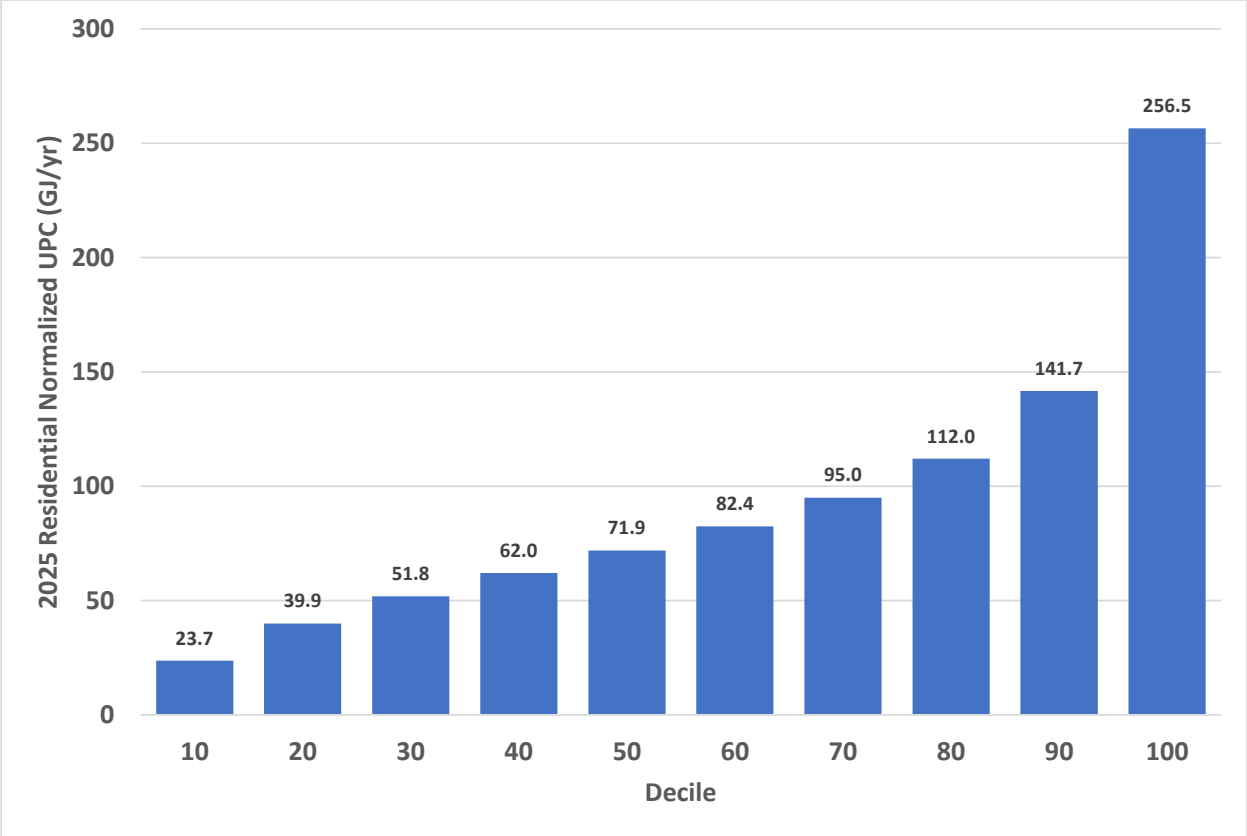


Table 1: 2027 Residential Bill Impact by Customer Decile

Decile	2025 RS 1 UPC (GJ)	2027 Bill Impact, incl. Riders ($)	2027 Bill Impact, incl. Riders (%)
10	23.7	$12.84	2.85%
20	39.9	$21.63	3.31%
30	51.8	$28.08	3.49%
40	62.0	$33.60	3.61%
50 (Median)	71.9	$38.97	3.69%
60	82.4	$44.66	3.76%
70	95.0	$51.49	3.83%
80	112.0	$60.70	3.89%
90	141.7	$76.80	3.98%
100	256.5	$139.02	4.12%

1.4 Please provide a table showing for each year from 2022 through proposed 2027 with the approved or proposed RS 1 delivery rate change and associated annual bill impact based on an annual consumption of 80 GJ/yr rather than 90 GJ/yr, along

with the cumulative percentage change in the annual delivery bill between 2022 and 2027.

Response:

Please refer to Table 1 below for the approved/proposed delivery rate increases, the associated total bill impacts, and the percentage change from 2022 to 2027 based on a residential consumption of 80 GJ per year. FEI also includes Table 2 below for the same analysis but with a residential consumption of 90 GJ per year for comparison. The bill impact as well as the annual percentage change reflect the delivery rate increases to the total bill only; they do not include the impact due to changes in FEI's cost of gas and Storage & Transport (S&T) charges over the same period.

Table 1: RS 1 Total Bill Impact due to Delivery Rate Changes from 2022 to 2026 Approved and 2027 Proposed Based on Residential UPC of 80 GJ per Year

Year	Approved/ Proposed Delivery Rate Increase (%)	Annual UPC	Approved/ Proposed Delivery Rate Impact, incl. Rider ($)	Total Bill Impact (%)
2022 Approved	8.07%	80.0	$ 40.2	4.12%
2023 Approved	7.69%	80.0	$ 32.6	3.21%
2024 Approved	8.00%	80.0	$ 62.0	5.92%
2025 Approved	7.75%	80.0	$ 76.0	6.84%
2026 Approved	10.07%	80.0	$ 79.4	6.70%
2027 Proposed	3.43%	80.0	$ 43.4	3.43%

Table 2: RS 1 Total Bill Impact due to Delivery Rate Changes from 2022 to 2026 Approved and 2027 Proposed Based on Residential UPC of 90 GJ per Year

Year	Approved/ Proposed Delivery Rate Increase (%)	Annual UPC	Approved/ Proposed Delivery Rate Impact, incl. Rider ($)	Total Bill Impact (%)
2022 Approved	8.07%	90.0	$ 45.2	4.63%
2023 Approved	7.69%	90.0	$ 36.6	3.59%
2024 Approved	8.00%	90.0	$ 69.8	6.60%
2025 Approved	7.75%	90.0	$ 85.4	7.58%
2026 Approved	10.07%	90.0	$ 89.3	7.37%
2027 Proposed	3.43%	90.0	$ 48.8	3.75%

Based on an annual consumption of 80 GJ per year, the cumulative percentage change in the total bill from 2022 to 2027 is 34.19 percent.[1] For an annual consumption of 90 GJ per year, the cumulative change in the total bill from 2022 to 2027 would be 34.80 percent.[2] As such, the difference in cumulative bill impact between an annual consumption of 80 GJ per year and 90 GJ per year is small.

[1] Calculated based on the sum of the annual delivery rate impact in dollars of $333.40 divided by the starting total bill of $975.20 in 2021 at 80 GJ per year.

[2] Calculated based on the sum of the annual delivery rate impact in dollars of $375.10 divided by the starting total bill of $1,077.80 in 2021 at 90 GJ per year.

2.0 Reference: 2027 Delivery Rate Change

Exhibit B-2, pages 3–6 and 123–127; Order G-287-25, page 15–18

Topic: Underlying and Future Delivery Rate Pressures

Preamble:

As part of the 2025-2026 Delivery Rate Application, FEI estimated a 2027 delivery rate increase in the range of 8%-10%, which is sizably higher than the 3.43% delivery rate increase proposed in this Application.

2.1 Please provide a table that reconciles the proposed 3.43% delivery rate increase with FEI's previous indicative 2027 increase of 8%-10%, quantifying each factor responsible for the difference.

Response:

As explained in Section 1 of the Annual Review for 2025-2026 Delivery Rates application, the 8 to 10 percent delivery rate increase was a preliminary estimate based on what was known at the time the application was filed.

There were three primary factors that contributed to a lower than estimated delivery rate increase for 2027 which materialized after the filing of the Annual Review for 2025-2026 Delivery Rates and could not have been anticipated at the time of filing that application:

- The reinstatement of the Accelerated Investment Incentive (AII) rules, which received royal assent on March 26, 2026 and enabled FEI to claim additional CCA deductions for all qualifying expenditures made after January 1, 2025. This contributes to a lower 2027 delivery rate increase in two ways: (1) it creates additional CCA deductible for 2027 (which reduces the 2027 forecast income tax expense); and (2) it results in approximately $15.9 million of income tax savings from 2025 and 2026 (which creates a positive variance between approved and actual/projected 2025/2026 income tax expense which is captured in the Flow-through deferral account and amortized into 2027 delivery rates).
- The credit amortization of $19.185 million from the Emissions Regulation deferral account, as discussed in Section 1.4.6 of the Application. This is related to the sale of 60,850 *Clean Fuel Regulations* (CFR) Liquid Class Credits in 2026, all associated with FEI's LNG sales service.
- The significant increase in LNG sales under RS 46, as shown in Figure 3-13 of the Application for 2025 Actual, 2026 Projected, and 2027 Forecast. FEI notes that, as approved in the RSF Decision, FEI excludes spot demand from its forecast, therefore any potential non-contracted volumes would not be captured in the forecast. The higher-than forecast actual/projected revenue in 2025/2026 is captured in the Flow-through deferral account and is credited back to customers through amortization in 2027.

The above three factors are partly offset by the following two factors which were also not anticipated at the time of the Annual Review for 2025-2026 Delivery Rates:

- FEI's application for incremental DSM expenditures of $86.015 million in 2026 and 2027, which was accepted by Order G-153-26 on July 16, 2026. The amortization for the 2026 portion begins in 2027.
- FEI is now forecasting the completion of the Eagle Mountain-Woodfibre Gas Pipeline (EGP) Project and capital additions in Q3 of 2027. There is a cost of service impact associated with the capital additions in 2027.

Table 1 below shows the revenue requirement and delivery rate impacts of each of the five factors.

Table 1: Impact on 2027 Deficiency and 2027 Delivery Rate Increase of Five Factors

	2027 Deficiency ($million)	2027 Delivery Rate Increase (%)
As-Filed	$ 45.920	3.43%
Remove Reaccelerated CCA Income Tax Deductible (Incl. 2025 and 2026)	$ 36.028	2.69%
Remove Carbon Credits Monetization (Incl. Amortization, Income Tax, Earned Return)	$ 27.165	2.03%
Remove Increase of RS 46 Revenue from 2025, 2026, and 2027	$ 69.708	5.21%
Remove Incremental DSM Expenditure for 2026 and 2027 (G-153-26)	$ (17.533)	-1.31%
Remove Capital Additions of EGP Major Project	$ (14.984)	-1.12%
Total	**$ 146.304**	**10.93%**

2.2 Please calculate the 2027 delivery-rate increase that would result in the absence of the $19.185 million Emissions Regulation deferral account credit and the $26.929 million Flow-through deferral account credit, with all else being equal. Please also provide the corresponding annual RS 1 bill impacts based on annual consumption of 80 GJ and 90 GJ.

Response:

If the $19.185 million credit amortization from the Emissions Regulation deferral account and the $26.929 million credit amortization from the Flow-through deferral account were set to zero, all else being equal, the 2027 delivery rate increase would be 8.10 percent. For residential customers with annual consumption of 80 GJ per year, the total bill impact (including rate riders) would be $81.20 or 7.02 percent, and for residential customers with annual consumption of 90 GJ per year, the total bill impact (including rate riders) would be $91.35 or 7.12 percent.

2.3 Notwithstanding that FEI has not yet filed its 2028 rate application, please provide an indicative 2028 delivery-rate and residential bill impact as currently known, separately identifying the effects of the expiration or reversal of credits included in 2027 rates, the annualization of 2027 plant additions, changes in deferral account amortization, and other material changes from 2027, assuming both an average RS 1 usage of 80 GJ/yr and 90 GJ/yr.

Response:

Pursuant to Order G-201-26, this IR is outside the scope of this proceeding.

3.0 Reference: Residential Demand and Customer Count

Exhibit B-2, pages 13-18; Figure 1-1; Appendix A2, Table A2-1

Topic: Residential Demand, Customer Growth and Fixed-Cost Recovery

Preamble:

FEI's Application indicates that residential customer growth is slowing, normalized RS 1 use per customer has declined over the longer term, and total forecast demand for 2027 is approximately 4.0 PJ below the 2026 Approved level.

FEI forecasts the 2027 year-end residential customer count to be approximately 1.012 million. This represents an increase of 4,917 customers relative to the 2026 Seed forecast but is 3,754 customers, or 0.4%, below the 2026 Approved forecast.

3.1 Please disaggregate the $6.406 million contribution of the Demand Forecast to the 2027 revenue deficiency by rate schedule. For RS 1, please separately quantify the effects of the forecast customer count and normalized use per customer, identify any offsetting Formula O&M effect from the lower customer count, and identify the net amount to be recovered from RS 1 customers.

Response:

Please refer to Table 1 below for the breakdown of the $6.406 million portion of the 2027 revenue deficiency resulting from the forecast reduced demand in 2027 (compared to 2026 Approved).

Table 1: Breakdown of 2027 Revenue Deficiency Due to Reduction in Demand Forecast by Rate Class

Delivery Margin ($000s)	2026 Approved	2027 Forecast	Difference
NON - BYPASS			
Rate Schedule 1	$ 822,807	$ 811,191	$ (11,616)
Rate Schedule 2	214,799	216,162	1,363
Rate Schedule 3	171,959	159,497	(12,462)
Rate Schedule 23	13,646	13,331	(315)
Rate Schedule 4	542	545	3
Rate Schedule 5	58,883	60,816	1,933
Rate Schedule 6	100	98	(2)
Rate Schedule 7	20,897	21,772	875
Rate Schedule 22 - Firm Service	16,851	17,671	820
Rate Schedule 22 - Interruptible Service	12,037	9,718	(2,319)
Rate Schedule 25	21,204	19,781	(1,423)
Rate Schedule 27	6,673	7,878	1,205
Total Non-Bypass	**$ 1,360,398**	**$ 1,338,460**	**$ (21,938)**
Bypass and Special Rates			
Rate Schedule 22 - Firm Service	$ 620	$ 674	$ 54
Rate Schedule 25	408	413	5
Rate Schedule 46	20,926	36,336	15,410
Byron Creek	136	137	1
VIGJV	5,231	5,293	62
Total Bypass & Special	**$ 27,321**	**$ 42,853**	**$ 15,532**
Total	**$ 1,387,719**	**$ 1,381,313**	**$ (6,406)**

Please refer to Table 2 below for a further breakdown of the $11.616 million deficiency from RS 1 due to a reduction in the residential customer forecast and a reduction in the residential UPC between 2026 Approved and 2027 Forecast. As shown in Table 2, the majority of the deficiency from RS 1 is due to a reduction in residential UPC.

Table 2: Breakdown of 2027 RS 1 Revenue Deficiency

	Amount ($000s)
Due to Reduction in RS 1 Customer Count	(987)
Due to Reduction in RS 1 UPC	(10,629)
Total Deficiency due to RS 1 Demand Forecast btw 2026 Approved and 2027 Forecast	**(11,616)**

FEI notes that its formula O&M is calculated based on the average customer count rather than the year-end residential customer count. As shown in Table 6-2 of the Application, the 2027

Forecast average customer count is 1,113,600, whereas the 2026 Approved average customer count (from Table 6-2 of the Annual Review for 2025-2026 Delivery Rates application) is 1,114,373, which is a difference of only 773 customers (or a reduction of 0.07 percent). Table 3 below shows the offsetting formula O&M savings due to the lower customer count forecast, which total $0.229 million.

Table 3: Offsetting Formula O&M Savings due to Lower Customer Count between 2026 Approved and 2027 Forecast

Line No.	Description	2027 Forecast (As-Filed)	2027 Forecast @ 2026 Approved Avg. Customer Count	Difference
1	Prior Year Base Unit Cost O&M ($/customer)	$ 290	$ 290	$ -
2	Net Inflation Factor	1.901%	1.901%	0.000%
3	Current Year Unit Cost O&M ($/customer)	$ 296	$ 296	$ -
4	Average Customer Forecast	1,113,600	1,114,373	(774)
5	Inflation-Indexed O&M before True-up	$ 329.625	$ 329.854	$ (0.229)
6	2025 True-up O&M	(0.407)	(0.407)	-
7	Inflation-Indexed O&M	$ 329.218	$ 329.447	$ (0.229)

Of the total formula O&M savings of $0.229 million due to the lower customer count, $0.139 million is associated with residential customers. When combined with the revenue deficiency of $11.616 million from residential customers due to the reduced demand forecast, the net residential customer-related revenue deficiency is $11.477 million.

3.2 Please provide a table showing the delivery rate and annual RS 1 bill impacts if the residential demand forecast used to set 2027 rates were 1%, 3% and 5% below the forecast in the Application, holding all other assumptions constant and using annual residential consumption of 80 GJ. Please provide the corresponding revised supporting schedules.

Response:

Pursuant to Order G-201-26, this IR is outside the scope of this proceeding.

3.3 Please discuss the strategic implications for FEI and its customers if the declining trends in RS 1 net customer additions and normalized use per customer continue,

including the implications for unit delivery rates, recovery of existing and planned fixed costs, system utilization, intergenerational equity, and the affordability and competitiveness of gas service.

Response:

Pursuant to Order G-201-26, this IR is outside the scope of this proceeding.

3.4 Further to question 3.3 above, please provide an illustrative analysis to 2035 based on a reasonable continuation of these trends, explain the assumptions used, and include a scenario in which RS 1 customer growth reaches zero.

Response:

Pursuant to Order G-201-26, this IR is outside the scope of this proceeding.

4.0 Reference: Capital Expenditures and Deferral Costs

Exhibit B-2, Figure 1-1, pages 5, 56 and 63–66

Topic: Revenue Requirement Impacts of Capital Additions and Deferred Costs

Preamble:

FEI forecasts that its 2027 rate base will increase by approximately $700.927 million relative to the 2026 Approved amount, contributing approximately $48.538 million to the 2027 revenue deficiency through increased earned return. FEI also forecasts an increase of $15.586 million in depreciation expense, partially offset by $0.175 million of Contribution in Aid of Construction (CIAC) amortization, for a net increase of $15.411 million.

At the same time, FEI forecasts that its mid-year balance of unamortized rate-base deferred charges will increase by $69.815 million from the 2026 Projected amount to $294.969 million in 2027.

4.1 Please provide a reconciliation of the approximately $1.389 billion of net plant additions forecast for 2027 to their total 2027 and annualized 2028 revenue-requirement impacts, separately identifying return, depreciation, property taxes, O&M and other material cost-of-service components.

Response:

Please refer to Table 1 below for the breakdown of the incremental delivery margin in 2027 and 2028 resulting from the 2027 total capital additions of approximately $1.389 billion (as shown on Line 25 of Table 7-7 of the Application).

Table 1: Incremental Delivery Margin in 2027 and 2028 due to 2027 Capital Additions ($000s)

Incremental Delivery Margin	2027	2028
Depreciation	$ 63,938	$ 71,209
Amortization (Salvage Provision)	19,834	22,090
Property Tax	22,426	22,426
Income Tax	(10,150)	20,885
Earned Return	42,107	88,541
Total ($000s)	**$ 138,155**	**$ 225,150**

Notes to Table:

- The income tax savings in 2027 are due to CCA deductions.
- The 2027 earned return includes the mid-year impact of FEI's approved regular capital (Line 9 of Table 7-7 of the Application) and the full-year impact of the CPCN/special projects (Line 23 of Table 7-7 of the Application), except for the EGP Project which includes a three-month impact as it is forecast to enter rate base on October 1, 2027. For 2028, the earned return is calculated based on the full-year impact of the 2027 capital additions.
- There is no incremental impact to formula O&M for rate-setting purposes as the formula O&M is based on the average customer count and the net inflation factor.

4.2 Based on currently known balances, approved amortization periods and forecast additions, please provide a table with the consolidated forecast from 2027 through 2031 for all rate-base and non-rate-base deferral accounts included in, or expected to be recovered through, delivery rates. For each year, please identify the forecast year-end balance, amortization, carrying costs, and amounts to be recovered from or refunded to RS 1 customers.

Response:

Please refer to Table 1 below which shows the forecast year-end balance, forecast amortization, and carrying costs (non-rate base only) consolidated for FEI's currently approved rate base and non-rate base deferral accounts from 2027 to 2031. The information provided in the table below only includes deferral accounts and expenditures (or additions) that have been approved by the BCUC. For instance, FEI has not forecast or made any assumptions about future additions to the DSM deferral account beyond the currently accepted 2024-2027 DSM Plan. Table 1 also includes the incremental revenue requirement from 2027 to 2031 resulting from the deferral accounts, which will be recovered from all non-bypass customers through delivery rates, including RS 1 customers.

Table 1: Consolidated Forecast Balance, Amortization, Carrying Costs, and Incremental Revenue Requirement of FEI's Rate Base and non-Rate Base Deferral Accounts from 2027 to 2031 ($000s)

$000s	2027	2028	2029	2030	2031
Rate Base Deferral Accounts					
Forecast year-end Balance	236,560	54,696	(142,657)	(334,861)	(531,560)
Amortization	177,438	229,692	231,021	227,562	233,433
Non-Rate Base Deferral Accounts					
Forecast year-end Balance	246,526	163,054	150,111	134,884	116,115
Amortization	(6,286)	17,940	19,201	20,656	23,198
Carrying Cost (WACC)	8,857	6,820	6,258	5,429	4,429
Incremental Revenue Requirement (incl. Amortization, Income Tax, and Earned Return)					
Recover/(Return) to Customers	254,561	351,660	339,013	319,632	314,548