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Commonwealth of Virginia, ex rel. State Corporation Commission
Ex Parte: Electrification of Motor Vehicles
Case No. PUR-2020-00051

Dear Mr. Logan:

In accordance with the Order Directing the Filing of Transportation Electrification Plans dated June 15, 2022, in the above-captioned proceeding, please find enclosed for electronic filing *Virginia Electric and Power Company's Transportation Electrification Plan*.

Please do not hesitate to call if you have any questions regarding the enclosed.

Highest regards,

/s/ Vishwa B. Link

Vishwa B. Link

Enclosures

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Dominion Energy Virginia's Transportation Electrification Plan

Executive Summary

Virginia Electric and Power Company ("Dominion Energy Virginia" or the "Company") fully supports transportation electrification because of the associated benefits to its customers and the Commonwealth. The Company's support for transportation electrification is focused on three priorities:

1. Ensuring ease of adoption;
2. Providing universal access to charging; and
3. Supporting demand growth.

These priorities will guide the Company's initiatives in its effort to ensure that all customers have access to EV charging and the benefits of electrification; that electric grid efficiency supports additional demand from electric vehicles ("EVs"), and that EV charging is increasingly powered by a clean electric grid while maintaining high standards of reliability and affordability for all customers.

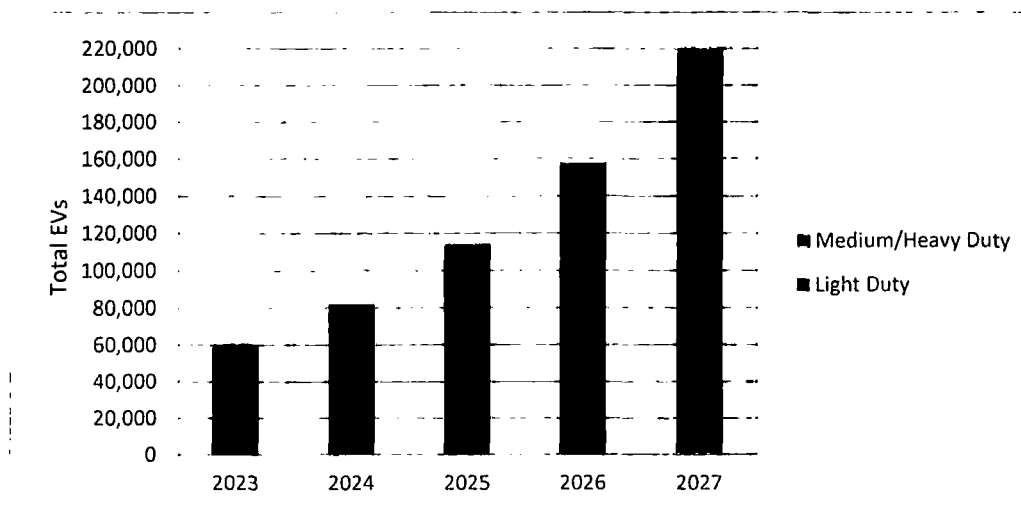
The Company now files its transportation electrification plan (the "Transportation Electrification Plan," "TE Plan," or "Plan") consistent with the directives of the State Corporation Commission of Virginia (the "Commission") in its Order Directing the Filing of Transportation Electrification Plans dated June 15, 2022 (the "Order"). Included as Appendix 1 to this plan is the first transportation electrification roadmap (the "Roadmap") for the Company's parent, Dominion Energy, Inc. ("Dominion Energy"). The Roadmap outlines the forecasted demand for EVs and Dominion Energy's—and the Company's—priorities in the journey ahead.

I. Transportation Electrification Status and Near-Term Forecast

As of December 31, 2022, there were approximately 42,000 EVs registered in the Company's Virginia and North Carolina service territories.¹ Significant growth in EV adoption is expected in the coming years due to accelerating demand in electrification; increased EV model availability; and political, environmental, and regulatory support for transportation electrification. The graph below shows estimated light-, medium-, and heavy-duty vehicle growth in the Company's Virginia and North Carolina service territory over the next five years.

¹ Source: R.L. Polk & Co.

Figure 1: Dominion Energy Virginia Electric Vehicle Adoption Forecast



Figures 2 and 3 below reflect the Company's EV peak and energy forecast, respectively, over the next five years.

Figure 2: EV Peak Demand Forecast (MW)

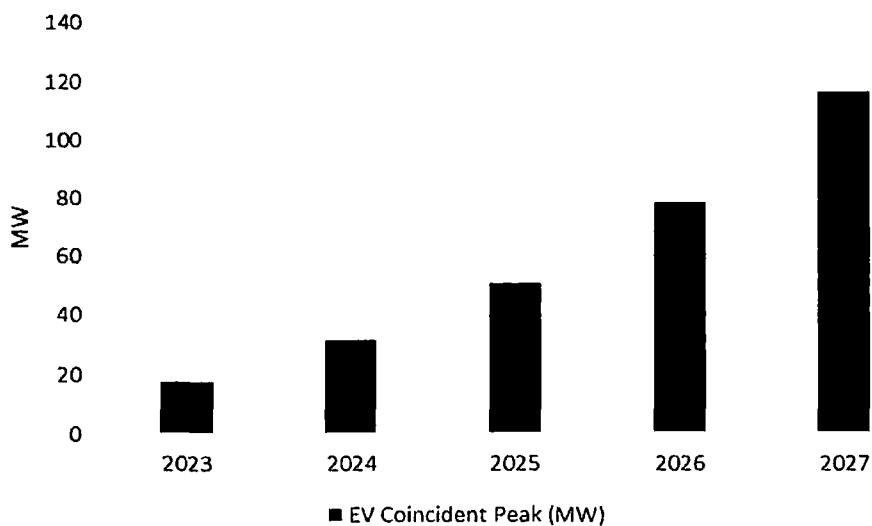
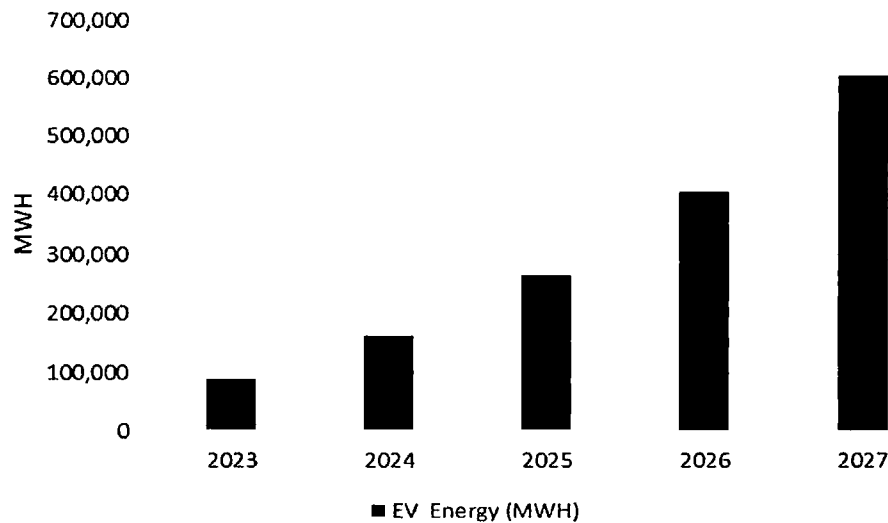


Figure 3: EV Energy Forecast (MWh)



The Order requests information on the number of EVs enrolled in managed charging programs. The list below shows the number of customers enrolled in the Company's previous and current offerings that are designed to encourage managed charging. The only offering that requires a separate meter solely to measure EV charging is Schedule EV; the Company thus includes the impacts on system peak electric load for customers enrolled in Schedule EV.

- ***Schedule 1EV***

- **Description:** Voluntary time-of-use rate available to residential customers who have an EV; rate applies to the whole house.
- **Status:** Pilot concluded November 30, 2018; Schedule 1EV is closed to new customers. As of March 31, 2023, 244 customers remain on Schedule 1EV. The final evaluation summary report is included as Appendix 2. Additional evaluation reports were filed in Case No. PUE 2011-00014.

- ***Schedule EV***

- **Description:** Voluntary time-of-use rate available to residential customers who have an EV; rate applies to a separate meter for EV charging only.
- **Status:** Pilot concluded November 30, 2018; Schedule EV is closed to new customers. As of March 31, 2023, 127 customers remain on Schedule EV. The final evaluation summary report is included as Appendix 2. Additional evaluation reports were filed in Case No. PUE 2011-00014. In 2022, the annual system peak occurred in the hour ending 8 am on December 24, 2022. The contribution to peak at this hour from the 130 customers enrolled in Schedule EV was 13.2 kilowatts.

- **Residential Time of Use Rate Schedule 1G (marketed as the Off-Peak Plan)**
 - o **Description:** Voluntary experimental time-of-use rate available to residential customers who have a smart meter; customers are not required to have an EV to enroll, but initial customer survey responses indicate one reason customers enrolled was for cheaper charging rates for EVs. Additional information is available in the Company's 2022 Annual Report filed in Case No. PUR-2019-00214, or on the Company's website at www.DominionEnergy.com/TOU.
 - o **Status:** Approved in Case No. PUR-2019-00214 and launched in January 2021 with a participation limit of 10,000 customers. The enrollment limit was reached on January 4, 2022. On March 24, 2023, the Company requested approval to increase the cap to 20,000 participants.

- **Residential Electric Vehicle EE/DR Program (marketed as EV Charger Rewards)**
 - o **Description:** Provides incentives to residential customers for allowing the Company to leverage their Level 2 EV smart chargers to control charging. Customers can receive a rebate for installing and qualifying Level 2 EV smart charger and enrolling the charger in the demand response portion of the program. Customers with existing qualifying Level 2 EV smart chargers can enroll in the demand response portion of the program. Additional information is available on the Company's website at www.DominionEnergy.com/EVCharger.
 - o **Status:** Approved in Case PUR-2019-00201; enrollment launched in March 2021. Enrollment as of March 21, 2023 was 831 participants in the demand response portion of the program and 371 participants in energy efficiency portion of the program.

- **Smart Charging Infrastructure Pilot ("SCIP") Program**
 - o **Description:** Designed to provide the Company with the data and tools necessary to understand and manage future EV charging load. Incentives for customers to adopt smart charging infrastructure in four different segments: multi-family; workplace; direct current fast charging ("DCFC"); and transit. Also includes Company ownership of four DCFC stations to study and support electrification in the rideshare segment.
 - o **Status of rebates:** Approved in Case No. PUR-2019-00154 and launched in October 2020. Rebate approvals concluded December 31, 2022, and final rebates were issued in April 2023. The table below reflects the total rebates paid through the conclusion of the rebate portion of the SCIP Program.

| | Rebates Paid (# of chargers) |
|--------------|------------------------------|
| Public DCFC | 29 |
| Multi-Family | 21 |
| Workplace | 204 |
| Transit | 0 |

- o **Status of Company-owned charging stations:** Approved in Case No. PUR-2019-00154. Site host partner, equipment partner, and rideshare partner selected in 2021. The project is currently in permitting with construction scheduled to

begin this summer. The charging stations will be available to rideshare drivers and the public upon completion, which is expected in late 2023.

II. Transportation Electrification Plan

A. Near-term Plan

Dominion Energy Virginia currently expects to implement or continue implementing the following investments and programs in the next five years to support transportation electrification. Given the pace at which the transportation electrification market is developing, it is important that the Company remain flexible with respect to investments and programs to accommodate forecasted transportation electrification.

- ***Residential Time of Use Rate Schedule 1G***
 - o **Description:** See Section I of this Plan.
 - o **Purpose:** Educate customers about their energy consumption and empower customers to take advantage of opportunities to have more control over their energy bill.
 - o **Costs and Benefits:** Benefits will be included in evaluation reports filed in Case No. PUR-2019-00214.
 - o **Metrics:** Evaluation will include metrics associated with participation, including enrollment rates, unenrollment rates, and communication preferences.
 - o **Customer and Stakeholder Engagement:** Schedule 1G was developed during a course of stakeholder group meetings led by an independent facilitator.
- ***Residential Electric Vehicle EE/DR Program***
 - o **Description:** See Section I of this Plan.
 - o **Purpose:** Encourage use of energy efficient Level 2 smart chargers; Demand response would be called by the Company's Market Operations team during times of peak system demand throughout the year to reduce the EV charging load while encouraging customers to charge their vehicles during off-peak hours.
 - o **Costs and Benefits:** Refer to the Case No. PUR-2019-00201 for a full assessment of costs and benefits of this program.
 - o **Customer and Stakeholder Engagement:** The Company participates in a robust stakeholder process for its demand-side management ("DSM") offerings facilitated by an independent monitor to develop DSM programs.
- ***Electric School Bus Program***
 - o **Description:** Supports Virginia school districts as they began replacing diesel school buses in their fleets with electric models. The Company provides utility coordination, grid upgrades, construction, and charger installation in exchange for the ability to use the buses for vehicle-to-grid when they are not used for pupil transportation.

- **Purpose:** Use vehicle-to-grid technology (“V2G”) for grid support and repurpose the bus batteries for stationary storage when they are no longer used for pupil transportation.
- **Costs and Benefits:** The costs of the initial phase of the program totaled approximately \$16 million. Benefits include improved air quality, reduced carbon emissions, and cost savings for school districts. The Company is currently collecting data on other benefits from this program.
- **Metrics:** Evaluation includes costs and benefits for the Company and school districts, electric bus performance, charger performance, and grid impacts.
- **Customer and stakeholder engagement:** The Company has engaged and continues to engage with school districts, bus and charging station manufacturers, and the industry on school bus electrification and V2G.

- ***EV Charging Tariffs***

- **Description:** Voluntary tariffs to support transportation electrification by providing mechanisms for customers to work with the Company to install EV charging infrastructure at their premises.
- **Purpose:** To provide turn-key EV infrastructure solutions for residential customers; non-residential customers who wish to provide Level 2 charging at their premises, such as workplaces, multi-family communities, or retail establishments; and non-residential customers who wish to electrify their fleets.
- **Costs and benefits:** Estimated costs for the Charging Tariffs total approximately \$20 million. Benefits include more efficient grid utilization, improved air quality, and reduced carbon emissions.
- **Metrics:** The Company will file reports on the Charging Tariffs that will include information on the success of these offerings, including:
 - The enrollment numbers for each of the three Charging Tariffs, including the number of participants that qualified for the incentives to customers located in a low-income community or community of color;
 - The methods the Company has used for education and outreach regarding the Charging Tariffs, with specific emphasis on outreach to low-income communities and communities of color; and
 - Aggregated information from charging stations including: kilowatt-hours utilized; site host types; load profiles; number of charging sessions; and average costs to drivers to utilize each charging station.
- **Customer and stakeholder engagement:** The Company used input from customers from the SCIP Program and input from industry partners in developing the Charging Tariffs. The Company also participated in the third-party led, public stakeholder process directed by House Bill 2282 from the 2021 Special Session I of the Virginia General Assembly.

- ***EV Pricing Tariffs***

- **Description:** Tariffs to set the rates for the Company to charge to the public for EV charging at Company-owned and operated charging stations, one to establish a rate for public fast charging and one to establish a rate for Level 2 charging.

- **Purpose:** To provide pricing for drivers using Company-owned public Level 2 and DCFC charging stations.
 - **Costs and benefits:** There are no specific costs associated with the Pricing Tariffs. Benefits of the Pricing Tariff include enabling the Company to provide EV charging service, a service that the Company is explicitly authorized to provide by statute.
 - **Metrics:** The Company will file reports on the Pricing Tariffs that will include information on the success of these offerings, including:
 - The price for charging at Company-owned charging stations compared to the price for charging at other publicly-available charging stations;
 - The number of Company-owned and -operated charging stations that are available to the public, by type of charging; and
 - Aggregated information from charging stations including: kilowatt-hours utilized; site host types; load profiles; number of charging sessions; and average costs to drivers to utilize each charging station.
 - **Customer and stakeholder engagement:** The Company used input from industry partners in developing the Pricing Tariffs. The Company also participated in the third-party led, public stakeholder process directed by House Bill 2282 from the 2021 Special Session I of the Virginia General Assembly.
- ***Education, Customers, and Stakeholder Engagement***
- **Description:** Education, outreach, and engagement efforts including tools, calculators, webinars, guides, frequently asked questions, social media, one-on-one phone and email communications, ride-and-drive events, dealership training and resources, and rate comparisons.
 - **Purpose:** To increase awareness of the benefits of transportation electrification and managed charging opportunities.
 - **Costs and Benefits:** Costs and benefits vary based on the type of activity, but generally, benefits include increased knowledge of the benefits of transportation electrification and the importance of managed charging.
 - **Customer and stakeholder engagement:** Education, outreach, and engagement efforts are developed and enhanced by ongoing customer and stakeholder engagement, which includes both structured stakeholder activities and organic feedback from customers and businesses through events, social media, phone calls, and emails.
- ***Residential EV Telematics Pilot***
- **Description:** In parallel with the Residential Electric Vehicle EE/DR Program, provides incentives to residential customers for allowing the Company to leverage their on-board telematics to control EV charging.
 - **Purpose:** To reduce EV charging load during periods of high demand.
 - **Costs and Benefits:** Refer to Case No. PUR-2022-00210 for a full assessment of costs and benefits of this pilot.
 - **Metrics:** Evaluation includes costs and benefits for the Company, as well as information on customer participation.

- **Customer and stakeholder engagement:** The Company engaged with the independent, moderator-led DSM stakeholder group after developing the pilot concept.

B. Long-term Investments

The Company's long term EV adoption forecast estimates approximately 900,000 EVs will be on the road in the Company's Virginia service territory by 2038. The Company's long-term strategy for programs and investments will accommodate this level of transportation electrification. Importantly, it will do so in a manner that maximizes the benefits of electrification and affordability and reliability for all customers. Table 1 in Section III indicates the investments and programs the Company believes it will need to implement or continue implementing to accommodate the forecasted level of transportation electrification.

As further detailed in the Transportation Electrification Roadmap attached as Appendix 1, Dominion Energy's support for transportation electrification is focused on three priorities, (i) ensuring ease of adoption; (ii) providing universal access to charging; and (iii) supporting demand growth. These priorities guide the Company's initiatives in its effort to ensure that all customers have access to the benefits of electrification; that electric grid efficiency supports additional demand from EVs; and that EV charging is increasingly powered by a clean electric grid while maintaining high standards of reliability and affordability for all customers.

Consistent with these priorities, the Company's identified five strategic pathways to structure its initiatives and investments over the next decade are:

1. Boost customer confidence – lead by example and be a trusted source for relevant information through education and outreach, as well as advisory services and tools.
2. Collaborate and partner – empower customers and cultivate impactful collaboration with transportation stakeholders.
3. Ensure our infrastructure is ready and remains reliable – provide and maintain critical grid and charging infrastructure needed to support widespread EV adoption, while ensuring resiliency and affordability.
4. Accelerate charging accessibility – facilitate and invest in the development of charging infrastructure to drive clean transportation in all market segments now and in the future.
5. Pursue innovative solutions – implement new technologies and innovative rate designs to manage charging and leverage battery storage while broadening the deployment of smart infrastructure opportunities.

The Order requires the Company to address “investments that the utility would need to implement to help increase the deployment of transportation electrification to the following specified levels in its service territory: (i) 25 percent electric vehicle saturation by 2045 (50 percent of [vehicle] sales by 2030); (ii) 50 percent electric vehicle saturation by 2045 (75 percent of [vehicle] sales by 2030); and (iii) 100 percent electric vehicle saturation by 2045 (100 percent of [vehicle] sales by 2030).” These specified levels were the scenarios developed during the Virginia Transportation Electrification Stakeholder Process. As detailed the Virginia Transportation Electrification Stakeholder Process Report, the scenarios were “proposed by the

SCC and refined in response to stakeholder feedback.” Importantly for Company planning purposes, these vehicle saturation scenarios are not forecasts. The Company is developing its long-term investment strategy based on the current transportation electrification forecast, which will be periodically updated over time, not based on specific EV saturation or sales scenarios.² The Company’s long-term investments will ensure the grid can support the forecasted level of transportation electrification in a smart, efficient manner.

III. Responses to Specific Prompts on Transportation Electrification Plan

The Order included several prompts regarding what a transportation electrification plan should include. The Company addresses each prompt in turn.

How near- and long-term investments and programs, as a package, would impact total ratepayer rates and costs. Pursuant to Va. Code § 56-585.1:13, beginning July 1, 2021, any approved costs associated with investment in transportation electrification, other than those costs approved prior to July 1, 2021, shall be recovered through the Company’s base rates. Transportation electrification investments and programs included in the Company’s base rates will be factored into the overall customer impacts and costs in the next rate review.

How near- and long-term investments and programs, as a package, would impact grid management and more efficient use of the grid. The Company interprets the phrase “grid management” to refer to grid utilization. The concept of grid utilization refers generally to the capacity of the grid used to provide electricity.

Transportation electrification will result in new electric demand and energy usage requirements placed on the Company’s electric grid. In order to accommodate these increased load requirements, there will likely be new infrastructure costs incurred by the Company; however, through initiatives like managed charging, the increased energy requirements may be shifted towards times where overall demand is lower, potentially reducing the need for new or upgraded distribution infrastructure and thus addressing these new requirements in the most cost-effective manner possible while still providing reliable electric service to all customers.

If the efficiency of the utilization of the grid is measured in the amount of kilowatt-hours delivered compared to the overall cost of the grid, then the Company’s managed charging programs and efforts to optimize new infrastructure should result in increased efficiency by causing the cost of the grid to increase more slowly than the increase in kilowatt-hours delivered, holding all else equal.

Importantly, as utilities plan and invest proactively, they can maximize the benefits and minimize the costs of electrification.

² The Company notes EV saturation and EV sales do not necessarily correlate to these specific percentages. The Company also notes that 100% EV saturation is likely not possible.

How near- and long-term investments and programs, as a package, would impact utilization of increased generation from renewable energy resources. One of the benefits of transportation electrification is that the increased load resulting from EV charging is more flexible than load from other uses such as heating, cooling, or lighting. Many EVs are parked for the majority of the day and can charge during times when it would benefit the grid. For example, if the system has surplus renewable energy at a certain time of day, there is opportunity for workplace and public charging rates that would incent EV charging during those times maximizing the utilization of generation from renewable energy resources. Additionally, some segments of transportation electrification, such as electric school buses, may be suitable for V2G technology. V2G allows vehicle batteries to store and inject energy, including renewable energy, onto the grid when the vehicles are not being used.

How near- and long-term investments and programs, as a package, would impact overall fuel costs for vehicles. The Department of Energy maintains a tool called “eGallon” that shows how much it costs to drive an EV the same distance a driver could go on a gallon of unleaded gasoline in a similar car. According to eGallon, on average, fueling a car with gasoline is roughly three times more expensive than fueling with electricity. Moreover, electricity prices are much more stable than gasoline, providing EV drivers with additional price certainty.

How near- and long-term investments and programs, as a package, would impact access to transportation electrification for low-income and medium-income communities.³ The investments and programs listed in Section II.A include incentives and activities to improve access to transportation electrification for low-income customers, low-income communities, and communities of color, consistent with the Virginia Environmental Justice Act, Va. Code § 2.2-234 *et seq.* Specifically, the Charging Tariffs each include incentives for low-income customers, low-income communities, and communities of color to provide EV charging infrastructure at no cost to these customers and communities. The Pricing Tariffs enable the Company to offer charging services to fill gaps in charging availability, potentially including the expansion of public charging infrastructure into low-income communities—or any areas that are underserved by third-party public charging providers.

The SCIP Program also provided opportunities to increase access to transportation electrification through rebates and Company-owned charging. Targeted outreach and education to underserved communities as part of the SCIP Program resulted in rebates for 19 charging stations installed in HUD Opportunity Zones in 2021. The Company is also installing four public fast charging stations specifically sited in one of the most frequented areas for rideshare drivers in Virginia. Lyft, a major ridesharing app, reported that 44% of Lyft’s rideshare rides start or end in low-income areas, which is one reason why supporting rideshare is consistent Company’s goal of ensuring universal access to EV charging.⁴

³ The Company is unaware of the definition of “medium-income community,” but the Company’s transportation electrification plans are intended to support all communities.

⁴ <https://www.lyft.com/blog/posts/jobs-access-program>.

How near- and long-term investments and programs, as a package, would impact achievement of the energy storage targets established Va. Code § 56-585.5 E. The energy storage targets established by Va. Code § 56-585.5 E, as further defined by the Commission's Regulations Governing the Deployment of Energy Storage, broadly defines the type of energy storage resources that will contribute to achieving the targets. The Company intends to count any batteries associated with transportation electrification where the Company has access to the V2G capabilities toward these targets. This currently includes the Electric School Bus Program discussed in Section II.A of this Plan.

How near- and long-term investments and programs, as a package, would impact greenhouse gas emissions and air quality, including for low income and medium-income communities.⁵ Transportation is the largest source of greenhouse gas emissions. The Company's investments and programs aim to accelerate the transition from combustion fuels, such as gasoline and diesel, to electricity to reduce emissions and improve air quality. As the fuel source for these vehicles—the electric grid—continues to get cleaner, emissions will continue to decline and air quality will continue to improve.

Low-income communities have been disproportionately impacted by emissions and poor air quality from transportation because highways and transportation depots are often located near these areas. The Company's investments and programs include solutions that target highway charging and fleet electrification in an effort to reduce emissions and improve air quality in these areas.

How near- and long-term investments and programs, as a package, would impact workforce and economic development opportunities. The Company's investments and programs will require skilled labor for EV charging installation, maintenance, and data analysis. The Company is working with industry stakeholders to advance workforce development. For example, the Company partnered with a locality on a federal grant application to develop high school-level EV training that could serve as a catalyst for higher-level learning and workforce readiness.

Virginia Clean Cities, part of the Department of Energy's Clean Cities Program, worked with Argonne National Lab to analyze the potential economic benefits of transportation electrification in Virginia. The analysis only factored in charging stations that generate revenue. Argonne's JOBS EVSE model projected that Virginia Clean Cities' plan would create 274,000 to 291,000 jobs associated with charging stations over 10 years.⁶ Additional economic development opportunities will arise from the billions in federal funding available for EV charging.

⁵ The Company is unaware of the definition of "medium-income community," but the Company's transportation electrification plans is intended to support all communities.

⁶ <https://www.anl.gov/article/estimating-the-economic-impact-of-electric-vehicle-charging-stations>.

The Company is also hearing from companies with sustainability goals that transportation electrification is one of their considerations when selecting in which states to locate their operations.

How near- and long-term investments and programs, as a package, would impact customer education and awareness of the benefits of transportation electrification. One of the Company's transportation electrification priorities is ease of adoption. Ease of adoption starts with a strong foundation in customer education and awareness. See Section II.A for a description of the Company's efforts regarding education and awareness to date. But delivering safe, reliable, affordable access to EVs and charging requires many groups working together across all the areas, from policymakers and regulators to automakers and dealerships.

How private (e.g., non-utility) efforts may support near- and long-term investments and programs. Private efforts will support the Company's investments and programs in many ways, including but not limited to:

- Providing EV infrastructure hardware and software;
- Providing engineering and construction labor and materials; and
- Providing maintenance and operations support.

The Company is committed to ensuring third parties have the information and resources they need to support public charging in the Commonwealth. The Company has a dedicated team to expedite EV charging installations installed by private developers. The Company also proactively launched a hosting capacity map to help third parties identify which parts of the electric distribution system may be more suitable for EV fast charging station installations along major roadways.⁷ The map had over 180 visits in its first six months.

How smart growth policies can complement or enhance near- and long-term investments and programs. The Environmental Protection Agency published a document titled "Getting to Smart Growth" which includes 10 Smart Growth Principles.⁸ Considering these principles, smart growth policies that can complement or enhance transportation electrification investments and programs include, but are not limited to:

- Expanding electrification efforts to multi-modal transportation, such as ridesharing and carsharing;
- Complementing transportation planning efforts to promote walkability and bike-friendly communities;
- Promoting workplace charging to install EV charging in existing parking areas and encourage EV drivers to charge where they work; and
- Installing curbside charging to reduce dependence on off-street parking.

⁷ DominionEnergy.com/EVmap.

⁸ <https://www.epa.gov/sites/default/files/2014-01/documents/gettosg.pdf>.

How near- and long-term investments and programs would support low-income, minority, and rural communities. As discussed above, the Company's planned investments and programs include incentives and activities to improve access to transportation electrification for low-income customers, low-income communities, and communities of color.

Additionally, the Company's Pricing Tariffs enable the Company to offer charging services to fill gaps in charging availability, potentially including the expansion of public charging infrastructure into low-income, minority, and rural communities if the private market does not fully serve these areas. The Company is mindful of the importance of engaging with customers and businesses in communities to understand their needs and challenges as part of siting charging infrastructure.

How near- and long-term investments and programs would integrate and work together with existing and future policies and programs, to meet the needs of various customer segments. The Company interprets this question to ask how its investments and programs align with other major policies and programs in the Commonwealth, focusing on existing policies because of the speculative nature of any future policies. The Grid Transformation and Security Act of 2018 found electric distribution grid transformation projects, including electrical facilities and infrastructure for electric vehicle charging systems to be in the public interest; the Company is committed to providing the infrastructure needed to support transportation electrification. The Virginia Clean Economy Act of 2020 ("VCEA") requires the development of significant additional energy storage resource, which EV batteries providing V2G can help to meet.

How near- and long-term investments and programs would enable on-street charging for homeowners and residential renters without dedicated parking and for city streets. According to the Energy Information Administration, only 40% of Virginians park within 20 feet of an electrical outlet; meaning the majority of Virginians do not have easy access to home charging.⁹ Given this statistic, the Company unsurprisingly receives questions from multi-family tenants and owners about EV charging. To support these customers, the Company offers education and programs designed for multi-family customers, including a multi-family EV charging guide on its website. The Company's SCIP Program and Charging Tariffs specifically target multi-family dwellings, with the SCIP Program providing rebates for 25 charging stations at multi-family dwellings and the Level 2 Charging Tariff having a carve-out for multi-family dwellings.

The Company is also evaluating curbside charging solutions for homeowners and residential renters without dedicated parking. Considerations include: locality interest and partnership opportunities; engineering and metering standards; ownership models; permitting strategies; operations and maintenance requirements; parking restrictions; and payment options for drivers.

The level of investment for different offerings, differentiated by customer segment. One of the Company's transportation electrification priorities is providing universal access to EV

⁹ https://www.eia.gov/consumption/residential/reports/2009/state_briefs/pdf/VA.pdf.

charging infrastructure for the customers and communities it serves. In other words, the Company's goal is to support or offer charging solutions for all customer segments.

Whether or not the following specific types of utility transportation electrification investments and programs would be included, and for which customer segments they would be offered. The table below indicates the type of investment or program identified in the Order, its description, whether the investment or program will be included for consideration by the Company in its near-term and long-term plans, and, if so, the anticipated customer segment or segments.

Table 1

| Type of Investment or Program | Investment or Program Description | Included | Customer Segment(s) |
|--|--|-----------------|--|
| Distribution investments | Improvements to the distribution grid that are necessary to accommodate transportation electrification broadly | Yes | All |
| Utility investments in charging stations | Direct utility investment in EV charging stations, with a focus on underserved markets, including multi-unit dwellings, low-income communities, rural communities, workplaces, heavy-duty vehicle electrification, and highway corridors | Yes | All, with a focus on segments that are underserved by the private market |
| Utility investments in make-ready infrastructure | Electric grid infrastructure upgrades and improvements on both sides of the meter to ensure that sites are "ready" for the installation of charging stations, encouraging greater attention on investing in infrastructure for multi-unit dwellings, public and workplace charging sites, and for medium- and heavy-duty fleets and considering the potential of energy storage technologies to optimize these investments | Yes | Non-residential |
| Utility rebates for charging | Utility rebates for chargers, which could require subscribing to a time-of-use or off-peak rate | Yes | Residential |
| Utility rebates for vehicles | Utility rebates to lower the upfront cost of EV purchases until EVs reach cost parity with conventional vehicles, incorporating higher rebates to underserved markets, including low-income and rural communities | No | Not applicable |

| Type of Investment or Program | Investment or Program Description | Included | Customer Segment(s) |
|-----------------------------------|--|----------|---------------------|
| Time-of-use or EV tariffs | Special tariffs that can support EV adoption, reduce operating and maintenance costs, and encourage EV charging during times that maximize grid benefits, including details on how the utility will design rate structures and provide customer education to encourage high subscription rates | Yes | All |
| Managed charging programs | Deploying managed charging programs (<i>i.e.</i> , direct load control) where it makes geographical sense to do so (<i>e.g.</i> , there may be greater barriers in rural areas due to broadband limitations), designed to ensure there is a way for customers to opt out of demand response events | Yes | All |
| Commercial tariffs | Special tariffs for DCFC that encourage charging station development and utilization while encouraging customer charging during times that maximize grid benefits and reduce operating and maintenance costs | Yes | Non-residential |
| Public transit electrification | Investments to support airport, port, and truck stop electrification infrastructure and to help mass transit agencies accelerate bus electrification | Yes | Non-residential |
| Car-share and ride-share programs | Charging infrastructure and incentives to support the conversion of car-share and ride-share vehicles to electric and to educate riders when they are riding in an electric vehicle, including encouragement of a greater focus on providing services in underserved communities (<i>e.g.</i> , rural, low-income, environmental justice) | Yes | Non-residential |
| Research and development | Research and development to support transportation electrification, with examples including pilot programs to research vehicle-to-grid applications, charging behavior, optimal siting of charging locations, and co-location of electric vehicles with distributed energy resources and associated impacts to the distribution grid | Yes | All |

| Type of Investment or Program | Investment or Program Description | Included | Customer Segment(s) |
|-------------------------------|--|----------|---------------------|
| Fleet advisory services | Assistance provided to fleets to understand fleet needs and develop rates that assist them in their efforts to electrify, including identifying charging needs and whether they will require grid upgrades and partnering with the appropriate state agency (e.g., Virginia Department of Energy) to navigate procurement of EVs for the fleet | Yes | Non-residential |
| Customer education & outreach | Robust marketing, communication, and outreach efforts to educate customers about EVs, such as partner rewards and recognition, ride and drive, workplace “pop-up” events, toward building an understanding of perceptions among customers and developing education and outreach programs to overcome skepticism | Yes | All |

A discussion of the equity provisions included in the transportation electrification plans, such as special provisions for income-qualified customers and high emission communities. The Company is unaware of the definition of “income-qualified customers” and “high emission communities,” but the Company’s transportation electrification plan is intended to support all communities. In addition, as discussed more fully above, the Company’s near- and long-term investments and programs listed include incentives and activities to improve access to transportation electrification for low-income customers, low-income communities, and communities of color.

Additional modeling and an analysis of how the utilities’ transportation electrification plans complement private sector efforts. See above for an analysis of the complementary nature of private sector and utility efforts toward transportation electrification. Private sector investments are not distinguished in how the Company models transportation electrification investments and programs.

An analysis of federal grants and other funding opportunities to defray ratepayer costs. The Company evaluates federal and local grants and other funding opportunities that could potentially defray customer costs on an ongoing basis. The eligibility requirements vary by grant, some of which do not include utilities. Where the utility is not eligible for a grant, the Company provides technical support to eligible entities to maximize grant opportunities for its customers. Specific examples of the Company’s participation in funding opportunities include:

- Providing support to the Virginia Department of Transportation on its competitive grant solicitation to award National Electric Vehicle Infrastructure Formula Program funding;

- Offering webinars and capacity assessments to transit agencies applying for Low- and No-Emission and Bus and Bus Facilities grants and localities pursuing other funding opportunities;
- Partnering with school districts that receive federal or local grants for electric school buses by providing fast charging infrastructure; and
- Providing letters of support, subject matter expertise, and, where applicable, in kind contributions or cost share to customers and stakeholders applying for federal and local grants that will support the Company's customers (*e.g.*, Department of Energy's Vehicle Technologies Office grants, Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program)

IV. Transportation Electrification as Part of System Planning

A. Generation Capacity

The Company completes long-term system modeling as part of its integrated resource plan ("IRP") proceedings. This modeling includes evaluation of alternative plans to meet forecasted customer needs and relevant policies, such as the transition to a clean energy future. The Company's IRPs also include sensitivities on various modeling assumptions.

The Order requested system-level modeling of the need for additional generation capacity that may be required to support transportation electrification in Virginia. Transportation electrification is included in the Company's long-term system modeling as a component of the system-wide load forecast. Modeling is then conducted to meet the forecasted future capacity and energy needs of the entire system. The modeling does not focus on any single component or driver of future needs. Yet the sensitivities on the load forecast provided in the IRP reflect the potential additional generation capacity needed under different load forecast scenarios.

Figure 4 provides a high-level summary of the alternative plans presented in the Company's 2023 IRP filed in Case No. PUR-2023-00066, coincident with this Transportation Electrification Plan.

Figure 4: 2023 IRP Results

| | Plan A | Plan B | Plan C | Plan D | Plan E |
|--|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| NPV Total (\$B) | \$109.70 | \$127.70 | \$127.20 | \$140.90 | \$138.00 |
| Approximate CO₂ Emissions from Company in 2048 (Metric Tons) | 43.8 M | 35.9 M | 36 M | 0 M | 0 M |
| Solar (MW) | 10,800 15-yr 19,800 25-yr | 10,875 15-yr 19,875 25-yr | 10,800 15-yr 19,800 25-yr | 10,875 15-yr 23,955 25-yr | 11,094 15-yr 24,294 25-yr |
| Wind (MW) | 3,040 15-yr 3,220 25-yr | 3,040 15-yr 3,220 25-yr | 3,040 15-yr 3,220 25-yr | 3,040 15-yr 3,220 25-yr | 3,040 15-yr 3,220 25-yr |
| Storage (MW) | 1,050 15-yr 3,960 25-yr | 2,370 15-yr 5,190 25-yr | 2,220 15-yr 5,220 25-yr | 2,370 15-yr 9,780 25-yr | 2,910 15-yr 10,350 25-yr |
| Nuclear (MW) | -- 15-yr -- 25-yr | 804 15-yr 1,608 25-yr | 804 15-yr 1,608 25-yr | 1,608 15-yr 4,824 25-yr | 1,072 15-yr 4,288 25-yr |
| Natural Gas Fired (MW) | 5,905 15-yr 9,300 25-yr | 2,910 15-yr 2,910 25-yr | 2,910 15-yr 2,910 25-yr | 970 15-yr 970 25-yr | 970 15-yr 970 25-yr |
| Retirements (MW) | -- 15-yr -- 25-yr | -- 15-yr -- 25-yr | -- 15-yr -- 25-yr | -- 15-yr 11,399 25-yr | -- 15-yr 11,399 25-yr |

Figure 5 provides the results of the 2023 IRP sensitivities that show the difference in long-term system modeling results under different load forecasts.

Figure 5: 2023 IRP Sensitivities on Load Forecast

| | Plan B (PJM Load Forecast) | Plan B with PJM High Load Forecast | Plan B with PJM Low Load Forecast | Plan B with Company Load Forecast | Plan B with Approved Energy Efficiency |
|--|------------------------------|------------------------------------|-----------------------------------|-----------------------------------|--|
| NPV Total (\$B) | \$127.7 | \$137.9 | \$110.2 | \$129.7 | \$127.8 |
| Approximate CO₂ Emissions from Company in 2048 (Metric Tons) | 35.9 M | 39.2 M | 34.5 M | 38.7 M | 38.6 M |
| Solar (MW) | 10,875 15-yr 19,875 25-yr | 10,875 15-yr 20,475 25-yr | 10,875 15-yr 19,917 25-yr | 10,875 15-yr 19,875 25-yr | 10,875 15-yr 20,235 25-yr |
| Wind (MW) | 3,040 15-yr 3,220 25-yr | 3,040 15-yr 3,220 25-yr | 3,040 15-yr 3,220 25-yr | 3,040 15-yr 3,220 25-yr | 3,040 15-yr 3,220 25-yr |
| Storage (MW) | 2,370 15-yr 5,190 25-yr | 2,370 15-yr 4,170 25-yr | 2,370 15-yr 4,050 25-yr | 2,370 15-yr 5,040 25-yr | 2,370 15-yr 5,370 25-yr |
| Nuclear (MW) | 804 15-yr 1,608 25-yr | 804 15-yr 1,608 25-yr | 268 15-yr 536 25-yr | 536 15-yr 1,340 25-yr | 485 15-yr 1,940 25-yr |
| Natural Gas Fired (MW) | 2,910 15-yr 2,910 25-yr | 2,425 15-yr 2,910 25-yr | 1,455 15-yr 2,910 25-yr | 2,910 15-yr 2,910 25-yr | 1,455 15-yr 2,910 25-yr |
| Retirements (MW) | -- 15-yr -- 25-yr | -- 15-yr -- 25-yr | -- 15-yr -- 25-yr | -- 15-yr -- 25-yr | -- 15-yr -- 25-yr |

B. Generation Forecasts

The Order requested an analysis on the impact of transportation electrification on forecasted on-peak and off-peak PJM energy prices, class load shapes, and peak load and energy forecasts.

The wholesale price for electricity in PJM, the locational marginal price (“LMP”), is equivalent to the cost of servicing the next increment of power demand at a specific electric bus. The LMP is comprised of three cost components: energy, congestion, and losses. LMPs are set at an hourly (or sub hourly) basis based on the variable operating costs of resources dispatched in a given hour. Historically, LMPs and load were highly correlated as generation resources with high variable costs would dispatch only in periods of high load. With generation mixes having a higher concentration of intermittent renewable resources, which dispatch at low costs as available, the correlation of wholesale prices to load is not as strong as it has been historically. For example, in areas with heavy concentration of solar resources, the solar output is available in the mid-day and early evening hours in the summer when load is often peaking—this has a dampening effect on peak hour prices. In contrast, nighttime load remains low, but solar is not available, so prices in these hours remain tied to dispatchable resource variable costs.

EVs have the potential to disrupt pricing patterns with expected near-term charging patterns. Based on recent studies, under unmanaged load charging patterns, EV charging would increase overall demand at the highest levels between 6 pm and 8 pm and at intermediate levels

between 4 pm and midnight, with limited impact the rest of the day. The pricing impact—particularly in these late afternoon and early evening hours in regions where solar resources are a large share of the generation mix, as is expected in Virginia—has the potential to be high and very volatile. The energy and congestion components of the LMP are likely to both increase in these hours given the strain on the overall power system with the combinations of a solar resource ramp-down and an EV charging ramp-up occurring simultaneously. Energy would shift from low cost solar to higher cost dispatchable resources quickly in this period and congestion (and ancillary services) could be high in this transition period. Further, EV load is expected to increase the night-time load, which would put upward pressure on overnight power prices.

Managed charging and other strategies for shifting charging load, such as time-of-use rates, has the potential to mitigate the cost and congestion effects and reduce the load in any given overnight hour such that the wholesale price impact can be better managed and reduce the overall cost of supply.

C. System Reliability

The Order requested an analysis of the impact of transportation electrification on system reliability and compatibility with the transition to the clean energy future envisioned by the VCEA. See Section IV.A for a discussion of the Company's long-term system modeling on scenarios to reliability meet customers capacity and energy needs from a generation perspective.

From the transmission perspective, EVs are one form of distributed energy resource ("DER"), which are evaluated on an aggregate basis, not by type of DER. DERs are currently incorporated into PJM's Regional Transmission Expansion Plan ("RTEP") process and modeled in the RTEP power flow cases. Currently most DERs incorporated into the power flow models are distribution-level solar facilities. In general, DERs can potentially reduce the power flow on the transmission system since they tend to reduce the aggregated load at a typical transmission to distribution substation during heavy loading periods. However, during light load conditions DER can potentially increase the power flow on the transmission system since it can potentially exceed the aggregate distribution load at a substation, thus injecting power flow into the transmission system.

From the distribution perspective, the Company is evolving its distribution planning process as part of its overarching plan to transform its electric distribution grid (the "Grid Transformation Plan") to adapt to fundamental changes in energy industry. Specifically, the Company is evolving toward integrated distribution planning ("IDP"), which the Company defines as a consolidated process to address the capacity, performance, reliability, resilience, and DER integration needs of the distribution grid. Transportation electrification is one of the components within this planning process. The Company recently filed its current roadmap for IDP that presents tangible goals for the components of IDP on which the Company plans to focus in the near term. See the Company's recent Grid Transformation Plan filing in Case No. PUR-2023-00051 for more information on IDP and the IDP roadmap. In addition, the Company continues to engage with EPRI and other industry research entities to clarify the expected vehicle charging patterns and characteristics of different user groups (*e.g.*, fleet, mass transit, individual EV owners).

D. Estimated Bill Impact

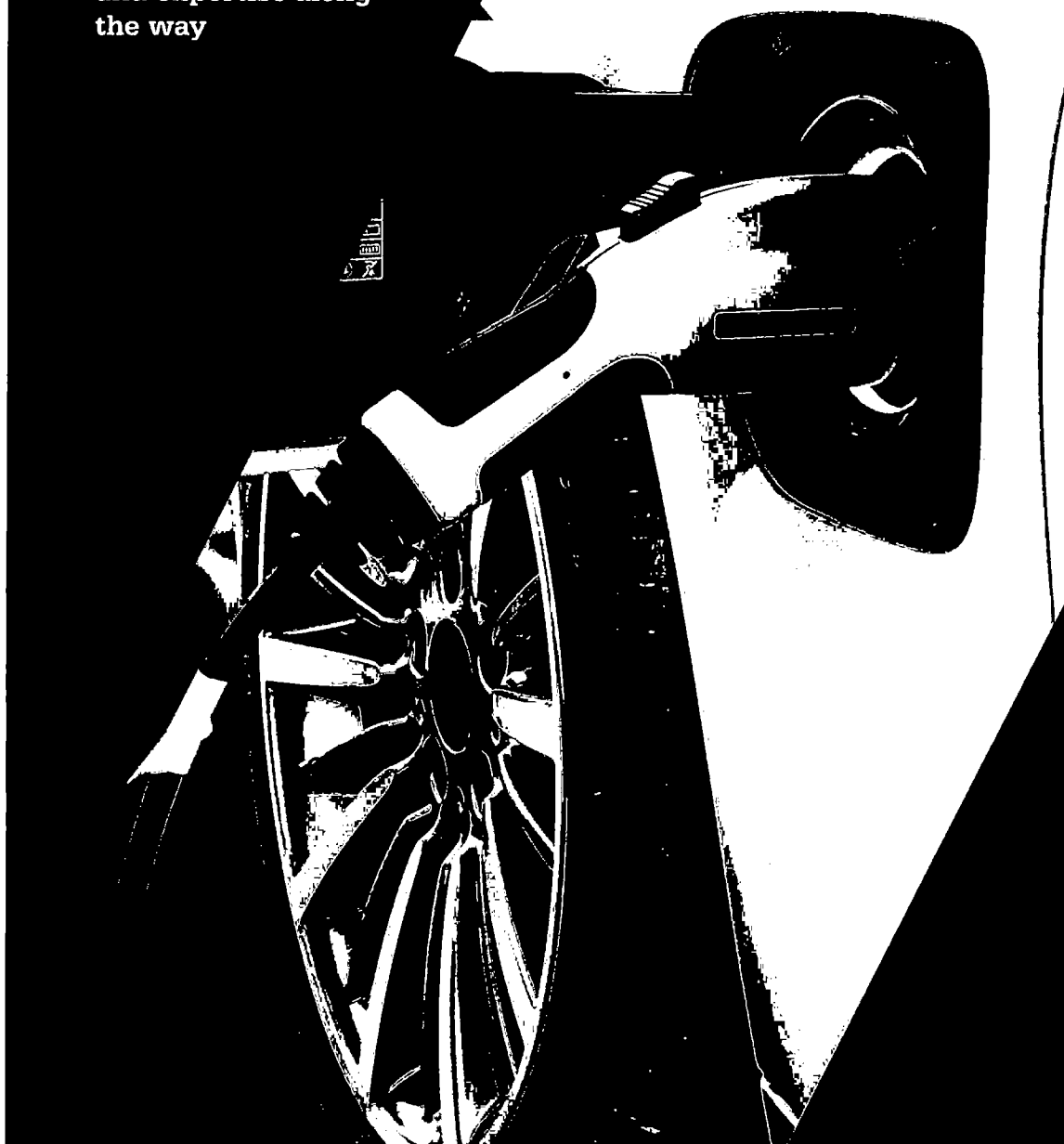
The Order requested an estimated ten-year bill impact of “the generation, transmission, and distribution requirements associated with EV adoption.” As explained throughout Section IV of this Plan, the Company generally evaluates and plans its system on a holistic basis—not by individual sources of load or specific technology. The Company completes a consolidated bill analysis as part of its IRP proceedings. See Appendix 3 to this Plan for the results of this analysis as filed with the 2023 IRP.

Where the impacts of transportation electrification will appear on customer bills depends on the nature of the necessary investment. Any investments made after July 1, 2021, directly associated with transportation electrification will appear in the Company’s base rates, consistent with Va. Code § 56-585.1:13. The SCIP Program was approved prior to July 1, 2021, and those costs have been approved for recovery through the Company’s Rider GT. Additional investments made as part of Company’s Grid Transformation Plan that facilitate the integration of DERs, including EVs, may also appear on customer bills through Rider GT. To the extent there are transmission investments related in part to transportation electrification, those costs would appear on customer bills through Rider T. As to generation, new generation is being built to serve customers’ capacity, energy, and renewable energy certificate (“REC”) needs generally—not transportation electrification specifically. Yet to the extent transportation electrification contributes to the need for new generation resources, the Company expects additional generation in the near-term to be recovered through Riders CE, OSW, and PPA. Finally, to the extent transportation electrification increases the Company’s energy sales, the Company will need to purchase additional RECs to meet the requirements of the mandatory renewable energy portfolio standard program. The costs associated with these RECs are recovered from customers through Rider RPS.

Appendix 1

Driving a Clean Energy Future

Our Roadmap for paving
the way for electric
vehicles with easy options,
expanded access,
and expertise along
the way



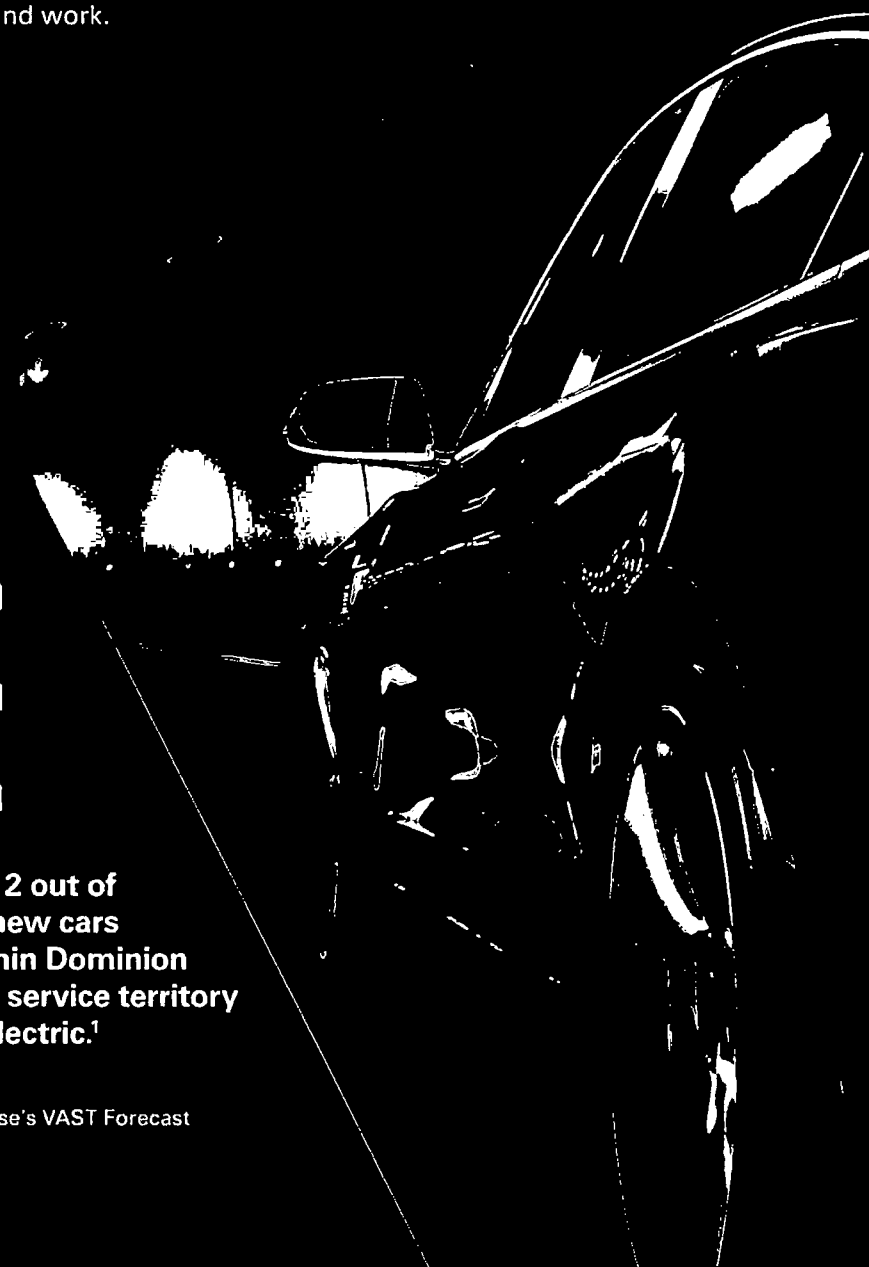
EVs are growing faster than 0 – 60 in two seconds.

Electric vehicles, or EVs, can include everything from your electrified family car to semi trucks. EVs offer high performance and convenience to drivers and significant benefits to our customers and the communities where they live and work.



**By 2032, 2 out of
every 3 new cars
sold within Dominion
Energy's service territory
will be electric.¹**

¹ Guidehouse's VAST Forecast





40%

40% reduction in scheduled maintenance costs for an EV compared to a conventional vehicle²



3X

On average, EVs are 3 times cheaper to fuel than gasoline vehicles



80%

80% of businesses have established environmental goals for energy evolution and efficiency³

78%

On average, EVs emit 78% less annual emissions per vehicle compared to gasoline powered cars⁴



- 2 [Forbes, By The Numbers: What It Costs To Maintain An Electric Vehicle, October 2022](#)
- 3 [U.S. Department of Energy, Emissions from Electric Vehicles](#)
- 4 [Forbes, The Future Of Corporate Sustainability – Even In A Tough Economy, December 2022](#)

Dominion Energy is here for your charging needs.

We're committed to supporting the electric vehicle industry and offering new solutions along the way.

2015

Provided education and incentives for managed charging

2023 & Beyond

Offering solutions to make it easier to charge at home, at work, and on the go



2010

Installed one of the first free public charging stations in Virginia



2020

Launched the nation's largest electric school bus program



We have installed over 250 charging stations for our own service vehicles and employees, let us help with yours.

We can help you lead the charge.

As more customers commit to EVs and install charging, they're looking to Dominion Energy for greater support to take their investments to the next level. It's more than just getting an EV and a charger — it's about making the most of their investments.



Education materials and personalized tools



How to best electrify vehicle fleets



Optimizing installation and charging costs



Alleviating upfront costs



Ensuring chargers are operational



Data to maximize benefits

Optimizing Charging Infrastructure



Virginia Commonwealth University had four charging stations, but no usage data. Dominion Energy's Smart Charging Program enabled VCU to better track station use and install seven new charging stations. "We [can] track how long they are used,...how much electricity is being used, and...our impact on the environment."⁵

Josh Stone

*Director, Parking and Transportation Services
Virginia Commonwealth University (VCU)*

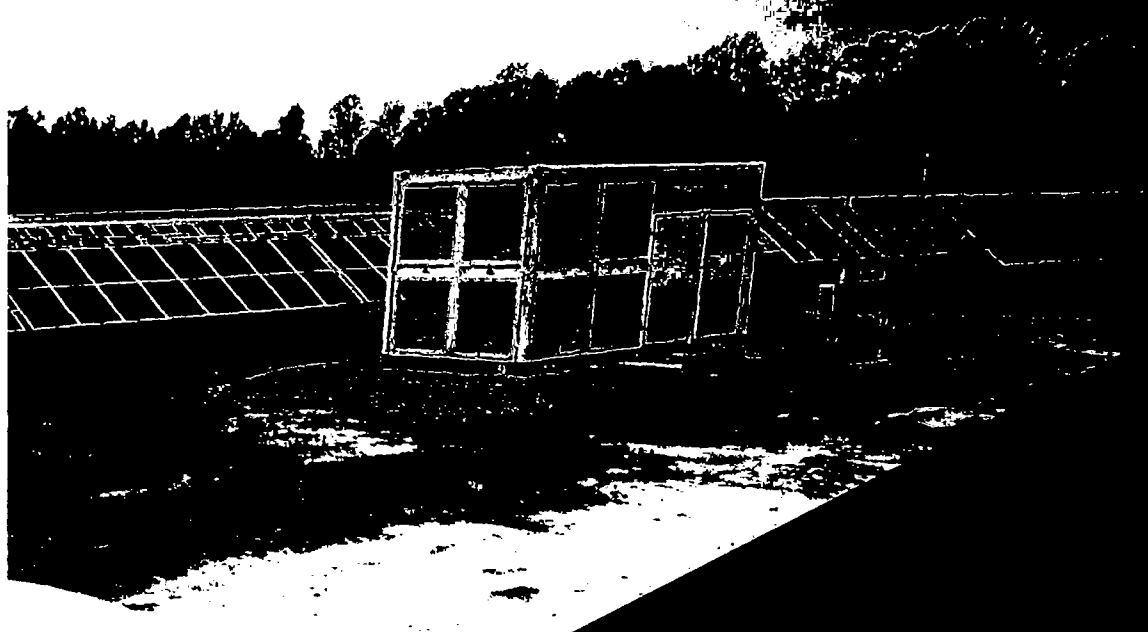
⁵ [VCUnews, New electric vehicle stations add charging capacity on campus, November 18, 2021](#)

We are preparing the grid for more charging.

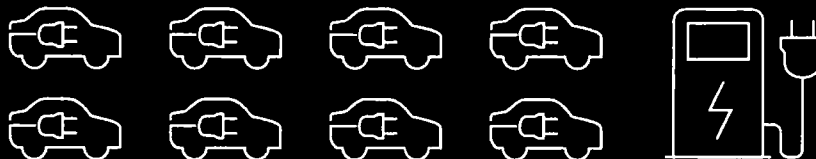
Demand is accelerating, and our communities will need more EV chargers to keep up. Dominion Energy's electric grid is already supporting near-future EV charging needs. We're investing in our grid assets to build a foundation for even more EV chargers, as well as provide access to more clean power for charging.



Behind nearly every charger is
 Dominion Energy's electric grid. Our
 Climate Report shares the potential for
 \$73 billion in grid strengthening, climate
 focused investments through 2035.



According to one
 industry study, we may
 need one non-home charger for
 every 8 EVs in our territory by 2032.⁶



6 The International Council on Clean Transportation, Charging Up America:
 Assessing the Growing Need for US Charging Infrastructure through 2030,
 July 2021

More EVs bring benefits to everyone.

We estimate over **1 million EVs** will be on the roads in our electric service territories within the next decade — requiring significant amounts of electricity for charging.

Dominion Energy is ready.

We are committed to making smart investments in infrastructure, technology, and programs so everyone can enjoy the economic and environmental benefits of electric transportation.



Our path forward.

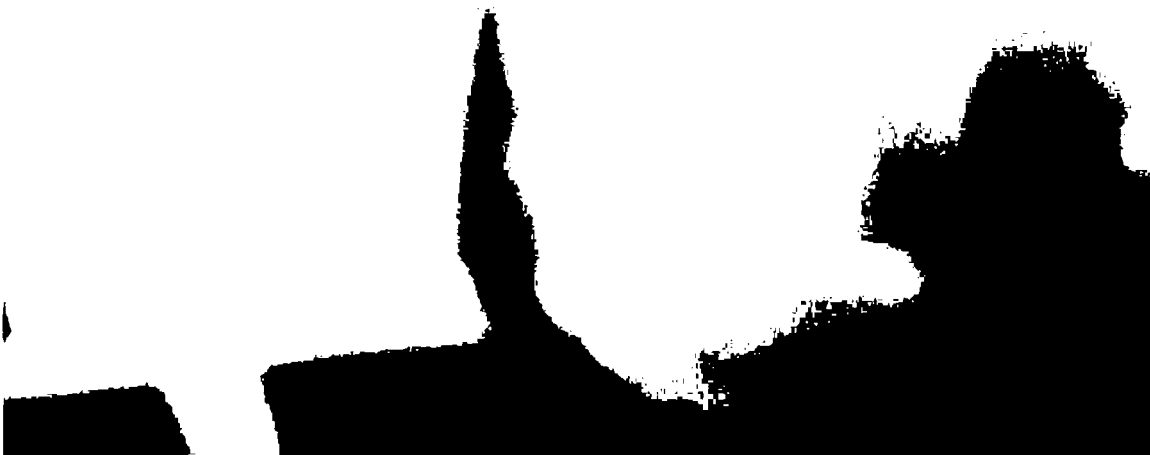
We have set our path on 5 key focus areas to reliably serve our customers while achieving our goals with structure and intention over the next decade.

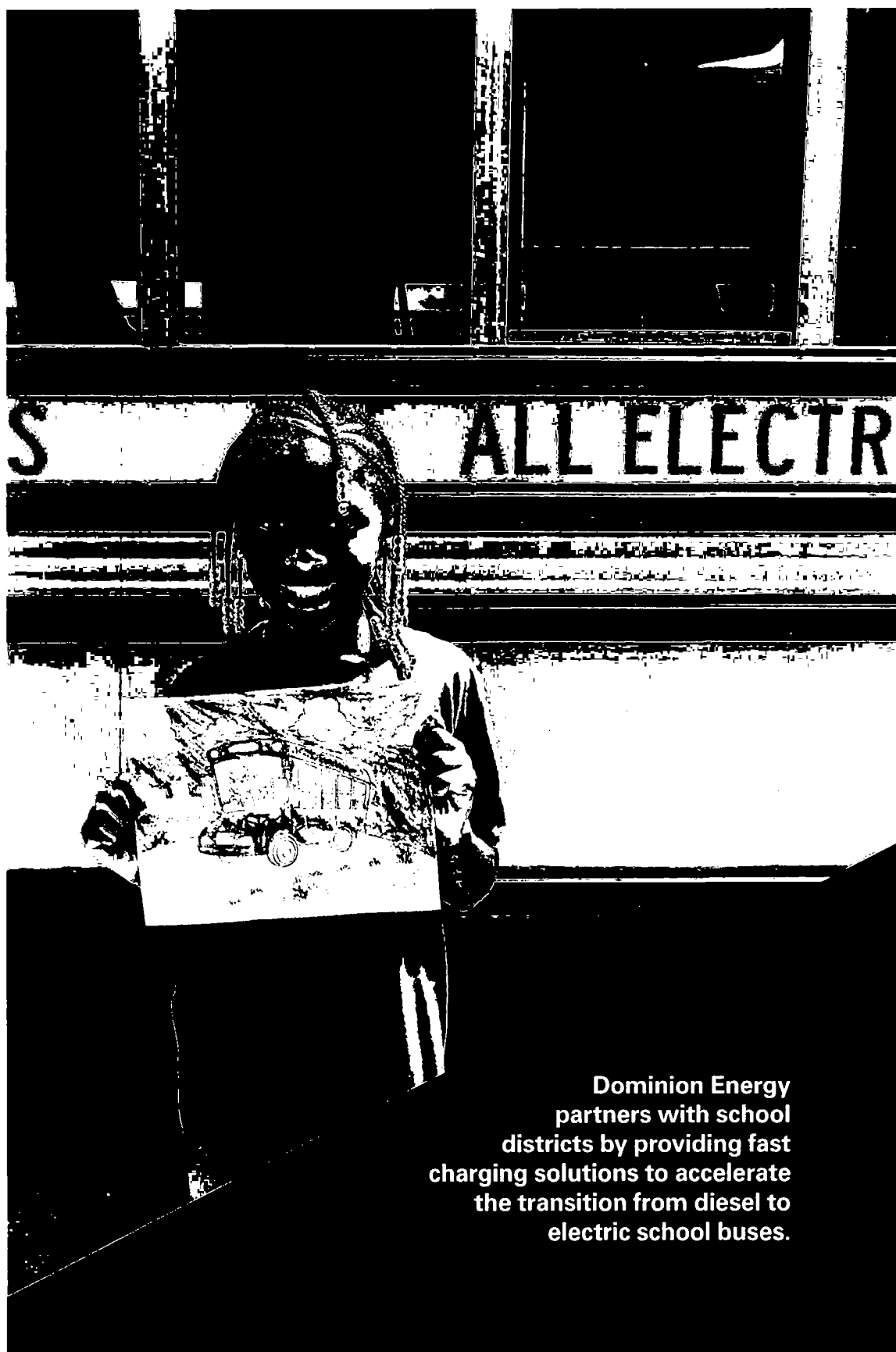


Dominion Energy
offers fleet charging
opportunities and
advisory services.
[Learn more here.](#)



- 1 Boost our customers' confidence**
Lead by example and be a trusted source for relevant information through education and outreach, as well as advisory services and tools
- 2 Collaborate and partner**
Empower customers and cultivate impactful collaboration with transportation stakeholders
- 3 Ensure our infrastructure is ready and reliable**
Provide and maintain critical grid and charging infrastructure needed to support widespread EV adoption, while ensuring resiliency and affordability
- 4 Accelerate charging accessibility**
Invest in and facilitate the development of charging infrastructure to drive clean transportation in all market segments now and in the future
- 5 Pursue innovative solutions**
Implement new technologies and innovative rate designs to manage charging and leverage battery storage while broadening the deployment of smart infrastructure

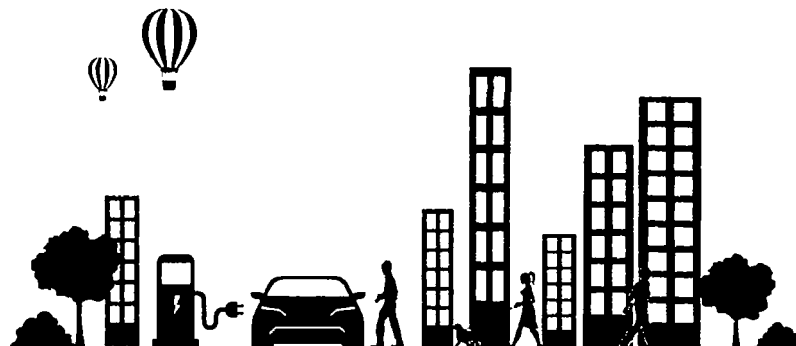


A high-contrast, black and white photograph of a young girl with braids, smiling and holding up a drawing of an electric school bus. She is standing in front of a sign that partially reads "S ALL ELECTR". The background shows a window with a dark interior and a light-colored object hanging from the top right. The overall image has a grainy, high-contrast aesthetic.

**Dominion Energy
partners with school
districts by providing fast
charging solutions to accelerate
the transition from diesel to
electric school buses.**

We are in this together— because we need everyone.

Delivering safe, reliable, affordable access to EVs and charging requires many groups—from your favorite local dealership to state and national government—partnering together across all the areas where clean transportation touches our lives.



We are here for the long haul— see what's ahead.

We're ready to support customers no matter where they are in their EV journey. We currently offer a variety of resources for customers, and plan to add more in the coming years.



Building a Foundation

We currently offer a variety of programs, including tools and calculators, residential rebates, off-peak rates, and turn-key charging infrastructure installation.



Moving Faster

We'll support electrifying fleets, engage with low-income communities, and fill in gaps in public charging infrastructure.



Scaling Up

We'll expand our own transition to EVs, further innovate with charging rates and begin focusing more on electrifying regional trucks.



Delivering on our Promise

We'll support charging hubs for long-haul trucks and explore more deeply how to repurpose batteries.

Let's get going.

We're energy experts and trusted partners, and we know the grid. We understand electric transportation and know how to make it a reality for you, your organization, and your community.



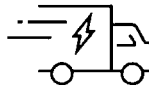
Learn how to charge at home, easily and affordably



Find places to charge on the go



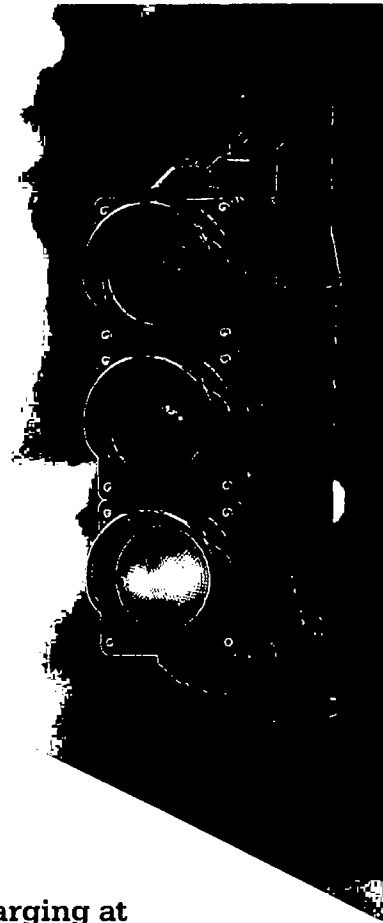
Install charging at your business for employees and customers



Electrify your fleet to save time and money



Visit our website to learn more about our programs and initiatives to support a clean transportation future.





Dominion Energy, Inc.
P.O. Box 26532
Richmond, Virginia
23261-6532

DominionEnergy.com/EV

700023R6250 4/23

Appendix 2

Electric Vehicle (EV) Pricing Plan Pilot Program

**Summary of Evaluation, Measurement and
Verification (EM&V) Protocol
September 2018**

Pilot Overview

Pilot Objective

Study whether a time-of-use (TOU) rate would provide an effective incentive to customers to shift their EV charging to off-peak hours.

Two Voluntary Experimental Rates: Schedules 1EV and EV

1EV (EV + Home): Energy is consumed and recorded on a “whole house” pricing plan. EV charging and other household appliance use should be performed during off-peak times as much as possible. Peak times change seasonally.

EV (EV Only): In conjunction with the Company’s standard residential rate, a second meter is installed at the customer’s location to record energy consumed for EV charging only. Peak times are consistent year-round.

Refer to Case No. PUE-2011-00014 and DominionEnergy.com/ElectricVehicle for additional detail.

Current Status (August 31, 2018)

Virginia State Corporation Commission approval: July 2011

- Extensions were approved in November 2013 and January 2016

Launched: October 2011

Closed to new enrollment: September 1, 2016

Scheduled to conclude: November 30, 2018

| Rate Schedule | Current Participants |
|-----------------|----------------------|
| 1EV (EV + Home) | 383 |
| EV (EV Only) | 155 |
| Total | 538 |

Pilot Program Evaluation: Protocol Overview

- Develop load shapes to compare pilot participants to the relevant comparison groups.
- Determine whether there is a statistically significant difference in the time peak demand occurs and the overall magnitude of peak demand for pilot program participants and the comparison groups.

| Participant Group | Comparison Group |
|--------------------------|--|
| Schedule 1EV (EV + Home) | Dominion Energy customers on the standard residential rate who do not lease or own EVs combined with the EV rate comparison group (below). |
| Schedule EV (EV Only) | Dominion Energy customers on the standard residential rate who lease or own EVs and have data loggers installed at their residences to record energy consumed for EV charging. |

Refer to the EM&V Plan filed with each Annual Report for additional information on participant and control groups.

Pilot Program Evaluation: 2017 Annual Report Summary

The evaluation indicates that pilot participants from both rate options, compared to their respective comparison groups, are more likely to charge their EVs during the Super Off-Peak period. However, due to the small size of the comparison and participant groups, the evaluation was not able to quantify the magnitude of the load shift attributable to the rate options or adjust for any biases to project to the greater population.

Schedule EV (EV-Only) pilot participants show a spike in usage during the super off-peak hours of 1:00 a.m.-5:00 a.m. and little additional charging throughout the average day. The comparison group shows steadier charging throughout the day with a slight uptick from 5:00 p.m.-8:00 p.m.

Schedule 1EV (EV + Home) pilot participants use more electricity than the comparison group during the super off-peak period of 1:00 a.m.-5:00 a.m. and the comparison group uses more electricity than the EV + Home participants during the *summer* season on-peak times of 1:00 p.m.-7:00 p.m.

Schedule 1EV (EV + Home) pilot participants use more electricity than the comparison group during the super off-peak period of 1:00 a.m.-5:00 a.m. and the comparison group uses more electricity than the EV + Home participants during the *winter* season on-peak times of 5:00 p.m.-10:00 p.m.

Appendix 3

Rate Outlook 2019 to 2035

RESIDENTIAL BILL PROJECTION - PLAN A, COMPANY METHODOLOGY

Rates projections are not final. Rates are subject to regulatory approval.

Certain line items potentially eligible for customer credit reimbursement offset under Via Code.

| RESIDENTIAL Schedule 1 (1,000 kWh) | 2019 DEC 2019 | 2020 MAY 1, 2020 DEC 2020 | 2021 DEC 2021 | 2022 DEC 2022 | 2023 DEC 2023 | 2024 DEC 2024 | 2025 DEC 2025 | 2026 DEC 2026 | 2027 DEC 2027 | 2028 DEC 2028 | 2029 DEC 2029 | 2030 DEC 2030 | 2031 DEC 2031 | 2032 DEC 2032 | 2033 DEC 2033 | 2034 DEC 2034 | 2035 DEC 2035 |
|--|------------------|---------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 60.93 | \$ 60.93 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 |
| TRICENNA REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.47) | \$ (0.43) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 19.72 | \$ 19.72 | \$ 20.29 | \$ 16.60 | \$ 12.91 | \$ 15.58 | \$ 20.61 | \$ 21.59 | \$ 22.99 | \$ 24.83 | \$ 25.41 | \$ 26.55 | \$ 27.45 | \$ 28.08 | \$ 27.94 | \$ 27.72 | \$ 27.34 |
| FUEL - RIDER A | \$ 23.25 | \$ 17.36 | \$ 17.02 | \$ 20.45 | \$ 35.38 | \$ 28.59 | \$ 27.58 | \$ 29.75 | \$ 28.85 | \$ 27.52 | \$ 26.34 | \$ 26.54 | \$ 27.56 | \$ 27.24 | \$ 23.64 | \$ 30.27 | \$ 30.33 |
| FUEL SECURITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.41 | \$ 2.30 | \$ 2.16 | \$ 2.00 | \$ 1.90 | \$ 1.81 | \$ 1.70 | \$ 1.60 | \$ 1.50 | \$ - |
| OSW (APPROVED PROGRAMS) | \$ 1.13 | \$ 1.13 | \$ 1.47 | \$ 1.31 | \$ 1.60 | \$ 1.61 | \$ 1.21 | \$ 0.79 | \$ 0.40 | \$ 0.18 | \$ 0.10 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PIP - UNIVERSAL SERVICE FEE ¹ | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.03 | \$ 0.08 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 |
| Generation Infrastructure | \$ 12.91 | \$ 12.76 | \$ 12.87 | \$ 13.39 | \$ 14.51 | \$ 6.67 | \$ 6.18 | \$ 6.12 | \$ 5.05 | \$ 5.36 | \$ 5.59 | \$ 5.23 | \$ 4.85 | \$ 4.58 | \$ 4.52 | \$ 4.13 | \$ 3.94 |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ¹ | \$ - | \$ - | \$ - | \$ - | \$ 2.07 | \$ 0.93 | \$ 1.54 | \$ 2.39 | \$ 2.83 | \$ 3.48 | \$ 3.77 | \$ 4.16 | \$ 4.62 | \$ 4.89 | \$ 4.44 | \$ 3.91 | \$ 3.63 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure ¹ | \$ - | \$ - | \$ - | \$ - | \$ 1.16 | \$ 0.30 | \$ 3.13 | \$ 2.40 | \$ 2.94 | \$ 3.84 | \$ 4.06 | \$ 4.51 | \$ 4.61 | \$ 4.40 | \$ 4.15 | \$ 3.93 | \$ 3.39 |
| GRID TRANSFORMATION PLAN | \$ 1.84 | \$ 1.40 | \$ 1.40 | \$ 2.14 | \$ 2.50 | \$ 1.99 | \$ 2.74 | \$ 3.80 | \$ 4.11 | \$ 4.18 | \$ 4.52 | \$ 4.02 | \$ 4.53 | \$ 3.67 | \$ 3.49 | \$ 3.36 | \$ 3.08 |
| STRATEGIC UNDERGROUND PLAN | \$ - | \$ - | \$ - | \$ - | \$ 0.08 | \$ 0.17 | \$ 0.28 | \$ 0.65 | \$ 0.79 | \$ 0.86 | \$ 0.86 | \$ 0.84 | \$ 0.80 | \$ 0.77 | \$ 0.73 | \$ 0.70 | \$ 0.65 |
| RURAL BROADBAND | \$ 1.99 | \$ 1.99 | \$ 1.67 | \$ 1.25 | \$ 1.95 | \$ 2.03 | \$ 1.02 | \$ 0.79 | \$ 0.60 | \$ 0.63 | \$ 0.67 | \$ 0.62 | \$ 0.58 | \$ 0.43 | \$ 0.30 | \$ 0.34 | \$ 0.29 |
| AS Environmental | \$ - | \$ - | \$ - | \$ - | \$ 2.95 | \$ 2.96 | \$ 2.70 | \$ 3.14 | \$ 2.70 | \$ 2.77 | \$ 2.05 | \$ 1.86 | \$ 1.83 | \$ 1.47 | \$ 1.04 | \$ 0.33 | \$ 0.16 |
| RIDER E | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4.64 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CDR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan A | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GAS CC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | \$ - | \$ - | \$ - | \$ 0.18 | \$ 1.81 | \$ 1.53 | \$ 2.71 | \$ 2.76 | \$ 3.49 | \$ 3.43 | \$ 3.31 | \$ 3.43 | \$ 3.23 | \$ 3.56 | \$ 3.86 | \$ 3.95 | \$ 4.06 |
| RIDER RPS ¹ | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.36 | \$ 2.13 | \$ 2.84 | \$ 3.75 | \$ 4.12 | \$ 4.22 | \$ 4.06 | \$ 3.86 | \$ 3.51 | \$ 3.38 | \$ 3.16 | \$ 3.15 | \$ 3.28 |
| RIDER CE ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.03) | \$ (0.43) | \$ (0.63) | \$ (1.07) | \$ (1.29) | \$ (1.16) | \$ (1.35) | \$ (1.18) | \$ (1.09) | \$ (1.13) | \$ (1.11) | \$ (1.17) | \$ (1.17) |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) | \$ (0.84) |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.01) | \$ (0.05) | \$ (0.15) | \$ (0.26) | \$ (0.34) | \$ (0.36) | \$ (0.36) | \$ (0.36) | \$ (0.37) | \$ (0.34) | \$ (0.34) | \$ (0.34) |
| RIDER CE - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.32 | \$ 1.70 | \$ 2.28 | \$ 2.34 | \$ 2.73 | \$ 2.09 | \$ 1.76 | \$ 1.68 | \$ 1.52 | \$ 1.47 | \$ 1.33 | \$ 1.34 | \$ 1.46 |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ 0.31 | \$ 0.45 | \$ 0.29 | \$ 0.88 | \$ 0.94 | \$ 2.25 | \$ 3.45 | \$ 4.65 | \$ 6.04 | \$ 7.13 | \$ 8.09 | \$ 9.51 | \$ 10.37 |
| RIDER PPA ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.31) | \$ (0.72) | \$ (0.31) | \$ (0.31) | \$ (0.89) | \$ (1.71) | \$ (2.26) | \$ (2.69) | \$ (3.09) | \$ (3.64) | \$ (4.16) | \$ (4.77) | \$ (5.30) |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.57) | \$ (0.43) | \$ (0.46) | \$ (0.88) | \$ (1.20) | \$ (1.19) | \$ (1.23) | \$ (1.31) | \$ (1.33) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.19) | \$ (0.19) | \$ (0.65) | \$ (0.88) | \$ (1.17) | \$ (1.37) | \$ (1.54) | \$ (1.85) | \$ (2.00) |
| RIDER PPA - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.07) | \$ (0.29) | \$ (0.05) | \$ (0.14) | \$ (0.71) | \$ (0.35) | \$ (0.33) | \$ (0.00) | \$ 0.64 | \$ 1.02 | \$ 1.33 | \$ 1.90 | \$ 2.36 |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ (0.07) | \$ (0.29) | \$ (0.05) | \$ (0.14) | \$ (0.71) | \$ (0.35) | \$ (0.33) | \$ (0.00) | \$ 0.64 | \$ 1.02 | \$ 1.33 | \$ 1.90 | \$ 2.36 |
| RIDER OSW ¹ | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 5.94 | \$ 9.16 | \$ 10.53 | \$ 12.30 | \$ 11.09 | \$ 10.37 | \$ 9.28 | \$ 8.11 | \$ 6.52 | \$ 11.14 | \$ 12.79 |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.46) | \$ (3.23) | \$ (2.76) | \$ (2.76) | \$ (2.49) | \$ (2.48) | \$ (2.46) | \$ (2.43) | \$ (2.39) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.32) | \$ (1.90) | \$ (1.57) | \$ (1.57) | \$ (1.29) | \$ (0.88) | \$ (0.79) | \$ (0.70) | \$ (0.67) |
| RIDER OSW - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.43) | \$ (0.47) | \$ (0.49) | \$ (0.49) | \$ (0.54) | \$ (0.61) | \$ (0.51) | \$ (0.52) | \$ (0.53) |
| TOTAL OFFSHORE WIND | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 5.94 | \$ 9.16 | \$ 10.07 | \$ 8.06 | \$ 5.49 | \$ 5.58 | \$ 4.95 | \$ 4.10 | \$ 4.58 | \$ 5.87 | \$ 7.49 |
| NUCLEAR SMALL MODULAR REACTORS ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 0.37 | \$ 4.52 | \$ 7.68 | \$ 10.88 | \$ 14.31 | \$ 14.57 | \$ 13.24 | \$ 10.27 | \$ 10.66 | \$ 10.34 | \$ 10.15 | \$ 11.10 | \$ 13.06 | \$ 14.89 |
| PLAN A TOTAL | \$ 122.86 | \$ 116.18 | \$ 116.54 | \$ 122.72 | \$ 140.21 | \$ 133.54 | \$ 142.72 | \$ 149.36 | \$ 150.00 | \$ 151.77 | \$ 149.80 | \$ 150.65 | \$ 153.98 | \$ 153.76 | \$ 154.23 | \$ 157.43 | \$ 160.58 |
| CAGR PLAN A (2019 BASE) | | | | | | | | | | | | | | | | | 1.7% |
| CAGR PLAN A (MAY 2020 BASE) | | | | | | | | | | | | | | | | | 2.1% |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PIP.

⁴ Reflects Riders R, S, W, BV, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchases plus the REC proxy value for REC from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate REC, the output from such facilities reduces the Company's RPS Program annual requirement.

Rate Outlook 2019 to 2035

Rate projections are not final. Rates are subject to regulatory approval.

Certain line items potentially eligible for customer credit reinvestment offer under Va. Code.

SMALL GENERAL BILL PROJECTION - PLAN A, COMPANY METHODOLOGY

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|
| SMALL GENERAL SERVICE Schedule GS-1 (6,000 kWh - 15 kW) | | | | | | | | | | | | | | | | | |
| DISTRIBUTION & GENERATION (MISO)¹ | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 266.31 | \$ 266.31 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 |
| TREASURER REVIEW - VOLUNTARY CUSTOMER REFUND¹ | \$ - | \$ - | \$ - | \$ (3.27) | \$ (3.03) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 76.59 | \$ 76.59 | \$ 89.37 | \$ 70.55 | \$ 58.84 | \$ 65.09 | \$ 85.82 | \$ 92.42 | \$ 94.84 | \$ 100.14 | \$ 105.58 | \$ 110.14 | \$ 113.74 | \$ 115.66 | \$ 109.93 | \$ 108.38 | \$ 107.86 |
| FUEL - RIDER A | \$ 139.52 | \$ 104.14 | \$ 100.13 | \$ 127.69 | \$ 171.54 | \$ 165.49 | \$ 175.50 | \$ 171.09 | \$ 165.90 | \$ 163.80 | \$ 159.03 | \$ 159.35 | \$ 165.35 | \$ 163.43 | \$ 171.80 | \$ 181.60 | \$ 181.88 |
| FUEL SECURITIZATION PROGRAM² | \$ - | \$ - | \$ - | \$ - | \$ 14.47 | \$ 13.78 | \$ 12.98 | \$ 12.46 | \$ 12.46 | \$ 12.00 | \$ 11.41 | \$ 10.84 | \$ 10.17 | \$ 9.59 | \$ 9.01 | \$ - | \$ - |
| OSW (APPROVED PROGRAMS) | \$ 5.33 | \$ 5.33 | \$ 6.49 | \$ 6.22 | \$ 7.73 | \$ 5.57 | \$ 3.55 | \$ 1.67 | \$ 1.12 | \$ 0.85 | \$ 0.75 | \$ 0.75 | \$ 0.75 | \$ 0.75 | \$ 0.75 | \$ 0.75 | \$ 0.75 |
| RIDER PPA - UNIVERSAL SERVICE FEE³ | \$ - | \$ - | \$ - | \$ 0.16 | \$ 0.16 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 |
| Generation Infrastructure | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020⁴ | \$ 61.54 | \$ 58.22 | \$ 57.99 | \$ 58.89 | \$ 59.26 | \$ 29.27 | \$ 29.27 | \$ 29.76 | \$ 24.55 | \$ 26.39 | \$ 24.62 | \$ 23.56 | \$ 22.69 | \$ 20.50 | \$ 20.08 | \$ 18.88 | \$ 17.97 |
| RIDER SNA - NUCLEUS SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ 8.24 | \$ 4.46 | \$ 7.27 | \$ 11.59 | \$ 13.25 | \$ 15.96 | \$ 17.79 | \$ 19.60 | \$ 21.75 | \$ 23.93 | \$ 19.87 | \$ 18.50 | \$ 17.96 | \$ 16.53 |
| Distribution Infrastructure⁵ | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ 4.73 | \$ 1.39 | \$ 13.90 | \$ 10.43 | \$ 11.84 | \$ 14.86 | \$ 14.95 | \$ 15.51 | \$ 15.50 | \$ 14.08 | \$ 12.13 | \$ 10.87 | \$ 9.56 | \$ 8.28 |
| STRATEGIC UNDERGROUND PLAN | \$ 8.75 | \$ 5.30 | \$ 5.00 | \$ 9.18 | \$ 8.16 | \$ 10.92 | \$ 13.99 | \$ 14.04 | \$ 13.88 | \$ 14.10 | \$ 12.01 | \$ 12.88 | \$ 9.94 | \$ 8.64 | \$ 7.87 | \$ 7.09 | \$ 6.36 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ 0.12 | \$ 0.73 | \$ 2.20 | \$ 2.84 | \$ 3.19 | \$ 3.34 | \$ 3.18 | \$ 2.95 | \$ 2.89 | \$ 2.46 | \$ 2.14 | \$ 1.94 | \$ 1.75 | \$ 1.58 |
| AS Environmental | | | | | | | | | | | | | | | | | |
| RIDER E | \$ 9.44 | \$ 9.44 | \$ 7.48 | \$ 5.99 | \$ 7.76 | \$ 4.82 | \$ 3.82 | \$ 2.79 | \$ 3.13 | \$ 3.14 | \$ 2.93 | \$ 2.71 | \$ 2.00 | \$ 1.34 | \$ 1.51 | \$ 1.43 | \$ 1.29 |
| RIDER ORC | \$ - | \$ - | \$ - | \$ 17.67 | \$ 17.73 | \$ 16.21 | \$ 18.52 | \$ 16.18 | \$ 16.60 | \$ 12.31 | \$ 11.15 | \$ 10.99 | \$ 8.80 | \$ 6.22 | \$ 1.97 | \$ 0.98 | \$ 0.44 |
| RIDER RGR | \$ - | \$ - | \$ - | \$ 14.36 | \$ - | \$ 27.85 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources In Plan A | | | | | | | | | | | | | | | | | |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6.40 | \$ 9.22 | \$ 12.02 | \$ 15.13 | \$ 19.31 | \$ 18.97 | \$ 13.46 | \$ 16.50 |
| GAS CC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3.11 | \$ 3.11 | \$ 0.85 | \$ 0.85 | \$ 2.31 | \$ 4.42 | \$ 6.55 | \$ 9.30 | \$ 20.79 |
| RPS Program-Related Resources In Plan A | | | | | | | | | | | | | | | | | |
| RIDER RPS * | \$ - | \$ - | \$ - | \$ 1.09 | \$ 10.86 | \$ 9.16 | \$ 16.27 | \$ 16.53 | \$ 20.97 | \$ 20.60 | \$ 19.97 | \$ 19.35 | \$ 21.35 | \$ 23.18 | \$ 23.69 | \$ 24.37 | \$ 30.27 |
| RIDER CE¹ | \$ - | \$ - | \$ - | \$ 0.92 | \$ 5.41 | \$ 10.12 | \$ 13.27 | \$ 18.21 | \$ 19.34 | \$ 19.41 | \$ 19.16 | \$ 18.24 | \$ 16.58 | \$ 15.86 | \$ 14.23 | \$ 14.07 | \$ 15.69 |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ (0.23) | \$ (3.69) | \$ (6.44) | \$ (7.76) | \$ (6.93) | \$ (6.93) | \$ (8.07) | \$ (7.10) | \$ (6.50) | \$ (6.78) | \$ (6.65) | \$ (6.72) | \$ (7.01) | \$ (7.00) |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (5.08) | \$ (3.77) | \$ (3.77) | \$ (3.50) | \$ (3.83) | \$ (3.19) | \$ (2.45) | \$ (2.32) | \$ (2.11) | \$ (1.88) | \$ (1.77) |
| RIDER CE - CAPACITY OFFSET² | \$ - | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.13) | \$ (0.71) | \$ (1.23) | \$ (1.56) | \$ (1.63) | \$ (1.80) | \$ (1.80) | \$ (1.74) | \$ (1.51) | \$ (1.51) | \$ (1.54) | \$ (1.54) |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 7.75 | \$ 9.37 | \$ 11.09 | \$ 5.32 | \$ 7.15 | \$ 7.15 | \$ 5.86 | \$ 5.60 | \$ 5.09 | \$ 4.89 | \$ 3.75 | \$ 3.73 | \$ 4.66 | \$ 5.38 |
| RIDER PPA * | \$ - | \$ - | \$ - | \$ 1.57 | \$ 2.46 | \$ 4.96 | \$ 4.96 | \$ 5.29 | \$ 5.29 | \$ 12.86 | \$ 19.89 | \$ 26.88 | \$ 34.73 | \$ 41.04 | \$ 46.31 | \$ 53.95 | \$ 59.21 |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ (2.06) | \$ (4.00) | \$ (5.43) | \$ (5.43) | \$ (5.36) | \$ (5.36) | \$ (10.27) | \$ (13.57) | \$ (16.16) | \$ (18.57) | \$ (21.86) | \$ (24.98) | \$ (31.82) | \$ (35.48) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3.43) | \$ (2.59) | \$ (2.59) | \$ (6.47) | \$ (7.18) | \$ (6.88) | \$ (7.39) | \$ (7.98) | \$ (7.98) | \$ (7.98) |
| RIDER PPA - CAPACITY OFFSET² | \$ - | \$ - | \$ - | \$ (0.13) | \$ (0.11) | \$ (0.58) | \$ (0.89) | \$ (2.10) | \$ (2.10) | \$ (3.08) | \$ (4.14) | \$ (5.28) | \$ (6.22) | \$ (6.16) | \$ (6.88) | \$ (8.55) | \$ (9.14) |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ (0.43) | \$ (1.65) | \$ (1.04) | \$ (4.39) | \$ (2.10) | \$ (2.10) | \$ (1.93) | \$ 0.11 | \$ 3.76 | \$ 6.08 | \$ 7.79 | \$ 10.63 | \$ 10.87 | \$ 13.21 |
| RIDER OSW * | \$ - | \$ - | \$ - | \$ 5.80 | \$ 22.73 | \$ 26.84 | \$ 44.45 | \$ 49.42 | \$ 56.65 | \$ 52.49 | \$ 49.05 | \$ 43.85 | \$ 38.09 | \$ 33.35 | \$ 43.04 | \$ 51.37 | \$ 58.58 |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (2.75) | \$ (2.58) | \$ (19.36) | \$ (16.55) | \$ (14.95) | \$ (14.89) | \$ (14.75) | \$ (14.68) | \$ (14.55) | \$ (14.39) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1.30) | \$ (11.41) | \$ (9.41) | \$ (7.76) | \$ (5.90) | \$ (5.28) | \$ (4.21) | \$ (3.71) | \$ (3.71) |
| RIDER OSW - CAPACITY OFFSET² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1.98) | \$ (2.33) | \$ (2.32) | \$ (2.57) | \$ (2.54) | \$ (2.73) | \$ (2.39) | \$ (2.41) | \$ (2.41) |
| TOTAL OFFSHORE WIND | \$ - | \$ - | \$ - | \$ 5.80 | \$ 22.73 | \$ 26.84 | \$ 44.45 | \$ 46.67 | \$ 53.40 | \$ 19.49 | \$ 20.77 | \$ 18.57 | \$ 14.77 | \$ 15.60 | \$ 21.32 | \$ 30.22 | \$ 38.10 |
| NUCLEAR SMALL MODULAR REACTORS ** | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ 2.01 | \$ 21.43 | \$ 38.00 | \$ 52.07 | \$ 71.03 | \$ 68.51 | \$ 57.45 | \$ 43.50 | \$ 47.06 | \$ 46.77 | \$ 47.09 | \$ 50.32 | \$ 53.37 | \$ 70.11 | \$ 86.96 |
| PLAN A TOTAL | \$ 573.95 | \$ 532.40 | \$ 542.13 | \$ 587.62 | \$ 642.44 | \$ 676.78 | \$ 714.00 | \$ 703.30 | \$ 698.75 | \$ 690.08 | \$ 692.36 | \$ 701.46 | \$ 706.20 | \$ 696.42 | \$ 706.14 | \$ 718.69 | \$ 733.02 |
| CAGR PLAN A (2019 BASE) | | | | | | | | | | | | | | | | | |
| CAGR PLAN A (MAY 2020 BASE) | | | | | | | | | | | | | | | | | |
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¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

^a Indicative rate for fuel securitization. No assumptions modeled for net out.

* Indicative rate for fuel securitization. No assumptions modeled in table; assumptions modeled for comparison to Diagram C are 0.000

³ No assumptions modeled for exemptions to Riders OSW & PIPP.

* Reflects Riders B, K, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and US-5 through 2023. Information is preliminary and subject to change. Information is as of March 2023.

includes all approved and anticipated phases of distribution infrastructure as of March 2023.

³ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

^a Need for a credit at the unpled amount court means null for B14am C/E B9A and 05311 under consideration in C on Mo. 08 10 2023 00156

⁹ Each rider-specific DDA = sum of all DDA's in 2000 and the average of those with no record of a crash. DDA = Need for a credit at the awarded capacity cost proxy value for Riders CE, PP, and OSW under constraint.

- Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

Rate projections are not final. Rates are subject to regulatory approval. Certain line items potentially eligible for customer credit reinvestment offset under Va. Code.

| RESIDENTIAL | Schedule 1 (1,000 kWh) | | | | | | | | | | | | | | | | | |
|---|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 2019 | 2020 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
| DIC 2019 | MAY 1, 2020 | DIC 2020 | DIC 2021 | DIC 2022 | DIC 2023 | DIC 2024 | DIC 2025 | DIC 2026 | DIC 2027 | DIC 2028 | DIC 2029 | DIC 2030 | DIC 2031 | DIC 2032 | DIC 2033 | DIC 2034 | DIC 2035 | DIC 2035 |
| \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 60.93 | \$ 60.93 | \$ 60.93 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 |
| DISTRIBUTION & GENERATION (BASE) ¹ | | | | | | | | | | | | | | | | | | |
| TRIENNIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | | | | | | | | | | | | | | | | | | |
| TRANSMISSION - RIDER T | | | | | | | | | | | | | | | | | | |
| \$ 19.71 | \$ 19.72 | \$ 20.79 | \$ 16.60 | \$ 12.91 | \$ 15.58 | \$ 20.61 | \$ 21.59 | \$ 22.99 | \$ 24.83 | \$ 25.41 | \$ 26.55 | \$ 27.45 | \$ 28.08 | \$ 27.94 | \$ 27.72 | \$ 27.34 | \$ 26.29 | \$ 26.29 |
| FUEL - RIDER A | | | | | | | | | | | | | | | | | | |
| \$ 23.25 | \$ 17.36 | \$ 17.02 | \$ 20.45 | \$ 35.38 | \$ 28.59 | \$ 27.58 | \$ 29.25 | \$ 28.61 | \$ 27.43 | \$ 26.79 | \$ 26.03 | \$ 26.28 | \$ 27.30 | \$ 29.01 | \$ 30.23 | \$ 31.44 | \$ 33.14 | \$ 33.14 |
| FUEL SECURITY/TRANSFORMATION PLAN | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.41 | \$ 2.16 | \$ 2.08 | \$ 2.00 | \$ 1.90 | \$ 1.81 | \$ 1.70 | \$ 1.60 | \$ 1.50 | \$ - | \$ - | \$ - |
| OSM (APPROVED PROGRAMS) | | | | | | | | | | | | | | | | | | |
| \$ 1.13 | \$ 1.13 | \$ 1.47 | \$ 1.31 | \$ 1.60 | \$ 1.61 | \$ 1.21 | \$ 0.79 | \$ 0.40 | \$ 0.28 | \$ 0.10 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PIP - UNIVERSAL SERVICE FEE ² | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.03 | \$ 0.08 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 |
| Generation Infrastructure | | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ³ | | | | | | | | | | | | | | | | | | |
| \$ 12.91 | \$ 12.76 | \$ 12.87 | \$ 13.39 | \$ 14.51 | \$ 6.67 | \$ 6.18 | \$ 6.12 | \$ 5.05 | \$ 5.35 | \$ 5.59 | \$ 5.23 | \$ 5.00 | \$ 4.85 | \$ 4.58 | \$ 4.52 | \$ 4.13 | \$ 3.94 | \$ 3.94 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ 2.07 | \$ 0.93 | \$ 1.54 | \$ 2.39 | \$ 2.83 | \$ 3.43 | \$ 3.77 | \$ 4.16 | \$ 4.62 | \$ 4.69 | \$ 4.44 | \$ 4.16 | \$ 3.91 | \$ 3.63 | \$ 3.63 |
| Distribution Infrastructure ⁴ | | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | | | | | | | | | | | | | | | | | | |
| STRATEGIC UNDERGROUND PLAN | | | | | | | | | | | | | | | | | | |
| \$ 1.84 | \$ 1.40 | \$ 1.40 | \$ 2.14 | \$ 2.50 | \$ 1.99 | \$ 2.73 | \$ 2.40 | \$ 2.84 | \$ 3.84 | \$ 4.06 | \$ 4.51 | \$ 4.51 | \$ 4.51 | \$ 4.15 | \$ 3.93 | \$ 3.68 | \$ 3.19 | \$ 3.08 |
| RURAL BROADBAND | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.17 | \$ 0.25 | \$ 0.50 | \$ 0.85 | \$ 0.79 | \$ 0.86 | \$ 0.86 | \$ 0.84 | \$ 0.80 | \$ 0.77 | \$ 0.73 | \$ 0.70 | \$ 0.67 | \$ 0.65 |
| AS Environmental | | | | | | | | | | | | | | | | | | |
| RIDER E | | | | | | | | | | | | | | | | | | |
| \$ 1.09 | \$ 1.99 | \$ 1.67 | \$ 1.25 | \$ 1.95 | \$ 2.08 | \$ 1.02 | \$ 0.79 | \$ 0.60 | \$ 0.68 | \$ 0.67 | \$ 0.62 | \$ 0.58 | \$ 0.43 | \$ 0.30 | \$ 0.34 | \$ 0.31 | \$ 0.29 | \$ 0.29 |
| RIDER CCR | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ 2.95 | \$ 2.96 | \$ 2.70 | \$ 3.09 | \$ 3.14 | \$ 2.70 | \$ 2.77 | \$ 2.05 | \$ 1.86 | \$ 1.82 | \$ 1.47 | \$ 1.04 | \$ 0.93 | \$ 0.16 | \$ 0.07 | \$ 0.07 |
| RIDER RGGI | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4.64 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan B | | | | | | | | | | | | | | | | | | |
| INCREMENTAL GENERIC DSM | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.54 | \$ 1.39 | \$ 2.41 | \$ 2.07 | \$ 1.80 | \$ 1.74 | \$ 2.13 | \$ 2.29 | \$ 2.40 | \$ 2.53 | \$ 2.67 | \$ 2.92 | \$ 3.24 | \$ 3.24 |
| GAS CT | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.41 | \$ 0.86 | \$ 1.53 | \$ 1.76 | \$ 1.71 | \$ 1.76 | \$ 1.94 | \$ 2.25 | \$ 2.65 | \$ 3.18 | \$ 3.58 | \$ 3.58 |
| RPS Program-Related Resources in Plan A | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ 0.18 | \$ 1.81 | \$ 1.53 | \$ 2.65 | \$ 2.64 | \$ 3.38 | \$ 3.34 | \$ 3.25 | \$ 3.36 | \$ 3.17 | \$ 3.50 | \$ 3.80 | \$ 3.98 | \$ 3.98 | \$ 4.18 | \$ 4.18 |
| RIDER RPS ⁵ | | | | | | | | | | | | | | | | | | |
| RIDER CE ⁷ | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.36 | \$ 2.13 | \$ 3.47 | \$ 4.60 | \$ 5.90 | \$ 7.34 | \$ 8.56 | \$ 10.03 | \$ 11.26 | \$ 12.64 | \$ 13.73 | \$ 15.08 | \$ 16.11 | \$ 17.61 | \$ 17.61 |
| RIDER CE - FUEL BENEFIT | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ [0.04] | \$ [0.43] | \$ [0.62] | \$ [1.07] | \$ [1.37] | \$ [1.56] | \$ [2.08] | \$ [2.35] | \$ [2.59] | \$ [2.83] | \$ [3.21] | \$ [3.66] | \$ [4.11] | \$ [4.56] | \$ [4.56] |
| RIDER CE - REC PROXY VALUE | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ [0.84] | \$ [0.84] | \$ [0.99] | \$ [0.99] | \$ [0.98] | \$ [0.88] | \$ [0.96] | \$ [1.01] | \$ [1.02] | \$ [1.03] | \$ [1.03] |
| RIDER CE - CAPACITY OFFSET ⁸ | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ [0.01] | \$ [0.05] | \$ [0.15] | \$ [0.26] | \$ [0.44] | \$ [0.57] | \$ [0.75] | \$ [0.98] | \$ [1.18] | \$ [1.27] | \$ [1.56] | \$ [1.82] | \$ [2.07] | \$ [2.07] |
| TOTAL RIDER CE | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.32 | \$ 1.70 | \$ 2.80 | \$ 3.48 | \$ 5.12 | \$ 6.10 | \$ 6.94 | \$ 8.24 | \$ 9.47 | \$ 10.91 | \$ 12.58 | \$ 14.35 | \$ 16.29 | \$ 18.46 | \$ 18.46 |
| RIDER PPA ⁶ | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ 0.31 | \$ 0.45 | \$ 0.29 | \$ 0.88 | \$ 0.90 | \$ 1.35 | \$ 1.25 | \$ 2.19 | \$ 2.67 | \$ 3.24 | \$ 3.80 | \$ 4.37 | \$ 4.89 | \$ 5.43 | \$ 5.43 |
| RIDER PPA - FUEL BENEFIT | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ [0.34] | \$ [0.72] | \$ [0.31] | \$ [0.81] | \$ [0.85] | \$ [1.02] | \$ [1.03] | \$ [1.16] | \$ [1.25] | \$ [1.47] | \$ [1.67] | \$ [1.91] | \$ [2.12] | \$ [2.36] | \$ [2.36] |
| RIDER PPA - REC PROXY | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ [0.03] | \$ [0.03] | \$ [0.12] | \$ [0.37] | \$ [0.41] | \$ [0.51] | \$ [0.52] | \$ [0.57] | \$ [0.67] | \$ [0.76] | \$ [0.93] | \$ [1.03] | \$ [1.03] | \$ [1.03] |
| RIDER PPA - CAPACITY OFFSET ⁸ | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ [0.07] | \$ [0.29] | \$ [0.69] | \$ [1.14] | \$ [0.72] | \$ [0.37] | \$ 0.05 | \$ 0.32 | \$ 0.62 | \$ 0.87 | \$ 1.03 | \$ 1.21 | \$ 1.37 | \$ 1.37 |
| TOTAL RIDER PPA | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 5.94 | \$ 9.15 | \$ 13.81 | \$ 13.17 | \$ 14.28 | \$ 15.24 | \$ 16.58 | \$ 17.42 | \$ 18.67 | \$ 19.10 | \$ 20.54 | \$ 20.54 |
| RIDER OSW ⁹ | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ [0.49] | \$ [0.60] | \$ [3.23] | \$ [3.23] | \$ [2.76] | \$ [2.49] | \$ [2.78] | \$ [2.78] | \$ [4.91] | \$ [4.86] | \$ [4.86] | \$ [4.86] |
| RIDER OSW - FUEL BENEFIT | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ [0.32] | \$ [1.90] | \$ [1.57] | \$ [1.29] | \$ [0.93] | \$ [0.88] | \$ [0.87] | \$ [1.41] | \$ [1.24] | \$ [1.24] |
| RIDER OSW - REC PROXY VALUE | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ [0.43] | \$ [0.43] | \$ [0.47] | \$ [0.59] | \$ [0.64] | \$ [0.64] | \$ [1.04] | \$ [1.04] | \$ [1.04] | \$ [1.04] |
| RIDER OSW - CAPACITY OFFSET ⁸ | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 5.94 | \$ 9.16 | \$ 11.54 | \$ 7.57 | \$ 9.47 | \$ 10.91 | \$ 12.58 | \$ 13.15 | \$ 14.35 | \$ 16.29 | \$ 18.46 | \$ 18.46 |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | | | | | | | | | | | | | | | | | | |
| NUCLEAR SMALL MODULAR REACTORS ¹⁰ | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.04 | \$ 0.15 | \$ 0.36 | \$ 0.83 | \$ 1.58 | \$ 2.62 | \$ 3.89 | \$ 5.25 | \$ 6.57 | \$ 7.94 | \$ 9.48 | \$ 9.48 |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | | | | | | | | | | | | | | | | | | |
| \$ - | \$ - | \$ - | \$ 0.37 | \$ 4.52 | \$ 7.68 | \$ 11.35 | \$ 15.07 | \$ 17.83 | \$ 17.61 | \$ 16.54 | \$ 20.55 | \$ 23.95 | \$ 28.34 | \$ 31.31 | \$ 30.28 | \$ 29.08 | \$ 30.41 | \$ 30.41 |
| PLAN B TOTAL | | | | | | | | | | | | | | | | | | |
| \$ 122.66 | \$ 116.18 | \$ 118.54 | \$ 122.72 | \$ 140.21 | \$ 134.08 | \$ 144.57 | \$ 152.94 | \$ 155.79 | \$ 154.57 | \$ 157.70 | \$ 162.13 | \$ 167.34 | \$ 171.86 | \$ 175.21 | \$ 174.23 | \$ 171.48 | \$ 174.15 | \$ 174.15 |
| CAGR PLAN B (2019 BASE) | | | | | | | | | | | | | | | | | | |
| CAGR PLAN B (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 2.9% | | | | 2.9% | 2.9% |

* Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

³ | calibration rate for fuel securitization. No assumptions modeled for one out-

- * Indicative rate for fuel securitization. No assumptions modeled for
- * No assumptions modeled for exemptions to Eiders OEW & DRO

* No assumptions modeled for exemptions to Riders OSW & PIPP.

³ Reflects Hiders U, R, S, W, GV, US-2, US-3, and US4 through 2023. Assumes Hiders R, S, and W are all removed and anticipated changes of distribution Infrastructure end of March 2023.

- Includes all approved and anticipated phases of distribution infrastructure as of March 2023.
- Includes the cost of REC subsidies plus the REC energy value for RECs from Comm-measured and contracted for resources.

⁷ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

- * Includes special company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.
- * Need for a credit: at the unskilled capacity cost or any value for Bidders CE, BPA, and NSW under consideration in Case No. PUB-2021-00156.

* Includes macrofiss PPAs procured in 2020 and thereafter, along with generic solar and storage PPAs.

- Includes specific PVAs proposed in 2020 and thereafter, along with generic solar and storage PVAs.

“ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company’s RPS Program annual requirements.

Rate Outlook 2019 to 2035

Rates projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reimbursement offset under Va. Code.

SMALL GENERAL BILL PROJECTION - PLAN B, COMPANY METHODOLOGY

SMALL GENERAL SERVICES
Schedule GS-1 (6,000 kWh - 15 kWh)

| | 2019 DEC 2019 | 2020 MAY 1, 2020 | 2020 DEC 2020 | 2021 DEC 2021 | 2022 DEC 2022 | 2023 DEC 2023 | 2024 DEC 2024 | 2025 DEC 2025 | 2026 DEC 2026 | 2027 DEC 2027 | 2028 DEC 2028 | 2029 DEC 2029 | 2030 DEC 2030 | 2031 DEC 2031 | 2032 DEC 2032 | 2033 DEC 2033 | 2034 DEC 2034 | 2035 DEC 2035 |
|--|------------------|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| DISTRIBUTION & GENERATION BASE ¹ | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 |
| TRANSMISSION - RIDER T | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER A | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 | \$ 76.59 |
| FUEL SECURITY CREDIT ² | \$ 139.52 | \$ 104.14 | \$ 102.13 | \$ 122.69 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 | \$ 121.27 |
| OSM (APPROVED PROGRAMS) | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 | \$ 5.33 |
| RIDER PPP - UNIVERSAL SERVICE FEE ³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Generation Infrastructure | \$ 61.34 | \$ 58.22 | \$ 57.99 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 | \$ 65.89 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure ⁴ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GRID TRANSFORMATION PLAN | \$ 8.75 | \$ 5.90 | \$ 5.90 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 | \$ 9.18 |
| STRATEGIC UNDERGROUND PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| AS Environmental | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 | \$ 9.44 |
| RIDER E | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CCB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan B | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INCREMENTAL GENERATOR COST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE ⁵ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA ⁶ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - CAPACITY OFFSET ⁷ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET ⁹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ 573.95 | \$ 532.40 | \$ 542.13 | \$ 587.62 | \$ 670.50 | \$ 645.02 | \$ 685.16 | \$ 730.39 | \$ 728.30 | \$ 727.70 | \$ 723.75 | \$ 741.57 | \$ 763.19 | \$ 783.66 | \$ 783.80 | \$ 773.38 | \$ 770.27 | \$ 779.42 |
| PLAN B TOTAL | \$ 573.95 | \$ 532.40 | \$ 542.13 | \$ 587.62 | \$ 670.50 | \$ 645.02 | \$ 685.16 | \$ 730.39 | \$ 728.30 | \$ 727.70 | \$ 723.75 | \$ 741.57 | \$ 763.19 | \$ 783.66 | \$ 783.80 | \$ 773.38 | \$ 770.27 | \$ 779.42 |
| CAGR PLAN B (2019-2035) | | | | | | | | | | | | | | | | | | |
| CAGR PLAN B (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Rider OSW & PPA.

⁴ Reflects Riders B, S, W, BW, GV, US-2, US-3, and US-4 through 2033. Assumes Riders B, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes the cost of REC purchases paid by the REC proxy value for RECs from Company-owned and contracted-for resources.

⁶ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁷ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁸ Includes specific PPA's proposed in 2020 and thereafter, along with generic solar and storage PPA's.

⁹ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

LARGE GENERAL BILL PROJECTION - PLAN B, COMPANY METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit rebates under Va. Code.

| LARGE GENERAL SERVICE | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Schedule GS - (6,000,000 kWh - 10,000 kWh) | DEC 2019 | MAY 1, 2020 | DEC 2020 | DEC 2021 | DEC 2022 | DEC 2023 | DEC 2024 | DEC 2025 | DEC 2026 | DEC 2027 | DEC 2028 | DEC 2029 | DEC 2030 | DEC 2031 | DEC 2032 | DEC 2033 | DEC 2034 | DEC 2035 |
| DISTRIBUTION & GENERATION (BASIC) | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 127,015.69 | \$ 127,015.69 | \$ 127,333.63 | \$ 127,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 |
| TREASURY REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ (1,597.29) | \$ (1,464.00) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 37,760.00 | \$ 37,760.00 | \$ 42,270.00 | \$ 45,260.00 | \$ 35,380.00 | \$ 47,770.00 | \$ 61,480.00 | \$ 62,260.00 | \$ 72,350.00 | \$ 80,010.00 | \$ 84,140.00 | \$ 85,210.00 | \$ 87,890.00 | \$ 88,400.00 | \$ 87,000.00 | \$ 83,640.00 | \$ 81,850.00 | \$ 81,850.00 |
| FUEL - RIDER A | \$ 135,324.00 | \$ 104,142.00 | \$ 102,126.00 | \$ 122,688.00 | \$ 122,274.00 | \$ 171,540.00 | \$ 165,480.00 | \$ 175,500.00 | \$ 171,672.00 | \$ 164,590.00 | \$ 156,174.00 | \$ 157,704.00 | \$ 163,812.00 | \$ 174,050.00 | \$ 181,392.00 | \$ 188,678.00 | \$ 196,858.00 | \$ 196,858.00 |
| FUEL SECURITIZATION ² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,489.12 | \$ 13,782.85 | \$ 12,979.39 | \$ 12,457.20 | \$ 11,999.14 | \$ 11,408.47 | \$ 10,838.20 | \$ 10,177.08 | \$ 9,586.32 | \$ 9,017.35 | \$ - | \$ - |
| DSM (IMPROVED PROGRAMS) | \$ 150.00 | \$ 150.00 | \$ 144.00 | \$ 60.00 | \$ 102.00 | \$ 168.00 | \$ 176.00 | \$ 108.00 | \$ 90.00 | \$ 96.00 | \$ 30.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPP - UNIVERSAL SERVICE FEE ³ | \$ - | \$ - | \$ - | \$ 167.00 | \$ 162.00 | \$ 162.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 |
| Generation Infrastructure | \$ 36,670.00 | \$ 34,070.00 | \$ 33,750.00 | \$ 34,570.00 | \$ 36,560.00 | \$ 15,480.00 | \$ 17,160.00 | \$ 15,830.00 | \$ 13,110.00 | \$ 13,990.00 | \$ 15,770.00 | \$ 14,860.00 | \$ 14,110.00 | \$ 13,610.00 | \$ 13,040.00 | \$ 12,760.00 | \$ 11,380.00 | \$ 10,800.00 |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ⁴ | \$ - | \$ - | \$ - | \$ - | \$ 5,150.00 | \$ 2,030.00 | \$ 4,100.00 | \$ 6,160.00 | \$ 7,130.00 | \$ 9,100.00 | \$ 10,640.00 | \$ 11,820.00 | \$ 13,090.00 | \$ 13,170.00 | \$ 12,520.00 | \$ 11,740.00 | \$ 10,760.00 | \$ 9,940.00 |
| RIDER SMA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ 1,160.00 | \$ 360.00 | \$ 3,680.00 | \$ 3,040.00 | \$ 3,200.00 | \$ 4,450.00 | \$ 4,650.00 | \$ 5,090.00 | \$ 5,170.00 | \$ 4,730.00 | \$ 4,400.00 | \$ 4,040.00 | \$ 3,590.00 | \$ 3,170.00 |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ 20.00 | \$ 110.00 | \$ 350.00 | \$ 830.00 | \$ 860.00 | \$ 1,000.00 | \$ 990.00 | \$ 940.00 | \$ 890.00 | \$ 830.00 | \$ 780.00 | \$ 720.00 | \$ 660.00 | \$ 620.00 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,780.00 | \$ 1,880.00 | \$ 1,770.00 | \$ 1,620.00 | \$ 1,200.00 | \$ 850.00 | \$ 560.00 | \$ 280.00 | \$ 780.00 |
| AS Environmental | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 4,880.00 | \$ 4,440.00 | \$ 16,822.00 | \$ 16,822.00 | \$ 16,816.00 | \$ 16,182.00 | \$ 16,956.00 | \$ 11,140.00 | \$ 10,986.00 | \$ 10,986.00 | \$ 8,796.00 | \$ 6,272.00 | \$ 3,970.00 | \$ 980.00 | \$ 440.00 |
| RIDER E | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CDR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 27,852.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources In Plan B | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,050.00 | \$ 2,240.00 | \$ 4,000.00 | \$ 4,980.00 | \$ 4,860.00 | \$ 4,950.00 | \$ 5,450.00 | \$ 6,400.00 | \$ 8,770.00 | \$ 9,810.00 | \$ 9,810.00 |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources In Plan A | \$ - | \$ - | \$ - | \$ - | \$ 1,092.00 | \$ 10,860.00 | \$ 9,162.00 | \$ 15,888.00 | \$ 20,286.00 | \$ 20,052.00 | \$ 19,488.00 | \$ 20,148.00 | \$ 18,996.00 | \$ 20,976.00 | \$ 22,794.00 | \$ 23,892.00 | \$ 23,856.00 | \$ 25,050.00 |
| RIDER RPS ⁵ | \$ - | \$ - | \$ - | \$ - | \$ 480.00 | \$ 3,140.00 | \$ 5,350.00 | \$ 11,510.00 | \$ 14,250.00 | \$ 16,160.00 | \$ 19,880.00 | \$ 26,700.00 | \$ 32,280.00 | \$ 35,770.00 | \$ 38,860.00 | \$ 42,730.00 | \$ 44,060.00 | \$ 47,500.00 |
| RIDER CE ⁶ | \$ - | \$ - | \$ - | \$ - | \$ (216.00) | \$ (2,190.00) | \$ (2,190.00) | \$ (3,690.00) | \$ (6,408.00) | \$ (7,908.00) | \$ (12,492.00) | \$ (14,114.00) | \$ (16,956.00) | \$ (19,148.00) | \$ (21,960.00) | \$ (24,678.00) | \$ (27,342.00) | \$ (30,342.00) |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (5,034.00) | \$ (4,734.00) | \$ (5,946.00) | \$ (5,946.00) | \$ (5,868.00) | \$ (5,754.00) | \$ (5,604.00) | \$ (5,440.00) | \$ (5,204.00) | \$ (5,004.00) |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (150.00) | \$ (450.00) | \$ (700.00) | \$ (1,180.00) | \$ (2,170.00) | \$ (3,350.00) | \$ (4,720.00) | \$ (6,300.00) | \$ (8,150.00) | \$ (10,300.00) | \$ (12,590.00) |
| RIDER CE - CAPACITY OFFSET ⁷ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (700.00) | \$ (1,500.00) | \$ (2,518.00) | \$ 5,494.00 | \$ 7,776.00 | \$ 9,478.00 | \$ 10,134.00 | \$ 10,138.00 | \$ 10,246.00 | \$ 10,246.00 | \$ 10,246.00 |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ 2,974.00 | \$ 3,140.00 | \$ 7,670.00 | \$ 7,392.00 | \$ 2,518.00 | \$ 5,494.00 | \$ 7,694.00 | \$ 7,776.00 | \$ 9,478.00 | \$ 10,134.00 | \$ 10,138.00 | \$ 10,246.00 | \$ 10,246.00 | \$ 10,246.00 |
| RIDER PPA ⁸ | \$ - | \$ - | \$ - | \$ - | \$ 1,680.00 | \$ 2,016.00 | \$ 1,442.00 | \$ 4,472.00 | \$ 4,716.00 | \$ 6,750.00 | \$ 8,972.00 | \$ 11,028.00 | \$ 13,318.00 | \$ 16,122.00 | \$ 18,764.00 | \$ 21,494.00 | \$ 23,792.00 | \$ 26,136.00 |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (3,542.00) | \$ (3,542.00) | \$ (1,854.00) | \$ (5,430.00) | \$ (5,112.00) | \$ (6,114.00) | \$ (6,984.00) | \$ (6,984.00) | \$ (7,512.00) | \$ (8,720.00) | \$ (10,440.00) | \$ (12,716.00) | \$ (14,172.00) | \$ (15,712.00) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3,426.00) | \$ (2,484.00) | \$ (3,084.00) | \$ (3,084.00) | \$ (3,118.00) | \$ (3,102.00) | \$ (2,980.00) | \$ (2,980.00) | \$ (3,198.00) | \$ (3,197.00) | \$ (3,197.00) |
| RIDER PPA - CAPACITY OFFSET ⁹ | \$ - | \$ - | \$ - | \$ - | \$ (80.00) | \$ (54.00) | \$ (90.00) | \$ (370.00) | \$ (520.00) | \$ (780.00) | \$ (1,120.00) | \$ (1,330.00) | \$ (1,680.00) | \$ (1,940.00) | \$ (2,150.00) | \$ (2,800.00) | \$ (3,130.00) | \$ (3,130.00) |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ (438.00) | \$ (572.00) | \$ (502.00) | \$ (4,932.00) | \$ (4,932.00) | \$ (2,628.00) | \$ (4,230.00) | \$ (4,230.00) | \$ (4,230.00) | \$ 2,572.00 | \$ 3,588.00 | \$ 4,238.00 | \$ 5,068.00 | \$ 5,642.00 |
| RIDER OSW ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ 3,470.00 | \$ 10,780.00 | \$ 16,140.00 | \$ 23,600.00 | \$ 31,020.00 | \$ 36,000.00 | \$ 35,950.00 | \$ 40,350.00 | \$ 43,700.00 | \$ 46,350.00 | \$ 49,200.00 | \$ 46,720.00 | \$ 38,590.00 | \$ 34,170.00 |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (2,748.00) | \$ (2,576.00) | \$ (2,576.00) | \$ (3,548.00) | \$ (4,952.00) | \$ (6,892.00) | \$ (8,674.00) | \$ (10,674.00) | \$ (12,712.00) | \$ (14,716.00) | \$ (16,716.00) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1,296.00) | \$ (1,406.00) | \$ (1,406.00) | \$ (1,584.00) | \$ (1,584.00) | \$ (1,584.00) | \$ (1,584.00) | \$ (1,584.00) | \$ (1,584.00) | \$ (1,584.00) |
| RIDER OSW - CAPACITY OFFSET ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1,120.00) | \$ (1,200.00) | \$ (1,380.00) | \$ (1,380.00) | \$ (1,502.00) | \$ (1,510.00) | \$ (1,710.00) | \$ (2,850.00) | \$ (2,850.00) | \$ (2,850.00) |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ 3,470.00 | \$ 10,780.00 | \$ 16,140.00 | \$ 23,600.00 | \$ 28,272.00 | \$ 32,000.00 | \$ 4,848.00 | \$ 13,008.00 | \$ 18,470.00 | \$ 24,050.00 | \$ 25,538.00 | \$ 9,176.00 | \$ (1,874.00) | \$ (4,932.00) |
| NUCLEAR SMALL MODULAR REACTORS ¹² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 90.00 | \$ 380.00 | \$ 950.00 | \$ 2,340.00 | \$ 4,500.00 | \$ 7,390.00 | \$ 10,940.00 | \$ 14,930.00 | \$ 18,550.00 | \$ 21,870.00 | \$ 25,970.00 |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 1,572.00 | \$ 16,796.00 | \$ 21,510.00 | \$ 39,196.00 | \$ 45,588.00 | \$ 46,274.00 | \$ 35,876.00 | \$ 32,570.00 | \$ 45,008.00 | \$ 55,358.00 | \$ 68,672.00 | \$ 76,986.00 | \$ 66,192.00 | \$ 57,198.00 | \$ 60,694.00 |
| PLAN B TOTAL | \$ 330,860.69 | \$ 312,878.69 | \$ 313,786.69 | \$ 313,786.69 | \$ 455,705.60 | \$ 433,428.60 | \$ 456,586.75 | \$ 474,068.18 | \$ 471,701.02 | \$ 465,328.83 | \$ 465,666.77 | \$ 476,302.10 | \$ 489,899.83 | \$ 507,415.71 | \$ 522,403.95 | \$ 512,343.98 | \$ 495,543.63 | \$ 508,479.63 |
| CAGR PLAN B (2019 BASE) | | | | | | | | | | | | | | | | | | 2.7% |
| CAGR PLAN B (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | 3.1% |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PIP.

⁴ Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

2.3%

3.1%

3.1%

4.3%

Rate Outlook 2019 to 2035

RESIDENTIAL RISK PROJECTION - PLAN C, COMPANY METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reworkment offset under Via Code.

| RESIDENTIAL Schedule 1 (1,000 kWh) | 2019 DEC 2019 | 2020 MAY 1, 2020 | 2020 DEC 2020 | 2021 DEC 2021 | 2022 DEC 2022 | 2023 DEC 2023 | 2024 DEC 2024 | 2025 DEC 2025 | 2026 DEC 2026 | 2027 DEC 2027 | 2028 DEC 2028 | 2029 DEC 2029 | 2030 DEC 2030 | 2031 DEC 2031 | 2032 DEC 2032 | 2033 DEC 2033 | 2034 DEC 2034 | 2035 DEC 2035 |
|---|------------------|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 60.93 | \$ 60.93 | \$ 60.93 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 |
| TRIENNIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.47) | \$ (0.49) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 19.72 | \$ 19.72 | \$ 19.72 | \$ 19.72 | \$ 19.91 | \$ 19.91 | \$ 19.91 | \$ 21.59 | \$ 21.59 | \$ 21.59 | \$ 21.59 | \$ 21.59 | \$ 21.59 | \$ 21.59 | \$ 21.59 | \$ 21.59 | \$ 21.59 | \$ 21.59 |
| FUEL - RIDER A | \$ 23.25 | \$ 17.36 | \$ 17.36 | \$ 17.36 | \$ 35.38 | \$ 35.38 | \$ 35.38 | \$ 29.25 | \$ 29.25 | \$ 29.25 | \$ 29.25 | \$ 29.25 | \$ 29.25 | \$ 29.25 | \$ 29.25 | \$ 29.25 | \$ 29.25 | \$ 29.25 |
| FUEL SECURITY/STABILIZATION ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.41 | \$ 2.41 | \$ 2.41 | \$ 2.41 | \$ 2.41 | \$ 2.41 | \$ 2.41 | \$ 2.41 | \$ 2.41 | \$ 2.41 | \$ 2.41 |
| DSM (APPROVED PROGRAMS) | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 |
| RIDER PIP - UNIVERSAL SERVICE FEE ¹ | \$ - | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 |
| Generation Infrastructure | \$ 12.91 | \$ 12.76 | \$ 12.87 | \$ 13.39 | \$ 14.51 | \$ 6.67 | \$ 6.18 | \$ 6.12 | \$ 5.05 | \$ 5.36 | \$ 5.59 | \$ 5.23 | \$ 5.00 | \$ 4.85 | \$ 4.58 | \$ 4.52 | \$ 4.13 | \$ 3.94 |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ¹ | \$ - | \$ - | \$ - | \$ - | \$ 2.07 | \$ 0.93 | \$ 1.54 | \$ 2.39 | \$ 2.83 | \$ 3.48 | \$ 3.77 | \$ 4.16 | \$ 4.62 | \$ 4.69 | \$ 4.44 | \$ 4.16 | \$ 3.91 | \$ 3.63 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure ¹ | \$ - | \$ - | \$ - | \$ - | \$ 1.16 | \$ 0.30 | \$ 0.30 | \$ 3.13 | \$ 2.94 | \$ 3.84 | \$ 4.06 | \$ 4.51 | \$ 4.61 | \$ 4.40 | \$ 4.15 | \$ 3.93 | \$ 3.68 | \$ 3.39 |
| GRID TRANSFORMATION PLAN | \$ 1.84 | \$ 1.40 | \$ 1.40 | \$ 1.40 | \$ 2.14 | \$ 1.99 | \$ 1.99 | \$ 2.74 | \$ 3.80 | \$ 4.11 | \$ 4.18 | \$ 4.57 | \$ 4.02 | \$ 4.53 | \$ 3.67 | \$ 3.49 | \$ 3.36 | \$ 3.08 |
| STRATEGIC UNDERGROUND PLAN | \$ - | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.17 | \$ 0.29 | \$ 0.50 | \$ 0.65 | \$ 0.79 | \$ 0.86 | \$ 0.84 | \$ 0.80 | \$ 0.77 | \$ 0.73 | \$ 0.70 | \$ 0.67 | \$ 0.65 |
| RURAL BROADBAND | \$ 1.99 | \$ 1.99 | \$ 1.67 | \$ 1.25 | \$ 1.95 | \$ 2.03 | \$ 1.02 | \$ 0.79 | \$ 0.60 | \$ 0.68 | \$ 0.67 | \$ 0.62 | \$ 0.58 | \$ 0.43 | \$ 0.30 | \$ 0.34 | \$ 0.31 | \$ 0.29 |
| AS Environmental | \$ - | \$ - | \$ - | \$ - | \$ 2.95 | \$ 2.96 | \$ 2.70 | \$ 3.09 | \$ 3.14 | \$ 2.70 | \$ 2.77 | \$ 2.05 | \$ 1.86 | \$ 1.83 | \$ 1.47 | \$ 1.04 | \$ 0.33 | \$ 0.07 |
| RIDER COR | \$ - | \$ - | \$ - | \$ - | \$ 2.39 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER REGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4.64 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources to Plan C | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.54 | \$ 1.39 | \$ 2.41 | \$ 2.07 | \$ 1.80 | \$ 1.74 | \$ 2.33 | \$ 2.29 | \$ 2.40 | \$ 2.53 | \$ 2.67 | \$ 2.92 | \$ 3.24 |
| INCREMENTAL GENERIC DSM | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1.09 | \$ 1.71 | \$ 2.60 | \$ 3.26 | \$ 3.47 | \$ 3.81 |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | \$ - | \$ - | \$ - | \$ 0.18 | \$ 1.81 | \$ 1.53 | \$ 2.65 | \$ 2.64 | \$ 3.38 | \$ 3.34 | \$ 3.25 | \$ 3.36 | \$ 3.17 | \$ 3.50 | \$ 3.80 | \$ 3.98 | \$ 3.98 | \$ 4.18 |
| RIDER RPS ¹ | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.36 | \$ 2.13 | \$ 3.64 | \$ 4.77 | \$ 6.14 | \$ 7.59 | \$ 8.63 | \$ 9.98 | \$ 11.07 | \$ 12.44 | \$ 13.43 | \$ 14.56 | \$ 15.22 | \$ 16.35 |
| RIDER CE ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.43) | \$ (0.62) | \$ (1.07) | \$ (1.33) | \$ (1.73) | \$ (2.20) | \$ (2.41) | \$ (2.72) | \$ (3.14) | \$ (3.46) | \$ (3.67) | \$ (4.27) | \$ (4.66) |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.84) | \$ (0.84) | \$ (0.87) | \$ (1.03) | \$ (1.07) | \$ (1.02) | \$ (1.06) | \$ (1.09) | \$ (1.08) | \$ (1.07) |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.01) | \$ (0.05) | \$ (0.15) | \$ (0.26) | \$ (0.48) | \$ (0.60) | \$ (0.76) | \$ (0.95) | \$ (1.18) | \$ (1.35) | \$ (1.63) | \$ (1.77) | \$ (2.03) |
| RIDER CE - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.32 | \$ 1.70 | \$ 2.98 | \$ 3.56 | \$ 3.71 | \$ 4.73 | \$ 4.95 | \$ 5.76 | \$ 6.33 | \$ 7.12 | \$ 7.56 | \$ 7.98 | \$ 8.10 | \$ 8.59 |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ 0.31 | \$ 0.45 | \$ 0.29 | \$ 0.88 | \$ 0.91 | \$ 1.42 | \$ 1.83 | \$ 2.27 | \$ 2.88 | \$ 3.47 | \$ 3.99 | \$ 4.39 | \$ 4.87 | \$ 5.34 |
| RIDER PPA ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.34) | \$ (0.72) | \$ (0.31) | \$ (0.51) | \$ (0.86) | \$ (1.12) | \$ (1.29) | \$ (1.35) | \$ (1.45) | \$ (1.64) | \$ (1.81) | \$ (2.07) | \$ (2.20) | \$ (2.52) |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.57) | \$ (0.42) | \$ (0.56) | \$ (0.60) | \$ (0.60) | \$ (0.54) | \$ (0.55) | \$ (0.57) | \$ (0.56) | \$ (0.59) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ (0.03) | \$ (0.02) | \$ (0.03) | \$ (0.12) | \$ (0.19) | \$ (0.31) | \$ (0.40) | \$ (0.52) | \$ (0.67) | \$ (0.76) | \$ (0.82) | \$ (0.96) | \$ (1.09) | \$ (1.22) |
| RIDER PPA - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.07) | \$ (0.29) | \$ (0.05) | \$ (0.14) | \$ (0.72) | \$ (0.43) | \$ (0.39) | \$ (0.30) | \$ 0.17 | \$ 0.53 | \$ 0.81 | \$ 0.84 | \$ 1.02 | \$ 1.15 |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 5.94 | \$ 9.16 | \$ 10.53 | \$ 12.30 | \$ 11.94 | \$ 11.26 | \$ 10.06 | \$ 10.60 | \$ 13.02 | \$ 14.91 | \$ 14.97 | \$ 14.27 |
| RIDER OSW ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.46) | \$ (1.60) | \$ (3.23) | \$ (2.76) | \$ (2.49) | \$ (2.48) | \$ (2.46) | \$ (2.45) | \$ (2.73) | \$ (4.80) |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.12) | \$ (1.50) | \$ (1.57) | \$ (1.29) | \$ (0.98) | \$ (0.88) | \$ (0.79) | \$ (0.70) | \$ (0.68) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.43) | \$ (0.47) | \$ (0.49) | \$ (0.54) | \$ (0.54) | \$ (0.61) | \$ (0.51) | \$ (0.52) | \$ (1.06) |
| RIDER OSW - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8.06 | \$ 6.34 | \$ 6.44 | \$ 5.73 | \$ 6.60 | \$ 9.08 | \$ 11.15 | \$ 11.02 | \$ 7.73 |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 5.94 | \$ 9.16 | \$ 10.07 | \$ 8.06 | \$ 6.34 | \$ 6.44 | \$ 5.73 | \$ 6.60 | \$ 9.08 | \$ 11.15 | \$ 11.02 | \$ 7.73 |
| NUCLEAR SMALL MODULAR REACTORS ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.04 | \$ 0.15 | \$ 0.36 | \$ 0.83 | \$ 1.58 | \$ 2.62 | \$ 3.89 | \$ 5.25 | \$ 6.57 | \$ 7.94 | \$ 9.48 |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 0.37 | \$ 4.52 | \$ 7.68 | \$ 11.52 | \$ 15.25 | \$ 16.59 | \$ 16.07 | \$ 14.98 | \$ 16.95 | \$ 18.01 | \$ 21.63 | \$ 26.49 | \$ 30.53 | \$ 32.06 | \$ 31.13 |
| PLAN C TOTAL | \$ 122.66 | \$ 116.18 | \$ 118.54 | \$ 122.72 | \$ 140.21 | \$ 134.08 | \$ 144.74 | \$ 152.71 | \$ 153.70 | \$ 155.53 | \$ 154.60 | \$ 156.97 | \$ 160.91 | \$ 165.09 | \$ 170.52 | \$ 174.91 | \$ 175.33 | \$ 175.12 |
| CAGR PLAN C (2019 BASE) | | | | | | | | | | | | | | | | | | |
| CAGR PLAN C (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUP-2021-00054. No future changes modeled.
² Indicative rate for fuel securitization. No assumptions modeled for opt out.
³ No assumptions modeled for exemptions to Riders OSW & PIP.
⁴ Reflects Riders B, R, S, W, RW, GV, US-1, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.
⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.
⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.
⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.
⁸ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUP-2021-00156.
⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.
¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS program annual requirement.

2.3%

3.1%

2.3%

2.7%

Rate Outlook 2019 to 2035

SMALL GENERAL BILL PROTECTION - PLAN C COMPANY METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval. Certain line items potentially eligible for customer credit reimbursement offset under Va. Code.

[illegible]

Publicly available annualized real rates consistent with the final order in Case No. 2018-3021-000058. No future changes modeled.

Publicly available, annualized call rates consistent with the initial order in the

* INDICATIVE RATE FOR FUEL SECURIZATION. NO ASSUMPTIONS MADE FOR FUEL SECURIZATION.

* No assumptions modeled for exemptions to Riders OSW & pipp.

* Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and

⁶ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

* Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

* Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration

⁸ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

Rate Outlook 2019 to 2035

Base projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reimbursement effort under Va. Code.

LARGE GENERAL BILL PROJECTION - PLAN C, COMPANY METHODOLOGY

| LARGE GENERAL SERVICE | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Schedule GS-1 (6,000,000 kWh - 10,000 kWh) | DEC 2019 | MAY 1, 2020 | DEC 2020 | DEC 2021 | DEC 2022 | DEC 2023 | DEC 2024 | DEC 2025 | DEC 2026 | DEC 2027 | DEC 2028 | DEC 2029 | DEC 2030 | DEC 2031 | DEC 2032 | DEC 2033 | DEC 2034 | DEC 2035 |
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 |
| TRINERIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 37,760.00 | \$ 37,760.00 | \$ 42,770.00 | \$ 45,320.00 | \$ 45,320.00 | \$ 47,770.00 | \$ 48,400.00 | \$ 48,400.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 |
| FUEL - RIDER A | \$ 135,574.00 | \$ 104,142.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 | \$ 102,176.00 |
| FUEL SECURITIZATION ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GS-4 (APPROVED PROGRAMS) | \$ 150.00 | \$ 150.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 |
| RIDER PIP - UNIVERSAL SERVICE FEE ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Generation Infrastructure | | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ¹ | \$ 36,670.00 | \$ 34,070.00 | \$ 33,790.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 | \$ 34,270.00 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure ¹ | | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| AS Environmental | | | | | | | | | | | | | | | | | | |
| RIDER E | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 3,140.00 | \$ 4,850.00 | \$ 4,440.00 | \$ 2,710.00 | \$ 2,070.00 | \$ 1,540.00 | \$ 1,780.00 | \$ 1,770.00 | \$ 1,670.00 | \$ 1,670.00 | \$ 1,670.00 | \$ 1,670.00 | \$ 1,670.00 | \$ 1,670.00 | \$ 1,670.00 |
| RIDER CCR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan C | | | | | | | | | | | | | | | | | | |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | | | | | | | | | | | | | | | | | | |
| RIDER RPS ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PLAN C TOTAL | \$ 350,850.69 | \$ 312,878.69 | \$ 313,786.69 | \$ 370,696.69 | \$ 455,706.69 | \$ 433,429.69 | \$ 457,156.75 | \$ 473,558.18 | \$ 466,349.02 | \$ 455,982.83 | \$ 461,334.10 | \$ 471,063.83 | \$ 487,583.71 | \$ 508,333.95 | \$ 520,761.98 | \$ 513,987.63 | \$ 509,377.63 | \$ 509,377.63 |
| CAGR PLAN C (2019 BASE) | | | | | | | | | | | | | | | | | | 2.4% |
| CAGR PLAN C (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | 3.2% |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PIP.

⁴ Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the welded capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00155.

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS program annual requirement.

2.7%
3.9%

2.4%
3.2%

RESIDENTIAL BILL PROJECTION - PLAN D, COMPANY METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reinvestment offset under Va. Code.

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | |
|--|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | DEC 2019 | MAY 1, 2020 | DEC 2020 | DEC 2021 | DEC 2022 | DEC 2023 | DEC 2024 | DEC 2025 | DEC 2026 | DEC 2027 | DEC 2028 | DEC 2029 | DEC 2030 | DEC 2031 | DEC 2032 | DEC 2033 | DEC 2034 | DEC 2035 |
| RESIDENTIAL Schedule 1 (1,000 kWh) | | | | | | | | | | | | | | | | | | |
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 60.93 | \$ 60.93 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 |
| TREASURY REVIEW - VOLUNTARY CUSTOMER REFUND ² | \$ - | \$ - | \$ - | \$ (0.47) | \$ (0.43) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIBERT | \$ 19.72 | \$ 19.72 | \$ 20.29 | \$ 15.58 | \$ 13.91 | \$ 20.61 | \$ 21.59 | \$ 22.99 | \$ 24.83 | \$ 25.41 | \$ 26.55 | \$ 27.45 | \$ 28.08 | \$ 27.94 | \$ 27.72 | \$ 27.34 | \$ 26.89 | \$ 26.49 |
| FUEL - RIDER A | \$ 23.25 | \$ 17.36 | \$ 17.02 | \$ 20.45 | \$ 35.38 | \$ 27.38 | \$ 29.25 | \$ 28.48 | \$ 27.31 | \$ 26.67 | \$ 25.89 | \$ 26.12 | \$ 25.83 | \$ 26.09 | \$ 31.78 | \$ 31.78 | \$ 31.56 | \$ 31.56 |
| FUEL - RIDER B | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER C | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER D | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER E | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER F | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER G | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER H | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER I | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER J | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER K | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER L | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER M | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER N | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER O | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER P | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER Q | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER R | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER S | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER T | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER U | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER V | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER W | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER X | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER Y | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER Z | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DSM (APPROVED PROGRAMS) | \$ 1.13 | \$ 1.13 | \$ 1.47 | \$ 1.31 | \$ 1.60 | \$ 1.61 | \$ 1.21 | \$ 0.79 | \$ 0.40 | \$ 0.28 | \$ 0.10 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPP - UNIVERSAL SERVICE FEE ³ | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 |
| Generation Infrastructure | \$ 12.91 | \$ 12.76 | \$ 12.87 | \$ 13.39 | \$ 14.51 | \$ 6.17 | \$ 6.18 | \$ 6.12 | \$ 5.05 | \$ 5.36 | \$ 5.59 | \$ 5.23 | \$ 5.00 | \$ 4.85 | \$ 4.58 | \$ 4.57 | \$ 4.13 | \$ 3.94 |
| GENERATION - RIDERS APPROVED PRIOR TO 2020 ⁴ | \$ - | \$ - | \$ - | \$ - | \$ 2.07 | \$ 0.93 | \$ 1.54 | \$ 2.39 | \$ 2.83 | \$ 3.48 | \$ 3.77 | \$ 4.16 | \$ 4.62 | \$ 4.69 | \$ 4.44 | \$ 4.16 | \$ 3.91 | \$ 3.63 |
| RIDER SMA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STRATEGIC UNDERGROUND PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan D | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INCREMENTAL GENERIC DSM | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GREENVILLE 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| BRUNSWICK 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Programs-Related Resources in Plan A | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RPS ⁵ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE ⁶ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET ⁷ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - CAPACITY OFFSET ⁹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (7 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS ¹² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 4.52 | \$ 7.68 | \$ 11.35 | \$ 15.04 | \$ 17.76 | \$ 17.60 | \$ 16.62 | \$ 21.02 | \$ 25.44 | \$ 31.31 | \$ 36.29 | \$ 37.92 | \$ 39.58 | \$ 44.72 | \$ 47.72 |
| PLAN D TOTAL | \$ 122.66 | \$ 116.18 | \$ 116.54 | \$ 122.72 | \$ 140.21 | \$ 134.08 | \$ 144.87 | \$ 155.84 | \$ 154.82 | \$ 157.99 | \$ 162.76 | \$ 168.79 | \$ 174.49 | \$ 179.38 | \$ 180.61 | \$ 180.90 | \$ 181.59 | \$ 181.59 |
| CAGR PLAN D (2019 BASE) | | | | | | | | | | | | 2.9% | | | | | 2.6% | 3.0% |
| CAGR PLAN D (MAY 2020 BASE) | | | | | | | | | | | | 3.6% | | | | | 3.0% | 3.0% |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00054. No future changes modeled.
² Indicative rate for fuel securitization. No assumptions modeled for opt out.
³ No assumptions modeled for fuel securitization. No assumptions modeled for opt out.
⁴ Reflects Riders B, R, S, W, BV, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.
⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.
⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.
⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.
⁸ Need for a credit at the modeled capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.
⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPA.
¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

[illegible]

Publicly available. annualized tariff rates consistent with the final order in Case No. B118-2021-00058. No future changes modeled.

* Indicative rate for (real) securitization. No assumptions modeled for out-of-market purchases, annualized capital rates consistent with the final order in the public availability.

¹ No assumptions modeled for exemptions to riders OGV & B100

No assumptions modeled for exemptions to Riders OSW & Pipp.

Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and GV are projected and completed where applicable. Information is confidential and subject to change. Includes all projected and completed where applicable. Information is confidential and subject to change.

Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources. Includes energy for Company-owned projects removed in 2020 and thereafter, along with energy sales distributed sales and contracts.

¹ Need for a credit at the avoided capacity cost proxy value for Bidders CE PPA and OSW under consideration in Case No. P118-2021-00156. Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

* Includes specific PPAs announced in 2020 and thereafter, along with senior enter and storage PPA's.
Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00158.

* While nuclear small modular reactors do not generate RFCA, the output from such facilities reduces the Commission's BPS program annual includes specific ppAs proposed in 2020 and thereafter, along with generic solar and storage ppAs.

* While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual

LARGE GENERAL BILL PROJECTION - PLAN D, COMPANY METHODOLOGY

Rates and projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reinvestment offset under Va. Code.

| LARGE GENERAL SERVICE | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Schedule GS-4 (6,000,000 kWh - 10,000 kWh) | | | | | | | | | | | | | | | | | |
| DISTRIBUTION & GENERATION (PLAN D) | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 | \$ 131,186.69 |
| TRANSMISSION - RIDER T | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 |
| FUEL - RIDER A | \$ 135,924.00 | \$ 104,141.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 | \$ 102,126.00 |
| FUEL SECURITY CREDIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DSM (APPROVED PROGRAMS) | \$ 150.00 | \$ 150.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 | \$ 144.00 |
| RIDER PIP - UNIVERSAL SERVICE FEE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Generation Infrastructure | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 | \$ 36,670.00 | \$ 33,750.00 | \$ 34,570.00 | \$ 36,660.00 | \$ 15,480.00 | \$ 17,160.00 | \$ 15,880.00 | \$ 13,110.00 | \$ 13,990.00 | \$ 15,770.00 | \$ 14,860.00 | \$ 14,110.00 | \$ 13,610.00 | \$ 13,040.00 | \$ 12,750.00 | \$ 11,380.00 | \$ 10,800.00 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ 2,080.00 | \$ 4,100.00 | \$ 6,180.00 | \$ 7,330.00 | \$ 9,100.00 | \$ 10,640.00 | \$ 11,870.00 | \$ 13,690.00 | \$ 13,170.00 | \$ 12,670.00 | \$ 11,740.00 | \$ 10,760.00 | \$ 9,940.00 |
| Distribution Infrastructure | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| AS Environmental | | | | | | | | | | | | | | | | | |
| RIDER E | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 4,860.00 | \$ 4,460.00 | \$ 2,710.00 | \$ 2,070.00 | \$ 1,540.00 | \$ 1,780.00 | \$ 1,880.00 | \$ 1,770.00 | \$ 1,670.00 | \$ 1,200.00 | \$ 850.00 | \$ 960.00 | \$ 850.00 | \$ 780.00 |
| RIDER CCR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan D | | | | | | | | | | | | | | | | | |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GREENVILLE 20A'S RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| BRUNSWICK 20A'S RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | | | | | | | | | | | | | | | | | |
| RIDER RPS | \$ - | \$ - | \$ - | \$ - | \$ 1,091.00 | \$ 10,860.00 | \$ 9,161.00 | \$ 15,888.00 | \$ 20,286.00 | \$ 20,061.00 | \$ 19,488.00 | \$ 20,145.00 | \$ 18,995.00 | \$ 20,976.00 | \$ 21,304.00 | \$ 25,086.00 | \$ 25,976.00 |
| RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ 480.00 | \$ 3,140.00 | \$ 5,350.00 | \$ 11,510.00 | \$ 14,250.00 | \$ 19,880.00 | \$ 26,700.00 | \$ 32,380.00 | \$ 35,770.00 | \$ 38,860.00 | \$ 42,730.00 | \$ 44,060.00 | \$ 47,730.00 |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ 480.00 | \$ 3,140.00 | \$ 5,350.00 | \$ 11,510.00 | \$ 14,250.00 | \$ 19,880.00 | \$ 26,700.00 | \$ 32,380.00 | \$ 35,770.00 | \$ 38,860.00 | \$ 42,730.00 | \$ 44,060.00 | \$ 47,730.00 |
| RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - CAPACITY OFFSET | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5.154 MW) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ 350,860.69 | \$ 312,278.69 | \$ 313,786.69 | \$ 370,686.69 | \$ 455,706.69 | \$ 433,429.69 | \$ 471,376.75 | \$ 474,868.18 | \$ 471,385.02 | \$ 466,108.77 | \$ 477,648.10 | \$ 493,455.83 | \$ 514,277.71 | \$ 533,699.85 | \$ 529,559.38 | \$ 521,397.63 | \$ 535,117.63 |
| PLAN D TOTAL | \$ - | \$ - | \$ - | \$ - | \$ 1,572.00 | \$ 16,796.00 | \$ 21,510.00 | \$ 39,196.00 | \$ 45,498.00 | \$ 46,694.00 | \$ 46,338.00 | \$ 59,558.00 | \$ 77,042.00 | \$ 91,136.00 | \$ 87,454.00 | \$ 86,768.00 | \$ 99,320.00 |
| CAGR PLAN D (2019 BASE) | | | | | | | | | | | | | | | | | |
| CAGR PLAN D (JAN 2020 BASE) | | | | | | | | | | | | | | | | | |

* Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

* Indicative rate for fuel securitization. No assumptions modeled for opt out.

* No assumptions modeled for exemptions to Riders OSW & PIP.

* Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

* Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

* Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

* Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

* Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

* Includes specific PPA's proposed in 2020 and thereafter, along with generic solar and storage PPA's.

* While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

2.7%

3.5%

3.1%

4.9%

RESIDENTIAL BELL PROJECTION - PLAN E, COMPANY METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reimbursement offset under Via Code.

| RESIDENTIAL | 2019 | 2020 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|--|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Schedule 1 (1,000 kWh) | DIC 2019 | MAY 1, 2020 | DIC 2020 | DIC 2021 | DIC 2022 | DIC 2023 | DIC 2024 | DIC 2025 | DIC 2026 | DIC 2027 | 2028 | DIC 2029 | DIC 2030 | DIC 2031 | DIC 2032 | DIC 2033 | DIC 2034 | DIC 2035 |
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 60.93 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 |
| TREASURY REVIEW - VOLUNTARY CUSTOMER REFUND ² | \$ - | \$ - | \$ - | \$ - | \$ (0.47) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 19.77 | \$ 19.77 | \$ 20.39 | \$ 16.60 | \$ 12.91 | \$ 15.58 | \$ 20.61 | \$ 21.59 | \$ 22.69 | \$ 24.83 | \$ 25.41 | \$ 26.55 | \$ 27.45 | \$ 28.08 | \$ 27.94 | \$ 27.72 | \$ 27.34 | \$ 26.89 |
| FUEL - RIDER A | \$ 23.25 | \$ 17.36 | \$ 17.02 | \$ 20.45 | \$ 35.38 | \$ 28.59 | \$ 27.58 | \$ 29.25 | \$ 28.49 | \$ 27.34 | \$ 26.89 | \$ 26.01 | \$ 26.25 | \$ 27.25 | \$ 28.57 | \$ 29.96 | \$ 31.89 | \$ 34.47 |
| FUEL CERTIFICATION ³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.41 | \$ 2.30 | \$ 2.16 | \$ 2.08 | \$ 2.00 | \$ 1.90 | \$ 1.81 | \$ 1.70 | \$ 1.60 | \$ 1.50 | \$ - | \$ - |
| DSM (APPROVED PROGRAMS) | \$ 1.13 | \$ 1.13 | \$ 1.47 | \$ 1.31 | \$ 1.60 | \$ 1.61 | \$ 1.21 | \$ 0.78 | \$ 0.40 | \$ 0.18 | \$ 0.10 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPP - UNIVERSAL SERVICE FEE ⁴ | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 |
| Generation Infrastructure | | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ⁵ | \$ 12.91 | \$ 12.76 | \$ 12.87 | \$ 13.39 | \$ 14.51 | \$ 6.67 | \$ 6.18 | \$ 6.12 | \$ 5.05 | \$ 5.36 | \$ 5.59 | \$ 5.23 | \$ 5.00 | \$ 4.85 | \$ 4.58 | \$ 4.52 | \$ 4.13 | \$ 3.94 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ 2.07 | \$ 0.93 | \$ 1.54 | \$ 2.39 | \$ 2.83 | \$ 3.48 | \$ 3.77 | \$ 4.16 | \$ 4.62 | \$ 4.69 | \$ 4.44 | \$ 4.16 | \$ 3.91 | \$ 3.63 |
| Distribution Infrastructure ⁶ | | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ 1.16 | \$ 0.30 | \$ 3.13 | \$ 2.40 | \$ 2.94 | \$ 3.84 | \$ 4.06 | \$ 4.51 | \$ 4.61 | \$ 4.40 | \$ 4.15 | \$ 3.93 | \$ 3.68 | \$ 3.39 |
| STRATEGIC UNDERGROUND PLAN | \$ 1.84 | \$ 1.40 | \$ 1.40 | \$ 2.14 | \$ 2.50 | \$ 1.99 | \$ 2.74 | \$ 3.80 | \$ 4.11 | \$ 4.18 | \$ 4.52 | \$ 4.02 | \$ 4.53 | \$ 3.67 | \$ 3.49 | \$ 3.36 | \$ 3.22 | \$ 3.08 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.17 | \$ 0.29 | \$ 0.50 | \$ 0.65 | \$ 0.79 | \$ 0.86 | \$ 0.86 | \$ 0.84 | \$ 0.80 | \$ 0.77 | \$ 0.73 | \$ 0.70 | \$ 0.67 | \$ 0.65 |
| AS Environmental | | | | | | | | | | | | | | | | | | |
| RIDER E | \$ 1.99 | \$ 1.99 | \$ 1.67 | \$ 1.25 | \$ 1.95 | \$ 2.03 | \$ 1.02 | \$ 0.79 | \$ 0.60 | \$ 0.68 | \$ 0.67 | \$ 0.62 | \$ 0.58 | \$ 0.43 | \$ 0.30 | \$ 0.34 | \$ 0.31 | \$ 0.29 |
| RIDER CCR | \$ - | \$ - | \$ - | \$ 2.95 | \$ 2.96 | \$ 2.70 | \$ 3.09 | \$ 3.14 | \$ 2.70 | \$ 2.77 | \$ 2.05 | \$ 1.86 | \$ 1.83 | \$ 1.47 | \$ 1.04 | \$ 0.33 | \$ 0.16 | \$ 0.07 |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ 2.39 | \$ - | \$ 4.64 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan E | | | | | | | | | | | | | | | | | | |
| INCREMENTAL GENERIC DSM | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.54 | \$ 1.39 | \$ 2.41 | \$ 2.07 | \$ 1.80 | \$ 1.74 | \$ 2.33 | \$ 2.29 | \$ 2.40 | \$ 2.53 | \$ 2.67 | \$ 2.92 | \$ 3.24 |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.17 | \$ 0.16 | \$ 0.15 | \$ 0.20 | \$ 0.18 | \$ 0.17 | \$ 0.16 | \$ 0.14 | \$ 0.12 | \$ 0.13 | \$ 0.12 | \$ 0.11 |
| GREENVILLE 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.12 | \$ 0.11 | \$ 0.12 | \$ 0.18 | \$ 0.16 | \$ 0.15 | \$ 0.13 | \$ 0.12 | \$ 0.12 | \$ 0.10 | \$ 0.09 | \$ 0.09 |
| BRUNSWICK 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.12 | \$ 0.11 | \$ 0.12 | \$ 0.18 | \$ 0.16 | \$ 0.15 | \$ 0.13 | \$ 0.12 | \$ 0.12 | \$ 0.10 | \$ 0.09 | \$ 0.09 |
| RPS Program-Related Resources in Plan A | | | | | | | | | | | | | | | | | | |
| RIDER RPS ⁷ | \$ - | \$ - | \$ - | \$ 0.18 | \$ 1.81 | \$ 1.53 | \$ 2.65 | \$ 2.64 | \$ 3.38 | \$ 3.34 | \$ 3.25 | \$ 3.36 | \$ 3.17 | \$ 3.50 | \$ 3.80 | \$ 3.88 | \$ 3.99 | \$ 4.19 |
| RIDER CE ⁸ | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.36 | \$ 2.13 | \$ 3.64 | \$ 4.85 | \$ 6.25 | \$ 7.89 | \$ 9.23 | \$ 11.18 | \$ 12.81 | \$ 14.29 | \$ 15.34 | \$ 16.52 | \$ 17.26 | \$ 18.26 |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.43) | \$ (0.62) | \$ (1.07) | \$ (1.33) | \$ (1.73) | \$ (2.20) | \$ (2.41) | \$ (2.71) | \$ (3.14) | \$ (3.49) | \$ (3.94) | \$ (4.34) | \$ (4.74) |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.84) | \$ (0.64) | \$ (0.87) | \$ (1.05) | \$ (1.07) | \$ (1.02) | \$ (1.06) | \$ (1.10) | \$ (1.10) | \$ (1.09) |
| RIDER CE - CAPACITY OFFSET ⁹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.01) | \$ (0.05) | \$ (0.15) | \$ (0.16) | \$ (0.48) | \$ (0.60) | \$ (0.85) | \$ (1.18) | \$ (1.42) | \$ (1.61) | \$ (1.91) | \$ (2.41) | \$ (2.42) |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.32 | \$ 1.70 | \$ 2.98 | \$ 3.63 | \$ 3.82 | \$ 5.04 | \$ 5.55 | \$ 6.48 | \$ 7.83 | \$ 8.71 | \$ 9.18 | \$ 9.57 | \$ 9.65 | \$ 10.01 |
| RIDER PPA ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ 0.31 | \$ 0.45 | \$ 0.29 | \$ 0.88 | \$ 0.91 | \$ 1.42 | \$ 1.98 | \$ 2.62 | \$ 3.23 | \$ 3.82 | \$ 4.37 | \$ 4.98 | \$ 5.45 | \$ 5.91 |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (0.34) | \$ (0.72) | \$ (0.72) | \$ (0.91) | \$ (0.88) | \$ (1.12) | \$ (1.75) | \$ (2.35) | \$ (2.95) | \$ (3.47) | \$ (4.03) | \$ (4.58) | \$ (5.13) | \$ (5.68) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.43) | \$ (0.61) | \$ (0.82) | \$ (0.92) | \$ (1.06) | \$ (1.21) | \$ (1.35) | \$ (1.50) | \$ (1.65) |
| RIDER PPA - CAPACITY OFFSET ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.07) | \$ (0.28) | \$ (0.05) | \$ (0.14) | \$ (0.14) | \$ (0.78) | \$ (0.43) | \$ (0.24) | \$ (0.57) | \$ (0.80) | \$ 1.14 | \$ 1.32 | \$ 1.46 | \$ 1.57 |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ 0.31 | \$ 0.45 | \$ 0.45 | \$ 0.29 | \$ 0.88 | \$ 0.91 | \$ 1.42 | \$ 1.98 | \$ 2.62 | \$ 3.23 | \$ 3.82 | \$ 4.37 | \$ 4.98 | \$ 5.45 | \$ 5.91 |
| RIDER OSW ¹² | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 5.94 | \$ 9.16 | \$ 10.53 | \$ 12.50 | \$ 11.04 | \$ 11.26 | \$ 10.05 | \$ 10.40 | \$ 13.02 | \$ 14.81 | \$ 14.97 | \$ 14.77 |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.46) | \$ (1.60) | \$ (2.33) | \$ (2.76) | \$ (2.98) | \$ (3.48) | \$ (4.48) | \$ (5.48) | \$ (6.48) | \$ (7.48) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.46) | \$ (0.46) | \$ (0.46) | \$ (0.46) | \$ (0.46) | \$ (0.46) | \$ (0.46) | \$ (0.46) | \$ (0.46) | \$ (0.46) |
| RIDER OSW - CAPACITY OFFSET ¹³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.43) | \$ (0.47) | \$ (0.49) | \$ (0.54) | \$ (0.54) | \$ (0.51) | \$ (0.53) | \$ (0.53) | \$ (0.56) |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 5.94 | \$ 9.16 | \$ 10.07 | \$ 12.07 | \$ 6.34 | \$ 6.44 | \$ 5.73 | \$ 6.00 | \$ 9.08 | \$ 11.15 | \$ 11.02 | \$ 7.73 |
| NUCLEAR SMALL MODULAR REACTORS ¹⁴ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.04 | \$ 0.18 | \$ 0.52 | \$ 1.31 | \$ 2.78 | \$ 5.06 | \$ 8.35 | \$ 12.36 | \$ 16.58 |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 0.37 | \$ 4.52 | \$ 7.68 | \$ 11.52 | \$ 15.29 | \$ 16.50 | \$ 18.06 | \$ 15.15 | \$ 17.43 | \$ 18.61 | \$ 22.48 | \$ 28.25 | \$ 34.28 | \$ 38.48 | \$ 40.09 |
| PLAN E TOTAL | \$ 122.66 | \$ 116.18 | \$ 116.54 | \$ 122.72 | \$ 140.21 | \$ 134.08 | \$ 145.04 | \$ 153.02 | \$ 153.73 | \$ 155.78 | \$ 154.58 | \$ 157.81 | \$ 160.50 | \$ 164.83 | \$ 170.45 | \$ 176.87 | \$ 180.30 | \$ 182.20 |
| CAGR PLAN E (2019 BASE) | | | | | | | | | | | | | | | | | | 2.5% |
| CAGR PLAN E (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | 3.1% |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-000558. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Rider OSW & PPA.

⁴ Reflects Rider B, R, S, W, PV, GV, US-3, and US-4 through 2023. Assumes Riders B, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all new and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific, Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the unaided capacity cost proxy value for Rider CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁹ Includes specific, PPA proposed in 2020 and thereafter, along with generic solar and storage PPA's.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

LARGE GENERAL BILL PROJECTION - PLAN E, COMPANY METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reinvestment offset under Va. Code.

| | 2019 DEC 2019 | 2020 MAY 1, 2020 | 2020 DEC 2020 | 2021 DEC 2021 | 2022 DEC 2022 | 2023 DEC 2023 | 2024 DEC 2024 | 2025 DEC 2025 | 2026 DEC 2026 | 2027 DEC 2027 | 2028 DEC 2028 | 2029 DEC 2029 | 2030 DEC 2030 | 2031 DEC 2031 | 2032 DEC 2032 | 2033 DEC 2033 | 2034 DEC 2034 | 2035 DEC 2035 |
|--|------------------|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| LARGE GENERAL SERVICE | | | | | | | | | | | | | | | | | | |
| Schedule GS-4 (6,000,000 kWh - 10,000 kWh) | | | | | | | | | | | | | | | | | | |
| DISTRIBUTION & GENERATION BASE ¹ | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 |
| TREASURY REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 |
| FUEL - RIDER A | \$ 130,574.00 | \$ 104,142.00 | \$ 107,116.00 | \$ 122,688.00 | \$ 212,274.00 | \$ 171,540.00 | \$ 165,480.00 | \$ 170,946.00 | \$ 170,946.00 | \$ 164,064.00 | \$ 161,340.00 | \$ 156,072.00 | \$ 157,494.00 | \$ 163,518.00 | \$ 171,420.00 | \$ 179,778.00 | \$ 191,246.00 | \$ 200,888.00 |
| FUEL SECURITIZATION ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DSM (APPROVED PROGRAMS) | \$ 150.00 | \$ 150.00 | \$ 144.00 | \$ 60.00 | \$ 102.00 | \$ 168.00 | \$ 176.00 | \$ 108.00 | \$ 90.00 | \$ 96.00 | \$ 96.00 | \$ 96.00 | \$ 96.00 | \$ 96.00 | \$ 96.00 | \$ 96.00 | \$ 96.00 | \$ 96.00 |
| RIDER RPP - UNIVERSAL SERVICE FEE ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Generation Infrastructure ² | \$ 36,670.00 | \$ 34,070.00 | \$ 33,750.00 | \$ 34,570.00 | \$ 36,600.00 | \$ 15,480.00 | \$ 17,160.00 | \$ 15,630.00 | \$ 13,110.00 | \$ 13,990.00 | \$ 15,770.00 | \$ 14,860.00 | \$ 14,110.00 | \$ 13,610.00 | \$ 13,040.00 | \$ 12,760.00 | \$ 11,380.00 | \$ 10,800.00 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,150.00 | \$ 2,030.00 | \$ 4,100.00 | \$ 6,160.00 | \$ 9,100.00 | \$ 10,840.00 | \$ 11,820.00 | \$ 13,030.00 | \$ 13,170.00 | \$ 12,620.00 | \$ 11,740.00 | \$ 10,760.00 | \$ 9,840.00 |
| Distribution Infrastructure ³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,160.00 | \$ 360.00 | \$ 3,690.00 | \$ 3,040.00 | \$ 4,550.00 | \$ 4,550.00 | \$ 5,090.00 | \$ 5,120.00 | \$ 4,730.00 | \$ 4,400.00 | \$ 4,040.00 | \$ 3,590.00 | \$ 3,170.00 |
| AS Environmental | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER E | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 3,140.00 | \$ 4,860.00 | \$ 4,440.00 | \$ 2,710.00 | \$ 2,020.00 | \$ 1,540.00 | \$ 1,780.00 | \$ 1,880.00 | \$ 1,770.00 | \$ 1,620.00 | \$ 1,200.00 | \$ 850.00 | \$ 960.00 | \$ 850.00 | \$ 780.00 |
| RIDER CTR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 17,730.00 | \$ 16,212.00 | \$ 18,522.00 | \$ 14,816.00 | \$ 16,382.00 | \$ 12,306.00 | \$ 11,148.00 | \$ 10,986.00 | \$ 8,796.00 | \$ 6,272.00 | \$ 1,974.00 | \$ 584.00 | \$ 444.00 |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 27,852.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan E | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GREENVILLE 2015 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| BRUNSWICK 2015 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | | | | | | | | | | | | | | | | | | |
| RIDER RPS ⁴ | \$ - | \$ - | \$ - | \$ 1,097.00 | \$ 10,860.00 | \$ 9,167.00 | \$ 15,834.00 | \$ 20,286.00 | \$ 20,052.00 | \$ 20,052.00 | \$ 19,438.00 | \$ 20,148.00 | \$ 18,956.00 | \$ 20,576.00 | \$ 22,794.00 | \$ 23,304.00 | \$ 23,864.00 | \$ 25,158.00 |
| RIDER CE ⁵ | \$ - | \$ - | \$ - | \$ 480.00 | \$ 3,140.00 | \$ 5,350.00 | \$ 12,080.00 | \$ 15,040.00 | \$ 12,130.00 | \$ 21,360.00 | \$ 28,780.00 | \$ 32,370.00 | \$ 36,730.00 | \$ 40,380.00 | \$ 43,440.00 | \$ 46,810.00 | \$ 47,700.00 | \$ 49,350.00 |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET ⁶ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 480.00 | \$ 3,140.00 | \$ 5,350.00 | \$ 12,080.00 | \$ 15,040.00 | \$ 12,130.00 | \$ 21,360.00 | \$ 28,780.00 | \$ 32,370.00 | \$ 36,730.00 | \$ 40,380.00 | \$ 43,440.00 | \$ 46,810.00 | \$ 47,700.00 | \$ 49,350.00 |
| RIDER PPA ⁷ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW ⁹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ 350,860.69 | \$ 312,878.69 | \$ 313,786.69 | \$ 370,686.69 | \$ 435,706.60 | \$ 433,426.69 | \$ 457,946.75 | \$ 474,408.18 | \$ 485,773.02 | \$ 458,052.77 | \$ 462,440.10 | \$ 469,540.83 | \$ 483,983.17 | \$ 507,599.35 | \$ 525,745.98 | \$ 529,497.63 | \$ 529,611.63 | \$ 529,611.63 |
| PLAN E TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CAGR PLAN E (2019 BASE) | | | | | | | | | | | | | | | | | | |
| CAGR PLAN E (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future charges modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Rider OSW & PIPP.

⁴ Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2033. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted resources.

⁶ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁷ Need for a credit at the associated capacity cost proxy value for Rider CE, PPA, and OSW under consideration in Case No. PUR-2021-00154.

⁸ Includes specific PPA's proposed in 2020 and thereafter, along with generic solar and storage PPAs.

⁹ While smaller modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

2.9%

2.9%

Rates Outlook: 2019 to 2023

Rates are subject to regulatory approval. Rates are subject to regulatory approval. Certain line items potentially eligible for customer credit reimbursement offset under Va. Code.

RESIDENTIAL

| RESIDENTIAL | 2019 | 2020 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|--|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Schedule 1 (1,000 kWh) | DEC 2019 | MAY 1, 2020 | DEC 2020 | DEC 2021 | DEC 2022 | DEC 2023 | DEC 2024 | DEC 2025 | DEC 2026 | DEC 2027 | DEC 2028 | DEC 2029 | DEC 2030 | DEC 2031 | DEC 2032 | DEC 2033 | DEC 2034 | DEC 2035 |
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 | \$ 62.93 |
| TRIMENAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.47) | \$ (0.47) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 19.72 | \$ 19.72 | \$ 20.29 | \$ 16.60 | \$ 12.91 | \$ 15.58 | \$ 21.30 | \$ 21.14 | \$ 25.74 | \$ 28.49 | \$ 31.04 | \$ 33.53 | \$ 35.97 | \$ 38.34 | \$ 40.05 | \$ 41.38 | \$ 42.90 | \$ 44.38 |
| FUEL - RIDER A | \$ 23.25 | \$ 17.36 | \$ 17.02 | \$ 20.45 | \$ 35.38 | \$ 28.59 | \$ 27.58 | \$ 29.25 | \$ 32.54 | \$ 32.07 | \$ 32.78 | \$ 32.53 | \$ 34.01 | \$ 36.65 | \$ 37.97 | \$ 41.56 | \$ 46.08 | \$ 48.57 |
| FUEL SECURITIZATION ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.41 | \$ 2.30 | \$ 2.16 | \$ 2.08 | \$ 2.00 | \$ 1.90 | \$ 1.81 | \$ 1.70 | \$ 1.60 | \$ 1.50 | \$ - | \$ - |
| DSM (APPROVED PROGRAMS) | \$ 1.13 | \$ 1.13 | \$ 1.47 | \$ 1.31 | \$ 1.50 | \$ 1.61 | \$ 1.21 | \$ 0.78 | \$ 0.99 | \$ 0.28 | \$ 0.10 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PIP - UNIVERSAL SERVICE FEE ¹ | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 |
| Generation Infrastructure | \$ 12.91 | \$ 12.76 | \$ 12.87 | \$ 13.39 | \$ 14.51 | \$ 6.67 | \$ 6.46 | \$ 6.67 | \$ 9.74 | \$ 6.24 | \$ 6.92 | \$ 6.68 | \$ 6.64 | \$ 6.69 | \$ 6.65 | \$ 6.83 | \$ 6.56 | \$ 6.38 |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ¹ | \$ - | \$ - | \$ - | \$ - | \$ 2.07 | \$ 0.93 | \$ 1.62 | \$ 2.60 | \$ 3.21 | \$ 4.06 | \$ 4.66 | \$ 5.32 | \$ 6.13 | \$ 6.47 | \$ 6.44 | \$ 6.29 | \$ 6.21 | \$ 6.05 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure ¹ | \$ - | \$ - | \$ - | \$ - | \$ 1.16 | \$ 0.30 | \$ 3.11 | \$ 2.37 | \$ 2.92 | \$ 3.86 | \$ 4.13 | \$ 4.65 | \$ 4.85 | \$ 4.73 | \$ 4.59 | \$ 4.43 | \$ 4.23 | \$ 4.00 |
| GRID TRANSFORMATION PLAN | \$ 1.84 | \$ 1.40 | \$ 1.40 | \$ 2.14 | \$ 2.50 | \$ 1.99 | \$ 2.73 | \$ 3.71 | \$ 4.05 | \$ 4.15 | \$ 4.56 | \$ 4.11 | \$ 4.71 | \$ 3.91 | \$ 3.83 | \$ 3.75 | \$ 3.67 | \$ 3.59 |
| STRATEGIC UNDERGROUND PLAN | \$ - | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.17 | \$ 0.49 | \$ 0.64 | \$ 0.79 | \$ 0.87 | \$ 0.88 | \$ 0.86 | \$ 0.84 | \$ 0.83 | \$ 0.81 | \$ 0.79 | \$ 0.78 | \$ 0.76 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| AS Environmental | \$ 1.99 | \$ 1.99 | \$ 1.67 | \$ 1.25 | \$ 1.95 | \$ 2.03 | \$ 1.07 | \$ 0.85 | \$ 0.68 | \$ 0.80 | \$ 0.83 | \$ 0.80 | \$ 0.76 | \$ 0.59 | \$ 0.43 | \$ 0.51 | \$ 0.49 | \$ 0.48 |
| RIDER E | \$ - | \$ - | \$ - | \$ - | \$ 2.95 | \$ 2.96 | \$ 3.13 | \$ 3.10 | \$ 2.84 | \$ 2.92 | \$ 2.22 | \$ 2.06 | \$ 2.10 | \$ 1.75 | \$ 1.31 | \$ 0.43 | \$ 0.23 | \$ 0.11 |
| RIDER CDR | \$ - | \$ - | \$ - | \$ - | \$ 2.39 | \$ - | \$ 4.64 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources In Plan A | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.19 | \$ 0.79 | \$ 1.68 | \$ 2.50 | \$ 3.39 | \$ 4.47 | \$ 6.26 | \$ 6.45 | \$ 6.50 | \$ 6.04 |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GAS CC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources In Plan A | \$ - | \$ - | \$ - | \$ 0.18 | \$ 1.81 | \$ 1.53 | \$ 2.71 | \$ 2.69 | \$ 3.62 | \$ 3.58 | \$ 3.56 | \$ 3.76 | \$ 3.66 | \$ 4.19 | \$ 4.80 | \$ 5.10 | \$ 5.50 | \$ 7.17 |
| RIDER RPS ¹ | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.86 | \$ 2.13 | \$ 2.88 | \$ 3.70 | \$ 4.16 | \$ 4.26 | \$ 4.33 | \$ 4.17 | \$ 3.97 | \$ 3.89 | \$ 3.79 | \$ 3.90 | \$ 4.25 | \$ 4.63 |
| RIDER CE ¹ | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.04) | \$ (0.43) | \$ (0.61) | \$ (1.04) | \$ (1.34) | \$ (1.20) | \$ (1.43) | \$ (1.38) | \$ (1.33) | \$ (1.31) | \$ (1.37) | \$ (1.44) | \$ (1.58) | \$ (1.65) |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.01) | \$ (0.05) | \$ (0.14) | \$ (0.27) | \$ (0.53) | \$ (0.63) | \$ (0.70) | \$ (0.69) | \$ (0.48) | \$ (0.40) | \$ (0.43) | \$ (0.42) | \$ (0.42) |
| RIDER CE - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.01) | \$ (0.05) | \$ (0.14) | \$ (0.16) | \$ (0.34) | \$ (0.37) | \$ (0.39) | \$ (0.43) | \$ (0.43) | \$ (0.40) | \$ (0.42) | \$ (0.46) | \$ (0.45) |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.32 | \$ 1.70 | \$ 2.22 | \$ 2.52 | \$ 3.66 | \$ 2.06 | \$ 1.90 | \$ 1.79 | \$ 1.66 | \$ 1.65 | \$ 1.54 | \$ 1.59 | \$ 1.81 | \$ 2.11 |
| RIDER PPA ¹ | \$ - | \$ - | \$ - | \$ - | \$ 0.31 | \$ 0.45 | \$ 0.28 | \$ 0.86 | \$ 0.97 | \$ 2.33 | \$ 3.68 | \$ 5.07 | \$ 6.82 | \$ 8.35 | \$ 9.97 | \$ 12.14 | \$ 13.89 | \$ 16.27 |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (0.34) | \$ (0.72) | \$ (0.31) | \$ (0.88) | \$ (0.93) | \$ (1.79) | \$ (2.41) | \$ (2.95) | \$ (3.69) | \$ (4.28) | \$ (5.16) | \$ (6.14) | \$ (7.17) | \$ (8.48) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.59) | \$ (0.45) | \$ (0.92) | \$ (1.18) | \$ (1.35) | \$ (1.53) | \$ (1.80) | \$ (2.17) | \$ (2.68) | \$ (3.35) |
| RIDER PPA - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.03) | \$ (0.03) | \$ (0.03) | \$ (0.12) | \$ (0.19) | \$ (0.46) | \$ (0.70) | \$ (0.95) | \$ (1.23) | \$ (1.57) | \$ (1.64) | \$ (1.91) | \$ (2.41) | \$ (2.70) |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ (0.07) | \$ (0.29) | \$ (0.05) | \$ (0.14) | \$ (0.74) | \$ (0.34) | \$ (0.35) | \$ (0.00) | \$ (0.73) | \$ 1.20 | \$ 1.44 | \$ 2.42 | \$ 2.53 | \$ 3.30 |
| RIDER OSW ¹ | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 6.21 | \$ 9.78 | \$ 11.71 | \$ 14.02 | \$ 13.41 | \$ 12.96 | \$ 12.01 | \$ 10.92 | \$ 12.03 | \$ 14.13 | \$ 17.17 | \$ 20.72 |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.51) | \$ (4.16) | \$ (3.86) | \$ (3.42) | \$ (3.23) | \$ (3.37) | \$ (3.53) | \$ (3.87) | \$ (4.05) | \$ (4.05) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.25) | \$ (2.28) | \$ (1.95) | \$ (1.67) | \$ (1.33) | \$ (1.26) | \$ (1.20) | \$ (1.12) | \$ (1.09) |
| RIDER OSW - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.49) | \$ (0.57) | \$ (0.61) | \$ (0.70) | \$ (0.73) | \$ (0.85) | \$ (0.90) | \$ (0.90) | \$ (0.85) |
| TOTAL OFFSHORE WIND | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 6.21 | \$ 9.78 | \$ 11.20 | \$ 9.12 | \$ 6.70 | \$ 6.98 | \$ 6.41 | \$ 5.49 | \$ 6.39 | \$ 8.50 | \$ 11.39 | \$ 14.77 |
| NUCLEAR SMALL MODULAR REACTORS ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 0.37 | \$ 4.52 | \$ 7.68 | \$ 11.09 | \$ 14.86 | \$ 15.77 | \$ 14.40 | \$ 11.82 | \$ 12.53 | \$ 12.46 | \$ 12.53 | \$ 14.37 | \$ 17.60 | \$ 21.23 | \$ 27.36 |
| PLAN A TOTAL | \$ 122.66 | \$ 116.18 | \$ 116.54 | \$ 122.72 | \$ 140.21 | \$ 133.54 | \$ 144.05 | \$ 152.10 | \$ 158.85 | \$ 162.83 | \$ 165.45 | \$ 169.54 | \$ 176.15 | \$ 181.80 | \$ 188.25 | \$ 196.53 | \$ 205.37 | \$ 217.36 |
| CAGR PLAN A (2019 BASE) | | | | | | | | | | | | | 3.3% | | | | | 3.5% |
| CAGR PLAN A (MAY 2020 BASE) | | | | | | | | | | | | | 4.0% | | | | | 4.1% |

¹ Publicly available, annualized self rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² No assumptions modeled for fuel securitization. No assumptions modeled for opt out.

³ Reflects Riders B, R, S, W, BW, GV, US-3, and US-4 through 2023. Assumes Riders B, S, and W rolled into base rates effective July 1, 2023.

⁴ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁵ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁶ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁷ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00155.

⁸ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

⁹ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

Rate Outlook 2019 to 2035

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit rebatement offset under Va. Code.

LARGE GENERAL BILL PROJECTION - PLAN A, DIRECTED METHODOLOGY

| LARGE GENERAL SERVICE | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Schedule G-4 (10,000 kWh - 10,000 kWh) | | | | | | | | | | | | | | | | | |
| DISTRIBUTION & GENERATION (PLAN A) | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 |
| TRINERIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 |
| FUEL - RIDER A | \$ 139,524.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 |
| FUEL SECURITY CREDIT ² | \$ 139,524.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 | \$ 140,142.00 |
| DSM (APPROVED PROGRAM) | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 |
| RIDER PIP - UNIVERSAL SERVICE FEE ³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Generation Infrastructure | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ⁴ | \$ 36,670.00 | \$ 34,070.00 | \$ 33,750.00 | \$ 36,660.00 | \$ 15,480.00 | \$ 15,050.00 | \$ 14,670.00 | \$ 12,570.00 | \$ 13,670.00 | \$ 15,170.00 | \$ 14,680.00 | \$ 14,550.00 | \$ 14,670.00 | \$ 14,560.00 | \$ 14,970.00 | \$ 14,380.00 | \$ 14,000.00 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ 5,150.00 | \$ 5,150.00 | \$ 5,690.00 | \$ 7,040.00 | \$ 8,890.00 | \$ 10,230.00 | \$ 11,650.00 | \$ 13,430.00 | \$ 14,190.00 | \$ 14,120.00 | \$ 13,770.00 | \$ 13,600.00 | \$ 13,260.00 |
| Distribution Infrastructure ⁵ | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ 360.00 | \$ 370.00 | \$ 2,860.00 | \$ 3,530.00 | \$ 4,660.00 | \$ 4,990.00 | \$ 5,670.00 | \$ 5,860.00 | \$ 5,700.00 | \$ 5,550.00 | \$ 5,350.00 | \$ 5,170.00 | \$ 4,800.00 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ 350.00 | \$ 350.00 | \$ 780.00 | \$ 950.00 | \$ 1,050.00 | \$ 1,060.00 | \$ 1,040.00 | \$ 1,020.00 | \$ 1,000.00 | \$ 980.00 | \$ 960.00 | \$ 940.00 | \$ 970.00 |
| AS Environmental | | | | | | | | | | | | | | | | | |
| RIDER E | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 4,860.00 | \$ 4,420.00 | \$ 2,350.00 | \$ 1,870.00 | \$ 1,480.00 | \$ 1,750.00 | \$ 1,810.00 | \$ 1,740.00 | \$ 1,660.00 | \$ 1,310.00 | \$ 960.00 | \$ 1,130.00 | \$ 1,090.00 | \$ 1,050.00 |
| RIDER CDR | \$ - | \$ - | \$ - | \$ 17,670.00 | \$ 17,730.00 | \$ 16,212.00 | \$ 18,756.00 | \$ 17,040.00 | \$ 17,520.00 | \$ 13,332.00 | \$ 12,384.00 | \$ 12,624.00 | \$ 10,500.00 | \$ 7,835.00 | \$ 2,580.00 | \$ 1,350.00 | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ 14,356.00 | \$ - | \$ 27,853.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan A | | | | | | | | | | | | | | | | | |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GAS CC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 420.00 | \$ 1,730.00 | \$ 3,670.00 | \$ 5,480.00 | \$ 7,410.00 | \$ 9,780.00 | \$ 13,720.00 | \$ 14,130.00 | \$ 14,250.00 | \$ 16,690.00 |
| RPS Program-Related Resources in Plan A | | | | | | | | | | | | | | | | | |
| RIDER RPS ⁶ | \$ - | \$ - | \$ - | \$ 1,097.00 | \$ 10,860.00 | \$ 9,167.00 | \$ 16,726.00 | \$ 16,128.00 | \$ 21,744.00 | \$ 21,468.00 | \$ 21,366.00 | \$ 21,342.00 | \$ 25,164.00 | \$ 28,824.00 | \$ 30,587.00 | \$ 31,074.00 | \$ 41,016.00 |
| RIDER CE ⁷ | \$ - | \$ - | \$ - | \$ 3,140.00 | \$ 5,350.00 | \$ 5,350.00 | \$ 7,370.00 | \$ 9,390.00 | \$ 10,440.00 | \$ 10,700.00 | \$ 10,870.00 | \$ 10,480.00 | \$ 9,820.00 | \$ 9,510.00 | \$ 9,790.00 | \$ 10,690.00 | \$ 11,620.00 |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA ⁹ | \$ - | \$ - | \$ - | \$ - | \$ 2,016.00 | \$ 1,346.00 | \$ 4,206.00 | \$ 4,798.00 | \$ 4,798.00 | \$ 12,282.00 | \$ 19,754.00 | \$ 36,236.00 | \$ 44,690.00 | \$ 53,612.00 | \$ 64,017.00 | \$ 73,614.00 | \$ 84,998.00 |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ 490,384.69 | \$ 417,020.69 | \$ 313,786.69 | \$ 370,696.69 | \$ 455,706.69 | \$ 433,425.69 | \$ 448,284.75 | \$ 469,024.18 | \$ 491,991.02 | \$ 488,104.83 | \$ 487,346.77 | \$ 502,182.10 | \$ 526,243.83 | \$ 555,291.71 | \$ 577,043.95 | \$ 608,595.98 | \$ 642,461.63 |
| PLAN A TOTAL | \$ 490,384.69 | \$ 417,020.69 | \$ 313,786.69 | \$ 370,696.69 | \$ 455,706.69 | \$ 433,425.69 | \$ 448,284.75 | \$ 469,024.18 | \$ 491,991.02 | \$ 488,104.83 | \$ 487,346.77 | \$ 502,182.10 | \$ 526,243.83 | \$ 555,291.71 | \$ 577,043.95 | \$ 608,595.98 | \$ 642,461.63 |
| CAGR PLAN A (2019 BASE) | | | | | | | | | | | | | | | | | |
| CAGR PLAN A (MAY 2020 BASE) | | | | | | | | | | | | | | | | | |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future charges modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PIP.

⁴ Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

0.5%

2.7%

Rate Outlook 2019 to 2035

RESIDENTIAL BILL PROJECTION - PLAN B, DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reimbursement offset under Va. Code.

| RESIDENTIAL Schedule 1 (1,000 kWh) | 2019 DEC 2019 | 2020 MAY 1, 2020 | 2020 DEC 2020 | 2021 DEC 2021 | 2022 DEC 2022 | 2023 DEC 2023 | 2024 DEC 2024 | 2025 DEC 2025 | 2026 DEC 2026 | 2027 DEC 2027 | 2028 DEC 2028 | 2029 DEC 2029 | 2030 DEC 2030 | 2031 DEC 2031 | 2032 DEC 2032 | 2033 DEC 2033 | 2034 DEC 2034 | 2035 DEC 2035 |
|---|------------------|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 60.93 | \$ 60.93 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 |
| TRIENNIAL REVIEW - VOLUNTARY CUSTOMER REFUND ² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.43) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 19.72 | \$ 19.72 | \$ 20.29 | \$ 20.29 | \$ 20.29 | \$ 12.91 | \$ 15.58 | \$ 21.30 | \$ 23.14 | \$ 25.74 | \$ 28.49 | \$ 31.04 | \$ 33.53 | \$ 35.97 | \$ 38.34 | \$ 40.65 | \$ 41.38 | \$ 42.90 |
| FUEL - RIDER A | \$ 23.25 | \$ 17.56 | \$ 17.02 | \$ 17.02 | \$ 20.45 | \$ 35.38 | \$ 28.59 | \$ 27.56 | \$ 31.09 | \$ 31.96 | \$ 31.60 | \$ 31.97 | \$ 33.51 | \$ 35.12 | \$ 40.72 | \$ 43.64 | \$ 47.59 | \$ 52.74 |
| FUEL SECURITIZATION ³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.41 | \$ 2.30 | \$ 2.16 | \$ 2.08 | \$ 2.00 | \$ 1.90 | \$ 1.81 | \$ 1.70 | \$ 1.60 | \$ 1.50 | \$ - |
| OSW (APPROVED PROGRAMS) | \$ 1.13 | \$ 1.13 | \$ 1.47 | \$ 1.47 | \$ 1.31 | \$ 1.60 | \$ 1.61 | \$ 1.21 | \$ 0.78 | \$ 0.39 | \$ 0.28 | \$ 0.10 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPP - UNIVERSAL SERVICE FEE ⁴ | \$ - | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 |
| Generation Infrastructure | \$ 12.51 | \$ 12.76 | \$ 12.87 | \$ 13.39 | \$ 14.51 | \$ 6.67 | \$ 6.46 | \$ 6.67 | \$ 5.74 | \$ 6.24 | \$ 6.97 | \$ 6.68 | \$ 6.64 | \$ 6.69 | \$ 6.65 | \$ 6.83 | \$ 6.56 | \$ 6.58 |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ⁴ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.07 | \$ 1.67 | \$ 2.60 | \$ 3.21 | \$ 4.06 | \$ 4.66 | \$ 5.32 | \$ 6.13 | \$ 6.47 | \$ 6.44 | \$ 6.29 | \$ 6.21 | \$ 6.05 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1.16 | \$ 0.30 | \$ 3.11 | \$ 2.37 | \$ 2.97 | \$ 3.86 | \$ 4.13 | \$ 4.65 | \$ 4.85 | \$ 4.73 | \$ 4.59 | \$ 4.43 | \$ 4.00 |
| STRATEGIC UNDERGROUND PLAN | \$ 1.84 | \$ 1.40 | \$ 1.40 | \$ 2.14 | \$ 2.50 | \$ 1.99 | \$ 2.73 | \$ 3.71 | \$ 4.05 | \$ 4.15 | \$ 4.56 | \$ 4.11 | \$ 4.71 | \$ 3.91 | \$ 3.83 | \$ 3.75 | \$ 3.67 | \$ 3.59 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.17 | \$ 0.29 | \$ 0.49 | \$ 0.64 | \$ 0.79 | \$ 0.87 | \$ 0.88 | \$ 0.86 | \$ 0.84 | \$ 0.83 | \$ 0.79 | \$ 0.78 | \$ 0.76 |
| AS Environmental | \$ 1.99 | \$ 1.99 | \$ 1.67 | \$ 1.25 | \$ 1.95 | \$ 2.03 | \$ 1.07 | \$ 0.85 | \$ 0.68 | \$ 0.80 | \$ 0.83 | \$ 0.80 | \$ 0.76 | \$ 0.59 | \$ 0.43 | \$ 0.51 | \$ 0.49 | \$ 0.48 |
| RIDER E | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.95 | \$ 2.96 | \$ 3.13 | \$ 3.10 | \$ 2.84 | \$ 2.92 | \$ 2.77 | \$ 2.10 | \$ 1.75 | \$ 1.31 | \$ 0.43 | \$ 0.23 | \$ 0.11 |
| RIDER CDR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RSGI | \$ - | \$ - | \$ - | \$ - | \$ 2.39 | \$ - | \$ 4.64 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan B | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.54 | \$ 1.38 | \$ 2.37 | \$ 2.05 | \$ 1.80 | \$ 1.77 | \$ 2.40 | \$ 2.41 | \$ 2.58 | \$ 2.80 | \$ 3.37 | \$ 3.82 |
| INCREMENTAL GENERIC DSM | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.45 | \$ 0.88 | \$ 1.78 | \$ 2.18 | \$ 2.19 | \$ 2.33 | \$ 2.68 | \$ 3.27 | \$ 3.99 | \$ 5.06 | \$ 5.98 |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | \$ - | \$ - | \$ - | \$ - | \$ 0.18 | \$ 1.81 | \$ 1.53 | \$ 2.65 | \$ 3.57 | \$ 3.48 | \$ 3.48 | \$ 3.68 | \$ 3.59 | \$ 4.17 | \$ 4.72 | \$ 5.14 | \$ 5.39 | \$ 5.94 |
| RIDER RPS ⁵ | \$ - | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.36 | \$ 2.13 | \$ 3.40 | \$ 4.54 | \$ 5.06 | \$ 7.41 | \$ 9.15 | \$ 10.85 | \$ 12.55 | \$ 14.54 | \$ 16.45 | \$ 18.67 | \$ 23.77 |
| RIDER CE ⁶ | \$ - | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.43) | \$ (0.61) | \$ (1.04) | \$ (1.37) | \$ (1.63) | \$ (2.22) | \$ (2.59) | \$ (2.66) | \$ (3.32) | \$ (3.58) | \$ (4.71) | \$ (5.46) | \$ (6.46) |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.87) | \$ (0.87) | \$ (0.87) | \$ (0.87) | \$ (1.09) | \$ (1.03) | \$ (1.19) | \$ (1.30) | \$ (1.36) | \$ (1.47) |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.01) | \$ (0.05) | \$ (0.14) | \$ (0.26) | \$ (0.44) | \$ (0.44) | \$ (0.44) | \$ (0.55) | \$ (0.82) | \$ (1.08) | \$ (1.36) | \$ (1.68) | \$ (2.00) |
| RIDER CE - CAPACITY OFFSET ⁷ | \$ - | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.32 | \$ 1.70 | \$ 2.74 | \$ 3.45 | \$ 4.68 | \$ 5.41 | \$ 6.35 | \$ 7.68 | \$ 8.83 | \$ 9.70 | \$ 10.70 | \$ 11.61 | \$ 13.05 |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ 0.31 | \$ 0.45 | \$ 0.28 | \$ 0.86 | \$ 0.92 | \$ 1.39 | \$ 1.86 | \$ 2.39 | \$ 3.01 | \$ 3.78 | \$ 4.66 | \$ 5.55 | \$ 6.52 | \$ 7.56 |
| RIDER PPA ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.34) | \$ (0.72) | \$ (0.89) | \$ (0.89) | \$ (1.06) | \$ (1.17) | \$ (1.27) | \$ (1.42) | \$ (1.73) | \$ (2.08) | \$ (2.46) | \$ (2.87) | \$ (3.35) |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.59) | \$ (0.43) | \$ (0.55) | \$ (0.57) | \$ (0.59) | \$ (0.55) | \$ (0.62) | \$ (0.68) | \$ (0.72) | \$ (0.75) |
| RIDER PPA - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.03) | \$ (0.03) | \$ (0.12) | \$ (0.19) | \$ (0.39) | \$ (0.38) | \$ (0.50) | \$ (0.65) | \$ (0.79) | \$ (0.91) | \$ (1.11) | \$ (1.33) | \$ (1.57) |
| RIDER PPA - CAPACITY OFFSET ⁹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.07) | \$ (0.29) | \$ (0.14) | \$ (0.14) | \$ (0.39) | \$ (0.24) | \$ 0.05 | \$ 0.35 | \$ 0.72 | \$ 1.06 | \$ 1.30 | \$ 1.61 | \$ 1.89 |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 6.21 | \$ 9.78 | \$ 13.35 | \$ 15.75 | \$ 15.93 | \$ 17.84 | \$ 19.72 | \$ 22.34 | \$ 24.60 | \$ 24.47 | \$ 21.75 | \$ 20.31 |
| RIDER OSW ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.51) | \$ (4.16) | \$ (3.86) | \$ (3.42) | \$ (3.23) | \$ (3.99) | \$ (3.99) | \$ (7.49) | \$ (7.79) | \$ (8.11) |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.25) | \$ (2.78) | \$ (1.95) | \$ (1.67) | \$ (1.33) | \$ (1.26) | \$ (1.32) | \$ (1.24) | \$ (1.10) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.49) | \$ (0.57) | \$ (0.61) | \$ (0.70) | \$ (0.73) | \$ (0.85) | \$ (1.51) | \$ (1.61) | \$ (1.71) |
| RIDER OSW - CAPACITY OFFSET ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10.84 | \$ 9.22 | \$ 11.85 | \$ 14.12 | \$ 16.91 | \$ 18.49 | \$ 14.25 | \$ 10.14 | \$ 8.40 |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 6.21 | \$ 9.78 | \$ 12.84 | \$ 10.84 | \$ 9.22 | \$ 11.85 | \$ 14.12 | \$ 16.91 | \$ 18.49 | \$ 14.25 | \$ 10.14 | \$ 8.40 |
| NUCLEAR SMALL MODULAR REACTORS¹² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.04 | \$ 0.17 | \$ 0.42 | \$ 1.03 | \$ 2.03 | \$ 3.48 | \$ 5.38 | \$ 7.62 | \$ 9.92 | \$ 12.61 | \$ 15.82 |
| RPT PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 0.37 | \$ 4.52 | \$ 7.68 | \$ 11.54 | \$ 15.61 | \$ 19.22 | \$ 19.04 | \$ 18.96 | \$ 24.17 | \$ 29.22 | \$ 35.95 | \$ 41.59 | \$ 41.32 | \$ 41.38 | \$ 45.09 |
| PLAN B TOTAL | \$ 122.66 | \$ 116.18 | \$ 116.54 | \$ 122.72 | \$ 140.21 | \$ 134.08 | \$ 145.88 | \$ 155.67 | \$ 164.59 | \$ 169.79 | \$ 174.05 | \$ 182.48 | \$ 193.12 | \$ 204.18 | \$ 215.40 | \$ 219.69 | \$ 224.27 | \$ 235.40 |
| CAGR PLAN B (2019 BASE) | | | | | | | | | | | | | | | | | | 4.7% |
| CAGR PLAN B (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | 4.9% |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² No assumptions modeled for fuel securitization. No assumptions modeled for opt out.

³ Reflects Riders R, S, W, GW, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁴ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁵ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁶ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁷ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁸ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

⁹ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

Rate Outlook 2019 to 2035

SMALL GENERAL BILL PROJECTION - PLAN B, DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reinvestment offset under Va. Code.

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|
| SMALL GENERAL SERVICE | | | | | | | | | | | | | | | | | |
| Schedule G5-1 (6,000 kWh - 15 MW) | | | | | | | | | | | | | | | | | |
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 | \$ 772.78 |
| TREASURY REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDER T | \$ 76.59 | \$ 76.59 | \$ 89.37 | \$ 70.55 | \$ 58.84 | \$ 65.08 | \$ 97.48 | \$ 105.90 | \$ 117.79 | \$ 130.39 | \$ 142.06 | \$ 153.46 | \$ 164.58 | \$ 175.45 | \$ 186.35 | \$ 196.31 | \$ 202.09 |
| FUEL - RIDER A | \$ 139.52 | \$ 104.14 | \$ 102.13 | \$ 122.69 | \$ 212.27 | \$ 171.54 | \$ 165.43 | \$ 175.50 | \$ 191.91 | \$ 199.59 | \$ 191.75 | \$ 191.84 | \$ 201.07 | \$ 216.74 | \$ 241.30 | \$ 261.82 | \$ 285.51 |
| FUEL SECURITIZATION ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DAW (MEMBER PROGRAM) | \$ 5.33 | \$ 5.33 | \$ 6.49 | \$ 6.22 | \$ 6.42 | \$ 7.73 | \$ 5.80 | \$ 3.74 | \$ 1.91 | \$ 12.86 | \$ 12.00 | \$ 11.41 | \$ 10.84 | \$ 10.17 | \$ 9.59 | \$ 9.01 | \$ - |
| RIDER PPP - UNIVERSAL SERVICE FEE ¹ | \$ - | \$ - | \$ - | \$ - | \$ 0.16 | \$ 0.16 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 |
| Generation Infrastructure | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ¹ | \$ 61.54 | \$ 58.22 | \$ 57.99 | \$ 65.89 | \$ 99.26 | \$ 77.32 | \$ 33.09 | \$ 32.08 | \$ 27.61 | \$ 30.01 | \$ 33.28 | \$ 32.15 | \$ 31.91 | \$ 32.19 | \$ 31.96 | \$ 32.84 | \$ 31.56 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ 8.24 | \$ 4.46 | \$ 7.78 | \$ 12.50 | \$ 15.46 | \$ 19.50 | \$ 22.43 | \$ 25.57 | \$ 29.48 | \$ 31.13 | \$ 30.98 | \$ 30.23 | \$ 29.87 |
| Distribution Infrastructure ¹ | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ 4.73 | \$ 1.39 | \$ 14.44 | \$ 10.97 | \$ 13.54 | \$ 17.88 | \$ 19.15 | \$ 21.56 | \$ 22.50 | \$ 21.94 | \$ 21.30 | \$ 20.54 | \$ 19.63 |
| STRATEGIC UNDERGROUND PLAN | \$ 8.75 | \$ 5.90 | \$ 5.90 | \$ 9.18 | \$ 9.90 | \$ 8.26 | \$ 11.35 | \$ 15.39 | \$ 16.79 | \$ 17.22 | \$ 18.91 | \$ 17.04 | \$ 19.57 | \$ 16.21 | \$ 15.88 | \$ 15.55 | \$ 15.23 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ 0.12 | \$ 0.73 | \$ 2.29 | \$ 2.99 | \$ 3.64 | \$ 4.01 | \$ 4.07 | \$ 4.00 | \$ 3.91 | \$ 3.83 | \$ 3.76 | \$ 3.68 | \$ 3.60 |
| AS Environmental | | | | | | | | | | | | | | | | | |
| RIDER E | \$ 9.44 | \$ 9.44 | \$ 7.48 | \$ 5.99 | \$ 7.76 | \$ 9.77 | \$ 5.16 | \$ 4.11 | \$ 3.25 | \$ 3.84 | \$ 3.97 | \$ 3.82 | \$ 3.66 | \$ 2.85 | \$ 2.09 | \$ 2.48 | \$ 2.38 |
| RIDER COR | \$ - | \$ - | \$ - | \$ - | \$ 17.67 | \$ 17.73 | \$ 18.76 | \$ 18.60 | \$ 17.04 | \$ 17.52 | \$ 13.33 | \$ 12.38 | \$ 12.62 | \$ 10.50 | \$ 7.84 | \$ 2.58 | \$ 1.35 |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 27.85 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan B | | | | | | | | | | | | | | | | | |
| INCREMENTAL GENERIC DSM | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.58 | \$ 6.62 | \$ 11.39 | \$ 9.85 | \$ 8.63 | \$ 8.49 | \$ 11.51 | \$ 11.56 | \$ 12.39 | \$ 13.40 | \$ 14.40 | \$ 16.14 |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.14 | \$ 4.72 | \$ 8.58 | \$ 10.49 | \$ 10.52 | \$ 11.20 | \$ 12.89 | \$ 15.71 | \$ 19.21 | \$ 24.32 |
| RPS Program-Related Resources in Plan A | | | | | | | | | | | | | | | | | |
| RIDER RPS ¹ | \$ - | \$ - | \$ - | \$ 1.09 | \$ 10.86 | \$ 9.16 | \$ 15.88 | \$ 15.44 | \$ 21.09 | \$ 20.89 | \$ 20.85 | \$ 22.09 | \$ 21.54 | \$ 24.77 | \$ 28.34 | \$ 30.83 | \$ 32.33 |
| RIDER CE ¹ | \$ - | \$ - | \$ - | \$ 0.92 | \$ 5.41 | \$ 10.12 | \$ 16.10 | \$ 21.54 | \$ 28.37 | \$ 35.70 | \$ 43.46 | \$ 51.49 | \$ 59.59 | \$ 69.08 | \$ 78.13 | \$ 88.66 | \$ 99.30 |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (0.22) | \$ (2.33) | \$ (3.68) | \$ (6.23) | \$ (9.20) | \$ (12.50) | \$ (16.32) | \$ (20.35) | \$ (24.58) | \$ (28.36) | \$ (31.34) | \$ (33.24) | \$ (34.75) |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.22) | \$ (0.70) | \$ (1.24) | \$ (1.91) | \$ (2.69) | \$ (3.52) | \$ (4.39) | \$ (5.29) | \$ (6.20) | \$ (7.14) | \$ (8.09) |
| RIDER CE - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ 0.92 | \$ 5.19 | \$ 7.75 | \$ 12.20 | \$ 14.82 | \$ 18.61 | \$ 22.21 | \$ 26.75 | \$ 31.78 | \$ 36.49 | \$ 41.63 | \$ 47.32 | \$ 53.64 | \$ 60.66 |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA ¹ | \$ - | \$ - | \$ - | \$ - | \$ 1.76 | \$ 2.46 | \$ 1.58 | \$ 4.82 | \$ 5.18 | \$ 7.82 | \$ 10.48 | \$ 13.42 | \$ 16.83 | \$ 21.19 | \$ 26.03 | \$ 31.00 | \$ 36.36 |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (2.08) | \$ (4.07) | \$ (1.85) | \$ (5.78) | \$ (5.30) | \$ (6.35) | \$ (7.03) | \$ (7.64) | \$ (8.50) | \$ (9.37) | \$ (10.27) | \$ (11.20) | \$ (12.08) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3.59) | \$ (2.58) | \$ (3.29) | \$ (3.43) | \$ (3.51) | \$ (3.28) | \$ (3.70) | \$ (4.06) | \$ (4.52) |
| RIDER PPA - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.13) | \$ (0.11) | \$ (0.13) | \$ (0.56) | \$ (0.91) | \$ (1.38) | \$ (1.82) | \$ (2.34) | \$ (3.10) | \$ (3.76) | \$ (4.42) | \$ (5.29) | \$ (6.32) |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ (0.43) | \$ (1.65) | \$ (0.40) | \$ (1.07) | \$ (4.58) | \$ (2.50) | \$ (1.66) | \$ (0.01) | \$ 1.72 | \$ 3.79 | \$ 5.56 | \$ 6.89 | \$ 8.53 |
| RIDER OSW ¹ | \$ - | \$ - | \$ - | \$ - | \$ 5.80 | \$ 22.73 | \$ 29.79 | \$ 46.95 | \$ 64.06 | \$ 75.57 | \$ 76.45 | \$ 85.62 | \$ 94.65 | \$ 107.19 | \$ 118.08 | \$ 127.44 | \$ 134.37 |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3.08) | \$ (2.98) | \$ (2.31) | \$ (2.05) | \$ (19.36) | \$ (20.21) | \$ (23.69) | \$ (24.38) | \$ (26.66) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1.66) | \$ (1.66) | \$ (1.00) | \$ (8.00) | \$ (7.58) | \$ (7.96) | \$ (13.46) |
| RIDER OSW - CAPACITY OFFSET ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (2.74) | \$ (2.93) | \$ (3.38) | \$ (3.49) | \$ (4.10) | \$ (7.23) | \$ (7.71) |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ 5.80 | \$ 22.73 | \$ 29.79 | \$ 46.95 | \$ 60.98 | \$ 46.74 | \$ 36.88 | \$ 50.49 | \$ 61.87 | \$ 75.49 | \$ 82.42 | \$ 97.94 | \$ 108.03 |
| NUCLEAR SMALL MODULAR REACTORS ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.19 | \$ 0.80 | \$ 2.03 | \$ 4.93 | \$ 9.74 | \$ 16.72 | \$ 35.87 | \$ 36.64 | \$ 47.72 | \$ 60.66 |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 2.01 | \$ 21.43 | \$ 38.00 | \$ 57.48 | \$ 78.18 | \$ 91.89 | \$ 86.52 | \$ 83.21 | \$ 109.06 | \$ 131.64 | \$ 166.16 | \$ 192.59 | \$ 184.83 | \$ 201.80 |
| PLAN B TOTAL | \$ 573.95 | \$ 532.40 | \$ 542.13 | \$ 587.62 | \$ 645.02 | \$ 706.66 | \$ 751.74 | \$ 794.86 | \$ 813.98 | \$ 830.06 | \$ 870.79 | \$ 922.00 | \$ 979.13 | \$ 1,036.11 | \$ 1,054.85 | \$ 1,077.00 | \$ 1,135.48 |
| CAGR PLAN B (2019 MAX) | | | | | | | | | | | | | | | | | |
| CAGR PLAN B (MAY 2020 BASE) | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

¹ Publicly available, annualized unit rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PPA.

⁴ Reflects Rider B, R, S, W, BV, GV, US-2, US-3, and US-4 through 2023. Assumes Rider R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

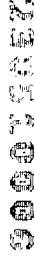
⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the avoided capacity cost proxy value for Rider CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.



LARGE GENERAL BILL PROJECTION - PLAN B, DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reimbursement offset under Va. Code.

| LARGE GENERAL SERVICE | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Schedule GS-4 (6,000,000 kWh - 10,000 kWh) | DEC 2019 | MAY 1, 2020 | DEC 2020 | DEC 2021 | DEC 2022 | DEC 2023 | DEC 2024 | DEC 2025 | DEC 2026 | DEC 2027 | DEC 2028 | DEC 2029 | DEC 2030 | DEC 2031 | DEC 2032 | DEC 2033 | DEC 2034 | DEC 2035 |
| DISTRIBUTION & GENERATION (PLAN B) | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 | \$ 122,333.63 |
| TRANSMISSION - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ (1,597.09) | \$ (1,464.00) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FUEL - RIDER T | \$ 37,760.00 | \$ 42,270.00 | \$ 45,260.00 | \$ 35,380.00 | \$ 47,770.00 | \$ 61,630.00 | \$ 67,000.00 | \$ 74,520.00 | \$ 82,500.00 | \$ 89,880.00 | \$ 97,080.00 | \$ 104,130.00 | \$ 111,000.00 | \$ 115,940.00 | \$ 119,820.00 | \$ 124,310.00 | \$ 128,490.00 | \$ 132,510.00 |
| FUEL - RIDER A | \$ 139,524.00 | \$ 104,147.00 | \$ 102,126.00 | \$ 123,688.00 | \$ 212,274.00 | \$ 171,540.00 | \$ 165,480.00 | \$ 191,910.00 | \$ 188,594.00 | \$ 191,748.00 | \$ 191,838.00 | \$ 201,066.00 | \$ 216,344.00 | \$ 241,796.00 | \$ 261,822.00 | \$ 285,510.00 | \$ 316,410.00 | \$ 346,410.00 |
| FUEL SECURITY PROGRAM ² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,669.12 | \$ 13,782.55 | \$ 12,979.39 | \$ 12,467.20 | \$ 11,999.14 | \$ 11,428.47 | \$ 10,832.20 | \$ 10,172.08 | \$ 9,586.37 | \$ 9,013.35 | \$ - | \$ - | \$ - |
| DSM (APPROVED PROGRAMS) | \$ 150.00 | \$ 150.00 | \$ 144.00 | \$ 60.00 | \$ 102.00 | \$ 168.00 | \$ 126.00 | \$ 96.00 | \$ 64.00 | \$ 36.00 | \$ 10.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PIP - UNIVERSAL SERVICE FEE ³ | \$ - | \$ - | \$ - | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 |
| Generation Infrastructure | \$ 36,670.00 | \$ 34,070.00 | \$ 33,750.00 | \$ 36,660.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 | \$ 35,480.00 |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ⁴ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,530.00 | \$ 5,680.00 | \$ 7,040.00 | \$ 8,890.00 | \$ 10,720.00 | \$ 11,650.00 | \$ 13,149.00 | \$ 14,190.00 | \$ 14,170.00 | \$ 13,770.00 | \$ 13,600.00 | \$ 13,260.00 | \$ 12,910.00 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure ⁵ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| AS Environmental | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER E | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 4,860.00 | \$ 4,460.00 | \$ 2,350.00 | \$ 1,870.00 | \$ 1,480.00 | \$ 1,750.00 | \$ 1,810.00 | \$ 1,740.00 | \$ 1,660.00 | \$ 1,310.00 | \$ 960.00 | \$ 1,130.00 | \$ 1,090.00 | \$ 1,050.00 | \$ 1,010.00 |
| RIDER CDR | \$ - | \$ - | \$ - | \$ 17,670.00 | \$ 17,780.00 | \$ 16,214.00 | \$ 18,756.00 | \$ 17,040.00 | \$ 17,520.00 | \$ 13,332.00 | \$ 12,384.00 | \$ 12,624.00 | \$ 10,900.00 | \$ 7,850.00 | \$ 2,580.00 | \$ 1,150.00 | \$ 642.00 | \$ 642.00 |
| RIDER REGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 27,852.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources In Plan B | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 970.00 | \$ 2,150.00 | \$ 3,910.00 | \$ 4,780.00 | \$ 4,790.00 | \$ 5,110.00 | \$ 5,670.00 | \$ 7,160.00 | \$ 8,750.00 | \$ 11,080.00 | \$ 13,100.00 | \$ 15,120.00 |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources In Plan A | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RPS ⁶ | \$ - | \$ - | \$ 1,092.00 | \$ 10,680.00 | \$ 9,162.00 | \$ 15,882.00 | \$ 15,444.00 | \$ 21,090.00 | \$ 20,892.00 | \$ 20,850.00 | \$ 22,066.00 | \$ 21,540.00 | \$ 24,720.00 | \$ 28,344.00 | \$ 30,834.00 | \$ 32,328.00 | \$ 35,610.00 | \$ 38,700.00 |
| RIDER CE ⁷ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ 3,140.00 | \$ 5,350.00 | \$ 6,670.00 | \$ 11,390.00 | \$ 14,940.00 | \$ 18,650.00 | \$ 21,980.00 | \$ 27,230.00 | \$ 31,490.00 | \$ 35,510.00 | \$ 41,300.00 | \$ 46,880.00 | \$ 52,570.00 | \$ 59,700.00 | \$ 67,000.00 |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ (216.00) | \$ (2,190.00) | \$ (3,684.00) | \$ (8,222.00) | \$ (9,750.00) | \$ (9,750.00) | \$ (11,320.00) | \$ (14,352.00) | \$ (15,984.00) | \$ (19,976.00) | \$ (23,867.00) | \$ (28,260.00) | \$ (33,336.00) | \$ (39,754.00) | \$ (46,660.00) |
| RIDER CE - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (5,214.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) | \$ (6,322.00) |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA ⁹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - CAPACITY OFFSET ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET ¹² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING \$154 MM) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS ¹³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 1,572.00 | \$ 16,796.00 | \$ 21,510.00 | \$ 34,316.00 | \$ 44,838.00 | \$ 31,046.00 | \$ 22,278.00 | \$ 37,290.00 | \$ 50,224.00 | \$ 67,284.00 | \$ 78,098.00 | \$ 61,760.00 | \$ 57,352.00 | \$ 64,158.00 | \$ 72,400.00 |
| PLAN B TOTAL | \$ 350,860.69 | \$ 312,875.69 | \$ 313,786.69 | \$ 370,696.69 | \$ 453,706.69 | \$ 433,429.69 | \$ 449,200.75 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 | \$ 496,367.77 |
| CAGR PLAN B (2019 BASE) | 4.3% | 4.7% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% |
| CAGR PLAN B (MAY 2020 BASE) | 4.3% | 4.7% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% | 5.4% |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PIP.

⁴ Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁶ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁷ Need for a credit at the unrolled capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁸ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

⁹ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

SMALL GENERAL BELL PROJECTION - PLAN C DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval. Certain line items potentially eligible for customer credit reinvestment offer.

| | 2019 | 2020 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|--|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|
| | DEC 2019 | MAY 1, 2020 | OIC 2020 | OIC 2021 | OIC 2022 | OIC 2023 | DEC 2024 | OIC 2025 | OIC 2026 | OIC 2027 | 2028 | DEC 2029 | OIC 2030 | OIC 2031 | DEC 2032 | DEC 2033 | DEC 2034 | DEC 2035 |
| DISTRIBUTION & GENERATION (W&D) ¹ | \$ 277.78 | \$ 277.78 | \$ 272.78 | \$ 272.78 | \$ 266.31 | \$ 266.31 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 |
| PRIORITARY REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ (3.17) | \$ (3.10) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION- RIDER T | \$ 76.59 | \$ 76.59 | \$ 89.37 | \$ 70.55 | \$ 58.94 | \$ 65.08 | \$ 97.48 | \$ 105.90 | \$ 117.79 | \$ 130.39 | \$ 147.06 | \$ 153.46 | \$ 164.58 | \$ 175.45 | \$ 183.25 | \$ 189.35 | \$ 196.31 | \$ 202.09 |
| FULL- RIDEA A | \$ 135.52 | \$ 104.14 | \$ 102.13 | \$ 122.69 | \$ 212.77 | \$ 171.54 | \$ 165.48 | \$ 175.50 | \$ 193.01 | \$ 192.81 | \$ 193.14 | \$ 192.94 | \$ 202.45 | \$ 210.04 | \$ 219.46 | \$ 220.20 | \$ 227.16 | \$ 231.70 |
| FULL SECURITYIZATION ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14.47 | \$ 13.78 | \$ 12.96 | \$ 12.86 | \$ 12.00 | \$ 11.41 | \$ 10.84 | \$ 10.17 | \$ 9.59 | \$ 9.01 | \$ - | \$ - |
| OSM (APPROVED MODULARS) | \$ 5.33 | \$ 5.33 | \$ 6.49 | \$ 6.22 | \$ 6.42 | \$ 7.73 | \$ 5.80 | \$ 3.74 | \$ 1.31 | \$ 1.35 | \$ 0.45 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPP- UNIVERSAL SERVICE FEE ¹ | \$ - | \$ - | \$ - | \$ 0.16 | \$ 0.16 | \$ 0.16 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 |
| Generation Infrastructure | \$ 61.54 | \$ 58.27 | \$ 57.99 | \$ 65.89 | \$ 59.26 | \$ 73.32 | \$ 33.69 | \$ 37.08 | \$ 27.61 | \$ 30.01 | \$ 31.28 | \$ 32.15 | \$ 31.91 | \$ 32.19 | \$ 31.96 | \$ 32.84 | \$ 31.56 | \$ 31.64 |
| GENERATION RIDERS APPROVED PRIOR TO 2020 [*] | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8.24 | \$ 4.46 | \$ 12.50 | \$ 15.46 | \$ 19.50 | \$ 22.43 | \$ 25.57 | \$ 29.48 | \$ 31.13 | \$ 30.98 | \$ 30.73 | \$ 29.87 | \$ 29.12 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure [*] | \$ - | \$ - | \$ - | \$ - | \$ 4.73 | \$ 1.39 | \$ 14.44 | \$ 10.97 | \$ 13.54 | \$ 17.88 | \$ 19.15 | \$ 21.56 | \$ 22.50 | \$ 21.94 | \$ 21.30 | \$ 20.54 | \$ 19.63 | \$ 18.54 |
| GRID TRANSFORMATION PLAN | \$ 8.75 | \$ 5.90 | \$ 3.90 | \$ 9.18 | \$ 9.90 | \$ 8.26 | \$ 11.35 | \$ 15.39 | \$ 16.79 | \$ 17.22 | \$ 18.91 | \$ 17.04 | \$ 19.57 | \$ 16.21 | \$ 15.88 | \$ 15.55 | \$ 15.23 | \$ 14.90 |
| STRATEGIC UNDERGROUND PLAN | \$ - | \$ - | \$ - | \$ 0.12 | \$ 0.73 | \$ 1.36 | \$ 2.29 | \$ 2.99 | \$ 3.64 | \$ 4.01 | \$ 4.07 | \$ 4.00 | \$ 3.91 | \$ 3.83 | \$ 3.76 | \$ 3.68 | \$ 3.60 | \$ 3.53 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| AS Environmental | \$ 9.44 | \$ 9.44 | \$ 7.48 | \$ 5.99 | \$ 7.76 | \$ 9.77 | \$ 5.16 | \$ 4.11 | \$ 3.25 | \$ 3.84 | \$ 3.97 | \$ 3.82 | \$ 3.66 | \$ 2.85 | \$ 2.09 | \$ 2.48 | \$ 2.38 | \$ 2.28 |
| RIDER E | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 16.21 | \$ 18.76 | \$ 18.60 | \$ 17.04 | \$ 17.52 | \$ 13.33 | \$ 12.38 | \$ 12.62 | \$ 10.50 | \$ 7.84 | \$ 2.58 | \$ 1.35 | \$ 0.64 |
| RIDER CDR | \$ - | \$ - | \$ - | \$ 14.36 | \$ - | \$ 27.85 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan C | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.58 | \$ 6.62 | \$ 11.39 | \$ 9.85 | \$ 8.63 | \$ 8.49 | \$ 11.51 | \$ 11.56 | \$ 12.39 | \$ 13.40 | \$ 14.40 | \$ 16.14 | \$ 18.32 |
| INCREMENTAL GENERIC OSM | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6.96 | \$ 11.33 | \$ 16.14 | \$ 23.63 | \$ 26.51 | \$ 30.55 |
| PAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | \$ - | \$ - | \$ - | \$ 1.09 | \$ 10.86 | \$ 9.16 | \$ 15.88 | \$ 15.44 | \$ 21.09 | \$ 20.89 | \$ 20.85 | \$ 22.09 | \$ 21.54 | \$ 24.72 | \$ 28.34 | \$ 30.83 | \$ 32.33 | \$ 35.61 |
| RIDER RPS [*] | \$ - | \$ - | \$ - | \$ - | \$ 5.41 | \$ 10.12 | \$ 16.91 | \$ 22.37 | \$ 29.43 | \$ 36.36 | \$ 43.79 | \$ 51.24 | \$ 58.60 | \$ 66.03 | \$ 76.46 | \$ 85.64 | \$ 93.79 | \$ 104.87 |
| RIDER CE ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.27) | \$ (2.33) | \$ (3.68) | \$ (6.23) | \$ (8.27) | \$ (10.78) | \$ (14.06) | \$ (15.79) | \$ (18.47) | \$ (22.11) | \$ (25.75) | \$ (29.84) | \$ (34.58) | \$ (39.64) |
| RIDER OSM - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (5.21) | \$ (5.58) | \$ (6.88) | \$ (7.27) | \$ (7.16) | \$ (7.16) | \$ (7.92) | \$ (8.41) | \$ (8.76) | \$ (9.11) |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.22) | \$ (0.70) | \$ (1.24) | \$ (2.32) | \$ (3.89) | \$ (5.03) | \$ (6.47) | \$ (7.66) | \$ (9.59) | \$ (10.90) | \$ (13.00) | \$ (15.00) |
| RIDER CE - CAPACITY OFFSET [*] | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7.75 | \$ 13.01 | \$ 15.44 | \$ 14.71 | \$ 19.24 | \$ 21.08 | \$ 24.67 | \$ 27.83 | \$ 32.34 | \$ 35.14 | \$ 37.84 | \$ 39.55 | \$ 43.12 |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 0.92 | \$ 5.19 | \$ 7.75 | \$ 13.01 | \$ 15.44 | \$ 14.71 | \$ 19.24 | \$ 21.08 | \$ 24.67 | \$ 27.83 | \$ 32.34 | \$ 35.14 | \$ 37.84 | \$ 39.55 | \$ 43.12 |
| RIDER PPA [*] | \$ - | \$ - | \$ - | \$ - | \$ 1.76 | \$ 2.46 | \$ 1.58 | \$ 4.82 | \$ 5.73 | \$ 8.33 | \$ 11.16 | \$ 14.18 | \$ 18.41 | \$ 21.54 | \$ 27.48 | \$ 31.37 | \$ 36.37 | \$ 41.59 |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (2.06) | \$ (4.00) | \$ (1.85) | \$ (5.28) | \$ (5.34) | \$ (6.96) | \$ (7.98) | \$ (8.84) | \$ (11.54) | \$ (11.54) | \$ (15.61) | \$ (17.87) | \$ (20.57) | \$ (23.57) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3.55) | \$ (2.99) | \$ (3.61) | \$ (3.90) | \$ (4.06) | \$ (4.12) | \$ (4.39) | \$ (4.57) | \$ (4.70) | \$ (4.70) |
| RIDER PPA - CAPACITY OFFSET [*] | \$ - | \$ - | \$ - | \$ - | \$ (0.13) | \$ (0.11) | \$ (0.13) | \$ (0.56) | \$ (0.91) | \$ (1.51) | \$ (2.04) | \$ (2.69) | \$ (3.52) | \$ (4.16) | \$ (4.69) | \$ (5.67) | \$ (7.83) | \$ (7.83) |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ (0.43) | \$ (1.65) | \$ (0.40) | \$ (1.02) | \$ (4.58) | \$ (2.75) | \$ (2.47) | \$ (1.25) | \$ 0.99 | \$ 3.32 | \$ 5.20 | \$ 5.71 | \$ 7.22 | \$ 8.47 |
| RIDER OSM [*] | \$ - | \$ - | \$ - | \$ - | \$ 5.80 | \$ 22.73 | \$ 29.79 | \$ 46.95 | \$ 56.21 | \$ 72.30 | \$ 69.30 | \$ 67.50 | \$ 63.50 | \$ 68.52 | \$ 88.24 | \$ 105.04 | \$ 110.78 | \$ 110.90 |
| RIDER OSM - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3.08) | \$ (2.96) | \$ (23.18) | \$ (20.57) | \$ (19.36) | \$ (20.21) | \$ (21.17) | \$ (22.13) | \$ (23.13) | \$ (24.56) |
| RIDER OSM - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1.50) | \$ (1.50) | \$ (13.66) | \$ (11.68) | \$ (10.04) | \$ (8.00) | \$ (7.58) | \$ (7.17) | \$ (6.92) | \$ (6.92) |
| RIDER OSM - CAPACITY OFFSET [*] | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (2.35) | \$ (2.14) | \$ (2.74) | \$ (3.39) | \$ (3.39) | \$ (3.49) | \$ (4.10) | \$ (3.61) | \$ (3.86) | \$ (4.21) |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ 5.80 | \$ 22.73 | \$ 29.79 | \$ 46.95 | \$ 53.14 | \$ 38.47 | \$ 29.72 | \$ 32.37 | \$ 29.72 | \$ 36.82 | \$ 55.39 | \$ 72.13 | \$ 74.13 | \$ 47.11 |
| NUCLEAR SMALL MODULAR REACTORS [™] | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.19 | \$ 0.80 | \$ 2.03 | \$ 4.93 | \$ 9.74 | \$ 16.72 | \$ 25.87 | \$ 36.64 | \$ 47.72 | \$ 60.66 | \$ 76.10 |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 2.01 | \$ 21.43 | \$ 38.00 | \$ 56.28 | \$ 77.00 | \$ 85.13 | \$ 77.89 | \$ 74.12 | \$ 87.61 | \$ 96.80 | \$ 123.07 | \$ 160.72 | \$ 194.24 | \$ 213.89 | \$ 210.41 |
| PLAN C TOTAL | \$ 573.95 | \$ 532.40 | \$ 542.13 | \$ 547.62 | \$ 670.50 | \$ 645.02 | \$ 707.46 | \$ 750.43 | \$ 783.49 | \$ 796.98 | \$ 812.07 | \$ 839.93 | \$ 883.31 | \$ 935.59 | \$ 1,004.83 | \$ 1,065.20 | \$ 1,110.10 | \$ 1,146.18 |
| CAGR PLAN C (2019 BASE) | | | | | | | | | | | | | 4.0% | | | | | 4.4% |
| CAGR PLAN C (IMAY 2020 BASE) | | | | | | | | | | | | | 4.9% | | | | | 5.0% |

Publicly available annualized tariff rates consistent with the final order in Case No. 2118-2021-00058. No future changes modeled.

Publicly available, annualized tariff rates consistent with the final order in C-11.

No assumptions modeled for exemptions to Riders NSW R. 0100

^a No assumptions modeled for exemptions to Riders OSW & pipp.

^a Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W are not included in the calculation of the total number of riders.

^a Includes all approved and anticipated phases of distribution Infrastructure as of March 2023.

⁹ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

* Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate REC's, the output from such facilities reduces the Company's RPS Program annual requirement.

Rate Outlook 2019 to 2035

Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reimbursement offset under Vta Code.

LARGE GENERAL BILL PROTECTION - PLAN C DIRECTED METHODOLOGY

| LARGE GENERAL SERVICE | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Schedule GS-1 (6,000,000 kWh - 10,000 kWh) | | | | | | | | | | | | | | | | | |
| DISTRIBUTION & GENERATION (BASE) | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 | \$ 127,019.69 |
| THEORETICAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) | \$ (1,597.09) |
| TRANSMISSION - RIDER T | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 | \$ 35,280.00 |
| FUEL - RIDER A | \$ 139,514.00 | \$ 104,142.00 | \$ 102,116.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 | \$ 122,688.00 |
| FUEL SECURITY/INCENTIVE ² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DEM (APPROVED PROGRAMS) | \$ 150.00 | \$ 150.00 | \$ 144.00 | \$ 60.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 | \$ 102.00 |
| RIDER PIP - UNIVERSAL SERVICE FEE ³ | \$ - | \$ - | \$ - | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 162.00 |
| Generation Infrastructure | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ⁴ | \$ 35,670.00 | \$ 34,070.00 | \$ 33,720.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 | \$ 35,660.00 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 | \$ 5,150.00 |
| Distribution Infrastructure ⁵ | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 | \$ 1,160.00 |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 | \$ 70.00 |
| AS (Incentivized) | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 3,140.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 | \$ 4,860.00 |
| RIDER E | \$ - | \$ - | \$ - | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 | \$ 17,670.00 |
| RIDER CR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 | \$ 14,356.00 |
| Additional Resources in Plan C | | | | | | | | | | | | | | | | | |
| Gas CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | | | | | | | | | | | | | | | | | |
| RIDER RPS ⁶ | \$ - | \$ - | \$ - | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 | \$ 1,097.00 |
| RIDER CE ⁷ | \$ - | \$ - | \$ - | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 | \$ 480.00 |
| RIDER RPA ⁹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RPA - CAPACITY OFFSET ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER RPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET ¹² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS ¹³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ 350,860.69 | \$ 312,878.69 | \$ 313,785.69 | \$ 370,696.69 | \$ 455,706.69 | \$ 449,620.75 | \$ 471,550.18 | \$ 492,967.02 | \$ 487,990.83 | \$ 488,172.77 | \$ 503,788.10 | \$ 529,361.83 | \$ 565,903.71 | \$ 609,249.95 | \$ 645,513.98 | \$ 671,098.63 | \$ 683,157.63 |
| PLAN C TOTAL | | | | | | | | | | | | | | | | | |
| CAGR PLAN C (2019 BASE) | | | | | | | | | | | | | | | | | |
| CAGR PLAN C (JAN 2020 BASE) | | | | | | | | | | | | | | | | | |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PIP.

⁴ Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2033. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchase plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

SMALL GENERAL BILL PROJECTION - PLAN D, DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval. Certain line items potentially eligible for customer credit reinvestment of

| | 2019 | 2020 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | |
|--|--|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|
| | DEC 2019 | MAY 1, 2020 | DEC 2020 | DEC 2021 | DEC 2022 | DEC 2023 | DEC 2024 | DEC 2025 | DEC 2026 | DEC 2027 | DEC 2028 | DEC 2029 | DEC 2030 | O&C 2031 | 2032 | 2033 | 2034 | 2035 | |
| SMALL GENERAL SERVICE Schedule GS - (6,000 MW - 15 kW) | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 272.78 | \$ 266.31 | \$ 266.31 | \$ 266.31 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | \$ 259.72 | |
| | \$ - | \$ - | \$ - | \$ - | \$ (3.27) | \$ (3.00) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | \$ 76.59 | \$ 76.59 | \$ 89.37 | \$ 70.55 | \$ 58.84 | \$ 68.08 | \$ 97.48 | \$ 105.90 | \$ 117.79 | \$ 130.39 | \$ 142.06 | \$ 153.46 | \$ 164.58 | \$ 175.45 | \$ 183.25 | \$ 189.35 | \$ 196.31 | \$ 203.09 | |
| | \$ 139.52 | \$ 104.14 | \$ 102.13 | \$ 122.69 | \$ 122.27 | \$ 171.54 | \$ 165.48 | \$ 175.50 | \$ 191.00 | \$ 188.78 | \$ 190.81 | \$ 190.81 | \$ 199.77 | \$ 215.41 | \$ 231.81 | \$ 240.56 | \$ 288.18 | \$ 310.84 | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14.47 | \$ 12.98 | \$ 12.98 | \$ 12.46 | \$ 12.00 | \$ 11.41 | \$ 10.84 | \$ 10.17 | \$ 9.59 | \$ 9.01 | \$ - | \$ - | |
| | \$ 5.33 | \$ 5.33 | \$ 6.89 | \$ 6.89 | \$ 6.42 | \$ 7.73 | \$ 5.80 | \$ 3.74 | \$ 1.93 | \$ 1.35 | \$ 0.45 | \$ 0.25 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | \$ - | \$ - | \$ - | \$ 0.18 | \$ 0.16 | \$ 0.16 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | \$ 6.75 | |
| | \$ 61.54 | \$ 58.22 | \$ 57.99 | \$ 65.89 | \$ 59.26 | \$ 27.32 | \$ 31.09 | \$ 32.08 | \$ 77.61 | \$ 30.01 | \$ 33.28 | \$ 32.15 | \$ 31.91 | \$ 32.19 | \$ 31.86 | \$ 32.84 | \$ 31.56 | \$ 31.64 | |
| | \$ - | \$ - | \$ - | \$ - | \$ 8.24 | \$ 4.46 | \$ 7.78 | \$ 12.50 | \$ 15.46 | \$ 19.50 | \$ 22.43 | \$ 25.57 | \$ 29.48 | \$ 31.13 | \$ 30.98 | \$ 30.73 | \$ 29.87 | \$ 29.12 | |
| | \$ - | \$ - | \$ - | \$ - | \$ 4.73 | \$ 1.39 | \$ 14.44 | \$ 10.97 | \$ 13.54 | \$ 17.88 | \$ 19.15 | \$ 21.56 | \$ 22.50 | \$ 21.94 | \$ 21.30 | \$ 20.54 | \$ 19.63 | \$ 18.54 | |
| GRID TRANSFORMATION PLAN STRATEGIC UNDERGROUND PLAN RIDER BAA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ 8.75 | \$ 5.90 | \$ 5.90 | \$ 9.18 | \$ 9.90 | \$ 8.78 | \$ 11.35 | \$ 15.39 | \$ 16.79 | \$ 17.22 | \$ 18.91 | \$ 17.04 | \$ 19.57 | \$ 16.21 | \$ 15.88 | \$ 15.55 | \$ 15.73 | \$ 14.90 | |
| | \$ - | \$ - | \$ - | \$ 0.12 | \$ 0.73 | \$ 1.36 | \$ 2.29 | \$ 2.99 | \$ 3.64 | \$ 4.01 | \$ 4.07 | \$ 4.00 | \$ 3.91 | \$ 3.83 | \$ 3.76 | \$ 3.68 | \$ 3.60 | \$ 3.53 | |
| | \$ 9.44 | \$ 9.44 | \$ 7.48 | \$ 5.99 | \$ 7.76 | \$ 9.77 | \$ 5.16 | \$ 4.11 | \$ 3.25 | \$ 3.84 | \$ 3.97 | \$ 3.82 | \$ 3.68 | \$ 2.85 | \$ 2.09 | \$ 2.48 | \$ 2.38 | \$ 2.28 | |
| | \$ - | \$ - | \$ - | \$ 17.67 | \$ 17.73 | \$ 16.21 | \$ 18.76 | \$ 18.60 | \$ 17.04 | \$ 17.52 | \$ 13.33 | \$ 12.38 | \$ 12.62 | \$ 10.50 | \$ 7.84 | \$ 2.58 | \$ 1.35 | \$ 0.64 | |
| | \$ - | \$ - | \$ - | \$ 14.36 | \$ - | \$ 27.85 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.58 | \$ 6.62 | \$ 11.39 | \$ 9.85 | \$ 8.63 | \$ 8.49 | \$ 11.51 | \$ 11.56 | \$ 12.39 | \$ 13.40 | \$ 14.40 | \$ 16.14 | \$ 18.32 | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2.14 | \$ 4.72 | \$ 8.58 | \$ 10.48 | \$ 10.48 | \$ 10.34 | \$ 10.21 | \$ 9.53 | \$ 9.67 | \$ 9.41 | \$ 9.16 | \$ 8.90 | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.87 | \$ 0.82 | \$ 0.80 | \$ 1.11 | \$ 1.09 | \$ 1.04 | \$ 0.99 | \$ 0.94 | \$ 0.85 | \$ 0.96 | \$ 0.91 | \$ 0.86 | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.62 | \$ 0.59 | \$ 0.64 | \$ 0.99 | \$ 0.97 | \$ 0.92 | \$ 0.84 | \$ 0.82 | \$ 0.80 | \$ 0.70 | \$ 0.71 | \$ 0.70 | |
| | \$ - | \$ - | \$ - | \$ 1.09 | \$ 10.86 | \$ 9.16 | \$ 15.88 | \$ 15.44 | \$ 21.09 | \$ 20.89 | \$ 20.85 | \$ 22.09 | \$ 21.54 | \$ 24.72 | \$ 28.14 | \$ 30.08 | \$ 33.99 | \$ 36.21 | |
| RPS Program-Related Resources in Plan A | RIDER RPS * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | RIDER CE * | \$ - | \$ - | \$ - | \$ 0.92 | \$ 5.41 | \$ 10.12 | \$ 21.54 | \$ 28.27 | \$ 35.20 | \$ 43.46 | \$ 51.49 | \$ 59.59 | \$ 69.08 | \$ 78.13 | \$ 88.66 | \$ 99.30 | \$ 111.48 | |
| | RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ (0.22) | \$ (0.21) | \$ (2.13) | \$ (3.68) | \$ (6.23) | \$ (9.79) | \$ (13.32) | \$ (16.55) | \$ (19.93) | \$ (23.86) | \$ (27.86) | \$ (32.26) | \$ (37.34) | \$ (43.75) | |
| | RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (8.20) | \$ (12.51) | \$ (16.92) | \$ (21.43) | \$ (26.02) | \$ (30.69) | \$ (35.44) | \$ (40.28) | \$ (45.19) | \$ (50.16) | |
| | RIDER CE - CAPACITY OFFSET * | \$ - | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.22) | \$ (0.70) | \$ (1.24) | \$ (1.71) | \$ (2.19) | \$ (2.69) | \$ (3.19) | \$ (3.69) | \$ (4.19) | \$ (4.69) | \$ (5.19) | \$ (5.69) | |
| | TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 0.92 | \$ 5.19 | \$ 7.75 | \$ 12.20 | \$ 14.62 | \$ 19.36 | \$ 22.11 | \$ 26.75 | \$ 31.78 | \$ 36.49 | \$ 40.85 | \$ 45.32 | \$ 49.44 | \$ 53.62 | |
| | RIDER PPA * | \$ - | \$ - | \$ - | \$ - | \$ 1.76 | \$ 2.46 | \$ 3.58 | \$ 4.82 | \$ 6.18 | \$ 7.63 | \$ 9.42 | \$ 11.83 | \$ 14.93 | \$ 18.63 | \$ 22.93 | \$ 27.86 | \$ 33.08 | |
| | RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ (2.06) | \$ (2.06) | \$ (1.63) | \$ (5.36) | \$ (8.50) | \$ (12.38) | \$ (16.93) | \$ (22.16) | \$ (28.07) | \$ (34.74) | \$ (42.16) | \$ (50.43) | \$ (59.66) | \$ (69.88) | |
| | RIDER PPA - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ (0.33) | \$ (0.11) | \$ (0.59) | \$ (1.35) | \$ (2.48) | \$ (3.98) | \$ (5.84) | \$ (8.06) | \$ (10.64) | \$ (13.67) | \$ (17.12) | \$ (21.07) | \$ (25.52) | |
| | RIDER PPA - CAPACITY OFFSET * | \$ - | \$ - | \$ - | \$ - | \$ (0.43) | \$ (1.65) | \$ (0.40) | \$ (1.02) | \$ (1.50) | \$ (1.69) | \$ (0.91) | \$ 1.72 | \$ 3.75 | \$ 5.56 | \$ 6.89 | \$ 8.39 | \$ 10.01 | |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | RIDER OSW * | \$ - | \$ - | \$ - | \$ - | \$ 5.80 | \$ 22.73 | \$ 29.79 | \$ 46.95 | \$ 64.06 | \$ 76.45 | \$ 85.62 | \$ 94.65 | \$ 103.19 | \$ 111.03 | \$ 117.44 | \$ 124.37 | \$ 131.49 | |
| | RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3.08) | \$ (24.98) | \$ (20.57) | \$ (23.18) | \$ (20.52) | \$ (23.18) | \$ (23.93) | \$ (24.38) | \$ (24.65) | \$ (24.66) | |
| | RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1.50) | \$ (13.56) | \$ (11.68) | \$ (13.66) | \$ (11.60) | \$ (14.00) | \$ (12.58) | \$ (12.59) | \$ (12.59) | \$ (12.59) | |
| | RIDER OSW - CAPACITY OFFSET * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (2.35) | \$ (2.76) | \$ (2.93) | \$ (3.30) | \$ (3.60) | \$ (3.49) | \$ (3.73) | \$ (3.71) | \$ (3.71) | \$ (3.71) | |
| | TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ 5.80 | \$ 22.73 | \$ 29.79 | \$ 46.95 | \$ 60.98 | \$ 46.74 | \$ 36.88 | \$ 50.49 | \$ 61.87 | \$ 75.49 | \$ 82.42 | \$ 97.94 | \$ 110.3 | |
| | NUCLEAR SMALL MODULAR REACTORS ** | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.42 | \$ 1.98 | \$ 5.41 | \$ 12.65 | \$ 26.23 | \$ 45.65 | \$ 71.35 | \$ 103.94 | \$ 139.30 | \$ 189.67 | |
| | RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 2.01 | \$ 21.43 | \$ 38.00 | \$ 57.48 | \$ 75.99 | \$ 91.51 | \$ 86.45 | \$ 83.68 | \$ 111.97 | \$ 143.15 | \$ 186.14 | \$ 227.51 | \$ 264.94 | \$ 316.54 | |
| | PLAN D TOTAL | \$ 573.95 | \$ 532.40 | \$ 542.13 | \$ 587.62 | \$ 670.50 | \$ 645.02 | \$ 704.15 | \$ 752.97 | \$ 795.00 | \$ 815.20 | \$ 831.66 | \$ 874.46 | \$ 932.06 | \$ 996.38 | \$ 1,064.95 | \$ 1,100.91 | \$ 1,146.43 | \$ 1,226.16 |
| | CAGR PLAN D (2019 BASE) | | | | | | | | | | | | | | | | | | |
| CAGR PLAN D (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | | |

Publicly available, annualized tariff rates consistent with the final order in Case No. P11R-2071-00051. No future changes modeled.

2. Indication rate for fuel self-protection. No assumptions made for cost out

^a Indicative rate for fuel securitization. No assumptions modeled for

¹³ No assumptions modeled for exemptions to Riders OSW & PLPP.

* Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W through 2022.

³ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

^a Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

Need for a credit at the avoided market cost minus value for Bldg CF DBA and DSM under consideration in C. No. 8119-7031-00156

¹⁰ Need for a credit at the voided capacity cost proxy value for Riders CE, pPA, and OSW under consideration in Case No. PUR-2021-00156.

²⁰ While nuclear small modular reactors do not generate BSCs, the output from such facilities reduces the Commission's BSC scenarios annual

While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual

100

Rate Outlook 2019 to 2023

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reimbursement offset under Va. Code.

LARGE GENERAL BILL PROJECTION - PLAN D, DIRECTED METHODOLOGY

| Schedule | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| LARGE GENERAL SERVICE | | | | | | | | | | | | | | | | | |
| Schedule GS-4 (10,000,000 kWh - 10,000 kWh) | | | | | | | | | | | | | | | | | |
| DISTRIBUTION & GENERATION (P&G) * | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 |
| TERRITORIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDERT | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 | \$ 37,760.00 |
| FUEL - RIDER A | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 | \$ 139,524.00 |
| FUEL SECURITY CREDIT ² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OSW (APPROVED PROGRAM) | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 | \$ 150.00 |
| RIDER PPA - UNIVERSAL SERVICE FEE * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Generation Infrastructure | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 * | \$ 36,670.00 | \$ 34,070.00 | \$ 33,750.00 | \$ 36,670.00 | \$ 35,480.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 35,000.00 |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure * | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| AS Environmental | | | | | | | | | | | | | | | | | |
| RIDER E | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 4,860.00 | \$ 4,440.00 | \$ 2,500.00 | \$ 1,870.00 | \$ 1,480.00 | \$ 1,750.00 | \$ 1,810.00 | \$ 1,740.00 | \$ 1,660.00 | \$ 1,310.00 | \$ 960.00 | \$ 1,130.00 | \$ 1,090.00 | \$ 1,050.00 |
| RIDER CCR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources In Plan D | | | | | | | | | | | | | | | | | |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GREENVILLE 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| BURNSWICK 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources In Plan A | | | | | | | | | | | | | | | | | |
| RIDER RPS * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE ³ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER PPA - CAPACITY OFFSET * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET * | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (7 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NUCLEAR SMALL MODULAR REACTORS ** | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ 350,860.69 | \$ 312,878.69 | \$ 313,786.69 | \$ 370,686.69 | \$ 455,706.60 | \$ 433,429.69 | \$ 449,890.75 | \$ 472,650.18 | \$ 497,755.02 | \$ 496,372.83 | \$ 519,698.10 | \$ 552,999.83 | \$ 594,691.71 | \$ 637,497.95 | \$ 650,875.88 | \$ 677,717.63 | \$ 725,125.63 |
| PLAN D TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CAGR PLAN D (2019 BASE) | | | | | | | | | | | | | | | | | |
| CAGR PLAN D (MAY 2023 BASE) | | | | | | | | | | | | | | | | | |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future charges modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PPA.

⁴ Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00155.

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

4.7%

5.5%

4.6%

5.5%

Rate Outlook 2019 to 2025

RESIDENTIAL BILL PROJECTION - PLAN E, DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reinvestment offer under Va. Code.

| RESIDENTIAL SCHEDULE 1 (1,000 kWh) | 2019 DEC 2019 | 2020 MAY 1, 2020 | 2020 DEC 2020 | 2021 DEC 2021 | 2022 DEC 2022 | 2023 DEC 2023 | 2024 DEC 2024 | 2025 DEC 2025 | 2026 DEC 2026 | 2027 DEC 2027 | 2028 DEC 2028 | 2029 DEC 2029 | 2030 DEC 2030 | 2031 DEC 2031 | 2032 DEC 2032 | 2033 DEC 2033 | 2034 DEC 2034 | 2035 DEC 2035 |
|--|------------------|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 61.82 | \$ 60.93 | \$ 60.93 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 | \$ 60.71 |
| TRIMENAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ - | \$ (0.47) | \$ (0.47) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TRANSMISSION - RIDERT | \$ 19.72 | \$ 19.72 | \$ 19.72 | \$ 19.72 | \$ 19.72 | \$ 19.72 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 | \$ 21.90 |
| FUEL - RIDER A | \$ 23.25 | \$ 17.36 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 | \$ 17.02 |
| FUEL INCENTIVIZATION ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DSM (APPROVED PROGRAMS) | \$ 1.19 | \$ 1.13 | \$ 1.47 | \$ 1.31 | \$ 1.60 | \$ 1.61 | \$ 1.21 | \$ 0.78 | \$ 0.35 | \$ 0.28 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.10 |
| RIDER PPP - UNIVERSAL SERVICE FEE ² | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 | \$ 1.13 |
| Generation Infrastructure | \$ 12.91 | \$ 12.76 | \$ 12.87 | \$ 13.39 | \$ 14.51 | \$ 6.67 | \$ 6.46 | \$ 6.67 | \$ 6.67 | \$ 6.67 | \$ 6.67 | \$ 6.67 | \$ 6.67 | \$ 6.67 | \$ 6.67 | \$ 6.67 | \$ 6.67 | \$ 6.67 |
| GENERATION RATES APPROVED PRIOR TO 2020 ⁴ | \$ - | \$ - | \$ - | \$ - | \$ 2.07 | \$ 2.07 | \$ 1.63 | \$ 2.60 | \$ 3.21 | \$ 4.06 | \$ 4.66 | \$ 5.32 | \$ 6.13 | \$ 6.47 | \$ 6.44 | \$ 6.29 | \$ 6.21 | \$ 6.05 |
| RIDER SMA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Distribution Infrastructure ¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GRID TRANSFORMATION PLAN | \$ 1.84 | \$ 1.40 | \$ 1.40 | \$ 2.14 | \$ 2.50 | \$ 1.99 | \$ 2.73 | \$ 3.71 | \$ 4.05 | \$ 4.35 | \$ 4.56 | \$ 4.71 | \$ 4.71 | \$ 4.71 | \$ 4.71 | \$ 4.71 | \$ 4.71 | \$ 4.71 |
| STRATEGIC UNDERGROUND PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ 0.03 | \$ 0.17 | \$ 0.29 | \$ 0.49 | \$ 0.64 | \$ 0.78 | \$ 0.87 | \$ 0.88 | \$ 0.86 | \$ 0.84 | \$ 0.83 | \$ 0.81 | \$ 0.79 | \$ 0.78 | \$ 0.76 |
| AS Environmental ¹ | \$ 1.99 | \$ 1.99 | \$ 1.67 | \$ 1.25 | \$ 1.95 | \$ 2.03 | \$ 1.07 | \$ 0.85 | \$ 0.68 | \$ 0.80 | \$ 0.83 | \$ 0.80 | \$ 0.76 | \$ 0.59 | \$ 0.43 | \$ 0.51 | \$ 0.49 | \$ 0.48 |
| RIDER E | \$ - | \$ - | \$ - | \$ - | \$ 2.95 | \$ 2.96 | \$ 3.13 | \$ 3.10 | \$ 2.84 | \$ 2.92 | \$ 2.22 | \$ 2.06 | \$ 2.10 | \$ 1.75 | \$ 1.31 | \$ 0.43 | \$ 0.23 | \$ 0.11 |
| RIDER CCR | \$ - | \$ - | \$ - | \$ - | \$ 2.39 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER RGGI | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional Resources in Plan E | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INCREMENTAL GENERIC DSM | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GREENWICK 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| BRUNSWICK 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RPS Program-Related Resources in Plan A | \$ - | \$ - | \$ - | \$ 0.18 | \$ 1.81 | \$ 1.53 | \$ 2.65 | \$ 2.57 | \$ 3.52 | \$ 3.48 | \$ 3.48 | \$ 3.68 | \$ 3.59 | \$ 4.12 | \$ 4.72 | \$ 5.01 | \$ 5.41 | \$ 5.96 |
| RIDER RPS ⁴ | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.36 | \$ 2.13 | \$ 3.57 | \$ 4.78 | \$ 6.30 | \$ 7.97 | \$ 9.86 | \$ 12.09 | \$ 14.28 | \$ 16.44 | \$ 18.39 | \$ 20.45 | \$ 22.39 | \$ 24.66 |
| RIDER CE ⁵ | \$ - | \$ - | \$ - | \$ - | \$ (0.04) | \$ (0.43) | \$ (0.61) | \$ (1.04) | \$ (1.38) | \$ (1.80) | \$ (2.34) | \$ (2.63) | \$ (3.08) | \$ (3.69) | \$ (4.32) | \$ (5.07) | \$ (5.87) | \$ (6.71) |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER CE - CAPACITY OFFSET ⁶ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.01) | \$ (0.05) | \$ (0.14) | \$ (0.26) | \$ (0.49) | \$ (0.85) | \$ (0.92) | \$ (1.37) | \$ (1.64) | \$ (1.93) | \$ (2.36) | \$ (2.81) | \$ (3.27) |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 0.19 | \$ 1.32 | \$ 1.70 | \$ 2.91 | \$ 3.60 | \$ 3.78 | \$ 5.02 | \$ 5.84 | \$ 7.39 | \$ 8.67 | \$ 9.82 | \$ 10.82 | \$ 11.61 | \$ 12.23 | \$ 13.13 |
| RIDER PPA ⁷ | \$ - | \$ - | \$ - | \$ - | \$ 0.31 | \$ 0.45 | \$ 0.28 | \$ 0.88 | \$ 0.93 | \$ 1.46 | \$ 2.11 | \$ 2.86 | \$ 3.64 | \$ 4.45 | \$ 5.36 | \$ 6.32 | \$ 7.25 | \$ 8.22 |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (0.31) | \$ (0.72) | \$ (0.31) | \$ (0.88) | \$ (0.89) | \$ (1.16) | \$ (1.33) | \$ (1.47) | \$ (1.64) | \$ (1.93) | \$ (2.26) | \$ (2.63) | \$ (3.03) | \$ (3.49) |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.65) | \$ (0.43) | \$ (0.55) | \$ (0.57) | \$ (0.59) | \$ (0.55) | \$ (0.62) | \$ (0.68) | \$ (0.72) | \$ (0.75) |
| RIDER PPA - CAPACITY OFFSET ⁶ | \$ - | \$ - | \$ - | \$ - | \$ (0.03) | \$ (0.02) | \$ (0.03) | \$ (0.12) | \$ (0.19) | \$ (0.32) | \$ (0.41) | \$ (0.56) | \$ (0.77) | \$ (0.94) | \$ (1.10) | \$ (1.33) | \$ (1.57) | \$ (1.82) |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.07) | \$ (0.05) | \$ (0.14) | \$ (0.81) | \$ (0.45) | \$ (0.17) | \$ 0.25 | \$ 0.84 | \$ 1.84 | \$ 1.88 | \$ 1.66 | \$ 1.93 | \$ 2.16 |
| RIDER OSW ⁸ | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 6.21 | \$ 9.78 | \$ 11.71 | \$ 14.07 | \$ 14.44 | \$ 14.07 | \$ 13.07 | \$ 14.28 | \$ 18.20 | \$ 21.89 | \$ 23.08 | \$ 23.11 |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (0.51) | \$ (1.15) | \$ (3.56) | \$ (3.42) | \$ (3.23) | \$ (3.33) | \$ (3.53) | \$ (3.69) | \$ (3.81) | \$ (3.81) |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RIDER OSW - CAPACITY OFFSET ⁶ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ 1.45 | \$ 4.74 | \$ 6.21 | \$ 9.78 | \$ 11.20 | \$ 9.11 | \$ 7.73 | \$ 8.09 | \$ 7.43 | \$ 8.85 | \$ 12.74 | \$ 16.25 | \$ 18.82 | \$ 21.13 |
| NUCLEAR SMALL MODULAR REACTORS ⁹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 0.05 | \$ 0.22 | \$ 0.66 | \$ 1.74 | \$ 3.83 | \$ 7.94 | \$ 12.60 | \$ 19.67 | \$ 27.69 |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ 122.66 | \$ 116.18 | \$ 116.54 | \$ 122.72 | \$ 140.21 | \$ 134.08 | \$ 146.36 | \$ 155.73 | \$ 162.25 | \$ 166.52 | \$ 170.63 | \$ 176.59 | \$ 183.96 | \$ 194.10 | \$ 208.38 | \$ 223.46 | \$ 237.33 | \$ 248.64 |
| PLAN E TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CAGR PLAN E (2019 BASE) | | | | | | | | | | | | | | | | | | |
| CAGR PLAN E (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for examples to Riders OSW & PPA.

⁴ Reflects Riders B, S, U, W, CV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the adduced capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00156.

⁹ Includes specific PPA's proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

1

LARGE GENERAL BILL PROJECTION - PLAN E, DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval.
Certain line items potentially eligible for customer credit reimbursement offset under Va. Code.

| LARGE GENERAL SERVICE | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
| | | | | | | | | | | | | | | | | | | | |
| Schedule GS-4 (6,000,000 kWh - 10,000 kWh) | DEC 2019 | MAY 1, 2020 | DEC 2020 | DEC 2021 | DEC 2022 | DEC 2023 | DEC 2024 | DEC 2025 | DEC 2026 | DEC 2027 | DEC 2028 | DEC 2029 | DEC 2030 | DEC 2031 | DEC 2032 | DEC 2033 | DEC 2034 | DEC 2035 | |
| DISTRIBUTION & GENERATION (BASE) ¹ | \$ 131,196.69 | \$ 131,196.69 | \$ 131,196.69 | \$ 127,018.69 | \$ 127,018.69 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | \$ 127,333.63 | |
| TERRITORIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ | \$ - | \$ - | \$ - | \$ (1,597.08) | \$ (1,464.00) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| TRANSMISSION - RIDER T | \$ 37,760.00 | \$ 37,760.00 | \$ 42,270.00 | \$ 45,760.00 | \$ 35,280.00 | \$ 47,770.00 | \$ 61,680.00 | \$ 67,000.00 | \$ 74,520.00 | \$ 82,500.00 | \$ 89,880.00 | \$ 97,090.00 | \$ 104,130.00 | \$ 111,000.00 | \$ 115,940.00 | \$ 119,800.00 | \$ 124,210.00 | \$ 128,490.00 | |
| FUEL - RIDER A | \$ 139,524.00 | \$ 104,142.00 | \$ 102,126.00 | \$ 122,658.00 | \$ 217,274.00 | \$ 171,540.00 | \$ 185,480.00 | \$ 175,500.00 | \$ 191,094.00 | \$ 189,024.00 | \$ 192,430.00 | \$ 191,718.00 | \$ 202,796.00 | \$ 216,354.00 | \$ 237,672.00 | \$ 259,488.00 | \$ 289,632.00 | \$ 319,512.00 | |
| FUEL SECURITIZATION ² | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,463.12 | \$ 13,782.55 | \$ 12,979.39 | \$ 12,497.20 | \$ 11,993.14 | \$ 11,408.47 | \$ 10,838.20 | \$ 10,172.08 | \$ 9,586.32 | \$ 9,012.35 | \$ - | \$ - | |
| DSM (IMPROVED PROGRAMS) | \$ 150.00 | \$ 150.00 | \$ 144.00 | \$ 60.00 | \$ 102.00 | \$ 168.00 | \$ 126.00 | \$ 102.00 | \$ 96.00 | \$ 102.00 | \$ 36.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RIDER PIPP - UNIVERSAL SERVICE FEE ³ | \$ - | \$ - | \$ - | \$ 162.00 | \$ 162.00 | \$ 162.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | \$ 6,750.00 | |
| Generation Infrastructure | | | | | | | | | | | | | | | | | | | |
| GENERATION RIDERS APPROVED PRIOR TO 2020 ⁴ | \$ 36,670.00 | \$ 34,070.00 | \$ 33,750.00 | \$ 34,570.00 | \$ 36,660.00 | \$ 35,480.00 | \$ 35,030.00 | \$ 34,510.00 | \$ 32,570.00 | \$ 31,670.00 | \$ 30,720.00 | \$ 29,730.00 | \$ 28,700.00 | \$ 27,640.00 | \$ 26,560.00 | \$ 25,460.00 | \$ 24,340.00 | \$ 23,200.00 | |
| RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL | \$ - | \$ - | \$ - | \$ 5,150.00 | \$ 2,030.00 | \$ 3,550.00 | \$ 5,690.00 | \$ 7,040.00 | \$ 8,890.00 | \$ 10,720.00 | \$ 12,530.00 | \$ 14,330.00 | \$ 16,120.00 | \$ 17,900.00 | \$ 19,670.00 | \$ 21,430.00 | \$ 23,180.00 | \$ 24,940.00 | |
| Distribution Infrastructure ⁵ | | | | | | | | | | | | | | | | | | | |
| GRID TRANSFORMATION PLAN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RURAL BROADBAND | \$ - | \$ - | \$ - | \$ 1,160.00 | \$ 360.00 | \$ 3,760.00 | \$ 2,860.00 | \$ 3,530.00 | \$ 4,660.00 | \$ 4,660.00 | \$ 4,990.00 | \$ 5,620.00 | \$ 5,860.00 | \$ 5,720.00 | \$ 5,550.00 | \$ 5,350.00 | \$ 5,120.00 | \$ 4,850.00 | |
| AS Environmental | | | | | | | | | | | | | | | | | | | |
| RIDER E | \$ 5,560.00 | \$ 5,560.00 | \$ 4,300.00 | \$ 3,140.00 | \$ 4,860.00 | \$ 4,440.00 | \$ 2,550.00 | \$ 1,870.00 | \$ 1,480.00 | \$ 1,750.00 | \$ 1,810.00 | \$ 1,740.00 | \$ 1,660.00 | \$ 1,310.00 | \$ 960.00 | \$ 1,130.00 | \$ 1,090.00 | \$ 1,050.00 | |
| RIDER CDR | \$ - | \$ - | \$ - | \$ 17,670.00 | \$ 17,770.00 | \$ 16,712.00 | \$ 18,756.00 | \$ 18,600.00 | \$ 17,040.00 | \$ 17,520.00 | \$ 13,332.00 | \$ 12,384.00 | \$ 12,624.00 | \$ 10,500.00 | \$ 7,836.00 | \$ 2,580.00 | \$ 1,350.00 | \$ 642.00 | |
| RIDER RGI | \$ - | \$ - | \$ - | \$ 14,358.00 | \$ - | \$ 27,852.00 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Additional Resources In Plan E | | | | | | | | | | | | | | | | | | | |
| GAS CT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| GREENVILLE 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 400.00 | \$ 370.00 | \$ 360.00 | \$ 510.00 | \$ 480.00 | \$ 470.00 | \$ 450.00 | \$ 490.00 | \$ 390.00 | \$ 440.00 | \$ 410.00 | \$ 390.00 | |
| BRUNSWICK 2045 RETIREMENT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 290.00 | \$ 270.00 | \$ 290.00 | \$ 290.00 | \$ 450.00 | \$ 420.00 | \$ 380.00 | \$ 370.00 | \$ 360.00 | \$ 370.00 | \$ 330.00 | \$ 320.00 | |
| BPS Program-Related Resources In Plan A | | | | | | | | | | | | | | | | | | | |
| RIDER RPS ⁶ | \$ - | \$ - | \$ - | \$ 1,092.00 | \$ 10,860.00 | \$ 9,162.00 | \$ 15,382.00 | \$ 15,444.00 | \$ 21,090.00 | \$ 20,892.00 | \$ 20,850.00 | \$ 22,086.00 | \$ 21,540.00 | \$ 24,770.00 | \$ 28,344.00 | \$ 30,078.00 | \$ 32,472.00 | \$ 35,760.00 | |
| RIDER CE ⁷ | \$ - | \$ - | \$ - | \$ 480.00 | \$ 3,140.00 | \$ 5,350.00 | \$ 9,090.00 | \$ 12,010.00 | \$ 15,840.00 | \$ 20,030.00 | \$ 24,770.00 | \$ 30,380.00 | \$ 35,850.00 | \$ 41,270.00 | \$ 46,170.00 | \$ 51,370.00 | \$ 56,350.00 | \$ 61,910.00 | |
| RIDER CE - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (8,768.00) | \$ (3,684.00) | \$ (6,238.00) | \$ (8,748.00) | \$ (10,776.00) | \$ (10,776.00) | \$ (14,064.00) | \$ (15,792.00) | \$ (18,468.00) | \$ (21,172.00) | \$ (25,944.00) | \$ (30,432.00) | \$ (35,196.00) | \$ (40,386.00) | |
| RIDER CE - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (5,214.00) | \$ (5,214.00) | \$ - | \$ (5,214.00) | \$ (10,776.00) | \$ (15,580.00) | \$ (6,882.00) | \$ (7,732.00) | \$ (7,164.00) | \$ (7,800.00) | \$ (8,472.00) | \$ (9,176.00) | \$ (9,736.00) | |
| RIDER CE - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ (20.00) | \$ (110.00) | \$ (360.00) | \$ (521.00) | \$ (1,070.00) | \$ (1,220.00) | \$ (1,610.00) | \$ (2,300.00) | \$ (3,290.00) | \$ (4,120.00) | \$ (4,800.00) | \$ (5,510.00) | \$ (6,190.00) | \$ (6,830.00) | |
| TOTAL RIDER CE | \$ - | \$ - | \$ - | \$ 480.00 | \$ 2,934.00 | \$ 3,140.00 | \$ 5,296.00 | \$ 5,422.00 | \$ 7,760.00 | \$ 4,004.00 | \$ 3,516.00 | \$ 5,406.00 | \$ 6,920.00 | \$ 7,684.00 | \$ 8,280.00 | \$ 8,796.00 | \$ 9,300.00 | \$ 9,800.00 | |
| RIDER PPA ⁹ | \$ - | \$ - | \$ - | \$ - | \$ 1,680.00 | \$ 2,016.00 | \$ 1,346.00 | \$ 4,206.00 | \$ 4,564.00 | \$ 7,510.00 | \$ 10,604.00 | \$ 13,968.00 | \$ 17,510.00 | \$ 21,202.00 | \$ 25,336.00 | \$ 29,762.00 | \$ 34,972.00 | \$ 39,348.00 | |
| RIDER PPA - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ (2,058.00) | \$ (3,534.00) | \$ (1,446.00) | \$ (5,280.00) | \$ (6,978.00) | \$ (6,978.00) | \$ (7,380.00) | \$ (8,494.00) | \$ (9,834.00) | \$ (11,590.00) | \$ (13,578.00) | \$ (15,924.00) | \$ (18,196.00) | \$ (20,516.00) | |
| RIDER PPA - REC PROXY | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3,974.00) | \$ (2,580.00) | \$ (3,288.00) | \$ (3,288.00) | \$ (3,376.00) | \$ (3,376.00) | \$ (3,466.00) | \$ (3,466.00) | \$ (3,556.00) | \$ (3,646.00) | |
| RIDER PPA - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ (80.00) | \$ (54.00) | \$ (70.00) | \$ (290.00) | \$ (480.00) | \$ (790.00) | \$ (1,030.00) | \$ (1,400.00) | \$ (1,940.00) | \$ (2,360.00) | \$ (2,750.00) | \$ (3,140.00) | \$ (3,530.00) | \$ (3,920.00) | |
| TOTAL RIDER PPA | \$ - | \$ - | \$ - | \$ - | \$ (48.00) | \$ (1,572.00) | \$ (372.00) | \$ (1,364.00) | \$ (516.00) | \$ (2,838.00) | \$ (1,694.00) | \$ (2,912.00) | \$ (2,276.00) | \$ 4,016.00 | \$ 5,312.00 | \$ 6,442.00 | \$ 7,514.00 | \$ 8,338.00 | |
| RIDER OSW ¹⁰ | \$ - | \$ - | \$ - | \$ - | \$ 3,470.00 | \$ 10,790.00 | \$ 14,130.00 | \$ 22,270.00 | \$ 26,660.00 | \$ 31,930.00 | \$ 37,870.00 | \$ 43,070.00 | \$ 49,040.00 | \$ 54,900.00 | \$ 61,850.00 | \$ 68,810.00 | \$ 75,800.00 | \$ 82,800.00 | |
| RIDER OSW - FUEL BENEFIT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (3,078.00) | \$ (24,938.00) | \$ (21,178.00) | \$ (20,570.00) | \$ (19,336.00) | \$ (20,208.00) | \$ (22,134.00) | \$ (24,114.00) | \$ (26,088.00) | \$ (28,060.00) | |
| RIDER OSW - REC PROXY VALUE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1,500.00) | \$ (1,500.00) | \$ (1,676.00) | \$ (1,004.00) | \$ (8,004.00) | \$ (7,578.00) | \$ (7,170.00) | \$ (6,714.00) | \$ (6,260.00) | |
| RIDER OSW - CAPACITY OFFSET ⁸ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1,130.00) | \$ (1,300.00) | \$ (1,390.00) | \$ (1,600.00) | \$ (1,650.00) | \$ (1,940.00) | \$ (2,170.00) | \$ (2,400.00) | \$ (2,630.00) | |
| TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,322.00 | \$ (5,270.00) | \$ (1,566.00) | \$ (2,638.00) | \$ (1,360.00) | \$ 11,164.00 | \$ 18,606.00 | \$ 17,928.00 | \$ (6,868.00) | |
| NUCLEAR SMALL MODULAR REACTORS ¹¹ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 100.00 | \$ 480.00 | \$ 1,450.00 | \$ 3,800.00 | \$ 8,400.00 | \$ 16,080.00 | \$ 27,620.00 | \$ 43,000.00 | \$ 60,680.00 | |
| RPS PROGRAM-RELATED RESOURCES SUBTOTAL | \$ - | \$ - | \$ - | \$ 1,572.00 | \$ 18,796.00 | \$ 21,510.00 | \$ 34,736.00 | \$ 41,772.00 | \$ 41,220.00 | \$ 26,400.00 | \$ 17,882.00 | \$ 27,668.00 | \$ 33,026.00 | \$ 47,638.00 | \$ 66,386.00 | \$ 89,502.00 | \$ 105,994.00 | \$ 107,070.00 | |
| PLAN E TOTAL | \$ 350,860.69 | \$ 312,878.69 | \$ 313,788.69 | \$ 370,698.69 | \$ 457,706.60 | \$ 433,429.69 | \$ 450,310.75 | \$ 472,300.18 | \$ 492,251.02 | \$ 488,146.83 | \$ 488,126.77 | \$ 504,952.10 | \$ 527,847.83 | \$ 563,497.71 | \$ 607,813.95 | \$ 650,775.98 | \$ 691,469.63 | \$ 720,347.63 | |
| CAGR PLAN E (2019 BASE) | | | | | | | | | | | | | | | | | | | 4.5% |
| CAGR PLAN E (MAY 2020 BASE) | | | | | | | | | | | | | | | | | | | 5.5% |

¹ Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled.

² Indicative rate for fuel securitization. No assumptions modeled for opt out.

³ No assumptions modeled for exemptions to Riders OSW & PIP.

⁴ Reflects Riders B, R, S, W, BW, GV, US-2, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023.

⁵ Includes all approved and anticipated phases of distribution infrastructure as of March 2023.

⁶ Includes the cost of REC purchases plus the REC proxy value for RECs from Company-owned and contracted-for resources.

⁷ Includes specific Company-owned projects proposed in 2020 and thereafter, along with generic solar, distributed solar, and storage.

⁸ Need for a credit at the avoided capacity cost proxy value for Riders CE, PPA, and OSW under consideration in Case No. PUR-2021-00155.

⁹ Includes specific PPAs proposed in 2020 and thereafter, along with generic solar and storage PPAs.

¹⁰ While nuclear small modular reactors do not generate RECs, the output from such facilities reduces the Company's RPS Program annual requirement.

3.8%

5.0%

4.6%

5.5%