

REQUESTOR NAME: **KEITH HEBERT**

INFORMATION REQUEST ROUND NO: 1

TO: BRITISH COLUMBIA HYDRO & POWER AUTHORITY

DATE: **April 26, 2021**

PROJECT NO: **1599190**

APPLICATION NAME: **Public Electric Vehicle (EV) Fast Charging Rate Application**

1.0 Reference: 3.1 Customer Research and Insights

Lines 1 to 5 Pg.15

In the rate application, BC Hydro states:

“Support for a fee: While almost two-thirds (59 per cent) indicate it is reasonable to charge a rate for the use of a public fast charging station, about half (49 per cent) indicate they would stop using the service if a rate is introduced. One-third (34 per cent) indicate public charging service is critical to them and they have nowhere else to charge.”

- 1.1 Did BC Hydro consider where the almost one half of current DCFC users would charge their respective electric vehicles after such time a fee was introduced, and they stopped using the public fast charging stations?
 - 1.1.1 Does BC Hydro have an estimate of the percentage of EV drivers who are anticipated to transition from the public fast charging stations to charging their vehicles at home on Residential Rate 1101?
 - 1.1.2 Did BC Hydro engage with any public operators of Level II Charging Stations in relation to the potential for those operators to experience higher utilization of their respective stations at the time of a rate being introduced, especially those at the same location or very near a BC Hydro EV Charging Stations? (For example, the FVRD in Chilliwack, where two vehicles at a time can charge at the BC Hydro chargers, and eight can charge on those provided by the FVRD.)
- 1.2 For context, in Rate 1101, the rate for ‘Step 1’ is \$0.0941 per kWh; the rate for ‘Step 2’ is \$0.141 per kWh. ‘Step 2’ costs 49.8% more, and applies to customers who exceed 1350 kWh in an average two-month billing period. Did BC Hydro consider the likelihood of a net increase in Residential Rate ‘Step 2’ (Conservation Rate) being incurred by EV owners?
 - 1.2.1 Is there any data available which identifies, or partially identifies the percentage of ‘Step 2’ vs ‘Step 1’ rates which are typically experienced by EV owners charging at home on a Residential Rate?
 - 1.2.2 What is the marginal cost per kWh for electricity supplied to customers on Rate 1101?

- 1.2.3 Does BC Hydro differentiate between supplying 'Step 1' and 'Step 2' in calculating these marginal costs? If yes, how so?
- 1.2.4 Has or will BC Hydro consider the additional revenue contributions incurred by EV owners incurring Rate 1101 'Step 2' rates at home as a type of cross-subsidization to the Rate for public charging stations? If so, how? If not, please provide rationale.
- 1.2.5 Has or will BC Hydro consider a "time of use" discount for Rate 1101 customers who are willing to charge their EV at off-peak times/overnight at home, as opposed to in public? If so, please advise which upcoming rate application this should be addressed via, with approximate timeframe expected.