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BY ELECTRONIC DELIVERY

Mr. Bernard Logan, Clerk c/o Document Control Center State Corporation Commission 1300 East Main Street Tyler Building – 1st Floor Richmond, Virginia 23219

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

cc: William H. Chambliss, Esq. C. Meade Browder, Jr., Esq. Lisa R. Crabtree, Esq. Briana M. Jackson, Esq.

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 <u>Appendix 1</u> 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.

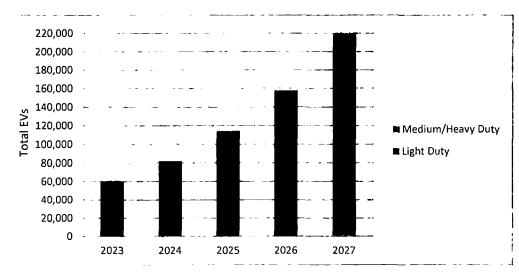


Figure 1: Dominion Energy Virginia Electric Vehicle Adoption Forecast

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

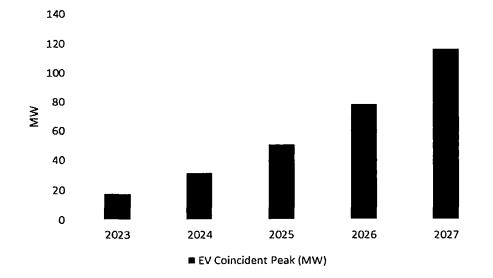


Figure 2: EV Peak Demand Forecast (MW)

700,000 600,000 500,000 400,000 300,000 200,000 100,000 0 2023 2024 2025 2025 2026 2026 2027 EV Energy (MWH)

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 <u>Appendix 2</u>. 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 <u>Appendix 2</u>. 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)

- 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.
- 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)

- **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.
- 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

- **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.
- 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

• 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

- Description: See Section I of this Plan.
- **Purpose:** Educate customers about their energy consumption and empower customers to take advantage of opportunities to have more control over their energy bill.
- **Costs and Benefits:** Benefits will be included in evaluation reports filed in Case No. PUR-2019-00214.
- **Metrics:** Evaluation will include metrics associated with participation, including enrollment rates, unenrollment rates, and communication preferences.
- **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.
- **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.
- **Costs and Benefits:** Refer to the Case No. PUR-2019-00201 for a full assessment of costs and benefits of this program.
- **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
 - **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.
- o 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 <u>Appendix</u> <u>1</u>, 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. <u>Boost customer confidence</u> lead by example and be a trusted source for relevant information through education and outreach, as well as advisory services and tools.
- 2. <u>Collaborate and partner</u> empower customers and cultivate impactful collaboration with transportation stakeholders.
- 3. <u>Ensure our infrastructure is ready and remains reliable</u> provide and maintain critical grid and charging infrastructure needed to support widespread EV adoption, while ensuring resiliency and affordability.
- 4. <u>Accelerate charging accessibility</u> facilitate and invest in the development of charging infrastructure to drive clean transportation in all market segments now and in the future.
- 5. <u>Pursue innovative solutions</u> 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 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 disproportionally 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-model 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 dependance 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 multifamily 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.

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

Table 1

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	

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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 (<i>e.g.</i> , 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.

	Plan A	Plan B	Plan C	Plan D	Plan E
NPV Total (\$B)	\$109.70	\$127.70	\$127.20	\$140.90	\$138.00
Approximate CO ₂ Emissions from Company in 2048 (Metric Tons)	43.8 M	35.9 M	36 M	0 M	0 M
Solar (MW)	10,800 15-ут	10,875 15-уг	10,800 15-yr	10,875 15-уг	11,094 15-уг
	19.800 25-ут	19,875 25-уг	19,800 25-yr	23,955 25-уг	24,294 25-уг
Wind (MW)	3,040 15-уг				
	3,220 25-уг				
Storage (MW)	1,050 15-уг	2,370 15-уг	2,220 15-yr	2,370 15-уг	2,910 15-yr
	3,960 25-уг	5,190 25-уг	5,220 25-yr	9,780 25-уг	10,350 25-yr
Nuclear (MW)	15-ут	804 15-уг	804 15-уг	1,608 15-уг	1,072 15-уг
	25-ут	1,608 25-уг	1,608 25-уг	4,824 25-уг	4,288 25-уг
Natural Gas	5,905 15-уг	2,910 15-уг	2,910 15-yr	970 15-уг	970 15-yr
Fired (MW)	9,300 25-уг	2,910 25-уг	2,910 25-yr	970 25-уг	970 25-yr
Retirements	15-ут	15-yr	15-yr	15-уг	15-yr
(MW)	25-уг	25-yr	25-yr	11,399 25-уг	11,399 25-yr

Figure 4: 2023 IRP Results

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

	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 CO ₂ 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	10,875 15-yr	10,875 15-yr	10,875 15-yr	10,875 15-yr
	19,875 25-yr	20,475 25-yr	19,917 25-yr	19,875 25-yr	20,235 25-yr
Wind (MW)	3,040 15-yr	3,040 15-yr	3,040 15-yr	3,040 15-yr	3,040 15-yr
	3,220 25-yr	3,220 25-yr	3,220 25-yr	3,220 25-yr	3,220 25-yr
Storage (MW)	2,370 15-yr	2,370 15-yr	2,370 15-yr	2,370 15-yr	2,370 15-yr
	5,190 25-yr	4,170 25-yr	4,050 25-yr	5,040 25-yr	5,370 25-yr
Nuclear (MW)	804 15-yr	804 15-yr	268 15-yr	536 15-yr	485 15-yr
	1,608 25-yr	1,608 25-yr	536 25-yr	1,340 25-yr	1,940 25-yr
Natural Gas Fired	2,910 15-yr	2,425 15-yr	1,455 15-yr	2,910 15-yr	1,455 15-yr
(MW)	2,910 25-yr	2,910 25-yr	2,910 25-yr	2,910 25-yr	2,910 25-yr
Retirements (MW)	15-yr	15-yr	15-yr	15-yr	15-yr
	25-yr	25-yr	25-yr	25-yr	25-yr

Figure 5: 2023 IRP Sensitivities on Load Forecast

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 <u>Appendix 3</u> 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





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



40%

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



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

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- 3 U.S. Department of Energy, Emissions from Electric Vehicles
- 4 <u>Forbes, The Future Of Corporate</u> <u>Sustainability – Even In A Tough Economy,</u> <u>December 2022</u>

Dominion Energy is here for your charging needs.

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



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



Alleviating upfront costs



How to best electrify vehicle fleets



Ensuring chargers are operational



Optimizing installation and charging costs

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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 or more charging.

bemand 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.





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.



Electricity is everywhere— Dominion Energy is ready for the road ahead.

Much like the power for your homes and businesses, Dominion Energy is ready to support you with accessible, reliable, affordable, and clean EV charging.

Ensure Ease of Adoption

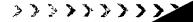
We'll act as a catalyst to decarbonize transportation through education, engagement, policy, and customer solutions.

Provide Universal Access

We'll ensure equitable access to electric infrastructure and clean transportation for all customers and communities we serve.

Support Demand Growth

We'll support the growth of transportation electrification efforts that benefit all stakeholders and the environment.





have access to UV charging and benefit from electrification



EV charging is powered by reliable, affordable, and increasingly clean energy



Delivering Success

Electric grid efficiently supports demand growth from EVs

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.

10



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



Collaborate and partner

Empower customers and cultivate impactful collaboration with transportation stakeholders



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



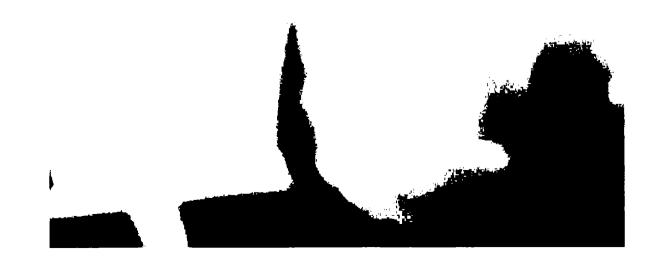
Accelerate charging accessibility

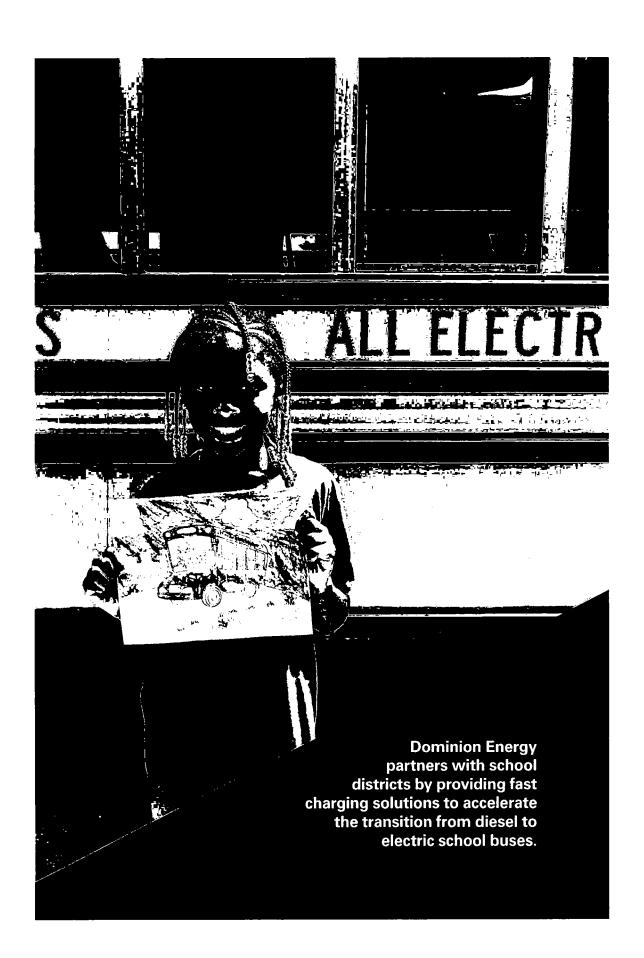
Invest in and facilitate the development of charging infrastructure to drive clean transportation in all market segments now and in the future



Pursue innovative solutions

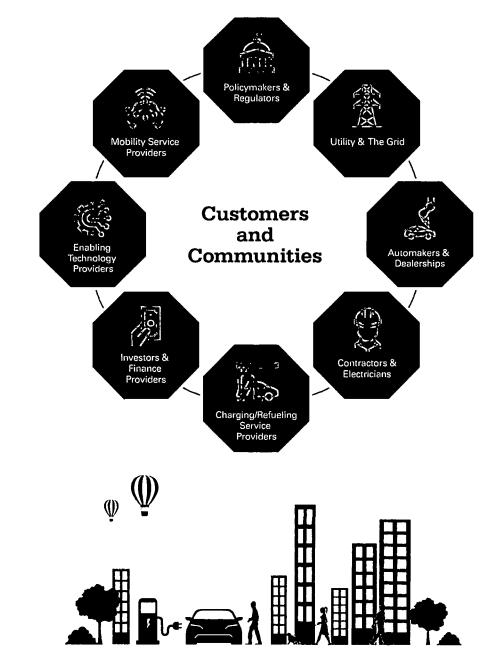
Implement new technologies and innovative rate designs to manage charging and leverage battery storage while broadening the deployment of smart infrastructure





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 longhaul 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 <u>learn more</u> 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

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Appendix 2

Pricing Plan Pilot Program Electric Vehicle (EV)

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



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.
2 Dominion

Pilot Overview

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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

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



Pilot Program Eva	Pilot Program Evaluation: Protocol Overview
 Develop load shapes t comparison groups. 	to compare pilot participants to the relevant
 Determine whether the time peak demand occ for pilot program partic 	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 ea	each Annual Report for additional information on participant and control groups.
4	Dominion Energy

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.



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Appendix 3

RESIDENTIAL BILL PROJECTION - MAN A, COMPANY METHODOLOGY

Rete projections are not final. Ratus are subject to reputatory approvel. Certain fine items potentially eligible for customest credit nairvestment offset under V.e. Code.

RESIDENTIAJ Schwadie 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		EEDZ 230	2034 DEC 2034	2035 DEC 2035	55 5600
DISTRIBUTION & GENERATION (BASE) ¹ TRIENNAAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹	~ ~	5 27 J	\$ 61.82 \$.	8 * ~	et 83	s s	61.82 5	(0,47) (0,47)	~ ~	60.93 \$ (0.43) \$		~ ~	60.71 \$ · \$	50.71 ,	~ ~	60.71 \$ · \$	12.09	\$ 60.71 \$	~ ~	60.71 \$ · \$	60.71	5 6071 5	21 \$ \$	12.09	\$ 60.71 \$	~ ~	17.009
TRANEMISSION - RIDER T FUEL - RUDER A - RIDER T FUEL SEGNETTDATION ¹ DSM (LPPRDVED PROGRAMS) RIDER PRP - UNIVERSAL SERVICE FEE ¹	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	19.72 S.23.25 S. 11. 5 S. 11. 5 S. 11. 5 S. 11. 5 S. 11. 1 S. 11.	7.61 8.71 8.71 8.71 8.71 8.71 8.71 8.71 8.7	58 <u>5</u> 88888	20.29 17.03 1.47	~~~~~	16.60 5 20.45 5 1.31 5 0.03 5	1221 81.25	****	15.58 \$ 28.59 \$ 28.59 \$ 28.59 \$ 1.61 \$ 1.61 \$ 2.03 \$	20.61 27.58 2.41 2.41 1.25	~~~~	2012 2015 2015 2015 2015 2015 2015 2015	22.99 28.65 2.16 2.16 0.40		24.83 \$ 27.65 \$ 2.08 \$ 0.28 \$ 1.13 \$	4-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 14-52 1	22.25 24.26 24.26 25.25 24.26 2 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.2	~~~~	27.45 \$ 26.54 \$ 1.81 \$ 1.13 \$ 1.13 \$	28.08 27.56 1.70	2724 5 2724 5 160 5 1.160	888 A	1.8 1.8 1.8 1.8 1.8	ALTS 2	****	26.89 30.33 1.13
Generation Infractingues Generation Riders Approved Pricor TO 2020 * Rider Sva - Nuclear Subsequent Locinse Renewal	~ ~ ~	2.12.51 5 - 5	\$ 12.76 \$ -	76 \$ 5	78.51 -	~ ~	\$ 6E.EL \$ 0	14.51 2.07	v i v i	6.67 \$ 0.93 \$	6.18 1.54	~ ~	\$ 51.3 \$ 96.2	5.05	ŝ	5.36 S 3,48 S	65 F.S	\$ 5.23 \$ 4.16	v, v,	5.00 S	4 6 6 7	44 ~~	4.58 6.44 5	4.52	ELA 2 10.6 2	~ ~	3,94 3.63
<u>Distribution Infrastructura</u> grid transcommation Plan straategic undergrgund Plan rural braadband	~ ~ ~ ~	· 181 ·	, , , , , , ,	, 1, 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	. 1.	~~ ~	. 5 2.14 \$ 0.03 \$	2 S S 116	~~	5 961 5 961 5 961	81.8 87.2 050	1 1 1 2 1 2	2,40 5 3,80 5 0,65 5	292 114 129	~~	3.84 \$ 4.18 \$ 0.86 \$	84 53 88 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	5 4 51 5 4 51 5 6 0 5	~ ~ ~ ~	2 52 98 2 52 98 2 5 58	4,40 3,67 0,77	4 A C	2 514 2 646 2 670 2 5	55 973	\$ 3.25 \$ 3.22 \$ 0.67	~ ~ ~	3.19 30,6 2.65
AS Environmental RIDER E RIDER CCR RIDER RGGI	5 5 5 5 5	861 · ·	2 · ·	861 22		~ ~ ~ ~	\$ 571 \$ 567 \$ 667 \$ 667	2,96		2.70 S 2.70 S	3.09		0.75 \$ 3.14 \$ - 5	0.60	~~	0.63 S 2.77 S	0.67 2.05	\$ 0.62 \$ 1.86 \$ -	~ ~ ~	0.58 5 1.83 5 · 5	0.43 1.47	. F 9	2 050 2 00.1 2 00.1	4E.0	100 S 1016 S 1016 S	v , v, v,	0.07
<u>Additional Resources in Plan A</u> GAS CT GAS CC	s so	, , ,	• •	v v	• •	~ ~	· ·	• •	~~~	, , , ,	• •	~ ~		0.17	5 5	\$. • \$. 136	\$ 0.18 \$ 1.96	va va 11. ja	0.49 \$ 2.55 \$	69 57 57 57 57 57 57 57 57 57 57 57 57 57	بة ب م م	1,46 S 4.32 S	111	\$ 2.93 \$ 4.09	~ ~	3.62
RPS Program-Reisted Resources in Plen A RIDER RPS *	Ś		,	~	•	Ś	0.18 \$	1.81	s	1.53 \$	17.2	r s	2.76 \$	3.49	s	1,43 \$	EL.	3.43	\$	3.23 \$	3,56	s.	3.86. \$	395	4.06	\$	503
RDER CC' RICER CC - FUEL BENEFT RIDER CC - REC PROXY VALUE RIDER CC - CAPACITY OFFSET* RIDER CC	、、、、、、、			~~~~~		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1.36 [0.04] 1.32	****	2.13 5 (0.43) 5 (0.01) 5 1.70 5	2.94 (0.62) 2.23	~~~~~	3.75 5 (1.07) 5 (0.15) 5 2.54 5 2.54 5	4.12 (1.29) (0.84) (0.26) (0.26)	~~~~~~	4.22 \$ (1.15) \$ (0.63) \$ (0.34) \$ 2.09 \$	402 0 28 0 28 0 28 0 28 0 28 0 28 0 28 0	88.E 2.0.5 2.0.2 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3 2.0.3	***	351 S (1.08) S (0.53) S (0.53) S (0.53) S (0.53) S (0.53) S (0.53) S	86.6 (EL.1) (TA.0) (TA.0) (TA.0)	~~~~~	3.16 \$ 2.111) \$ 2.023) \$ 2.034) \$ 1.33 \$ 1.33 \$	111 (111) (035) (035) (035)	\$ 3.28 5 (1.17) 5 (0.32) 5 (0.32) 5 1.46	~~~~~~	3.43 (7.1.1) (0.50) (0.50) 1.63
RIDER PA* RIDER PA - FUEL BENEFT RIDER PA - REC PROXY RIDER PAA - CA'ACTY OFISET* RIDER PAA - CA'ACTY OFISET*	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~							15.0 (H6.0) (10.0)		0,45 S (0.72) S (0.02) S (0.23) S	(1500) (1500) (1500)	~~~~~	0.88 5 (0.91) 5 . 5 (0.12) 5 (0.14) 5	0.94 (0.89) (0.57) (0.19) (0.71)		2.25 \$ (1.71) \$ (0.43) \$ (0.43) \$ (0.43) \$	3.45 (0.26) (0.65) (0.33)	S 4.65 S (1.08) S (1.08) S (0.00)		6.04 \$ (3.09) \$ (1.12) \$ 0.64 \$	7.13 (3.64) (1.15) (1.15) (1.15)	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	\$ 608 \$ (121) \$ (121) \$ (211) \$ (211)	5 <u>6 6 9</u> 9	\$ 10.37 \$ (5.30) \$ (1.33) \$ 1.88) \$ 1.88		11.60 (15.91) (15.1) (12.00) 2.36 2.36
RIDER OSW ' RIDER OSW - RELEBENET RIDER OSW - REC PROXY VALUE RIDER OSW - CLARATY OFFST ' TOTAL OFFSHORE WIND	"""""" "			****				148 148 148		4,74 S • • 5 • 5 • 5 • 5 • 5 • 5 • 5 • 5	46'S · · · 46'S	~~~~~	9.16 2 2 2 2 2 2 3 16 2 16	10.53 (0.46) 10.07		12.30 \$ (3.60) \$ (0.22) \$ (0.23) \$ 8.06 \$	11.09 (1.23) (1.90) (0.47) (0.47) (0.47)	s 10.37 5 (2.76) 5 (1.57) 5 (0.49) 5 5.58	***	9.28 (2.49) 5 (1.29) 5 (0.54) 5 4.95 5	8.11 (2.48) (0.98) (0.54) 4.10	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	8.52 5 (12.46) 5 (10.88) 5 (10.61) 5 4.58 5	9.62 (0.79) 5.87 (0.51)	s 11.14 s (2.43) s (0.70) s (0.52) s 7.49		12.79 (2.39) (0.53) (0.53) 9.25
NUCLEAR SMALL MODULAR REACTORS *	s		•	s	•	s	s.	•	s	\$	•	s	• •	,	\$	s	•	~	ŝ	, ,	•	v	••	•	s	ŝ	
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	s	•	•	*	•	s	0.37 \$		\$	7.68 \$		ŝ	\$ 16.61	14.57	*	13.24 \$	10.27	\$ 10.66	s	\$ 25.01	10.15	s 11-	\$ 01.11	13.06	\$ 14.49	s	11.25
PLUN A TOTAL CAGR PLUN A (2019 BASE) CAGR PLUN A (MAY 2020 BASE)	\$	5 997221	\$ 116.18	5 81	116.54	ŝ	2 11 1 2 1	140.21	s,	\$ 4 5.661	142.72	v	149.36 \$	150.00	v 7	12T <i>1</i> 2	149.80	\$ 150.65	s.	2 8573 2 802 2 892	153.76	ezhet e	ະ ສ	156.49	64.721 - 2	~ ~	15051 2,1% 2,1%
¹ Publicly available, annualized tariff rates conditient with the final order in Case No. PUB-2023-00058. No future changes modeled. Indicative rate for feal secantization. No examptions modeled for opt out. No examplication modeled for examptions to Riden CoVA BPP. Assumes Ridens R.5, and W rolled into base rates effective hirk 1, 2023. Incident at a paperved and anticipated phases of darroup 2023. Assumes Ridens R.5, and W rolled into base rates effective hirk 1, 2023. Incident at a paperved and anticipated phases of darroup 2023. Assumes Ridens R.5, and W rolled into base rates effective hirk 1, 2023. Incident at a paperved and anticipated phases of darroup 2023. Assumes Ridens R.5, and W rolled into base rates effective hirk 1, 2023. Incident at a paperved and anticipated phases of darroup 2023. Romany-owned and contracted for resources. Incident as paperied and anticipated phases of darroup wiles for REG. France Company-owned and contracted for resources. Incident a paperved and 2023 and the Risker C.C.P.N. and GNV mater and conductation in Case No. 10, 2023. d0156. Incident specific Company-owned projects proposed in 2020 and the reacher, along with generic tolar, distributed adar, and storage. Need for reactive table proposed and 2020 and the reacher, along with generic tolar, distributed adar, and storage. Incident specific anticpated phases for an phase for the and GNV mater conductation in Case No. 10, 2023. d0156. Incident specific anticpated based on any generic soft, and there after to an distribute and and specific anticpate specific anticpate specific anticpate specific anticpate soft.	i final order In lied for opt out app. Papp. In the SECS from for RECs from for RECs from and thereafte of with generic i, the output fri	Case No Lanes Ri Lanes Ri Lanes Ri Lanes Millione Al, and C Solar an Dem such	, PUR-201 ders R., S, arch 2023 ry-owned with genu storage tiscilities	21-00058. and W ro I, and comu effe solar, effe solar, r conside e PPAs.	. No furt oliad into rescred-fi ; distribut restion in the Comy	No future changes modeled Bed into base artes effective acted-ior recources distributed jolar, and store article for the New Young Ped Company's RPS Program	ges mode tes effect ress. r, and sto s, PUR-20 PS Progra	4. No luture changes med sid. rolled into base retes effective July 1, 2023 ruterate-for resource. at durbuted solar, and roongs. durbuted solar, and roongs.	. 2023, .	Ļ																	

Rate projections are not final. Rates are subject to regularony approval. Cartain fine items potentially eligible for customer credit reinvestment offset under Va. Coda.

EMALL GENERAL BILL PROJECTION - PLAN A, COMPANY METHODOLOGY

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\$ (0.21) \$ 9.37 \$ 1.57 \$ (1.85) \$ - \$ (0.13) \$ (0.41) \$ 52.07 \$ ~ ~ ~ ~ ~ 576.78 \$ **~~**~ 26.84 \$ 72.1 06.61 22.01 02.2 4.82 18.52 2024 DEC 2024 38.00 \$ \$ 11.01 \$ (EE.2) \$ (AOO) \$ 7.7 \$ 7.7 2,46 \$ (4,00) \$ (1,01) \$ (1,65) \$ \$. 9.16 \$ 22.73 \$ 642.44 \$ **~** ~ **~~~** ~ **~** ~ ŝ 27.32 4.46 828 826 9.77 16.21 27.**8**5 2023 DEC 2023 . . 670.50 \$ •••• 10.86 \$ 5.41 5 2.022) 2.19 2.19 5.19 5.19 5.19 х , 21.43 \$ ~ ~ ~ ~ ~ ~ ~ ~ 59.26 8.24 4.73 9.90 0.73 7.76 57.71 2022 DEC 2022 \$ 237.62 5 68753 • • - 5 5 51.0 5 21.0 \$ 66.2 \$ 73.61 \$ 11.436 s . 2.01 \$ 2021 DEC 2021 532.40 \$ 542.13 \$ ~ ~ ~ **~~~** ••••• **~** ~ **~** ~ ŝ ۰ ۱

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 2 87'2 . 93 . 57.99 . 271.78 \$ 277.78 · \$ · • • 2019 2020 2020 DEC 2019 MAY 1, 2020 DEC 2020 , 95 ' 2 06 ' 58.22 S - 5 **~** ~ 97 · · • • ~ ~ •• • \$ 35,455 ŝ **~**~~~ ~ ~ ~ s s , , 87.272 82.87 139.52 5.13 5.13 513 8.75 · **5** . . ŝ **~** ~ •••• ŝ ~ ~ ~ ~ ~ ~ **~** ~ ~ ~ ~ ~ ~ ~ ~~~~ s RPS PROGRAM-RELATED RESOURCES SUBTOTAL DISTRIBUTION & GENERATION (BASE)¹ TRIENNIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹ Generaliko infrastructura GENERATHON RIDERS APPROVED PRIOR TO 2020 ⁴ RIDER SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL RIDER OSW - FUEL BENEFIT RIDER OSW - REC PROXY VALUE RIDER OSW - CAPACITY OFFSET " TOTAL OFFSHORE WIND TOTAL RIDER CE TOTAL RIDER PPA PLAN A TOTAL NUCLEAR SMALL MODULAR REACTORS * <u>RPS Program-Related Resources in Plan A</u> RUDER RPS ^a DSM (APPROVED PROGRAMS) RIDER PIPP - UNIVERSAL SERVICE FEE <u>Distribution Infrastructure ⁹</u> GRID TRANSFORMATION PLAN STRATEGIC UNDERGROUND PLAN RURAL BROADBAND RIDER PPA " RIDER PPA - FUEL BENEHT RIDER PPA - REC PROXY RIDER PPA - CAPACITY OFFSET " <u>SMALL GENERAL SERVICE</u> Schedule GS-1 (6,000 kWh - 15 kW) RIDER CE ' RIDER CE - FUEL BENEFIT RIDER CE - REC PROXY VALUE RIDER CE - CAPACITY OFFSET " CAGR PLAN A (2019 BASE) CAGR PLAN A (MAY 2020 BASE) <u>Additional Resources in Plan A</u> GAS CT GAS CC TRANSMISSION - RIDER T FLEL - RIDER A FLEL SECURITIZATION ³ <u>A5 Envroumenta)</u> RUDER E RUDER CCR RUDER RGGI RIDER OSW *

Publicly available, enuralized tarifi rates consistent with the final order in Cese No. PUR-2021-00058. No future changes modeled

¹ Indicative rate for fuel securitization. No examptione modeled for opt out. ¹ No structurations modeled for examptions to RMen. DOW & PRO. ² No structurations modeled for examptions to RMen. DOW & PRO. ³ No structurate all approved and anticipated phases of distributions (2023, Assume) Ridens R. S., and W rollad into base inste effective laby 1, 2023. ³ Includes all approved and anticipated phases of distribution infrastructures as a of Mench. 2023. ⁴ Includes all approved and anticipated phases of distribution infrastructures as a of Mench. 2023. ⁴ Includes all approved and anticipated phases of distribution in 2020 and Mench. 2023. ⁴ Includes a positive constance of distribution in 2020 and the interfusion of SW made and constraint do Nu made and Storage. ⁴ Includes appealed in 2020 and the SME SC PMA. GONV made and SW made scalification in Casa No. 7018. 2021. ⁴ Includes appealed in 2020 and the structure share share for the structures PMA. ⁴ While nuclear structure of one generate REd., the output from tuck fills a reduces the Company's RIS Porgam ensume interfuncture. ⁴ While nuclear structure of one generate REd., the output from tuck fills a reduces the Company's RIS Porgam ensume interfuncture.

Rate projections are not final. Rates are subject to regulatory approval. Cartain äne itema potentially eligible for costomest credit reinvestment officet under V.a. Code.

LARGE GENERAL BILL PROJECTION - PLAN A, COMPANY METHODOLOGY

<u>LAPGE GEVERAL SERVICE</u> Schedule GS-4 (6,000,000 kWh - 10,000 kW)	2013 0EC 2019		2020 MAY 1, 2020	2020 DEC 2020	2021 DEC 2021	2022 DEC 2022	2023 DEC 2023	201A DEC 2014	2025 DEC 2015	2026 DEC 2026	2027 DEC 2027	2028 DEC 2028	2029 DEC 2039	2030 DEC 2030	2031 DEC 2031	2032 DEC 2032	2033 DEC 2033	2034 C	2035 DEC 2035
distribution & generation (mag) ¹ Triennal Revew - Voluktary Customer Repund ¹	69'961'1E1 \$		\$ - \$ \$ 69'961'1FT \$	\$. \$ \$ 69961'1ET \$	69'961'1ET	\$ 127,019.69 \$ \$ [10,792,1] \$	127,019.69 \$ [1,464.00] \$	\$ 13.000,221 8 \$.	\$ 13.000,001 \$ \$ - \$	5 S	\$ E9TEE727 !	\$	\$ 53565,221 \$.	\$. \$ £9'EE£'ZZI	\$ 53.65.551 \$ -	\$ \$ £9'£££'2Z1	\$ 19'EEE'ZZI \$	\$ \$ 19:816,171	122,333.63
TRANSMISHOM - RIDER T PUL - BULK A PUL - SULMTZATHON ' DAL (APPENDE PASCALAS) RIDER PIPP - UNIVERSAL SERVICE FEE '	5 37,760.00 5 139,524.00 5		37,780.00 \$ 104,142.00 \$ 104,142.00 \$ 150.00 \$	42,270.00 5 102,126,00 5 144,00 5	45,760.00 5 122,688.00 5 60.00 5 162.00 5	35,280.00 5 212,274.00 5 107.00 5 167.00 5 17.00 5 1	47,770.00 5 171,540.00 5 158.00 5 158.00 5	61,480.00 5 165,480.00 5 114,469,12 5 114,469,12 5 6,750 00 5	62,260.00 175,500.00 13,782.55 13,782.55 13,782.60 6,750.00	\$ 66,540,000 \$ \$ 173,094,000 \$ \$ 12,979,100 \$ \$ 90,000 \$ \$ 66,750,000 \$	72,350.00 5 165,900.00 5 12,457.20 5 96.00 5 6,750.00 5	\$ 00.010,08 \$ 91,090,16 \$ 91,090,16 \$ 00.05 \$ 00.05 \$ 00.05 \$ 00.05 \$ 00.05 \$ 00.05 \$ 00.02 \$	84,140,00 5 158,034,00 5 11,408,47 5 6,750,00 5	86,210.00 \$ 159,246,00 \$ 10,838.70 \$. \$. 5 . 5 . 5	87,850.00 5 165,354.00 5 10,172.08 5 5 - 5 6,750.00 5	88,400.00 \$ 163,428.00 \$ 9,586.32 \$ 6,750.00 \$	2 00.000,18 2 00.518,171 2 25.510,9 2 5 . 2 00.027,3	83,640,00 S 181,596,00 S 2 S 5 ' 6,750.00 S	81,850.00 181,990.00 6,750.00
Generation Infratuceura Generation Riders Afproved Prior to 2020 * Rider Syna - Nuclear Subsequent Licener Renewal	5 36,670.00 \$	~ ~	3 4,070,00 5	5 . 5 00057,EE	2 00.07.2.ME	5 36,660.00 5 5 5,150.00 5	15,480.00 5 2,030.00 5	5 17,160.00 5 4,100.00 5	5 15,830.00 5 6,160.00 5	2 00.011,EL 2 2 7,330.00 5	\$ 00.099,EL 1	5 15,770.00 5 10,640.00 5	14,860.00 \$	14,110.00 5 13,030.00 5	2 00.013,EI 2 00.071,EI	13,040.00 5 12,620.00 5	12,760.00 \$ 11,740.00 \$	11,380.00 \$ 10,760.00 \$	00,009,01 00,042,0
Destribution infressivelyee" Grod Transforranton plan Rural Broadband	•••		ы. , ,	υυ .,	, 89 20	\$ 0,160.00 \$ \$ 010.00 \$	3 00:05E 2 00:05E	5 3,680.00 5 5 580.00 5	3,040.00 830.00	\$ 3,200.00 \$ \$ 860.00 \$	4,450.00 5	\$ 00.00 990.00 5	\$,090.00 \$40.00 \$	5,120,00 \$ 890,00 \$	4,730.00 \$ 830.00 \$	4,400.00 5 780.00 5	4,040.00 5 720.00 5	\$ 00:065,E \$ 00:069	3,170.00 600,00
A5 Environmental NDER CA RIDER CA RIDER RGGI	\$ \$560.00 \$	~~~	5,560.00 S	2 00.00 2 - 2 - 2 -	3,140,00 5 17,670,00 5 14,358,00 5	s 4,860.00 5 5 17,730.00 5 5 - 5	4,440.00 5 16,212.00 5 27,852.00 5	5 2,710.00 5 5 18,522.00 5 5 5	2,020.00 18,816.00	\$ 1,540.00 \$ \$ 16,182.00 \$ \$. 5	1,780.00 \$	1,880.00 S	1,770.00 \$	1.620.00 \$ 10,986.00 \$	1,200.00 5 8,796.00 5	850.00 5 6,222.00 5	960.00 2 00.472,1 2 00.472,1	850.00 5 00.58 5 00.5	780.08 1444.08
Addilanal Resources in Man.A Gas Cr Gas Cc	, , v v	س م	v v			v v 		· ·	· ·	\$ 440.00 \$	1,770.00 \$	3,830.00 \$	510.00 S	1,380.00 \$	2,650.00 5 9,090.00 5	4,160.00 \$ 12,280.00 \$	5,960.00 5 12,050.00 5	8,060.00 \$ 11,270.00 \$	9,920.00 01,2,500,00
RPS Program-Related Resources in Plan A RIDER RPS ^e	, v	ŝ	ۍ י	у ,	1,092.00 \$	\$ 10,860.00 \$	9,162,00 \$	\$ 16,272,00 \$	16,530.00	\$ 00726/02 \$	20,604,00 5	5 19,974,00 5	20,580.00 \$	\$ 00'05E'61	21,348.00	23,184.00 \$	23,694.00 \$	\$ 00'ZZE'}Z	30,072,05
RIDER CE ' RIDER CE - LUEL BENEFT RIDER CE - ALE PROVY VAUUE RIDER CE - GANACTY OFFSET ' TOTAL RIDER CE	 		•••••		80 90 90 90 90 90 90 90 90 90 90 90 90 90	3,140.00 5 2,140.00 5 2,140.00 5 2,140.00 5 2,140.00 5	2 00.025,2 2 00.021,5 2 00.031,5 2 00.031,5 2 00.031,5 2 00.031,5	2 00.037,9 2 (00.020) 5 2 (00.021) 5 2 (00.021) 5 2 (00.021) 5 2 (00.0212) 5 2 (00.021	11,630.00 (6,408.00) (450.00) 4,772.00	\$ 11,280.00 \$ \$ (7,764.00) \$ \$ (5,034.00) \$ \$ (7004.00) \$ \$ (7004.00) \$ \$ (7004.00) \$	11,410.00 5 (6,930.00) 5 (3,774.00) 5 (31,774.00) 5 (310.00) 5	12,630.00 5 (8,070.00) 5 (1,504.00) 5 (1,070.00) 5 (1,470.00) 5	11,170,00 5 (7,098,00) 5 (3,834,00) 5 (1,040,00) 5 (1,040,00) 5	10,070.00 5 (6,504.00) 5 (3,192.00) 5 (1,080.00) 5 (706.00) 5	2 (00.042) 2 (00.042) 2 (00.042) 2 (00.042) 2 (00.042) 2 (00.042) 2 (00.042)	2 00.028,8 2 00.028,003 2 (00.011,0 2 (00.028) 2 (00.008) 2 (00.008)	8,920.00 5 (6,720.00) 5 (2,106.00) 5 (940.00) 5 (940.00) 5	8,960.00 \$ (7,008.00) \$ (1.890.00) \$ (920.00) \$ (858.00) \$	9,240,00 (5,996,00) (1,770,00) (910,00) (436,00)
RIDER PPA " RIDER PPA - TUEL BENEJIT RIDER PPA - CARACITY SISSET " RIDER PPA - CARACITY SISSET "	 		, , , , ,	• • • • •		\$ 1,680.00 \$ \$ (2,058.00) \$ \$ (300.00) \$ \$ (458.00) \$	2,016.00 5 (3,534.00) 5 (3,54.00) 5 (54.00) 5 (1,572.00) 5	1,442.00 5 (1,854.00) 5 (1,854.00) 5 (90.00) 5 (90.00) 5 (90.00) 5	4,472.00 (5,430.00) (3,70.00) (1,328.00)	 4,714.00 5,538.00) 5,538.00) 5,538.00) 5,538.00) 5,538.00) 5,1,526.00) 5,1,526.00) 5,1,526.00) 5,1,526.00) 5,1,526.00) 5,1,526.000 5,1,526.000	11,958.00 \$ (10,266.00) \$ (1,299.00) \$ (1,299.00) \$ (1,299.00) \$	18,890,00 5 (13,566,00) 5 (5,172,00) 5 (2,030,00) 5 (1,678,00) 5	25,428.00 5 (16,164.00) 5 (5,468.00) 5 (2,540.00) 5 (2,540.00) 5	32,512.00 \$ (18,516.00) \$ (7,176.00) \$ (3,210.00) \$ 3,610.00 \$	38,516.00 5 (21,858.00) 5 (6,876.00) 5 (3,740.00) 5 6,042.00 5	43,842,00 \$ (24,994,00) \$ (7,395,00) \$ (3,870,00) \$ 7,602,00 \$	50,594.00 \$ [7,836.00] \$ (7,836.00] \$ (4,360.00] \$ 9,796.00 \$	55,174,00 \$ (31,818,00) \$ (7,930,00) \$ (5,070,00) \$ (5,070,00) \$ 16,305,00 \$	60,786.00 (35,484.00) (7,990.00) (5,390.00) (5,390.00)
RIDER OSW ' RIDER OSW - FULIE EKKETT RIDER OSW - CAPACITY VALUE RIDER OSW - CAPACITY OFTSSET TOTAL OFTSHORE WIND	, , , , , , , , , , , , ,		, , , , , ,	, , , , , ,	,	3.470.00 S 5 · · 5 5 · 5	10,780.00 \$. 5 . 5 10,780.00 \$	16,140.00 S 16,140.00 S 16,140.00 S	23,600,00	27,220,00 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 4,472,00 5 5 5	32,060.00 5 (21,576.00) 5 (1,296.00) 5 (1,120.00) 5 (1,120.00) 5	31,110,00 5 (19,356,00) 5 (11,405,00) 5 (11,405,00) 5 (11,300,00) 5 (1,300,00) 5 (1,300,00) 5	29,200,002 (16,548,00) 2 (00,41,00) 2 (00,012) 2 (00,012) 2 (00,012) 2 (00,012) 2 (00,012) 2 (00,012)	26,010.00 \$ (14,952.00) \$ (7,758.00) \$ (1,520.00) \$ 1,780.00 \$	22,650.00 5 (14,892.00) 5 (5,898.00) 5 (1,510.00) 5 350.00 5	24,070.00 5 (14,748.00) 5 (5,280.00) 5 (1,710.00) 5 2,3332.00 5	26,980.00 5 (14,682.00) 5 (4,758.00) 5 (1,430.00) 5 6,110.00 5	30,470,00 5 (14,550,00) 5 (4,212,00) 5 (1,420,00) 5 (1,420,00) 5	34,850.00 (14,352.00) (3,714.00) (1,440.00) 15,344.00
NUCLEAR SMAILL MODULAR REACTORS **	, \$	s	s	s ,	•	s	s ,	•	· ·	s s	•	s	• •	s	s ,	۰ د	s	s ,	,
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	s,	\$	ۍ	s ,	1,572.00 \$	\$ 16,736.00 \$	21,510.00 \$	\$ 37,830.00 \$	43,574.00	\$ 38,586.00 \$	\$ 00'9228'92	\$ 00'011'21 \$	\$ 00756712	24,034,00 \$	27,006.00 \$	32,158.00 \$	38,754.00 \$	44,108.00 \$	57,110.00
PLAN A TOTAL	\$ 350,860.	TE \$ 691	2,878.69 \$	313,786.69 \$	\$ 350,460,69 \$ 312,474,69 \$ 313,746,69 \$ 370,696,69 \$ 455,706,60	\$ 455,706,60 \$	433,429.69	\$ 455,220.75 \$	\$ 471,004.18 \$	\$ 20135-02 \$	\$ 62130061459 \$	\$ 452,218.77 \$	\$ 01.95E'958 ;	463,747.83	\$ 473,581,71 \$	\$ 26700/114	485,875,98 \$	485,981,63 \$	498,177.63
CAGR PLAN A (2019 MAST) CAGR PLAN A (2017 2020 BAST)														2.6% 3.2%					¥72 ¥61
¹ Publiciy available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modele	the final orde	er in Case N	to. PUR-2021	-00058. No fui	ture changes m	odeled.													

¹ Publicly available, annulticed tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled. Indications meet the rivel screen processor is Ridem CSW & PUP. No assumptions modeled for exemptions to Ridem CSW & PUP. Reflects Ridem B, R, S, W, GW, CSP, LS, an OW at inough 2023. Assumes Ridem R, S, and W rolled into base rates effective July I, 2023. Includes the case of Ricci meeting of the relation of the rational and an anticed for reasones. Includes the case of Ricci meeting of the Ricci meeting with grenerk solur, distributed with and case-includes the case of Ricci meeting of the Ricci meeting with grenerk solur, distributed with and case-includes the case of Ricci meeting of the Ricci meeting with grenerk solur, distributed with and case-includes the case of Ricci meeting of the Ricci meeting with grenerk solur, distributed with and case-indudes to each at Ricci meeting of the Ricci meeting with grenerk solur, distributed with and case includes to each at Ricci meeting of the Ricci meeting with grenerk solur, distributed with and case includes to each at the two sound the Ricci meeting with grenerk solur, distributed with an atomater includes at the atom state case of an atomater solur with grenerk solur, distributed atomater includes are atomatic atomater atomate atomate atomate atomater atomater atomater atomater atomater includes specific Comparity can proposed in 2020 and the Rick for With weeting atomate solur, and cancels. Includes a proced in 2020 and the static solur with grenerk solur atomater solur, and rearders.

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Rate Outlook 2019 to 2035

Rate projections are not firmi. Rates ere subject to regidatory approval. Certain Dio Rems potentially eligitia for customer credit reinvestment offset under Va, Code.

RESIDENTIAL BILL PROJECTION - PLAN B. COMPANY METHODOLOGY

<u>resigentia</u> Schedure I (1,000 kwn)	2019 DEC 2019	2020 MAY 1, 2020	۵	2020	2021 DEC 2021 D	2022 DEC 2022	2023 DEC 2023	2024 DEC 2024	2025 DEC 2025	2026 DEC 2026	2027 DEC 2027	2028 DEC 2028	2022 DEC 2023	2030 DEC 2030	2031 DEC 2031	2032 DEC 2032	2013 DEC 2013	2034 DEC 2034	2035 DEC 2035	
DISTRIBUTION & GENERATION (RASE) ¹ TRIENMAL REVIEW - VOLUKTARY CUSTOMER REFUND ¹	\$ 61.8 \$	~ ~	61.82 \$ · \$	61.82 S	61.82 \$ · \$	60.93 S (0.47) S	5 (64 0) 5 (64 0) 5 (64 0)	1, 12	. 6071 S	12.09 S	\$ 60.71 \$	\$ 60.71 \$	\$ 60.71 \$.	\$ 60.71 \$.	۶ 6071 ۲	\$ 60.71 \$	2 17.03 2 2	\$ 60.71 \$	\$ 60.71 \$	_
TRANEMISSION - RIDER T RUEL - RUDER A - RUDER T RUEL SRUDARTATION ' SOM (APPROVED PROGRAMS) RUDER PAP - UNIVERSAL SERVICE FEE '	27.21 25.25 21.1 2 21.1 2 2 2 2 2 2 2 2 2 2 2 2 2 2	~ ~ ~ ~ ~ ~	2 27.01 2 36.71 2 61.1 2 61.1	20.29 \$ 17.02 \$ 1.17 \$ 1.47 \$	20,45 20,45 5 30,45 5 30,45 5 1,31 5 1,31 5 5 1,00 5 5 5 0,00 5 5 5 5 5 5 5 5 5 5 5 5 5	12.91 \$ 35.38 \$. \$. \$ 0.03 \$	15.58 28.59 5 5 5 1.1 5 1.1 5 5 0.03 5 5	20,61 27,58 2,41 1,21 1,13	8712 S 5782 S 677 S 677 S 677 S 677 S	\$ 22.99 \$ 28.61 \$ 2.16 \$ 0.40 \$ 1.13	5 24.83 5 27.43 5 2.08 5 2.08 5 0.28 5 1.13	\$ 25.41 \$ 26.79 \$ 2.00 \$ 2.00 \$ 0.10 \$ 1.13	82.85 82.85 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.81 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80.85 80 80 80 80 80 80 80 80 80 80 80 80 80	5 27.45 5 26.28 5 1.81 5 1.81 5 1.81 5 1.81 5 1.13	80.82 80.82 8 0.272 8 0%.1 8 0%.1 8 0%.1 8 1.1 8	8572 2 10.021 2 10.021 2 2 10.021 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	27.75 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06 25.06	2011 S	5. 262 91.15 5 2 5 - 5 5 - 5 5 - 5	
G <u>amerikan intrekture</u> Generatian Ridesa Approved Prior to 2020* Rider Sila - Nuclear Subsequent license renewal	12,91 5 -	s sh	12.76 S - \$	12.87 \$	2 96.61 2 -	1451 \$ 2.07 \$	5 <i>19</i> .9 2 93 5	6,18 1.54	5 6.12 \$ 2.39	\$ 5.05 \$ 2.83	\$ 5.36 \$ 3,43	82.8 77.6 8	\$ 5,23 \$ 4,16	\$ 5 6 7 8 7 8	5 4.85 5 4.69	5 4.58 5 4.44	\$ 452 \$ 416	5 A.13	\$ 3.94 \$ 3.63	• •
Dittibution intrativatura " Gaidi Tratscomandon Pala Strategic underground Pala Rural Brandband	2 2 48 1	v v v P	. s . s . s . s	· 56 ·	. S 214 S 003 S	1.16 S 2.50 S 0.17 S	5 967 5 967	s 3.13 5 2.74 5 0.50	s 240 s 3,80 s 0.65	s 2.94 s 4.11 s 0.73	\$ 3.84 \$ 4.18 \$ 0.86	s 4.06 5 4.52 5 0.86	s 451 s 453 s 284 s 284	\$ 5 4.61 5 0.80 5 0.80	\$ 4.40 \$ 3.67 \$ 0.77	\$ 415 \$ 349 \$ 0.73	5 8.5 5 8.5 07.0 2	s 1.68 s 3.27 s 0.67	8.18 80.16 80.65 80.65	
AS Environmental RUDER E RUDER CA RUDER AGGI	801 S 2 2	55 20 20 20 20 20 20 20 20 20 20 20 20 20	2, 66.1 2, 2, -	1.67 S - S - S	2.95 2.95 2.95 2.95 2.95 2.95	1.95 5 2.96 \$ · 5	5 27 3 7 7 8 7 7 8	207 208 208 208	67.0 2 \$1.5 5 \$1.5 5	\$ 0.60 \$ 2.70	\$ 0.68 \$ 2.77 \$ -	\$ 0.67 \$ 2.05 \$	\$ 0.67 \$ 1.86 \$ -	\$ 0.58 \$ 1.83 \$ -	\$ 0.43 \$ 1.47 \$	050 2 201 2 201 2	AE.0 2	s 0.31 S 0.16 S -	52.0 2 20.0 2 20.0 2	
Additional Resources in Plan B INCREMENTAL GENERIC DSM GAS CT	•••	s s	ъъ 	•••• •••		v. v.	2.0 25 2 2 2	65-1	s 2.41 s 0.41	\$ 2.07 \$ 0.86	8 1.80 \$ 1.53	\$ 1.74 \$ 1.76	5 2.33 \$ 1.71	\$ 2.29 \$ 1.76	\$ 2.40 \$ 1.94	\$ 2.23 \$ 2.25	\$ 2.67 \$ 2.65	\$ 2.92 \$ 3.18	\$ 3.24 \$ 3.58	
<u>RPS Program Related Resources in Plan A</u> RIDER RPS ^e	∽	ŝ	د		0.18 \$	1.81	1.53 S	2.65	\$ 2.64	85.8 3,38	\$ 3.34	\$ 3.25	S 3.36	7LE 2	\$ 02.6	OLLE 2	86.E \$	\$ 3.98	\$ 4.18	
RIDER CE') RIDER CE - FUEL BENEFT RIDER CE - RECPRONY VALUE RIDER CE - CARATY OFFSET TOTAL RIDER CE	 				2 61.0 2	1.36 S (0.04) S - S 1.32 S	2.13 S (0.43) S (0.01) S 1.70 S	3.47 (0.52) (0.05) 2.80	\$ 4.60 \$ 1.07] \$ 3.38 3.38	5 5 6 6 1.32 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	s 7.34 5 (1.56) 5 (0.64) 5 (0.44) 5 4.71	s 8.56 5 (2.08) 5 (0.79) 5 (0.57) 5 5.12	s 10.03 s (2.15) s (2.29) s (2.79) s (2.79) s (2.79)	\$ (1.26 \$ (7.35) \$ (0.98) \$ (0.98) \$ 6.94	s 12.64 5 (2.83) 5 (0.83) 5 (1.18) 5 (1.18) 5 7.75	S 13.25 S (12.6) S (12.6) S (2.60) S (2.61) S 2.8 S 2.8	s 15.08 5 (3.66) 5 (1.01) 5 (1.56) 5 (1.56)	\$ 16.11 \$ (4.11) \$ (1.02) \$ (1.82) \$ 9.16	5 17.61 5 (4.56) 5 (1.03) 5 (1.03) 5 (2.07)	
RUDER FRA" Rider Pra - full lektett Rider Fra - Lektettoru Rider Fra - Clandity Offset" Total Rider Ppa	 	~~~~~	. , . , .			0.31 S (0.34) S (0.03) S (0.03) S (0.03) S (0.07) S	0.45 S (0.72) S (0.02) S (0.02) S	0.29 (15.0) (20.0)	s 0.88 5 (0.91) 5 - 1 5 (0.12) 5 (0.14)	\$ 0.90 \$ (0.85) \$ (0.19) \$ (0.73)	\$ 1.35 \$ (1.02) \$ (0.29) \$ (0.37)	s (1.10) s (1.10) s (0.36) s (0.36)	 2.19 2.19 4.116 4	S 2.67 S (1.25) S (0.53) S (0.59) S 0.32	S 3.24 S (1.47) S (0.47) S (0.69) S (0.69)	s 3.80 s (1.67) s (0.50) s (0.76) s 0.87	5 4.37 5 (1.91) 5 (0.50) 5 1.03	\$ 4.29 \$ (2.12) \$ (0.53) \$ (1.03) \$ 1.21	\$.2 (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36) (2.36	
RIDER OSW " RIDER OSW - RELIBENET RIDER OSW - RELIGNOV YULUE RIDER OSW - CANATITY OFFIST " TOTAL OFFISHORE WIND [2 PMASES TOTALING 5,154 MM]	 				 	24. 24. · · · 24. 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	47.4 2.74 2.74 2.74 2.74 2.74	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	816 	\$ 11.99 \$ (0.46) \$ 11.54	5 13.81 5 (3.60) 5 (0.22) 5 (0.43) 5 9.57	2.11 2.11 2.12 2.12 2.12 2.12 2.12 2.12	 14.28 14.28 (2.76) (1.57) (1.57) (0.49) 9.47 	S 15.24 S (2.49) S (1.29) S (0.54) S (0.54)	 5 16.58 5 (2.49) 5 (0.99) 5 (0.99) 5 (0.54) 5 (0.54) 	S 17.42 S (2.78) S (0.89) S (0.61) S 13.15	S 16.67 S (14.91) S (1.03) S (1.03) S 9.86	S 14.10 S (4.26) S (1.41) S (1.04) S (1.04)	5 12.54 5 (1.24) 5 (1.24) 5 45	*826*
NUCLEAR SMALL MODULAR REACTORS =	s	s	\$ 5	• •	, ,		чо ,	, , 5	\$ CO4	\$ 0.15	9E.0 \$	\$ 0.83	\$ 1.58	\$ 2.62	\$ 3.89	\$ 5.25	\$ 6.57	\$ 7.94	876 \$	
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	, v	v,	s	•• •	\$ 76.0	4.52 \$	7.68 \$	\$ 11.35	\$ 15.07	5 17.83	\$ 17.61	\$ 16.54	\$ 20.55	30.52 2	¥777 \$	1ETE \$	\$ 30.23	50.62 S	\$ 30.41	_
PLAN B TOTAL Cagr Plan B (2019 BASE) Cagr Plan B (Nayy 2020 BASE)	\$ 122.66	Ś	116.18 \$	116.54 \$	१ पद्धा	140.21 \$	194.00	\$ 144.57	\$ 15294	S 155.79	\$ 154.57	S 157.70	\$ 162.13	5 167.34 X92.5 X92.6	\$ 171.86	5 175.22	\$ 174,23	\$ 171.48	\$ 174.15 2.2% 2.15%	
¹ Publicly suitable, annualized tariff rates consistent with the final order in Case No. PUR-2023-00058. No future charges modeled. ² Indicative ratio: Nail recuritation. No examptions modeled for opt out. ⁴ No examptions modeled for exemptions to Riders OW & PKP. ⁴ No examptions modeled for exemptions to Riders OW & PKP. ⁴ Enforce Hills paperved and ratio and Picket and Cash through 2023. Assume Riders N. 5, and Winfled into base rates effective lahr L. ⁴ Enforce Hills paperved and ratio and Picket DC and Number 2023. Assume Riders N. 5, and Winfled into base rates effective lahr L. ⁴ Enforce Hills paperved and ratio and Picket provised and the ratio and rate of Much 2023. ⁴ Enclards a pacific Comparty-owed projects proposed to 2020 and threat Ret, along with grantic table. The Air and ON under consideration is class in and starges. ⁴ Includes a pacific Comparty-owed projects proposed to 2020 and threat Ret, along with grantic table and constrained and <i>n</i> , and examples and the starts. ⁴ Includes a pacific Comparty-owed projects proposed to 2020 and threat Ret, along with grantic cash and starts and starts and starges. ⁴ Includes specific Probased to 2020 and threat Ret, Jako and ON under consideration in Case No. PUR. 2023-0356. ⁴ Includes specific Probased to 2020 and threat Ret, shorg with grantic cash and starts and starges. ⁴ Includes specific Probased to 2020 and threat Ret, shorg with grantic cash and includes the Campany's RSS Program annual ⁴ Wille muchar starts in Campany's RSS Program annual ⁴ Mills muchar start for examiner values the output from usch facilities the Campany's RSS Program annual ⁴ Cash and Cash and the muchan start and and and an annual ⁴ Cash and Cash an	inal order in i d for opt out pp. pp. iffactive iffactive ind therative Kiden Ci, pp. with generic the output fr	Lase No. PU 	R-2021-0005 R, S, and W 2023. under consi under consi Bitles reduce	058. No future W refled into b Lontected-for Lontected-for Lontected in the statement on the s.	No future changes modeled. Bed into base rates effective is esterior resources. distributed solar, and tanges distributed solar, Na R25 Program et	654. No frazire charges modeled. Wrafied into base races effective July 1, 2023. contractied/or resources. doi: distributed sciences. and canege. distribution in Case No. 1717.2023.00355. A.	223. quirement.													

SMALL 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 cradit rehrvestment offset under Va. Cada.

	ž	06C 2019 N	MAY 1, 2020	DEC 2020		DEC 2021	DEC 2022	DEC 2023		DEC 2024	DEC 2023	DEC 2026	0EC 2027		DEC 2023 DE	DEC 2029	DEC 2030	DEC 2031	DEC 2032	DEC 2033	BEC 2034		DEC 2035
DISTRIBUTION & GENERATION (JACE) ^I Teternial review - volumfart customer refund '	~ ~ ~	777.78 \$ · \$	277.78	~ ~	217.712 2	81.772	5 256.31 5 (127)	ŝ	266.31 \$ (3.001 \$	2 17.821 2	17.021 S	\$ 259.77 \$ `	~ ~	259.72 S	\$ 57.822 \$ -	21.822 · · \$	17.822	\$ 259.77 \$	5 259.77 S -	7.927 2 3	~ v	2 77.045 2	и:651
TRANSMISSION - RIDER T Rufl - Ruder an Divid Rufl - Ruder an Divid Sk (Method Programs) Ruder Pipp - Universial Service Fee "	~~~~~	2 62.37 2 22.051 2 2 25.05 2 2 25 2 2 25 2 2 25 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	45.37 11.101 1.101	- 7 	89.27 S 202.13 S 2 S 2 S 2 S 2 S 2 S 3	2225 112269 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	5 58.84 5 211.27 5 6.42 5 6.42 5 0.16	~~~~~	65.08 5 171.54 5 2.73 5 7.73 5 0.16 5	85.82 165.43 14.47 5 57 5 5 5 57 5 5 5 5 5 5 5 5 5 5 5 5	5 13.75 5 13.75 5 13.75 5 13.75 5 13.75 5 13.75 5 13.75 5 13.75 5 13.75 5 13.55 5 13.5	5 9484 5 171.67 5 12.98 5 12.98 5 1.67	~ ~ ~ ~ ~ ~ ~	160.14 S 164.55 S 12.46 S 1.12 S 6.73 S	2 82.801 2 80.76 2 80.21 2 80 2 80 2 80 2 80 2 80 2 80 2 80 2 80	110.14 \$ 156.17 \$ 11.41 \$. \$ 6.75 \$	113.74 157.70 10.84 10.84	\$ 115.66 \$ 115.66 \$ 163.81 \$ 101.7 \$ 5.73 \$ 6.73	5 109-95 170.04 5 95-9 5 5 5 5 75 5 75	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	****	110.50 \$ 188.63 \$ 5 5 5 5 5 5 5 5 5 5 5 5	282.001 282.892
Generation Infrationum Generation Infrationum Generation Bioles Approved Prior TO 2020 * Rider Sun - Nuclara Subsequent Uncavae Renewal	s s	61.54 S · S	58.22	~~	\$ 66723 \$	83. 83.	5 59.26 5 8.24	.	27.32 \$ 4.46 \$	\$ 11.61 \$ 11.15 \$ 11.1	29.76 5 11.59	80.52 80.52 82.51 82.51	~ ~	24.55 \$ 15.96 \$	2 81.35 2 87.71	24.62 \$ 19.60 \$	23.55 71.17	5 22.69 5 21.93	02.02 78.61 8	9 5 20.08	~ ~	18.98 S 17.96 S	17.97 16.53
<u>Détrôución infrestincture</u> gedd Transsonalarting tuan Strategic undergegound plan rupal broadrand	~ ~ ~ ~	. 5 8.75 S	. §.	~~~	, 59 2 2 2 2 2 2	. 9 81.6 0.12	\$ 4.73 \$ 9.90 \$ 0.73	~ ~ ~ ~	1.39 5 35.8 5 35.1 1.36 5	2 00.E1 2 00.01 2 20 05 2 20 05	5 10.43 5 13.99 5 2.84	\$ 11.84 \$ 14.04 \$ 3.19	~ ~ ~ ~	14.86 \$ 13.68 \$ 3.34 \$	14.95 S 14.10 S 3.18 S	15,91 \$ 12.01 \$ 2.95 \$	15,50 12,88 2,69	\$ 14.08 \$ 9.94 \$ 2.46	\$ 12.13 \$ 8.64 \$ 2.14	5 10.87 5 7.87 5 1.94		9.56 \$ 7.09 \$ 1.75 \$	8.28 6.36 1.58
<u>45 Environmental</u> Dise CE RUBER GGCI		9.44 S 244 S 2 S 2 S	88 · ·	~~~	7.48 \$ - \$	5.99 17.67 14.36	87.1 8 5 . S	~ ~ ~ ~	9.77 \$ 16.21 \$ 27.88 \$	4.82 5 18.52 5	5 18.82 5 .	\$ 2.79 \$ 16.18 \$.	~~~	3.13 \$ 16.60 \$ - \$	2 14 5 2 1621 2 -	\$ 66.5 \$ 21.11 \$ -	17.2 17.2	5 500 5 8	s 1.34 s 6.22 s -	~~~	* * *	1.43 \$ 0.98 \$	1.29 0.44
Additional Resources in Plan B INCREMENTAL GENERIC OSM GAS CT	ŝ	, , , ,		~ ~ ~			 	v v	2,58 \$	6.38 5	\$ 10.63 \$ 1.99	\$ 8.61 \$ 4.05	N N	7.18 \$ 7.02 \$	6.62 \$ 8.32 \$	8.50 \$ 8.06 \$	7.96 8.27	30.6 \$0.6	5.7 50.01 5	1 \$ 7.61 7 \$ 11.75	~ ~	7.86 \$ 14.63 \$	8.18 16.32
RPS Program-Related Resources in Plan A RUDER RPS ^e	s	• •	•	v	v.	1.09	\$ 10.86	ŝ	\$ 91.6	15.89 \$	5 15.83	570Z \$	Ś	20.05 \$	19.49 \$	20.15 \$	00'61	\$ 20.98	\$ 22.79	B8'EZ \$ 1	s	23.86 \$	25.05
RIDER CZ * RIDER CZ • ENEL BENETT RIDER CZ • ALACITY OFTER * RIDER CZ • CAPACITY OFTER * TOTAL RIDER CZ				****	••••••	26-0 26-0 26-0 26-0 26-0	\$ 5.41 \$ (0.22) \$. 5.19	****	to.12 \$ [2.33] \$ [0.04] \$ 2.75 \$	15.65 (3.69) 5 (0.21) 5 (0.21) 5 (11.75 5	(6.41) (6.41) (0.71)	0.752 2 (112.7) 2 ((12.7) 2 ((12.1) 2 ((12.1) 2 (~ ~ ~ ~ ~ ~	33.80 \$ (9.37) \$ (3.85) \$ (2.01) \$ (2.01) \$	40.51 \$ (12.49) \$ (4.73) \$ (2.69) \$ 20.59 \$	47,41 \$ (13,13) \$ (5.95) \$ (3.55) \$ 24,78 \$	53.17 (14.12) (5.87) (4.64) (4.64) 28.56	\$ 59.37 \$ (16.96) \$ (15.96) \$ (5.28) \$ 31.57	S 61.76 S (19.25) S (5.75) S (5.75) S (5.94)	67.40 5 67.40 5 (21.96) 5 (5.05) 1) 5 (5.05) 1) 5 (7.07) 2 5 32.32	~ ~ ~ ~ ~ ~	74,31 S (24,68) S (5,14) S (8,39) S 35,10 \$	(202) (45.73) (05.0) (05.0) 37.53
RIDER PPA " RIDER PPA - FUELE&NEFT RIDER PPA - AEC PROXY RIDER PPA - CAPACITY OFSET " TOTAL RIDER PPA		, , , , ,			••••••		s 1.76 s (2.06) s (0.13) s (0.43)	****	2,45 5 (4,00) 5 . 2 (0,11) 5 (1,65) 5	1.57 (24.1) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.13) (2.1	s (5.43) s (5.43) s (0.58) s (1.04)	\$ 5.03 1 \$ (5.11) 5 (3.43) 1 \$ (0.29) 1 \$ (4.40)	****	7.52 \$ (6.11) \$ (2.48) \$ (1.33) \$ (1.33) \$ (2.40) \$	9.82 5 (6.59) 5 (1.70) 5 (1.70) 5 (1.55) 5 (1.55) 5	12.29 \$ [6.98] \$ (3.14) \$ (2.17) \$ (0.01) \$	14.92 (7.51) (3.10) (2.77) LSW	s 18.08 s (8.82) s (2.79) s (2.79) s (3.24)	S 20.89 S (10.04) S (12.98) S (3.41) S 4.45	23.94 0 \$ 23.94 0 \$ (11.47) 0		26.99 5 (12.73) 5 (3.20) 5 (4.73) 5 6.34 5	27.22 (71.41) (11.1) (11.7) (11.7)
RIDER OSW * RIDER OSW - FUEL BENEFT RIDER OSW - FUEL RENOTY NUJUE RIDER OSW - CANCITY OFFET * TOTAL OFFSHORE WIND (2 PHILSE TOTALING 5,154 MW)	~~~~~				••••••		8 8		2 EL 12 2	26.84 S	\$ 44,45 \$ \$ \$ \$ \$	1E.82 2.7.1 2.7.1 2. 2 3.2.62 2 3.2.62	~~~~~	69.61 \$ (21.50) \$ (1.30) \$ (1.93) \$ 38.75 \$	62.34 5 (19.36) 5 (11.41) 5 (12.23) 5 26.35 5 26.35 5	67.54 \$ (16.55) \$ (18.1) \$ (19.1) \$ (2.13) \$ 39.26 \$	72.00 (14.95) (7.76) (7.57) (7.57)	5 77.93 5 (14.89) 6 (5.30) 7 (5.30) 7 (5.30) 8 (S 78.40 S (16.67) S (5.28) S (5.28) S 53.72	2,2,5,5 (4,5,1) (4,5,1) (5,2,1) (5,2,1) (5,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1)) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,1) (1,2,	****	\$ 5055 \$ (1165) \$ (14.8) \$ (14	57.43 (7.85.7) (7.45) (4.84)
NUCLEAR SMALL MODULAR REACTORS **	s	• •		s	s	•	s	s	s	v;	\$ 0.17	\$ 0.68	s	1.66 \$	3.19. S	7.45 \$	PE.21	5 18.72	\$ 23.48	1 \$ 29.20	s	36.49 \$	43.21
RPS PROGRAM-RELATED RESOURCES SUBTOTAL				Š	• •			s,		\$ 10.42	34.61	s	ŝ	ŝ	\$ 11.71	91.65 \$	108.14	\$ 128.62	97°5ET \$	65.21 \$ 1	\$	124.42 \$	17:071
PLAN B TOTAL CAGR PLAN B (2019.0423) CAGR PLAN B (MAY 2020.8ASE)	5 5	\$ \$33.95 \$	532.40	Ś	\$42.13 \$	587.62	\$ 670.50	Ś	645.02 \$	645.16 S	8E.0ET 2	\$ 728.90	s,	\$ 07:122	2 TLT \$	141.57 \$	763.19 2.6%	\$ 783.66	\$ 783.60	85.ETT \$ 1	s	\$ 17.011	1984 1984
¹ Publicity available, annualized tariff rates consistent with the final order in Case No. PUR-2023,00058. No forum 1 indicative rate for itral securitization. No essumption modeled for opt out. ¹ Neteratingions modeled for exemption to Riden GW & PUP. ¹ Neteratingions modeled for exemption to Riden GW & PUP. ¹ Neteratingions and the CAU U-S-2, U-S-2, U-S-2, and U-S-2 distribution in the Structure as of Matrix 7, 2014. We note a final order in the Neterative short and the Cale of Intro- ¹ Indicative supervised and anticipated phases of Gatribution Infrastructure as of Matrix 7, 2023. ¹ Includes all approved and anticipated phases of Gatribution Infrastructure as of Matrix 7, 2023. ¹ ¹ Includes all approved and anticipated phases of Gatribution Infrastructure as of Matrix 7, 2023. ¹ ¹ Induces repetite Company-work proceed in 2020 and Network 1, should be repetite Apple approved and anticipated short as ¹ ¹ Network or coefficient and process phases of 10 2010 and Paters CL, PMA, and GSW mate contraferation in Gas Mol. ¹ ¹ Network or coeffic Company-work for Stronge Matrix 1, along with generic todar and storage PMA. ¹ ¹ Includes specific PPAs proposed in 2020 and theresther, along with generic todar and storage PMA. ²	inal order il d for opt or P. P. frastructur s from Com resttes, alo vith generi	n Case No ut. ssumes Ri party-own of OSW un k solar en	L PUR-2021. Idens R, S, al arch 2023. ed and comb meeric solur. ider comsideu id storage P	L-00058. A nd W rolls rected-for L distribute ration in C	2 1 2 4 4 4		s changes modeled. use rates effective July 1, 2023 affectorys. L	ı, 2023.									5						L.

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

LARGE GENERAL BILL PROJECTION + PLAN B, COMPANY METHODOLOGY

avitas neuer reens poreculars englise en costoner creati senta																		
<u>LARGE GENERAL SERVICE</u> Schedule GS-4 (6,000,000 kWh - 10,000 kW)	2019 DEC 2019	2020 MAY 1, 2020	2020 01C 2020	2021 DEC 2021	2022 DEC 2022	2023 DEC 2023	202A DEC 202A	2025 DEC 20025	2026 DEC 2026	2027 DEC 2027 D	2023 DEC 2023	2029 DEC 2029	2030 Dec 2030	2031 DEC 2031 D	2032 DEC 2032	2033 DEC 2033 D	2034 D	2035 DEC 2035
DSTRIBUTION & GENERATION (BASE) ⁴ Truennial Review - Voluntary Customer Refund '	. \$ 59361'1E1 \$. \$ 59.301,161 \$ 0	9731,196.69 5	5 131,196.69 5	5 697610727 5 5 6976571) 5	\$ 127,019.69 \$ (00.464.00)	\$	2 29 201 (ZZI 2	122,333.65 5	5 - 5 -	5 - 5 -	2 5 69 60 7 7 1 5 .	\$. \$.	\$. T \$ £9£££721	\$. \$ E71EE7ZT	5.	\$. \$.	122,333 63
TRANSANSSION - RIDER T SUEL - ROBER A VUEL SECURITATION ' SUEN VPPPORT PRODAUSI RIDER PIPP - UNIVERSAL SERVICE FEE *	\$ 37,760.00 \$ 139,524.00 \$. \$ 150.00 \$.	\$ 37,760,00 \$ 139,524,00 \$ 139,524,00 \$. \$. \$. \$. \$. \$. \$. \$. \$. \$.	0 \$ 42,270,00 0 \$ 107,126,00 5 0 \$ 144,00 5	\$ 45,260.00 \$ 122,688.00 \$ \$ 60.00 \$ 167.00	5 35,280,000 5 112,274,00 5 01,001 5 01,000 5 00,000 5 0000000000	\$ 47,770.00 \$ 171,540.00 \$ \$ 168.00 \$ \$ 168.00 \$	<pre>\$ 61,480 00 5 \$ 165,480 00 5 \$ 165,480 00 5 \$ 164,689.12 5 \$ 14,469.12 5 \$ 1226.00 5 \$ 6,750.00 5</pre>	 5 62,260.00 5 5 175,500.00 5 5 13,782.55 5 5 13,782.55 5 5 108.00 5 6,750.00 5 	00.042,363 00.073,171 00.072,01 00.09 00.09 00.073	\$ 72,350,00 \$ 1 \$ 164,550,00 \$ 1 \$ 12,457,20 \$ \$ 96,00 \$ \$ 6,750,00 \$	80,010,005 5 1 160,758,00 5 1 11,999,14 5 30,00 5 30,00 5 6,750,00 5	\$ 84,140,000 \$ \$ 156,174,00 \$ 1 \$ 11,408,47 \$ \$ 11,408,47 \$ \$ 6,750,00 \$	2, 20,012,23 2, 20,007,721 2, 20,2332,20 2, 2, 20,027,2 2, 20,027,2 2, 20,027,2	87,890,00 5 163,812,00 5 10,172,05 5 6,750,00 5	2 00.009,88 2 00.009,11 2 00.022,9 2 55,332,9 2 00.027,9	87,000,00 5 181,392,00 5 1,0,235 5 9,012,35 5 6,750,00 5 6,750,00 5	83,540,00 5 188,628,00 5 1 5 5 6,750,00 5	81,850 00 192,858.00 6,750.00
Generation infrativativa Generation Riders Approved prior to 2020 * Rider Ska - Nuclear Subsequent ucense renewal	\$ 36,670.00 \$	0 \$ 34,070,00	0 \$ 33,750.00 5	5 34,570,00 5	S 36,660.00 S	\$ 15,480.00 \$ 2,030.00	\$ 00,000 \$ \$ 4,100,00 \$	15,830.00 \$ 6,160.00 \$	2 00.011,81 1 2 00.052,7	2 00.001.6 9.00.001.6	15,770.00 \$ 14,860.00 10,640.00 \$ 11,820.00	~~	14,110,00 5 13,090,00 5	13,610.00 \$ 13,170.00 \$	13,040,00 \$ 12,620,00 \$	12,760.00 \$ 11,740.00 \$	2 00.095,11 2 00.097,01	00,008,01 00,049,6
Detroution infratur <u>ui</u> " grup transformatton plan rutal broadband	., v.v.	••• •••	, , , ,	5 , 5 ZDU00	\$ 1,150.00 \$ \$ 110.00 \$	350.00	\$ 3,680,00 \$ 5,00,082 \$ 5,00,00	3,0000 S	3,200,00 S	4,450.00 5 1,000.00 5	4,650.00 \$	\$ 00:060'S	5,120.00 5 890.00 5	4,730.00 \$ 830.00 \$	4,400.00 \$ 780.00 \$	4,040.00 \$ 720.00 \$	3,590.00 5 00.033 5 00.033	3,170.00 600.00
<u>A5 Environmental</u> NUER CR RUER CR RUER RGG	\$ 5,560.00 \$ - \$	5,560.00 5 5,560.00 5 - 5	0 \$ 4,300.00 \$ 5	5 3,140.00 5 17,670.00 5 14,358.00	\$ 4,860.00 \$ 17,730.00 \$	\$ 4,440.00 \$ 16,212.00 \$ 27,852.00	\$ 2,710,00 \$ \$ 18,522,00 \$ \$ 3	5 2,020.00 5 5 18,816.00 5	15,10,00 5 16,182,00 5	1,780.00 \$ 16,596.00 \$	1,880.00 5 12,306.00 5 5 -	1,770.00 \$ 11,148.00 \$	1,620.00 \$ 10,986.00 \$	1,200.00 5 8,796.00 5	6,222.00 \$ 6,222.00 \$	\$ 00.032 \$ 00.611 \$ -	8 000 MB6	780.00 444,00
<u>Additional Resources in Plan B</u> GAS CT	, v	v	, s	v			s s	1,050.00 \$	2,240.00 \$	4,000,00 \$	4,980.00 \$	4,860,00 \$	\$ 00.026.\$	5,450.00 \$	6,400.00 5	7,470.00 \$	8,770.00 \$	07018'6
RPS Program-Related Resources in Plan A RIDER RPS "	, v	s	s	\$ 1,092.00	\$ 10,860.00	\$ 9,162.00	\$ 15,888.00 \$	\$ 00.468,21 \$	20,286.00 S	\$ 007550'02	19,488.00 \$	20,148.00 \$	18,996.00 \$	20,976.00 \$	\$ 00.467,22	\$ 00'268'62	\$ 00'958'62	25,050.00
RUCER CT ' RUDER CC - RUCL REVERT RUDER CC - REC PROMY VALUE RUDER CC - CUPACITY OFFISCT ' RUDER CC - CUPACITY OFFISCT ' TOTAL RIDER CC		, , , , , , , , , , , ,	, 	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$ 3,140,00 \$ (216,00 \$ 5 \$ 2,924,00 \$ 2,924,00	00.02E,2 2 (00.091,5) 2 (00.051,5) 2 (00.051) 2 2 2 2 2 2 3 3 1 4 00.041,5 2 2 2 3 3 1 4 1 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	 3.1,510.00 3.6,90.00 3.6,90.00 3.6,90.00 3.6,70.00 	2 (0.022,11 2 (5,408.00 2 (1450.00 2 (1450.00)) (1450.00 2 (1450.00)) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.00) (1450.0	16,160.00 5 (7,908.00) 5 (5,034.00) 5 (700.00) 5 2,514.00 5	19,880.00 5 (9,372.00) 5 (3,834.00) 5 (3,834.01) 5 (01.080.11) 5 (01.080.03) 5 (01.080.03) 5	26,700.00 5 [12,492.00] 5 (4,734.00] 5 [1,780.00] 5 7,694.00 5	2 00.000,021,021 2 00.021,021 2 00.0342,23 2 00.0342,23 2 00.071,23 2 00.071,7,7	32,280.00 \$ (14,124.00) \$ (5,868.00) \$ (2,810.00) \$ 9,478.00 \$	35,720,00 5 (16,956,00) 5 (5,280,00) 5 (3,350,00) 5 (3,350,00) 5 (3,350,00) 5	<pre>2 00.038,85 2 00.038,2(21) 2 (00.927,2) 2 (00.027,5) 2 (00.027,5) 2 00.351,01</pre>	42,730.00 5 (21,960.00) 5 (6,054.00) 5 (4,470.00) 5 10,246,00 5	44,060.00 5 [24,678.00] 5 (6,144.00) 5 (4,960.00] 5 8,278.00 5	47,500,00 (27,342,00) (5,2504,00) (5,5500,00) 8,364,00
RIDER PPA " RIDER PPA - FUEL BENETT RIDER PPA - CAPACITY RIDER PPA - CAPACITY OFFET " TOTAL RIDER PPA	 	 	 	 	\$ 1,680.00 \$ (2,068.00) \$ (80.00) \$ (458.00)	\$ 2,016.00 \$ (3,534.00) \$ (3,534.00) \$ (1,572.00)	\$ 1,442.00 \$ \$ (1,854.00) \$ \$ 5 (1,854.00) \$ \$ (90.00) \$ \$ (502.00) \$	<pre>4,472.00 \$ 4,472.00 \$ 5 (5,430.00) \$ 5 (370.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00) \$ 5 (1,378.00</pre>	4,476.00 5 (5,112.00) 5 (3,426.00) 5 (520.00) 5 (4,582.00) 5	6,750.03 5 (6,114.00) 5 (2,484.00) 5 (780.00) 5 (780.00) 5 (7,628.00) 5	8,972.00 5 (6,588.00) 5 (3,084.00) 5 (1,120.00) 5 (1,120.00) 5	11,028.00 (6,984.00) 5 (6,984.00) 5 (1,138.00) 5 (1,1330.00) 5 (1,230.00) 5 (1,230.	2 00.812,01 2 (0.12,00) 2 (0.02,00) 2 (0.680,00) 2 (1,680,00) 2 (1,680	16,122.00 \$ (8,820.00) \$ (2,790.00) \$ (1,9-00.00) \$ 2,572.00 \$	18,764.00 \$ (10,044.00) \$ (2,982.00) \$ (2,150.00) \$ (2,150.00) \$ 3,584.00 \$	21,494.00 \$ (11,456.00) \$ (3,150.00) \$ (2,550.00) \$ 4,3284.00 \$	23,792.00 \$ (12,726.00) \$ (3,158.00) \$ (2,800.00) \$ 5,068.00 \$	26,136.00 (14,172.00) (3,130.00) (3,130.00) 5,642.00
RIDER DSW " RIDER DSW - FUEL BENETT RIDER DSW - FUEL BENETT RIDER DSW - CARACTT OFFSET RIDER DSW " RIDER DSW "	 	 	 	 • • • • • •	\$ 3,470.00 \$ 5 \$ 5 \$ 3,470.00 \$ 3,470.00	\$ 10,780.00 \$ 5 \$ 5 \$ 10,780.00 \$ 10,780.00	\$ 16,140.00 \$ \$ \$ \$ \$ \$ 5 \$	23,600,00 \$ 5 5 5 5 5 5 23,600,00 \$ 5 23,600,00 \$	a1,020,000 \$	36,000.00 \$ (21,576.00) \$ (1,296.00) \$ (1,120.00) \$ 12,006.00 \$	2 00.022,35 2 00.022,421 2 (00.022,11 2 00.022,11 2 00.022,13 2 00.002,13 2 000,1000,1000,1000,1000,1000,1000,1000	40,350,00 5 (16,548,00) 5 (9,414,00) 5 (1,380,00) 5 13,008,00 5	42,700,00 5 (14,952,00) 5 (7,758,00) 5 (1,520,00) 5 (1,520,00) 5	45,350.00 5 (14,892.00) 5 (5,898.00) 5 (1,510.00) 5 24,050.00 5	49,200.00 \$ (16,674.00) \$ (5,280.00) \$ (1,710.00) \$ 25,536.00 \$	46,720.00 \$ (29,436.00) \$ (5,238.00) \$ (2,870.00) \$ 9,176.00 \$	38,590.00 \$ (29,172.00) \$ (8,442.00) \$ (7,850.00) \$ (1,874.00) \$	34,170,00 (28,776,00) (7,846,00) (7,880,00) (8,932,00)
NUCLEAR SMALL MODULAR REACTORS * RPS PROGRAM-RELATED RESOURCES SUBTOTAL	 v v	, , v v	 	\$ 1,572.00	\$ 16,796.00	\$ 21,510.00	\$	\$ 90.00 \$ \$ 45,588.00 \$	380.00 S 46,874.00 S	\$ 00.078,2E \$ 00.378,2E	2,00,00-E,2 32,570,00 \$	4,500.00 S 45,008.00 S	\$ 00.025,7	10,940.00 \$ 68,672.00 \$	14,930.00 \$ 76,936.00 \$	18,550.00 \$ 66,192.00 \$	21,870.00 \$ 57,198.00 \$	25,970.00 60,094.00
PLAN B TOTAL	\$ 350,860.65	9 \$ 312,878.64	89789768 \$ 837278768 \$ 937276768 \$ 310'68668		\$ 455,706.60	\$ 433,429.69	\$ 456,586,75 \$	\$ 474,068.18 \$	ENCEVESS \$ 19197513 \$ 0170213 \$ 1257713 \$ 1257713 \$ 12587510 \$ 11290510 \$ 11290510 \$ 11290510 \$ 2070210 \$ 21393981 \$ 0352510 \$ 0352510 \$ 0352510 \$ 0352510 \$	465,328.83 \$ 4	163,666.77 \$ 1	476,302.10 \$ 4	5 5 53'563'631	07,415.71 \$ S	22,403.95 \$	512,343,98 \$ /	95,543,63 \$ 9	63,429,63
CAGR PLAN B (2019 BASC) CAGR PLAN B (AMY 3020 BASC)													3.1% A.3%					22% 21%

¹ Publicly available, annualized tariff rates construct with the final order in Casa No. PUR-2021-00058. No future changes modeled. Indicative area for freel securitization. No assumptions modeled for opt out.
² No assumptions modeled for searching to Rider SA PRP.
³ No sumptions modeled for searching to Rider SA PRP.
³ Restance Rider B, R, S, W, GY, US-J, Jan V, How JD, S. Assumes Rider R, S, and W rolled into base rates effective MiV 1, 2023. Includes an paperoved to an anticipated phases of distribution infrastructures as 61 March 2023.
⁴ Includes all paperoved in a anticipated phases of distribution infrastructures as 61 March 2023.
⁴ Includes all paperoved in a anticipated phases of distribution infrastructures as four the solut.
⁴ Includes all and the state of RIC perov walks for Rice M S, and W rolled into base rates effective MiV 1, 2023.
⁴ Includes all and the state of RIC parts walks for Rice M and rough and constructed for resources.
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⁴ Includes a rough on one generic RIC, No autor them such as the Company's RIS Program annual statement.

tete Outlook 2019 to 2035

farie projections ere not final, Rates are subject to regulatory approval. Cartain The Liems potentially eligible for customer credit reinvestment offset under Va. Code.

RESIDENTIAL BILL PROJECTION - PLAN C, COMPANY METHODOLOGY

4.18 (4.65) (1.07) (2.03) (2.45) (2.42) (2.42) (1.23) (1.15) (1.23) (1.15) (1.15) (1.15) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.123) (1.12 75.12 3.39 9.05 0.65 0.29 55 2035 DEC 2035 3.63 3.24 3.81
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PLS 221 262 239 . . **s** s ~ ~ ~ ~ ~ ~ **~** ~ 12.87 . g . 1.67 . . **~** ~ **~** ~ ~ ~ ~ ~ **~** ~ 61.82 5 13.26 5 13.26 5 13.36 5 13.36 5 13.36 5 13.36 5 13.36 5 13.36 5 13.36 5 13.36 5 13.36 5 13.56 5 13.56 5 13.56 5 13.56 5 13.56 5 13.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 5 14.56 12.76 . . . §... . . ~ ~ ~ ~ ~ ~ ~ ~ ŝ °. ۰ ، . 19 16.51 . <mark>1</mark>87 . <u>8</u>... . . ŝ ~ ~ ~ ~ ~ 5 5 RUDER GOW - FUEL BENEFIT RUDER GOW - FUEL BENEFIT RUDER GOW - CAPACITY OFFSET TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,124 MW) RPS PROGRAM-RELATED RESOURCES SUBTOTAL distribution & Generation (Base)¹ Triennial Review - Voluntary Customer Refund ¹ Generation infrestructure Generation Ribers Approved Prior TO 2020 * Rider Sva - NUCLEAR SUBSEQUENT LICENSE RENEWAL fuel - Rider A Fuel Securitzation * DSM (Approved Programs) Rider Prp - Universal Service Fee * TOTAL RIDER PPA TOTAL RIDER CE RPS Program-Related Resources in Plan A RIDER RPS * NUCLEAR SMALL MODULAR REACTORS ** PLANC TOTAL Distribution Infrastructure ¹ GRID TRANSFORMATION PLAN STRATEGIC UNDERGROUND PLAN RURAL BROADBAND RIDER PPA " RIDER PPA - FUEL BENEFIT RIDER PPA - REC PROXY RUDER PPA - CAPACITY OFFSET " RIDER CE ' Rider CE - Fuel Benefit Rider CE - Rec Proxy value Rider CE - Capacity Offset " CAGR PLAN C (2019 BASE) CAGR PLAN C (MAY 2020 BASE) <u>Additional Respuces in Plan C</u> INCREMENTAL GENERIC DSM GAS CT **FRANSMISSION - RIDER T** RESIDENTIAL Schedule 1 (1,000 KWh) A5.Environmental RIDER E RIDER OSW¹ RIDER OSW - FI RIDER CCR RIDER RGGI

14 assumptions modeled for examptions to Rider OSW & PIP. 14 Resumptions modeled for examptions to Rider OSW & PIP. 14 Resumptions and antioparties of US-3, and US-4 should 2023. Assume Rider SA 5, and W rolled into base artist effective Mry 1, 2023. 14 Includes all approxed and antioparties of the RIG form Company-sounds and contracteded for resources. 14 Includes a larger of the SA of US-1, US-2, US-3, and US-4 through 2023. Assume Rider SA 5, and W rolled into base artice still and the state of the SA of US-4 and US-4 includes a larger of the SA of US-2, US-3, US-3, and US-4 includes a larger of the SA of US-4 and US-4 includes a larger of the SA of US-4 and US-4 includes a larger of the SA of US-4 and SA of SA of US-4 and SA of SA of US-4 and SA of U

Rate projections are not final. Rates are subject to regulatory approval. Cartain line items potentially eligible for customer credit reinvestment offset onder Ve. Code.

SMALL GENERAL BILL PROJECTRON - PLAN C. COMPANY METHODOLOGY

<u>Small géneral Servic</u> Semadia GS-1 (5,000 NMh - 15 NW)	DEC 2	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 39 DEC 2034		2035 DEC 2035
DSTRIBUTION & GENERATION RALEI ¹ TRIENNIAL REVIEW - VOLUNITARY CUSTOMER REPUND ¹	\$ \$	87.TT	5 277.78	~ ~	2 87.272 · · 5	277.78 2 2 2 2 2 2 2 2	266.31 (3.27)	\$ 266.31 \$ [3.00]	77.625 \$	7.622 \$	5 139.77	77.925 \$	17.621 S	5 259.77 \$	5 259.77 S	5 259.77 S .	5 259.72 \$	~ ~	2 \$ 7.822 • • •	259.72 S	7.921
TRANSMISSION - RIDER T Rute - RIDER - A NULL SECURITANION - DSM (PPPARTER PROCEMENT RIDER PRO- LINIVERAL SERVICE FEE *	~~~~~	2 62.97 2 22.001 2 2 10 2 10	62.07 41.401	*****	2 51.001 2 51.001 2 69.3 2 69.3 2 69.3	70.55 5 122.69 5 - 5 6.22 5 0.16 5	58.84 712.27 6.42 0.16	80.65 8 2.171 2 5 1.171 2 5 1.171 2 61.0 8 0.10	s 85.83 5 165.48 5 14.47 5 557 5 6.75	\$ 92.47 \$ 175.50 \$ 13.78 \$ 13.78 \$ 13.78 \$ 5.75 \$	5 94.24 5 171.76 5 12.98 5 12.98 5 6.75	\$ 100.14 \$ 164.74 \$ 154.74 \$ 12.45 \$ 1.12 \$ 6.75	5 105.58 5 1152.09 5 112.00 5 12.00 5 13 5 6,73	411011 5 157.07 5 11.41 5 . 5 75. 6.75	2.113.75 2.123.1 2.010 2.2 2.2 2.2 2.7.3	s 115.66 5 164.79 5 10.17 5 5 5	8.09.93 17.17 9.59 9.59 8.7 8 7.3 8 7.3	***	1 5 85.801 1 2 75.081 9.02 5 10 2 2 25 5 2 5 5 2 5 5 2 5 5	110.50 5 11.181 2 5 5 5 6.75 5 6.75 5	107.86 199.04
G onoralion infestivalue Generation Riders Approved Prica To 2020 ⁴ Rider Sva - Nuclear Subsequent locense renewal	~~	61.54	\$ 58.22 \$.	ŝ	\$ 66 75	5 68.33 , \$	53.26 8.24	\$ 27.32 \$ 446	72.02 2 72.1 2	87.82 82.11 8	\$ 23.66 \$ 13.25	5 24.55 5 15.96	50.51 26.35 26.35	S 24.62 S 19.50	32.55 27.15 27.15	69.22 8 8.215 8	05.05 202.05 202.05	~~~	20.08 5 18.50 5	18.98 S 17.96 S	72.71 16.53
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AS Environmental Notos E RUDER AGG		46 · ·	19 ⁶ · ·	****	7.48 \$. 5 . 5	5.99 5.71 5.71 14.36 5	7.76 17.73 ,	s 9.77 \$ 16.21 \$ 27.85	\$ 4.82 \$ 18.52 \$.	28.8.2 28.81 28.81 28.81 28.82 28.81 28.82 28.83 28.83 28.83 28.83 28.83 28.83 28.83 28.83 28.83 28.83 28.83 28.63 28.64 28.64 28.64 28.64 28.64 28.64 28.64 28.64 29.64 29.64 29.64 29.64 29.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.64 20.65	s 2.79 s 16.18 s .	s 3.13 5 16.60 5	\$LE \$ 16.21 \$	2.93 21.11 5	271 \$ 10.99	5 5 200 5 8 8 80 5 - 1 8 8	s 1.34 5 6.22 5 - 2	~~~	\$ 151 \$ 761 \$ 5	1.43 S 0.98 S - S	1.29 0.44 -
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RPS Program-Related Resources in Plan A RUDER RPS *	s			ŝ	s,	1.09 5	10.86	5 9.16	\$ 15.89	\$ 15.83	\$7.0Z \$	S 20.05	5 19.49	\$ 20.15	\$ 19.00	\$ 20.98	67.22 S	Ś	\$ 58°EZ	23,856 \$	25.05
RIDER CE ' RUDER CE - BLLEIKHEFT RIDER CE - RUEANTV ØFEET RIDER CE - CAPACITY ØFEET ' RUDER CE - CAPACITY ØFEET ' TOTAL RIDER CE	~~~~~				•••••	0.92 S	5.41 (0.22) 5.19	\$ 10.12 \$ (2.33) \$. \$. \$. 7.75	\$ 16,43 \$ (3.69) \$ (0,21) \$ 12,53	S 23.17 S (6.41) S - S (0.71) S 16.05	S 28.84 S (7.57) S (5.03) S (1.22) S 14.60	S 34.93 S (10.36) S (3.86) S (3.86) S (3.86) S (3.86) S (3.86) S (3.86) S (3.86) S (3.86) S (3.86) S (4.82) S (4.82) S (4.83) S (28.09 (91.61) (51.51) (51.51) (51.51) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61) (51.61)(\$ 47.17 \$ (14.44) \$ (6.28) \$ (3.59) \$ 22.85	S 52.28 S (16.33) S (6.44) S (4.49) S (4.49) S 25.03	S 58.47 S (18.82) S (6.10) S (5.23) S 28.03	5 60.44) 5 (20.77)) 5 (6.38)) 5 (6.06)) 5 (6.06) 5 27.23		2 01.65 2 01.65 2 01.65 2 01.65 2 01.65 2 01.65	2 21.07 2 (03.21) 2 (05.3) 2 (01.8) 2 (01.8) 2 142,85	74.84 (27.97) (6.43) (9.28) 31.16
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RIDER DOW" RIDER DOW - FULLIERKEIT RIDER COW - FALCTI VALUE RIDER COW - CARACTTY OFFSLT TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MM)	~~~ ~			~~~~	••••••	••••••	23. · · · 23. 28. · · · 23.	22.73 5 22.73 5 2 2 2 5 2 2 2 3	26.84 5 26.84 5 26.84	s 445 s - 445 s 5 s 445 s 45	\$ 49.42 \$ (2.75) \$. \$. \$.	23.22 23.22 23.22 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 23.25 25.25 23.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25 25.25	85.50 (19.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41) (11.41)(S. 53.25 S (16.55) S (14.55) S (14.51) S (23.2) S 24.97	\$ 47.54 \$ (14.95) \$ (7.76) \$ (2.57) \$ 22.26	 5 49.82 5 (14.89) 5 (1.590) 5 (1.540) 5 (1.540) 5 (1.540) 5 (1.540) 	\$ 58.61) \$ (14.75)) \$ (14.73)) \$ (12.72)) \$ (12.72)) \$ 35.86	- • • • • • •	66.67 \$ (14.68) \$ (4.76) \$ (12.29) \$ 44.95 \$	69.05 2 (16.36) 2 (14.21) 2 (14.21)	65.33 (28.78) (4.09) (4.09) (4.84) 27.63
NUCCEAR SMALL MODULAR REACTORS *	Ś	,	•	s	\$	۰ ،	•	•	s	1T0 \$	\$ 0.68	s 1.66	\$ 3.91	\$ 7.46	\$ 12.34	\$ 18.22	\$ 23.48	s	\$ 07:62	3 67 S	12.64
RPS PROGRAM-RELATED RESOURCES SUBTOTAL PLAN C TOTAL	s s	. 55825	\$ - \$ \$ 532.40 \$		\$	2.01 \$ 587.62 \$	21.43	36.00	5 54.85 5 685.94	\$ 73.47 \$ 729.26	51.017 S	\$ 69.35 \$ 713.56	\$ 64.12 \$ 709.09	\$ 74.29 \$ 717.04	\$ 79.50 \$ 732.50	\$ 96.56 \$ 751.49	\$ 113.51 \$ 762.29	s s	1 S 87764	2 80.087 289.995 S	133.06 784.42
CAGR PLAN C RDD RMS] CAGR PLAN C (MAY 2020 BASE)															NA NO E						2012 2022

¹ Publicly available, annualized tarfif rates consistent with the final order in Case No. PUR-2023-00058. No huure changes modeled. 1 Indicative rate for fuel securitization. No assumptions modeled for opt out. 1 to assumptions modeled for reamptions of midens COW & RPM 2023. Assumes Ridens R, 5, and W rolled into base rates affective July 1, 2023. 1 Refers Riders B, R, S, W, GW, US-US-3, and US-4 hough 2023. Assumes Ridens R, 5, and W rolled into base rates affective July 1, 2023. Includes all approved and anxietyparted phases of distribution infrastructure are of Match 2024. Gen resources. 1 Includes all approved and anxietyparted phases of distribution infrastructure are of Match 2024. Includes to each RE (paramy verse propediel for Sign of breatfir, abort white grantet olds, distributed solar, and for any 1 includes a specific PDA proposed in 2020 and breatfir, abort with grantet olds, distributed solar, and for any 1 includes appecific PDA proposed in 2020 and breatfir, abort with grantet olds. Rist All: 2023. 1 includes appecific PDA proposed in 2020 and breatfir, abort whith grantet olds. Rist All: 2023. 1 includes appecific PDA proposed in 2020 and the set in the solar is of stronge PDA. 1 includes are first proposed in 2020 and the set in the solar and stored for the sources. 1 includes appecific PDA proposed in 2020 and the set in the solar is all solar and in 2022. Appent annual requirement. 2 includes appecific PDA proposed in 2020 and the set in the solar and stored points.

Purte Outlook 2019 to 2035

Rata projections are not final. Rates are stolject to regulatory approvel. Cartain Ene Liems potentially aligible for customer credit reinvestment of that under Va. Code.

ARGE GENERAL BILL PROJECTION - PLAN C, COMPANY METHODOLOGY

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CAGR PLAN C (2019 MAS) CAGR PLAN C (MAY 2020 BASE)

TOTAL OFFSHORE WIND (2 PHASES TOTALING 5.154 MW)

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

Indicative rate for the interacting to the strumption modeled for opt out.
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No strumptions modeled for examption to Stiva 5 ppt out.
Reducts Riders 8, R, S, W, GW, CV, US-3, and UK shrough 2023. Ascumes Rider A, S, and W rolled Into base rates effective July 1, 2023.
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RESIDENTIAL BILL PROJECTION - PLAN D, COMPANY METHODOLOGY

Rate projections are not final. Rates tre subject to regulatory approval. Certain line itenas potentiality eligible for curtomar credit reliniestment offset under Ve. Code.

BLSTDENTIAJ Schedlar I (1,000 IVMs)	2019 DEC 2019		2020 MAY 1, 2020	2020 DEC 2020		2021 DEC 2021 C	2022 DEC 2022	2023 DEC 2023	2024 DEC 2024	2025 DEC 2025	2025 DEC 2026	1017 DEC 2017	2028 DEC 2028		202 9 0155 2029 D	2030 DEC 2030	2031 DEC 2031	2012 DEC 2013	EEOZ 230		2034 DEC 2034 D	2035 DEC 2035	
destruction & generation (base) ¹ Treenhal Review - Voluntary Customer Refund ¹	~~~	5 12 13 - 5	61.82	v y vy	61.82 \$ \$	\$. \$ 2819 -	\$ 66.03 \$ (14.0)	60.93 (0.43)	. 60.71 S	17.09 \$ 5 \$	1.00. S	7.09. 2	1 5 60.71 5 - 2	2 5 5	60.71 \$ · \$	12 g	\$ 60.71 \$	\$ \$	~ ~	8 14 09 2 14 09 2 1	\$ 1/:09 \$ -	60.71	
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RIDER PPA ' RIDER PPA - TUEL BENEFIT RIDER PPA - GENATIV OFFSET ' RIDER PPA - GENATIV OFFSET ' TOTAL RIDER PPA		•••••••				••••••	140 140 140 1 140 1 1 1 1 1 1 1 1 1 1 1	s 0.45 s (0.72) s (0.72) s (0.02)	5270 (1670) (1670) 5 (1670) 5 (1670) 5	5 0.88 5 (0.91) 5 (0.12) 5 (0.14)	0.20 5 (0.55) 5 (0.57) 5 (0.29) 5 (0.79) 5 (0.72)	1 2 1.25 1 2 1.25 1 2 1.02 1 2		1.75 \$ (1.10) \$ (0.51) \$ (0.36) \$ (0.22) \$	2.19 5 (1.16) 5 (0.52) 5 (0.46) 5 0.05 5	2.67 (1.25) (0.53) 0.42	s 3.24 5 (1.47) 5 (0.47) 5 (0.69) 5 0.65	s 3.80 5 (1.67) 5 (0.50) 5 (0.76) 5 0.87	~~~~~	2 (1.9.1 2 (1.9.1 2 (0.5.3) 2 (0.5.3) 2 (0.5.3) 2 (0.5.4) 2 (0.5.4	4.89 \$ [2.12] \$ (0.53] \$ (1.03] \$ 1.21 \$	5.43 (2.36) (2.31) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.33) (2.3	
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NUCLEAR SMAIL MODULAR REACTORS 10	s	s ,	,	s	\$	s	•	•	s	ب	80'0 S	\$E.0 2 1	s	0.91 \$	2.06 5	4.11	\$ 6.87	\$ 10.23	•	14.32 \$	18.24 \$	23.62	
APS PROGRAM-RELATED RESOURCES SUBTOTAL BLAM D TOTAL	• •	\$. •		۔ م		\$ 15.0	4.52 \$	5 7.68 c 114.08	\$ 11.35 Table 2	5 15.04 6 15.17	\$ 17.76 ¢ 155.84	5 17.60	0 \$ 16.62 7 \$ 157.66	G 8	21.02 \$	25.44 161 70	\$ 31.31 PAAR	5 36.29		37.92 S	3 85.05 5 00-001	11.14	
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* Publicy, awitable, annualized tariff retes consistant with the final order in Case No. PUR-2021-00058. No future charges modaled	l arder in Cas	a No. PUR	1-2021-000	58. No fut.	ure changer	s modeled.																	

¹ Publicly available, annulfared tariff rates constraint with the final order in Gase No. PUR-2021.00058. No fature changes modeled. Indicative rate for final securitization. No assumptions modeled for opti out. ¹ No assumption modeled for examptions to Relate ONA. EXAMPLE 75, and Windled Into base intra effective July 1, 2023. ² No assumption modeled for examptions to Relate ONA. EXAMPLE 75, and Windled Into base intra effective July 1, 2023. ² No assumption modeled for examptions information infrastructure as Relate R. 5, No Windle Analysis and the statistic for July 1, 2023. ² No assumption modeled for examptions infrastructure as Relate R. 5, and Windled Into base intra effective July 1, 2023. ² Interior as approved and instituted phases of distribution infrastructure and NM and and constanted for resources. ³ Intudies are explicit to provide REC provide and REC for Distribution of the Analysis predict for public strong and the statistic and the statistic and statisti and st

SMALL GENERAL BLL PROJECTION - PLAN D, COMPANY METHODOLOGY

fatë projectionts are not filnal. Rates are subject to regulatory spproval. Certain live literns potantiality eligible for custoner credit reinvestment offsat under Va. Code.

<u>Small General</u> CS-1 (4,000 two- 15 tw)	2019 DEC 2019		2020 May 1, 2020	2020 DEC 2020	2021 DEC 2021	2022 DEC 2022	2023 DEC 2023	2024 3 DEC 2024		2025 DEC 2025 D	2026 DEC 2026	2027 DEC 2027	2028 DEC 2028	500 2002 DEC 2023	2030 DEC 2030	1602 290	2032 DEC 2032	2033 2 DEC 2033	3 2034 033 DEC 2034		2035 DEC 2035
distrubution & generation (2445) ⁴ Triennial review - voluntary customer refund"	5 5	2 87 27 2 2 5 - 5	\$ 1777 \$ • • \$	87 272	87771 8 5	\$ 266.31 \$ (3.27)	1 S 266.31	~ ~	258.72 \$ · \$	\$ 22.652 \$.	259.72 5 . 5	259.72 \$	77.822	\$ 259.77 \$.	7.622 S	77.922 S	7.925 2 <u>1</u> 5	~ ~	259.77 \$ 72 . \$	\$ 77.657 \$.	
TAANSMISSION - RIDER T Ruel - Ruder A Ruel - Ruder A Dam (Jamen De Propanan) Ruder Prop - Universal Service Fee *	~ "	2629 5 22,001 2 22,001 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 82.37 2 ALAQI 2 ALAQ	102.13 5 6 6 6 6 6 8 5 8 5 8 5 8 5 8 8 8 9 8 8 8 8 9 8 8 8 8	5 70.55 5 12269 5 6221 5 622	\$ 58.84 \$ 212.27 \$ 6.42 \$ 0.16	1 5 65.03 7 5 171.54 5 7.73 5 0.16	****	25.82 5 165.48 5 14.47 5 5.57 5 6.75 5	92.47 175.50 13.73 5 13.73 5 5 5 5 5 5 5 5 5 5 5 5 5 5	94 84 5 170 86 5 12.98 5 1.67 5 6.75 5	10014 5 163.85 5 12.46 5 1.12 5 6.75 5	105.58 160.02 12.00 0.35 0.35	1011 2 1521 2 1411 2 2 7 3 7 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	A7.E11 S S 156.69 S 10.64 S S 10.64 S S 6.73 S	32.211 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	82.201 \$ \$ 92.201 \$ 0 92.9 \$ 0 . \$. \$	~~~~~	108.38 5 1 180.52 5 11 9.01 5 5 6.73 5	2 02:011 2 05:021 2 2 - 2 2 2 - 3 2 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3	107.86 195.36 - - 6.75
сенитацію ізбанциціца сыкалтан Riders Аруастр Рядоя то 2020 ° Rider Sva - Nuclean Subsequent Ucense Renemal	5 V V	61.54 S · S	58.22 S	5 6672 5 ·	63.89 2	\$ 59.26 \$ 8.24	34.4 34.4	5 5 5	\$ 72.02 \$ 72.7	29.02 29.02 20.02	2 32.E1 \$ 32.E1 \$ 25.E1	24.55 \$ 15.96 \$	96.85 67.71	\$ 24.62 \$ 19.60	s 23,56 \$ 21,75	\$ 22.69 \$ 21.93	02.05 2 6 70.61 2 1	v, v,	20.02 20.03 28.50 20.581	\$ 86.81 \$ 30,71	79.71 F2.81
<u>មិតិការម្និងដទែល តែកែងដាមដូចលាក</u> នា កម្មអនុទេសកាសេខ ២.ស. នាងភាពន័យ មានសុខាសិន សុខាយុល P.L.N. នាយកស នាលណានិងសា	~ ~~	, s , s , s , s	, <u>8</u> 5 ,	. <u>6</u>	5 9.18 5 9.18	57.4 2.900 2.001 2.001 2.001	~~ ~	2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 2 5 5 1 1 1 2 5 5 1 1 1 2 5 5 1 1 1 2 5 5 1 1 1 2 5 5 1 1 1 1	13.00 S 10.92 S 2.20 S	10.43 5 13.99 5 2.84 5	11.84 \$ 14.04 \$ 3.19 \$	14.86 13.68 1.14	state State State State	5 15.91 5 12.01 5 2.95	5 15.50 5 12.88 5 2.69	5 14,08 5 9,94	12,12 15 164 15 164 15 15 15 15	ഗഗം	10,87 5 7,87 5 1,94 5	956 7.09 1.75	8.28 6.35 1.5 8
AS Environmental BURK E RUDER REGI	~~~	9.45 2. 5 2. 5	24 24 2 2 2 2 2 2 2 2 2	2. 48 2	s 5.99 5 17.67 5 14.36	87.71 - 2 87.71 - 2 2	77.9 \$ 1 15.21 \$ 1 28.75 \$	~ ~~~	4.87. \$ 18.52 \$. \$	3.82 S 18.82 S	2.79 \$ 16.18 \$	s 11 s 16.60 s	1644 1644	86.2 \$ 21.11 \$	- S	S 2.00 S 8.80	¥E1 \$ 0 \$ 229 \$ 0	~~~	2 IST 2 IST	1.43 \$ 0.93 \$ ' \$	1.29 0.44
Additional Fracturga in Plan.D. Karekuburta i Generuc Osm Gale The 2045 returement Brunswick 2045 returement		• • • • •	• • • •		 	• • • •		258 25 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	6.38 \$. \$ 0.81 \$ 0.58 \$	10.43 5 62.1 2 62.1 2 62.0 2 5 52.0	8.62 \$ 4.05 \$ 0.68 \$ 0.55 \$	2 81.7 2 0.7 2 18.0 2 18.0 2 18.0	6.62 8.31 0.83 0.77	s 8.50 8.7,9 8.0,79 8.7,0 8.7,0 8.7,0 8.7,0	\$ 7,96 \$ 7,54 \$ 0.62 \$ 0.62	\$ 7.95 \$ 7.00 \$ 0.58 \$ 0.58	5 5 7.63 5 6.20 5 5 0.55	~~~~	7.61 \$ 5.76 \$ 0.59 \$ 0.43 \$	7.86 \$ 5.51 \$ 6.55 \$ 0.49 \$	8.18 5.05 0.49 0.40
RPS Program-Relating Resources (n Plan A RUDER RDS *	s	۰ ،	,	,	s 1.09	\$ 10.85	ŝ	\$ 91.6	15.89 \$	\$ 53.21	20.29 \$	20.05 \$	19,49	\$ 20.15	00'6T \$	5 20.93	67.22 \$ B	ŝ	S DE EZ	\$ 60'52	25.48
RUDER CE') RUDER CE-OUL BENEFIT RUDER CE - REC PROXY VALUE RUDER CE - CAPACITY OFSET ' RUDER CE - CAPACITY OFSET ' TOTAL RUDER CE	~~ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	•••••			\$ 0.92 5 · · · 5 6 9 · · · 5	\$ 5,41 \$ 5,41 \$ (0.22) \$ 5,19 \$ 5,19		~~~~~	15.65 \$ (3.69) \$. 5 (0.21) \$ 11.75 \$	22.31 S (6.41) S 2 · 2 · 5 · 5 · 5 · 5 · 5 · 5 · 5 ·	20.72 2 07.72 2 (19.7) 2 (19.7	33,85 (9,37) (10,23) (2,01) (2,01)	40.51 (12,49) (12,49) (2,49) 20,59	\$ 47,41 \$ (13,13) \$ (5,95) \$ (3,55) \$ 24,78	5 53.17 5 (14.12) 5 (5.87) 5 (4.64) 5 26.54	75.92 1 5 (16.96) 1 5 (15.28) 2 5 (15.26) 2 5 5 5 5 1 5 1 5 7 1 5 1	7 5 61.76 3) 5 (19.25) 3) 5 (5.73) 3) 5 (5.73) 3) 5 (5.94) 3) 5 (5.94)		67,40 \$ (21.96) \$ (6.05) \$ (7,07) \$ 32.32 \$	74.31 5 (24.68) 5 (6.14) 5 (8.39) 5 35.10 5	80.98 (5.72) (6.73) (9.50) 87.93
RUDER PPA * RUDER PPA * U.EL.BANETI RUDER PPA - C.E.M.BALTI OFFSET * RUDER PPA - C.A.M.GLTI OFFSET * TOTAL RUDER PPA						27.1 S (90.2) S (61.0) S (61.0) S	~~~~~	2.45 \$ (4.00) \$. 5 (0.11) \$ (1.65) \$	S (15.0) S (15.0) S (15.0) S (15.0)	4.96 5 (5.43) 5 (0.58) 5 (1.04) 5	5,03 5 (5,11) 5 (3,43) 5 (0,89) 5 (4,40) 5	7.52 5 (6.11) 5 (2.48) 5 (1.33) 5 (1.33) 5 (2.40) 5	9.82 (6.59) (3.08) (1.70) (1.75)	\$ 12.29 \$ (6.98) \$ (3.14) \$ (2.17) \$ (2.17) \$ (0.01)	\$ 14.92 \$ (7.51) \$ (2.77) \$ 1.54	80.81 5 (8.62) 5 (8.62) 5 (1.79) 6 (2.7) 5 (1.29) 5 (1.24) 7 (1.24) 5 (1.24)	5 5 20.89 2) 5 (10.04) 3) 5 (12.98) 3) 5 (12.98) 4 5 (13.41)	~~~~~	23.94 S (11.47) S (3.15) S (4.03) S 5.30 S	26.99 \$ (12.73) \$ (12.73) \$ (4.73) \$ \$ (4.73) \$	29.73 (1.4.17) (3.19) (5.22) (5.22)
RIDER 05W " RIDER 05W - FLEL ENVEFIT RIDER 05W - REPROXY VALUE RIDER 05W - CAALATTY OFFSET " RIDER 05W - CAALATTY OFFSET "		• • • • • •			•••••	* * * * * * 8. · · · 8.	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	****	26.84 S	25 14 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	56.31 5 (2.75) 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	63.61 (21.58) (1.30) (1.30) 348.76	5 62.34 5 (19.36) 5 (11.41) 5 (11.41) 5 (2.23) 5 25.62	5 67.54 5 (16.55) 5 (9.41) 5 (2.32) 5 39.26	S 72.00 S (14.95) S (1.76) S (7.76) S (7.57) S (6.72	5 77.93) 5 (14.89)) 5 (5.90)) 5 (5.90)) 5 (5.90)) 5 (5.90)	a S 78.40 a) S (16.67) b) S (15.67) c) S (5.28) d) S		74.54 \$ (29.44) \$ (5.24) \$ (4.53) \$ 55.28 \$	65.05 5.17 5.(1.17) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.18) 5.(14.	57.43 (28.78) (7.45) (4.84) 16.37
NUCLEAR SMALL MODULAR REACTORS "	s	v ,	•	•	•	\$, 2	s	5	• •	\$ 96.0	1.60 5	67.9	9.70	\$ 19.36	5 37.15	5 5 45.74	s	61.61 \$	\$ 87.58	697.01
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	v	.	•	•	\$ 2.01	\$ 21.43	00786 \$ 6	*	\$ 20145	74.44 \$	\$ 22'23	76.60 \$	\$ 72.16	11 766 \$	इर:डारा \$	\$ 142.55	\$ \$ 157.52	\$	1 \$ 18.621	\$ 56721	194,58
PLAN D TOTAL CAGR PLAN D (7019 MAS) CAGR PLAN D (7019 MAS)	\$	\$ 56,673	\$ 017285	51215	\$ 587.62	\$ 670.50	5 645.02	ŝ	686.55 \$	\$ 25762	\$ 66.827	728.65	86,1427 2	ELMT 2	18.637 272 272	5 795,74	1 \$ 802.17	\$	8 \$ ZET08	812.42 \$	N2013 N2.1 N2.1
 ¹ Publicly wellable, amualized triff rates consistent with the final order in Case No. PUN-3021-00058. No future changes modeled. ¹ Indicative rates for fual securithation. No summation modeled for opt out. ¹ No summations modeled for exemptions to Riders OSW & PIPP. ¹ No summations modeled for exemptions to Riders OSW & PIPP. ¹ Reflect all approval. ¹ No summations modeled for exemptions to Riders OSW & PIPP. ¹ Indicate all approval. ¹ No of the rate of the	al order in C. F. P. P. Staropt out. F. 2023. Assu frattauture a frattary alo in CC, PPA, an with generic a output from su	are No. PU mes Rider pery-owns with ge of OSW um of a facility uch facility	IR-2021-0000 a R, S, and M i 2023 id and contra maric solar, c maric solar, c transiden torrage PPAS,	58. No future o /rolled into ba /rolled into ba distributed sola distributed sola distributed sola distributed sola	ture changes modeled. 10 bese rates effective July 1, 2023 esoures. esoures. es No. PUR-2021-00156. M's R/S Program exnail requiremen	eled. cthre July 1.: h. b156. numal require	1023.														

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LARGE GENERAL BILL PROJECTION - PLAN D, COMPANY METHODOLOGY

Rets projections are not final. Rates are subject to regulatory approval. Cartain line items potentially efficite for customer credit reinvestment offset under Ve. Code.

<u>LARGE GENERAL SERVKE</u> Schedule GS-4 (5,000,000 kWh - 10,000 kW)	2019 DEC 2019	2020 MAY 1, 2020	2020 DEC 2020	2001 DEC 2021	2022 DEC 2022	2023 DEC 2023	202A DEC 202A	2025 DEC 2025	2026 DEC 2026	2027 DEC 2027	2028 DEC 2028	2029 DEC 2029 D	2030 DEC 2030 DF	10 1E02 301	2032 DEC 2032 D	2033 DEC 2033 D	2034 DEC 2034 DE	2035 DEC 2035
DISTRIBUTION & GENERATION RAKE) ¹ Trienkial Review - Voluntary Customer Refund '	93.001,1E1 8 8	5 131,196.69 5	5 131,196.69 5	\$ 131,196.69 \$	69766711 \$	2 69.610,751 2 2 (00.634,1) 2	\$ 111EZZI \$	\$ 59 EEE / ZT	\$.9 EEE'ZZI	5 . 5 EPEEF ZZT	\$	5	5 . 5 . 5 . 5 . 5 . 5 . 5 . 5 . 5 . 5 .	1 \$ E9 EEE'ZZI \$.	\$. 1 \$ EFFFCAT	\$. \$.	\$. • •	
TANSMARSION - RIDER T EULL - BIDER A JULI SECURITZION - DSM (JPPRMARI PROZUMO) RIDER PIPP - UNIVERSAL SERVICE FEE *	5 150,000 5 139,524,00 5 5 150,00 5	00.037,762 8 5 1041,142 00 5 150.00 5 . 5 . 5 . 5 .	\$ 107,176,00 \$ 107,176,00 \$ 144,00 \$	\$ 45,260.00 \$ 122,688.00 \$ 5 \$ 60.00 \$ 162.00	00.082.28 00.082.21 00.021 00.021 00.021 00.021 00.021 00.021 00.021 00.021 00.021 00.021 00.021 00.021 00.021 00.0221 00.0221 00.0221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.02221 00.022210000000000	47,770.00 171,540.00 158.00 168.00	\$ 61,430.00 \$ \$ 165,480.00 \$ \$ 14,459.12 \$ \$ 126.00 \$ \$ 6,750.00 \$	62,250.00 5 175,500.00 5 13,782.55 5 108.00 5 6,750.00 5	66,540,00 200,356,00 200,356,00 200,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,00 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,0000 20,000 20,000 20,0000 20,0000 20,0000 20,0000 20,0000 20,00000000	2 00.021,27 2 00.728,128 2 00.728,21 2 00.32 2	80,010,00 5 11,000,000 1 11,099,14 5 30,00 5 6,750,00 5	84,140.00 5 155,340.00 5 1 11,408,47 5 6,750.00 5	86,210.00 5 1 156,690.00 5 16 10,838.20 5 1 10,838.20 5 6,750.00 5	87,200,005 162,804,004 20171,01 2 2 2 2 2 2 2 2 3 2 3 3 2 3 3 3 3 3 3	88,400.00 5 1 177,962.00 5 1 9,586.32 5 6,750.00 5	8,0000,18 180,516,00 5 1 2 3,52,50,9 2 5 5 5 6,750,00 5	8 2000-24,68 21 2 20,2726,081 2 2 2 2 2 2 2 2 2 2 3 2 3 2 3 2 3 2 3 2	81,850,00 195,360,00 6,750,00
Generation inference Generation Riders, Approved Prilor TO 2020 * Rider SMA - NUCLEAR SUBSEQUENT UCENSE RENEWAL	36,670.00 5 .	5 34,070.00 5	5 33,750 00 5	\$ 34,570.00 \$	\$ 36,660.00 \$ 5,150.00	\$ 15,480.00 \$ \$ 2,030.00 \$	\$ 17,160.00 \$ \$ 4,100.00 \$	15,830.00 \$ 6,160.00 \$	\$ 00'011,E1 \$ 00.0EE,7	2 00.001,9 5 00.001,9 5	15,770.00 \$ 10,640.00 \$	14,860.00 \$ 11,820.00 \$	1 \$ 00.0011,41 1 \$ 00.000,61	\$ 00,071,E1 \$ 00,071,E1	13,000,000 \$	12,760.00 \$	11,380.00 \$ 1 10,760.00 \$	00,008,01 00,008,01
Destribution infrastructure ⁴ Grid transformation plan Ruyal Broadbandd	 	۰۰. دەرەت	, , , ,	. 00'00' \$	5 1,160.00 5 110.00	5 350.00 5 350.00	\$ 3,680.00 \$ \$ 580.00 \$	\$ 00.000.6 \$ 00.0008	3,200,005 860,005 5	4,450.00 5 1,000.00 5	4,650.00 S	\$ 00'080'S	\$ 00'02T'S	4,730.00 \$ 830.00 \$	4,400.00 \$ 780.00 \$	4,040,00 \$ 720,00 \$	\$ 00:069 \$ 00:069	0,071,6 600.00
<u>AS Environmental</u> NDER E NDER CCR NDER RGGI	s 550000 5 5	s,560.00 5 - 2	s 4,300,00 5 . 5 .	5 3,140.00 5 17,670.00 5 14,358.00	5 4,860.00 5 17,730.00	\$ 4,440.00 \$ 16,212.00 \$ 27,852.00	s 2,710.00 5 5 18,522.00 5 5 . 8	2,000.00 \$ 18,616.00 \$	1,540.00 \$ 16,182.00 \$	1.780.00 \$ 16,596.00 \$	1,880,00 \$ 12,306,00 \$ 5	1,770.00 \$ 11,148.00 \$	1,620.00 \$ 10,986.00 \$	8,796.00 \$	850.00 \$ 6,222.00 \$. \$	\$ 00.970,11 \$ 00.470,1 \$ 0	850.00 5 00.5 5 .	780.00 444,00
Additenni Resources in Plan Q cos cr GRENVILLE 2005 RETREMENT BRUNS WICK 2005 RETREMENT	· · ·	 	 	••••	, , , , , ,	, , , , , , ,	s - s 5 480.00 5 330.00 5 330.00 5 330.00 5 330.00 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1,050.00 \$ 400.00 \$ 290.00 \$	2,240.00 \$ 380.00 \$ 300.00 \$	4,000.00 \$ 5,20,00 \$ 460,00 \$	4,970.00 5 500.00 5 460.00 5	4,780.00 \$ 480.00 \$ 430.00 \$	4,510,00 \$ 440,00 \$ 370,00 \$	4,200.00 \$ 4,00.00 \$ 350.00 \$	\$ 00.02E \$ 00.02E \$ 00.02E	3,560.00 \$ 370.00 \$ 270.00 \$	3,200.00 3.300.00 2.60.00 2	3,0+40,00 290,00 240,00
RFS Program-Related Resources in Plan A RIDER RPS *	s	بر	, 5	007260'1 Ş	\$ 10,850.00	\$ 007916 \$	\$ 00.888.00 \$	15,834.00 \$	20,286.00 \$	20,052.00 \$	19,488.00 \$	20,148.00 \$	18,996.00 \$	\$ 00.976,02	22,794.00 \$	\$ 00.406,62	25,086.00 \$ 3	25,476.00
RIDER CE 7 RIDER CE - SULE BENEFT RIDER CE - REC PRONY VALUE RIDER CE - CAPACITY OFSET 1 TOTAL RIDER CE	 	 	 	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$ 3,140.00 \$ (716.00) \$ 5 \$ 2,924.00	\$ 5,350.00 \$ \$ (2,190.00) \$ \$ (20.00) \$ \$ 3,140.00 \$	(11,510.00 5 (3,690.00) 5 (3,670.00) 5 7,670.00 5	2 (0,022,12) 2 (0,408,00) 2 (0,002) 2 (0,002)	16,160.00 \$ (7,908.00) \$ (5,034.00) \$ (700.00) \$ 2,518.00 \$	19,880.00 5 (9,372.00) 5 (1,180.00) 5 (1,180.00) 5 5,494.00 5	26,700.00 5 (12,492.00) 5 (4,734.00) 5 (1,780.00) 5 7,694.00 5	29,020.00 \$ (13,128.00) \$ (5,946.00) \$ (2,170.00) \$ 7,776.00 \$	32,280.00 5 (14,124,00) 5 (5,868.00) 5 (7,810.00) 5 9,478.00 5 9,478.00 5	35,720.00 5 (16,956,00) 5 (5,220.00) 5 (3,220.00) 5 (3,200.00) 5 (3,20	38,860.00 \$ (19,248.00) \$ (5,754.00) \$ (3,720.00) \$ (3,720.00) \$ 10,138.00 \$	42,730.00 5 (21,960.00) 5 (6,054.00) 5 (4,470.00) 5 (10,246.00 5	44,060,00 5 ((24,578,00) 5 () (6,144,00) 5 ((4,960,00) 5 (8,278,00 5	00.067,75 (00.156,75) (00.60,60,60) (00.662,6) (00.662,8)
NDER PPA " NDER PPA - NJEL BENETT NDER PPA - REC PMAST " NDER PPA - CAPACITY OFSET " TOTAL NDER PPA	 		 	· · · · ·	\$ 1,680.00 \$ (2,058.00) \$ (80.00) \$ (458.00)	\$ 2,016.00 \$ (3,534,00) \$ (3,534,00) \$ (1,572,00) \$ (1,572,00) \$	\$ 1,442.00 \$ \$ (1.854.00) \$ \$ (300.00) \$ \$ (502.00) \$ \$ (502.00) \$	4,472.00 5,430.00 5 7 7 7 7 7 7 8 7 7 8 7 8 7 8 7 8 7 8 7	4,476.00 \$ (5,112.00) \$ (3,426.00) \$ (5,20.00) \$ (4,582.00) \$	6,750.00 5 (6,114.00) 5 (2,484.00) 5 (780.00) 5 (780.00) 5 (2,628.00) 5	8,972.00 \$ (6,588.00) \$ (1,028.00) \$ (1,120.00) \$ (1,120.00) \$	11,028.00 5 (6,984.00) 5 (6,984.00) 5 (3,138.00) 5 (1,330.00) 5 (00,24.00) 5 (00,24.00)	<pre>2 00.81E,E1 2 00.0112,7) 2 000.201,6 3 000.501,1 3 000.501,1 3 000.501,1 3 000.500,1</pre>	16,122.00 5 (8,820.00) 5 (2,790.00) 5 (1,940.00) 5 2,572.00 5	18,764.00 \$ (10,044.00) \$ (2,982.00) \$ (2,150.00) \$ 3,583.00 \$	21,494,00 5 (11,466,00) 5 (3,150,00) 5 (2,550,00) 5 4,228,00 5	23,732.00 (12,726.00) 5 (1,198.00) 5 (1,198.	26,136,00 (14,172,00) (3,192,00) (3,192,00) 5,642,00
RIDER OSW " RIDER OSW - FULL ENETT RIDER OSW - REC FROMY VALUE RIDER OSW - CARACTY OFFSET TOTAL OFFSHORE WAND [2 PHASES TOTALING 5,154 MW)	 	· · · · ·	, 	 	\$ 3,470.00 \$ 5 \$ 3,470.00 \$ 5 \$ 3,470.00	200087,01 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	16,140,000 5 5 . 5	23,600.00 \$	31,020,00 5 (1,748,00) 5 5 28,272,00 5	36,000.00 5 (21,576.00) 5 (1,1296.00) 5 (1,120.00) 5 12,008.00 5	36,950,00 2 (00,35E,01) 2 (00,005E,01) 2 (00,005,11) 2 (00,005,11) 2 (00,005,12)	40,350,00 5 (16,548,00) 5 (9,414,00) 5 (1,380,00) 5 13,008,00 5	42,700.00 5 (14,952.00) 5 (7,758.00) 5 (1,520.00) 5 118,470.00 5	46,350.00 5 (14,882.00) 5 (5,888.00) 5 (1,510.00) 5 (1,510.00) 5 24,050.00 5	49,200.00 \$ (16,674.00) \$ (5,280.00) \$ (1,710.00) \$ 25,536.00 \$	46,720.00 \$ (29,436.00) \$ (5,238.00) \$ (7,870.00) \$ 9,176.00 \$	33,590,00 \$ (23,117,00) \$ (8,442,00) \$ (2,850,00) \$ (2,850,00) \$ (1,874,00) \$	00.071, ME (7,8,776.00) (7,8,46.00) (7,8,80.00) (7,8,80.00) (7,8,90.00)
NUCLEAR SMALL MODULAR REACTORS 1º	s	s	s	s	, ,		· ·	5 ,	200.00 \$	910,00 \$	2,570.00 \$	5,850.00 \$	\$ 00'065'11	\$ 00'01E'61	\$ 001080/62	40,400.00 \$	\$ 00'012'05	64,740.00
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	s	, \$	\$	\$ 1,572.00	\$ 16,796.00	\$ 21,510.00	\$ 00'961'6E \$	45,498.00 \$	46,694.00 \$	35,836.00 \$	32,800.00 \$	46,358.00 \$	\$ 001852,62	77,042.00 \$	91,136.00 \$	87,454.00 \$	\$	00'025'66
PLAN D TOTAL	\$ 350,860.69	\$ 312,878.69	\$ 313,786.69	\$ 350,860.69 \$ 312,878.69 \$ 313,786.69 \$ 370,696.69	\$ 455,706.60	697679 (\$ 433,422.68 \$ 457,57 \$ 434,666.18 \$ 471,245.02 \$ 465,572,43 \$ 466,104.77 \$ 477,644.10 \$ 433,455.43 \$ 514,277,1 \$ 533,699.95 \$ 529,59348 \$ 521,997,63	474,663.18 \$	471,345.02 \$	465,572,83 \$	466,108.77 \$	177,648.10 \$ 4	33,455.83 \$ 5	14,277.77 \$ 5	33,699,95 \$ 5	5 86'655'625		\$ 535,117.63
CAGR PLAN D (2019 AVE) CAGR PLAN D (MAY 2020 BASE)													3.1% 4.4%					95F

der Va. Code Rate projections are not final. Rates are subject to regulatory approval. Cartain line items potentially aligible for customer credit reinvestment office

RESIDENTIAL BILL PROJECTION - PLAN E, COMPANY METHODOLOGY

Cantain libe iteen potentially eligible for customer credit reline stiment offset under Va. Code occursaria	ment officer u	nder Va. C	bode. Zn2D					ECHE ECHE	BCDC	5000	9026	Į.		500	942			Ĩ	100	100
ccarectures Schedule 1 (1,000 kWh)	DEC 2019		MAY 1, 2020	DEC 2020		DEC 2021 D	DEC 2022	DEC 2023	DEC 2024	DEC 2023	DEC 2026	DEC 2027	DEC 2028	06C 2029	DEC 2000	DEC 2031	DEC 2032	DEC 2033	DEC 2014	DEC 2035
DISTRIBUTION & GENERATION (BASE) ¹ TRIENNIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹	~~~	61.112 S		\$ 61.82 \$.	а. ° ~	61.82 S	6093 \$ (0.47) \$	60.93 (54.0)	17.09 	\$ 60.71 \$.	5 60.71 5 .	\$ 60.71 \$ -	12 60 71 2	5 60.71 5 .	5 - S	. 5 6071 . 5	1 5 60.71 5 .	5 60.71 5 .	5 60.71 5 · 6	\$ 60.71 \$
TANSANGSION - KIDER T FUE - RIDER A FUE - RUITATION ' FUE SECUTIO PROGRAMS RIDER PR9 - UNIVERSAL SERVICE FEE '		23.25 23.25 24.65 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	57.91 56.71 		20.29 5 17.02 5 . 5 1.47 5 . 5	15.00 5 20.45 5 1.31 5 0.03 5 0.03 5	2 12.21 2 15.25 2 5. 5 2 5 2 5 2 5 1.0 5 500 5 500	15.58 28.59 1.61 1.61 0.03	202 202 202 202 202 202 202 202 202 202	\$ 21.59 \$ 29.25 \$ 29.25 \$ 20.79 \$ 0.79	\$ 22,99 \$ 28,49 \$ 2,16 \$ 2,16 \$ 0,40 \$ 1,13	\$ 24.83 \$ 27.34 \$ 208 \$ 208 \$ 0.28 \$ 1.13	\$ 25.41 \$ 26.89 \$ 2.00 \$ 2.00 \$ 0.10 \$ 1.13	82.82 10.05 22.15 20.1 20.1 2 20.1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	27 25 25 25 25 25 25 25 25 25 25 25 25 25	8082 S 18082 S 18082 S 1212 S	2794 5 5 2857 6 5 1.60 5 1.13 8 5 1.13	27.75 5 29.96 5 150 5 150	45.55 2 88.16 2 8 - 2 8 - 2 8.1 8 - 2 8 - 2 8 8 - 2 8 8 8 - 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8892 S 14.55 S
Genertisa hitritucturg Generatisa hitritucturg Generation Hidrer JPPRDVED PRDOR TO 2020 * Rider Sva - Muclear Subsequent ucense rentwal	w w	2.12.11 \$. 5			2 <i>1</i> 821 2 5	\$ 6E.EI \$	1451 \$ 207 \$	6.67 0.53	5 6.18 S 11.54	5 6.12 5 2.39	\$ 5.05 \$ 2.83	\$ 5,36 \$ 3.48	822 2 7.1. 2	\$ 5.23 \$ 4.16	5.00 5.10 5.10	6 \$ 4.69	5 5 4,58 9 5 4,44	\$ 452 \$ 4.15	5 3191	\$ 194 5 363
<u>Pattibuion Intrativatura '</u> Geo Trusconkutinon Pluku Stratege Lundergeolund Pluku Rutal Brolodeang		· 5 ·	. r	~~ ~	· • • • •	- 5 2.14 5 0.03 5	1.16 2.05 2.05 2.05 2.05 2.05 2.05 2.05 2.05	020 021 022	s 1.13 5 2.74 5 0.50	\$ 2,40 \$ 3,80 \$ 0.65	\$ 2.94 \$ 4.11 \$ 0.79	5 3.84 5 4.18 5 0.05	5 4.06 \$ 4.52 \$ 0.85	5 451 5 451 6084	5 4.61 5 4.53 6160	5 4.40 5 3.67 5 0.77	21.4 2 0 2.4 2 2 2.49 2 7	85. 85. 87.0 87.0	5 3.66 5 3.26 5 0.67	5 0.65 5 0.65
<u>A5 Entromental</u> Ruber C Ruber CCR Ruber Rodi		5 5 5 6 7 8	66'T · ·	~~~~ 	1.67 S	1.75 \$ 2.95 \$ 2.39 \$	1.95 2.95 2.95 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.	2.70 2.70	, 308 5 5	\$ 0.79 \$ 3.14 \$	s 0.60 \$ 2.70 \$	\$ 0.68 \$ 2.77 \$.	s 2.05 5 2.05 5 .	\$ 0.62 \$ 1.86 \$.	s 0.58 5 1.63 5 1.63	1 S 0.43 S 1.47 S .	0E0 2 8	8 0 34 8 0 5 -	\$ 0.31 \$ 0.16 \$ -	6700 \$
Additional Researce in Plan.E Incremental Generic DSM Gas ct Greenile Zoas rettrement Bruncsmck Zoas rettrement	~~ ~	• • • • •					•••••	¥	s 1.35 5 0.17 5 0.17	5 2.41 5 0.16 8 0.16 110	\$ 2.07 \$. 0.15 \$ 0.15 \$ 0.15	s 1.80 5 - 6.20 5 0.20	5 1.74 5 0.18 5 0.16	2 · 2 · 2 · 2 · 2 · 2 · 2 · 2 · 2 · 2 ·	\$ 229 \$ - 2 \$ 0.16 \$ 0.13	5 240 5 035 5 035	5 5 2.53 5 5 0.75 5 5 0.12 5 0 0.12 5 0 0.12	2 5 2 69 5 1 19 5 19 5	\$ 2.92 \$ 1.53 \$ 0.09 \$ 0.09	2.8 2.4 5 1.44 5 0.00 5 5 0.00 5
RPS Program-Related Resources in Plan A RIDER RPS *	s	s			v.	0.16 \$	1.81 \$	1,53	\$ 2.65	\$ 264	\$ 3.38	\$ 3.34	5 3.25	\$ 3.36	5 3.17	OZ.E \$ 1	08.E 2 0	• \$ 3.8∉	66'E \$	<u>م</u>
RIDER CE ' RIDER CE - KUEL KENETT RIDER CE - KEZ PROXY VALUE RIDER CE - CAPACIT OFFST ' TOTAL RIDER CE	~~~~	••••••				0.19 2 0.19 2 0.19 2 0.19	2 (0.04) 2 (0.04) 2 2 5 2 2 5 2 2 5 2 2 5 2 5 2 5 2 5 2 5	2.13 (0.43) 1.70	s 3.54 5 (0.52) 5 (0.05) 5 2.98	\$ 4.85 \$ (1.07) \$ (1.07) \$ (0.15) \$ 3.63	S 6.25 S 6.25 S (0.29) S (0.26) S (0.26)	2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.43 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.44 2.0.444 2.0.4444 2.0.4444444444	\$ 9.23 5 (2.20) 5 (0.87) 5 (0.60) 5 5.55	5 11.18 5 (2.41) 5 (1.05) 5 (0.85) 5 6.88	5 12.81 5 (2.77) 5 (1.07) 5 (1.18) 5 (1.18) 5 7.83	- 5 14,26 - 5 14,26 - 5 (1,42) - 5 (1,42) - 5 (1,42) - 5 (1,42) - 5 (1,42)	8 5 1.001 1.001 1.001 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01	(1971) (1975) (1975) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1971) (1972) (1972) (1972) (1972) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1975) (1	5 17.26 5 (4.34) 5 (1.10) 5 (2.16) 5 9.65	S 18,26 5 (4,74) 5 (1,09) 5 (1,09) 5 (2,42) 5 10,01
RIDER PPA " RIDER PPA - FUEL BENEFIT RIDER PPA - CAPACITY OFSET " RIDER PPA - CAPACITY OFSET " TOTAL RIDER PPA	~~~	, , , , , ,				••••••	2 15.0 2 (A5.0) 2 - 2 - 2 (10.0) 2 (10.0) 2 (10.0)	0.45 (0.72) - (0.02)	82.0 2 (1E.0) 2 (1E.0) 2 (10.0) 2 (10.0) 2	88.0 888 5 (0.91) 5 (0.12) 5 (0.12) 8 (0.12)	s (0.63) s (0.63) s (0.63) s (0.19) s (0.19) s (0.78)	\$ 1.42 \$ 1.12 \$ (0.41) \$ (0.31) \$ (0.31)	S 1.98 S (1.25) S (0.51) S (0.28)	s 2.62 5 (1.35) 5 (0.52) 5 (0.52) 5 0.24	\$ 3.23) \$ (1.45)) \$ (0.52)) \$ (0.69) \$ 0.57	1 \$ 3.82 1 \$ (1.64) 1 \$ (0.47) 1 \$ (0.82) 1 \$ 0.82	7E.A 2 2 4 1 2 2 4 2 2 2 4 2 2 2 2 2 2 2 2 2	- 5 4.98 11 5 (2.06) 13 5 (0.53) 13 5 (1.08)	\$ 5.45 5 (2.25) 5 (0.53) 5 (1.21) 5 (1.21)	2.2.2 2.45 2.45 2.45 2.45 2.45 2.45 2.45
RIDER OSV ' RIDER OSV - FUEL RENETT RIDER OSV - KER PORX VALUE RIDER OSV - CAPACITY OFTSET ' TOTAL OFTSHORE WIND [2 PHACES TOTALING 5,154 MW)	~~~~~					, , , , , ,	1.45 5 1.45 5 1.45 5 5 5 5 5 5 5	4.74 - - 4.76	20 20 20 20 20 20 20 20 20 20 20 20 20 2	\$ 9.16 \$ 5 \$ \$ 9.15	s 10.53 S (0.46) S S S 10.07	\$ 12.30) \$ (3.60) \$ (0.22) \$ (0.43) \$ 0.43	9.11 (6.2.1) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) (1.90) 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NUCLEAR SMALL MODULAR REACTORS 🖉	Ś	• •	•	v	v.	• •		,		•	s	\$ 0.04	\$ 0.18	\$ 0.52	TE.I 2	1 5 2.78	8 S 5.06	3F.8 2 1	\$ 12.36	\$ 16.58
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	s	, ,	•	, v	~	\$ 76.0	\$ 254	7.68 \$	S 11.52	62'ST \$	5 16,50	\$ 16.06	31'5T \$	\$ 17.43	\$ 18.61	1 \$ 22.48	2112 \$ 1	5 34.2B	5 38.46	60°07 \$
PLAN E TOTAL	\$	122.66 \$	116.18	\$ 11654		122.72 \$	140.21 \$	134.08	\$ 145.04	\$ 153.02	5 1151.73	\$ 155.78	\$6'YSI \$	\$ 157.61	\$ 160.50	0 \$ 164.63	3 \$ 170.45	\$ 176.87	05.081 \$	07781 \$
CAGR PLAN E (2019 BASE) CAGR PLAN E (MAY 2020 BASE)															XSZ XLE	××				2.5%

Rate projections are not final. Rates are subject to regulatory approvel. Certain the items potentially effible for customer credit reinvertment offset under Va. Code.

SMALL GENERAL BILL PROJECTION - PLAN E, COMPANY METHODOLOGY

SthAill GENERAL SERVICE Schedula G5-1 (6,000 KVIn- 15 KW)	8 9	2019 N DEC 2019 N	2020 MAY 1, 2020	2020 0 DEC 2020		2021 DEC 2021	2012 DEC 2012		2023 DEC 2023	2024 DEC 2024	2025 DEC 2025	2026 DEC 2026	2027 DEC 2027	2028 DEC 2028		2029 DEC 2029 D	2030 DEC 2030	1602 JEO2	7052 2930 7052	2033 DEC 2033	2034 3 DEC 2034	2035 M DEC 2035	50 SE 01
DISTRIBUTION & GENERATION PAISI ^{1.} TRUENMAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹	~ ~~	2 27.272 2 - 5	\$ 272.78 5 -	5 55	277.775 5 . 5	87.272	\$ 266 (J	266.31 \$ (3.27) \$	2 (00.E) 2 (00.E)	27:652	5 759.77 5 .	5 259.77 5 .	5 259.72 5 -	7.82 2.9.7 5	~ ~	\$ 77.822 \$ _	2.927	\$ 259.77 \$.	1,82 \$ 5	2 5 2 2 3	77.927 2 759.77 · 5 ·	~ ~	7,652
TRANSMISSION - RIDER T FUEL - RIDER - RUDEN - FUEL SECURTIZATION - OSM (INVENTO - NUMERICAL SERVICE FEE - RIDER PIPP - UNIVERSAL SERVICE FEE -	*****	2 62.97 2 52.0EL 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5 2 5 5	92.07 91.001 2 51.01 2		89.37 \$ 2 £1.201 5 . 5 . 6.49 5 .	70.55 1171.69 0.16	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	58.84 5 212.27 5 . 5 6.42 5 0.16 5	65.08 5 171.54 5 7.7 5 7.7 5 0.16 5	25.22 165.48 14.47 5.57 5.75	5 92.42 5 175.50 5 13.73 5 13.73 5 13.73 5 13.53 5 6.73	\$ 94.24 \$ 170.95 \$ 12.98 \$ 1.67 \$ 1.67 \$ 6.75	1 5 100.14 5 164.06 1 5 12.46 1 5 1.12 6.73	***	105.58 161.34 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 200 2 2	2 11014 2 156.07 2 14.11 2 14.11 2 7 2 7 5 7 5 7 5 7	113.74 157,49 10.84 10.84 10.84 10.84 10.84 10.84 10.84 10.84	s 115.66 5 163.55 5 10.17 5 6.75 5 6.75	E2 E01 2 24.171 2 529 2 529 2 57.3 2 57.3 2	108.38 179.78 10.9 10.9 10.9 10.9 10.9	38 5 110.50 78 5 191.35 70 5 - 75 5 6.75	~~~~	107.86 200.81 6.75
<mark>candraikan intrateukuna</mark> Generanton Riders Approved Prikor to 2020 ⁴ Rider Ska - Nuclear Subscouent License Renewal	~~	5 5 2 5 5 • 5	, s223	5 50	5 57.99 S	62°59	5 ei S S	59.26 \$ 8.24 \$	27,32 \$ 4.45 \$	127	\$ 29.76 \$ 11.59	5 23.66 5 13.25	5 24.55 5 15.06		26.39 5 17.79 \$	24.62 \$ 19.60 \$	23.56 21.75	\$ 22.69 \$ 21.93	\$ 20.50 \$ 19.87	5 20.08 5 18.50	~ ~	18.93 5 17.96 5	17.97 16.53
Ditelbuten ditattatualua Di taustosanton falu Strattec undersound dun Ruerl Broadeand	w w w	· 5.5	. <u>8</u>	~ ~ ~ ~ 0	• 65 • 65	9.18 0.12	vieres vieres	4,73 \$ 9,90 \$ 0.73 \$	L39 5 8.26 5 1.36 5	13.90 10.92 2.20	5 10.43 5 13.99 5 2.84	5 11,84 5 14,04 5 3,19	1 \$ 14.86 5 13.68 5 3.34	~ ~ ~ ~	2.012 5 2.110 2.110 2.115 2.115	15.91 \$ 12.01 \$ 2.95 \$	15.50 12.88 2.69 9	5 14.08 5 9.94 5 2.46	\$ 12.13 \$ 8.64 \$ 2.14		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	9.56 \$ 2.00 2.7.1	8.28 6.36 1.58
AS Environmental Stores E RUDEN CCR RUDEN ROGI	~~ ~	45. ° ' 84. ° '	26. '		7.48 \$ - 5 - 5	5.99 17.67 14.36	* * * * 	2 27.7 5 2 57.71 2 5 .	9.77.9 16.21 27.85 27.85	4.82 18.52	\$ 3.62 \$ 18.82 \$ -	5 2.79 5 16.18 5 -	1 5 3.13 1 5 16.60 5 -	~~~~	\$ M.E \$ TESI \$ -	2 59.2 2 21.11 2 21.11	2.772	\$ 5 200 5 8 8 90 5 4 90	5 1.34 5 6.22 5 -	~ ~ ~ ~	1.51 \$ 121 1.97 \$ 0	1.43 S 0.98 S 5 S	1.29
<u>Addilional Resources in Plane</u> Increated Resources of Sam Care Carles Reptrement Reunswizz Zoas Retitrement	****			~~~~	 		~~~~	• • • • •	2,58 5 5 5 5 5 5 5 5 5	6.38 0.81 0.58	\$ 10.83 \$ - \$ 0.76 \$ 0.55	5 8.62 5 0.68 9.59 83 53 53 53 53	5 7.18 5 . 1910 5 1	****	6.62 \$ • 5 0.83 \$ 0.77 \$	8.50 \$. \$ 0.79 \$ 0.71 \$	7,96	S 7.95 S 1.64 S 0.56	E9.7 2 76.6 2 72.0 2 72.0 2		7,61 \$ 5,86 \$ 0.59 \$ 0.43 \$ 0.43 \$ 0.43 \$ 0.43	7.26 5 7.04 5 0.55 5 0.43 5	818 6,56 0,49 0,49
<u>RPS Program-Related Resources in Plan A</u> RUDER RPS *	ŝ	ю	•	ŝ	, ,	1.09	5 1	36 5	9.16 \$	15.89	5 15.83	\$ 20.29	50.05 20.05	s	19.49 5	20,15 \$	00.61	\$ 20.98	ş 22.79	05.52 2 2	s	\$ 96:62	25.16
RIDER CE' RIDER CE - RUEL BENETT RIDER CE - REPROXYVALUE RIDER CE - CLAACTTY OFFEET ' TOTAL RIDER CE		, , , , , ,		****		0.92 · · ·		\$ 19.2 \$ (0.22) \$. \$. \$. \$. \$.	2 21.01 2 (EE.2) 2 2 - 2 2 2.7 2 2.7 2 27.7	16.43 (3.69) , (0.21) 12.53	\$ 23.53 \$ (6.41) \$. \$ (0.71) \$ 16.42	\$ 28.85 (7.97) \$ (5.03) \$ (5.03) \$ (1.22) \$ 15.11	5 36.35 7 5 36.35 7 5 (10.36) 8 5 (12.22) 1 5 (12.22) 1 5 19 5 0	~ ~ ~ ~ ~ ~ ~	43.67 5 (13.19) 5 (5.23) 5 (5.285) 5 (2.285) 5 22.39 5	52.86 \$ (14.44) \$ (6.28) \$ (4.00) \$ 28.13 \$	60.50 (16.33) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (14.3) (1	\$ 67.13 \$ (18.82) \$ (6.00) \$ (6.69) \$ 35.52	\$ 69.03 \$ (20.93) \$ (6.38) \$ (7.24) \$ 34.48	1 5 73.84 1) 5 (23.65) 1) 5 (23.65) 1) 5 (23.65) 1) 5 (23.65) 1) 5 (23.65) 1) 5 (23.65) 1) 5 (23.65) 1) 5 (23.65) 1) 5 (23.65) 1) 5 (23.50) 1 5 35.09		79.59 \$ (26.05) \$ (6.62) \$ (9.97) \$ 36.95 \$	83.57 (28.42) (6.55) (11.09) \$7.52
RIDER PAA Rider Paa - (141 Ebueth Rider Paa - Rec Procy Rider Paa - Capacity Offset - Total Rider Ppa	****	, ,		~~~~~		••••	~~~~~~	1.76 \$ (2.06) \$. 5 (0.13) \$ (0.43) \$	2.46 \$ (4.00) 5 , 5 (0.11) 5 (1.65) \$	1.57 (1.85) (1.13)	s 4.96 5 (5.43) 5 (0.58) 5 (1.04)	5.06 5.15) 5 (5.15) 5 (3.79) 5 (3.79) 5 (4.77)	s 5 8.01 s) 5 (6.71) s) 5 (1.48) s) 5 (1.44) s) 5 (1.44) s) 5 (2.62)	****	11.17 \$ [7.48] \$ [3.08] \$ [1.61] \$ [1.61] \$	14,66 5 (8.09) 5 (3.14) 5 (2.44) 5 1.00 5	17,98 (3.69) (3.10) (3.10) 2.90 2.90	S 21.12 5 (9.83) 5 (2.79) 5 (3.84) 5 4.66	S 23.80 S (10.95) S (2.98) S (4.12) S 5.75	27,01 3 5 (12,37) 1) 5 (12,37) 1) 5 (1,12,37) 1) 5 (1,12,1) 1) 5 (1,12,1) 1) 5 (1,12,1) 1) 5 (1,12,1)	***	29.77 \$ 29.77 \$ 21.05	32,15 (14.75) (3.19) (6.17) B.03
RIDER CSW ¹ RIDER CSW ¹ ELENETT RIDER CSW ² - RUE BENETT RIDER CSW ² - CLAACTIFY OFFECT ⁴ FOR SW - CLAACTIFY OFFECT ⁴ TOTAL OFFSHORE WIND [2 PHASES TOTALING 5,154 MW)					• • • • • •			83. 83	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	26.24 26.24	2. 145 2. 145 2. 145 2. 145 2. 145	s 49.42 5 (2.75) 5 - 5 - 8 46.67	23.35 (02.11) 2 (2 (02.11) 2 (2 (02.11) 2 (2 (20.11) 2 (2 (20.11) 2 (2) (2) (2) (2) (2) (2) (2) (2) (2)	• • • • • •	56.50 \$ (19.36) \$ (11.41) \$ (12.23) \$ 23.51 \$	53.25 5 (16.55) 5 (19.4) 5 (19	47.54 (14.95) (7.76) (2.57) (2.57) 22.26	S 49.82 S (14.89) S (5.90) S (5.90) S (2.54) S 26.49	Sa.61 5 (14.75) 5 (15.28) 5 (12.72) 5 35.86 5 35.86	1 5 66.67 1 5 (14.68) 1 5 (14.68) 1 5 (14.53) 1 5 (14.53) 1 5 (14.53) 1 5 (14.53) 1 5 (14.53)	****	69.05 5 (16.36) 5 (4.21) 5 (2.39) 5 46.03 5	65.33 (23.78) (4.09) (4.84) 27,63
RUCCEAR SMALL MODULAR REACTORS **	s	s ·	s	ŝ	s ,		s	s,	s	•	•	, \$	\$ 0.17	s	0.83 \$	2.43 \$	6.16	\$ 12.98	\$ 22.63	01.7E \$ 8	\$	56.77 \$	19'51
RFS PROGRAM-RELATED RESOUNCES SUBTOTAL				*						Stat		Š	Ś	s	s					ŝ	ŝ	••	55'52
PLAN E TOTAL Cage Plan E Riith Unit Cage Plan E (May 2020 Base)	\$	\$ 56.672	232.40	Ś	542.13 5	29.105	5	678.50 \$	645.02 5	667.33	\$ 730.76	007614 \$	22417 2 1455	~	210.85 \$	s #6617	No.	61.057 2	\$ 761.79	66781 \$ 6	v	5 67 61	2,2% 2,2%
 ¹ Publicly swithshie, annualized tariff retax consistent with the final order in Case No. PUR-2023-00051. No future changes modeled. ² Indicative rate for fuel searnithation. No assumption modeled for opt out. No assumptions modeled for exemptions to Ricker OXW & PTP. ³ No assumptions modeled for asemptions to Ricker OXW & PTP. ⁴ Indicate fiber and <i>S</i>. N. BWU, OV, U.S2. U.S. Just U.S. 4. MUK-bay. ⁴ Indicate fiber and <i>S</i>. N. BWU, OV, U.S2. U.S. Just U.S. 4. MUK-bay. ⁴ Indicate fiber and <i>S</i>. N. BWU, OV, U.S2. U.S. Just U.S. 4. MUK-bay. ⁴ Indicate fiber and <i>S</i>. N. BWU. OV, U.S2. U.S. Just U.S. 4. MUK-bay. ⁴ Indicate fiber and <i>S</i>. N. BWU. OV, U.S2. U.S. Just U.S. 4. MUK-bay. ⁴ Indicate fiber and <i>S</i>. N. BWU. OV, U.S2. U.S. Just U.S. 4. MUK-bay. ⁴ Indicate fiber and <i>S</i>. Indicate the proved and an indicated bar resolver. ⁴ Indicate fiber and the contract of the resolver. ⁴ Indicate fiber and the contract of the resolver. ⁴ Indicate fiber and the contract of the resolver. ⁴ Indicate fiber and the specific proposed in 2020 and thereafther, bang with person to Case No. PUR-2021. 400156. ⁴ Indicates specific PLA proposed in 2020 and the PRA in <i>C</i>. Fiber, and CNW under conductation. ⁴ Indicates specific PLA proposed in 2020 and thereafther taker and transpecifies. ⁴ Indicates specific PLA proposed in 2020 and thereafther, along with penatic taker and transpecifies. ⁴ Indicates specific PLA proposed in 2020 and thereafther taker and transpecifies. ⁴ Indicates specific PLA proposed in 2020 and thereafther taker and transpecifies. ⁴ Indicates specific PLA proposed in 2020 and thereafther taker and the Indicates the taker an undicated thereafter thereafther annual requirement the taker annual reqderi	al order In. for opt out 7. 2023. An Testructure fist fran Cor fist restfret, a titherestfret, a withur from fr	Cess No. 1 L sumes Rid mpany-ow blong with and OSW s c solar and such fadil	PUR-2021+ Jans R. S. ar rch 2023. med and co med and co Uldearic sol i storage Pril i ticks reduct	00053. N nd Wrolfe antracted: iar, distrib lideration i is the Com	lo future chan ed into base r buted solar, ar in Case No. Pl	ltiture changes modalad. htio base rates effective july 1, 2023 resources ces too, y. and storega. Case No. PUR. 2021-00156. Any's RPS Pregram serval requirme	deled. active July 19. 00156. Hnnual req.	1, 2023. Mrement.															

Bate projections are not linal. Batts are subject to regulatory approval. Gertain line items potentially eligible for customer credit reinvestment offset under Ve. Gode.

LARGE GENERAL BILL PROJECTION - PLAN E, COMPANY METHODOLOGY

Certain line items potentially eligible for custamer credit rekrvestment offset under Va. Code,	tment offset w	nder Va. Coda.																
<u>LARGE GENERAL SERVICE</u> Scheduls GS-4 (6,000,000 twn - 10,000 twr)	2019 DEC 2019	2020 MAY 1, 2020	2020 DEC 2020	2021 DEC 2021	2023 DEC 2072	2023 DEC 2023	2024 DEC 2024	2025 DEC 2025	2026 DEC 2026	2077 DEC 2027	2021	2029 DEC 2029	2030 DEC 2030	2031 DEC 2031 D	2032 DEC 2012 D	2033 DEC 2033 D	2034 DEC 2034 D	2035 DEC 2035
dstrebution & generation rasy ¹ Triennal Review - Voluntary Customer Repund ¹	. \$ 69961'1E1 \$	\$ 131,196.69 \$.	5 131,196.69 \$ -	\$ 131,196.69 \$	5 6976107721 \$ 5 6976107721 \$	\$ (00, N34, L) \$	\$ E9TEE'221 \$	\$ 59.000 122,133,63 5		\$. \$9765721	\$. \$.	\$. \$ 89006'001	1 5 69TEE(ZZI 5 ,	\$	5 . 1 5 9111771	1 2 E3.E2.21 5 .	122,333.63 \$ 1 . \$	द्धराहया
TRANSMISSION- RIDER T Rutt- Ladiera Rutt Securitation" BSM WPPROFET Produces RIDER POP - UNIVERSAL SERVICE FEE "	5 37,760,00 5 139,524,00 5 150,00 5 150,00	5 37,760,00 5 134,142,00 5 150,00 5 5	5 42270.00 5 107,126.00 5 144.00 5 144.00	\$ 45,260.00 \$ 122,628.00 \$ 60.00 \$ 162.00	\$ 35,280.00 \$ 212,274.00 \$ 102.00 \$ 162.00	2 000 077,74 2 2 101,240,00 5 2 103,00 5 2 103,000 5 2 100,000 5 2 103,000 5 2 103,000 5 2 100,000 5 2 100,0	\$ 61,400.00 \$ \$ 165,400.00 \$ \$ 14,469.12 \$ \$ 176.00 \$ \$ 6,750.00 \$	62,262.00 5 175,500.05 13,782.55 13,782.55 108.00 5,750.00 5	2 00.05-2,00 2 00.09-4,07 2 00.09 2 00.09 2 00.00 2 00 2	77,350,00 5 164,064,00 5 112,457,20 5 96,00 5 6,750,00 5	B0,010,00 5 161,340,00 5 11,999,14 5 30,00 5 6,750,00 5	84,140,00 5 156,077,00 5 11,408,47 5 6,750,00 5	86,710.00 5 157,494.00 5 10,6382.20 5 . 5 . 5 6,750.00 5	s 87,890 co 5 5 163,518,00 5 1 5 10,177,08 5 5 5 10,177,08 5 5 5 5	28,400.00 5 171,420.00 5 9,586.32 5 5 5 5 6,750.00 5	\$ 00.000,18 \$ 00.077,671 \$ 26.010,9 \$ 26.010,7 \$ - \$ - \$ -	83,640 00 5 191,346,00 5 2 5 2 5 2 5 2 5 3 6,750,00 5	81,850,00 200,808.00
G eneratio n Infraturitation Generation Riders Approved Pricor to 2020 ⁴ Rider Sviv - Nuclean Subsequent License Renewal	\$ 36, <i>67</i> 0.00 5 .	34,070.00	5 33,750.00 5 .	001072,ME 2	\$ 36,660.00 \$ 5,150.00	\$ 15,480.00 \$ \$ 2,030.00 \$	17,160.00 5 4,100.00 5	15,830.00 5 6,160.00 5	\$ 00.011,51 \$ 00.001 \$ \$ 7,330.00	2 00.001,6 2 00.001,6	15,770 00 5 10,640.00 5	14,860.00 5 11,820.00 5	14,110.00 5 00.000,51	13,610.00 \$ 00,071,E1	13,040.00 \$ 12,620.00 \$	12,760.00 \$ 11,740.00 \$	\$ 00.085,11 \$ 00.097,01	00,009,01 09,040,02
Distribution inferenceme". Gud ttansformation plan Rural broadbandd	 	۰. مەنە	v, v,	5 2000 5	\$ 1,160.00 5 \$ 110.00 5	\$ 00709E \$	3,680,00 S 5,80,00 S	3,040,00 5	3,200,000 5 860,000 5	4,450.00 5	4,650.00 \$ 990.00 \$	\$ 00'080'5 \$ 00'080'5	\$ 00'068 \$ 00'069	4,730.00 \$ 830.00 \$	4,400.00 \$ 780.00 \$	4,040,00 \$ 720,00 \$	3,550.00 5,60,00 5,60,00	001071,E 001003
<u>A5 Environmental</u> NUSK CR RIDER CCR RIDER RGGI	\$ 5,560,00 \$	s,560.00 5 5	,	\$ 3,140.00 \$ 17,670.00 \$ 14,358.00	\$ 4,860.00 \$ 17,730.00 \$	\$ 4,440,00 \$ \$ 16,212,00 \$ \$ 27,852,00 \$	5 2,710.00 5 5 18,522.00 5 5 2,72	2,000,00 S 18,816,00 S	1,540.00 \$ 16,182.00 \$	1,780.00 \$ 16,596.00 \$	1,880.00 5 12,306.00 5	1,770.00 \$ 11,148.00 \$	1,620.00 5 00.986.01 5 0	1,200.00 5 8,796.00 5	850.00 \$ 6,222.00 \$	960.00 5 2,974.00 5 3	850.02 8 00.028 8 00.028 8 00.028 8 00.028 8 00.028 9 00.029 9 00.000000000000000000000000000000000	780.00 444.00
Additional Resources in Pine. E cons ct creater Bruinswicz 2003 retire Ment Bruinswicz 2003 retire Ment	••••	 	 	 	, , , , , ,	, , , , , ,	2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	- 60 29 20 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	5 00'00E 5 00'00E	520.00 \$	2 00.02 2 00.03 2 00	- 5 480.00 5 80.00 5 8	. 5 440.00 370.00 5	900.00 500.00 3500.00 3500.00	2,140.00 350.00 330.00 330.00	3,720.00 \$ 370.00 \$ 270.00 \$	4,220.00 \$ 330.00 \$ 260.00 \$	3,940.00 250.00 240.00
APS Program-Related Resources in Plan A RIDER RPS *	s	v	v	\$ 1,092.00	\$ 10,850.00 \$	\$ 9,162,00 \$	5 15,688.00 5	15,834.00 \$	20,286.00 \$	20,052.00 \$	19,438.00 \$	20,148.00 \$	18,996.00 \$	20,976.00 \$	5 001464,52	\$ 001000167	\$ 001996'EZ	25,158.00
RIDER CE* RIDER CE - BUEL EKLEFT RIDER CE - REC PROOF VALUE RIDER CE - CAPACITY OFFSET* TOTAL RIDER CE	 		 	\$ 480.00 \$ 5 \$ 680.00 \$ 5 \$ 680.00	 3,140.00 5 (216.00) 5 2 <li3< li=""> 2</li3<>	5 5,350,00 5 5 7,190,00 5 5 7,00,00 5 5 7,00,00 5 5 3,140,00 5	s 12,080,00 5 5 (3,690,00) 5 5 (150,00) 5 5 8,240,00 5	15,040.00 5 (6,408.00) 5 (450.00) 5 8,182.00 5	17,130.00 5 (7,974.00 5 (5,034.00) 5 (700.00) 5 (700.00) 5 3,422.00	21,360.00 2 (10,362.00) 2 (10,362.00) 2 (1,300.00) 2 (1,00) 2	28,780.00 \$ (13,183.00) \$ (5,232.00) \$ (1,890.00) \$ 8,470.00 \$	32,370,00 \$ (14,442,00) \$ (6,282,00) \$ (2,440,00) \$ 9,206,00 \$	36,730.00 5 (16,326.00) 5 (6,438.00) 5 (3,380.00) 5 10,586.00 5	40,300.00 \$ (18,822.00) \$ (6,096.00) \$ (4,020.00) \$ 11,442.00 \$	43,440.00 5 (20,934.00) 5 (6,384.00) 5 (4,540.00) 5 (4,540.00) 5 11,582.00 5	45,810.00 5 (23,646.00) 5 (5,582.00) 5 (5,582.00) 5 (5,582.00) 5 (5,582.00) 5 (5,582.00) 5 (1,192.00 5	47,200.00 \$ (26,518.00) \$ (5,920.00) \$ (5,920.00) \$ 8,610.00 \$	49,260.00 (28,416.00) (6,546.00) (6,540.00) 7,758.00
RIDER PPA " RIDER PPA - FUEL BENETT RIDER PPA - CREC PROXY RIDER PPA - CAPACITY OFFET" TOTAL RIDER PPA	• • • • • •	 	 	 	\$ 1,680.00 \$ (2,058.00) \$ (80.00) \$ (458.00) \$ (458.00)	2,016.00 5 (3.534.00) 5 (3.54.00) 5 (3.54.00) 5 (1.572.00) 5 (1.572.00)	1,442.00 5 (1,854.00) 5 (90.00) 5 (502.00) 5	4,472.00 5,430.00 5 1370.00 5 1,328.00 5	4,506.00 \$ (5,148.00) \$ (3,786.00) \$ (520.00) \$ (4,948.00) \$	7,324.00 \$ (6.714.00) \$ (2,478.00) \$ (850.00) \$ (22718.00) \$	10,278.00 \$ (7,482.00) \$ (3,078.00) \$ (1,190.00) \$ (1,472.00) \$	13,122,00 \$ (8,088,00) \$ (3,138,00) \$ (1,490,00) \$ 406,00 \$	15,912.00 \$ (8,694.00) \$ (3,102.00) \$ (1,990.00) \$ 2,126.00 \$	18,544,00 \$ (9,828,00) \$ (2,790,00) \$ (2,790,00) \$ 3,616,00 \$	21,092.00 5 (10,950.00) 5 (2,982.00) 5 (2,990.00) 5 4,570.00 5	23,914.00 5 (12,372.00) 5 (3,150.00) 5 (3,050.00) 5 5,342.00 5	25,812.00 5 (13,470.00) 5 (3,198.00) 5 (3,310.00) 5 5,834.00 5	27,764.00 [14,754.00] [3,192.00] [3,640.00] 6,171.00
RIDER OSW ¹ RIDER OSW - FUEL BENETT RIDER OSW - FUEL BENETT RIDER OSW - CARATTY OFFETT TOTAL OFFSHORE WHO [2 PHASES TOTALING 5,154 MW)	, , , , , """"""""""""""""""""""""	 	 	 	\$ 3,470.00 \$ 3,470.00 \$ 5 470.00 \$ 3,470.00 \$ 3,470.00	\$ 10,780.00 \$ \$. 5 \$. 5 \$. 5 \$. 5 \$ 20,760.00 \$	16,140.00 \$	23,600.00 5 5 · · 5 23,600.00 5	27,220.00 \$ (2,748.00) \$ 5 24,472.00 \$	32,050,000 \$ (21,576,000) \$ (1,236,000) \$ (1,120,000) \$ 8,068,00 \$	33,490.00 \$ (19,356.00) \$ (11,406.00) \$ (1,320.00) \$ L408.00 \$	31,810,00 \$ [16,548.00] \$ (9,414.00] \$ (1,380.00] \$ 4,468.00 \$	28,190.00 \$ (14,952.00) \$ (7,758.00) \$ (1,520.00) \$ 3,960.00 \$	2 00.053,62 2 (00.268,61) 2 (00.12,1) 2 (00.012,1) 2 (00.012,1) 2 (00.012,1)	36,780.00 \$ (14,748.00) \$ (5,280.00) \$ (1,710.00) \$ 15,042.00 \$	41,790.00 5 (14,682.00) 5 ((4,758.00) 5 (1,430.00) 5 (1,430.00) 5 20,920.00 5	40,960.00 5 (16,362.00) 5 (4,212.00) 5 (1,420.00) 5 18,966.00 5	38,870.00 (28,776.00) (4,092.00) (2,880.00) 3,122.00
NUCLEAR SMALL MODULAR REACTORS "	s	s	s	\$,	, ,	,	\$	100.00	\$ 00:005	1,470.00 \$	3,690.00	7,800.00 \$	14,350,00 \$	23,560.00 \$	34,020,00 \$	45,450.00
RPS PROGRAM-RELATED RESOURCES SUBTOTAL PLAN E TOTAL	\$ 350,860.69	\$ 312,078,69	\$. \$. \$ 1.572 \$ 350,460,69 \$ 312,878,69 \$ 370,696	8 5	\$ 15,796.00 \$ \$ 455,706.60 \$	15,796.00 \$ 21,510.00 \$ 455,706.60 \$ 433,429.69 \$	39,766.00 457,946.75	46,288.00 474,408.18	43,232.00 \$ 465,773.02 \$	\$ 43,232.00 \$ 31,336.00 \$ 28,394.00 \$ 465,773.02 \$ 457,282.83 \$ 458,052.77		\$ 35,698.00 \$ 39,358.00 \$ 462,940,10 \$ 469,549,83	\$ \$	\$1,164.00 \$ 445,903.71 \$ 5	80.81E,N8 2 00.87E,88 2 80.847,852 2 22:992,102 2	2 2 20.21E,PS 2 2 30.237,253	\$ 91,394.00 \$ \$ 528,497.63 \$ 5	\$ 529,611.63
CAGR PLANE (PRUS BLAC) CAGR PLANE (ALMY 2020 BLAC)													X77 767					2.6% 3.4%

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

¹ Indicative area for fast securitation. No assumptions modeled for opt out. 1. No assumptions modeled for exemptions to Riders OSW & PRO. 1. Roll assumptions and even process and an event of the statumes Riders R. 5, and W rolled into base rates effective July 1, 2023. 1. Reludes all approved and anticipated phases of disribution infrastructure as of March 2023. 1. Includes all approved and anticipated phases of disribution infrastructure as of March 2023. 1. Includes all approved and anticipated phases of disribution infrastructure as of March 2023. 1. Includes all approved and anticipated phases of disribution infrastructure as of March 2023. 1. Includes all approved and anticipated phases of disribution infrastructure as of March 2023. 1. Includes specific Company-owned projects prover what for Rife to Company weak do content for a two weaks and a state. and the set of the output of the state of the company and data and state, and treage. 1. Includes specific Phase proposed in 2020 and thereafter, a long with generic board, distributed state, and treage. 1. Includes approximated in 2020 and thereafter, a long with generic and models and state. The 2021. 40154.

23621000 C D

lata Outlook 2019 to 2035

Rate projections are not final. Ratas ere subject to regulatory approval. Cartain line items potentially eligible for customer credit reinvestment offset under Va. Coda.

DSM D

TESTDENTIAL BILL PROJECTION - PLAN A, DIRECTED METHODOLOGY

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Publicly aveilable, annualized tartif ratus consistent with the float order in Case No. PUR-2021-00054. No future changes modeled.

indicative rate for fuel securitization. No assumptions modeled for opt out.

¹ to assumptions modeled for exemptions to Rider OSW & PIP. ¹ to assumptions modeled for exemptions to Rider OSW & PIP. ¹ Includes all paperoved and anticlevel aburban biracturare at of Match 2023. ¹ Includes the story REG purchases plants for Clony value for REG for the Company-owned and contracted or resources. ¹ Includes the story REG purchases plants the CL force value for REG for the Company-owned and anticlevel or resources. ¹ Includes the story REG purchases plants the CL force value for REG for the Company-owned and contracted or resources. ¹ Includes the story REG purchases plants the CL force value for REder CL for A with previous easile, differentiated and to force. ¹ Includes the story in the avoid of capacity cert proxy value for Riders CL for A, and OSW under consideration in Case No. PUR-2021. 402156. ¹ And an under story is proposed in 2020 and therafter, the value of NW under consideration in Case No. PUR-2021. 402156. ² Value a reactility at the avoid of capacity cert proxy value for Rider CL for avoid herafter reduces the Company 8 (R5 Pergram resutul requires). ² Value reactility and modular story for Rider CL for such relative reduces the Company 8 (R5 Pergram resutul requires). ³ Value number and Rider Capacity and the REG, the output (from tool fielding reduces the Company 8 (R5 Pergram resutul requires). ³ Value number and Rider Capacity and Rider Rider REG, the output (from tool fielding reduces the Company 8 (R5 Pergram resutul requires). ³ Value number and Rider Ri

equirement.

SMALL GENERAL BILL PROJECTION - PLAN A, DRECTED METHDOOLOGY

Rate projections are not final. Rates are utbjæct to regulatory approvel. Cartain line i tems potentially efigible for customer credit tehwestment offiet under V.e. Code.

<u>Swall General Service</u> Schedue GS-1 (6,000 kwh - 15 kw)	6 22	2019 M 6102 30	2020 MAY 1, 2020	2000 DEC 2020	20021 DEC 20021		DEC 2022 DE	2013 DEC 2023 DI	2024 DEC 2024	2025 DEC 2025 D	2026 DEC 2026 D	2017 D	2028 DEC 2028	2029 DEC 2029	2030 DEC 2030	2031 DEC 2031	2032 DEC 2032	2013 DEC 2013	2034 DEC 2034	2035 DEC 2035	
DSTRIBUTON & GENEATON (ALM) ¹ TRIENNIAL REVIEW - VOLUNTARY CUSTOMER REFUND ¹	e r er	277.78 5 5	272.78	\$ 277.78 \$.	~~~	\$. \$ 81.211	266.31 \$ (3.27) \$	2 (00.E) 5 (00.E) 5	2 77.922 2 .	259.72 5	\$ 77.921 \$.	\$ 77.621 \$.	\$ 77.825 \$.	\$ 57.832 \$.	\$ 77,825 \$.	5 17.921 5	2 17 2 2 2 .	259.77 \$. 5	259.72 - 5	77.821 -	
TRANSMISSION - RIDER T LUEL - RIDER A RUEL SCUMTRYDN ' DAM (JATANCID PROGUUS) RUDER PIPP - UNIVERCAL SERVICE FEE '	~~~~~	\$ 6592 \$ 756E1 \$. \$.	76.59 1.04.14 5.33	****	•••••	70.55 5 5 63.121.69 5 5 2 5 2 6 15 5 0.15 5	58.84 5 212.27 5 6.42 5 6.42 5 0.16 5	65.08 5 171.54 5 7.73 5 0.16 5	97 48 5 165 48 5 14 47 5 5.80 5 6.75 5	105.90 \$ 175.50 \$ 13.78 \$ 13.74 \$ 1.74 \$ 5.75 \$	11779 \$ 195.22 \$ 12.98 \$ 1.91 \$ 1.91 \$	130.39 \$ 192,43 \$ 12,45 \$ 1.35 \$ 1.35 \$ 5.73	142.06 \$ 196.70 \$ 12.00 \$ 0.45 \$ 6.75 \$	2 34.621 2 25.20 2 14.11 2 14.11 2 2 5 5 2 5 5 2 5 5 5 5 5	164.58 204.05 10.84 5 5 5 5 5 5 5 5 5	175.45 \$ 219.92 \$ 10.17 \$ 6.75 \$	22.181 22.727 2 22.7 2 22.5 2 25 2 25 2 25 2 2 2 2 2 2 2 2 2 2 2 2	2 51.091 2 21.091 2 201 2 200 2 200	196.31 \$ 276.43 \$ 276.43 \$ 276.43 \$ 27.5 \$ 2 \$	203.09 291.43	
Generation infratingura Generation Riders Approved Prilor to 2020 * Rider Sva - Nuclea Substauent ucease renewal	~~	61.54 \$. \$	58.22	5 57,99 - S	~ ~ ~	\$ 69.59 \$	59.26 \$ 8.24 \$	27 <i>3</i> 2 8,46 5	\$ 607EE \$ 807.7	32.08 \$ 02.51	27.61 \$ 15.46 \$	\$ 0561 \$ 10'0£	33.28 22.43 5	32.15 \$ 25.57 \$	31.91 \$ 29.48 \$	\$ 61.1E \$ 61.1E	3 36 1E 30,95 5	32 B4 \$ 30.73 \$	5 921E 5 78.02	31.64 29.12	
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A5 Environmental Brock E RUDER CCR RUDER RGGI	~~ ~	24.6 24 22.2	84 1	~ ~ ~ ~	s 87.7 2 5 - 5 2 5 - 5	5.99 5 17.67 5 14.36 5	\$ 97.7 \$ 67.71 \$ -	9.77 \$ 16.21 \$ 27.85 \$	5,16 \$ 18.76 \$ - \$	4.11 5 18.60 5 - 5	\$ 52.6 \$ 60.71 \$.	3.84 \$ 17.52 \$	2 725 2 5151 2 5	3.82 5 12.38 5 - 5	3.66 \$ 12.62 \$ '	2.85 5 1050 5	2.09 S 7.84 S	2.48 S 2.58 S	2 862 2 261 2 -	2.28 0.64 -	
Additonal Resources to Plan A GAS CT GAS CC	м м	· ·	• •	~ · ·	v. v.	v.v.	v, v,			ა. 	\$ 260 \$.	, 8.8 5	806 5	1.11 \$ 12.03 \$	3.13 S 16.28 S	6.28 S 21.48 \$	10.21 \$ 30.12 \$	15.34 S 31.00 S	2 22.15 2 22.15 2 25	29.06 36.62	
RPS Program-Related Resources in <u>Pan A</u> RIDER RPS 4	s	, ,	•	, v	Ś	\$ 601	10.86 \$	\$ 916	16.27 \$	16.13 S	21.74 \$	21.47 \$	\$ 7612	22.57 \$	21.94 \$	25.16 S	28.82 S	30.58 S	5 20'EE	57.54	
RIDER CE " RIDER CE - RLENKERT RIDER CE - RELENKERT RIDER CE - CARACITY OFFEET " RIDER CE - CARACITY OFFEET " TOTAL RIDER CE	~~~ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	, , , , , ,		, , , , , , , , , , , ,		0.92 S • • 5 • • 5 • • 5 • • 5 • • 5 • • 5	2 14.2 2 (2.2) 2 (2.2) 2 (2.2) 2 (1.2) 2 (1.2)	2 21.01 2 (EE-2) 2 (POD) 2 27.7 2 27.7	13.65 5 (3.68) 5 . 5 (0.22) 5 9.75 5	17.28 5 6.23) 5 - 5 - 5 - 5 - 5 - 10.66 5	19.74 \$ 8.05) \$ 8.15,21) \$ 2.45 \$ 5.23 \$	20.21 \$ (7.21) \$ (3.92) \$ (1.63) \$ 7.44 \$	20.55 5 (2.60) 5 (3.73) 5 (1.74) 5 6.47 5	2 19.91 2 (7.75) 2 (12.85) 2 (12.85)	18.59 5 (7.36) 5 (3.60) 5 (2.01) 5 5.62 5	18.45 5 (7.97) 5 (2.88) 5 (2.01) 5 5,60 5 5,60 5	18.01 (8.24) \$ (2.283) \$ (1.93) \$ (1.97 \$ (1.97 \$	18.65 (8.65) (17.7) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.	20.19 5 (9.46) 5 (2.56) 5 (2.29) 5 6.03 5	21.98 (19.0) (2.50) (2.15) 7.41	
RIDER PPA * RIDER PPA - VIE BENEIT RIDER PPA - REC PROXY RIDER PPA - CAPACITY OFFSET * TOTAL RIDER PPA	****			• • • • • •			1.76 \$ (2.06) \$ - 5 (0.13) \$ (0.43) \$	2.45 5 (4.00) 5 . 5 (0.11) 5 (1.65) 5	\$ 82.1 \$ (81.1) \$ (0.13) \$ (0.13) \$ (0.13)	4.82 \$ (5.28) \$. \$ (0.56) \$ (1.02) \$	2,45 2,45 2,55 2,55 2,55 2,55 2,55 2,55	13.36 \$ (10.67) \$ (2.69) \$ (2.19) \$ (2.19) \$	21.23 \$ (14.47) \$ (15.51) \$ (15.30) \$ (1.05) \$	29.36 S (17.68) S (7.07) S (7.	39.22 \$ (20.94) \$ (8.12) \$ (5.92) \$ 4.25 \$	48.16 \$ (25.69) \$ (8.06) \$ (7.24) \$ 7.16 \$	\$ 65.73 \$ (7.906) \$ (20.91) \$ (20.91) \$ (20.91) \$ (20.92) \$ (20.92	2 63.63 2 63.63 2 (10.09) 2 (20.6] 2 20.61 2 2 27.61	79.87 5 (42.99) 5 (10.78) 5 (11.43) 5 (11.43) 5 14.67 5	93.10 (50.30) (11.32) (11.22) (12.81)	
RIDER OSW " RIDER OSW - VLEILERKETT RIDER OSW - REC PROXY VALUE RIDER OSW - CANGLY PYSST " TOTAL OFSHORE WIND		••••••					8. · · 8. 8. · · 8. 8. · · 8.	2.13 S 2 2 2 2 2 2 2 2.	28.62 28 28 28 28 28 28 28 28 28 28 28 28	45.95 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	56.21 S (3.08) S - S 53.14 S	67.30 \$ {24.98} \$ (1.50) \$ (2.35) \$ 38.47 \$	5 (13.65) 5 (13.65) 5 (13.65) 5 (12.75) 5 (12.	62.18 5 (20.52) 5 (11.06) 5 (12.05) 5 (12.05)	57.65 \$ (19.36) \$ (10.04) \$ (3.38) \$ 24.87 \$	22.39 \$ (20.21) \$ (8.00) \$ (1.43) \$ 20.69 \$	57.74 S (21.17) S (7.58) S (7.	2 1676 2 (172) 2 (172)	81,42 S (23,20) S (6,71) S (3,85) S 48,56 S	99.43 (724.27) (6.28) (4.09) 64.73	
NUCLEAR SMALL MODULAR REACTORS *	s	s ,	•	∽	~	ۍ	ۍ	s	, ,	۰ ۲	•	\$, ,	, s	s	s	s	۰ د	•	
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	ŝ	s ,	•	\$	v >	2.01 \$	21.63 \$	34.00	55.41 \$	72.N \$	75.55 \$	65.20 \$	\$ 65'05	52.72 \$	56.68 \$	58.61 \$	\$ 95.38	8 IV'N	102.44 \$	00.551	
PLAN A TOTAL	ŝ	\$ 56°EZS	532.40	\$ 54213	ŝ	\$ 297.62	670.50 \$	642.44 \$	\$ 16.169	734.75 \$	768.18 \$	782.09 \$	79147 \$	\$ 26.118	845.69 \$	\$ 10.01	\$ 09'606	952.82 \$	998.94 S	1,061.21	
CAGA PLAN A (MAY 2020 BASE) Caga Plan A (MAY 2020 BASE)															3.6% A,e%					392.5 292.4	

¹ Poblicly available, annualized tariff rates consistent with the final order in Case No. PUR-3023-00058. No future changes modeled. Indicative rate for fuel securitization. No examptions modeled for opt out. No essumptions modeled for exemptions of idear OW & PPD. Assumes Riden K, 5, and W rolled into base rates effective July 1, 2023. Referent Riders B, R, W, GN, US-43, and US-44 hough 2023. Assumes Riden K, 5, and W rolled into base rates effective July 1, 2023. Encludes all approved and anticipated phases of distribution infrastructures as March 2023. March 2024 and 2024. Encludes the case of RiC purposed in 2026 and the earlier, Anny with genetic solar, editioneds data, and sare includes the case of RIC party value for RIC from Company-owned and contracted for resources. Includes the static scheme option to prove value for RIC from Company-owned and contracted for resources. Includes specific PDA proposed in 2020 and the static, along with genetic solar, distributed static, and includes specific PDA proposed in 2020 and the static at a long with genetic solar.

Rata projections are not final. Rates are subject to regulatory approval. Certain Bne itams potentially eligible for customer credit rebrestment offset under Va, Coda.

LARGE GENERAL BILL PROJECTION . PLAN & DIRECTED METHODOLOGY

<u>LARGE GENERAL SERVICE</u> Schadus GS-4 (6,200,000 tWh - 10,000 tW)	2013 DEC 2019	2020 MAY 1, 2020	2020 DEC 2020	2021 DEC 2021	2042 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
distruction & generation place) ¹ Triennal Review - voluntary customer refund '	. \$	5 131,196.69 5	5 , 5 5 599671ET 5	\$	\$ (607.65°1) \$ 697610'CZI	127,01969 \$ (1,464.00) \$	5 5	\$ 5368,521 \$.	2 23 23 23 5 2 · · 5	\$	S ESEELLI	\$ 5333.63 \$ \$.	2 23.533.53 \$	\$ E9'EEE'ZZI \$.	2 53865,221 2 ·	\$. \$ GARECCU	\$ \$£91927771	586721
TRANSMESION - RIDER T FUEL: BIDER A - JUEL SECURTZATON - DSM (JAMPACE JANDA - SEM (JAMPACE) - UNIVERSAL SERVICE FEE *	37,780 5 139,524.00 5 139,524.00 5 139,574.00 5 139,50	00.087.7E 2 00.051.401 2 00.251.401 2 00.051 2 2	\$ 42270.00 \$ 100,116.00 \$ 1,44.00 \$	5 45,260.00 5 5 122,688.00 5 5 60.00 5 5 162.00 5	35,280.00 5 212,74.00 5 2 01.00 5 2 01.00 5 2 01.00 5	47,770.00 \$ 171,540.00 \$. \$ 168.00 \$ 168.00 \$	61,680.00 5 165,480.00 5 14,469.12 5 175.00 5 6,750.00 5	67,000,00 5 175,500,00 5 13,707,50 2 00,005 6,750,00 5	2 00.022, hT 2 00.012, 201 2 00.012, 201 2 00.02 2 00.02 2 00.027, 0	82,500.00 5 192,432.00 5 112,457.20 5 102.00 5 6,750.00 5	2 00,028,03 2 00,038,03 2 00,027,1 2 00,027,3 2 00,027,3	97,090.00 195,198.00 2 11,408.47 5 11,408.47 5 5,750.00 5 6,750.00	104,130,00 5 204,060,00 5 10,838,20 5 6,750,00 5	2 00.000,111 2 00.974,912 2 00.971,01 2 00.027,8	2 00.092,211 2 00.097,722 2 5.382,9 2 5 2 00.027,9 2 00.027,9	119,200,00 \$ 249,354,00 \$ 9,012,35 \$ 9,012,35 \$ 6,750,00 \$	124,210,00 5 276,680,00 5 - 5 - 5 6,750,00 5	128,490.00 291,426.00
Generation Infratureturg Generation Riders Approved Prior To 2020 * Rider Stan - Nuclear Subsequent License Renewal	\$ 36,670.00 \$	5 34,070.00 5	\$ 33,750.00 \$ \$	\$ 001072,45 \$ \$ ` \$	36,660.00 \$ 5,150.00 \$	15,420.00 5 2,030.00 5	15,030.00 \$ 3,550.00 \$	14,620.00 5 5,690.00 5	12,570.00 \$ 7,040.00 \$	13,670.00 \$ 8,890.00 \$	15,170.00 10,220.00 5	14,660.00 \$ 11,650.00 \$	14,550.00 S 13,430.00 S	14,570,00 \$	14,560.00 5 14,120.00 5	14,970.00 5 14,770.00 5 5	14,380.00 \$ 13,600.00 \$	14,420.00 13,260.00
DEstribution Infrastructure ⁴ GRID TRANSFORMATION PLAN RURAL BROADBAND	 	 	• •	5 , S 5 20:00 5	1,160.00 \$	360.00 350.00 5 00.02 5	3,760.00 5 00.003 5 00.003	2,860.00 5 780.00 5	3, 500.052 5, 00.052 5, 00.052	4,660.00 5	4,990.00 \$ 1,060.00 \$	5,620.00 5 1,040.00 5	5,860.00 5 1,020.00 5	5,720.00 5 1,000.00 5	5,550.00 590.00 5	2 00.03E,2 2 00.03E	5,120.00 5 940.00 \$	4,830.00 920.02
<u>AE Enveronmental</u> RIDER E RIDER CCR RIDER CCR	\$ 5,560.00 \$ 5	s 5,560.00 5	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$ 3,140,000 \$ \$ 17,670,000 \$ \$ 14,358,000 \$	\$ 00.038,4 \$ 00.057,71	4,440,00 5 16,212,00 5 27,852,00 5	2,350.00 \$ 18,756.00 \$	1,870.00 S 18,600.00 S	1,420.00 \$ 17,040.00 \$	1,750.00 \$ 17,520.00 \$	1,810,005 13,332,005 5	1,740.00 \$ 12,384.00 \$	1,660.00 S 12,624.00 S	2 00.002,01 2 00.002,01 2	960.00 5 7,836.00 5	1,130.00 \$ 2,580.00 \$ 2,5	2 00.020,1 2 00.020,1 2 00.021,1 2 00.021,1	1,050.00 642.00
Additional (Repourses in Plan A GAS CT GAS CC	, , v, v,	۰۰. دەرى	 	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	мм , ,			., .,	- 5 420.00 5	- 5 1,730.00 5	. \$ 3,670.00 \$	510,00 S 5,480,00 S	1,430.00 S 7,420.00 S	2,860.00 5 9,790.00 5	4,650.00 \$ 13,720.00 \$	6,990.00 \$ 14,130.00 \$	10,190.00 \$ 14,250.00 \$	13,240.00 16,690.00
R PS Program-Related Resources in Plan A Ruber RPS *	S	s		\$ 003.00 \$	10,860.00 \$	9,162.00 \$	16,266.00 \$	16,128.00 \$	21,744.00 \$	21,468.00 5	21,366.00 \$	22,566.00 \$	21,942.00 \$	25,164.00 \$	28,824,00 \$	30,582.00 \$	33,024.00 \$	43,026.00
RIDER CZ * RIDER CZ - RUEL BENEFT RIDER CZ - CLP LATV OFFIZT * RIDER CZ - CLP LATV OFFIZT * TOTAL RIDER CZ		 		2005 2005 2005 2005 2005 2005 2005 2005	3,140.00 5 (216.00) 5 5 2,924.00 5	2,150.00 2,190.00 2,20.00 2,20.00 2,140.00	2 00.07E.7 2 (00.483,E) 2 (00.011) 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	\$ 00.092,9 \$ (00.202,6) \$ 00.005) \$ 000.005, \$ 000.007,2	10,440.00 \$ (8,052.00) \$ (5,214.00) \$ (650.00) \$ (3,476.00) \$	10,700.00 5 (7,212.00) 5 (3,924.00) 5 (860.00) 5 (1,296.00) 5	10,870,00 8,604,00 2 (0,101 2 (0,10)))))))))))))))))))))))))))))))))))	10,480.00 \$ (7,758.00) \$ (4,212.00) \$ (980.00) \$ (980.00) \$ (2,470.00) \$	9,820,00 5,821,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,000 5,1050,000 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,00 5,1050,000,000,000,000,000,000,000,000,0	9,740,00 5 (7,968,00) 5 (1,880,00) 5 (1,000,00) 5 (1,000,00) 5 (2,1780,00) 5	9,510,00 5 (8,244,00) 5 (2,880,00) 5 (1,000,00) 5 (1,000,00) 5 (2,614,00) 5	9,790.00 5 (8,646.00) 5 (1,712.00) 5 (1,030.00) 5 (1,030.00) 5 (2,598.00) 5	10,690.00 5 (9,467.00) 5 (2,556.00) 5 (1,090.00) 5 (1,090.00) 5 (2,418.00) 5	11,520.00 (9,912.00) (1,120.00) (1,120.00) (1,914.00)
RIDER PPA RIDER PPA - FULE GENEFIT RIDER PPA - REC PPOXTY RIDER PPA - CAPATTY OFFSET *	 			 	1,688.00 5 (2,058.00) 5 (88.00) 5 (458.00) 5 (458.00) 5	2,016.00 \$ (3,534.00) \$ (3,534.00) \$ (3,534.00) \$ (1,572.00) \$	1,346.00 \$ (1,848.00) \$ 70.00 \$ 70.00 \$ 70.00 \$ 70.00 \$	4,206.00 \$ (5,280.00) \$. 5 . [290.00] \$ (1,364.00) \$	4,798.00 5 (5,550.00) 5 (3,552.00) 5 (4,704.00) 5 (4,704.00) 5	12,282.00 \$ (10,668.00) \$ (2,688.00) \$ (1,160.00) \$ (1,160.00) \$ (2,234.00) \$	19,754.00 2 (14,472.00) 2 (10,472.00) 2 (10,750.00) 3 (10,552.00) 3 (10,552.00) 3 (10,552.00)	27,448.00 \$ (17,676.00) \$ (7,074.00) \$ (2,380.00) \$ 318.00 \$	36,236.00 \$ (20,940.00) \$ (8,118.00) \$ (3,130.00) \$ (3,130.00) \$ 4,043.00 \$	44,690,00 \$ (25,686,00) \$ (8,076,00) \$ (3,830,00) \$ 7,098,00 \$	2 00.218,E2 2 (00.272,05) 2 (00.021,P) 2 (00.021,P) 2 (00.021,P) 2 (00.021,P)	64,012,00 5 (36,810,00) 5 (10,096,00) 5 (4,790,00) 5 12,326,00 5	73,614,00 \$ (42,990,00) \$ (10,776,00) \$ (10,776,00) \$ (6,0-00,00) \$ 13,000,00 \$	84,998.00 (50,298.00) (11,316.00) (6,770.00) 16,614.00
RIDER OSW - RIDER OSW - FUL BENETT RIDER OSW - REC FROYY VALUE RIDER OSW - CUARTY OFFST OF TOTAL OFFSHORE WIND	, 	 			3,470.00 2 2 2 2 2 2 2 2 3,470.00 5	10,730.00 \$ - 5 - 5 - 5 10,730.00 \$	14,130.00 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	22,270.00 \$ \$ 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 	26,660.00 5 (3,078.00) 5 (3,078.00) 5 (3,078.00 5 (3,078.00 5) 5 (31,920,00 2 (024,978,00) 2 (024,978,00) 2 (02,120,00) 2 (02,10	30,530,00 20,178,00 2 (13,662,00 2 (13,662,00) 2 (13	29,490.00 2 (11,676.00) 2 (11,676.00) 2 (10,996.00) 2 (10,996.00)	27,340.00 \$ 21,9,356.00 5 (11,0,044.00 5 (11,600.00 5 (11,600.00 5 (10,044.00 5 (10,044.00 5 (10,040 5 (10,040) 5 (10,040) 5 (10,040 5 (10,040) 5 (10,0	24,850.00 \$ (70,208.00) \$ (8,004.00) \$ (1,650.00) \$ (5,012.00) \$	27,380.00 \$ (21,168.00) \$ (7,578.00) \$ (1,940.00) \$ (1,308.00) \$	32,170.00 5 (22,134.00) 5 (7,170.00) 5 (1,710.00) 5 1,156.00 5	39,000,022 20,002,023 20,002,023 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,13 20,0023,1003,10,1003,1003,1003,1003,1003	47,160.00 [24,270.00) (6,282.00) (1,940.00) 14,568.00
NUCLEAR SMALL MODULAR REACTORS 🍽	s	s	, , ,	s . s		s ,	•	s	\$	s	s	s ,	s	s	• •	s ,	s ,	
RPS PROGRAM-RELATED RESOURCES SUBTOTAL				\$ 1,572.00 \$	\$ 16,796,00 \$ \$ 465,706,60 \$	2 00.012,11	\$ 00'009'EE	39,736,00 \$	37,066.00 \$	22,260.00 \$	9,3398.00 \$	\$ 00.816,81	20138.00 \$	25,072.00 \$	37,268.00 \$	41,466.00 \$	51,768.00 \$	72,394,00
CAGR PLAN A (2019 BASE) CAGR PLAN A (MAY 2020 BASE)																		212 212
¹ Publicly available, annualized tariff rates condistent with the linal 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 Riden OSW & PIPP. ⁴ No assumptions modeled for exemptions to Riden OSW & PIPP. ⁴ Indicate siles proved and articipant dataset of distribution infrastructure as of March 2023, 40058. No future charges modeled. ⁴ Indicate siles proved and articipant dataset of distribution infrastructure as of March 2023. ⁴ Indicate siles the cost of RIC purchaser plus the RIC provy what for RIC (rom Company-owned and contracted-for resources. ⁵ Indicate siles the cost of RIC purchaser plus the RIC provy what for RIC row, and GSW under conduction in Case No. PUR-2023-00156. ⁵ Andudes specific PPAs proposed in 2020 and thereafter, along with genetic totals and scintured show and totales. ⁶ Indicates specific PPAs proposed in 2020 and thereafter, along with genetic totals and storage PPAs. ⁶ Indicates specific PPAs proposed in 2020 and thereafter, along with genetic totals and storage PPAs.	ht the final order i modeled for opt or M & Pipp. I through 2023. A tition infrastructou filon infrastructou for Affect form Com 2 and tharmaffer, uf 2 and tharmaffer, uf 2 and tharmaffer, uf 3 and	n Case No. PUR. ² ut. ssumes Riders R., spanyouned and (panytex prover and nd SV under con k solar and stora uch facilities redu	021-00058. No fi 5, and W rollad li 23. 23. 24. distributed so blar distribution for Casa sideration in Casa res the Company ⁶	uture changes m mto base rates ef Jar, and storege. No. PUR-2021-001 i RPS Program an	deled. 'ective July J, 20' 56. wai requirement.	ń												

Rate projections are not final. Rates are subject to regulatory approval. Cartain time items potentially eligible for customer credit reinvestiment officat under Va. Code

RESIDENTIAL BILL PROJECTION - PLAN B, DIRECTED METHODOLOGY

5.54 (5.65,65) (1.147) (1.147) (1.147) (1.128) (1.128) (1.128) (1.128) (1.128) (1.128) (1.128) (1.128) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) (1.171) 5 60.71 5 46.38 5 52.74 5 52.74 5 1.13 8²8 4.00 3.59 0.75 57 G 48 3.82 5.98 35.40 14 A 2035 DEC 2035 2071 S
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SMALL GENERAL BILL PROJECTION - PLAN B, DIRECTED METHODOLDGY

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

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RIDER CE' RIDER CE - RUEL BENEFT RIDER CE - REC PROXY VALUE RIDER CE - CAPACITY OFFEFT - RIDER CE - CAPACITY OFFEFT - TOTAL RIDER CE	~~~~~~		 			0.92 0.92	****	5,41 5 (0.22) 5 - 5 5,19 5	10.12 5 (EE.2) 5 . 5 . 7.7 5 5 5 7.7	16.10 (3.68)	82.112 82.112 92.112 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.03 92.	4 5 28.27 3) 5 (8.20) 5 (5.21) 0) 5 (1.24) 2 5 13.61	~~~~~	5.20 5 (9.75) 5 (1.29) 5 (1.21) 5 (1.21	41.46 \$ (11.12) \$ (5.05) \$ (2.89) \$ 22.21 \$	51.49 5 (14.35) 5 (6.52) 5 (3.26) 5 26.75 \$	\$ 59.59 \$ 65.63 \$ (61.63 \$ (61.63 \$ (61.63 \$ 1.74 \$ 2.19 \$ 2.15 \$ 2.15\$ \$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$ 2.15\$\$\$ 2.15\$\$\$ 2.15\$\$\$ 2.15\$\$\$ 2.15\$\$\$ 2.15\$\$\$ 2.15\$\$\$ 2.15\$\$\$ 2.15\$\$\$ 2.15\$\$\$\$ 2.15\$\$\$\$ 2.15\$\$\$\$ 2.15\$\$\$\$ 2.15\$\$\$\$\$ 2.15\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	69.08 5 (19.93) 5 (6.45) 5 (6.45) 5 (46) 5 (78.13 \$ (23.85) \$ (21.7) \$ (21.7) \$ (25.0) \$ (25.0) \$ 5.30 \$ 5.300 \$ 5.300 \$ 5.300 \$ 5.300 \$ 5.300\$ \$ 5.300\$	R8 56 5 (28.26) 5 (7.80) 5 (9.28) 5 (9.28) 5 43.32 5	99,20 5 (33,34) 5 (05,8) 5 (05,11) 5 (05,11) 5 (11,12) 5	19211 (87.85) (87.8) (16.61) (16.61) 20.52	
RIDER PAA RIDER PAA - FUEL JENEFT RIDER PAA - REC PROOM RIDER PAA - GARGATY ORSET * TOTAL RIDER PPA	****		· · · · ·	~~~~~			~~~~~	1.76 \$ 2 (2.06 \$ 2 (2.16 \$ 5 (2.13 \$ 5 (2.43) \$	2.46 \$ (4.00) \$. \$ (0.11) \$ [1.65] \$	1.58 (23.1) (0.40)	s 4.82 5 (5.28) 5 (0.56) 5 (0.56)	2 5 5.18 81 5 5.30) 8 5 (3.55) 6 5 (3.55) 6 5 (3.55) 21 5 (4.58)		7.82 \$ 11 (6.35) \$ (7 (1.38) \$ (1 (1.38) \$ (1) (1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$ (1)(1.38) \$	2010 2010 2010 2010 2010 2010 2010 2010	13.42 \$ [7.64] \$ (3.43] \$ (2.36] \$ (0.01] \$	16.83 \$ (8.50) \$ (3.51) \$ (3.10) \$ 1.72 \$	21.12 2 (10.37) 2 (76.01) 2 (76.15) 2 (76.15) 2 (76.15) 2 (76.15) 2 (76.15) 2 (76.15)	26.08 5 (12.46) 5 (3.70) 5 (4.32) 5 5.56 5	31.00 \$ (14.76) \$ (4.06) \$ (5.29) \$ 6.89 \$	36.36 \$ 36.36 \$ (17.20) \$ (4.32) \$ (6.32) \$ (6.32) \$	42.08 (20.09) (4.52) (7.45) 10.01	
RIDER OSW ' RIDER OSW - EUEL BENEFIT RIDER OSW - AERC PROXY VILUE RIDER OSW - ALXACITY OFFSET ' RIDER OSW - ALXACITY OFFSET ' TOTAL OFFSHORE WIND (2 PHAGES TOTALING 5,154 MIV)	****			~~~~~				83. ' ' ' 183. 2020 - ' ' 183. 2020 - ' ' 183.	2 57.52 2	67.62 · · · 67.62	26.95 26.95 26.95 26.95	5 5 54.06 5 13.08 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	6 5 75.57 8) 5 (24.98) 5 (1.50) 5 (2.35) 8 5.74		76.45 5 (23.18) 5 (13.66) 5 (2.74) 5 36.88 \$	85.62 \$ (20.52) \$ (11.68) \$ (2.93) \$ 50.49 \$	94.65 \$ (19.36) \$ (10.04) \$ (3.38) \$ 61.87 \$	107.19 5 (20.21) 5 (8.00) 5 (3.49) 5 73.49 5	118.03 \$ (23.93) \$ (7.58) \$ (4.10) \$ 82.42 \$	2 74.711 2 (16.71) 2 (16.71) 2 (16.71) 2 (16.71) 2 40.72	104.37 \$ (46.52) \$ (13.45) \$ (7.7) \$ 36.69 \$	97.49 (48.66) (8.21) (8.21) 28.03	
NUCLEAR SMALL MODULAR REACTORS M	s	,	•	s	s	•	ŝ	s		•	61.0 Ş	9 5 0.80	s	5 E072	4.93 \$	9.74 \$	16.72 \$	25.87 \$	36.64 \$	а. <i>п.</i> 5	60.66 \$	76.10	
RPS PROGRAM-RELATED RESOURCES SUBTOTAL MAKEN RESOURCES SUBTOTAL	ч гч		 	v v	\$. \$	2.01	ں سر	21.43 S	31.00 5	57.48	\$ 76.18 5 751.24	98716 S B	9 \$ 16.52	"	5 12°F8	109.05 \$	2 83.6 1	166.36 \$ 070 13 6	\$ 65761	186.70 \$ 1.064 #5	184.63 \$	201150	
CAGR PLAN B (DOT BLACT) CAGR PLAN B (MAY 2020 BASE)	•			•	• 		,				•	•	•	,	,		4.6% 5.3%					4 4 % 2 %	
¹ Publicly available, annualized unifi rates consistent with the final order in Case No, PUR-2023-00058. No future changes modeled. ¹ Indicative area for fuel securitization. No assumptions modeled for optiont. ² No sumptions modeled for examptions to Riders CW8 & PPP. ³ Reflects Riders D, R. S, W, DW, CVI, US-3, US-3, and US-4 through N2D3. Assumes Riders R, S, and W rolled into base rates effective July 1, Z ⁴ Reflects Riders D, R. S, W, DW, CVI, US-3, US-3, and US-4 through N2D3. Assumes Riders R, S, and W rolled into base rates effective July 1, Z ⁴ Reflects all approxed and anticipated phases of REG fram Compary-rowned and contracted-for resources. ¹ Indicates the cost of RC compare-owned projects proposed in ZD0 end thereafter, along with granek spir, distribution in Case No. PUR-ZD3. 4005. ⁴ Read for a credit at new assider captory value to REG fram Case with greenek spir, distributed along and contracted-for resources. ⁴ Indicate specific Compare-owned projects proposed in ZD0 end thereafter, along with granek spir, distributed along and contracted-for resources. ⁴ Indicate specific PDAs proposed in ZD0 and thereafter, along with granek spiral, and toxate PDA. ⁴ Includes specific PDAs proposed in ZD0 and thereafter, along with granek spiral and toxates PDA. ⁴ Includes specific PDAs proposed in ZD0 and thereafter, along with granek spiral and toxates PDA.	final order ted for opt : ugh 2023. J ugh 2023. J tinfrastructu tinfrastructu tanather, a se Cr. PPA.	in Lase N. aut. Assumes f. Assumes f. Assumes f. Assumes f. and OSW u rife solar a such facili	o. PUR-202 litiders R, S, i herch 2023. Penerk zolar ord atorage iter reduces	1-00058. and W rol tracted fo r, distribut leration in- the Comp	No futur Hed into I ur resource ted solar, I Case No. I tary's RPS	ire charges modelad. base rates effective July 1, 2013 ces. and storge. L Puly 2015 d. S Pogram annual requirement.	modeled. effective . DIS6. mual requ	bihy 1, 202. Irement.	m.														

LARGE GENERAL BEL PROTECTION - PLAR B, DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approval. Cartain the items potentially edigite for customer credit reinvestment offset under Va. Code.

2035 DEC 2035	\$ 172,233.63 \$	\$ 128,490.00 \$ 316,410.00 \$ - \$ - \$ 6,750.00	\$ 14,420.00 \$ 13,260.00	\$ 4,830.00 \$ 920.00	5 1,050.00 5 642.00 5 -	\$ 13,100.00	\$ 35,610,00	5 59,700.00 5 (38,754,00) 5 (3,790,00) 5 (7,000,00) 5 5,136,00	01.002,805,204,002 (20.094,002) 2 (4,522,4) 2 (4,529,002) 2 (4,520,002) 2 (4	\$ 46,240,00 \$ (48,660,00) \$ (12,594,00) \$ (1,890,00) \$ (18,904,00)	\$ 34,670,00	\$ 64,158.00	\$ 686,363.63	4.12 3.13
NEC 2034	5 122,333.63	\$ 124,210,00 \$ 285,510,00 \$ \$ \$ 6,750,00	00.003(E) \$	\$ 5,120.00 \$ 940.00	00.090,1 2 00.02E,1 2	\$ 11,080.00	\$ 32,8200	\$ 52,520.00 \$ (13,316.00) \$ (8,304.00) \$ (5,910.00) \$ 4,570.00	31,402.00 5 (17,196.00) 5 (3,340.00) 5 (3,340.00) 5 (5,46.00)	<pre>49,500,00 5 49,500,00 5 (3,650,00) 5 (3,650,00) 5 (14,132,00)</pre>	\$ 27,640.00	\$ 57,352,00	\$ 643,715.63	
2033 DEC 2033	. \$ 1982£/221	00.009,911 2 00.558,185 2 2110,9 2 2 . 2 . 2 . 2 . 2 . 2 . 2 . 2 . 2 . 2	007027,EL 2	\$ 5,350.00 \$ 960.00	\$ 1,130.00 \$ 2,580.00 \$ -	\$ 8,750.00	\$ 30,834,00	\$ 46,880.00 \$ (28,260.00) \$ (7,800.00) \$ (4,890.00) \$ 5,930.00	\$ 26,870.00 \$ (14,760.00) \$ (4,056.00) \$ (7,800.00) \$ 5,254.00	5 55,700,00 5 (44,322,00) 5 (1,296,00) 5 (3,430,00) 5 (3,430,00) 5 (8,00)	\$ 21,750.00	\$ 63,760.00	15/116/053 \$	
2032 DEC 2032	\$ 122,333.63 \$	\$ 115,940,00 \$ 241,796,00 \$ 9,585,37 \$ 5,750,00 \$	5 14,560.00 5 14,120.00	00.082,5 \$ 980.00	\$ 7,836,00	\$ 7,160.00	\$ 28,344.00	00.094,1300.00 (00.03,127) (00.03,127) 2 (3,950.00) 2 (3,950.00)	\$ 22,630.00 \$ (12,456.00) \$ (3,696.00) \$ (2,290.00) \$ 4,188.00	\$ 25,980.00 \$ (23,934.00) \$ (7,578.00) \$ (00,047.1) \$ (00,047.1) \$ 22,528.00	\$ 16,690.00	\$ 78,098.00	625,169.95	
1602 2031 DEC 2031	\$ 122,333.63 \$	\$ 111,000.00 \$ 216,744,00 \$ 10,172,08 \$ 6,750.00	\$ 14,670.00 \$ 14,190.00	\$ 5,720.00 \$ 1,000.00	00.002,01 \$ 00.002,01 \$	\$ 5,870.00	\$ 24,720.00	s 36,510.00 5 (19,926.00) 5 (6,204.00) 5 (3,430.00) 5 (3,430.00)	\$ 18,490.00 \$ (10,368.00) \$ (3,276.00) \$ (1,990.00) \$ 2,856.00	50,840,00 5 (20,208,00) 5 (8,004,00) 5 (1,650,00) 5 (1,650,00) 5 20,978,00	\$ 11,790,00	\$ 67,294.00	\$ 547,553,71 \$	
2030 DEC 2030		104,130.00 201,066.00 10,838.20 6,750.00	14,550.00 13,430.00	5 5,860.00 5 1,020.00	\$ 1,660.00 \$ 12,624.00 \$	5,110.00	21,540,00	31,490,00 5 (15,984,00) 5 (6,630,00) 5 (6,630,00) 5 (5,146,00	14,674,00 (8,496,00) (3,510,00) (1,640,00) (1,640,00)	44,890.00 (19,356.00) (10,044.00) (1,500.00) (1,500.00)	\$ 7,620.00	50,224.00	ER.202,042 2	5 5 5 5
2029 DEC 2029	2 E3.EE.CTI 5	97,090.00 11,408.47 11,408.47 6,750.00	14,660.00 5	5,620.00	1,740.00 12,384.00	4,790.00 \$	22,086.00 \$	27,230,00 (14,352,00) (6,522,00) (2,050,00) 4,306,00	11,754.00 (7,638.00) (3,432.00) (1,250.00) (566.00)	40,610,00 5 (20,520,00) 5 (11,676,00) 5 (11,676,00) 5 (1,390,00) 5 7,024,00	4,440,00	\$ 00:062'/£	518,594.10	
2028 DEC 2028	\$ 122,4334.63 \$ \$ \$	<pre>\$ 69,880.00 5 \$ 191,748.00 5 \$ 11,999.14 5 \$ 36.00 5 \$ 36.00 5 \$ 6,750.00 5</pre>	\$ 00.057,01 \$	\$ 4,990,00 \$ 1,060,00 \$	\$ 1,410.00 \$ \$ 13,332.00 \$ \$ 5	\$ 4,780.00 \$	\$ 20,850.00 \$	22,980.00 5 (13,320.00) 5 (5,046.00) 5 (1,510.00) 5 (1,510.00) 5 3,104.00	\$ 9,228.00 \$ \$ (7,026.00 \$ \$ (3,288.00) \$ \$ (3,286.00) \$ \$ (2,046.00) \$	36,250.00 5 5 (23,178.00) 5 5 (13,662.00) 5 5 (1,300.00) 5 6 (1,480.00) 5	\$ 2,250.00 \$	\$ 22,278,00 \$	\$ 496,386.77 \$	
2027 DEC 2027	122, 333.6 8	82,500.00 189,594.00 12,457.20 102.00 6,750.00	13,670.00 8,890.00	5 4,660.00 5	\$ 1750.00 \$ 17,520.00 \$ 27,520.00	3,910.00	\$ 20,892,00 \$	00,083(E (00,0011,1) (00,082(E) (00,0011,1)	5 (6,354.00) 5 (6,354.00) 5 (730.00) 5 (730.00) 5 (2,580.00) 5 (730.00) 5 (2,768.00)	\$ 35,840.00 \$ (24,978.00) \$ (1,500.00) \$ (1,200.00) \$ 8,242.00	5 007025 \$	\$ 31,066.00 \$	\$ 696,252,889 \$	
2026 DEC 2025	\$ 122,133.63 \$ \$	2 00.022, 1 2 191, 910, 0 2 00.19, 1 2 00.25 2 00.25 2 00.05 2 191, 1 2 191, 1	\$ 12,570.00 \$ \$ 7,040.00 \$	00.052,E 950,00	s 17,040.00 5	\$ 2,150.00 \$	\$ 00'060'12 \$	14,940.00 5 (8,702.00) 5 (5,214.00) 5 (650.00) 5 (874.00 5	4,542.00 (5,298.00) (3,528.00) (3,552.00) (4,788.00) (4,788.00)	\$ 30,380,00 \$ (3,078,00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	360.00	44,838.00	498,187.02	
2025 DEC 2025	BIEFIII	67,000.00 175,500.00 13,722.55 13,722.55 130,00 6,750.00	14,620.00 5,630.00	2,850.00 5 780.00 5	\$ 1,870.00 \$ 18,600.00 \$	00°026 S	15,444,00	00.09E,11 2 (00.0325,8) 2 (00.0328,8 2 (00.0328,8 2	 A,206.00 5,280.00 5,280.00 6 (1,364.00) 5 	22,270.00 - - - - - - - -	80 88	\$ 41,232.00	472,090,18 \$	
2024 DEC 2024	2 53.513.51 5 - 5	61,680 00 5 165,480.00 5 14,469.12 5 12,600 5 6,750.00 5	2 00.050,21 2 00.022,5	3,760:00 S	2,350.00 18,756.00		15,882,00 \$	8,670.00 (3,684.00) (110.00) 4,876.00	1,346.00 (1,848.00) (70.00) (572.00)	14,130.00 5 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5		34,316,00	\$ 51.002,614	
2023 DEC 2023	127,019.69 \$ (1,464.00) \$	47,770,00 5 171,540,00 5 . 5 . 162,00 5 162,00 5	15,480,00 \$ 2,030,00 \$	360.00 5 350.00 5	4,440.00 5 16,212.00 5 27,852.00 5	· ·	9,162.00 \$	\$ 00705E'5 \$ (007051'E) \$ 007051'E	2,016.00 5 (3,534.00) 5 (3,54.00) 5 (1,572.00) 5	10,780.00 \$		21,510,00 \$	S 69'62Y'EEN	
2022 DEC 2022	\$ 69°610'12T \$ \$ 69°165'1) \$	S 35,280,00 S S 212,274,00 S S - 5 S - 5 S 102,00 S S 162,00 S	\$ 00:051,2 \$	\$ 1,160.00 \$ \$ 110.00 \$	5 4,860,00 5 5 17,730,00 5 5 . 5		5 10,860.00 \$	2 00.041.(E 2 2 00.041.(E 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1,680.00 5 (2,058.00) 5 (2,058.00) 5 (2,058.00) 5 (458.00) 5	3,470.00 \$		\$ 16,796.00 \$	\$ 455,706.60 \$	
2021 2021	5 - 5 59361161 \$	45,250.00 122,628.00	34,570.00	. 8 . 8 . 8	3,140,00 5 17,670,00 5 17,870,00 5 14,358,00	, , ,	\$ 1,092.00	20 20 20 20 20 20 20 20 20 20 20 20 20 2			,	\$ 1,572.00	370,696.69	
2020 DEC 2020	131,196.69	42,270.00 102,126.00 144.00	\$ 00.027,EE \$.		4,300.00	•	•				•	•	313,786,69	
2020 MAY 1, 2020	131,196.69	37,760.00 \$ 104,142.00 \$ 150.00 \$ 150.00 \$	3 00.070,46 2 °	ι, υ , .	2 5.560.00 2 5 5 2 5 5	s ,	s ,			, , , , , , , , , , , , , , , , , , ,			312,873,69	
2019 DEC 2019	131,196.69	2 00 031,11 2 00.952,061 2 00.051 2 00.051 2 00.051	36,670.00 \$. 5	•••	5,560.00 S	•	s			, , , , ,	•	•	\$ 350,460,69 \$ 312,873,69 \$ 313,736,69 \$ 370,696,69 \$ 455	
	s 1401	*****	AEWAL 5		~~~~	s	s	~~~~~~	~~~~	S (MWPST'S) S	v	TOTAL \$	s	
<u>LARGE GENERAL SERVIC;</u> Schedule GS-4 (6,000,000 kWh - 10,000 kW)	DISTRUCTION & GENERATION (DAGE) ¹ Trilenvial Review - Voluntary Customer Refund ¹	TRANSMISSION - RIDER T LILL - BIDER A LILL - BIDER A LILL - BIDER AND - UNIVERSAL SERVICE FE ¹ RIDER PPP - UNIVERSAL SERVICE FE ¹	GENERATION INTRELURTUR GENERATION RIDERS APPROVED PRIOR TO 2020 ⁴ RIDER SVA - NUCLEAR SUBSEQUENT LICENSE RENEWAL	Detatrantion Infestantura <mark>1</mark> GRD Transformation plan Rural Broadband	<u>A5 Environmental</u> RIDER E RIDER CCR RIDER REGEI	Additional Resources in Plan B GAS CT	RPS Program-Related Resources in Plan A RIDER RPS *	RIDER CZ ⁷ RIDER CZ - NJEL BENEFT RIDER CZ - LAEL PROCYVLIUE RIDER CZ - CAPACITV OFFSET * TOTAL RIDER CZ	RIDER PPA " RUDER PPA - FLEL BENEFT RUDER PPA - REC PROM RUDER PPA - CAPACITY OFFSET " TOTAL RIDER PPA	RIDER OSW ' RIDER OSW - FUEL BAKEFT RIDER OSW - FUEL BAKEFT RIDER OSW - LOKAGTY OFFELT TOTAL OFFEHORE WIND [2 PHASES TOTALING 5.154 MM]	NUCLEAR SMALL MODULAR REACTORS M	RPS PROGRAM-RELATED RESOURCES SUBTOTAL	PLAN B TOTAL	CAGR PLAN B (2019 BASE) CAGR PLAN B (2417 2000 BASE)

¹ Publicly available, annulited taiff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled. Indicative rate for fael securitization. No assumptions modeled for opt out. It is assumptions modeled recemptions to Riden COW & RUP. Refeats Riden B, R, W, GN, US-US-1, Jan VG, et Inough 2023. Assumes Riden R, S, and W rolled into base rates effective July 1, 2023. Includes all approved and anticipated phases of distribution infrastructures as of Masch 2024. Includes steell: Compared and anticipated phases of distribution infrastructures as of Masch 2023. Includes steell: Compared phases of distribution infrastructures as of Masch 2023. Includes steell: Compared phases of distribution infrastructures as of Masch 2023. Includes steell: Compared and anticipated phases of distribution infrastructures as of Masch 2023. Includes steell: Compared and anticipated phases of distribution infrastructures as of Masch 2023. Includes steell: Compared and anticipated phases of distribution infrastructures as of Masch 2023. Includes steell: Compared and anticipated phases of the outper Cours of many value for Class No. PUR, 2023-00156. Includes steell: Compared and anticipated and for CL PA, and OW under conduction in Case No. PUR, 2023-00156. Includes and and an exact and and therative short with genetic cours and phase for the outper form and anticipated and an anticipated and anticipated and anticipated for an outbe reaction for and the anticipated and anticipated anticipated anticipated and anticipat

Raria Outlook 2019 to 2035

RESIDENTIAL BILL PROJECTION - PLAN C, DIRECTED METHODOLOGY

Rata projections are not final. Ratas are subject to reçutatory approval. Cortain line items potentially eligible for customer credit reinvestment offset under V.e. Code.

<u>85510EMTA1</u> Schedda I (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 D	2023 DEC 2023	2030 DEC 2030	2031 DEC 2031	2032 DEC 2032	2013		DEC 2034	2035 DEC 2035	
DISTRIBUTION & GENERATION (BASE) ^I TRIEMMIAL REVIEW - VOLUNTARY CUSTOMER REFUMD ^I		61.82 · 5			61.67 \$ · 5	\$ 7379 \$	66 09 (4-02	~ ~	5 (E2-0) 5 (E2-0)	60.71 S , S	12.03	5 50.71 \$	1/09 \$ 1	5 1	60.71 \$ · 5	60.71 S	5 60.71 5 .	\$ 60.71 \$.	\$ 60.71 \$	~ ~	60.71 \$. 5	80.71 S . S	60.71	
TRANSMISSION - RIDER T Evel Rider and - Universion Service fee " Boder App Universion Service fee "		19.72 S 23.25 S 23.25 S 2 S 2 S 1 L 1 S 2 V 2 V 2 V 2 V 2 V 2 V 2 V 2 V 2 V 2 V	57.61 96.71 EL-1	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	20.29 \$ 17.02 \$. \$ 1.67 \$	2045 S 2045 S 2045 S 2045 S 2045 S 2045 S 2045 S	19.21 98.25 08.1	~~~~~	15.58 S 2859 S - 5 1.61 S 0.03 S	21.20 S 27.58 S 27.58 S 27.5 S	2315 2925 2012 2013 211	\$ 25.74 \$ 31.00 \$ 21.15 \$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$ 21.15\$\$\$ 21.15\$\$\$ 21.15\$\$\$ 21.15\$\$\$ 21.15\$\$\$ 21.15\$\$\$ 21.15\$\$\$ 21.15\$\$\$ 21.15\$\$\$\$ 21.15\$\$\$\$ 21.15\$\$\$\$ 21.15\$\$\$\$\$ 21.15\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	1 \$ 28,49 0 \$ 31.64 1 \$ 2.08 1 \$ 0.28		31.04 \$ 32.22 \$ 2.00 \$ 0.10 \$ 1.13 \$	2 22 22 22 22 22 22 22 22 22 22 22 22 2	79.25 2 17.55 2 18.1 2 18.1 2 18.1 2 18.1 2 2 18.1 2 2 5 18.1 2 2 5 18.1 2 2 5 18.1 2 2 5 18.1 2 2 5 18.1 2 5 18.1 2 5 5 18.1 2 5 18.1 2 5 19.1 2 5 19.1 2 5 19.1 2 5 1 19.1 2 5 19.1 2 5 1 19.1 2 1 19.1 2 1 19.1 2 1 19.1 2 1 19.1 2 19.1 2 10 19.1 2 19.1 2 19.1 2 19.1 2 10 19.1 2 10 10 10 10	5 36.34 5 36.34 5 1.70 5 1.10 5 1.13	2009 1995 1911 2011 2011 2011 2011 2011 2011 2011	~~~~~	2 85 8 - 11 2 8 92 - 11 2 8 92 - 11	42.90 S 47.85 S - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5	8EN) 1	
Generation Infrastucture Generation Riders Approved Prior TO 2020 * Rider Sku - Nuclear Subsequent Ucchse Renewal	~~~	\$ 12.51 \$.	12.76	~ ~ ~	12.87 \$ - \$	5 67 FT 5 -	\$ 14.51 \$ 2.07	5 5 5 5	6.67 \$ 0.93 \$	6.45 S 1.52 S	6.67	\$ 5.74 \$ 3.21	~~	6.24 \$ 4,06 \$	6.92 S 4.66 S	6,68 \$ 5,32 \$	5 6.64 5 6.13	5 6.47 5 6.47	5 6.65 5 6.44	2 4 24 49	6.23 \$ 6.29 \$	6.56 S 6.21 S	6.58 6.05	
Bithadian m tastinguna Gidi Takasonaantadi Paan Stattagit Lundersonaan ¹ Lunaa Bitagitagi	w w w	- 5 - 5 - 5	. 1.40	~ ~ ~ ~	. 1 .	- 5 2.14 0.03 5	s 116 s 250 s 017	~ ~ ~ ~	2 050 2 951 2 950 2 929	2 ILE 2 ELS 2 ELS 2 69.0	7.8.7 1.7.8 1.0.00	\$ 2.92 \$ 4.05 \$ 0.79	~~~	3.86 \$ 4.15 \$ 0.87 \$	4.13 \$ 4.56 \$ 0.88 \$	4.65 \$ 4.11 \$ 0.86 \$	\$ 4.85 \$ 4.71 \$ 0.84	\$ 4,73 \$ 3.91 \$ 0.83	5 459 818 180	661 2555	4.43 5 9.75 \$ 0.79 S	4.23 \$ 3.67 \$ 0.78 \$	4.00 3.59 0.76	
<u>A5 Environnentua</u> RUSA Cor RUSA Cor RUSA ROGA	აა ა	5 55 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	8 <mark>1</mark> , ,	~~~~	167 S - S	1.25 \$ 2.95 \$ 2.39 \$	s 195 82,5 82,5 82,5 82,5 82,5 82,5 82,5 82,	* Y Y	2.03 S 2.70 S 4.64 S	2 101 2 116 2 116	0.85 3.10	s 0.68 s 2.84 s .	~ ~ ~ ~	0.80 \$ 2.92 \$ - \$	0.83 \$ 2.22 \$ - \$	0980 5082 2082	s 0.76 5 2.10 5 -	850 S 871 S 871 S	s 0.43 5 1.31 5 ·	 	0.51 \$ 0.43 \$	0.49 \$ 0.23 \$ - \$	0.48 0.11 0	
Additional Resources in Plan C INCREMENTAL GENERIC DSM GAS CT	w w	••• ••	• •	s s	v v 		•••	~~~ v	0.54 \$ - \$	2 86.1 2 •	رور .	\$ 505 \$	ŝ	1.80 5 5	L77 \$ - \$	2.40 5	S 2.41 S 1.45	5 2.58 5 2.36	\$ 2.80 \$ 3.77	2 S S S	3.00 \$ 4.91 \$	3.37 \$ 5.51 \$	3.82 6.95	
APS Program-Related Resources in Plan A RIDER RPS 4	s	у		s	s ,	0.18 \$	181	\$ 1	5 65.1	2.65 \$	722	\$ 3.52	Ś	3.68 Ş	3.48 \$	3.68 \$	9 <u>7</u> 8	\$ 4.12	\$ 4.77	2 \$	5.14 \$	\$ 6875	5.94	
RIDER CZ * RIDER CZ - EUEL BENEFT RIDER CZ - RUE RENEFT RIDER CZ - CAPACITY OFFSET * RIDER CZ - CAPACITY OFFSET *	***			****		5 61.0 5 4 61.0	s 1.36 5 (004) 5 · · 1.32 5 · 1.32	****	2.13 \$ [0.43] \$. 5 [0.01] \$ 1.70 \$	2 72.6 2 (13.0) 2 (13	4.71 (1.04) 3.53	\$ 6.19 \$ 1.38 \$ (0.87) \$ (0.26) \$ 3.68	****	7,66 \$ (1.80) \$ (0.67) \$ (0.43) \$ 4.70 \$	9.22 \$ (2.34) \$ (0.93) \$ (0.65) \$ 5.30 \$	2 (21.1) 2 (21.1) 2 (21.1) 2 (21.1) 2 (21.0) 2 (x 12.12 x 12.13 x 12.09 x 1	\$ 14.32 \$ (3.69) \$ (1.19) \$ (1.15) \$ 8.09	\$ 16.10) \$ (4.29)) \$ (1.32)) \$ (1.61) \$ \$ 8.67	~~~~~	8.03 5 (72,97) 5 (72,11) 5 (10,12) 5 (10,12) 5 8 -3,9	19.75 \$ (5.76) \$ (1.46) \$ (1.46) \$ (1.29) \$ 10.23 \$	22.08 (6.61) (1.52) (2.73)	
RUDER PPA " Ruder PPA - Full Benefit Ruder PPA - Calor Pant Ruder PPA - Capacity Offset" Total Ruder PPA	****	 				•••••	(9.5.0) (9.5.0) (15.0) (15.0)		0,45 \$ (0.72) \$. \$ (0.02) \$ (0.23) \$	0.23 5 (0.31) 5 (0.03) 5 (0.03) 5 (0.03) 5	0.85 (0.388) (0.138) (0.14)	 0.93 7 (0.93 8 (0.59) 9 (0.59) 9 (0.19) 9 (0.74) 	~~~~~~	1.45 \$ (1.15) \$ (0.43) \$ (0.32) \$ (0.45) \$	1.95 \$ (1.33) \$ (0.60) \$ (0.43) \$ (0.41) \$	2.47 (1.47) (0.65) 5 (0.57) 5 (0.27) 5	S 3.24 S (1.64) S (0.68) S (0.74)	S 4.05 S (1.92) S (0.63) S (0.63) S 0.63	5 4.90 5 (2.25) 5 (0.69) 5 (0.99) 5 0.98		5.59 5 (2.60) 5 (0.73) 5 (1.19) 5 1.06 5	6.50 S (2.98) S (0.76) S (1.41) S 1.35 S	7.45 (3.43) (0.78) (1.65) 1.59	
ABDER CSW " RIDER CSW - REC MOOY VALUE RIDER CSW - KEC MOOY VALUE RIDER CSW - CARADTY OFFET " TOTAL OFFSHORE WIND (2 PHUSES TOTALING 5,154 MW)	~~~~						s 1,45 s 1,45 s 1,45 s 1,45	~~~~~	24 S S S S S S S S S S S S S S S S S S S	621 S 5 · · S 621 S	\$£.6	11.11 (12.0) 2 2 11.20 2 2 11.20 2 11.20	~~~~~	14.02 \$ (4.16) \$ (0.25) \$ (0.49) \$ 9.12 \$	14.44 5 (3.86) 5 (2.28) 5 (0.57) 5 7.73 5	14.07 (3.42) 5 (1.95) 5 (0.61) 5 8.09 8	\$ 13.02 \$ (3.23) \$ (1.67) \$ (1.67) \$ 7.42	5 (1.13) 5 (1.13) 5 (0.73) 5 (0.73)	85.81 (62.6) 2 ((82.1) 2 ((82.0) 2 ((83.0) 2 ((83.0) 2 (~~~~~~	21.89 \$ (3.69) \$ (1.20) \$ (0.75) \$ 16.25 \$	23.08 \$ {4.35} \$ {1.12} \$ [0.80] \$ 16.82 \$	23.11 (8.11) (21.11) (1.71) (1.71)	
NUCLEAR SMALL MODULAR REACTORS 🏁	s	۰ د	•	s	s	,	s	v	s	• •	0.04	\$ 0.17	s	D.42 \$	1.03 \$	2.03	\$ 3.4B	\$ 5.38	\$ 7.62	25	9.92 \$	1261 \$	15.82	
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	s	\$	•	s	л ,								ŝ	s				s	ŝ	ŝ		46.39 \$	46.70	
FLAN C TOTAL GAGR PLAN C (2019 BASE) CAGR PLAN C (MAY 2020 BASE)	~	122.68 \$	116.18	Ś	116.54 \$	2 1727 S	\$ 140.21	s S	S 83.451	146.05 \$	155.40	\$ 162.22	2 5 166.78	so.	170.25 \$	176.07 \$	19,441 2 28/1 28/1	\$ 195.18	S 208.95	Ś	\$ 90'122	230.04 \$	EA.752 252.4 252.4	
¹ Publicly sealbalia, semuritard tariff rates consistent with the final order in Case No, PUR, 2021-00058. No foture charges modeled. ¹ Indicative and for hull securitation. No estumptions modeled for por out. No essumptions modeled for exemptions to Riders CSW & PRP. ² Fedrect Makes, R. S. V., BW, ON, US-2, US-3, and US-4 through 2021. Assume Riders R. S., and W-rolled into base rater effective huly J. ² Predicts Makes, R. S. V., BW, ON, US-2, US-3, and US-4 through 2021. Assume Riders R. S. and W-rolled into base rater effective huly J. ² Predicts and R. R. S. V., BW, ON, US-2, US-3, and US-4 through 2021. Assume Riders R. S. and W-rolled into base rater effective huly J. ² Includes and S. R. S. V., BW, ON, US-2, US-3, and US-4 through 2021. Assume Riders R. S. and W-rolled into base rater effective huly J. ² Includes and S. R. S. V., BW, ON, US-2, US-3, and US-4 through 2021. Assume Riders Research 40 to resources. ³ Includes a large proved for REC provise and threatRet, Joing WH, Benexit, solar With genexit solar (Brith 2022) and Clearge. ⁴ Includes specific Company-sumed cradit? Rooxy value for REG for DR, and OSW under conderation for and clearge. ⁴ Uncludes predict Repairs and thereafter, Joing with generic C. PRV, model erollo for Gas No. PUR, 2023. ODIS5. ⁴ Includes predict RPR 2020 and thereafter, Joing with generic REG for RAM. There conderation for Riser Ros. PUR, 2023. ODIS5. ⁴ Includes predict Repairs REG to be output from such hedible reduces the Company's RFS Pregram annual ⁴ While ancient rank to not generate REG, US- output from such hedible reduces the Company's RFS Pregram annual ⁴ While ancient rank in onduct repairs REG to be output from such hedibles reduces the Company's RFS Pregram annual ⁴ While ancient rank in onduct repairs and rot representation. The Rider Company is RFS Pregram annual ⁴ While ancient rank in onduct repairs and rot representation and representation and representation anduct repairs and annual ⁴ While ancient repairs and the rep	inel order tri d for opt out p), 2023. Aus frastructure frastructure and thereafte frameric be output fry	Case No.: L. L. L. L. L. L. L. L. L. C. Company Y., and OS Lolue and C. Lolue and C. Lolue and C. Lolue and C. L.	PUR-2021-C ers R. S, ern -owned erx fith generic NV under c storage PP edilities red	00058. No d W rollad d contracts consideratic PAs.	future chu linto hase ad for nex tributed sc on in Case Company's	No future charges modeled led into base rater effective acted/or recources distributed solar, and stora distributed solar, and sora distributed solar, and sora distributed solar, and solar distributed solar, and solar, and solar distributed solar, and solar, and solar, distributed solar, distribute	25. No fraure charges moduled. Arolied into base rater effective July 1, 2023. contracted for resources. advertion in Gase No. PUR. 2023-00156. Advertion in Gase No. PUR. 2023-00156.	2023. equitemen																

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Rata projections are not final. Rates are subject to regulatory approval. Cartain line items potentially eligible for curtamer credit reinvestment offest under Va. Coda.

SMALL GENERAL BEL PROJECTION - PLAN C, DIRECTED METHODOLOGY

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-2019 2020 2020 2020 DEC 2019 MAY 1, 2020 DEC 2020 58.22 S · S • 83 • • 83 • 24. 24. - -22. 2 61.54 S • \$ 8.75 \$ • \$ •••• \$ 56-573 **~~~** \$, **5**., ~~~~ ŝ ŝ **...** ŝ RIDER OSW " RIDER OSW - RUEL BENEFT RIDER OSW - REC PROXY VALUE RIDER OSW - GLARACIY OFFSET " TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW) RPS PROGRAM-RELATED RESOURCES SUBTOTAL Generation infractuctura Generation Riders Approved Prior TO 2020 * Rider SNA - NUCLEAR SUBSEQUENT LICENSE RENEWAL distribution & generation (mar)¹ Thiennial review - voluntary customer refund ¹ TOTAL RIDER CE TOTAL RIDER PPA PLAN C TOTAL FUEL - RIDER A FUEL SECURITIZATION ⁶ DSM (APPROVED PROCALLIKS) RIDER PIPP - UNIVERSAL SERVICE FEE ⁶ RPS Program-Related Resources in Plan A RIDER RPS * NUCLEAR SMALL MODULAR REACTORS ¹⁴ <u>Phytribution Infrastructure ⁵</u> GRID TTANSFORMATTON PLAN STRATEGIC UNDERGROUND PLAN RURAL BROADBAND <u>SMALL GENERAL SERVICE</u> Schedule GS-1 (5,000 KWh - 15 kW) RIDER PPA " RIDER PPA - FUEL BENEFIT RIDER PPA - REC PROXY RIDER PPA - CAPACITY OFFSET " RIDER CE ' RIDER CE - FUEL BENEFIT RIDER CE - REC PROXY VALUE RIDER CE - CAPACITY OFFSET " additional <u>Resources in Plan G</u> INCREMENTAL GENERIC DSM TRANSMISSION - RIDER T AS Environmental RIDER CCR Rider Rggi

CAGR PLAN C (2019 MAR) CAGR PLAN C (MAY 2020 BASE)

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

¹ Indicative rate for fuel securitization. No assumptions modeled for opt out. ¹ No assumptions modeled for exemptions to Riders GSW & PIPS. ² An Internet Riders B, X, W, GW, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023. ² An Internet Riders B, X, W, GW, US-3, and US-4 through 2023. Assumes Riders R, S, and W rolled into base rates effective July 1, 2023. ³ Includes all approved and anticipated phases of distribution infrastructure as of March 2023. ³ Includes all approved and anticipated phases of distribution infrastructure as of March 2023. ³ Includes a performance and anticipated phases of distribution infrastructure as of March 2023. ³ Includes a performance and a problem Size T, Bond Jumatrine, Jong with granke scale, distributed solar, and storage. ³ Includes a performance and a problem scale and the relevant data of the and the scale scale and anticipated and an active and an anticipated and an anticipated and an active above and an adverted and an exception and an active and an anticipated phase and anticipated and an active and active and active and active and active and an active and active and active active and an active and and an active and active active and an active and an active active and an active active and active and active and active and active active and an active active and active active and active and active and active active and active and active and active ac

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LARGE GENERAL BILL PROFECTION - PLAN C, BRECTED METHODOLOGY

Rate projections are not fhail. Reits are subject to regulatory approval. Cartula line litems potentially efigible for customer cradit reinvestment offset under Va. Code.

<u>LARGE GENERAL SERVICE</u> Schedula, GS-4 (6,000,000 kmh - 10,000 km)	2019 DEC 2019	2020 MAY 1, 2020	2020 DEC 2070	2021 2022	X02 DEC 2022	2023 DEC 2023	2024 DEC 2024	2005 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
DETRIBUTION & GENERATION (JAKS) ¹ TRIEMRIAL REVIEW - VOLUMTARY CUSTOMER REFUND ¹	5 131,196.69 5	\$ 131,196,69 \$ 131,196,69 \$	5 131,195,69 5	69'961'1ET \$	6976211 \$ (607621) \$	\$ 127,019,69 \$ \$ (1,464,00] \$	2 122,333.63 5 · 5	\$ EALEE ,221 \$.	5 ED.EE.SS1 5 -	\$ B'EE'ZZI \$	\$ E9:EEE,221 \$ `	\$. \$ 19111721	\$ 112,333,63 \$	\$ BARLUI	\$.9166,171 \$.	\$ E9'EE'ZZI	1 2 53.515,511 5 .	111,113,63
TRANSMISSION - RIDER T FULL: SIRIER A FULL: SIRIER A FULL: SIRIERATOR MOSLAWO SIM IN MATHORY MOSLAWO RIDER PIPP - UNIVERSAL SERVICE FEE 1	\$ 37,760.00 \$ 139,524.00 \$ 139,524.00 \$ 139,524.00 \$.	5 37,760.00 5 104,142.00 5 1 5 150.00 5 150.00	\$ 41,270 00 \$ 102,116,00 \$ 144,00 \$ 144,00 \$ -	5 45,260.00 5 127,688.00 5 60.00 5 60.00 5 162.00	\$ 35,280,00 \$ 212,274,00 \$ \$ 102,00 \$ 162,00	 47,770.00 171,540.00 171,540.00 111,540.00 112,00 162,00 162,00 162,00 	61,680.00 5 165,480.00 5 14,469.12 5 14,469.12 5 14,469.12 5 6,750.00 5	67,000.00 \$ 175,500.00 \$ 13,782.55 \$ 107.00 \$ 6,750.00 \$	24,520,002 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,0005 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,00000000	82,500,00 5 183,810,00 5 112,457,20 5 107,00 5 6,750,00 5	2 00.068,63 2 00.355,661 2 00.35 2 00.35 2 00.35 2 00.027,3	97,090.00 5 192,942.00 5 11,409.47 5 . 5 6,750.00 5	104,130,00 202,452,00 5 10,838,20 5 6,750,00 5	111,000.00 5 218,040.00 5 10,172.08 5 6,750.00 5	2 00.02-02-02 2 00.034-252 2 55-332,9 2 00.027,3 2 00.027,3	260,202,00 \$ 260,202,00 \$ 9,012,35 \$ 5,750,00 \$	124,210.00 \$ 1 287,160.00 \$ 3 6,750.00 \$	128,490.00 316,704.00 6,750.00
G onvertion Inflastructura Generation Riders Approved Prica TO 2020 ⁴ Rider Sva - Nuclear Subscouent License Renewal	, \$ 36,670.00	34,070.00 \$	5 33,750.00 \$	\$ 34,570.00 \$	5 36,660.00 5 5,150.00	\$ 15,480.00 \$ \$ 2,010.00 \$	t5,030.00 5 3,550.00 5	14,620.00 \$ 5,690.00 \$	12,570.00 5 00.000,7	13,670,00 \$ 6,890,00 \$	15,170.00 \$ 10,220.00 \$	14,660.00 \$	14,550,00 5	14,670,00 \$ 14,190,00 \$	14,560.00 \$ 14,120.00 \$	14,970.00 \$	14,380.00 \$ 13,600.00 \$	14,420.00 13,260.00
Distribution Infrastinglums ³ grid transformation plun rural ercadeannd	۰۰ مە	 ~ ~	• •	, 80 20 20 20 20 20 20 20 20 20 20 20 20 20	0010011 \$	5 360.00 5 5 350.00 5	3,760.00 5	2,860.00 S 780.00 S	\$ 00.022 \$ 00.022 \$	4,660.00 5 1,050.00 5	4,990.00 5 1,060.00 5	5,620.00 5 1,040.00 5	5,860,00 \$ 1,020,00 \$	\$ 0070001 1,00000	\$ 00.032,2 980,00 \$	\$ 00,035,2 960,00	5,120.00 5 940.00 5	4,830.00 520.00
<u>A5 Envienmental</u> RIDER E RIDER CCR RIDER RGGI	s,560.00 5 5 5	5 5560.00 5 .	\$ 4,300,00 \$. \$	00.09.1,6 2 00.07.0,71 2 00.82E,91 2	\$ 4,850.00 \$ 17,730.00 \$	5 4,440.00 5 5 16,212.00 5 5 27, 8 52.00 5	2 00.02E,2 2 00.02E,2 2 00.027,81	1,870.00 5 18,600.00 5	1,480.00 5 17,040.00 5	1,750.00 5 17,520.00 5	1,810.00 \$ 13,332.00 \$	1,740.00 \$ 12,384.00 \$ - \$	1,660.00 \$ 12,624.00 \$	2 00.016,1 2 00.002,01 2 ·	960.00 2,836.00 2,	1,130,00 \$ 2,580,00 \$	2 00.090,1 2 00.00 2 00.00 2	1,050.00
Additional Resources in Plan C Gas cr	•	, v	<u>ب</u>	•		s s	л ,	, ,	υ.	\$, ,	s ,	\$ 00:021,6	5,150.00 5	8,270.00 \$	10,770.00 S	12,080,00 \$	00:025'ET
R <mark>PS Program-Aleialed Repoutees in Plan A</mark> RIDER R PS •	s.	v	, s	\$ 1,092.00	5 10,850.00	\$ 9,162.00 \$	15,882.00 \$	15,444.00 \$	21,090.00 \$	\$ 00'768'02	20,850.00 \$	22,086.00 \$	21,540,00 \$	14,720.00 \$	28,344,00	30,834,00 \$	32,328.00 \$	35,610.00
RIDER CE ' RIDER CE - FUELBENEFT RIDER CE - RUE PROYNAULE RIDER CE - CAPACITY OFFSET ' TOTAL RIDER CE	 	· · · · ·	, 	2 2 2 2 2 2 0.02 0 · · · · 0.03 0 0 0 0 0	\$ 3,140.00 \$ (216.00) \$ 5 \$ 5 \$ 5 \$ 2,924.00	\$ 5,350,00 \$ (2,190,00) \$ (2,190,00) \$ 5 \$ (20,00) \$ 3,140,00 \$ 3,140,00	2 00.080,9 2 00.080,6 2 00.080,5 2 00.011]	2 00.028,111 2 00.028 2 00.021 2 00.0222 2 00.0222 2 00.022 2 00.0	15,560.00 5 (8,268.00) 5 (5,214.00) 5 (650.00) 5 1,428.00 5 1,428.00 5	19,240.00 5 (10,776.00) 5 (4,020.00) 5 (1,220.00) 5 3,224.00 5	Z3,150.00 5 (14,064.00 5 (5,580.00 5 (1,610.00 2 (1,610.00) 2 (27,100.00 5 (15,792.00) 5 (6,882.00) 5 (7,050.00) 5 2,366.00 5	30,970.00 \$ (18,468.00) \$ (12,650.00) \$ (2,650.00) \$ 2,580.00 \$	35,940.00 \$ (22,110.00) \$ (7,164.00) \$ (3,400.00) \$ (3,400.00) \$	40,420.00 5 (25,746.00) 5 (7,920.00) 5 (4,040.00) 5 2,714.00 5	45,280.00 5 (79,844.00) 5 (8,406.00) 5 (5,030.00) 5 2,000.00 5	49,610.00 \$ (34,584.00) \$ (8,760.00) \$ (5,760.00) \$ 506.00 \$	55,440,00 (39,642,00) (9,114,00) (6,850,00) (166,00)
AIDER PPA * RUGER PPA - FUEL BENEFIT RUDER PPA - CAPACITY OFFET * RUER PPA - CAPACITY OFFET * TOTAL RIDER PPA	 	 	 	 	\$ 1,680.00 \$ (2,058.00) \$ (2,058.00) \$ (458.00) \$ (458.00)	\$ 2,016.00 \$ \$ (3,534.00) \$ \$ (3,534.00) \$ \$ (1,572.00) \$	1,346.00 5 (1,848.00) 5 (1,848.00) 5 (70.00) 5 (572.00) 5	4,206.00 5 (5,280.00) 5 (239.00) 5 (1,364.00) 5	4,584.00 \$ (5,340.00) \$ (3,552.00) \$ (480.00) \$ (4,784.00) \$	7,510.00 5 (6,978.00) 5 (12,592.00) 5 (850.00) 5 (2,2860.00) 5 (2,2860.00) 5	10,194.00 5 (7,980.00) 5 (3,606.00) 5 (1,080.00) 5 (2,472.00) 5	2.003000 2.003000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.00000 2.000000 2.000000 2.000000 2.000000 2.000000 2.000000 2.000000 2.000000 2.0000000 2.000000 2.000000 2.000000 2.000000 2.00000 2.000000 2.000000 2.00000000	16,520.00 5 (9,834.00) 5 (4,062.00) 5 (1,860.00) 5 764.00 5	20186.00 (11,544.00) 5 (3,798.00) 5 (3,798.00) 5 (2,200.005 2,644.00 5	24,058.00 5 (13,470.00) 5 (4,116.00) 5 (2,480.00) 5 3,992.00 5	27,538.00 5 (15,606.00) 5 (4,386.00) 5 (3,000.00) 5 4,546.00 5	31,684.00 \$ (17,868.00) \$ (4,572.00) \$ (3,550.00) \$ 5,694.00 \$	36,014.00 (20,568.00) (4,704.00) (4,150.00) 6,592.00
RIDER OSW * RIDER OSW - FUEL BENEAT RIDER OSW - FUEL SERVENT VALUE RIDER OSW - CARACTY OFFSET * TOTAL OFFSHORE WIND (2 PHASES TOTALING 5,154 MW)		 	 	 	3,470.00 5 5 3,470.00 5 5 5 5 5 5 5 5 5	\$ 10,780.00 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	14,130.00 5 5 14,130.00 5 5 5 5 5 5 5 5 14,130.00 5	22,270,00 5 . 5 . 5 . 5 . 5 . 5 . 5 . 5 . 5 . 5	26,660.00 \$ (3,078.00) \$ (3,078.00) \$. \$. \$. \$. \$. \$. \$. \$. \$	31,920,00 5 (024,978,00) 5 (021,120,00) 5 (00,021,11 5 (00,021,12,00) 5 (00,00) 5 (00,0	22,00,072,25 2 (00,072,25) 2 (00,002,25) 2 (00,002,25) 2 (00,072,25)	\$ (00.0322,11) \$ (00.0322,027) \$ (00.012,11,11,12,000) \$ (00.012,11,11,12,000) \$ (00.012,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,12,11,1	29,640,00 2 (00,946,00) 2 (00,646,00) 2 (00,646,00) 2 (00,044,00) 2 (00,044,00) 2 (00,044,00) 2 (00,044,00)	32,500,00 \$ (20,004,00) \$ (8,004,00) \$ (1,650,00) \$ 2,658,000 \$	41,850.00 \$ (21,168.00) \$ (7,578.00) \$ (1,940.00) \$ 11,164.00 \$	49,820.00 5 (22,134.00) 5 (7,170.00) 5 (1,710.00) 5 (1,710.00) 5	52,550.00 \$ (26,088.00) \$ (6,714.00) \$ (1,820.00) \$ 17,928.00 \$	52,600.00 (4,8,660.00 (5,918.00) (5,918.00) (5,850.00)
NUCLEAR SMALL MODULAR REACTORS 70	s	•	ۍ ۲	•	\$	s , s	, ,	\$ 00.05	360.00 \$	\$ 00'026	2,250.00 \$	4,440.00 \$	7,620.00 \$	11,790.00 \$	16,690.00 \$	21,750.00 \$	27,640.00 \$	34,670,00
RPS PROGRAM-RELATED RESOURCES SUBFOTAL	s	•	, \$	\$ 1,572.00	\$ 15,796.00	\$ 21,510.00 \$	\$ 00'962'96 \$	41,662.00 \$	41,672.00 \$	26,491.00 \$	17,254.00 \$	26,170.00 \$	3 00.441,16	45,058.00 \$	\$ 00'105'29	\$ 00'986'11	84,096.00 \$	00'165'69
PLAN C TOTAL	\$ 350,860.64	\$ 350,860.69 \$ 312,878,69 \$ 313,786,69 \$ 370,696,69	\$ 313,756,69		\$ 455,706.60	\$ 69'62Y'EE† \$	49,620.75 \$	471,550.18 \$	492,967.02 \$	\$ 53'066'139	483,172,77 \$	503,788.10 \$	\$ 29796783	\$ 17.506/595	609,249.95 \$	645,563.98 \$	671,109.63 \$ 6	693,157,63
CAGR PLAN C (part fact) Cagr Plan C (part 2020 Base)													NGE NILS					4.3% 5.2%
² Publicly available, annualized tariff rates consistent with the final order in Case No. PUR-2021-00058. No future changes modeled	h the final order	in Case No. PUR-	2021-00058, No	o future changes	modeled.													

¹ Publicly available, annualized tariff rates consistent with the final order in Gaze No. PUR.2021-00058. No future changes modelad. Indicative area for trait securitation. No assumptions modelad for pot out. No assumptions modeled for asemptions to Riderr OSW apply. Redicate Riders 9, R. S. W. C. OU.S. J. and USW apply. Redicate Riders 9, R. S. W. C. OU.S. J. J. and USW apply. Redicate Riders 9, R. S. W. C. OU.S. J. J. and USW apply. Redicate Specific Company-owned projects properation Riderr C. P. Maeth A021. Includes a specific Company-owned projects properation Rider C. P. A. and Wareh 2013. Redicate specific Company-owned projects properation 2012 and thereafter, a long with promit data regulations. And for an of S. C. Particular Specific Company-owned and commented for an of Rice Meeth. Includes specific Company-owned projects properation 2012 and thereafter, a long with premix out, distributed out. and fasters. Need for specific PNA proposed in 2010 and thereafter, a long with generic solar, distributed out. and fasters. Need for specific PNA proposed in 2010 and thereafter, a long with generic solar, and fasters. ¹ Andreas specific PNA proposed in 2010 and thereafter, a long with generic solar, and fasters. ¹ Media nuclear reaction do not generate Rife, the output from tuch fielding reduces the Company's NS Program annual requirement. ² While nuclear specific PNA proposed in 2010 and thereafter, but output from tuch fielding reduces the Company's NS Program annual requirement.

RESIDENTIAL BILL PROJECTION - PLAN D, DISERTED METHODOLOGY

Rata projections are not final. Rates are subject to regulatory approval. Certain line items potemitely eligible for customer credit rehvectment offest under Va. Code.

riestental Scholung I (1,000 kwr)	2019 DEC 2019		2020 MAY 1, 2020	2020 OEC 2020	2021 DEC 2021		2013 DAC 2023	2024 DEC 2024 D	2025 DEC 2025	2026 DEC 2026	2017 OEC 2017 0	2028 DEC 2028 DI	90 AZAZ 340	2030 DEC 2030	2031 DEC 2031 0	2032 DFC 2032 01	2033 OLC 2033 01	2034 OFC 2034 O	2015 Øfc 2035
dustribution & generation (rase) ¹ Triennial Review - Voluntary Customer Refu n d '	v v	61.422 S	61.82 S	61.82 S	5 - 5 5 - 5	5 (7×0) 5 (7×0)	\$ (EY'O) \$ (EY'O)	60.71 S	60.71 \$ - \$	60.71 \$ · \$	\$ 17.09 \$	60.71 \$. \$	50.71 S	\$ 1/:09 \$.	60.71 S · S	60.71 \$. \$	60.71 S - 5	8 17 08 • • •	14.00
TRANSMICSION - RIDERT E-UEL - RIDER F-UEL - SELUPTICATION - F-UEL SELUPTICATION - DSM (APPROVED PROGRAMS) RIDER PIPP - LUNVEREAL SEVICE FEE *	~~~~	19.75 \$ 21.25 \$ 1.13 \$ 1.13 \$	2 77,91 2 36,71 2 5 11,1 2 5 11,1 2 5 11,1 2 6 1,1	20.29 5 17.02 5 1.47 5	2072 - 12 2013 2013 2013 2013 2013 2013 2013 20	2 10.11 2 55.25 2 5.2 2 00.1 2 00.0 2 60.0	15.58 5 28.59 5 . 5 1.61 5 0.03 5	21.30 \$ 27.58 \$ 2.41 \$ 1.21 \$ 1.13 \$	23.14 23.25 2.20 2.20 2.20 2.20 2.20 2.20 2.20 2	25.74 \$ 31.83 \$ 2.15 \$ 0.39 \$ 1.13 \$	28.49 5 31.45 5 2.08 5 0.28 5 1.13 5	31.04 5 31.81 5 2.00 5 0.10 5 1.13 5	3.62.65 2.08.15 2.09.1 2.09.1 2.09.1 2.09.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.1 2.01.10	2 05.55 2 05.55 2 15.1 2 15.15	2 2 2 2 2 1 2 2 2 2 2 1 2 2 2 2 2 1 2 2 2 2	8 20.05 8 70.05 8 08.1 8 08.1 8 08.1 8 1.1	8.14 8.44 8.45 8.42 8.41 8.41 8.41 8.41 8.41 8.41 8.41 8.41	42.90 5 48.03 5 48.03 5 48.03 5 48.03 5 48.03 5 48.03 5 48.03 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	44.38 51.51 1.13 1.13
Generation Intertructure Generation Riders, JPPROVED PRIOR TO 2020 * RIDER SVA - NUCLEAR SUBSEQUENT LICENSE RENEWAL	ათ	12.01 \$ · \$	12.76 \$ • \$	2 78.51 2 · 5	2 6EEI 2 -	1451 \$ 201 \$	6.67 S 0.93 S	6,46 \$ 1.62 \$	6.87 S	5,74 \$ 3.21 \$	6.24 S 4.05 S	6.92 \$ 4.66 \$	6.68 S 5.32 S	6.64 \$ 6.13 \$	6.69 6.47 5	6.65 6.45 5	6.83 \$ 6.29 \$	6.56 \$ 6.21 \$	6.58 6.05
Dategluiden Intrettagues 1 Strattegluiden Hittertagues 1 Strattegluiden Strattegluide Jaan Rukaal Broadbaand		. 1.184 5 5 5 5	· 5. 2 2 2 2	· 14 • 64 • 5	2.14 5	1.16 S 2.50 S 0.17 S	0.30 \$ 1.99 \$ 0.29 \$	3.11 \$ 2.73 \$ 0.49 \$	2.427 5 3.17 5 8.160 5	2.52 S 4.05 S 0.79 S	3.265 \$ 4.15 \$ 0.87 \$	4.13 4.56 8.88 8.088 8	4.65 5 4.11 5 0.86 5	4.85 S 4.71 S 0.84 S	4.73 \$ 3.91 \$ 0.83 \$	459 5 3.83 5 0.81 5	4.43 \$ 3.75 \$ 0.79 \$	4.23 \$ 3.67 \$ 0.78 \$	4.00 3.59 0.76
<u>A5 Environmental</u> Bussa E Rudsa Roca Rudsa Roca		555 5	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1.67 S	s 551 5 567 5 667	251 256 256 256 256 256 256 256 256 256 256	2.03 2.07 2.64 2.64 2.64	5 701 5 EL.6 5 - 5	0.85 5 3.10 5 5 -	0.68 \$ 2.84 \$ - \$	0.80 5 2.92 5 - 5	\$ 6810 \$ 2272	0.80 2.06 5 5	0.76 \$ 2.10 \$ - \$	0.59 2 2.7.1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.43 \$ 1.31 \$. \$	\$ 150 \$ EM.0 \$ -	0.49 \$ 0.23 \$. \$	0.48 0.11
Additional Regurge in Pian Q Incremental Generic DSM Gas CT Greenvitte Znas Retirement Brukswick Zaus Retirement	~~~		· · · ·	 			2.0 2.5 2 2	2 861 2 . 2 81.0 2 81.0 2 81.0	2.37 \$ 0.45 \$ 0.17 \$ 0.12 \$	2.05 \$ 0.33 \$ 0.17 \$ 0.13 \$	1.80 \$ 1.78 \$ 0.23 \$ 0.21 \$	1.77 \$ 2.18 \$ 0.22 \$ 0.20 \$	2.40 5 2.15 5 0.23 5 0.19 5	2.41 \$ 2.12 \$ 0.21 \$ 0.17 \$	2.58 \$ 2.07 \$ 0.19 \$ 0.17 \$	2.86 \$ 2.01 \$ 0.13 \$ 0.17 \$	3.00 5 1.96 5 0.20 5	2 755 2 910 2 910 2 910 2 910	3.81 2.81 0.15 0.15
<u>RFS frogram-fieldted Resources in Plan A</u> RIDER RPS *	s	ν	.	s ,	0.18 \$	1.81 \$	1.53 \$	2.65 \$	2.57 \$	3.52 Ş	3.48 \$	3.48 \$	3.68 \$	3. 2 2	4.12 \$	4.77 \$	\$ 10'\$	\$ (2) \$	6.04
RIDER CE " RUDER CE - RULERNETT RUDER CE - RULERNETT RUDER CE - CARACITY OFFEIT " RUDER CE - CARACITY OFFEIT " TOTAL RUDER CE	~~~	••••••	••••••		5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$ 221 \$ 100) \$ 921	2.13 S (0.43) S - S (0.01) S 1.70 S	3.40 5 (0.61) 5 - 5 2.74 5	4.54 S (1.04) S - S (0.14) S 3.35 S	5.95 5 (1.37) 5 (0.87) 5 (0.26) 5 3.45 5	7.41 S (1.63) S (0.67) S (0.44) S 4.68 \$	9.15 2.22 (0.84) 5.48 5.48 5.48 5.48 5.48	2.10.85 \$ (2.19) \$ (1.09) \$ (0.82) \$ 6.55 \$	12.55 \$ (2.66) \$ (1.11) \$ (1.10) \$ 7.68 \$	2 42,42 2 5 22 2 5 22 2 5 25 2 5 2 2 5 2 5 5 2 5 5 2 5 5 2 5 5 5 5	16.45 (3.98) 5 (1.19) 5 (1.58) 5 9.70 8	18.67 (4.71) (1.30) (1.30) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.96) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.97) (1.77) (1.97) (1.77) (1.77) (1.77) (1.77) (1.77) (1.77) (1.77) (1.77) (1.77) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.79) (1.	20.91 \$ (5.56) \$ (1.38) \$ (1.38) \$ (2.36) \$ 1.1.61 \$	23.89 (6.45) (1.47) (2.80) 13.17
RIDRE PPA " RIDRE PPA - RULE BLIEFT RIDRE PPA - GLP ACY RIDRE PPA - GLP ACTV OFFET " TOTAL RIDRE PPA	~~ ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				••••	5 (LE.0) 5 (FE.0) 5 (FE.0) 5 (FE.0) 5 (FE.0)	0.45 \$ (0.72) \$. 5 (0.02) \$ (0.29) \$	0.28 2 (LCO) 2 (LOO) 2 (DOO) 2 (DOO)	0.86 \$ (0.88) \$ - \$ (0.12) \$ (0.14) \$	0.92 \$ (0.88) \$ (0.59) \$ (0.19) \$ (0.74) \$	2 (85.0) 2 (90.1) 2 (90.1) 2 (85.0) 2 (85.0)	2 38.1 2 (71.1) 2 (25.0) 2 (85.0) 2 (85.0) 2 (85.0) 2 (85.0)	2.39 2.127) 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3.01 2.42) 5 (0.55) 5 0.55 5 0.55 5 0.55 5	3.78 \$ (1.73) \$ (0.55) \$ (0.79) \$ \$ (0.72 \$	4.66 \$ (2.08) \$ (0.62) \$ (0.91) \$ 1.05 \$	5.55 2.46) 2.46) 2.46) 2.46) 2.46) 2.46) 2.41 2.41 2.41 2.41 2.41 2.41 2.41 2.41	229 (2.87) (0.72) (0.72) (1.133) (1.133)	7,56 (3.35) (2.70) (7.21) (7.21)
RIDER OSW ¹ RIDER OSW - EUEL ENVERT RIDER OSW - REC PROXY VALUE RIDER OSW - CASACITY OF FISET * RIDER OSW - CASACITY OF FISET * TOTAL OFFSHORE WIND [2 PHASES TOTALING 5,154 MW)	****					2 5 1 2 5 5 5 2 5 5 5 2 5 5 5 5 5 5 5 5 5 5 5	8.74 8 8 8 8 8 8 8 8 8 8	6.21 \$ - \$ - \$ 6.21 \$	9.78 \$ - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5	2 SLEI 2 (12.0) 2 · · 2 · · 2 · · 2 · ·	15.75 (4.16) (0.25) (0.49) 5 10.84 5	5 59.21 5 865 5 (12.28) 5 (12.29) 5 (12.29) 5 (12.29) 5 (12.29)	17.84 \$ (3.42) \$ (1.95) \$ (0.61) \$ 11.86 \$	19.72 \$ 2.23) \$ 2.161) \$ 2.161) \$ 2.1613 \$ 2.1613 \$	22.34 \$ (3.37) \$ (1.33) \$ (0.73) \$ 16.91 \$	24.60 \$ (3.99) \$ (1.26) \$ (0.85) \$ 14.45 \$	2 (2,1) 2 (2,1) 2 (12,1) 2 (12,1) 2 (12,1) 2 (12,1) 2 (12,1)	21.75 7.75 7.75 224 5 10.14 5 10.14 5	20.31 (8.11) (2.10) (1.71) (1.71)
NUCLEAR SMALL MODULAR REACTORS 🇯	Ś	s	s ,		· ·	s	ъ ,	• •	s	\$ 60'0	0.41 \$	1.12 \$	2.63 \$	5.45 \$	5 67 6	14.84 \$	3 19 ⁻ 11	\$ 96'82	39,44
RPS PROGRAM-RELATED RESOURCES SUBTOTAL	s	• •	• •	•	2.27 \$	5 Z ⁴	7.68 \$	\$ 1511	\$ 95.21	\$ 31,61	\$ 20161	\$ 90761	24.77 \$	\$ 9278	40.06 \$	48.80 \$	\$ 8775	\$ 867.15	68.92
PLAN D TOTAL CAGS PLAN D [2019 845] CAGS PLAN D [MAY 2020 8455]	\$ \$	112.66 \$	\$ 81911	5 1991	\$ 1777	140.21 \$	134.08 \$	\$ 61.341	\$ 66.221	164.66 \$	170.07 \$	174.41 \$	\$ 67.681	195.05 \$ 4.3% 5.0%	207.82 \$	221.45 \$	\$ SE.612	\$ 65462	SASS X72
¹ Publich verilable, amualized uniff retes concitants with the final order in Case No. PUR. 2021-40054. No future changes modeled. ² Indicative me for feal securitization. No assumptions modeled for oprios. No assumptions modeled for examptions to Riders COW & FPP, ³ Referent Riters 5, 15, 5, W, 100, 102-5, US-5, and US-4 Durophili 2023. Assumes fiderin R, 5, and W rolled into bases miss effective light, 1, Referent Riters 5, 15, 5, W, 100, 102-5, US-5, and US-4 Durophili 2023. Assumes fiderin R, 5, and W rolled into bases miss effective light, 1, Referent Riters 5, 15, 5, W, 100, 102-5, US-5, and US-4 Durophili 2023. Assumes fiderin R, 5, and W rolled into bases miss effective light, 1, Referent Riters 1, 2009 and miclosted a plass of distribution in futures are of Mach 2023. ³ Inducts tapolfic Company-owned projects proposed in 2023 and them after, shore with generic adult induction for an exortex. ³ Related as round for the avoided granter proposed in 2023 and them after, shore with generic adult and for relative and some ³ Related as round for the avoided granter for one provy value for Relativit, shore with generic adult and for adults relative. PM 2023 out ³ Related for a proposed in 2020 and them after, shore with generic adult and for condition for the N- PM 2023 out ³ Relative a round for 10, 2020 and them after, shore with generic adult and for condition for the N- PM 2023 out ³ Relative a round for 10, 2020 and them after, shore with generic adult and for condition for the N- PM 2023 out ⁴ Relative a round for the avoided granter and the relative to the	larder in Cet ar opt out. 2023. Assum Structure as CCE. PPA. I the marker, a output from	is No. PUR. Is No. PUR. of Nathers R, of Nathers forge with B, forge with S. Is and stord such faciliti	2021-00054. , 5, and W rol 223. aneric solar., dar consider. uga PPAs. las reduzes ti	No future chan lied into base re atted for resour distributed sole retion in Case N	hture changus modeled. Into base intes effective luft 1, 2023. Alor seconceas. Albured char, and courpe. Albured char, and courpe. Albured char, and courpe.	iły 1, 2023. 1156.	ŧ												

SMALL GENERAL BILL PROJECTION - PLAN D, DRECTED METHODOLOGY

Rata projecticoza set not final. Rates ara stubiect to negudrizovy zporovel. Cerciali tina itamis potentiality eligible for customer credit retinvestment offsat under Va. Code.

SMALL GUNEAL SERVICE Connection of the Monthly of Count	R	6102 7	0202		2020	2021 DEC 2001	2022		2023 Dec 2014	2024 Def 2024	2025	2028 Dec 1036	2027 2027		2028 2028	202	2030	2031		2032	1602	2034	2035 DEC 7035	
DESTREMUTION & GUERATION (PART) ¹ DISTREMUTION & GUERATION (PART) ¹ TREPRIMA, REVIEW - VOLUNTARY GUSTOMER RETURN ¹	s 2	-	817112			87.711 1.	~ ~ ~	**	~ ~ ~	7.927	~ ~	~ ~	- -	5 55 N	~	1.651 2 2.652 2	~ ~	4 	~ ~	~ ~		7.62 S	5 159.72 	~
TRANSMESSION - RIDER T HILL - HOLS A HILL - HOLS A DEM (APPROJE TARGAMAS)	-	2 65 97 2 65 95 2 65 95 2 65 95 2 95 2 95 2 95 2 95 2 95 2 95 2 95	76.59 76.59 104,14	~~~	2 (5.83 2 (5.13 2 (5.49 5 (5.49 5 (5.49 5 (5.49	25 00 122 09	~ ~ ~ ~ ~	58.84 5 212.27 5 . 5 6.42 5	65 08 5 171.54 5 . 5 . 7.73 5	5 97.48 165.48 14.47 5.80	00.201 S 00.271 S 07.E1 S 27.E S		****	130,39 5 138,78 5 1,2,46 5 1,35 5	142.06 190.87 12.00 0.45	22.2	~~~~~	~~~~	175.45 \$ 215.41 \$ 10.17 \$	18325 \$ 239.81 \$ 959 \$ - \$		1F961 \$	90,805 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
RIDER PIPP - UNIVERSAL SEMUCE FEE ¹ Generation Infratukkun Generation Jahrenska Aprovova Perdor TO 2020 * Perdor A. Millor G. A. Perdor Information Provensional	ം ശ	5 · 5	 58.22	~ ~ ~			~~~~~				~ ~ ~	~ ~ ~	~ ~ ~			\$ 6.75 \$ 32.15 \$ 37.15			6.75 5 32.19 5	6.73 31.96 \$	5. 3 2. 25 25 25 25 25 25 25 25 25 25 25 25 25 2		5 6.75 5 31.64 5 31.64 5 31.64 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	
RUCK AND FRANCISCH SUBSCOOM LANDER RENEMAL Dittibution Interioritate. Dittibution Interioritate. Strattege UNDERROUND PLAN RUAL BOADAAND		· · · · · · · · · · · · · · · · · · ·			· · §.																			
AS Environmental RIDER C RIDER CCR RIDER ACGI	~ ~ ~ ~	8 44 9 8 44 5 8 5 8 5	97°.	2 ~ ~ ~ ~	7,48 \$ - \$	5.99 17.67 14.36		7.76 S 7.71 S 5 · · · 5	9.77 5 16.21 5 27.85 5	s.16 5 18.76	5 4.11 5 18.60 5 -		3.25 5 17.06 5 1 2 5	S №8.E S 172.51 S .	79.6 9 EE.EL 9	28.E 2 8.E.21 2	~ ~ ~ ~	3.66 \$ 12.62 \$	2.85 5 10.50 5 - 5	2.09 \$ 7.84 \$	248	2.2.8 2.1.8 2.1.3	\$ 2.28 \$ 0.64 \$ -	
Addidoni Rasques in Pan.D Incremental Generic Dsm Greenuitz 2015 Retirement Brunssmerk 2045 Retirement				****	••••		~ ~~~~	••••	258 \$ 5 - 5	5.62 . 5.62	\$ 11.39 \$ 2.14 \$ 0.82 \$ 0.59	~~~~	9.85 \$ 4.77 \$ 0.66 \$ 0.66 \$	8.63 \$ 8.58 \$ 1.11 \$ 0.99 \$	8.49 10,48 1.05	12.11 2 45.01 2 40.1 2 20.0 2	****	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2,239 2,23 2,53 2,53 2,53 2,53 2,53 0,55 5 2,50 0,55 5	13.40 \$ 9.67 \$ 0.85 \$ 0.05 \$	14,40 9,41 0.96	s 16,14 5 9,16 5 0,91 5 0,71	s 18.32 \$ 8.90 \$ 0.86 \$ 0.70	~ ~ ~ ~ ~
APS Program-Roleted Resources in Plan A RUDER RPS *	ŝ	۰ ب	•	ŝ	s	109	Ś	10.86 \$	9.16 \$	15.88	\$ 15.44	s	2 2 20 12	20.05 S	20.85	60'ZZ \$	P2.15 2 1	s	24.77 \$	28.34 \$	30.05	66°EE 5	\$ 36.21	_
RDER CE ³ RDER CE - FUEL BEKEFIT RDER CE - REE PROXY VALUE RDER CE - CAPACITY OFFET ⁹ TOTAL RUPER CE	****			****		6.0		5.41 \$ (0.22) \$ - \$ 5.19 \$	\$ 21.01 \$ (EE.2) \$ 2 (P0.0) \$ 77.7	13.640 (3.64) - - - - - - - - - - - - - - - - - - -	\$ 21.54) \$ (6.23) \$ (0.70) \$ 14.62	~ ~ ~ ~ ~ ~	28.27 5 2 72.82 2 (15.20) 5 2 (15.21) 5 2 (12.24) 5 1 (2 (12.24) 5 1 (12.24	35.20 5 (27.9) 5 (82.5) 5 (11.2) 5 (11.2) 5 36.61 5 36.61	43,45 (13,32) (5,05) (2,89) 22,21	5 51.49 5 (14.35) 5 (14.35) 5 (14.35) 5 (14.35) 5 (14.35) 5 (14.35) 5 (14.35)	82.82 (15.92 (15.92) (15.63) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (15.15) (69.08 \$ (19.93) \$ (6.20) \$ (6.46) \$ 36.45 \$	78.13 2 (23.85) 2 (01.7) 2 (02.7) 2 (02.5) 2 (02	88.66 (28.26) (7.80) (9.28) 43.3 2	0E.69 (AE.EE) 2 (0E.8) 2 (SC.8) 2 (SC.8	s 113.48 s (38.75) s (8.79) s (13.31) s 52.62	- 17 - 7 N
RIDER PPA " Rider PPA - Ruel Benefit Rider PPA - Reventor Rider PPA - Cavacity Ofset" Total Ruer PPA		• • • • • •		~~~~			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1.76 \$ (2.06) \$. \$ (0.13) \$ (0.43) \$	2.45 \$ (4.00) \$. \$ (0.11) \$ (1.65) \$	51.158 (1.85) (1.85) (0.40)	\$ 4.82) \$ (5.28) \$ (0.56)) \$ (0.56)		5.18 5 (5.30) 5 (3.55) 5 (0.91) 5 (4.58) 5	7.82 5 (6.35) 5 (1.38) 5 (1.38) 5 (1.38) 5 (1.38) 5 (1.38) 5	10,48 (7.03) (1.66) (1.66) (1.66)	s 13.42 5 (7.64) 5 (2.36) 5 (2.36) 5 (2.36)		16.83 5 (8.50) 5 (3.51) 5 (3.10) 5 1.72 5	21.19 \$ (10.37) \$ (1.76) \$ (1.76) \$ 3.76 \$	26.03 5 (12.46) 5 (3.70) 5 (4.32) 5 5.56 5 5.56 5	31.00 (14.76) (4.06) (5.29) 6.83	s 36.36 5 (17.20) 5 (4.32) 5 (6.32) 5 (6.32)	\$ 42.08 \$ (20.09) \$ (4.52) \$ (7.45) \$ 10.01	
RIDER OSW ' RIDER OSW - FUEL BENEFT RIDER OSW - FUEL BENEFT RIDER OSW - CANALTY OFFST ' TOTAL OFFSHOFE WIND (? PHASES TOTALING 5,124 MM)	~~~~~							83 83. 28 83. 2. 2. 2. 2. 2.	22.73 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	E E.	2034 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	****	64.06 S (3.08) S (3.0	75.57 \$ 76.28) \$ (1.50) \$ (1.50) \$ (1.50) \$ (2.35) \$	76.45 (23.18) (13.66) (2.74) 36.88	S 85.62 S (20.52) S (11.68) S (2.93)	84.65 (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36) (19.36)	~~~~~	107.19 \$ (20.21) \$ (1.00) \$ (3.49) \$ 75.49 \$	118.03 5 (23.93) 5 (15.57) 5 (15.7) 5 (16.10)	44,211 (44,28) (15,95) (52,7] (52,73)	7E.POI 2 (5.5.5) 2 (24.51) 2 (17.7] 2 (17.7] 2 10.08	\$ 97,49 \$ (48,66) \$ (12,59) \$ (12,59) \$ (8,21) \$ 28,03	a 6 6 7 m
RUCLEAR SMALL MODULAR REACTORS " RPS PROGRAMMERATED RESOURCES SUBTOTAL	s s	· ·		s s	, , , ,		~~ ~	· 5 21.43 S	2 00.8E	97725 S	, S 96.27 &	5, 5, 5,	0.42 \$ 91.51 \$ 8	1.96 S 86.45 \$	5.41 S	\$ 12.65 \$ 111.97	 	5 5 7	45.65 \$ 186.14 \$	2 22.17 2 22.131 2	103.94 242.17	\$ 264.94	5 1189.67 \$ 316.54	~ *
PLAN D TOTAL CLARPLAN D (7211 MAS) CLARPLAN D (MAY 2020 BASE)	~	573.95 \$	532.40	~	\$ 51.542	291.62	Ś	670.50 \$	645.02 \$	204.15	192297	Ś	795,000 \$ 101	815.20 \$	831,66	\$ 8 74.46	s 5	~	\$ 87.366	\$ 56495	1,100.91	\$ 1,146.43	\$ 1,226.36 4.9% 5.5%	u **

¹ Publicly available, annualized tariff reter consistent with the final order in Case No. PUR-2023-00054. No future changes modeled. ² Indicasitive resis for final securitization. No assumptions modeled for opt out. ⁴ No assumptions model for examptions to blass OWA B parts. ⁴ No assumptions and anticipated phases of distribution infrastructures on Nucl. 2023. ⁴ Enders all coprovad and anticipated phases of distribution infrastructures on Nucl. 2023. ⁴ Enders and coprovad and anticipated phases of distribution infrastructures on Nucl. 2023. ⁴ Enders are coprevaled and anticipated phases of distribution infrastructures on Nucl. 2023. ⁴ Enders are coprevaled and anticipated phases of distribution infrastructures on Nucl. 2023. ⁴ Enders are consist in the codel of Ender E royage and Ender C. Fing. An OWA dual resolutes distributed abile, and storage. ⁴ Enders are coded as pared to prove value fields of Ender C. Fing. And OWA under constanted for resources. ⁴ Enders are coded as pared to prove value fields of Ender C. Fing. And OWA under constantention in Case No. 2025. ⁴ Enders are coded as the approach fields of prove value fields of Ender C. Fing. And OWA under another the in Euder. ⁴ Ender Structures and and contrastendents in Case No. 2013. ⁴ Enders are constant are context on prove value fields of Ender C. Fing. And OWA under another the in Euder structures and and contrastendents in the antice and unstant and and contrastendents in contrastendents in and model areas and internates the Company. A RS Program annual requirements. ⁴ While nuclear intelling modeling reactors and preserve the contrast and finder structures the contrastendents.

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LARGE GENERAL BILL PROJECTION - PLAN D, DARECTED METHODOLOGY

Bate projections are not final. Rates are subject to regulatory approval. Cortain line items potentially eligible for customer credit richwestment officet under V.e. Code.

<u>LANGE GENFERAL SERVICE</u> Schwaum 65-4 (6,000,000 kWn - 10,000 kW)	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	2029	2030 DEC 2030	2031 DEC 2031 D	2032 DEC 2032	2033 DEC 2033	2034 DEC 2034 DE	2035 DEC 2035
distribution & generation (AAS) ¹ Treennial Review - voluntary customer refund '	5 131,196,69 5	- 5 5	\$ 131,196.69 \$	5 131,196 69	607651) \$	\$ 127,019.69 \$ \$ (00,634,1) \$	s - s s egeetzi s	\$ 13 EEE,221 \$.	\$. \$.	\$. \$ 9166,221	\$. \$ £91£6221	\$ 53185,551 \$.	\$. \$ 59766721	2 122,333.63 5 -	\$ £9£££,551 \$.	\$ 53.62.5211 \$ -	5 . 1 5 896867271	
TRANSAMESKON - RIDER T HELE - MIDER A HELE SANDERZARD - SOMERALSKOL - SOMERALSKOL - UNIVERSAL SERVICE FEE * RIDER FIPP - UNIVERSAL SERVICE FEE *	\$ 37,780.00 \$ 139,524.00 \$ 150.00 \$ 150.00 \$ 150.00	5 37,769.00 5 104,142.00 5 150,00 1 5 150,00	s 47,270.00 5 107,126,00 5 144,00 5 144,00 5 .	\$ 45,760,00 \$ 127,628,00 \$ \$ 60,00 \$ 162,00	5 35,280.00 5 212,274.00 5 107.00 5 162.00	5 47,770.00 5 171,540.00 5 168.00 5 177.00 5 177.00 5 177.54 5 177	 61,680.00 5 165,480.00 5 165,480.00 5 14,469.12 5 126.00 5 6,750.00 	67,000.00 5 175,500.00 5 13,782.55 5 102.00 5 6,750.00 5	2 00.02.97 2 00.998.00 2 00.99 2 00.09 2 00.02 3 00.00 3 00.02 3 00.00	82,500.03 \$ 188,784.00 \$ 11,457,20 \$ 107.03 \$ 6,750.03 \$	29,220.00 \$ 190,866.00 \$ 11,999.14 \$ 36.00 \$ 6,750.00 \$	97,090.00 \$ 190,812.00 \$ 11,408.47 \$ 5,750.00 \$	104,130.00 \$ 199,770.00 \$ 10,838.20 \$ 6,750.00 \$	111,000.00 5 215,412.00 5 10,172.06 5 6,750.00 5	115,940,00 5 239,814,00 5 9,586,32 5 6,730,00 5	260,026,000 260,026,00 260,0235 260,027,8 2 2 2 0,027,8	124,210,00 \$ 11 288,180,00 \$ 31 6,750,00 \$	128,490.00 310,842.00
G eniezika lafastraciura Generation Riders Appoved prior to 2020 ⁴ Rider sva - Nuclear Subsequent License renewal	00.072,3E 2	0 \$ 34,070.00 \$	00.027,EE 2 S	\$ 34,570.00 \$	5 36,660.00 5 5,150.00	\$ 15,420.00 \$ \$ 2,030.00 \$	\$ 00.020,21 \$ \$ 00.022,6 \$	14,620.00 \$ 5,690.00 \$	12,570,00 \$	13,670.00 \$ 8,690.00 \$	15,170.00 \$ 10,220.00 \$	14,660.00 5 11,650.00 5	14,550,00 \$ 13,430,00 \$	14,670.00 \$ 14,190.00 \$	14,560.00 5 14,120.00 5	14,970.00 \$ 13,770.00 \$	14,380.00 \$ 20,000 \$	14,420.00
Distribution infraktiolium" grid transformantion flain rural broadbandid	, . თათ	v. v.	 	. 50.02 \$	\$ 1,150,000 \$	\$ 360.00 \$ 350.00 \$	\$ 3,760.00 \$ \$ 600.00 \$	2,00,000 5 700,000 5	3,530.00 \$ 00.038	4,660.00 \$ 1,050.00 \$	4,990.00 5 1,060.00 5	5,620.00 \$ 1,040.00 \$	5,850.00 5 1,020.00 5	5,720.00 5 1,000.00 5	\$ 00.022,2 \$ 00.028	\$ 00.08 \$ 00.08	5,120.00 \$ 940.00 \$	4,830.00 920.00
<u>A5 Envlormenual</u> subtes RIDER CCR RIDER RCGR	, , , , , , , , , , , , , , , , , , ,	5 5,560.00 5 5	\$ 4,300.00 *	\$ 3,140.00 \$ 17,670.00 \$ 14,358.00	5 4,860.00 5 17,730.00 5	5 4,440.00 5 5 16,212.00 5 5 27,852.00 5	s 2,350,00 s s 18,756,00 s s - s	1,870.00 \$ 18,600.00 \$	1,480.00 5 17,040.00 5 5	1,750.00 5 17,520.00 5	1,810.00 \$ 13,332.00 \$	1,740.00 \$ 5 00.04,00 \$ 5 .	1,660.00 S 12,624.00 S	2 00.01E,1 2 00.002,01 2 0	2 00.032 2 00.0258,7 2 0	2,580.00 \$	\$ 00,080,1 \$ 00,025,1 \$ -	1,050.00 642.00
Additional Resources in Plan D cas ct Greenville zoas rettirekult Brunswick zoas rettirekult	, , , , , ,	 	••••	· · ·	 		5 00100 5 00100 5 5 00100 5 5 00100 5 5 00100 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	9.00.07 3.00.07 2.00.07 5.00.07 5.00.07	2,00.021,5 2,00.03 2,00.05 2,00.02	3,910,00 5 10,00 5 00,05 5 00,05	4,770.00 \$ 480.00 \$ 440.00 \$	4,710.00 \$ 470.00 \$ 420.00 \$	4,650.00 \$ 450.00 \$ 380.00 \$	4,530,00 430,00 370,00 5 00,07 5	4,400.00 \$ 390.00 \$ 360.00 \$	4,290.00 \$ 440.00 \$ 320.00 \$	4,170.00 \$ 410.00 \$ 330.00 \$	4,060.00 390.00 320.00
RPS Program-Related Resources in Plan <u>A</u> RIDER RPS *	, vi	v	, S	\$ 1,092.00	\$ 10,860.00	\$ 007291'6 \$	\$ 15,882.00 \$	15,444,00 \$	21,090.00 S	20,892.05	20,050.00 \$	22,086,00 \$	21,540,00 \$	24,720.00 \$	2 00,446,82	30,078.00 \$	\$ 00.026,66	36,210.00
RIDER CE ' RIDER CE -FJLEL BENEFT RIDER CE - EXEC PROXY VALUE RIDER CE - CAPACITY OFFSET TOTAL RIDER CE	 	 	 	\$ 480.00 5 - 5 5 - 5 5 - 5 5 480.00	\$ 3,140,000 \$ (216,000) \$ \$ 2,924,000	2 00.02E,2 2 2 00.021,2 2 2 00.021 2 2 00.021,5 2 2 00.031,1,5 2 2 00,000,000,000,0000,000,000,0000,00	\$ 8,670.00 \$ \$ (3,684.00) \$ \$ (1,000 \$ \$ 4,876.00 \$	11,390.00 \$ (6,228.00) \$ (6,228.00) \$ (360.00) \$ 4,802.00 \$	14,940.00 \$ (8,202.00) \$ (5,214.00) \$ (5,214.00) \$ (5,214.00) \$ 874.00 \$	18,630.00 \$ (9,750.00) \$ (9,990.00) \$ (1,110.00) \$ 3,780.00 \$	22,980.00 5 (00.052(1) 5 (00.04(2) 5 (00.04(2) 5 (00.012,1) 5 (00.012,1)	27,230,00 5 (14,352,00) 5 (6,522,00) 5 (2,050,00) 5 4,306,00 5	31,490.00 \$ (15,984.00) \$ (6,630.00) \$ (2,730.00) \$ 6,146.00 \$	36,510.00 5 (19,926.00) 5 (6,204.00) 5 (3,430.00) 5 6,950.00 5	41,300.00 5 (73,862.00) 5 (7,140.00) 5 (3,950.00) 5 6,348.00 5	45,880.00 \$ (28,260.00) \$ (7,900.00) \$ (4,590.00) \$ 5,930.00 \$	52,520,00 \$ (33,336,00) \$ (8,304,00) \$ (5,910,00) \$ 4,970,00 \$	60,000.00 (38,754.00) (8,790.00) (7,020.00) 5,436.00
RIDER PPA * RIDER PPA + FUEL BENEFIT RIDER PPA - CAPACITY OFFSET * RIDER PPA - CAPACITY OFFSET *	· · <i>, ·</i> · ·	, , , , , , , , , , , ,	 	 	\$ 1,680.00 \$ (2,058.00) \$ (80.00) \$ (458.00) \$ (458.00)	 2,016.00 3,534.00) 3,534.00) 5 (1,572.00) 	1,346.00 5 (1,848.00) 5 (1,848.00) 5 (1,848.00) 5 (1,848.00) 5 (1,848.00) 5 (572.00) 5	4,206.00 5 (5,280.00) 5 (290.00) 5 (1290.00) 5 (1264.00) 5	4,542.00 \$ (5,298.00) \$ (3,552.00) \$ (480.00) \$ (4,788.00) \$	6,896.00 \$ (6,354.00 \$ (2,580.00 \$ (730.00 \$ (2,768.00 \$	9,228.00 5 (7,226.00) 5 (3,283.00) 5 (360.00) 5 (2,046.00) 5	11,754.00 5 (7,638.00) 5 (3,432.00) 5 (1,250.00) 5 (566.00) 5	14,674,00 \$ (8,496,00) \$ (3,510,00) \$ (1,640,00) \$ 1,028,00 \$	18,490.00 \$ (10,368.00) \$ (3,276.00) \$ (1,990.00) \$ 2,455.00 \$	22,630.00 \$ (12,456.00) \$ (3,696.00) \$ (2,290.00) \$ 4,188.00 \$	26,870.00 5 (14,760.00) 5 (4,056.00) 5 (2,800.00) 5 5,254.00 5	31,402.00 5 [17,196.00] 5 [(4,320.00] 5 (3,340.00] 5 (3,340.00] 5 6,546.00 5	36,204.00 (20,094.00) (4,524.00) (3,940.00) 7,646.00
RIDER OSW " RUDER OSW - RULL BENEFT RUDER OSW - RULL BENEFT RUDER OSW - CARADTY OFFST " TOTAL OFFSHORE WIND (2 PHAGE TOTALING 5,154 MW)	 	 	 	 	\$ 3,470,00 \$. \$. \$. \$ 3,470,00	s 14760.00 s 14760.00	2 14,130,00 5 5 .	22,270.00 \$	30,380,00 2 (3,078,00 2 (30,200, 5 2 (302,00 (30,20))	35,840.00 5 (24,978.00) 5 (1,500.00) 5 (1,120.00) 5 8,242.00 5	36,260.00 5 (23,178.00) 5 (1,300.00) 5 (1,300.00) 5 (1,2862.00) 5	40,610.00 \$ (70,520.00) \$ (11,676.00) \$ (11,676.00) \$ (1,390.00) \$ 7,024.00 \$	44,890.00 5 (19,356.00) 5 (10,044.00) 5 (11,600.00) 5 (11,	20,840,00 2 (20,002,02) 2 (20,004,02) 2 (20,020,02) 2 (20,020,02) 2 (20,020,02) 2 (20,020,02)	 25,980.00 \$ (22,980.00 \$ (70,982,00) \$ (70,982,00) \$ (70,992,00) \$ (70,992,00) \$ (70,992,00) \$ 	55,700.00 (44,387,00) (7,886,00) (3,430,00) (3,430,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (3,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00) (4,530,00)	49,500.00 \$ (46,518.00) \$ ((13,464.00) \$ ((3,650.00) \$ ((14,132.00) \$ (46,240,00 (48,560,00) (12,594,00) (13,890,00)
NUCLEAR SIMALL MODULAR REACTORS * RPS PROGRAM-RELATED RESOURCES SUBTOTAL	• •	 	 ~ ~	\$ 1,572.00	s 5 16,796.00	\$ <u>\$</u>	\$ <u>-</u> \$	41,152.00 S	190.00 \$	\$ 00.053 31,036.00 \$	2,450.00 \$ 22,488.00 \$	5,750.00 \$ 34,610.00 \$	\$ 00'056'11 \$4'224'00 \$	20,800.00 \$ 76,304.00 \$	32,510.00 \$ 93,918.00 \$	47,360.00 \$ 88,614.00 \$	63,480.00 \$ 94,854.00 \$ 1	86,430.00 116,418.00
PLAN D TOTAL CAGR PLAN D (2019 BACL) CAGR PLAN D (2012 BACL)	\$ 350,860.65	\$ 350,660.69 \$ 312,478.69 \$ 313,786.69 \$ 370,696.69	\$ 313,786.69	\$ 370,696,69	\$ 455,706.60	\$ 43,479,69	\$ 449,890.75 \$	472,650,18 \$	497,755.02 S	496,372. 8 3 \$	51.995,623.7 \$ 01.963,012 \$ 77.853,895 #YL \$ #2.2	\$ 01,869,012	ŝ	\$ 12763'965	637,497,95 \$	650,875.88 \$	677,77,63 \$ 7	725,125.63 4.6% \$5.5

¹ Publicly available, annultred tariff rates consistent with the final order in Case No. PUR 2023-00058. No future changes modeled. Indiactive rate for fuel scentifization. No examptions modeled for opti out. ¹ Re assumptions modeled for exemptions to fidan OSW & PIP. ² Referct Bidara B, R, S, W, Gy, US, J, US, J, and VA through 2023. Assumes fider R, S, and W rolled into base rates affective Miy 1, 2023. ² Includes a Piperoved for exemptions to fidan OSW & PIP. ³ Piperoved and anticlicated phases of distribution infrastructure as (Nasch 2023. ⁴ Includes all proproved and anticlicated phases of distribution infrastructure is distributed. ⁴ Includes all proproved and anticlicated phases of distribution finatoructure and share to all. ⁴ Includes a startic proprised in 2020 and the PitE. Piter and ON web constrated for resources. ⁴ Includes a startic scenario and the PitE Distructure is all with grants to all. infributed solar, and storage. ⁴ Includes a startic scenario and the Piter Piter and Piter R. Piter and Piter R. ⁵, and W web constrated for resources. ⁴ Includes a startic scenario and the Piter Piter and an and storage PPA. ⁴ Includes and an analogication and on and penetria allow that much scales to Company's RIS Porgram assumes in equivement. ⁴ Includes and manification of one genetra RICs, the autout from toch facilities reduces the Company's RIS Porgram assumes and particulation and the analogication of the autout from toch facilities reduces the Company's RIS Porgram assumes and an equivement.

RESOLNTIAL BILL PROJECTION - PLAN E, DIRECTED METHODOLOGY

Rate projections un noi fhail. Pates are subject to ragaiaury approvel. Certein line items potentially efabled for customes credit rainestment offset under Va. Code.

RECTOR MILLEN	•102		0,07	0404					acor	AT IN	3026						1104	c142	FILM	ATTR.	ŭ	v
Schedule 1 (1,000 hWh)	DEC 2019		MAY 1, 2020	DEC 2029		DEC 2021 DI	DEC 2023	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 2015	SE
destribution & generation (rase) ¹ Triennial Review - voluntary customer refund '		61.82 \$ - \$	61 83	~ v	21 13 2 14 2 1	61.87 S	60.93 S (0.47) S	5 (67-0) 5 (67-0)	17.09	5 60.71 S .	5 60.71 S	5 60.71 5 -	15 50.71 5 .	~ ~	60.71 S	50.71 S	60.71 \$ - \$	12 03 1	1.03 \$. \$	17.08 S S	ء د د	12.09
TRANSMISSION - RIDER T	ŝ	\$ 27.61	19.77	~							ŝ	ş	s	Ś			16.45			'n	ŝ	8E.N
		5 57°EZ	35.11	••••	5 20701	ZD.45 \$	S BTE SE	78.59 \$	27.58	57.62 S	5 31.85	0516 2	10.5 3.00	~	31.95 \$	33.47 \$	36.06	19'62 5	5 43.25	\$ 48.27	5	51.25
FUEL SECURITIZATION " DSAM (APPROVED PROGRAMS)	n v		. HI	~ ~		- 13 - 13	. 9				~ ~		~ •				P					
RIDER PPP - UNIVERSAL SERVICE FEE				~ ~		\$ 60.0					~		~	~		1.13 \$	1.13				~	E
<u>Generation Repartativia</u> Generation Rides Approved Prior TO 2020 ⁴ Rider Sum - Nuclear Subsectient Ucense Reneval	~ ~	\$ 16.51 \$.	12.76 -	~ ~	\$ 1811 \$ 1811	\$ 6FEI \$ - \$	14.51 \$ 2.07 \$	6.67 \$ 0.93 \$	6.46	\$ 6.67 \$ 2.60	\$7,2 \$2,74 \$21	5 6.24 5 4.05	1 5 6.92 5 4.66	5 5 5 5	6.68 5.33 5.33	6.64 \$ 6.13 \$	699	5 665 64	5 6.83 5 6.83	959 526 526	~ ~	6.58 6.05
Destribution infrestructure " Grid Transfordura Tidn Plan		· ·	•	• •							. . .	Ś	· ··				£7.4				, v	8
STRATEGIC UNDERGROUND PLAN RURAL BROADBAND	~ ~	1.84 S	1; ł	~ v	1.40 S · S	2.14 S 0.03 S	2.50 S 2.1.9 2.1.3	2 62.1 0.29 5	2.73	5 3.71 5 0.64	\$ 4.05	5 4.15 5 0.87	5 5 4.56 7 5 0.68	9 9 v v	4.11 \$ 0.85 \$	4.71 \$ 0.84 \$	3.91 0.63	5 3.83 5 0.81	\$ 3.75 \$ 0.79	\$ 3.67 \$ 0.78	~ ~	3.59 0.76
<u>A5 Environmental</u> RIDER E	ŝ	5 667	1.96	Ś							Ś	Š	ŝ				650				s	0.48
RIDER CCR RIDER RGGI	s s		• •	~ v		5 55 5 55 5 55	2,96 5	2.70 S 4.64 S	3.13	د ع د ا	s 2.84 5	67 S S	223 \$ - 222	5 S S	2.05 \$ ' \$	2.10 5	1.75	151 ·	s 0.43	5 0.23 S		0,11 -
Additional Resources in Plan E		•••					• •															
uncremental generic dsm gas ct	w w		• •	.			•••	5 5 5 7 5	5 I I	5 5 12 - 5	89. 59. 59.	~ ~	5 1.7 5		2.40 5 5	2415	857 670		5 5 7 8 7 8 7 8 7 8 7 8	\$ 3.37 \$ 2.43		240
GREENVILLE 2045 RETIREMENT	s	, ,	•	~	\$	•	, ,				5		ŝ				0.19			~	ŝ	0.18
BRUNSWICK 2045 RET DEMENT	s	،	•	Ś	• •	\$	•		0.13		S	ŝ	\$				11.0			s	s	51.0
APS Program.Related Resources in Plan A	•	•			•												:					-
HIDER RMS	\$		•	5	•	0.18 5	181 5		2,65	5 2.57	un i	ŝ	1 5 3.48	'n	3.68 5	3.59 5	4,12	S 4.72	203	5 5.41	ŝ	2.36
RUDER CE ⁷ otheo ref. filet bevieer		•••	•	~ ~		2 61.0	3 1730 2 1730	2.13 \$	3.57	5 A.75	5 6.30	16.1 2 1		<i>.</i> .	12.09 S	14.28 \$						14,66 14,566
RIDER CE - FUEL BENETIT	n v i	, .	•••	~ ~	• •			* [s+n]	(TOT) .	(m) . 5	~ ~	n .n	n .n	~ ~	\$ (ST-T)	S (171)				~ ~	∧ •∩	(1.55)
REDER CE - CAPACITY OFFSET *	v, v,		•	.	• •			\$ (10.0)	(50.0)	<i>~</i> .	.	.	9) \$ (0.65)	~ •	(0.92) S	S (271)	(1.64)	(GT) 5	(2.36) 2.35		s •	(3.27)
IUIAL KUJEK CE	•		•	~	•					^	~	^	^	^			76'6			•	~	5.13
RIDER PPA *	\$		•	· · ·	•• •		S IEO	0,45 \$	5 0.28	5 D.85	.	5 1.46	5	5 .	2.86 \$	3.64 \$.	~ ·	8.22
RUDER PPA - REC PROXY	n vi			• •	•••	• •					•••	• •		, s 5 6		s (65.0)				~ ~	•••	(27.0)
RIDER PPA - CAPACITY OFFSET " TOTAL RIDER PPA	~ ~	•••	· •	~ ~	• •	• •	\$ (LOTO) \$ (EDTO)	\$ (6270) \$ (6270)	(saro) ;	\$ (0.12) \$ (0.14)	(1810) S (1810) S ((2E-0) S (2) S (0.41) 5) S (0.17)	9 F 9 S	(0.56) \$ 0.25 \$	(0.77) S 0.64 S	(160) 101	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	\$ (1.33) \$ 1.66	5 [1.57] 5 1.93	~ ~	(1.82) 2.16
RIDER OSW 1	s				• •	, ,	1.45 \$		6.21	3 <u>7</u> .6 2		•		~	14.07 \$	20121				~		11.64
RIDER OSW - FUEL BENEFIT	s	•	•				•			•	\$ (0.51)			~	(3.42) \$	S (EZ-E)		(62.6) 2				(8.11)
RIDER OSW - REC PROXY VALUE BIDGE OSUL - LABACTV OGGESE	 .	•••	•	.			•••		•	•		· · ·	<i>.</i>	~ •	S (56-1)	5 [5]	(FT)	(1.26)	071) S	.		(ET T2)
TOTAL OFFEHORE WIND (2 PHASES TOTALING 5,154 MW)	n vi			•••	• •• • •	• •	1.45 \$	474 5	-	1279 S		(E) c		•••	\$ 5018 6 (Tern)	1.42 \$	(cr.n)	10000 S	(c/m) 6		•••	1121
NUCLÉAR SMALL MODULAR REACTORS **	~	s ,	•	ŝ	.	• •	• •	• •	•	s	, \$	\$ 0.05	5 5 0.22	2 \$	0.66 \$	1.74 \$	3.63.5	\$ 7.34	\$ 12.60	5. 19.67	Š	27.69
RDS PROGRAM-RELATED RESOURCES SUBTOTAL	s	s ,	•	ŝ	.	0.37 \$	4.52 \$	7.63 \$	ил н	\$ 15.82	\$ 17.70	17.21 \$ 1	61.71 \$ 1	Š	\$ 10.02	22.05 \$	21.11 \$	00"/E \$	5 61.13	\$ 56.01	ŝ	61.07
PLAN E TOTAL	•	122.66 \$	116.18	Ś	116.54 \$	\$ 11727	140.21 \$	134.08 \$	146.36	\$ 155.73	\$ 162.25	\$ 166.52	2 \$ 170.63	ŝ	176.59 \$	\$ 96,681	\$ 01.461	\$ 204.48	\$ 223.46	\$F7EZ \$	ŝ	248.64
CAGR PLAN E (2019 BASE) CAGR PLAN E (MAY 2020 BASE)																3,8% X8,4						16.9 16.9 16.9
* Publich switzble, semuelted tariff rates constrant with the find order in Case No. PUR 2021-00054. No future charges moduled.	order In Ces	e No. PUF	1-2021-000	SIL No turu	tre changes	modie le d.																

• Policity subble, munulted staff rates constrant with the final order in Gase No. PUR. 2021-20054. No furture charges modeled.
• Indicative rate for least rearritations. No starmptions modeled for option of the control o

SMALL GENERAL BILL PROJECTION - PLAN E, DIRECTED METHODOLOGY

Rate projections are not final. Rates are subject to regulatory approvel. Curtain line (tems potentially eligible for curtomer credit reinvestment offsa under Va. Code.

SMALL GEVERAL SERVICE Schedule G3-1 (6,000 Vvh- 13 Vv)	DEC	2019 DEC 2019	2020 MAY 1, 2070	0202 0202 0202		2021 DEC 2021	2007 DEC 2022	52.02 DEC 2023	2024 DEC 2024	2025 DEC 2025	2026 25 DEC 2026		2027 :: DEC 2027 DE	2028 DEC 2028	502 502	2030 DEC 2030	2031 DEC 2031	2032 DEC 2032	2033 DEC 2033	2034 DEC 2034	2035 DEC 2035	
dstribution & generation (aust) ⁵ Triennial Review - Voluntary Oustomer Refuted ¹	5 5 5 5 F	\$ 9.712 \$ 9.712	81.272 S		277.78 \$. \$	\$ 87.271 \$ -	(LZ-E) (\$ 256.31 5 [3.00]	57.825 \$	7.921 \$ 7 . \$	~ ~	2 \$ 77.922 • \$	\$ 12.652 \$.	2 27 922 2 · · 5	\$ 17.825 \$ -	5 27.922 2 · 5	259.77 S	2.09.25 27.922 2	2 7.922 2 . 2	\$ 17.821	17:652	
TANSMESSION - RIDER T FUR - RUDER A FUR - SCURTATION * DSM (JAPREDIC PROCEMBE) RUDER UPP - UNIVERSAL FEE *	~~~~~	76.95 S 28.95 S 29.95	8597 8 81.001 8 81.0018 81.001 8 81.0000 8 81.00000 8 81.00000 8 81.00000 8 81.00000 8 81.00000000000000000000000000000000000	•••••	102.13 \$ 102.13 \$ 6,49 \$ 5 • 5	70.55 5 122.69 5 122.69 5 6.22 5 6.22 5 0.16 5	58.84 212.27 6.42 6.42	\$ 65.08 \$ 171.54 \$ 7.7 \$ 0.16	5 97,48 5 165,48 5 16,47 5 5,90 5 6,75	~~~~~	1105.90 \$ 117 171.0 \$ 1191 13.75 \$ 12 3.74 \$ 12 5.75 \$ 6,75 \$ 6	117.79 \$ 1 191.09 \$ 1 12.98 \$ 1.91 \$ 6.75 \$	130.39 \$ 189.02 \$ 12.46 \$ 1.35 \$ 6.75 \$	142.06 5 192.44 5 12.00 5 0.45 5 6.75 5	153.46 \$ 191.72 \$ 11.41 \$. \$ 6.73 \$	164.58 5 200.80 5 10.84 5 , 5 5 5 5 5 5 5 5 5 5 5	175,45 5 216,35 5 10,17 5 . 5 6,75 5	22.181 237.67 2 5.05 2 5.05 2 5.05 2 5.75 5 5.75 5 5.75	189,25 5 259,49 5 2 0,0 2 5 2 5 2 5 2 5 2 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	2 15,221 2 15,222 2 15,222 2 15,222 2 15,222 2 15,223 2 15,233 2 1	20102 12.916	
Gengraiken hefnattukturg Geneeration Reders Approved Pridor to 2020 * Reder Svia - Nuclear Subsequert lucense renewal	د در	- 5 5 5	77 95 5 5	w w	\$ 5667/5	\$ 68753		5 27.32 \$ 4.46	80.EE 2 87.1 2	~ ~	32.06 \$ 27 12.50 \$ 15	27.61 \$ 15.46 \$	30.01 5 05.01 5 05.01	\$ 82.65 \$ 64.22	32.15 \$ 25.57 \$	31.91 \$ 29.48 \$	32.19 \$ 11.11 \$	31.96 \$ 30.98 \$	32.84 S	31.56 \$ 29.87 \$	31.64 29.12	
Distribution interimentary Interimentary Strategic undergebund plan Rural Broadband		. 5 8.75 - 5	· § .	~~ ~	. <u>8</u> .	. 5 816 810	57.4 57.9 57.0	\$ 1.39 \$ 8.26 \$ 1.35	5 14.44 \$ 11.35 \$ 2.29	~ ~ ~ ~	EL \$ 78.01 31 \$ 15.39 31 \$ 26.21 31 \$ 30 31 \$	13.54 \$ 16.79 \$ 3.64 \$	17.88 \$ 17.22 \$ 4.01 \$	19.15 5 18.81 5 4.07 5	21.56 5 17,04 5 4,00 5	22.50 \$ 19.57 \$ 3.19.8	21.94 \$ 16.21 \$ 3.83 \$	21.30 \$ 15.88 \$ 3.76 \$	20.54 \$ 15.55 \$ 3.68 \$	19,63 \$ 15,23 \$ 3,60 \$	18.54 14.90 3.53	
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HULLEAR SMALL MODULAR REACTORS " RPS PROCRAM-RELATED RESOURCES SUBTOTAL	s s	, ,	•••	~~ ~	vn vn 	- S 2.01 \$. 90'98 \$. s star	~ ~	. s т.т s њ	2 S 05.M	0.12 \$ 71.57 \$	1.04 5 74.50 5	\$ 11768 \$ 1778	8 35 8 8 83 8	18,44 \$ 126,48 \$	\$ 05.26 \$ 72.071	60.62 \$ 218.56 \$	\$ 16765Z	31.651 279.36	
PLAN E TOTAL	\$	\$ 36.672	5 532.40	Ś	\$ \$122	587.62 \$	670.50	\$ 645.02	\$5°\$0/ \$	ŝ	FRU \$ 107251	7 \$ 16.637	\$ \$57.64	\$ 72.618	\$ 417 \$	878.41 \$	930.07 \$	\$ 59700'1	1,076.42 \$	1,145.48 \$	1,200.50	
GGR PLMIE (7239 LLG) CGGR PLMIE (MAY 2200 BASE) Lehklick wolfichte, annuntilited facter state sondereart with the final order in Case Mo. B115, 2013 LDD0154, Do	ta Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Anti- Ant	a on erel	o, rene, ann	annse lue			2									5 K					¥.4 ¥.5	

¹ Pacilicly antible, annualized tariff rates conditient with the final order in Case No. PUN-2021-40058. No future changes modeled. ¹ Indicative rate for fival securitization. Ne assumption modeled for opticut. ² Ne assumptions modeled for exemptions to Ridern CSW & PUP. ² Antes Dates D, R.S. W. WV. GV. UC-3. US-3, and UC-4 timepin 2023. Assume Riders R.S. and W. rolled into base rates effective July 1, 2023. ³ Indices B, R.S. W. WV. GV. UC-3. US-3, and UC-4 timepin 2023. Assume Riders R.S. and W. rolled into base rates effective July 1, 2023. ⁴ Indices B, R.S. W. WV. GV. UC-3. US-3, and UC-4 timepin 2023. Assume Riders R.S. and W. rolled into base rates effective July 1, 2023. ⁴ Indices B, R.S. W. WV. GV. UC-3. July 2004. More than the restrictive as one with a next restrictive filter target. ⁴ Indices B approved an intigeration for R.S. Indices CA: PA, and GNW and consideration in Case Jos. July 2023. ⁴ Heid for a coeffic a true avoided capacity approach and there A.C. March A. July 2, and GNW and consideration in Case Jos. July 2, 2025. ⁴ Heid for a coeffic a true avoided capacity after presenter a later R. Sub and CDNW and consideration in Case Jos. July 2, 2025. ⁴ Indicutes specific PAAA proposed in 2020 and thereafter, along with generic constants. ⁴ Wile induct readiling reaction for the parent Rice, the output from tuch facilities reduces the Company⁴, RDS Program annual requirement. ⁴ Wile induct read in modular reactions do not generic Rice, the output from tuch facilities reduces the Company⁴, RDS Program annual requirement.

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Rate projection Certain line iter

LARGE GENERAL BILL PROJECTION - PLAN E, DIRECTED METHODOLOGY

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2035 DEC 2085 \$ 122,333.63 14,420.00 13,260.00

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5 - 5 - 5 - 5 100.00 5 REES SUBTOTAL 5 - 5 - 5 1.572.00 5 1.572.00 5 34,736.00 5 41,772.00 5 41,220.00 5 34,986.00 5 172.00 5 4480.00 5 10,772.00 5 4480.00 5 11,772.00 5 4432.00 5 41,772.00 5 4481.00 5 14,772.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 443.772.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 5 4481.00 <td>EX-CIORS************************************</td> <td>RIDER OSW • RIDER OSW • JUEL BENEFT RIDER OSW • ALEL BENEFT RIDER OSW • CLEADY VALUE RIDER OSW • CLEADY OFFELT • TOTAL OFFSHORE WIND (2 PHASES TOTALING 5, LSA MW)</td> <td></td> <td></td> <td> </td> <td></td> <td>3,470.00 - 3,470.00</td> <td>10,780.00 - - 10,780.00</td> <td></td> <td></td> <td></td> <td></td> <td>71,12 71,12 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,111</td> <td>000 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5</td> <td></td> <td>\$ 32,020.00 \$ [20,520.00] \$ [1,576.00] \$ [1,390.00] \$ [1,566.00]</td> <td> 32,070.00 \$ 72,570.00 \$ (11,676.00) \$ (11,676.00) \$ (1,566.00) \$ </td> <td>\$ 37,070.00 \$ 29,640.00 \$ 37,950.00 \$ 41,850.00 \$ 70,570.00 \$ (19,580.00) \$ 71,850.00 \$ 11,516.00 \$ 11,576.00 \$ (10,944.00) \$ (0094.00) \$ (1,518.00) \$ (11,576.00) \$ (1,500.00) \$ (1,940.00) \$ (1,940.00) \$ (1,566.00) \$ (1,500.00) \$ (1,490.00) \$ (1,490.00)</td> <td> \$ 37,000.05 \$ 29,540.00 \$ 33,000.00 \$ 10,2456.00 \$ 10,2456.00 \$ 10,2456.00 \$ 10,2456.00 \$ 11,256.00 \$ 11,256.00 \$ 11,256.00 \$ 11,256.00 \$ 11,256.00 \$ 11,256.00 \$ 2,533.00 \$ 2,533.00 </td>	EX-CIORS************************************	RIDER OSW • RIDER OSW • JUEL BENEFT RIDER OSW • ALEL BENEFT RIDER OSW • CLEADY VALUE RIDER OSW • CLEADY OFFELT • TOTAL OFFSHORE WIND (2 PHASES TOTALING 5, LSA MW)			 		3,470.00 - 3,470.00	10,780.00 - - 10,780.00					71,12 71,12 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,11 72,111	000 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		\$ 32,020.00 \$ [20,520.00] \$ [1,576.00] \$ [1,390.00] \$ [1,566.00]	 32,070.00 \$ 72,570.00 \$ (11,676.00) \$ (11,676.00) \$ (1,566.00) \$ 	\$ 37,070.00 \$ 29,640.00 \$ 37,950.00 \$ 41,850.00 \$ 70,570.00 \$ (19,580.00) \$ 71,850.00 \$ 11,516.00 \$ 11,576.00 \$ (10,944.00) \$ (0094.00) \$ (1,518.00) \$ (11,576.00) \$ (1,500.00) \$ (1,940.00) \$ (1,940.00) \$ (1,566.00) \$ (1,500.00) \$ (1,490.00) \$ (1,490.00)	 \$ 37,000.05 \$ 29,540.00 \$ 33,000.00 \$ 10,2456.00 \$ 10,2456.00 \$ 10,2456.00 \$ 10,2456.00 \$ 11,256.00 \$ 11,256.00 \$ 11,256.00 \$ 11,256.00 \$ 11,256.00 \$ 11,256.00 \$ 2,533.00 \$ 2,533.00
\$ 50000000 \$ 5100000000 \$ 510000000 \$ 50000000 \$ 500000000 \$ 500000000	NETOTAL 5 330,860,69 5 312,078,69 5 370,696,69 5 453,706,60 5 433,756 9 420,310,75 5 472,300,18 5 492,251,07 5 441,44,83 5 4	NUCLEAR SMALL MODULAR REACTORS " RPS PROGRAM-RELATED RESOLRECES SUBTOTAL	•••	•••				21.510.00					490	480.00 \$ 882.00 \$		\$ 1,450.00 \$ 27,668.00	\$ 1,450.00 \$ 3,800.00 \$ 27,668.00 \$ 33,026.00	\$ 1,450.00 \$ 3,800.00 \$ 8,400.00 \$ 16,080.00 \$ 27,664.00 \$ 33.076.00 \$ 47,638.00 \$ 64.386.00	\$ 1,450.00 \$ 3,800.00 \$ 8,400.00 \$ \$ 27,668.00 \$ 33,076.00 \$ 47,638.00 \$
	14.4 E FOR 14.42 V.N.E (14.47.2000-14.21)	PLAN E TOTAL			313,786,69	6.69	455,706.60	69'6ZV'EEV	450,310.75	472,300.18	107,253,02		488,820,77	•••	\$ \$04,952.10	5 504,952,10 \$ 527,847.83	17.709,662 2 E&TAA,722 2 01.520,402 2	56'518'109 \$ 11'168'695 \$ 68'188'125 \$ 01'756'805 \$	\$ \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$

38,348.00 (20,916.00) (4,574.00) (4,570.00) (4,570.00)

61,910.00 (40,284.00) (9,276.00) (8,190.00) 4,160.00

2,472.00 \$ 35,760.00

52,600.00 (48,660.00) (6,918.00) (3,890.00) (6,868.00)

60,680.00

102,070,001 720,247.63 89 S

Tonderive rate for fuel securitization. No sustimption modeled for opt out. 1 ndicative rate for fuel securitization wasumptions modeled for opt out. 8 Refacts Rises B, R, S, W. GN, US-3, US-3, and US-4 through 2023. Asturma Riders R, S, and W rolled into base rates effective July 1, 7023. 9 Includes all approved and anticipated phases of distribution Infrastructure as of March 2023. 9 Includes all approved and anticipated phases of distribution Infrastructure as of March 2023. 9 Includes all approved and anticipated phases of distribution Infrastructure as of March 2023. 9 Includes all approved and anticipated phases phase in Ric Torn Momenty-waves and contracted-for resources. 9 Includes the ont of Ric purchases phar Ric Torny with fremetic solary with genetic solar, and storres. 9 Includes the actificiant target opposed in 2020 and therafter, Jong with genetic solar, isoftshoued obser, and storres. 9 Need for a sectific that are approved and the artific and the AGN under conditionation in Case No. PUP-2021.0015G. 9 Includes specific Phase proposed in 2020 and therafter, Jong with genetic solar and storage PhAs. 9 Includes specific Phase proposed in 2020 and threat the AGN under conditionation in Case No. PUP-2021.0015G. 9 Includes specific Phase proposed in 2020 and threat the Jong and SN under some PhAs. 9 Includes specific Phase proposed in 2020 and threat the conditionation in Case No. PUP-2021.0015G.