

**BRITISH COLUMBIA UTILITIES COMMISSION  
INQUIRY INTO THE REGULATION OF ELECTRIC VEHICLE CHARGING SERVICE**

**ChargePoint Inc. (ChargePoint) Information Request (IR) No. 1 to FortisBC Inc. (FBC)**

**May 15, 2018**

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**1.      Reference:      Exhibit C12-2, FBC Written Evidence, pp. 1 & 5  
                                 FBC Direct Current Fast Charger (DCFC) Infrastructure Deployment Plans**

FBC's submission indicates that investment by utilities and government are needed in the near term to support growth in EVs and charging infrastructure, and that there is a role for non-utility participants and government to play in developing the charging market.

On page 1 of Exhibit C12-1 FBC states:

“FBC believes that public utilities, non-utility participants and government have an important role to play in developing the market for public EV Charging Service and supporting the expansion of the use of EVs in BC. These entities are best positioned to support the growth in EV adoption, and in particular EV Charging infrastructure.”

On page 5 of Exhibit C12-1 FBC states:

“Based on the current state of the EV market and projections for the near future, FBC believes that investment by both utilities and government is required to encourage growth.”

- 1.1      Please discuss FBC's future plans for the deployment of DCFC infrastructure in its service territory.
- 1.2      For future DCFC infrastructure deployment, does FBC intend to allow site host choice in station equipment and network services? If not, how does FBC intend to determine which station equipment and network services will be used for infrastructure it makes investments in?
- 1.3      For future DCFC infrastructure deployment, does FBC intend to allow site hosts to set pricing of their choice to drivers?
- 1.4      Please fully discuss the role FBC sees for both (i) government and (ii) private investment in the deployment of DCFC infrastructure in its service territory.

**2.      Reference: Exhibit C12-2, FBC Written Evidence, p. 14-15  
                                 California Public Utilities Commission Decisions & Ratepayers**

In Section 3 of Exhibit C12-2, FBC makes several references to a number of California Public Utilities Commission's decisions related to electric vehicle charging.

On page 14 of Exhibit C12-2 FBC notes that “this Inquiry deals with similar issues and questions related to EV charging service regulation and rate design as already dealt with by California Public Utilities Commission” and that “FBC believes there is a lot to learn from the California experience”.

Also on page 15 of Exhibit 12-2, FBC states that:

“The CPUC in its recent decisions has directed California’s electric utilities to include EV charging infrastructure in their rate base and has allowed rate recovery from all ratepayers of any revenue shortfalls from these activities (or the refunding of surpluses when revenues exceed costs). Consistent with recent CPUC Decisions, FBC believes that there are a number of potential benefits resulting from utilities providing regulated EV charging services.”

2.1 Please confirm that:

- in 2009, California passed legislation that amended the PUC Code concerning the definition of “utility” and, subsequently, the CPUC issued rules prohibiting utilities from owning and operating charging stations;
- in 2011, the CPUC determined that utility owner/operatorship of charging stations was premature while the charging market continued to develop; and
- in 2014, the CPUC determined that a limited level of utility investment in charging stations was appropriate.

If not confirmed in either case, please fully explain your response.

2.2 Please confirm that (i) Commission jurisdiction to regulate EV charging station infrastructure as a public utility service under the *Utilities Commission Act*, and (ii) the appropriateness of existing electric distribution public utilities investing in charging station infrastructure, are two distinct issues. If not confirmed, please fully explain FBC’s view regarding the relationship between the two.

**3. Reference: Exhibit C12-2, FBC Written Evidence, p. 19  
Rate Based Investment**

On page 19 of Exhibit 19-2, FBC states:

“To support the development of EV charging infrastructure in the province, utilities should include EV charging stations in their regulated rate base.”

3.1 Please confirm that FBC would not seek to include charging infrastructure in its rate base if doing so was likely to discourage private investment in charging infrastructure. If not confirmed, please fully explain your response.