ONTARIO ENERGY BOARD

IN THE MATTER OF the *Ontario Energy Board Act, 1998*, S.O. 1998, c. 15, Sched. B, as amended (the **Act**);

AND IN THE MATTER OF an Application by Alectra Utilities Corporation to the Ontario Energy Board for an Order or Orders approving or fixing just and reasonable rates and other service charges for the distribution of electricity as of January 1, 2027.

EB-2025-0252

INTERROGATORIES

OF

DISTRIBUTED RESOURCE COALITION

January 22, 2026

Question: 1-DRC-1

Reference:
- Exhibit 1, Tab 5, Schedule 1

Preamble: Alectra notes that it anticipates an increase in demand for services upgrades driven by the increasing adoption of electric vehicles (**EVs**) and electric heat pumps.

a) Please discuss the impacts of the growing consumer interest in EVs and associated increase in EV penetration in Alectra's service territory, on Alectra's distribution system planning, load forecast, productivity, and OM&A costs.

b) Please identify in the record where Alectra provides details of how technological advancement and increasing adoption of electrified technology such as EVs will require training their workforce over the course of years to ensure Alectra is able to sustain a safe and reliable grid as the energy transition accelerates.

c) Please confirm and comment on whether the anticipated increased adoption of EVs and other distributed energy resources ("**DERs**") over the next five years and beyond will require investments in Alectra's workforce and please discuss what will be involved in training the workforce for Alectra's proposed approach (timeframes, new approaches, etc.).

d) Please comment on what training, programs, and investments will be needed if a more ambitious energy transition and EV and DER adoption scenario occurs over the next five years and beyond. In your response, please comment on what training and upgrading of workforce skills will be needed to ensure that Alectra's workforce is able to meet the challenges of an accelerated energy transition in this and the next decade and how does this compare to Alectra's current approach and the approach proposed in the Application.

e) Similarly, please discuss any disadvantages where a lower electrification scenario materializes.

Question: 1-DRC-2

Reference:
- Exhibit 1, Tab 2, Schedule 3

Preamble: Alectra notes that as EV adoption increases, more customers require guidance on how their new vehicle affects electricity usage, billing, and home charging.

a) Please explain what steps are required and what costs are incurred for a single residential unit to install and connect an EV home charger through the typical layout process. In your response, please discuss any known or anticipated challenges encountered by Alectra's customers.

b) Please explain what steps are required and what costs are incurred for commercial facilities or multi-unit residential buildings to carry out the necessary upgrades to connect EV chargers. In your response, please discuss any known or anticipated challenges encountered by Alectra's customers.

c) Please indicate how many of each of the following types of customer connections Alectra facilitated in its service territory in 2024-2025:

(i) single residential unit EV charger connections;

(ii) commercial facility EV charger connections; and

(iii) multi-unit residential EV charger connections.

d) Please indicate how many of each of the following types of customer connections Alectra anticipates in its service territory over the 2026-2031 period:

(i) single residential unit EV charger connections;

(ii) commercial facility EV charger connections; and

(iii) multi-unit residential EV charger connections.

e) Please provide any and all working papers, reports, and analysis conducted to support Alectra's demand forecasts of expected EV penetration on its service territory.

f) Please provide any and all assumptions related to bidirectional, “vehicle to grid” (“**V2G**”) flow and data considered by Alectra not provided in the Application.

Question: **1-DRC-3**

Reference:
- Exhibit 1, Tab 11, Schedule 2

Preamble: Alectra's rate framework provides Cost of service rebasing in 2027, followed by a Custom Price Cap Index (**CPCI**) applied in each of years two through five (2028–2031), as follows:

$$\mathbf{CPCI = I_n - X + RGF_n}$$

where,

- "I" is OEB's annually published Inflation Factor applicable to electricity distributors;
- "X" is the sum of the fixed productivity factor plus a fixed utility-specific stretch factor;
- "RGF" is the difference between the forecast base revenue requirement for the current year (n), and its forecast base revenue requirement for the prior year (n-1), less increases provided by "I", and billing determinant growth.

a) Please outline Alectra's assumptions in the two-component "X" productivity factor in the above equation regarding capacity, load changes, and leveraging due to EVs and other DERs in each of years two through five.

b) Please outline Alectra's assumptions in the "G" term in the above equation regarding capacity, load changes, and leveraging of EVs and other DERs in each of years two through five.

c) How were each of DERs, EVs, and EV charging infrastructure treated for the purpose of setting the "IPD" factor at which Alectra arrived?

Question: 1-DRC-4

Reference:
- Exhibit 1, Tab 5, Schedule 2

Preamble: Alectra engaged Innovative Research Group Inc. (**Innovative**) to design, execute and document the results of its application-specific customer engagement process.

a) Please provide a copy of all written instructions provided by Alectra to Innovative in relation to the respective customer engagement mandate and the report provided in Exhibit 1, Tab 5, Schedule 2, Attachment 1-2.

b) Please provide a copy of all written instructions provided by Alectra to Innovative in relation to customer engagement with respect to consumer choice in integrating new technologies like EVs, solar power, and battery storage (including V2G and vehicle-to-home ["**V2H**"]).

c) Please describe all measures undertaken by Alectra and Innovative to invite and ensure the participation of EV stakeholders and other DER customers (including EV drivers, owners of DERs, EV associations, and DER industry associations) in the customer engagement process.

d) Please provide any and all notes relating to EVs and DERs from the customer engagement that are supplementary to the report provided in Exhibit 1, Tab 5, Schedule 2, Attachment 1-2.

e) Please discuss how the outcomes and priorities of customers have changed compared to historical equivalents and discuss any trend lines in customer priorities related to the adoption and integration of technologies like DERs, EVs, and battery storage (including V2G and V2H).

Question: 1-DRC-5

Reference:
- Exhibit 1, Tab 7, Schedule 1

Preamble: Alectra notes that the GRE&T Centre supports commitment to its customers by developing innovative products and services that help them better understand and manage their energy use, including the Ultra-Low Overnight (**ULO**) Pricing Plan, AlectraDrive@Home and AlectraDrive@Work, and EV Detection initiatives (the **Initiatives**).

a) Please provide any and all working papers, reports, and analysis conducted on or in support of the Initiatives.

b) Please identify all elements of the application (including proposed capital projects, OM&A, program designs, deferral accounts, or DER/EV-related initiatives) that were informed by the work and learnings from the Initiatives.

c) Please confirm whether Alectra has conducted any analysis of ULO adoption rates within its service territory and whether those adoption rates are being used as an input to any proposed DER, EV, or Non-Wires Solutions (**NWS**) related initiative in the Application. If yes, please provide the analysis and the specific application references where it is used.

d) Please provide the final evaluation results (reports, analysis, etc.) for AlectraDrive@Home and AlectraDrive@Work, including:

(i) enrolment and retention rates;

(ii) measured load shifting (kW at peak, kWh shifted, and time-of-use distribution);

(iii) customer satisfaction and opt-out rates;

(iv) effectiveness by customer segment (residential vs commercial; fleet vs non-fleet, if applicable); and

(v) incremental costs per kW reduced (and per kWh shifted), with any assumptions relied upon by Alectra.

e) Please explain how Alectra assessed whether the Initiatives produced net customer value (including avoided system costs), and identify whether any such quantified benefits are relied upon in the Application.

f) Please confirm, and provide details of, whether Alectra has used any results from the Initiative to support deferral of distribution capital (including stations/lines capacity) or to justify non-wires approaches.

g) Please identify whether and how EV Detection results were used to adjust peak demand assumptions, coincidence factors, or growth rates at the transformer, feeder, or station level in the Application, if at all.

h) Please confirm whether any specific capital investments proposed in this application (lines, stations, or grid modernization) were justified or accelerated based on results from the EV Detection initiative.

i) Please confirm whether EV Detection results are, or will be, shared with EV charging proponents or aggregators to support site selection and project development. If not, please explain why.

Question: 1-DRC-6

Reference:
- Exhibit 1, Tab 7, Schedule 1

Preamble: Alectra's SEW Customer Engagement – eMobility Pilot is designed to support residential customers considering EV adoption by offering targeted tools, information, and engagement around load management.

a) Please provide any and all working papers, reports, and analysis conducted on or in support of the eMobility Pilot.

b) Please provide a detailed description of the managed charging pilot (SmartCharge).

c) Please explain how the SmartCharge pilot differs from AlectraDrive@Home and AlectraDrive@Work, and identify what incremental learning objectives this pilot is intended to address.

d) Please explain how Alectra defines and measures "avoided" or "deferred" customer service upgrades within the eMobility Pilot.

e) Please describe the quantitative metrics being tracked to assess grid impacts from the eMobility Pilot (peak demand reduction, load shifting by time period, etc.).

f) Please describe the two recruitment approaches being tested and how differences in recruitment outcomes (participation, retention, satisfaction) will be translated into scalable program design assumptions, including expected participation rates for future managed charging or EV flexibility programs.

g) Please identify which eMobility Pilot functionalities are proposed for integration into the customer experience platform.

h) Please confirm whether Alectra will file the final evaluation results of the eMobility Pilot with the OEB.

Question: 1-DRC-7

Reference:
- Exhibit 1, Tab 7, Schedule 1

Preamble: Alectra indicates that its Alectra Drive for Fleets (**ADF**) project leverages connected EV charging infrastructure and intelligent software to optimize fleet charging while managing local grid capacity constraints.

a) Please provide any and all working papers, reports, and analysis conducted on or in support of the ADF project.

b) Please identify the EV charging vendors or categories of vendors involved in the ADF project and explain how Alectra ensured technology-neutral and non-discriminatory testing across solutions.

c) Please explain how Alectra Utilities defines and measures avoided or deferred utility upgrades in the context of the ADF project.

d) Please explain how results will be scaled to inform system-wide planning assumptions, including any adjustments applied to account for differences between participants and Alectra's broader fleet customers.

e) Has Alectra considered whether it intends to develop a permanent fleet managed charging program based on the ADF project?

f) Please confirm whether Alectra Utilities will file the final evaluation results of the ADF project with the OEB.

Question: 1-DRC-8

Reference:
- Exhibit 1, Tab 7, Schedule 1

Preamble: Alectra states that the Grid Enablement – Alectra V2X Pilot (**V2X Pilot**) is intended to evaluate the grid impact of bidirectional EV charging for light- and medium-duty vehicles, including school buses, and to assess the potential for V2G services such as peak demand reduction and demand response.

a) Please provide any and all working papers, reports, and analysis conducted on or in support of the V2X Pilot.

b) Please explain the degree of control exercised by Alectra over V2X dispatch, including how control is coordinated among the utility, aggregators, fleet operators, and charging vendors.

c) Please identify the grid services that will be evaluated (e.g., peak demand reduction, contingency support, voltage support, N-1 support), and specify what level these services will be assessed at (customer, transformer or feeder, station, etc.).

d) Please provide the performance metrics used to evaluate V2X resources.

e) Please explain and discuss whether Alectra considers V2X-enabled EVs to be a viable NWS for distribution system needs.

f) Please identify the potential value streams that will be evaluated in the pilot and explain how Alectra intends to prioritize or coordinate these value streams where multiple services compete for the same V2X resource.

g) Please identify any known or anticipated procedural barriers to V2X deployment (e.g., interconnection rules, protection settings, telemetry, settlement, customer agreements).

h) Please confirm whether any grid modernization investments proposed in the Application explicitly support bidirectional power flows and V2X dispatch, including telemetry aggregation, protection coordination, and real-time visibility.

i) Has Alectra considered establishing a permanent V2X-enabled program or procurement mechanism based on the V2X Pilot?

j) Please confirm whether Alectra will file a final V2X Pilot evaluation report and/or dataset with the OEB.

Question: **2-DRC-9**

Reference:
- Exhibit 2A, Tab 1, Schedule 1, pp. 14 and 19.
- Exhibit 2A, Appendix J, pp. 31-49
- EB-2019-0018, Interrogatory responses to DRC, 1 DRC-2
- EB-2022-0013, Interrogatory responses to DRC, DRC-3

Preamble

Alectra notes that it has experienced a significant number of DER connections in recent years, with 6,340 DER connections with a total installed capacity of 343MW on its grid at the end of 2023. Alectra projects that by 2031, the number of DER connections would increase to 9,161 with a total installed capacity of approximately 480MW, reflecting an increase of 40% in total generation capacity compared to 2023.

Alectra also projects more than 500,000 EVs in its service area by 2031 resulting in an additional 524MW.

In an interrogatory response to DRC in EB-2022-0013, Alectra provided an update to its EV adoption and actual and forecasted load demand for the period 2020-2024 since the 2019 distribution rates application (EB-2019-0018), as follows:

Table 1 – EV Forecast 2020-2024

		2020	2021	2022	2023	2024
EB-2019-0018	EVs (#)	5,600	9,328	13,242	17,351	21,666
	EV (kW - on peak)	7,800	13,100	18,500	24,300	30,300
EB-2022-0013	EVs (#)	11,071	14,123	17,613	23,388	31,349
	EV (kW - on peak)	14,614	18,642	23,249	30,872	41,381

a) Pease update the above table and analysis based on any and all new information reasonably available to Alectra, including the recently announced allowance of up to 49,000 Chinese EVs into the Canadian market, with the most-favoured-nation tariff rate of 6.1%,[1] and provide the most recent estimate of the number of EVs within the Alectra's service territory. If an update is available, please indicate whether it alters the

[1] See Prime Minister of Canada, "Prime Minister Carney forges new strategic partnership with the People's Republic of China focused on energy, agri-food, and trade", (16 January 2026).

forecast of the number of EVs in Alectra's service territory and the share of light vehicles that are expected to be EVs.

b) Please confirm that Alectra's current EV adoption forecast explicitly incorporates the federal ZEV sales mandate and its interim targets.

c) Please provide Alectra's forecasted annual EV sales as a percentage of new vehicle sales in its service area in 2026, 2030, and 2035. Please compare those projected shares to the federal ZEV sales targets and comment on any differences.

d) Please confirm whether Alectra considered multiple EV adoption scenarios (e.g., high/medium/low cases) in preparing its forecast. If yes, please provide a summary of each scenario, the adoption levels assumed, and the associated system impacts. If not, please explain why scenario analysis was not considered appropriate or necessary.

e) Has Alectra undertaken any benchmarking or comparative analysis of its EV adoption and load forecasts against those of other Ontario LDCs? If not, please explain why Alectra did not undertake such benchmarking. If yes, please provide a summary of the results of any such benchmarking, including a comparison of:

   (i) Projected EV penetration rates (as a % of customers or vehicles),

   (ii) Projected EV-related annual load (kWh),

   (iii) Load growth attributable to EVs over the 2026 and beyond period.

f) Please indicate how many (and where applicable the number of MW) of each of the following types of customer connections Alectra facilitated in its service territory over the rate period:

   (i) single residential unit EV charger connections;

   (ii) commercial facility EV charger connections;

   (iii) condo EV charger connections; and

   (iv) renewable energy and back up generation, including the type of facility (solar roof top, solar thermal, wind, energy storage) and the customer breakdown for such facilities (residential, general service, commercial/industrial, and/or large industrial).

g) Please indicate how many of each of the following types of customer connections Alectra anticipates in its service territory over the 2026-2031 period:

(i) single residential unit EV charger connections;

(ii) commercial facility EV charger connections

(iii) condo EV charger connections; and

(iv) renewable energy and back up generation, including the type of facility (solar roof top, solar thermal, wind, energy storage) and the customer breakdown for such facilities (residential, general service, commercial/industrial, and/or large industrial).

h) Have any Alectra customers been prevented from or delayed in installing EV charges as a result of capacity constrains in Alectra's distribution system? If so, how many customers have been prevented or delayed and for how long?

i) Please provide details as to the areas in Alectra's service territory experience the highest reliability and safety risks associated with EV adoption and DER connections (such as neighbourhood, number of DERs connected, overview of risks and reliability issues, customer concerns, etc.). If Alectra is unable to provide further details, please explain why not and whether such information may be obtained in this proceeding or subsequent proceedings.

j) Please discuss the disadvantages and downside risks to Alectra's distribution system, customers, investments in EVs and DERs, infrastructure, and/or workforce of underinvesting in EV infrastructure and DER connection and adoption infrastructure if a higher electrification scenario materializes compared to the one relied upon in the Application. Please also discuss the implications of underinvestment over the rate period (2027-2031), mid-term (2031-2041), and long-term (2041 onwards).

k) Similarly, please discuss any disadvantages where a lower electrification scenario materializes.

l) Please comment on known barriers to EV adoption in Alectra's service territory, including for multi-unit rental residential, and how the Application seeks to address these barriers and ensure equitable access to charging infrastructure for all customers.

m) Does Alectra have any programs to support the upgrading of supply infrastructure to enable EV charging infrastructure when Alectra is planning expansion or upgrades? If yes, please provide details. If no, please discuss what types of programs could be developed to support proactive and future infrastructure upgrades to enable equitable access to EV charging infrastructure for all customers.

n) Please provide Alectra's views on any barriers to EV adoption for residents of multi-unit complexes in Alectra's service area. Among any other views, please provide specific comment on whether multi-unit residential complexes represent one of the more challenging venues for EV adoption, and whether Alectra agrees that addressing those challenges should be prioritized. Please explain Alectra's position on each of these points.

o) Please describe any ongoing activities or initiatives proposed by Alectra that can help to address challenges specific to EV transition in multi-unit residences by way of proactive infrastructure upgrades or future upgrades. Please include any planned or anticipated initiatives at the system-wide level in addition to any more localized initiatives.

Question: **2-DRC-10**

Reference:
- Exhibit 2A, Tab 1, Schedule 1, p. 326
- Appendices B13 and B14

Preamble: Alectra indicates that it will develop the detailed catalogue of NWS option as part of the DER Supporting Technologies capital project and in Planning Tools and Automation project.

Alectra notes that is ability to deploy NWS proposed in the Application and future NWS is contingent on funding and technical implementation of enabling technologies proposed in the Application, including Advanced Distribution Management System, Integrated Network Management, Planning Tools and Automation, and DER Wholesale Market Preparedness.

a) Please explain how Alectra will ensure the program is "technology-neutral", including:

   (i) any minimum technical eligibility requirements that functionally exclude certain technologies (e.g., telemetry, metering, interconnection, protection requirements); and

   (ii) how Alectra will treat portfolios (aggregations) versus single-resource bids.

b) Please describe how Alectra intends to implement the competitive sourcing processes identified in the Application (i.e., RFI/RFP/RFQ and/or local auctions).

c) For each of the five station areas (Newton TS, Nebo TS, Barrie MS, Melbourne MS, Alliston MS), please identify:

   (i) the specific wires investment(s) deferred and the deferral duration assumed;

   (ii) the minimum NWS subscribed capacity and performance needed to maintain the applicable planning standard; and

   (iii) the decision triggers (e.g., timing and thresholds) that would cause Alectra to proceed with the wires alternative.

d) Please describe any planned backstop to ensure reliability if subscribed capacity is not obtained or is not deliverable when needed, including

interim operational measures and the lead times required to re-initiate the deferred wires work.

Question: 2-DRC-11

Reference:
- Exhibit 2A, Tab 1, Schedule 1, Appendix B09

Preamble: Alectra notes that its proposed Information Technology Systems project includes investments in tools for DER performance analysis, system modelling, and supporting IT infrastructure required for integration, implementation planning, and customer engagement; supporting the evaluation and deployment of NWS leveraging DERs

Alectra notes that it will collect a list of DERs that could be used to provide grid services and that DER technologies will be assessed based on a review of performance literature and validated through interviews with those familiar with the in-field performance of the technology. The resulting performance characteristics will create a consolidated database which can be used to inform the selection of optimal DER solutions.

a) Please describe, in detail, the process and criteria Alectra will use to compile the initial list of DER technologies that could be used to provide grid services, including:

(i) the scope of DER technologies considered (e.g., generation, storage, DR, EV-related technologies, control technologies);

(ii) any inclusion or exclusion criteria applied at the outset; and

(iii) whether the list is limited to commercially deployed technologies or includes emerging or pilot-stage technologies.

b) Please describe the literature review referenced by Alectra, including:

(i) the types of sources to be reviewed (e.g., peer-reviewed studies, utility pilot evaluations, vendor data, standards-based testing);

(ii) any preference or weighting of such sources based on credibility, jurisdictional relevance, or recency etc.; and

(iii) how conflicting or inconsistent performance findings across sources will be considered and addressed.

c) Please describe the interview-based validation process, including:

(i) the categories of interviewees (e.g., utilities, aggregators, vendors, system operators);

(ii) the criteria for determining whether an interviewee is “familiar with in-field performance”; and

(iii) how qualitative interview inputs will be translated into quantitative or decision-useful performance characteristics.

d) Please identify the specific performance characteristics that Alectra expects to include in the consolidated DER database, such as:

(i) capacity, availability, response time, duration, reliability, and locational constraints; and

(ii) customer-side constraints or dependencies (e.g., participation rates, behavioural assumptions).

e) Please explain how the consolidated DER performance database will be used in practice to inform DER selection, including:

(i) whether DERs will be ranked, screened, or optimized using defined thresholds or scoring methodologies;

(ii) how performance characteristics will be linked to specific system needs or constraints; and

(iii) whether selection outcomes are expected to be deterministic or scenario-dependent.

f) Please identify the specific performance characteristics that will be captured in the consolidated DER database, including, where applicable:

(i) capacity, response time, duration, and availability;

(ii) reliability and degradation over time;

(iii) locational or network constraints; and

(iv) interoperability and control requirements.

g) Please explain how the modelling results will be used to create the stated “list of tools that are available for use, and under what conditions,” and how this list will be used in future NWS identification and planning decisions.

Question: 2-DRC-12

Reference:
- Exhibit 2A, Tab 1, Schedule 1, p. 326
- Appendix B13

Preamble: Alectra notes that its proposed Station Capacity project and NWS investments are expected to reduce execution risk and enable broader application of NWS across the grid.

e) Please explain how the Station Capacity project set out in Appendix B13 will (i) reduce execution risk and (ii) enable broader application of NWS across Alectra's grid.

Question: **2-DRC-13**

Reference:
- Exhibit 2A, Tab 1, Schedule 1, p. 405
- Appendix B14

Preamble: Alectra identifies the following programs as part of its grid modernization investments:

- Advanced Distribution Management System (**ADMS**);
- Integrated Network Management (**INM**) platform; and
- Planning Tools and Automation (**PTA**) initiative;
- DER Wholesale Market Preparedness (**DWMP**).

Alectra estimates that 120-130 MW of new participating DERs could materialize on its system during the 2027-2031 period and states that investments are required to manage bi-directional flows, time-varying constraints, and DER dispatch safely.

a) Please provide Alectra's target timelines for DER and EV charging interconnection decisions once PTA initiative is operational, compared to current average timelines.

b) Please explain how Alectra will ensure that automated interconnection assessments are applied consistently and non-discriminatorily across DER technologies (including EV charging, storage, managed load, and aggregation).

c) Please describe how dispatch instructions or curtailments issued through DWMP or ADMS will be prioritized where multiple DERs or EV assets are affected, including whether priority will be based on contract type, market participation, or system need.

d) Please explain how Alectra will determine and communicate locational constraints for DERs and EV charging assets, including how:

(i) frequently they will be updated; and

(ii) they will be communicated to DER owners or aggregators.

e) Please confirm whether Alectra intends to publish feeder-level or station-level capacity maps suitable for DER and EV project siting decisions, and provide the expected timing.

f) Please identify which DER and EV-enabling capabilities will be fully functional by the start of each year of the DSP period (2027-2031).

g) Please explain the risks to DER and EV owners and aggregators if the timing of INM, PTA, ADMS, or DWMP is delayed, including whether such delays would limit participation in NWS or result in additional costs or requirements for DER proponents.

Question: 2-DRC-14

Reference:
- Exhibit 2A, Tab 1, Schedule 1
- Exhibit 2, Tab 1, Schedule 2, Appendix B08

Preamble: Alectra notes that its Fleet Renewal investments will support its long-term goal to environmental sustainability by transitioning to electric and hybrid vehicles, which help reduce overall greenhouse gas emissions.

a) Please complete the following chart indicating the breakdown of vehicle type in Alectra's current vehicle fleet:

Vehicle Type	Fully Electric	Plug-in Hybrid	Hybrid	Non-EV/Hybrid	Total
Heavy Duty Vehicles					
Medium Duty Vehicles					
Light Duty Vehicles					

b) What proportion of Alectra's planned fleet renewal investment will involve fully electric and/or hybrid vehicles? Please complete the following chart indicating Alectra's anticipated breakdown of vehicle type in Alectra's planned fleet renewal investment (2027 to 2031):

Vehicle Type	Fully Electric	Plug-in Hybrid	Hybrid	Non-EV/Hybrid	2027-2031 Total
Heavy Duty Vehicles					
Medium Duty Vehicles					
Light Duty Vehicles					

c) Please indicate the estimated quantum of efficiency savings (including fuel cost savings) that Alectra anticipates it will achieve by utilizing hybrid

vehicles and EVs rather than traditional internal combustion engine vehicles.

Question: 3-DRC-15

Reference:
- Exhibit 3, Tab 1, Schedule 1, Attachment 3-2

Preamble: Alectra engaged Itron to complete a 2026-2031 Sales and Customer Forecast. The revenue load forecast includes total energy and demand sales and considers factors such as the adoption of EVs, as well as the electrification of commercial transportation.

a) Please discuss how Itron and Alectra's load forecast considers the impact and integration of EVs and EV charging infrastructure and provide any and all related analysis, working papers, and/or reports.

b) What are the consequences if EV growth rates exceed Alectra's forecasts? Please include in your response a discussion on what challenges this will present in terms of Alectra's ability to meet the higher demand and any consequences it may have on Alectra's ability to meet demand past 2031 if demand continues to accelerate more quickly than anticipated.

c) Please provide, in the chart format below, an assessment of the impacts on loads and demands — including the load forecast — of Alectra's estimate of EVs and distributed generation in each year and any supporting references.

	2025	2026	2027	2028	2029	2030	2031
EVs (number, kW or kWh)							
EV charging infrastructure (number, kW or kWh)							
Distributed Generation (number, type, kW or kWh)							
etc.							

ALL OF WHICH IS RESPECTFULLY SUBMITTED THIS
22nd day of January, 2026

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