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July 23, 2021

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Application of Virginia Electric and Power Company, For approval of five voluntary tariffs to support transportation electrification, pursuant to § 56-234 A of the Code of Virginia
Case No. PUR-2021-00151

Dear Mr. Logan:

Please find enclosed for electronic filing in the above-captioned proceeding the *Application of Virginia Electric and Power Company.*

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

Highest regards,

/s/ Sarah R. Bennett

Sarah R. Bennett

Enclosures

cc: William H. Chambliss, Esq.
C. Meade Browder, Jr., Esq.
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COMMONWEALTH OF VIRGINIA

STATE CORPORATION COMMISSION

APPLICATION OF	)	
	)	
VIRGINIA ELECTRIC AND POWER COMPANY	)	
	)	Case No. PUR-2021-00151
For approval of five voluntary tariffs to support transportation electrification, pursuant to § 56-234 A of the Code of Virginia	)	

APPLICATION OF VIRGINIA ELECTRIC AND POWER COMPANY

Pursuant to § 56-234 A of the Code of Virginia ("Va. Code") and Rule 80 A of the Rules of Practice and Procedure of the State Corporation Commission of Virginia (the "Commission"), 5 VAC 5-20-80 A, Virginia Electric and Power Company ("Dominion Energy Virginia" or the "Company"), by counsel, hereby files its application for approval of five new voluntary, companion tariffs to support transportation electrification in Virginia (the "Application"). Specifically, the Company seeks approval of three tariffs to provide mechanisms for customers to work with the Company to install electric vehicle ("EV") charging infrastructure at the customers' premises (the "Charging Tariffs") and two tariffs to establish rates for the Company to charge the public for EV charging at Company-owned and operated public charging stations (the "Pricing Tariffs"). In support of this Application, the Company respectfully states as follows:

BACKGROUND

1. Dominion Energy Virginia is a public service corporation organized under the laws of the Commonwealth of Virginia furnishing electric service to the public within its certificated service territory. The Company also supplies electric service to non-jurisdictional customers in Virginia and to the public in portions of North Carolina. The Company is engaged in the business of generating, transmitting, distributing, and selling electric power and energy to

the public for compensation. The Company also is a public utility under the Federal Power Act, and certain of its operations are subject to the jurisdiction of the Federal Energy Regulatory Commission. The Company is an operating subsidiary of Dominion Energy, Inc.

2. The Company's name and post office address are:

Virginia Electric and Power Company
120 Tredegar Street
Richmond, Virginia 23219

3. The names, post office addresses, and telephone numbers of the attorneys for the Company are:

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4. EV adoption continues to increase across the country and in Virginia, largely due to advancements in battery technology, additional EV model availability, declining costs, policy developments, and benefits provided to customers and the environment. As of December 31, 2020, there were approximately 25,500 EVs registered in Virginia, approximately 76% of which were registered in the Company's service territory. This represents a growth of 28% since December 31, 2019. The Company expects EV adoption in Virginia to increase rapidly, with

approximately 169,000 passenger EVs projected to be in the Company's service territory in 2030, 8% of which will likely be fleet vehicles.

5. As the demand for EVs grows, the Company's customers have sought guidance and advisory support from the Company for charging infrastructure and installation. In addition to general requests, the Company has also received requests for guidance from customers on how to electrify their fleets. Through these conversations, the Company has learned that customers are seeking trusted guidance from their electric utility, including in some instances a turnkey solution for their charging needs. The Charging Tariffs will allow the Company to provide customers with such near-term turnkey solutions.

6. In addition to customer-sited charging infrastructure, Virginia will need public EV charging stations to match the increasing adoption of EVs across the Commonwealth. The Company does not currently own or operate any charging stations available to the public, but the Company intends to provide this service in the future to fill any identified gaps in charging availability, such as on secondary highways or in disadvantaged communities. The Pricing Tariffs will allow the Company to provide such service.

LEGAL AUTHORITY

7. Va. Code § 56-234 A provides that "[i]t shall be the duty of every public utility to furnish reasonably adequate service and facilities at reasonable and just rates to any person, firm, or corporation along its lines desiring the same."

8. Under Va. Code § 56-1.2:1 B, the provision of EV charging services is a specifically permitted Company activity:

> The provision of electric vehicle charging service shall:
> 1. Be a permitted electric utility activity of a certificated electric utility; and

2. Not affect the status as a public utility of a certificated public utility that provides such service.

9. Va. Code § 56-585.1 A 6 states that "electric distribution grid transformation projects" are in the public interest, the definition of which includes "electrical facilities and infrastructure necessary to support electric vehicle charging systems."

THE CHARGING TARIFFS

10. The Company is requesting approval of three Charging Tariffs. The three Charging Tariffs include one to support the Company's non-residential customers who wish to electrify their fleets ("Fleet Charging Tariff"); one to support the Company's non-residential customers who wish to provide Level 2 charging at their premises ("Level 2 Charging Tariff"), such as workplaces, multi-family communities, or retail establishments; and one to support the Company's residential customers who wish to have Level 2 charging installed in their homes ("Residential Charging Tariff"). As explained in greater detail in the pre-filed direct testimony and schedules of Company Witness Nathan J. Frost, the Charging Tariffs are designed to provide a turnkey solution for customers seeking to install charging stations on their premises. The Charging Tariffs are designed as voluntary, companion tariffs; electricity and other services will continue to be billed through the customer's principal tariff. The participation limit for each Charging Tariff will ensure that the availability is limited and will complement investment being made by the private sector.

11. The three Charging Tariffs are just and reasonable generally because, when properly deployed and managed, the expansion of transportation electrification can result in downward rate pressure for all customers resulting from the increased system load and associated revenues and more efficient grid utilization. Further, replacing internal combustion vehicles with EVs improves air quality and reduces emissions, which supports improved public

health and plays a positive role in meeting important sustainability and decarbonization goals of the Commonwealth, customers, and the Company.

12. The Fleet Charging Tariff is just and reasonable because the nature of fleet operations provides a great opportunity for more efficient grid utilization. Specifically, because many fleet vehicles come back to "base" in the evening, they are able to charge at nominal charging levels overnight when system costs are typically lowest. The approach used to determine the proposed costs for the Fleet Charging Tariff is consistent with the Company's existing facility charge model. Cost assumptions are based on Company, peer utility, and third-party experience. The Company will also perform competitive procurement processes to obtain best value equipment and services for the program.

13. The Level 2 Charging Tariff is just and reasonable because additional public charging infrastructure is needed to support widespread transportation electrification. In addition, like the Fleet Charging Tariff, the approach used to determine the proposed costs for the Level 2 Charging Tariff is consistent with the Company's existing facility charge model. Cost assumptions are based on Company, peer utility, and third-party experience. The Company will also perform competitive procurement processes to obtain best value equipment and services for the program.

14. The Residential Charging Tariff is just and reasonable because it was designed based on market pricing for the EV supply equipment and for the installation and maintenance of the charging infrastructure, and is generally designed to recover all costs associated with the charging infrastructure, installation, and maintenance from participating customers.

15. In addition, the Residential Charging Tariff and the Level 2 Charging Tariff include incentives for the deployment of charging infrastructure to low-income customers and in

low-income communities and communities of color. These incentives will help ensure the benefits of electric transportation—such as air quality improvement—are seen in low income areas, which are often areas that are impacted with disproportionally higher emissions.

16. The Charging Tariffs align with the policy of the Commonwealth to support decarbonization in all sectors, including transportation, and the recognition by the Commonwealth that adequate EV charging infrastructure is necessary throughout the Commonwealth. The Company is proposing the Charging Tariffs now because the electric transportation market is developing rapidly, and work must begin now to support it. The Charging Tariffs, which are limited in scope and scale, are designed to complement the efforts being made in the private sector while setting customers and the Commonwealth up for long-term success in transportation decarbonization.

17. As described further in the pre-filed direct testimony and schedules of Company Witness Frost, each of the Charging Tariffs incorporate some incentives for customers to install EV charging infrastructure. The Fleet Charging Tariff and the Level 2 Charging Tariff both cover a portion of the costs for EV supply infrastructure. In addition, the Residential Charging Tariff and the Level 2 Charging Tariff include carveouts to provide charging infrastructure to low-income customers and to low-income communities and communities of color at no cost. The total program cost for these incentives and carveouts is approximately $18.7 million. If the Commission considers these incentives to be promotional allowances as defined in the Rules Governing Utility Promotional Allowances, 20 VAC 5-303-10 *et seq.*, the Company respectfully requests a waiver of the Promotional Allowance Rules under Rule 50 because the Charging

Tariffs are just and reasonable, align with the policies of the Commonwealth, and are in the public interest.[1]

PRICING TARIFFS

18. The Company is requesting approval of two Pricing Tariffs. The two Pricing Tariffs would establish the rates for the Company to charge to the public for EV charging at Company-owned and operated charging stations. The Company proposes two Pricing Tariffs, one to establish a rate for public fast charging ("DCFC Pricing Tariff") and one to establish a rate for Level 2 charging ("Level 2 Pricing Tariff").

19. The two Pricing Tariffs are just and reasonable because the rates are based on the estimated costs for installation, operation, and maintenance of the charging station, plus the rate for services under the Company's Rate Schedule GS-2. Additionally, the rates are comparable to third-party rates in Virginia.

20. In addition, the Pricing Tariffs will enable the Company to provide EV charging service, a service that the Company is explicitly authorized to provide by statute.[2]

CONCLUSION

21. In support of this Application, the Company is submitting the direct testimony of Company Witness Frost. Summaries detailing each tariff, as well as the proposed tariffs themselves, are attached to the testimony of Company Witness Frost.

WHEREFORE, the Company respectfully requests that the Commission: (i) approve the three Charging Tariffs and two Pricing Tariffs as set forth in this Application; (ii) grant the

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[1] The Charging Tariffs likely will also provide the Company with opportunities to manage the increased demand from EVs in a manner that can shift the new load from times of peak demand, ultimately reducing peak load, by educating customers about managed charging solutions and encouraging them toward this behavior.

[2] *See* Va. Code § 56-1.2:1 B.

request for waiver of the Promotional Allowance Rules related to the Charging Tariffs if deemed necessary; and (iii) grant such other relief as deemed appropriate and necessary.

Respectfully submitted,

By: */s/ Sarah R. Bennett*
Counsel

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Counsel for Virginia Electric and Power Company

July 23, 2021

WITNESS DIRECT TESTIMONY SUMMARY

Witness: Nathan J. Frost

Title: Director of New Technology and Energy Conservation

Summary:

Company Witness Nathan J. Frost supports the Company's application for approval of five new voluntary, companion tariffs that will support the transition to electric transportation in Virginia. Three of these proposed tariffs, referred to collectively as the "Charging Tariffs," would provide mechanisms for customers to work with the Company to install electric vehicle ("EV") charging infrastructure at the customers' premises. The Company proposes three Charging Tariffs, one to support its non-residential customers who wish to electrify their fleets ("Fleet Charging Tariff"); one to support its non-residential customers who wish to provide Level 2 charging at their premises ("Level 2 Charging Tariff"), such as workplaces, multi-family communities, or retail establishments; and one to support its residential customers who wish to have Level 2 charging installed in their homes ("Residential Charging Tariff").

The other two proposed tariffs, referred to collectively as the "Pricing Tariffs," would establish the rates for the Company to charge to the public for EV charging at Company-owned and operated public charging stations. The Company proposes two Pricing Tariffs, one to establish a rate for public fast charging ("DCFC Pricing Tariff") and one to establish a rate for Level 2 charging ("Level 2 Pricing Tariff").

The proposed Charging Tariffs respond to requests from customers seeking guidance and advisory support for charging infrastructure and installation and align with the Commonwealth's policies of decarbonization in all sectors, including transportation. The Charging Tariffs also include incentives for the deployment of charging infrastructure in low-income communities and communities of color, which will help ensure the benefits of electric transportation, such as air quality improvement, are seen in low income areas. The Company is proposing these tariffs now because the electric transportation market is developing rapidly, and work must begin now to support it. The Company is proposing the Pricing Tariffs because the Company intends to provide this service in the future to fill any identified gaps in charging availability, such as on secondary highways or in disadvantaged communities.

DIRECT TESTIMONY
OF
NATHAN J. FROST
ON BEHALF OF
VIRGINIA ELECTRIC AND POWER COMPANY
BEFORE THE
STATE CORPORATION COMMISSION OF VIRGINIA
CASE NO. PUR-2021-00151

Q. Please state your name, business address, and position of employment.

A. My name is Nathan J. Frost and my business address is 600 East Canal Street, Richmond, Virginia 23219. I am Director of New Technology and Energy Conservation for Virginia Electric and Power Company ("Dominion Energy Virginia" or the "Company"). A statement of my background and qualifications is included as Appendix A.

Q. Please describe your areas of responsibility with the Company.

A. I am responsible for developing initiatives related to electric transportation, delivering demand-side management solutions, and expanding development of regulated small-scale renewable energy facilities.

Q. What is the purpose of your testimony in this proceeding?

A. I am testifying in support of the Company's application for approval of five new voluntary, companion tariffs that will support the transition to electric transportation. Three of these proposed tariffs would provide mechanisms for customers to work with the Company to install electric vehicle ("EV") charging infrastructure at the customers' premises. I will refer to these collectively as the "Charging Tariffs." The Company proposes three Charging Tariffs, one to support its non-residential customers who wish to electrify their fleets ("Fleet Charging Tariff"); one to support its non-residential customers who wish to provide Level 2 charging at their premises ("Level 2 Charging

Tariff"), such as workplaces, multi-family communities, or retail establishments; and one to support its residential customers who wish to have Level 2 charging installed in their homes ("Residential Charging Tariff").

The other two proposed tariffs would establish the rates for the Company to charge to the public for EV charging at Company-owned and operated public charging stations. I will refer to these collectively as the "Pricing Tariffs." The Company proposes two Pricing Tariffs, one to establish a rate for public fast charging ("DCFC Pricing Tariff") and one to establish a rate for Level 2 charging ("Level 2 Pricing Tariff").

Q. Are you sponsoring any exhibits in this proceeding?

A. Yes. Company Exhibit No. __, NJF, consisting of Schedules 1 through 5, was prepared under my supervision and direction and is accurate and complete to the best of my knowledge and belief.

Q. For context, please briefly explain the different types of chargers for EVs.

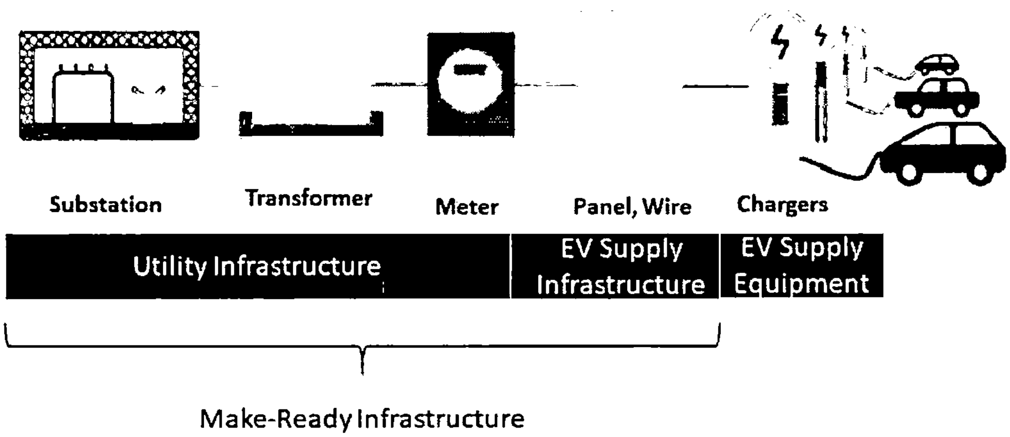
A. Charging an EV requires plugging in to a charger that is connected to the electric grid. There are three major categories of chargers that are distinguishable by the amount of power the charger can provide, which results in different speeds of charging. Level 1 refers to use of a standard 120-volt ("V") outlet, which charges three to five miles of range per hour. Level 1 charging is ideal for overnight charging for EV owners that travel about 30 miles or fewer per day. Level 2 chargers require a higher voltage at 240V, which charges 10 to 20 miles of range per hour. Level 2 charging is ideal for workplaces, multi-family dwellings, and locations with the potential for more EVs than chargers. Finally, Level 3—also known as direct current fast charging ("DC Fast

Charge" or "DCFC")—can charge an EV battery to approximately 80% of capacity in 20 to 30 minutes. DCFC requires three-phase electric service and significant capacity. It is ideal for public locations to support travel over long distances.

Q. Please explain how these types of EV charging are connected to the electric grid.

A. No additional infrastructure is needed for Level 1 charging, as EV owners simply plug their EV into a standard outlet. Level 2 and DCFC charging require additional charging equipment, installed by a licensed installer. My Figure 1 shows the physical components of how EV chargers connect with the electric grid.

Figure 1: Electric Vehicle Charging Infrastructure



The "EV Supply Equipment" ("EVSE") consists of the conductors (including ungrounded, grounded, and equipment grounding conductors), the EV connectors, the attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of delivering electricity to the EV. EVSE is commonly referred to as "the charger."

The "Utility Infrastructure" shown in Figure 1 consists of infrastructure on the utility side of the customer meter, and may include, but is not limited to, cable, conductors, conduit, transformers, and associated substructures from the utility distribution system. "EV Supply Infrastructure" consists of infrastructure from the customer meter to the EVSE, and may include an electrical panel, cable, conduit, and resiliency infrastructure necessary to deliver power to the EVSE. Together, the "Utility Infrastructure" and the "EV Supply Infrastructure" prepares a site for installation of EVSE, and together is commonly referred to as "make-ready" infrastructure.

Q. Does the Company have any projections for the level of transportation electrification in the next few years?

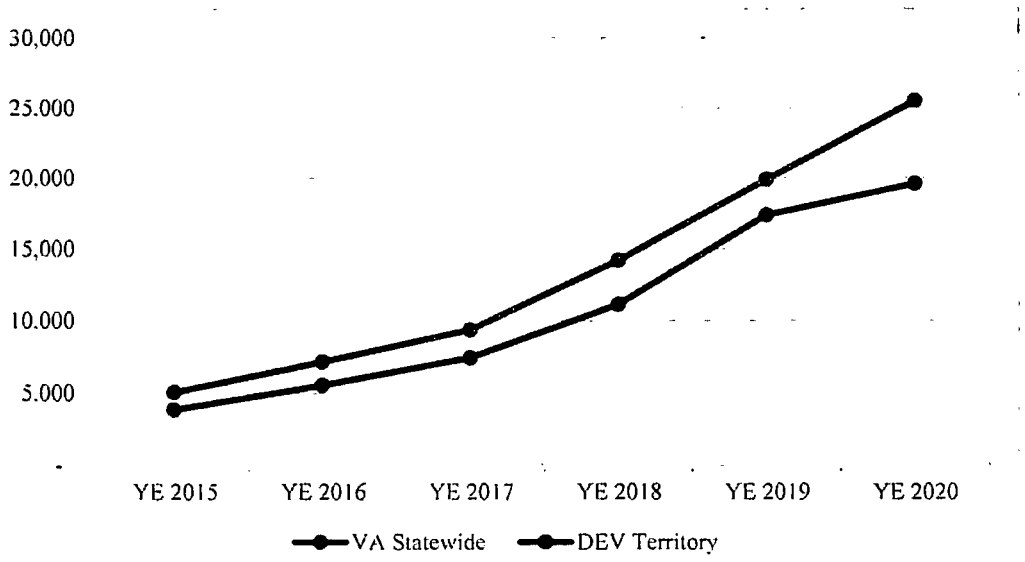
A. Yes. EV adoption continues to increase, largely due to advancements in battery technology, additional EV model availability, declining costs, policy developments, and benefits provided to customers and the environment. According to a recent report by the Edison Electric Institute, as of April 2021, there were more than 1.7 million EVs on the road in the United States. By 2030, EV sales are projected to exceed 3.5 million per year with 18.7 million passenger EVs on the roads, requiring about 9.6 million charging stations.[1]

In Virginia, as of December 31, 2020, there were approximately 25,500 EVs registered, which is 28% growth since December 31, 2019. Of the 25,500 EVs in Virginia,

[1] Edison Electric Institute, *Electric Transportation Benefits Customers, Communities, and the Environment* (Apr. 2021), *available at* https://www.eei.org/issuesandpolicy/electrictransportation/Documents/Electric%20Transportation%20Benefits%20Customers,%20Communities,%20and%20the%20Environment_2021.pdf.

approximately 19,500 were registered in the Company's service territory. My Figure 2 illustrates the growth in EVs in the Commonwealth in recent years.

Figure 2: EV Adoption in Virginia, 2015 to 2020



The Company worked with Navigant Consulting, Inc. ("Navigant") to forecast EV adoption in the Company's service territory. Navigant's forecast shows that adoption is expected to increase in the years to come, with about 169,000 EVs projected to be in the Company's Virginia service territory in 2030.

Q. Does the Company have any projections regarding fleet electrification specifically?

A. Yes. At a national level, the percentage share of EVs within fleet sales quintupled from 2014 to 2018, and nearly 15 million EVs are expected to be part of corporate fleets in the United States by 2040.[2] In addition to the reasons for general EV growth that I noted

[2] *See* Ernst & Young, *How Fleet Electrification Is Driving Opportunities for US Utilities* (Jun. 17, 2020), *available at* https://www.ey.com/en_us/power-utilities/how-fleet-electrification-is-driving-opportunities-for-us-utilities.

above, national, local, and corporate sustainability initiatives have contributed to the increased commitment to fleet electrification specifically.

Of the 169,000 EVs projected to be on the roads in the Company's Virginia service territory by 2030, approximately 8% are attributed to fleet vehicles. In addition to this light-duty EV forecast, the Company worked with Guidehouse, Inc., to develop a forecast of medium- and heavy-duty electric vehicles. The number of medium- and heavy-duty EVs in Virginia is expected to reach approximately 4,100 vehicles by 2030. These EVs are projected to have an annual energy requirement of approximately 40,350 megawatt-hours and result in peak demand of 23 megawatts in 2030.

Q. Why is the Company proposing the Charging Tariffs?

A. The Company has received numerous requests from customers seeking guidance and advisory support for charging infrastructure and installation. In addition to these general requests, the Company has also received requests for guidance from customers on how to electrify their fleets. Through these conversations, the Company has learned that customers are seeking trusted guidance from their electric utility, including in some instances a turnkey solution for their charging needs.

Q. Please describe the Charging Tariffs?

A. For ease of review, the Company has created summaries that describe each tariff, including an explanation of why the Charging Tariffs are just and reasonable. Each summary is then followed by the proposed tariff itself. My Schedule 1 presents the Fleet Charging Tariff, my Schedule 2 presents the Level 2 Charging Tariff, and my Schedule 3 presents the Residential Charging Tariff. As described further in the tariff summaries,

the Charging Tariffs incorporate some incentives for customers to install EV charging infrastructure. Specifically, the Fleet Charging Tariff and the Level 2 Charging Tariff both cover a portion of the costs for EV supply infrastructure.

Q. Will the Charging Tariffs include options for vulnerable customers, such as low income, elderly, or disabled individuals?

A. Yes. The Residential Charging Tariff and the Level 2 Charging Tariff include carveouts to provide charging infrastructure to low income customers and to low-income communities and communities of color at no cost. These incentives will help ensure the benefits of electric transportation, such as air quality improvement, are seen in low income areas, which are often areas that are impacted with disproportionally higher emissions.

Q. What is the total program cost for the Charging Tariffs?

A. The total program cost for these incentives and carveouts is approximately $18.7 million.

Q. Do the Charging Tariffs align with the policies of the Commonwealth?

A. Yes. The Commonwealth continues to support decarbonization in all sectors, including transportation. Specifically, the Commonwealth Clean Energy Policy seeks to reach net-zero emissions in all sectors, including transportation, by 2045: "The Commonwealth . . . recognizes that addressing climate change requires reducing greenhouse gas emissions across the Commonwealth's economy sufficient to reach net-zero emission by 2045 in all sectors, including the electric power, *transportation*, industrial, agricultural, building, and

infrastructure sectors."[3] To achieve this objective, it is the policy of the Commonwealth to "[s]upport net-zero emission targets by promoting zero-emission vehicles and infrastructure, including electrified transport, decreasing the carbon intensity of the transportation sector, encouraging alternative transportation options, and increasing the efficiency of motor vehicles operating on Virginia's roads."[4]

Earlier this year, the General Assembly passed multiple pieces of legislation that provide additional support for transportation electrification. For instance, House Bill ("HB") 1965 requires manufacturers to offer EVs for sale in Virginia, making EVs more available to Virginians. HB 1979 creates a rebate program for the purchase or lease of new and used EVs. The General Assembly also passed HB 2282 earlier this year, which recognizes that to achieve the goals of transportation electrification, "it is necessary to ensure there is adequate electric vehicle charging infrastructure deployed throughout the Commonwealth." HB 2282 sets a policy to promote private competition and investment in transportation electrification, and to enable public utilities to complement those private investments where most effective.

The Charging Tariffs comport with this recent legislation by providing solutions for customers who need charging infrastructure for their EVs.

Q. Why is the Company proposing these Charging Tariffs now?

A. The Company is proposing the Charging Tariffs now because the electric transportation market is developing rapidly, and work must begin now to support it. While HB 2282

[3] Va. Code § 45.2-1706.1 (effective Oct. 1, 2021); Va. Code § 67-101.1 (effective until Oct. 1, 2021) (emphasis added).
[4] *Id.*

sets a policy to promote private competition and investment in transportation electrification, it also highlights that investments by public utilities can complement those private investments where most effective. The Charging Tariffs, which are limited in scope and scale, are designed to complement the efforts being made in the private sector while setting customers and the Commonwealth up for long-term success in transportation decarbonization.

On the federal level, the Company is monitoring proposed federal stimulus funding as part of the American Jobs Plan that will support the transition to electric transportation.[5] Establishing the Charging Tariffs now—prior to the availability of this funding—will best position our customers to apply and secure this source of funding for electric transportation projects because funding may be limited and is more likely to be issued to projects with plans and processes in place.

Q. Do other utilities offer similar charging as a service programs?

A. Yes. Consumers Energy, Portland General Electric, and National Grid provide advisory services for fleet electrification. Additionally, Pacific Gas and Electric, Southern California Edison, and Xcel Energy support fleet electrification by providing expert guidance, incentives, and options for utility ownership, and by encouraging managed charging. Duke Energy, Xcel Energy, Exelon Utilities, and Orlando Utilities Commission all provide programs for Level 2 charging with options for utility ownership.

[5] https://www.whitehouse.gov/briefing-room/statements-releases/2021/03/31/fact-sheet-the-american-jobs-plan/.

Q. Please describe the two Pricing Tariffs and explain how they differ from the Charging Tariffs.

A. The Charging Tariffs focus on the installation of EV charging infrastructure by the Company's customers. By contrast, the Pricing Tariffs govern what EV drivers will pay to charge at publicly available, Company-owned and operated EV charging stations.

The Company has created summaries that describe each of the Pricing Tariffs. My Schedule 4 presents the DCFC Pricing Tariff and my Schedule 5 presents the Level 2 Pricing Tariff.

Q. Why is the Company proposing the Pricing Tariffs now?

A. While the Company does not currently own and operate any DCFC or Level 2 charging stations that are available to the public for charging, providing EV charging service is a permitted utility activity under Va. Code § 56-1.2:1. The Company intends to provide this service in the future to fill any identified gaps in charging availability, such as on secondary highways or in disadvantaged communities. The Pricing Tariffs will allow the Company to provide such service.

Q. Do you believe that the Charging Tariffs and the Pricing Tariffs are just and reasonable?

A. Yes, the Charging Tariffs and the Pricing Tariffs are just and reasonable for the reasons set forth here and in the summaries attached as my Schedules 1 through 5.

Q. Does this conclude your direct testimony?

A. Yes, it does.

BACKGROUND AND QUALIFICATIONS OF NATHAN J. FROST

Nathan J. Frost graduated from James Madison University with a Bachelor of Business Administration in Finance. He joined Dominion Energy Virginia in 2005 and has held numerous positions in the areas of Enterprise Risk Management, Producer Services, Investor Relations, and Power Delivery. Mr. Frost was most recently Manager – New Technology and Renewable Programs for Dominion Energy Virginia, and assumed his current position as Director – New Technology and Energy Conservation for Dominion Energy Virginia in January 2019. In this position, Mr. Frost is responsible for delivering demand side management and advanced metering solutions for the Company. In addition, he is responsible for developing renewable energy programs and integrating new technologies such as solar distributed generation and electric vehicles within Dominion Energy Virginia's regulated service territory.

Mr. Frost has previously provided testimony before the State Corporation Commission of Virginia.

Transportation Electrification
Tariff Summary

Proposal: Fleet Charging Tariff (Schedule EVCF)

Provide a turnkey solution for non-residential customers seeking to electrify their fleets by allowing the Company to install, own, and maintain the necessary charging infrastructure.

- Type of Tariff: Voluntary, companion tariff for the services outlined below; electricity and other services billed through principal tariff.
- Eligibility Requirements: Non-residential customer; agreement to use charging infrastructure for fleet vehicles; need for at least two charging stations to support electric fleet.
- Company-Provided Service(s):
  - Install, maintain, and own utility infrastructure, EV supply infrastructure, and, optionally, EV supply equipment ("EVSE") for eligible customers as follows:
    - Utility Infrastructure:
      - The Company will install and maintain the utility infrastructure necessary for the provision of providing fleet EV charging under this tariff consistent with the Company's Terms and Conditions.[1]
    - EV Supply Infrastructure:
      - The Company will work with the customer to prepare site plans based on its needs and circumstances and will install and maintain EV supply infrastructure in compliance with all applicable laws, codes, and standards.
      - The Company will retain title and ownership of the EV supply infrastructure once installation is completed.
    - Optional EVSE:
      - If requested by the customer, the Company will install, own, and maintain EVSE in compliance with all applicable laws, codes, and standards.[2]
      - The Company will retain title and ownership of the EVSE once installation and commissioning are completed.
      - The EVSE, whether Company- or customer-owned, must remain connected to Wi-Fi, cellular, or other communications.

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[1] The Terms & Conditions may change from time to time with approval from the Commission. The Company has proposed certain changes to the current Terms & Conditions in its triennial review proceeding, Case No. PUR-2021-00058.

[2] If the customer chooses to purchase EVSE from a third party, the customer will be responsible for installing and commissioning the EVSE.

- Provide comprehensive support and advisory services for the eligible customer's full fleet electrification transition, including advice on planning, vehicles, charging infrastructure, construction, installation, maintenance, rates, and managed charging solutions.

- Charge to Customer:
  - 100% of any utility infrastructure costs over the current line extension policy; 50% of EV supply infrastructure costs; 100% of EVSE costs.
  - Actual charges will be specific to the equipment and installation for each customer as outlined in a Customer Contract for Electric Vehicle Fleet Charging Service. The customer will pay a monthly charge—as a separate line item on the bill—equal to 1.2% of the installed cost of the EV supply infrastructure and 1.3% of the installed cost of the EVSE, if applicable.
  - The Customer Contract for Electric Vehicle Fleet Charging Service will be for a 10-year term. After the initial 10-year term, the customer will have the option to renew for subsequent 10-year periods.

- Program Costs (*i.e.*, costs to broader customer base):
  - 50% of EV supply infrastructure costs; costs for program support and advisory services.

- Participation Limitations: 165 customers.
  - The participation limit is based on the EV adoption forecasts provided by Navigant Consulting, Inc. Specifically, the cap of 165 customers represents approximately 50% of the jurisdictional customers expected to electrify their fleets during the first five years of the proposed program.
  - Limiting participation allows the Company to respond to customer demand in fleet electrification in the near term, while allowing the Commission to continue to evaluate and consider the Company's role in transportation electrification.

- Justification (*i.e.*, why just and reasonable):
  - When properly deployed and managed, the expansion of transportation electrification can result in downward rate pressure for all customers resulting from the increased system load and associated revenues and more efficient grid utilization. The nature of fleet operations specifically provides a great opportunity for more efficient grid utilization because many fleet vehicles come back to "base" in the evening so are able to charge at nominal charging levels overnight when system costs are typically lowest.
  - Replacing internal combustion vehicles with EVs improves air quality and reduces emissions. This supports improved public health and plays a positive role in meeting important sustainability and decarbonization goals.
  - Customers have requested this service from the Company.
  - The approach used to determine the proposed costs is consistent with the Company's existing facility charge model. Cost assumptions are based on Company, peer utility,

and third-party experience. The Company will also perform competitive procurement processes to obtain best value equipment and services for the program.

- Other Details:
    - If a customer discontinues all service with the Company during the term of the Customer Contract for Electric Vehicle Fleet Charging Service, the Company will sell to the customer—and the customer will buy—all EV supply infrastructure and EVSE at the undepreciated balance as reasonably determined by the Company.

SCHEDULE EVCF
ELECTRIC VEHICLE CHARGING FLEET SERVICE

I. APPLICABILITY & AVAILABILITY

A. This Schedule is a companion to an applicable, available and approved non-residential tariff (as may change from time to time), currently including the Company's Rate Schedules GS-1, GS-2, GS-2T, GS-3, GS-4, 10, MBR-GS-3, MBR-GS-4, MBR, SCR-GS-3, SCR-GS-4, and, upon approval, SCR ("Principal Tariff"), and is applicable, on a voluntary basis to a Customer who requires no less than two charging stations in total that are used for fleet Electric Vehicle ("EV") charging.

B. This Schedule is applicable only when the Company and the Customer, as described in Paragraph I.A., above, have fully executed the Customer Contract for Electric Vehicle Fleet Charging Service, which details the requirements associated with the Company's installation, ownership, and maintenance of the EV Supply Infrastructure on behalf of the Customer. The Customer Contract for Electric Vehicle Fleet Charging Service will also address the requirements of the Company's installation, ownership, and maintenance of the EV charging stations, if the Customer requests that the Company own the EV Supply Equipment. The Customer Contract for Electric Vehicle Fleet Charging Service includes, but is not limited to, the following terms:

i. The Company will install, own, and maintain the Utility Infrastructure necessary for the provision of providing fleet EV charging under this Schedule and consistent with the Company's Terms and Conditions.

ii. The Company will work with the Customer to prepare site plans for the EV Supply Infrastructure based on specific Customer needs and circumstances. The Company will retain title and ownership of the EV Supply Infrastructure once installation is completed.

iii. Upon request by the Customer, the Company will install, own, and maintain EV Supply Equipment. Once installation and commissioning of the EV Supply Equipment have been completed, the Company will retain the title and ownership of such EV Supply Equipment. The EV Supply Equipment, whether Company- or Customer-owned, must remain connected to Wi-Fi, cellular, or other communications. The Company will not be responsible for the installation and commissioning of EV Supply Equipment provided through a third party.

iv. The Company will install and maintain EV Supply Infrastructure and EV Supply Equipment, if requested, and in compliance with all applicable laws, codes, and standards.

(Continued)

SCHEDULE EVCF
ELECTRIC VEHICLE CHARGING FLEET SERVICE

(Continued)

I. APPLICABILITY & AVAILABILITY (Continued)

C. This Schedule is subject to a participation limitation of 165 Customers. For the purposes of this Schedule, an individual Customer will be defined as one Company-assigned electric service account number.

II. DEFINITIONS:

A. In this Schedule, the terms below will have the following definitions:

i. EV Supply Equipment ("EVSE") shall mean the conductors, including the ungrounded, grounded, and equipment grounding conductors, the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of delivering energy from the Customer wiring to the electric vehicle.

ii. Utility Infrastructure shall mean the utility infrastructure from the distribution system to the meter, which may include, but is not limited to, cable, conductors, conduit, transformers, and associated substructures from the utility distribution system.

iii. EV Supply Infrastructure shall mean the infrastructure from the meter, but not including the meter, to the EVSE; this may include an electrical panel, cable, conduit, and resiliency infrastructure necessary to deliver power to the EVSE.

iv. Environmental Attributes shall mean any attributes (for example, any carbon credits for avoided carbon emissions) resulting from the installation of the EVSE.

III. BILLING UNDER THE PRINCIPAL TARIFF

For each Customer Account taking service under this Schedule, the Company shall continue to bill the Customer's Account in accordance with the applicable Principal Tariff. In addition, the Company shall bill the Customer's Account for the monthly charges in accordance with Paragraph IV., below, and the Customer Contract for Electric Vehicle Fleet Charging Service.

(Continued)

SCHEDULE EVCF
ELECTRIC VEHICLE CHARGING FLEET SERVICE

(Continued)

IV. MONTHLY SCHEDULE EVCF CHARGES

A charge for Electric Vehicle Fleet Service as described in the Customer Contract for Electric Vehicle Fleet Charging Service will be added to the Customer's monthly bill for service under the Principal Tariff pursuant to the agreed upon terms as described in the Customer's Contract for Electric Vehicle Fleet Service. The charge for Electric Vehicle Fleet Service will be equal to 1.2% of the installed cost of the EV Supply Infrastructure and 1.3% of the installed cost of the EVSE, if applicable.

This monthly charge may not be offset by credits from any other program or provision.

V. TREATMENT OF ENVIRONMENTAL ATTRIBUTES

All Environmental Attributes are the sole right, title and property, of the Company pursuant to the agreed upon terms as described in the Customer Contract for Electric Vehicle Fleet Charging Service.

VI. TERM OF CONTRACT

A. The term of contract under this Schedule shall commence upon all of the conditions being met in Paragraph I. of this Schedule and shall continue through and coincide with the term of any Customer Contract for Electric Vehicle Fleet Charging Service.

B. The initial term of the Customer Contract for Electric Vehicle Fleet Charging Service will be for a period of ten years. After the initial 10-year term, the Customer will have the option to renew for subsequent 10-year periods.

Transportation Electrification
Tariff Summary

Proposal: Level 2 Charging Tariff (Schedule EVCL2)

Provide a turnkey solution for non-residential customers seeking to install Level 2 charging stations by allowing the Company to install, own, and maintain the necessary charging infrastructure.

- Type of Tariff: Voluntary, companion tariff for the services outlined below; electricity and other services billed through principal tariff.
- Eligibility Requirements: Non-residential customer; need for at least two charging stations.
- Company-Provided Service(s):
    - Install, maintain, and own utility infrastructure, EV supply infrastructure, and, optionally, EV supply equipment ("EVSE") for eligible customers as follows:
        - Utility Infrastructure:
            - The Company will install and maintain the utility infrastructure necessary for the provision of providing EV charging under this tariff consistent with the Company's Terms & Conditions.[1]
        - EV Supply Infrastructure:
            - The Company will work with the customer to prepare site plans based on its needs and circumstances and will install and maintain EV supply infrastructure in compliance with all applicable laws, codes, and standards.
            - The Company will retain title and ownership of the EV supply infrastructure once installation is completed.
        - Optional EVSE:
            - If requested by the customer, the Company will install, own, and maintain EVSE in compliance with all applicable laws, codes, and standards.[2]
            - The Company will retain title and ownership of the EVSE once installation and commissioning are completed.
            - The EVSE, whether Company- or customer-owned, must remain connected to Wi-Fi, cellular, or other communications.

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[1] The Terms & Conditions may change from time to time with approval from the Commission. The Company has proposed certain changes to the current Terms & Conditions in its triennial review proceeding, Case No. PUR-2021-00058.

[2] If the customer chooses to purchase EVSE from a third party, the customer will be responsible for installing and commissioning the EVSE.

- Charge to Customer:
    - Generally, 100% of any utility infrastructure costs over the current line extension policy, 50% of EV supply infrastructure costs; 100% of EVSE costs.
    - For the first 10 eligible customers located in a low-income community or community of color, no costs.
    - Actual charges will be specific to the equipment and installation for each customer as outlined in a Customer Contract for Electric Vehicle Level 2 Charging Service. The customer will pay the Company a monthly charge—as a separate line item on the bill—equal to 1.2% of the installed cost of the EV supply infrastructure and 1.3% of the installed cost of the EVSE, if applicable.
    - The Customer Contract for Electric Vehicle Level 2 Charging Service will be for a 10-year term. After the initial 10-year term, the customer will have the option to renew for subsequent 10-year periods.
- Program Costs (*i.e.*, costs to broader customer base):
    - Generally, 50% of EV supply infrastructure costs; costs of program administration.
    - For the first 10 eligible customers located in a low-income community or community of color, 100% of any utility infrastructure costs over the current line extension policy, 100% of EV supply infrastructure costs; 100% of EVSE costs.
- Participation Limitations: 100 customers, with a 10% carveout for customers located in low-income communities or communities of color.
    - Limiting participation allows the Company to respond to customer demand for Level 2 charging in segments such as workplace charging, multi-family charging, and public charging in the near term, while allowing the Commission to continue to evaluate and consider the Company's role in transportation electrification.
- Justification (*i.e.*, why just and reasonable):
    - Replacing internal combustion vehicles with EVs improves air quality and reduces emissions. This supports improved public health and plays a positive role in meeting important sustainability and decarbonization goals.
    - Additional public charging infrastructure is needed to support anticipated EV adoption and decarbonization public policy. The Department of Energy's Electric Vehicle Infrastructure Projection Tool (EVI-Pro) Lite[3] and Atlas Public Policy's U.S. Passenger Vehicle Electrification Infrastructure Assessment[4] both recognize the need for additional public charging infrastructure to support widespread transportation electrification.
    - Customers have requested this service from the Company.
    - Incentivizing deployment in low-income communities or communities of color will help to ensure equitable access to EV charging.

[3] https://afdc.energy.gov/evi-pro-lite.
[4] https://atlaspolicy.com/rand/u-s-passenger-vehicle-electrification-infrastructure-assessment/.

    - The approach used to determine the proposed costs is consistent with the Company's existing facility charge model. Cost assumptions are based on Company, peer utility, and third-party experience. The Company will also perform competitive procurement processes to obtain best value equipment and services for the program.

- Other Details:
    - For purposes of the carveout for low-income communities or communities of color, the Company incorporates the definitions set forth in Va. Code § 2.2-234.
    - If a customer discontinues service with the Company during the term of the Customer Contract for Electric Vehicle Level 2 Charging Service, the Company will sell to the customer—and the customer will buy—all EV supply infrastructure and EVSE at the undepreciated balance as reasonably determined by the Company.

SCHEDULE EVCL2
ELECTRIC VEHICLE LEVEL 2 CHARGING SERVICE

I. APPLICABILITY & AVAILABILITY

A. This Schedule is a companion to an applicable, available and approved non-residential tariff (as may change from time to time), currently including the Company's Rate Schedules GS-1, GS-2, GS-2T, GS-3, GS-4, 10, MBR-GS-3, MBR-GS-4, MBR, SCR-GS-3, SCR-GS-4, and, upon approval, SCR ("Principal Tariff"), and is applicable, on a voluntary basis to a Customer who requires no less than two Level 2 charging stations in total.

B. This Schedule is applicable only when the Company and the Customer, as described in Paragraph I.A., above, have fully executed the Customer Contract for Electric Vehicle Level 2 Charging Service, which details the requirements associated with the Company's installation, ownership, and maintenance of the EV Supply Infrastructure on behalf of the Customer. The Customer Contract for Electric Vehicle Level 2 Charging Service will also address the requirements of the Company's installation, ownership, and maintenance of the EV charging stations, if the Customer requests that the Company own the EV Supply Equipment. The Customer Contract for Electric Vehicle Level 2 Charging Service includes, but is not limited to, the following terms:

i. The Company will install, own, and maintain the Utility Infrastructure necessary for the provision of providing EV charging under this Schedule and consistent with the Company's Terms and Conditions.

ii. The Company will work with the Customer to prepare site plans for the EV Supply Infrastructure based on specific Customer needs and circumstances. The Company will retain title and ownership of the EV Supply Infrastructure once installation is completed.

iii. Upon request by the Customer, the Company will install, own, and maintain EV Supply Equipment. Once installation and commissioning of the EV Supply Equipment have been completed, the Company will retain the title and ownership of such EV Supply Equipment. The EV Supply Equipment, whether Company- or Customer-owned, must remain connected to Wi-Fi, cellular, or other communications.

iv. The Company will not be responsible for the installation and commissioning of EV Supply Equipment provided through a third party.

(Continued)

SCHEDULE EVCL2
ELECTRIC VEHICLE LEVEL 2 CHARGING SERVICE

(Continued)

I. APPLICABILITY & AVAILABILITY (Continued)

v. The Company will install and maintain EV Supply Infrastructure and EV Supply Equipment, if requested, and in compliance with all applicable laws, codes, and standards.

C. This Schedule is subject to a participation limitation of 100 Customers. For the purposes of this Schedule, an individual Customer will be defined as one Company-assigned electric service account number.

II. DEFINITIONS:

A. In this Schedule, the terms below will have the following definitions:

i. EV Supply Equipment ("EVSE") shall mean the conductors, including the ungrounded, grounded, and equipment grounding conductors, the electric vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatuses installed specifically for the purpose of delivering energy from the Customer wiring to the electric vehicle.

ii. Level 2 Charging Station shall mean EVSE with electrical demand requirements up to 20kW.

iii. Utility Infrastructure shall mean the utility infrastructure from the distribution system to the meter, which may include, but is not limited to, cable, conductors, conduit, transformers, and associated substructures from the utility distribution system.

iv. EV Supply Infrastructure shall mean the infrastructure from the meter, but not including the meter, to the EVSE; this may include an electrical panel, cable, conduit, and resiliency infrastructure necessary to deliver power to the EVSE.

v. Environmental Attributes shall mean any attributes (for example, any carbon credits for avoided carbon emissions) resulting from the installation of the EVSE.

(Continued)

SCHEDULE EVCL2
ELECTRIC VEHICLE LEVEL 2 CHARGING SERVICE

III. BILLING UNDER THE PRINCIPAL TARIFF

For each Customer Account taking service under this Schedule, the Company shall continue to bill the Customer's Account in accordance with the applicable Principal Tariff. In addition, the Company shall bill the Customer's Account for the monthly charges in accordance with Paragraph IV., below, and the Customer Contract for Electric Vehicle Level 2 Charging Service.

IV. MONTHLY SCHEDULE EVCL2 CHARGES

A charge for Electric Vehicle Level 2 Service as described in the Customer Contract for Electric Vehicle Level 2 Charging Service will be added to the Customer's monthly bill for service under the Principal Tariff pursuant to the agreed upon terms as described in the Customer Contract for Electric Vehicle Level 2 Charging Service. The charge for Electric Vehicle Level 2 Service will be equal to 1.2% of the installed cost of the EV Supply Infrastructure and 1.3% of the installed cost of the EVSE, if applicable.

This monthly charge may not be offset by credits from any other program or provision.

V. TREATMENT OF ENVIRONMENTAL ATTRIBUTES

All Environmental Attributes are the sole right, title and property, of the Company pursuant to the agreed upon terms as described in the Customer Contract for Electric Vehicle Level 2 Charging Service.

VI. TERM OF CONTRACT

A. The term of contract under this Schedule shall commence upon all of the conditions being met in Paragraph I. of this Schedule and shall continue through and coincide with the term of any Contract for Electric Vehicle Level 2 Charging Service.

B. The initial term of the Customer's Contract for Electric Vehicle Level 2 Charging Service will be for a period of ten years. After the initial 10-year term, the Customer will have the option to renew for subsequent 10-year periods.

Transportation Electrification
Tariff Summary

Proposal: Residential Charging Tariff (Schedule EVCR)

Provide a turnkey solution for residential customers seeking to install a Level 2 charging station in their homes by financing the installation of EV supply infrastructure and EV supply equipment.

- Type of Tariff: Voluntary, companion tariff for the services outlined below; electricity and other services billed through principal tariff.
- Eligibility Requirements: Residential customer; owns single-family home.
- Company-Provided Service(s):
    - Install Level 2 charging station and associated infrastructure (*i.e.*, breaker in the customer's panel, wiring from the panel to the charging station, outlet for the charging station).
        - The customer must have capacity to add the required breaker in electrical panel.
        - The customer will have the option of at least two Level 2 smart charging station models.
        - The Level 2 charging station must be connected to the internet in the home.
        - The Company reserves the right to designate the charging station installation location. The Company will not drill or bore through concrete or brick structures or underground.
    - Provide ongoing maintenance and support, including a five-year warranty and responses to frequently asked questions.
    - Educate customer on managed charging options.
- Charge to Customer:
    - Generally, $40.27 per month for 60 months or $1,835.96 upfront.
    - For the first 100 eligible low-income customers, no costs.
- Program Costs (*i.e.*, costs to broader customer base):
    - Generally, none.
    - For the first 100 eligible low-income customers, 100% of costs.
- Participation Limitations: 1,000 customers, with a 10% carveout for customers low-income customers.
- Justification (*i.e.*, why just and reasonable):
    - Replacing internal combustion vehicles with EVs improves air quality and

reduces emissions. This supports improved public health and plays a positive role in meeting important sustainability and decarbonization goals

- The customer charge was designed based on market pricing for the EVSE and for the installation and maintenance of the charging infrastructure.
- The tariff is generally designed to recover all costs associated with the charging infrastructure, installation, and maintenance from participating customers.
- Incentivizing deployment to low-income customers will help to ensure equitable access to EV charging.
- Customers frequently contact the Company to request a charging station for their home; the tariff will provide a turnkey solution to meet customer interest while supporting broader transportation electrification initiatives.

- Other Details:
  - The customer will assume title to the Level 2 charging station and associated infrastructure upon installation.
  - For purposes of the carveout for low-income customers, the Company incorporates the definitions set forth in Va. Code § 2.2-234.
  - If a participating customer discontinues service with the Company during the 60-month payment term, the customer will pay the undepreciated balance of the infrastructure as reasonably determined by the Company.
  - Customers participating in this tariff are not eligible for the Company's energy efficiency rebate approved in Case No. PUR-2019-00201.

SCHEDULE EVCR
ELECTRIC VEHICLE RESIDENTIAL CHARGING SERVICE

I. APPLICABILITY

A. This Schedule is applicable on a voluntary basis as a companion tariff to any Customer who (a) qualifies for Electric Service in accordance with Schedule 1, 1G, 1P, 1S, 1T, DP-R, or 1EV ("Principal Tariff"), and (b) elects to purchase qualified Electric Vehicle Supply Equipment ("EVSE") from the Company.

B. This Schedule is not applicable to Customers receiving temporary service.

C. This Schedule is applicable only when the Company and the Customer have fully executed the Customer Contract for EVSE, which details the requirements associated with the Company's installation and maintenance of the EVSE, the payment terms, and may include or be limited by the following.

1. The Company will install a Level 2 charging station and associated infrastructure (*i.e.*, breaker in the customer's panel, wiring from the panel to the charging station, outlet for the charging station).

2. The Customer must have capacity to add to the required breaker in the electrical panel.

3. The Level 2 charging station must be connected to the residence's internet.

4. The Company reserves the right to designate the charging installation location. The Company will not drill or bore through concrete or brick structures or underground.

5. The Customer will assume the title to the Level 2 charging station and associated infrastructure upon installation.

D. Customers participating in this tariff are not eligible for the Company's energy efficiency rebate approved in Case No. PUR-2019-00201.

II. AVAILABILITY

This Schedule is available only during the period of time that no more than 1,000 Customers have elected service under this Schedule.

For the purposes of this Schedule, an individual Customer will be defined as one Company-assigned electric service account number.

(Continued)

SCHEDULE EVCR
ELECTRIC VEHICLE RESIDENTIAL CHARGING SERVICE

(Continued)

III. BILLING UNDER THE PRINCIPAL TARIFF

For each Customer taking service under this Schedule, the Company shall continue to bill the Customer in accordance with the applicable Principal Tariff. In addition, the Company shall bill the Customer for the monthly charges in accordance with Paragraph IV., below, and the Customer's Contract for EVSE.

IV. MONTHLY RATE

A monthly charge of $40.27 shall be billed in addition to the Customer's total charges billed under the Customer's Principal Tariff.

This monthly charge may not be offset by credits from any other program or provision.

Upon request, a Customer has the option to make a one-time, upfront payment of $1,835.96 for the costs associated with the EVSE and installation.

V. TREATMENT OF ENVIRONMENTAL ATTRIBUTES

All Environmental Attributes are the sole right, title and property, of the Company pursuant to the agreed upon terms as described in the Customer's Contract for EVSE. Environmental Attributes shall mean any attributes (for example, any carbon credits for avoided carbon emissions) resulting from the installation of the EVSE.

VI. TERM OF CONTRACT

The term of contract under this Schedule shall commence upon all of the conditions being met in Paragraphs I. and II. of this Schedule and shall continue through 60 months. Should a participating Customer discontinue service with the Company during the 60-month payment term, the Customer will be responsible for paying the undepreciated balance as identified in the Customer Contract for EVSE.

Transportation Electrification
Tariff Summary

Proposal: Direct Current Fast Charging ("DCFC") Pricing Tariff (Schedule EVFCP)

Establish a rate for the Company to charge to the public for EV charging at Company-owned and operated DCFC stations for which the Company is responsible for the electric service.

- Eligibility Requirements: None—rate charged to any EV driver that uses the charging station, whether a customer of the Company or not.
- Company-Provided Service(s): EV charging services.
- Charge to Customer: $0.41 per kilowatt-hour initially.
- Participation Limitations: None
- Justification (*i.e.*, why just and reasonable):
    - Rate designed based on the estimated costs for installation of DCFC stations, plus the rate for services under Rate Schedule GS-2. The Company will provide compliance filings to update this rate pursuant to changes that impact Rate Schedule GS-2.
    - Comparable to third-party rates in Virginia, average of $0.47/kWh

Schedule EVFCP

ELECTRIC VEHICLE DIRECT CURRENT FAST CHARGING ("DCFC") PRICING TARIFF

I. APPLICABILITY

This optional Schedule is applicable to Company-owned and operated DCFC Electric Vehicle Supply Equipment ("EVSE") for which the Company is responsible for the electric service.

Service supplied under this Schedule is subject to any applicable Terms and Conditions on file with the Virginia State Corporation Commission and the following conditions:

1. This Schedule applies to EVSE with electrical demand requirements over 20kW.

2. The Company shall own, install, and maintain the EV Supply Infrastructure.

Should there be any conflict between the provisions within this Schedule and the Company's Terms and Conditions on file with the Commission, the provisions herein will control.

II. CHARGING STATION RATE

Charging service will be billed to users at a rate of $0.41 per kilowatt-hour.

III. DETERMINATION OF DCFC PRICING TARIFF CHARGES

The rate will be determined based on all charges related to the currently approved Rate Schedule GS-2 cost per kilowatt-hour plus the estimated costs for installation of DCFC EVSE.

IV. TERM OF CONTRACT

Open order.

Transportation Electrification
Tariff Summary

Proposal: Level 2 Pricing Tariff (Schedule EVL2P)

Establish a rate for the Company to charge to the public for EV charging at Company-owned and operated Level 2 charging stations for which the Company is responsible for the electric service.

- Eligibility Requirements: None—rate charged to any EV driver that uses the charging station, whether a customer of the Company or not.
- Company-Provided Service(s): EV charging services.
- Charge to Customer: $0.28 per kilowatt-hour initially.
- Participation Limitations: None
- Justification (*i.e.*, why just and reasonable):
    - Rate designed based on the estimated costs for installation of Level 2 charging stations, plus the rate for services under Rate Schedule GS-2. The Company will provide compliance filings to update this rate pursuant to changes that impact Rate Schedule GS-2.
    - Comparable to third-party rates in Virginia, average of $0.23/kWh

Schedule EVL2P

ELECTRIC VEHICLE LEVEL TWO PRICING TARIFF

I. APPLICABILITY

This optional Schedule is applicable to Company-owned and operated Level 2 Electric Vehicle Supply Equipment ("EVSE") for which the Company is responsible for the electric service.

Service supplied under this Schedule is subject to any applicable Terms and Conditions on file with the Virginia State Corporation Commission and the following conditions:

1. This Schedule applies to EVSE with electrical demand requirements up to 20kW.

2. The Company shall own, install, and maintain the EV Supply Infrastructure.

Should there be any conflict between the provisions within this Schedule and the Company's Terms and Conditions on file with the Commission, the provisions herein will control.

II. CHARGING STATION RATE

Charging service will be billed to users at a rate of $0.28 per kilowatt-hour.

III. DETERMINATION OF LEVEL TWO PRICING TARIFF CHARGES

The rate will be determined based on all charges related to the currently approved Rate Schedule GS-2 cost per kilowatt-hour plus the estimated costs for installation of Level 2 EVSE.

IV. TERM OF CONTRACT

Open order.