



TERMS AND SPECIFICATIONS FOR BIDS FOR FRANCHISE TO USE CERTAIN PUBLIC PROPERTY FOR PUBLICLY AVAILABLE ELECTRIC VEHICLE SUPPLY EQUIPMENT

The City of Alexandria is considering granting a franchise agreement (Franchise) to use certain public property for publicly available electric vehicle supply equipment. Because the term of the Franchise will be in excess of five (5) years, the City is advertising bids in accordance with Section 15.2-2101 of the Code of Virginia (1950), as amended.

All bids are to be submitted in writing in the format required by the terms and specifications of the Invitation to Bid. The bid documents are to be sent to Amy Posner by e-mail at amy.posner@alexandriava.gov and must be received on or before 4 p.m. eastern time, Friday, September 13, 2024. At that time bids shall be publicly opened and bidders identified. The location of the bid opening will be 301 King Street, Room 2000, Alexandria, VA 22314.

In addition, identification of all bidders shall be announced, a brief summary of each bid received shall be read, and the presiding officer shall inquire if any further bids are offered in open session of the City Council for the City of Alexandria in Council Chambers, City Hall, 301 King Street, Second Floor, Alexandria, Virginia, 22314, on Tuesday, September 24, 2024 at 7 p.m. Eastern Time. At the September 24, 2024 meeting, the presiding officer shall declare the bidding closed and the presiding officer shall refer the bids received to the City Manager and/or city staff to evaluate, review, and consider in the manner prescribed by the terms and specifications of the Invitation to Bid, including the selection of, and negotiation of a franchise agreement or similar document with a responsive bidder. As soon thereafter as practicable, the City Manager and/or staff will recommend the successful bidder and present the negotiated franchise agreement for consideration and approval by City Council.

The City reserves the right in the City Manager's sole discretion to reject any and all bids, to terminate negotiations at any stage of the selection process, and to readvertise the ordinance with or without modification.

Complete text of the ordinance is available in the office of the City Clerk.

All materials associated with this bid will be posted to the City's website at <https://www.alexandriava.gov/energy/electric-vehicles>. Bidders should check this website regularly for updates and addenda. To receive email notifications when addenda or other updates are posted, fill out this form: <https://www.surveymonkey.com/r/T6YLTCV>.

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FRANCHISE BID INSTRUCTIONS

1 General Information

1.1 *Definitions of Terms*

The following definitions of terms are used herein:

- 1.1.1 The term "City" refers to the City of Alexandria, Virginia.
- 1.1.2 The term "Bidder" refers to the person, firm, or company that provides a bid in response to this Invitation to Bid (ITB) and who may or may not be successful in achieving an opportunity to negotiate for the final award of a franchise.
- 1.1.3 The term "Grantee" means the Bidder to which the franchise will be awarded. References to the Grantee in this ITB shall also apply in full to any subcontractor for the named Grantee.
- 1.1.4 An Example Franchise Agreement is provided in **Exhibit A** for reference. The final terms will be negotiated with the Grantee.

1.2 *Proprietary and Confidential Information*

- 1.2.1 Any records submitted to the City are available for inspection and copying upon request by any person or entity pursuant to the Virginia Freedom of Information Act.
- 1.2.2 Any records the Bidder believes to be exempt from disclosure must be specifically identified by the Bidder on the submitted documents. The Bidder may designate documents as trade secrets or proprietary information exempt from disclosure when submitting documents; however, designating the entire submission, prices, or any portion of the submission that does not contain trade secrets or proprietary information is prohibited by Virginia law. The Bidder agrees to indemnify and hold harmless the City for loss, cost or expense resulting in whole or in part from any such identification or any denial of inspection based thereon.

1.3 *ITB Timeline*

Milestones for the ITB Process are summarized in **Table 1** below.

Table 1. ITB Timeline

<u>Item</u>	<u>Date and Time</u>
ITB Issued	Tuesday, July 2, 2024
Virtual Pre-Bid Meeting	Thursday, July 11, 2024; 3:00 – 4:00pm ET
Optional Site Walk	Thursday, July 18, 2024; 9:00am – 12:30pm
Questions Due	Wednesday, July 24, 2024
City Issues Response to Questions	Wednesday, August 7, 2024

<u>Item</u>	<u>Date and Time</u>
Bid Due	Friday, September 13, 2024; 4:00pm ET
Receipt and Referral of Submitted Bids to City Council	Tuesday, September 24, 2024
Anticipated Recommendation of Award to City Council	Q4 2024/Q1 2025

1.3.1 Virtual Pre-Bid Meeting and Optional Site Walk

A virtual pre-bid meeting will be held Thursday, July 11, 2024 from 3:00-4:00pm ET. Access the virtual meeting using the following credentials:

[Join the meeting now](#)

Meeting ID: 252 356 365 157

Passcode: L4dzy2

Dial-in by phone

[+1 703-719-4698,,720679949#](tel:+17037194698720679949) United States, Arlington

[Find a local number](#)

Phone conference ID: 720 679 949#

An optional site walk of selected facilities will be conducted Thursday, July 18, 2024 from 9:00am – 12:30pm. The following sites have been planned for the site walk; the City will provide transportation to each site departing from Market Square at approximately 9:25, and returning to Market Square at approximately 12:30pm. Site walk participants will have access to the electrical rooms of each facility. The site walk schedule is shown in **Table 2** below.

Table 2. Site Walk Schedule

Estimated Time	Facility Name	Facility Address
9:00am	Meet at Market Square, in front of the main entrance to City Hall. Once group is assembled, walk over to Market Square Garage	301 King Street
9:00 - 9:25am	Market Square Garage	108 North Fairfax Street
9:25 - 9:50am	Queen Lee Garage	220 North Union Street
9:50 - 10:15am	Thompsons Alley Garage	10 Thompsons Alley
10:15 - 10:40am	Courthouse Garage	111 South Pitt Street
10:40 - 11:05am	Cameron/St Asaph Parking Lot	210 North St Asaph Street
11:05 - 11:30am	North Patrick Street Parking Lot	120 North Patrick Street
11:30 - 12:00pm	Mark Center	4850 Mark Center Drive

Estimated Time	Facility Name	Facility Address
12:00-12:30pm	Return to Market Square Garage	108 North Fairfax Street

1.3.2 Questions about the ITB

All communication, including questions or exceptions, from a Bidder or Bidder’s representative relating to this solicitation must be emailed to Amy Posner, Electric Vehicle Planner for the City of Alexandria at amy.posner@alexandriava.gov.

The City of Alexandria and its employees shall not be liable for any error in any advertisement, flyer or announcement made by it or its employees, nor for any agreement, condition, representation, or stipulation, oral or written, not specifically set forth herein or in formal responses to questions/amendments. Any other information of any kind from any other source, or any oral communication, shall be considered unofficial and non-binding on the City. Respondents relying on unofficial information shall do so at their own risk.

1.3.3 Bid Submissions

Submit bids via email by 4:00pm ET Friday, September 13, 2024 to Amy Posner, Electric Vehicle Planner for the City of Alexandria at amy.posner@alexandriava.gov.

Addenda will be issued in writing and published as needed. A Bidder shall carefully examine the contents of this Invitation to Bid and any subsequent addenda.

All materials associated with this bid will be posted to the City’s website at <https://www.alexandriava.gov/energy/electric-vehicles>. Bidders should check this website regularly for updates and addenda. To receive email notifications when addenda or other updates are posted, fill out this form: <https://www.surveymonkey.com/r/T6YLTCV>.

1.4 Purpose

The City is seeking a responsible Bidder to grant a Franchise to use certain public property to design, install, own, operate, maintain, repair, upgrade, and remove Electric Vehicle Supply Equipment (“EVSE”) for the use and benefit of the public, including incidental design, construction, and modifications to City infrastructure to further and accommodate such use, at no cost to the City. The goal is to create an accessible and affordable charging infrastructure that enables EV owners to conveniently charge their vehicles across Alexandria. The overall objectives of the Franchise are as follows:

- Use public property to provide EV owners with a reliable and user-friendly charging experience with 97% charger uptime.
- Offer reasonable charging rates to support EV adoption and usage.
- Design and install charging stations in strategic locations of City owned or leased property throughout our community.
- Ensure a turnkey solution that includes, but is not limited to, all maintenance, software, and ongoing support.

- Enable seamless real-time integration with existing EV charging networks and payment systems.

The City desires to enter into a cost neutral or revenue generating Franchise Agreement with an industry leading Bidder to provide and use on certain City property a comprehensive network of turnkey Level 2 and Direct Current Fast Chargers (DCFC) electric vehicle charging stations using an innovative bid to provide EVSE and corresponding software telematics and equipment management solutions. The Bidder shall be responsible for all costs associated with the use of such City property and deployment of EVSE.

Responses shall propose a solution that is at no-cost to the City in capital or operating expenses, including any costs from Dominion Energy. The pricing structure shall be set by the Bidder, and may be changed over the term course of the Agreement.

1.5 *Background*

The City of Alexandria's goal to reduce community-wide greenhouse gas emissions by 80% to 100% by 2050 necessarily requires the electrification of conventionally-fueled vehicles. As such, the City of Alexandria seeks to advance electric vehicle charging infrastructure equitably throughout the Alexandria, Virginia community.

In 2021, the City of Alexandria adopted an [Electric Vehicle Charging Infrastructure Readiness Strategy \(EVRS\)](#) to serve as a roadmap for supporting the electric vehicle charging infrastructure needs of City residents, workforce members, and visitors as electric vehicles become more mainstream. The Electric Vehicle Charging Infrastructure Readiness Strategy outlines:

- Projections for current and future electric vehicle charging infrastructure needs;
- Recommended locations for publicly-accessible charging infrastructure with integration into a broader regional electric vehicle charging infrastructure network;
- Recommended charging infrastructure options, including hardware, business ownership, and operation models, interoperability, and operations and maintenance solutions;
- A review of relevant City zoning, codes, permitting, and inspection codes and development processes and requirements, and recommendations to update, or add new language to promote and anticipate electric vehicle charging needs; and
- Recommended policies, approaches, and synergies for locating electric vehicle charging infrastructure at businesses, multi-unit dwellings, single-family homes, right-of-way, and other locations.

Consistent with the City's Eco-City Charter, Environmental Action Plan 2040, Energy and Climate Change Action Plan (ECCAP) and 2019 Green Building Policy goals, the EVRS is one aspect of the City's broader transportation electrification initiatives, including the Alexandria DASH zero emission battery electric public transit bus program implementation, e-mobility, and Alexandria City Public Schools (ACPS) battery electric school bus program.

The ITB and negotiated Franchise Agreement will be drafted based on the assumption that the Franchise will remain eligible for aid in the form of federal funds, specifically the U.S. Department of Transportation’s (DOT) Charging and Fueling Infrastructure Discretionary Grant Program (CFI). It is the City’s intent that the ITB documents, and the procurement itself, afford all Bidders nondiscriminatory bidding procedures regardless of national, state, or local boundaries and without regard to race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. The City has set an aspirational goal of 15% of the value of the services provided under the Franchise be completed by SWaM businesses, to the extent allowable by law. SWaM participation will not be included in the evaluation for this solicitation.

1.6 Evaluation

Pursuant to Section 15.2-2102 of the Virginia Code and subject to the reservation of right below, the City Council will accept the highest bid from a responsible Bidder.

For a Bidder to be “responsible,” the Bidder must receive at least 70 points out of the total possible points under the weighted evaluation criteria provided in **Table 3** and further described in this Section 1.6 and in Section 3. Then, of those Bidders that are determined to be responsible, the Bidder whose Financial Bid received the highest score out of 25 will be considered to have submitted the “highest bid” pursuant to Section 15.2-2102 of the Virginia Code.

Notwithstanding the foregoing, the City Council reserves the right to reject a higher bid and accept a lower bid from a responsible bidder as permitted under Section 15.2-2102 of the Virginia Code.

Table 3. Evaluation Criteria

Evaluation Criteria	Total Possible Points
Qualifications and Past Performance	35
Technical Approach	30
Key Personnel and Team Composition	10
Financial Bid	25
Total	100

1.6.1 Qualifications and Past Performance (35 points)

This criteria includes information about the organization of the Bidder and relevant experience (**Section 3.2** and **Section 3.3**). The bid will be evaluated on the demonstrated qualifications of the Bidder and its team to meet the requirements of the Franchise including but not limited to, relevant experience to install, operate, and maintain publicly accessible EV chargers at no cost to the City, and relevant experience demonstrating ability to comply with federal grant programs (e.g., U.S. Department of Transportation’s (DOT) Charging and Fueling Infrastructure Discretionary Grant Program (CFI)) or other grant requirements to enable comprehensive and equitable deployment of EV chargers. Evaluation will also consider the financial stability of the project team, as demonstrated by the submitted financial statements and supporting information.

1.6.2 **Technical Approach (30 points)**

This criteria includes information about the Bidder's capacity to meet its obligations under the Franchise and the approach to meet the requirements outlined in the Scope, Conditions, and Requirements of Franchise and requested information in **Section 3.4** within the proposed timeline. The bid will be evaluated on the demonstrated understanding of the franchise requirements and strength of the technical approach, including but not limited to the strength of equipment and installation specifications, robustness of maintenance and customer service offerings, knowledge and capacity to apply for external funding, and proposed franchise schedule.

This criteria also includes the Bidder's proposed Preliminary Site Analysis and EVSE Installation Plan. Evaluation will consider the strength of the analysis conducted on the City facilities eligible for charging.

1.6.3 **Key Personnel and Team Composition (10 points)**

This criteria includes information about the proposed Key Personnel experience, resumes, and team composition (**Section 3.5**). Evaluation will consider the bidder team's experience and demonstrated ability to meet all obligations under the Franchise.

1.6.4 **Financial Bid (25 points)**

This criteria includes information about the Financial Bid (**Section 3.6**).

Evaluation will consider the revenue potential to the City, the viability of the Bidder's financial model to be self-sustaining, the financial model assumptions and rate setting approach. Evaluation will also consider the viability of the cost and pricing plan.

Evaluation will also consider both the minimum number of chargers the Bidder commits to installing in the first 24 months of the Franchise after entering into an agreement, as well as the full initial 10-year agreement.

2 Scope, Conditions, and Requirements of Franchise

2.1 *General Requirements*

The Bidder shall propose a business model to provide and use on City property Level 2 and DCFC EV charging stations that is advantageous to both the public (i.e., users of EV chargers) and the City at no cost to the City. In return, the Bidder may assess fees to the public for the use of EV charging stations.

The Bidder shall be responsible for the designing, constructing, installing, owning, operating, and maintaining a comprehensive network of turnkey EVSE on City property. The Bidder shall provide all necessary equipment, software, communication systems, technical support, preventative maintenance, etc. for the life of the Franchise. The Bidder is responsible for all costs and coordination for these sites. This includes aspects of site selection, planning, engineering, construction, permitting, required upgrades by Dominion Energy, and installation of the electrical infrastructure and charging stations.

The City has sought funding from the CFI grant program and expects to apply for future funding. This ITB is full and open competition consistent with the standards of 2 CFR 200.319 and 200.320. If the City is awarded any federal or state grant, the Bidder must comply with the federal, state or other grant requirements, including any cost share requirements, in order to receive reimbursement using the grant funding from the City. The business model proposed by the Bidder must be self-sustaining, even if grant and other sources of funding are not awarded to the City. The City's 2023 submission to the CFI grant program is provided in **Appendix 1 – 2023 Alexandria CFI Grant Submission**. FHWA scored the City's 2023 application as "Highly Recommended." Per the Notice of Funding Opportunity (NOFO) released on May 30, 2024 for Round 2 of CFI funding, the City plans to submit the 2023 application for reconsideration and a separate application for Round 2 NOFO. A Bidder must follow the specific requirements of the Charging and Fueling Infrastructure Grant Program set forth in **Appendix 2 - CFI Grant Program Requirements** with respect to any EVSE funded by such program.

Bidders must be registered as a City Vendor prior to receiving any grant funding awarded to the City. Bidders can register at <https://selfservice.alexandriava.gov/vss/Vendors/default.aspx>.

2.2 *Public Property Site Selection and Design*

List of public property sites and addresses of City-owned parking facilities that are eligible to be used for the ESVE are provided in **Appendix 3 – Eligible City Facilities for Publicly Accessible Charging**. A map of these locations and associated details is available at <https://experience.arcgis.com/experience/b254ed9e8ae74e11ac1ade3f0de26f81>.

During negotiations with the selected Bidder and prior to execution of the Franchise Agreement, the City may, in its sole discretion, delete sites from the Franchise on which no ESVE are proposed to be installed by the Bidder. After execution of the Franchise Agreement, sites may be deleted as set forth in the Franchise Agreement.

Available information on the sites to assist in the Bidder's analysis is provided in the following attachments:

- **Appendix 4 – Facility Details:** Existing electrical infrastructure for each site.
- **Appendix 5 – Parking Garage Occupancy Data:** Twelve months of parking utilization data for the City-owned parking garages.
- **Appendix 6 – Facility Electricity Usage Data:** Twelve months of electricity usage data for each facility.
- **Appendix 7 – Facility Dominion Energy Bills:** One Dominion Energy bill for each available facility, corresponding to the most recent electricity use data provided in Appendix 6 – Facility Electricity Usage Data, except where noted in the “Notes” tab of Appendix 6.
- **Appendix 8 – Dominion Energy’s EV Hosting Capacity Tool Guide:** Guide for how to use [Dominion Energy’s Electric Vehicle Capacity Map Tool](#) to assist in the preliminary evaluation of grid capacity at the sites
- **Appendix 9 – EVs and Plug-in Hybrid Electric Vehicles (PHEVs) in Alexandria:** Number of EVs and PHEVs registered in the City of Alexandria, by zip code, as of December 2023.

The Bidder shall:

- 2.2.1 Be solely responsible for planning, engineering, permitting, and construction/installation of all electrical supply equipment and EV charging stations.
- 2.2.2 Be solely responsible for installing each charger, including all materials, equipment and labor necessary that will result in fully functioning EV charging stations, and in adherence to (as applicable) any local, state and federal permits and code requirements for the installation and operation of the EV charging stations.
 - 2.2.2.1 The Bidder shall use Dominion Energy's Virginia EV Service Requirements in **Appendix 10** to provide information Dominion Energy will need to begin designing and installing utility service for EV chargers.
- 2.2.3 Bidder may not install EVSE in parking spaces reserved for City fleet vehicles.
- 2.2.4 Bidder shall pay for the electric costs throughout the life of this franchise and shall have a separately metered service.
- 2.2.5 Measure cellular signals and install repeaters, if necessary.
- 2.2.6 The EVSE, as well as the site design, shall incorporate ADA guidance as published by the U.S. Access Board and in compliance with [2021 Virginia Construction Code 1107.2.1](#).
- 2.2.7 Comply with the following site design requirements:
 - 2.2.7.1 EVSE should be protected by wheel stops or concrete filled bollards
 - 2.2.7.2 EVSE should not reduce the size of the parking space and one EVSE should be able to reach multiple parking spots where possible.
 - 2.2.7.3 Equipment mounted on pedestals, lighting posts, bollards, or other devices for on-street charging stations should be designed and located to not impede pedestrian travel or create trip hazards within the right-of-way.
 - 2.2.7.4 Franchise sites are to be designed to factor in usability (e.g., high-visibility signage, bright touch screens with sunshades, durable physical buttons).
- 2.2.8 Upon request by the City, install City-approved signage and paint marking indicating the space is only for electric vehicle charging purposes, consistent with [Virginia Code 46.2-1219.3](#).
- 2.2.9 Evaluate the lighting at each site and ensure lighting levels are sufficient to allow for the safe operation of the charging station at any time.
- 2.2.10 If the Bidder elects to install security cameras, the cameras must be visible, and warning signs must be placed at the charging station stating that there is video surveillance in place. Video cameras may only be pointed at the subject areas. The City and relevant law enforcement agencies must have access to the footage if an incident occurs on City property.
- 2.2.11 Evaluate the flooding risk at each site and implement necessary flooding mitigation measures to protect the equipment from inundation.
- 2.2.12 Provide the City with the following design drawings for each site:

- 2.2.12.1 Preliminary site design clearly indicating key site components, including, but not limited to, the number of EV chargers, charger type, charger location, location of electrical equipment, futureproofing considerations and proposed approximate conduit runs. The preliminary plan shall also include charging spaces dimensions, an Auto Turn exhibit to ensure proper access as required based on site conditions, wheel stop or bollard placement and detail, proposed pavement markings, existing and or proposed site lighting, and an erosion and sediment control plan will be required for any disturbances over 2500 square feet. The City will provide feedback on the preliminary site design to the Bidder within 15 business days.
- 2.2.12.2 The preliminary site design shall address futureproofing charger infrastructure at each site. The Bidder shall evaluate how charging infrastructure may be expanded at each site in the future and incorporate relevant elements into site design that facilitate future expansion.
- 2.2.12.3 Final (100%) design drawings that will be submitted for permitting along with a comment/response letter indicating how all preliminary review comments were addressed. The City will provide comments on the 100% design drawings to the Bidder within 15 business days. All comments must be addressed to the satisfaction of the City prior to plans being released or permits issued.

2.3 Equipment and Operating Standards

The Bidder shall adhere to these standards for EV charging stations, electrical infrastructure, and operations. If any standard below cannot be met, the bid should include the reasoning or justification.

- 2.3.1 Specify the original equipment manufacturer and provide information on the potential charger models that the Bidder recommends installing.
- 2.3.2 Equipment which is compliant with all applicable City, State and Federal and applicable electrical codes.
- 2.3.3 Equipment must be compliant with the City's Sign Ordinance ([See Zoning code 9-104\(B\)\(1\)](#)), which currently prohibits "Animated Signs." Animated signs prohibited under this ordinance may still be approved to be installed through the City's Special Use Permit process. Amendments to the Sign Ordinance are being considered by the City; any relevant changes to the ordinance made during the ITB process will be shared through an Amendment.
 - 2.3.3.1 Bidders that utilize advertising must submit their advertising and media strategy and associated standard terms and conditions with the bid.
- 2.3.4 Charging stations must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory and all AC Level 2 chargers must be ENERGY STAR certified. DCFC and AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.
- 2.3.5 All Level 2 EVSE must provide at least one SAE J1772 connection and be compatible with SAE J3400 or the North American Charging Standard (NACS) connections now or in the future. This connection type may be modified by written agreement based on SAE J3400 standards.
- 2.3.6 All DCFC EVSE must include at least one SAE J1772 Combined Charging System (CCS) connection and shall be compatible with other SAE J3400 connections now or in the future or a description for why the Bidder is choosing to omit a connection type.
- 2.3.7 Installation of dual-port pedestals with retractable charge cords of sufficient length, when possible, to maximize charging capacity and provide access to the greatest number of parking spaces and allow both front-facing and rear-facing parking. Cords should be retractable or have sufficient cable management system to store the connector and cord sufficiently above the pedestrian surface and support the weight of the cable for easier plugging and unplugging by users. Cords connecting the charger to a vehicle shall be configured so that they do not cross a driveway, sidewalk, or passenger unloading area.
- 2.3.8 Chargers must be elevated using a pad or legs and use bollards or curb stops to protect the charger from potential damage.
- 2.3.9 Bidder must install National Electrical Manufacturers Association (NEMA)-3R rated EV charging equipment in outdoor applications to ensure ruggedness and operation in extreme weather conditions.
- 2.3.10 To the extent possible, uniform equipment throughout the system with alternative equipment and site designs will be required in our historic and other areas.
- 2.3.11 Charging stations must:
 - 2.3.11.1 Offer a pay-per-use payment method with transparent and competitive pricing. Subscription based models may also be offered but not exclusively.

- 2.3.11.2 Provide for secure payment methods, accessible to persons with disabilities, which at a minimum shall include a contactless payment method that accepts major debit and credit cards, and either an automated toll-free phone number or a short message/messaging system (SMS) that provides the EV charging customer with the option to initiate a charging session and submit payment.
- 2.3.11.3 Not require a membership for use.
- 2.3.11.4 Not delay, limit, or curtail power flow to vehicles on the basis of payment method or membership.
- 2.3.11.5 Provide access for users that are limited English proficient and accessibility for people with disabilities. Automated toll-free phone numbers and SMS payment options must clearly identify payment access for these populations.
- 2.3.12 EV chargers must be integrated into a user-friendly mobile application or web-based platform for users to locate and access available charging stations, including but not limited to, PlugShare and the U.S. Department of Energy's Alternative Data Fuels Center.
- 2.3.13 Each charger will be marked with the following information for users: contact information for complaints, notification of service issues, a QR code (or similar) that directs users to instructions for submitting complaints, station identification number, and basic instructions on how to use the Equipment.
- 2.3.14 System shall provide users an option to receive a notification by SMS, text, or e-mail when charging is complete.
- 2.3.15 Each charging port must have an average annual uptime of greater than 97%. A charging port is considered "up" when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for minimum power level.
- 2.3.16 All employees and subcontractors that will be installing, maintaining, and operating the chargers must have the appropriate licenses, certifications, and training to ensure that the installation and maintenance of chargers is performed safely. This includes:
 - 2.3.16.1 All electricians installing, operating, or maintaining EVSE must meet one of the following requirements: (a) Certification from the Electric Vehicle Infrastructure Training Program (EVITP) or (b) Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.
 - 2.3.16.2 For site work requiring more than one electrician, at least one electrician must meet the requirement in Section 2.3.16.1; any electrician that does not meet the requirement in Section 2.3.16.1 must be enrolled in an electrical registered apprenticeship program.
 - 2.3.16.3 All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by Virginia.

- 2.3.16.4 The Bidder must comply with the City’s prevailing wage requirement, as described in Section 3-3-31.2 of the Code of the City of Alexandria, which requires each public works contract that is for construction and construction related maintenance greater than \$250,000 shall require that the bidders, offerors, contractors, and subcontractors pay wages, salaries, benefits, and other remuneration to any mechanic, laborer, or worker employed, retained, or otherwise hired to perform services in connection with the construction or construction related maintenance contract at or above the prevailing wage rate.
- 2.3.17 The Bidder shall meet the following physical and cybersecurity safety requirements:
 - 2.3.17.1 Charging station operations must protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid, and include strategies to prevent tampering and illegal surveillance of payment devices.
 - 2.3.17.2 The Bidder shall utilize cybersecurity countermeasures that are regularly updated to prevent cyberattacks that can damage the integrity of the charging station and personal data.
 - 2.3.17.3 Bids should include how the Bidder is ensuring that it is retaining only that personal information strictly necessary to provide the charging service to a consumer, including information to complete the charging transaction and to provide the location of charging stations to the consumer. Chargers and charging networks should be compliant with appropriate Payment Card Industry Data Security Standards (PCI-DSS) for the processing, transmission, and storage of cardholder data. Charging Station Operators must also take reasonable measures to safeguard consumer data.
 - 2.3.17.4 The Bidder must provide a letter of attestation to its PCI-DSS compliance, including the level of compliance (SAQ P2PE, A, B, C, etc.). The City may request additional information based on the submitted level of compliance.
- 2.3.18 The Bidder shall maintain a toll-free number for payment support.
- 2.3.19 Electric vehicle charging infrastructure must conform to the following interoperability standards for charger-to-EV communication, charger-to-charger-network communication, and charging-network-to-charging-network communication.
 - 2.3.19.1 Charger-to-EV communication. Chargers must conform to ISO 15118–3 and must have hardware capable of implementing both ISO 15118–2 and ISO 15118–20 and be capable of Plug and Charge. Conformance testing for charger software and hardware should follow ISO 15118–4 and ISO 15118–5, respectively.

- 2.3.19.2 Charger-to-Charger-Network Communication. Chargers must conform to Open Charge Point Protocol (OCPP) 2.0.1. Chargers must communicate with a charging network via a secure communication method. Chargers must have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with charging networks. Charging networks must perform and chargers must support remote charger monitoring, diagnostics, control, and smart charge management. Chargers and charging networks must securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime.
- 2.3.19.3 Charging-Network-to-Charging-Network Communication. Charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1. A charging network must be capable of communicating with other charging networks to enable an EV driver to use a single method of identification to charge at Charging Stations that are a part of multiple charging networks.

2.4 *Electrical Safety*

Charging devices must be designed to prevent electrical shocks and short circuits by monitoring the flow of energy during charging and immediately shutting off the power supply if the flow is too high. The Bidder shall be solely responsible for complying with all applicable Occupational Safety and Health Administration (OSHA), National Fire Protection Association (NFPA), National Electrical Code (NEC), and other safety regulations. An electrical permit from the City will be required.

In 2021 Virginia adopted the 2017 National Electrical Code, which includes NFPA 70 Article 625, which provides criteria for Electric Vehicle Charging System installation. Other safety features to prevent shock include:

- 2.4.1 System software that demonstrates that the charging cable is connected, and any health checks the software performs.
- 2.4.2 The charging cable shall not be 'live' while being handled by the customer.
- 2.4.3 A proper connection to the vehicle must be made and verified before charging shall begin.
- 2.4.4 Once the charging cable is connected, the system software shall automatically perform a health check to determine the battery's voltage, capacity, and state of charge.
- 2.4.5 The device shall only initiate charging and allow current to flow through the cable after verification is complete.
- 2.4.6 The EV charging system shall employ multiple automatic failsafe protection systems to immediately cut power if any irregularity is detected during charging.
- 2.4.7 A ground fault circuit interrupt (GFCI) is required for voltage leak protection.
- 2.4.8 Emergency shut-off switches will be required to stop energy flow directly in an emergency. In addition, onsite manual switches will be in an accessible location.
- 2.4.9 A disconnect between the power source and the vehicle charging unit.
- 2.4.10 Additional safety features may be added due to code or funding requirements.

2.5 *Permitting*

- 2.5.1 The Bidder shall obtain all required permits from the City and any other governmental entity having jurisdiction prior to commencing work of any nature and shall comply with all terms and conditions of any such permit. The Bidder shall furnish detailed plans of the work and other required information and shall pay all required fees prior to issuance of a permit in accordance with the rates in effect at the time of payment. The Bidder shall comply with all applicable ordinances and permitting requirements. City standard construction hours are Monday through Friday 7am-6pm and Saturday 9am – 6pm. No construction can be done on Sundays or major City holidays.
- 2.5.2 The Bidder shall comply with all applicable ordinances and permitting requirements. Bidder shall obtain all required permits for the construction or installation of its facilities.
- 2.5.3 The Bidder shall not interfere in any manner with the existence and operation of any public street and public or private right-of-way, sanitary sewer, water line, storm drain gas main, pole, overhead or underground electric and telephone wires, television cables, public works, facilities of other providers, or City property, without the prior approval of the City.
- 2.5.4 Permit reviews by the City will follow Code Administration’s current [Plan Review Time Frames](#).
- 2.5.5 Permit fees will follow the current [Department of Code Administration Fee Schedule](#).
- 2.5.6 If proposing sites located in one of [Alexandria Historic Districts](#), the Bidder will work with the City’s Planning and Zoning Department and the Board of Architectural Review (BAR) on the site location and design. BAR will need to approve the installation of any permanent equipment located in Alexandria’s Historic Districts prior to applying for any building or electrical permits.
- 2.5.7 Chargers or equipment installed in either of [Alexandria’s Historic Districts](#) must be approved by BAR. If the design complies with the [BAR Policies for Administrative Approval](#) in the Old and Historic Alexandria District or the Residential Reference Guide in the Parker-Gray District, then the review can be completed as an administrative review by Historic Preservation. Any designs that do not comply with these documents will be reviewed by the BAR. BAR hearings are scheduled for the first and third Wednesdays of each month. See the Board of Architectural Review Hearing Schedule for hearing dates and submission due dates.
- 2.5.8 If proposing sites at the City’s historical sites (e.g., Fort Ward, the Lyceum), the Bidder will work with the City’s Office of Historic Alexandria (OHA) and the City’s Archaeology Department on the site location and design. OHA will need to approve the installation of any equipment and construction at the City’s historical sites prior to applying for any building or electrical permits.
- 2.5.9 The Bidder understands that nothing in this Agreement or Franchise supersedes, eliminates, or alters any applicable City or state regulation or approval process.

2.6 *Site Management, Construction and Charger Installation*

- 2.6.1 The Bidder shall provide the City with a schedule of its proposed construction activities for approval at least ten business days prior to commencing any work in public facilities. The Bidder shall notify the City not less than five (5) working days in advance of such excavation or work and shall comply with the provisions of the Virginia Underground Utility Damage Prevention Act, Virginia Code Section 56-265.14, et. Seq.
- 2.6.1.1 Any ground disturbances at the City's historical sites (e.g., Fort Ward, the Lyceum) must be coordinated with the City's Office of Historic Alexandria at least 10 business days prior to commencing any work.
- 2.6.2 The Bidder shall minimize the impact to access and operations to the facility and those parking spaces that will not have EVSE during construction activities.
- 2.6.3 Provide weekly updates on sites under construction, including a two-week look ahead schedule, completed activities, at-risk activities, and any information or coordination the Bidder needs from the City or Dominion Energy.
- 2.6.4 In facilities where payment for parking is required, the Bidder may be required to pay for any parking spaces that are being used during construction to park work vehicles.
- 2.6.5 The Bidder shall be responsible for obtaining any permits required to reserve street parking for work vehicles, if required. Parking of construction vehicles or storage of equipment in the right of way is not allowed.
- 2.6.6 Permits for construction work shall be posted in a manner visible from the right of way.
- 2.6.7 Coordinate and schedule work around any events and other construction activities occurring at the facilities.
- 2.6.8 Upon City request, meet with the City and other users of the impacted areas to coordinate construction. A pre-construction site walk will be conducted to document the condition of surrounding public infrastructure.
- 2.6.9 Activate and test EV charging stations and ensure they are in safe working order prior to being able to dispense energy to customers.
- 2.6.10 The City or designees must be able to visit sites under construction, in coordination with the Bidder.
- 2.6.11 The Bidder shall provide a contact list to the City for each construction site to ensure direct communications in the event of an emergency. The Bidder shall post a sign listing emergency contact information.
- 2.6.12 Bidder shall be responsible for the removal of any and all construction related debris. If dumpsters are required, the Bidder shall be responsible for any permits for dumpster placement.

- 2.6.13 The Bidder shall provide maintenance of traffic (MOT) plans to ensure no disruption to the flow of pedestrian or vehicular traffic. The MOT plan must be consistent with the standards and guidance provided in Virginia Department of Transportation's Virginia Work Area Protection Manual, if applicable, and can be found at the following link: (<https://www.vdot.virginia.gov/doing-business/technical-guidance-and-support/technical-guidance-documents/work-area-protection-manual-and-pocket-guide/>). The Bidder shall be responsible for developing and executing the maintenance of traffic plan (pedestrian and vehicular) to the satisfaction of the City.
- 2.6.14 The Bidder shall be responsible for any portable restrooms and required permits for their use. Portable restrooms shall only be permitted to be deployed at construction sites no more than two (2) calendar days prior to the commencement of construction and removed no more than two calendar days after construction completion at each construction site.
- 2.6.15 The Bidder shall provide a desired laydown area at each construction site to be approved by the City. The City shall not be responsible for any coordination of deliveries to complete charger installation. The City shall not be responsible for securing approved laydown areas to prevent damage or theft.
- 2.6.16 Neither Bidder, nor any person acting on Bidder's behalf, shall take any action or permit any action to be done which may impair or damage any City property, including, but not limited to, any property, public street, public right-of-way or other property located in, on or adjacent thereto.
- 2.6.17 The Bidder shall maintain its facilities in good and safe condition and in a manner that complies with all applicable federal, state and local requirements, laws, ordinances, and regulations.
- 2.6.18 The Bidder shall, at all times, employ a high standard of care and shall install and maintain and use approved methods and devices for preventing failure or accidents which are likely to cause damages, injuries or nuisances to the public. Bidder shall provide all materials needed to achieve approved site safety plans to reduce risk to property or person.
- 2.6.19 The Bidder shall be responsible for restoring in kind all areas disturbed by construction activities. Restoration will be to the satisfaction of the City. The Bidder will be required to repair any public infrastructure damaged during construction to the satisfaction of the City. Upon completion a site walk will be conducted with the City to verify any damage to the public infrastructure has been repaired.
- 2.6.19.1 Unless otherwise agreed upon, all trees, landscaping and grounds removed, damaged or disturbed as a result of the construction, installation maintenance, repair or replacement of the Bidder's facilities shall be replaced or restored, as nearly as may be practicable, to the condition existing prior to performance of work.

- 2.6.20 The Bidder shall promptly remove or correct any obstruction, damage, or defect in any public street or public right-of-way caused by the Bidder in the installation, operation, maintenance or extension of the Bidder's system. Any such obstruction, damage, or defect which is not promptly removed, repaired or corrected by the Bidder after proper notice to do so, given by the City to the Bidder, may be removed or corrected by the City, and the cost thereof shall be charged against the Bidder and payable on demand. Any expense, cost, or damages incurred for repair, relocation, or replacement to City water, sanitary sewer, storm sewer, storm drainage, the Bidder's facilities or other property resulting from construction or maintenance of the Bidder's system shall be borne by the Bidder and any and all expense and cost incurred in connection therewith by the City shall be fully reimbursed by the Bidder to the City.
- 2.6.21 If weather or other conditions do not permit the complete restoration required by this Section, the Bidder shall temporarily restore the affected property. Such temporary restoration shall be at the Bidder's sole expense and the Bidder shall promptly undertake and complete the required permanent restoration when the weather or other conditions no longer prevent such permanent restoration.
- 2.6.22 The City, its officers, agents, and employees shall not be liable for any damage to, or loss of, any of the Bidder's services or facilities within the EVSE sites or any other areas of the City as a result of or in connection with any public works, public improvements, construction, excavation, grading, filling, or work or activity or lack of any activity of any kind by or on behalf of the City.
- 2.6.23 The Bidder hereby assumes the entire responsibility and liability for any and all damages to persons or property caused by or resulting from or arising out of any act or omission on the part of the Bidder, its subcontractors, agents or employees under or in connection with this Franchise or the performance or failure to perform any work required by this Franchise. The Bidder agrees to indemnify and hold harmless the City and its agents, volunteers, servants, employees and officials from and against any and all claims, losses, or expenses, including reasonable attorney's fees and litigation expenses suffered by any indemnified party or entity as the result of claims or suits due to, arising out of or in connection with (a) any and all such damages, real or alleged, (b) the violation of any law applicable to this Franchise, and (c) the performance of the work by the Bidder or those for whom the Bidder is legally liable. Upon written demand by the City, the Bidder shall assume and defend at the Bidder's sole expense any and all such suits or defense of claims made against the City, its agents, volunteers, servants, employees or officials.
- 2.6.24 The Bidder understands that the City is a municipal corporation of the Commonwealth of Virginia, and nothing contained in this Agreement or any other document related to the Franchise is a waiver of the City's sovereign immunity.

2.7 *Maintenance*

- 2.7.1 Ensure each EV charging station is operational at a minimum of 97% of the time. The Bidder shall provide an explanation for how uptime will be calculated.
- 2.7.2 Identify an electrician and/or certified contractor that will be a point of contact for the City, that will service the stations when needed, and have the capability to respond promptly. Use of local electricians or contractors is encouraged.
- 2.7.3 The Bidder will provide a maintenance plan for EV charger sites according to or exceeding manufacturers' recommendations. The maintenance plan will ensure each EVSE unit receives thorough inspection and maintenance, which is clearly documented. Maintenance logs will be maintained by the Bidder and available upon request from the City. Specific requirements include:
 - 2.7.3.1 Following appropriate safety protocols prior to maintenance.
 - 2.7.3.2 Visual inspection of chargers, cables, screens.
 - 2.7.3.3 Testing of units including executing a test charge with a vehicle or testing device.
 - 2.7.3.4 Inspect filters, coolants, and replace/top off if necessary.
 - 2.7.3.5 Vacuum out the inside of the unit to remove dirt and any debris.
 - 2.7.3.6 Ensuring chargers are accessible and not blocked by debris or material that prevents access.
 - 2.7.3.7 All signage and markings are clearly visible.
- 2.7.4 The Bidder will maintain a service log for each EVSE unit that includes any repairs or service made to the EV charging unit. This will include warranty and non-warranty work and includes but is not limited to:
 - 2.7.4.1 Malfunctioning components such as faulty cables, screens, RFID card readers, or credit card readers.
 - 2.7.4.2 Electrical issues such as wiring malfunctions, grounding problems, or voltage irregularities.
 - 2.7.4.3 Mechanical issues such as damaged cable management systems, scratches, nicks, or cuts on the units.
 - 2.7.4.4 Performance issues seen during functional testing, including charging failures, slow charging rates, or inconsistent operation.
 - 2.7.4.5 Signs of wear and tear that could lead to future problems if left unaddressed.
- 2.7.5 Provide a network communications system with a service provider capable of monitoring the EV charging station for any error or malfunction and pushing notifications to the City of errors or malfunctions.
- 2.7.6 Respond to and address reports of maintenance or vandalism issues received from the City and customers within a reasonable timeframe of under three days (72 hours) (subject to parts availability). If the repair will take longer than 72 hours, timeline for when the repair will be made must be provided to the City, and notice must be placed on the stations, as well as in any app or EV charging locator service, that the station will be unavailable for X period of time.

- 2.7.7 Supply new units when stations will be off-line for more than two weeks, including when waiting for parts needed to repair the station that may be unavailable.
- 2.7.8 Recycle and/or dispose of removed charging equipment.
- 2.7.9 Provide annual, in-person training to City staff on the proper operation of the chargers, how to safely unplug chargers from vehicles, if a vehicle must be removed, and how to safely conduct snow removal, leaf removal, or other facility maintenance activities near the chargers. These trainings should be recorded for later review by staff that need a refresher, or for new staff to view. Written guidance should also be provided.

2.8 *Operations*

- 2.8.1 Provide and maintain EVSE connected via a secure wireless or cellular network, to allow for remote operations, management, and configuration;
- 2.8.2 Enable and process point of sale transactions and provide flexible payment options that allow for universal public access;
- 2.8.3 Provide all software upgrades required to keep the network of EV charging stations operational;
- 2.8.4 Rate Structure
 - 2.8.4.1 Share with the City the plan for and detail of fees charged to the user of the EV charging station, to include access fees, per unit of time fees, per kWh fees, overtime fees, and any other fees that will be charged to the user.
 - 2.8.4.2 The rate structure including any other fees in addition to the price for electricity to charge must be clearly displayed and explained, and must be displayed prior to initiating a charging transaction.
 - 2.8.4.3 The Bidder shall provide reports to the City every six months that summarize the components of the rate structure and demonstrates that the rates are competitive with the EV charging market and gasoline prices.
 - 2.8.4.4 The Bidder shall notify the City 30 days in advance of any changes to rates. The notification shall include a report that summarizes the change to the rates, a justification for the change, and demonstrates that the rates are competitive with the then-current regional EV charging market and gasoline prices.
- 2.8.5 Provide 24/7 customer support;
- 2.8.6 Stations should be publicly accessible continuously and must be publicly accessible at least at all times public parking is allowed at the specific site.

2.9 Data Sharing

- 2.9.1 Collect data based on device utilization and make data available through a secure web interface, available for download/export to Excel/CSV and to include for each event (session), Date and Time Stamp, Unique ID for Event, Unique ID for EV charging station Name, EV charging station Address, Port Number, Port Type, Duration (connection time), Active Charging Time, Energy used, Session Fee, Malfunction or operating error, Unique ID for Driver; and other information that can help the City understand the usage of the chargers and inform EV charging planning and policy-making.
- 2.9.2 Provide quarterly usage reports to the City that summarize usage of each charger, including total kWh dispensed per charger, average charging session time, average kWh dispensed per session, average kW power per session, total uptime and downtime per charger, causes of downtime, number of unique users, maintenance issues and error codes, any preventative or unplanned maintenance conducted, and all data needed to comply with future grant reporting requirements.

2.10 Other

- 2.10.1 The Bidder is expected to coordinate directly with stakeholders throughout the duration of the franchise, including internal City stakeholders, Dominion Energy, and City consultants or representatives. The Bidder shall include the City project manager in all communications, unless indicated otherwise by the City project manager.
- 2.10.2 Bidder shall work with the City to apply for grant funds that could reduce installation costs and result in lower charging fees or enables the installation for chargers in areas of the City that would be otherwise infeasible.
- 2.10.3 All costs associated with permits, installation, and ongoing charges for the charging units, including electric power, capital equipment, operations and maintenance shall be paid for by the Bidder.
- 2.10.4 If grant funds are awarded, those funds will be reconciled with the Bidder on a monthly basis. In addition, Bidder may be responsible for the non-federal share of grant applications (23 U.S.C. § 151(f)(1)).

2.11 Optional Value Add Items

- 2.11.1 The Bidder may submit information on the following value-add items in their submission. A response to these items is not required. If a response to these items is submitted, the Bidder shall clearly identify this content in the response (including in all attachments) as related to an optional, value-add item.
 - 2.11.1.1 Fleet charging support through the shared use of publicly accessible chargers by fleet vehicles.
 - 2.11.1.2 Other services that the Bidder would like to propose, not captured in the Scope, Conditions, and Requirements of Franchise.

3 Bid Content and Form of Bids

The bid used for evaluation should be limited to 40 pages. With the exception of graphics or tables, all pages must be 8.5" x 11", with page margins no narrower than 1", using a standard font (e.g., Times New Roman) size 11 or larger. The front and back covers, title pages/separation tabs, submittal letter, table of contents, and appendices (e.g., resumes of key personnel, and supporting financial documents) will not be counted in the 40-page limit. The submitted PDF must be searchable and contain bookmarks for each section.

The Bid shall include, but is not limited to, the following and must be presented in the following order:

3.1 Submittal Letter

- 3.1.1 Letter on the Bidder's letterhead that formally submits the bid to the City. The bid must be signed by a person who has legal authority to contractually bind the Bidder.
- 3.1.2 The submittal letter must include an executive summary of not more than 100 words that the City may use, in whole or in part, at its sole discretion for the purpose of providing a summary of the bid to the public.

3.2 General Bidder Overview

- 3.2.1 The Bidder shall submit a narrative describing its business and company background including:
 - 3.2.1.1 Bidder's Legal name and any DBAs (Doing Business As), address, telephone number, email address and websites (main and local offices).
 - 3.2.1.2 Year established and former firm names, if any.
 - 3.2.1.3 Number of years the firm has been doing business in the electric vehicle charging infrastructure field.
 - 3.2.1.4 Relevant licenses or special qualifications.
 - 3.2.1.5 Years of operation of the local office (if applicable).
 - 3.2.1.6 Major subcontractors; small businesses; and certified disadvantaged businesses, including Commonwealth of Virginia-certified Small, Women-owned, and Minority-owned (SWaM) business that are a part of the Bidder's team.

3.3 Qualifications and Past Performance

The Bidder shall provide a concise description of its work experience as it relates to the Scope, Conditions, and Requirements of Franchise outlined herein. Said description should include, but not be limited to:

- 3.3.1 The Bidder's established experience record in providing comparable services. Indicate if projects were in partnership with a public agency, have been completed or are underway in Virginia, are federally funded, or have leveraged other grant funding.
 - 3.3.1.1 Include a description of any projects providing comparable services that have been awarded to the Bidder's team, but have not been completed at time of the submission.
- 3.3.2 Number of years the Bidder has been providing these types of services;
- 3.3.3 Five (5) references for whom Bidder has provided services comparable to those described in this ITB. For each reference, detail:
 - 3.3.3.1 Customer name;
 - 3.3.3.2 Customer address of firm;
 - 3.3.3.3 Name, title, e-mail address, phone, and fax of a contact for the firm;
 - 3.3.3.4 Number of years the Bidder has served the firm;
 - 3.3.3.5 The Bidder's specific role on the project (e.g., Prime contractor or subcontractor);
 - 3.3.3.6 Number of chargers installed, by type (e.g., Level 2, DCFC);
 - 3.3.3.7 Description of the operating model and associated financial sustainability (e.g., Bidder owned, host owned, hybrid, fleet);
 - 3.3.3.8 Total project costs or total contract investment;
 - 3.3.3.9 Brief summary of scope of services provided; and
 - 3.3.3.10 Average uptime of EV chargers installed, with a description of how the uptime was calculated.
- 3.3.1 Statement and documentation describing financial stability of the Bidder.
 - 3.3.1.1 Audited annual financial statements for the three (3) most recently completed years.
 - 3.3.1.2 Provide letter from chief executive officer, chief financial officer, or treasurer (or equivalent position or role) describing the financial stability of the Bidder and certifying information regarding any material changes in financial condition for the past three fiscal years and anticipated for the next fiscal year.

3.4 *Technical Approach*

- 3.4.1 Description of how the Bidder will meet the requirements in the Scope, Conditions, and Requirements of Franchise. A response to each item in the Scope, Conditions, and Requirements of Franchise (Section 2) is not required, however if any item cannot be met, the response should include the reasoning or justification.
- 3.4.2 Description of electric vehicle charging infrastructure services which the Bidder is qualified and its overall capabilities.
- 3.4.3 Description of how the Bidder will implement the proposed franchise, including an overview of the approach for planning, design, construction, operations, and maintenance.
- 3.4.4 Description of ability to leverage local, state, and federal grant funding to increase deployments of EV chargers in the city and decrease the cost burden on end users.
- 3.4.5 Specify the approach for the following activities:
 - 3.4.5.1 What options would the City have to install chargers on a particular site that the Bidder does not plan to install chargers on?
 - 3.4.5.2 What options would the Bidder offer for equipment ownership at the end of the term of the Agreement (e.g., allow City to purchase at the end of life, Bidder removal of equipment)?
 - 3.4.5.3 What options would the Bidder provide if the City requests an installed EV charger be moved?
 - 3.4.5.4 Describe the approach for calculating equipment uptime.
 - 3.4.5.5 Describe any requirements or requests for the City to limit non-EVs parking in charging spaces, compliant with [VA Code 46.2-1219.3](#).
 - 3.4.5.6 Describe approach for deploying EV chargers in Justice40, low-income, or underserved communities to provide equitable access as well as in neighborhoods where multi-family buildings and single-family homes do not have access to private off-street parking.
 - 3.4.5.7 Describe the physical security measures taken by the Bidder to protect the equipment.
 - 3.4.5.8 Describe the cybersecurity measures taken by the Bidder to protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid, and include strategies to prevent tampering and illegal surveillance of payment devices, as described in Section 2.3.
 - 3.4.5.8.1 Bidders must provide a letter of attestation to their PCI-DSS compliance, including the level of compliance (SAQ P2PE, A, B, C, etc.). The City may request additional information based on the submitted level of compliance.
 - 3.4.5.9 Bidders that utilize advertising must submit their advertising and media strategy and standard terms and conditions with the bid.

- 3.4.6 Description of the Bidder's capacity to perform the work requested by describing the bidder team's current workload and availability of staff to meet required schedules.
- 3.4.7 Services typically subcontracted to outside firms/entities/partners and outside firms/entities/partners typically used. Opportunities to utilize SWaM businesses as subcontractors for the franchise are encouraged. If applicable, note if the Bidder is or is partnering with a Commonwealth of Virginia certified SWaM business(es). SWaM participation will not be included in the evaluation for this solicitation.
- 3.4.8 Description of the Bidder's experience, approach, and consideration to supporting a fair and inclusive work environment including respecting workers right to make their own choice regarding union representation.
- 3.4.9 Description of the Bidder's approach for promoting investments in high-quality workforce development programs with supportive services to help train, place, and retain people in good-paying jobs or registered apprenticeships.
- 3.4.10 The Bidder is responsible for creating a timeline that details the installation of the chargers in the First Phase of the Franchise (ifirst 24 months of the franchise after executing the Franchise Agreement) that is realistic, details important milestones, identifies potential challenges that may cause delays, and anticipated timing of those delays. The Bidder should not assume that all sites will have the existing electrical infrastructure required to support EV chargers.
 - 3.4.10.1 The Bidder shall document schedule assumptions in the submitted timeline.
 - 3.4.10.2 The Bidder shall provide a generic example timeline of design, and installation of EV chargers that may occur at sites outside of the timeline provided for the First Phase of the Franchise.
- 3.4.11 Conduct an evaluation of the sites provided in **Appendix 3 – Eligible City Facilities for Publicly Accessible EV Charging** and propose a Preliminary EV Charger Installation Plan that summarizes the specific facilities that are of highest interest both in the First Phase of the Franchise, and for the full initial 10-year franchise term, why those facilities are of interest, and how many chargers of each type are recommended for installation per site. Bidders are encouraged to provide a preliminary site plan for facilities of highest interest.
- 3.4.12 Describe the technical approach to the Optional Value Add Items, as described in Section 2.11, if desired.

3.5 Key Personnel and Resumes

- 3.5.1 Summary of the bidder's team composition for this Franchise and key personnel proposed to be available for assignment. Provide an organizational chart that includes the following functions: Project Manager, Executive Sponsor, Construction Oversight, Operations Manager.
- 3.5.2 Key Personnel's experience in developing and implementing electric vehicle charging infrastructure projects.
- 3.5.3 Key Personnel's length of time with the organization and total length of experience.
- 3.5.4 Key Personnel's pertinent licenses or certifications.
- 3.5.5 Resumes for Key Personnel, submitted as an Appendix (Resumes do not count towards the 40 page bid limit).

3.6 *Financial Bid*

- 3.6.1 Bidders can use the financial pro-forma template provided **Attachment 1 – Financial Pro-forma** and/or shall provide their own pro-forma including at minimum: number of committed ports, projected additional ports, capital, O&M and rehabilitation costs, franchise gross revenues with assumptions for price per kWh and annual energy sold, committed revenue to the City, projected revenue to the City beyond committed revenue, minimum expected IRR, threshold IRR at which revenue is shared with the City and percentage of share as applicable. These values will be in 2024\$ and nominal dollars and any escalation assumptions should be provided. The City provided financial pro-forma template includes an “Input” tab for the inputs mentioned above. The “Franchise Cashflow (calc.)”, “Revenue to City (calc.)” and “Developer IRR (calc.)” are automatically calculated.
- 3.6.2 Bidder shall provide a pro forma cost and pricing plan for a standard single EVSE installation, which shall delineate Bidder’s estimated costs related to labor, materials, equipment, and operations and maintenance costs in an organized and easily read format. Bidder is responsible for detailing assumptions related to quantities within the cost and pricing plan.
- 3.6.3 Detailed description of the financial bid for the Franchise. As noted above, the financial bid by the Bidder must be self-sustaining, even if grants and/or other sources of funding are not awarded to the City. Bidders can include additional information about the financial bid in an Appendix, if needed. Additional information about the financial bid will not count towards the 40-page limit.
 - 3.6.3.1 Estimates of charging volume, including detailed assumptions regarding pricing model for customer charges and revenue assumptions used for the cost and pricing plan and financial pro-forma.
 - 3.6.3.2 Bidders that include a financial bid that relies on advertising revenue, the Bidder must also describe a financial bid that does not rely on advertising revenue.
 - 3.6.3.3 Describe all components of any revenue share, rent payments, or in-kind contributions that would be made to the City throughout the life of the Franchise (e.g., fixed monetary contributions, variable monetary contributions, in-kind contributions). Describe how any revenue share or rent payments are calculated, including by site, by charger type, by plug, etc.
 - 3.6.3.4 Describe how grant funding or incentives (e.g., CFI funding, IRS Direct Pay) will impact any revenue share components.
 - 3.6.3.5 Estimate the total revenue the City would expect to receive from the chargers committed to be installed in the first phase of the Franchise (i.e., first 24 months of the Franchise) and the full initial 10-year franchise term.
 - 3.6.3.6 Describe any events that may impact revenue share (e.g., if the chargers are blocked for an extended period of time due to facility construction or snow).
 - 3.6.3.7 Describe the approach for rate setting, including the following:
 - 3.6.3.7.1 General approach for setting rates.

- 3.6.3.7.2 What type of information will the Bidder provide the City to demonstrate to the City that the rates are competitive with the market? This summary is required to be submitted to the City every six months, as outlined in Section 2.8.
 - 3.6.3.7.3 Any variation in rates per charger by site or charger type.
 - 3.6.3.7.4 Describe offerings for alternative rate structures for use of chargers by City employees or other identified users.
 - 3.6.3.7.5 Any caps put on rates. The City prefers that the Bidder put a cap on any per hour rates (e.g., “loitering rates” when a vehicle is plugged in after fully charged), if used.
- 3.6.4 Bidder shall specify the number of chargers of each type that they commit to installing in the First Phase of the Franchise, as well as the number of chargers of each type they commit to installing throughout the full initial 10-year franchise term, following a similar format as shown in **Table 4**. The facilities suggested in the EV Charger Installation Plan are not binding, however the total number of chargers committed to being installed will be binding. Bidders may propose or forecast a different number of chargers in their Preliminary Site Analysis and EV Charger Installation Plan referenced in Section 3.4 than are included in the charger commitment.

Table 4. Charger Commitment Template

	Non-Ad revenue-based Approach	Ad revenue-based Approach, if applicable
Minimum number of chargers committed to installing in the first phase of the project (i.e., first 24 months)		
Level 2		
Level 3 (DCFC)		
Minimum number of chargers committed to installing during the initial 10-year franchise term		
Level 2		
Level 3 (DCFC)		

3.7 Forms

- 3.7.1 The following documents found in **Attachment 2 – Forms** may be submitted under one tab labeled ‘Other required Documents’
 - 3.7.1.1 Completed Required Information Form
 - 3.7.1.2 Completed Certified Statement of Non-Collusion
 - 3.7.1.3 Completed Disclosure Relating to City Officials & Employees
 - 3.7.1.4 Completed Sub-Contractor’s List (if applicable)

3.8 General Submittal Terms and Conditions

3.8.1 Conditions of Work

3.8.1.1 Each Bidder shall inform himself/herself fully of the conditions relating to the franchise and the employment of labor therein. Failure to do so will not relieve a successful Bidder of his obligation to furnish all materials and labor necessary to carry out the provisions of the franchise.

3.8.2 Anticollusion/Nondiscrimination Form

3.8.2.1 Bidder shall execute and return the Anticollusion/Nondiscrimination page located in the Offer Form of this Invitation to Bid. The City shall report any perceived incidence of price fixing or antitrust violation to the State Attorney General.

3.8.3 Bid Costs

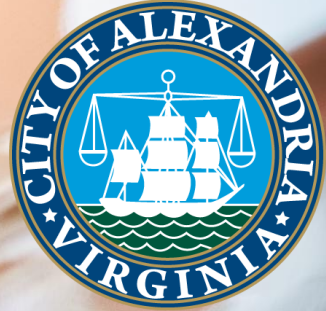
3.8.3.1 Bidders shall be responsible for all costs incurred in the development and submission of a bid. The City assumes no contractual obligation as a result of the issuance of this ITB, the preparation or submission of a bid by an Bidder, any cost associated with interviews and travel, or any other Bidder cost involved in a response.

3.8.4 Exceptions

3.8.4.1 Bids should be as responsive as possible to the provisions stated herein, however, a Bidder may take exceptions to the provisions without its bid being disqualified. During the evaluation process, the City will consider whether the impacts of any such exceptions are positive or negative. The Bidder should clearly indicate when exceptions or deviations are being taken and state the reason why. Notwithstanding the above, bids received late shall be rejected.

4 Appendix

4.1 Appendix 1 – 2023 City of Alexandria Charging and Fueling Infrastructure Grant Submission



CHARGE ALEX -

**Public Electric Vehicle Charging in the City of
Alexandria, VA**

Attachment 1 - Project Narrative

Charging and Fueling Infrastructure Grant

June 2023

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Project Narrative

0 Overview

0.1 City of Alexandria Background

The City of Alexandria (the City) is an independent city in the Commonwealth of Virginia located approximately six miles south of Washington D.C. It is an urban community of 15.75 square miles with a population of approximately 160,000. The City strives to improve the overall quality of life within the City through the development of superior infrastructure that provides for safety, access, and mobility for all roadway users. Alexandria has over 560 lane miles of streets, 320 miles of sidewalks, 21 miles of on-street bike lanes, 23 miles of paved shared-use paths, and an extensive rail and bus network comprised of 12 local bus routes, 28 regional bus routes, over 700 bus stops, and four Metrorail stations. Over a quarter of Alexandrians use public transit at least once a week, and approximately 5 percent walk or bike to work. Additionally, 9 percent of households have no motor vehicle available.

In May 2021, the City finalized the [Electric Vehicle Charging Infrastructure Readiness Strategy \(EVRS\)](#), which acts as a roadmap for meeting the electric vehicle charging infrastructure and technical needs of City residents, workforce members, and visitors (City of Alexandria, 2021). Alexandria residents are adopting electric vehicles at a rate faster than the national average. In 2019, electric vehicles accounted for approximately 5% of new passenger vehicles sales in Alexandria compared to about 2% nationally (City of Alexandria, 2021). Among all registered passenger vehicles, Alexandria has about 500 electric vehicles, but Alexandria's electric vehicle population is growing quickly.

Electric vehicle adoption by the community is a critical element of the City's efforts to mitigate the impacts of climate change and reduce greenhouse gas (GHG) emissions. As described in the City's [Energy and Climate Change Action Plan \(ECCAP\)](#), the City has set ambitious goals for zero-emission vehicle deployment (City of Alexandria, 2023):

- **Light-duty vehicles:** 50% of sales will be zero-emission by 2030 and 100% by 2050,
- **Medium- and Heavy-duty trucks:** 30% will be zero-emission by 2030 and 100% by 2050, and
- **Transit bus fleet:** 50% will be zero-emission by 2030 and 100% by 2050. Alexandria's transit agency, DASH, has set a more aggressive goal than what is included in the ECCAP for their bus fleet to 100% zero-emission by 2037.

The EVRS framework will help City staff prepare for this transition by anticipating charging needs and galvanizing stakeholders toward a unified vision of the future. The EVRS provides a framework of current initiatives, technologies, and public perceptions related to electric vehicle

charging in Alexandria, as well as a set of 31 recommendations to build a thriving electric vehicle ecosystem in the city over the long term. The recommendations address six key areas:

- A. **Meeting Charging Demand.** Actions that remove charging availability as a barrier for segments of the population like vehicle owners without private parking.
- B. **Enhancing Communications and Awareness.** Actions that inform and build capacity among the general population.
- C. **Strengthening Zoning, Building Codes, and Permitting.** Actions that remove barriers to installing new charging infrastructure.
- D. **Advocating in State Government or with Dominion Energy.** Actions for which City staff can advocate at the state level or with Dominion Energy that will strengthen the region's electric vehicle ecosystem.
- E. **Building Successful Business Models for Chargers.** Actions that improve the business case for publicly accessible charging stations.
- F. **Implementing the Recommendations.** Actions aimed at advancing the implementation of the Recommendations above.

0.2 Project Overview

The proposed Charging and Fueling Infrastructure (CFI) Grant Program application will support the implementation of the EVRS recommendations and will help Alexandria demonstrate true progress toward the goals outlined in the ECCAP through the installation of publicly accessible Level 2 and Direct Current Fast Chargers (DCFCs) at multiple sites across the City, such as public parks, libraries, and on-street locations (See **Section 1** of this Project Narrative for more details).

The proposed project, while bringing significant benefits to the current and prospective EV drivers in the region, will also bring environmental and health benefits to the entire Alexandria community. **The proposed chargers will result in a reduction of up to 684 short tons of CO₂ per year. Including chargers installed in the future make ready spots results in a reduction of up to 1,235 short tons of CO₂ per year.** In addition to the climate change mitigation benefits and direct air quality benefits, Alexandria currently does not have enough publicly accessible chargers to meet the demand, according to analysis conducted in the EVRS (See **Section 2** of this Project Narrative for more detail). The proposed chargers will address this gap and make it feasible for more Alexandrians to purchase an EV. The chargers will also be installed in areas that will benefit disadvantaged communities and serve areas with a high concentration of multi-unit dwellings and limited off-street parking.

The chargers installed as a part of this project shall conform to all applicable Manufacturers Specifications, in addition to any applicable Federal, State, City, and other prevailing Codes, Laws, Rules and Regulations governing the overall work for this project, including the [Federal Highway Administration's National Electric Vehicle Infrastructure Standards and Requirements](#) (U.S. Department of Transportation, 2023).

The City plans to require that contractors installing charging infrastructure as a part of this project be registered with the Electric Vehicle Infrastructure Training Program. Preference will be given to contractors and vendors that participate in apprenticeship programs registered with the federal or state government, and provide support services to their workforce (e.g., childcare, family leave, professional development, transportation assistance).

After award, the City plans to competitively procure project partners to conduct the design, build, construction, installation, and ongoing operations and maintenance of the chargers. More information on the scope of work and project approach can be found in **Attachment 4 - Project Readiness and Environmental Risk**.

On May 23, 2023, Alexandria City Council adopted Resolution No. 3160 (**Attachment 6**) to support the City's Charging and Fueling Infrastructure discretionary grant application. While the City assumes that private contractors that are procured during the project to install, operate, and maintain the chargers will provide the 20% cost share, the Alexandria City Council approved Capital Improvement Program funds to be used for cost share, if required. The City's project is also supported by other stakeholders at the local, State, and Federal level. The following organizations have provided letters of support for this grant application (**Attachment 7**):

State Senator Adam P. Ebbin
State Senator Richard L. Saslaw
Delegate Elizabeth Bennett-Parker
Dominion Energy
Alexandria Transportation Commission
Alexandria Environmental Policy Commission (EPC)
Alexandria Chamber of Commerce
Alexandria Transit Company Board of Directors
Alexandria Library
Metropolitan Washington Council of Governments (MWCOG)
Virginia Department of Transportation (VDOT)
Northern Virginia Transportation Authority (NVTA)
Northern Virginia Transportation Commission (NVTC)
Virginia Clean Cities
Greater Washington Region Clean Cities Coalition
Electrification Coalition
Southern Environmental Law Center
Virginia Chapter of Sierra Club

1 Project Locations

The City of Alexandria has identified six locations for publicly accessible charging infrastructure as a part of the CFI grant application. The identified locations are located at public facilities, such as parks, libraries, and recreation centers, as well as one on-street location. Locating the charging infrastructure in City facilities, such as parks and recreation centers, will encourage residents and community members to explore and enjoy Alexandria’s beautiful green spaces and take advantage of the City’s enriching community resources and programs during vehicle charging dwell times. EV drivers will thoroughly enjoy the time their vehicle is charging, while engaging in activities that improve their well-being, and don’t require the community to make additional purchases, which may be required for the use of chargers located in retail spaces.

The on-street charging location at S Pickett and Van Dorn St included in this proposal will allow for convenient fast charging for community members living in surrounding multi-unit dwellings, while visiting nearby retail areas, or driving on I-495, a nearby designated Alternative Fuels Corridor (AFC). The City expects that rideshare drivers will heavily utilize these DCFCs.

The selection of these locations was driven by input from the community regarding preferences of public charging locations.

The City conducted a resident survey during the development of the EVRS and collected feedback on preferred public charging locations (i.e., other than at home) (City of Alexandria, 2021). When asked how EV funding should be spent in the City, nearly half of the respondents indicated public locations or City facilities (e.g., recreation centers, libraries, and parks) (**Figure 1**).

Figure 39. How EV Funding Should Be Spent, N=74

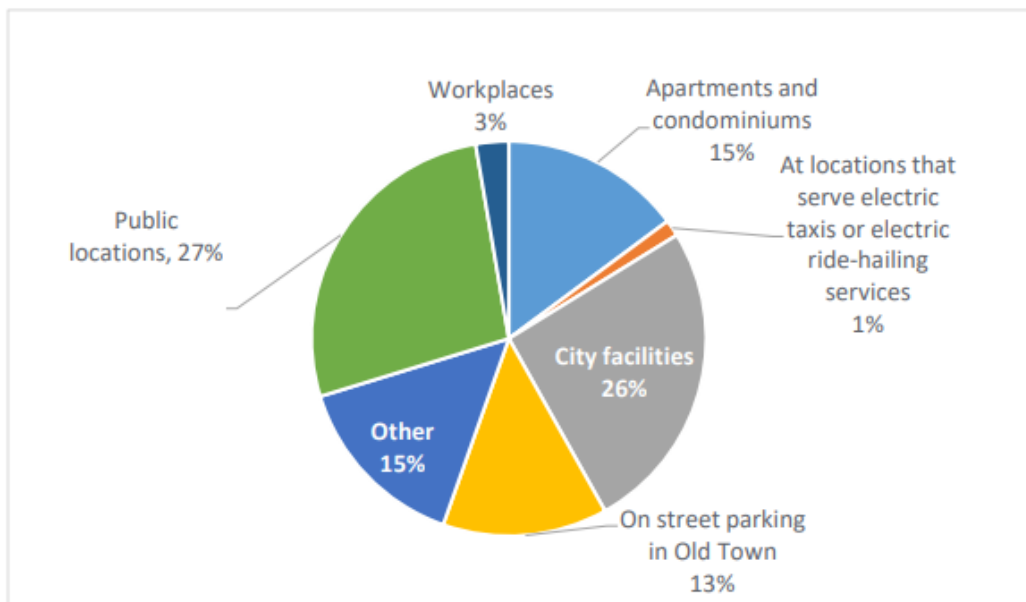


Figure 1. Figure 39 from the EVRS, Summarizing Results of a Survey Question asking how EV Funding Should be Spent

The survey indicated that City-owned and public facility locations were the most desirable for EV charging infrastructure. According to the survey, a combined 30% of respondents included a preferred charging location at parks, libraries, and recreation centers, and 18% of respondents preferred on-street parking locations (**Figure 2**).

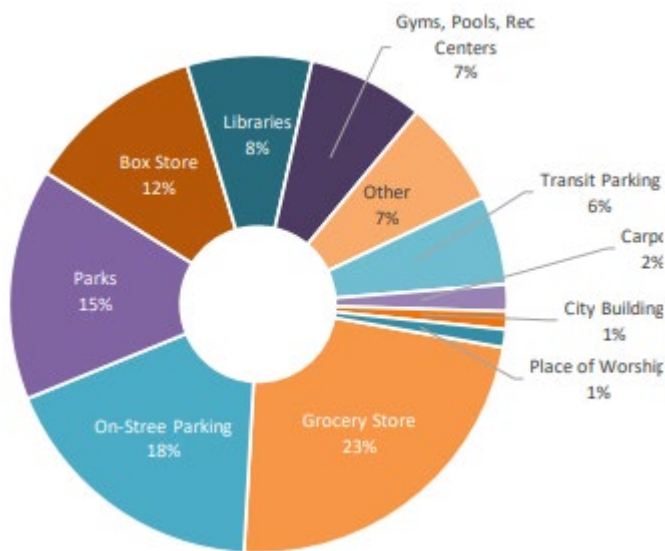


Figure 2. Figure 22 from the EVRS, summarizing respondents' preferred charging locations other than home

Based on this input from the community, the City evaluated public facilities that would fill existing gaps in publicly accessible charging infrastructure, serve disadvantaged communities, and benefit residents that live in multi-unit dwellings or are without off-street parking.

A summary of the locations, number of chargers, equity criteria, and proximity to a designated AFC are shown in **Table 1**.

The summary also includes the number of “make ready” EV charging spots that will be included in the project, where the City will install the required conduit for future chargers, to simplify future infrastructure expansion. These make ready investments will allow the City to “dig once” at these sites, and not require additional construction activities for each incremental expansion of chargers. The make ready spots will also give the market time for technology to advance, so the City can provide the best available resources to the community.

The summary also includes the

Table 1. Summary of Proposed Charging Location Attributes

Location Name	Level 2 Chargers	Level 2 Make Ready	DCFC	DCFC Make Ready	EV Justice40	MWCOG EEA	< 1 mile from AFC?
Four Mile Run Park	4	4	0	0	Yes	Yes	No
Joseph Hensley Park	4	8	0	4	No	Yes	Yes

Location Name	Level 2 Chargers	Level 2 Make Ready	DCFC	DCFC Make Ready	EV Justice40	MWCOG EEA	< 1 mile from AFC?
S Pickett and Van Dorn St	0	0	4	0	Yes	Yes	Yes
Beatley Library	8	8	4	0	Yes	No (Borders EEA)	No
Charles Houston Recreation Center	4	4	4	0	No	No	No
Leonard “Chick” Armstrong Recreation Center	4	4	0	4	Yes	Yes	No
TOTAL	24	28	12	8	N/A	N/A	N/A

These locations are shown in **Figure 3**, shown with the [Electric Vehicle Charging Justice40 Map](#), and in **Figure 4**, shown with the [Metropolitan Washington Council of Governments \(MWCOG\) Equity Emphasis Area \(EEA\)](#) data (U.S. Department of Transportation 2023; MWCOG 2022). MWCOG defines “equity emphasis areas” as “census tracts with high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups”. More information on the City’s approach to addressing equity, community engagement, and Justice40 can be found in **Section 3 of Project Merit Criteria (Attachment 3)**.

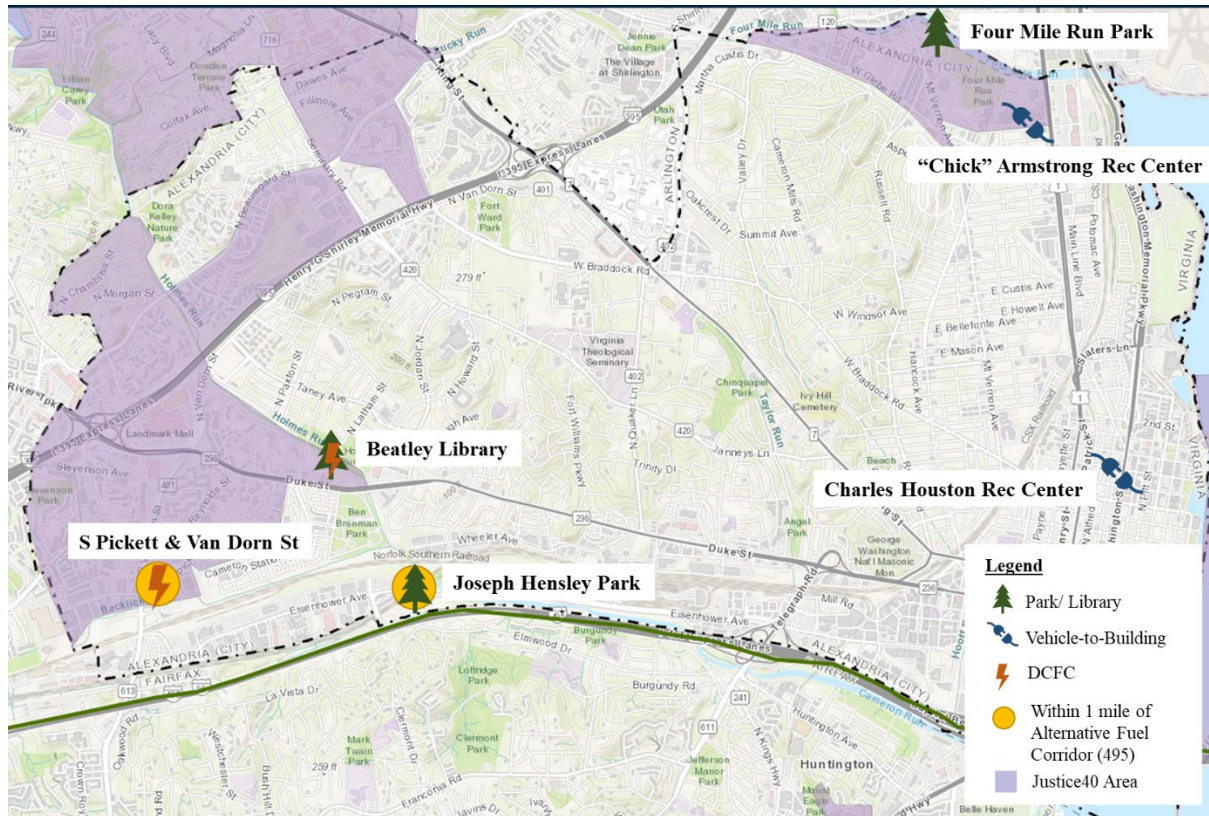


Figure 3. Proposed Publicly Accessible Charger Locations with EV Charging Justice40 Map Data

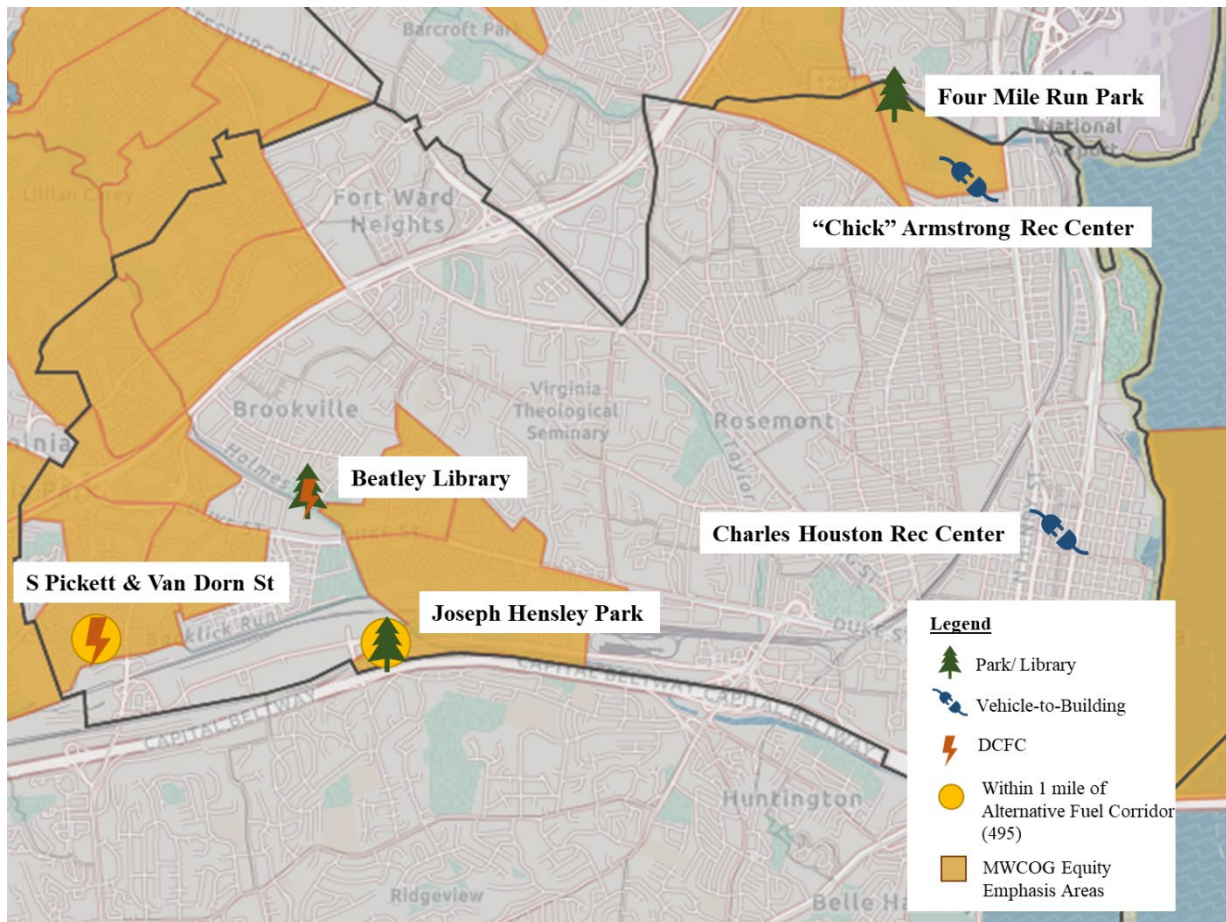


Figure 4. Proposed Public Charging Locations, shown with MWCOG Equity Emphasis Areas Data

The City conducts ongoing coordination with Dominion Energy regarding proposed EV charging installations, for both publicly accessible and fleet charging needs. Dominion Energy developed the [Electric Vehicle Capacity Map Tool](#) to show available capacity for EV charging. Additional details on the proposed charger locations are described in the site-specific sections below (Dominion Energy, 2021).

1.1 Four Mile Run Park

Table 2. Summary of Proposed Charging Installation at Four Mile Run Park

Location Name	Level 2 Chargers	Level 2 Make Ready	DCFC	DCFC Make Ready	EV Justice40	MWCOG EEA	< 1 mile from AFC?
Four Mile Run Park	4	4	0	0	Yes	Yes	No

Location Address: 3700 Commonwealth Avenue, Alexandria, VA and 4131 Mount Vernon Avenue (Charger location in parking lot off of Mt. Vernon Ave)

Location Hours of Operation: 5:00am to 10:00pm

Connections to Existing Transportation Infrastructure: Capital Bikeshare docking station, micromobility/scooter corral, DASH Routes 36 and 103, and MetroBus Routes 10 and 23.

Four Mile Run Park is located in the Arlandria neighborhood, which borders Arlington, Virginia, which makes this site a location that can serve a large community, beyond Alexandria. Four Mile Run Park offers the features and amenities listed in **Figure 5**.

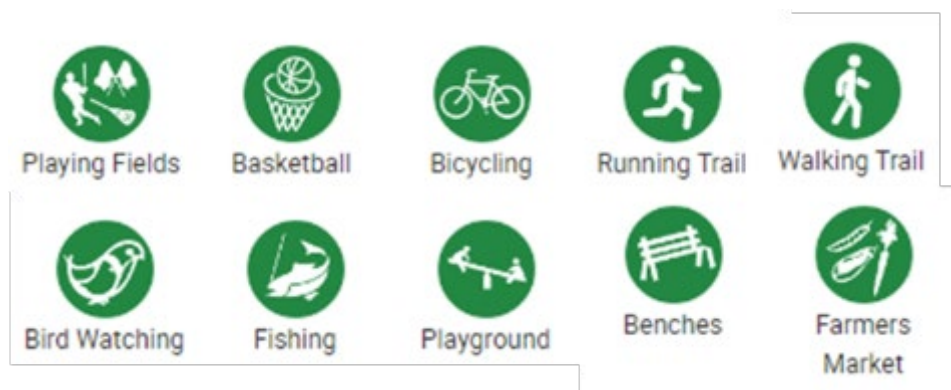


Figure 5. Four Mile Run Park Features and Amenities

Four Mile Run Park features the 1.1-mile Four Mile Run Park Trail which is a major transportation corridor that connects to the Potomac Yard Trail, the Mount Vernon Trail, and Arlington's Four Mile Run Trail. This location is also across the street from local retail that serves Alexandria's foreign-born populations. Installing chargers in this location will bring much needed resources and new business to these communities.

As described in **Table 2** above, the City is proposing to install four Level 2 chargers at this location, with at least one dispenser being installed in an Americans with Disabilities Act (ADA) accessible parking spot. The City will also make ready an additional four parking spots for Level 2 chargers. The proposed site plan for the Four Mile Run public charging installation is shown in **Figure 6**. All chargers will be available for use during the hours of park operation.

According to Dominion Energy's EV Capacity Map, there is greater than 5 MW of available capacity at this location (**Figure 7**), which is more than sufficient to meet the anticipated charging needs now and into the future.

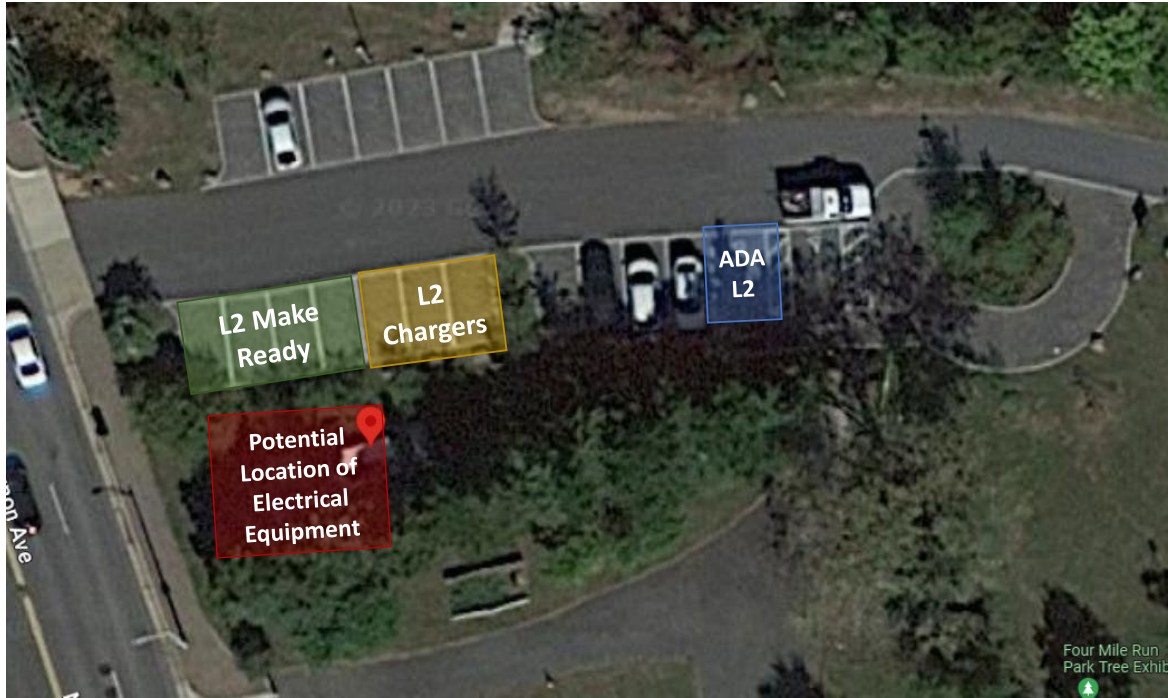


Figure 6. Proposed Four Mile Run Charging Installation Site Plan (Not to scale)

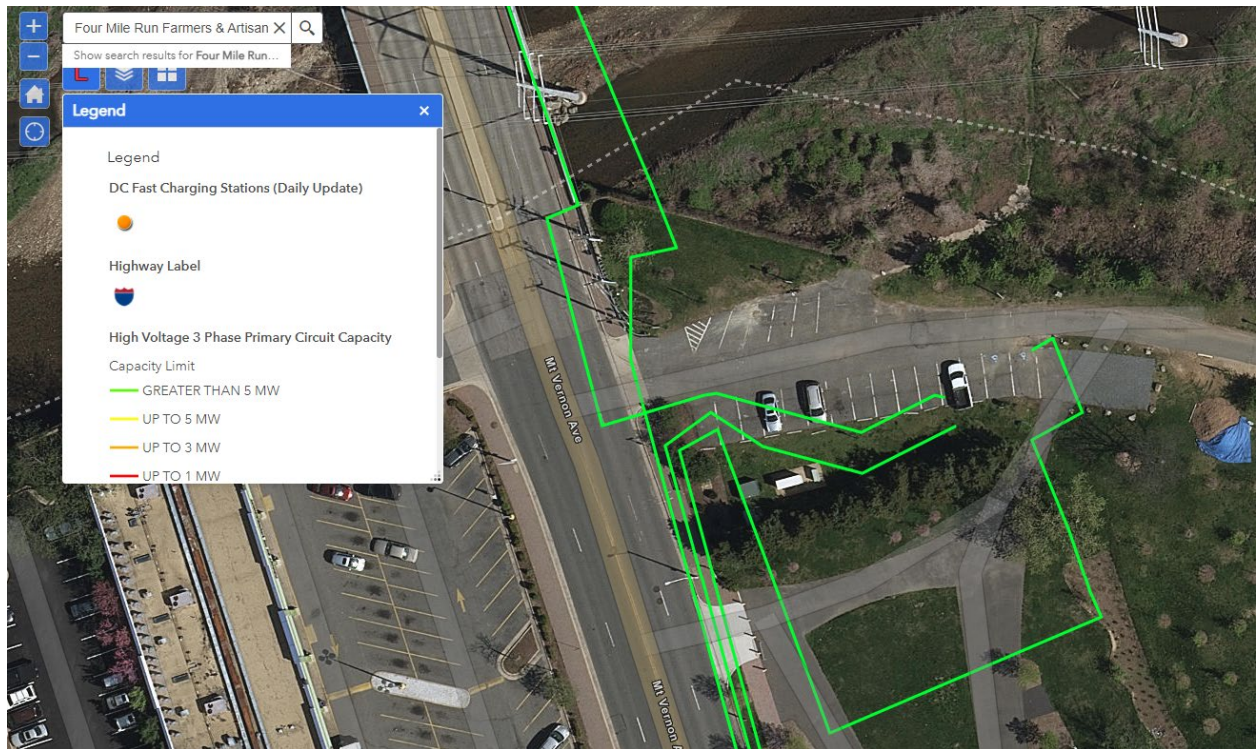


Figure 7. EV Charging Capacity on Dominion Grid for Four Mile Run Park

Note that this location is also included in MWCOG’s CFI application. If both projects are awarded, any scope related to a charging installation at Four Mile Run Park will be removed from the City of Alexandria’s proposal.

1.2 Joseph Hensley Park

Table 3. Summary of Proposed Charging Installation at Joseph Hensley Park

Location Name	Level 2 Chargers	Level 2 Make Ready	DCFC	DCFC Make Ready	EV Justice40	MWCOG EEA	< 1 mile from AFC?
Joseph Hensley Park	4	8	0	4	No	Yes	Yes

Location Address: 4200 Eisenhower Avenue, Alexandria, VA 22304

Location Hours of Operation: 5:00am to 10:00pm

Connections to Existing Transportation Infrastructure: Currently served by DASH Route 32; the park renovations will also include bike parking.

Joseph Hensley Park is located less than one mile from I-495, the Capital Beltway, a designated AFC. In addition to the recreational resources available here, its proximity to an AFC makes it a prime location for electric vehicle charging.

The City is currently in the process of renovating Joseph Hensley Park, with the site plan shown in **Figure 8**. The City anticipates completing design in Winter 2022 through Spring 2023, construction procurement is currently in progress, and construction is estimated to begin in Fall 2023. The proposed location of the charging infrastructure is shown in the yellow shaded area of **Figure 8**. Because any charger installation and make ready work would be conducted as a part of the larger renovation efforts, cost savings will be realized through project efficiencies with mobilization and construction of the parking area that are already planned.

As described in **Table 3** above, the City is proposing to install four Level 2 chargers at this location, with at least one dispenser being installed in an Americans with Disabilities Act (ADA) accessible parking spot. The City will also make ready an additional eight parking spots for Level 2 chargers and four DCFCs. The Level 2 chargers will provide a convenient amenity for park users, and the DCFC make ready spots will provide an improved experience to travelers on the AFC when additional chargers are needed in the future. The proposed site plan for the redesigned Joseph Hensley Park public charging installation is shown in **Figure 9**. All chargers will be available for use during the hours of park operation.



Figure 8. Draft Site Concept Plan for Joseph Hensley Park Renovation (Proposed charging locations shown in shaded yellow area)

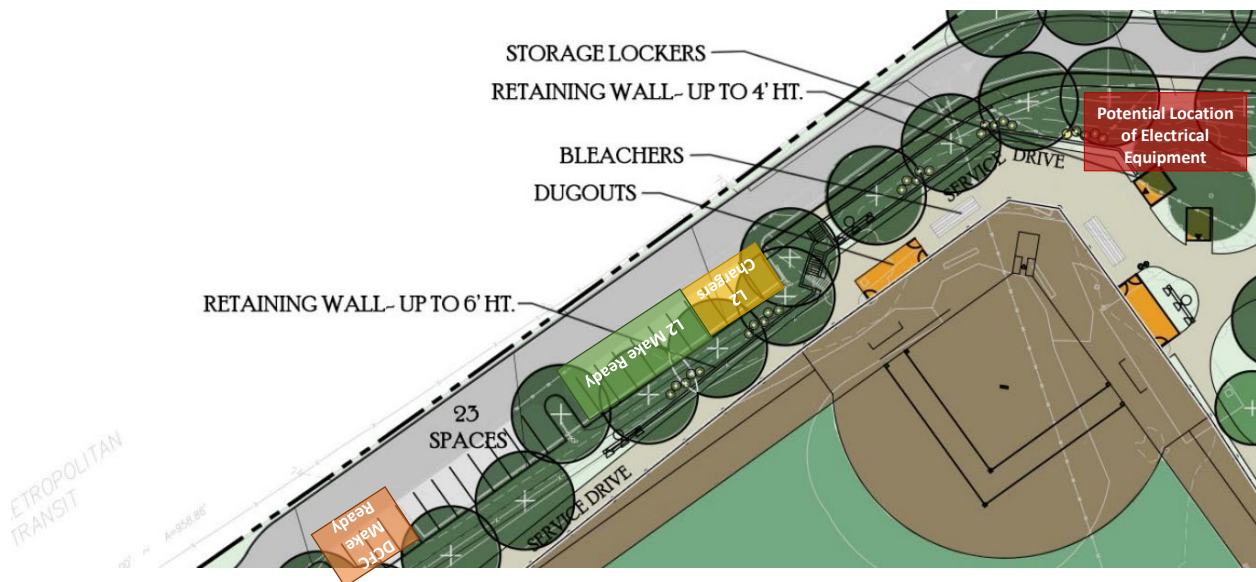


Figure 9. Proposed Joseph Hensley Park Charging Installation Site Plan (Not to scale)

According to Dominion Energy’s EV Capacity Map, there is up to 3 MW of available capacity at this location (**Figure 10**), which is more than sufficient to meet the anticipated charging needs now and into the future. The proposed charging infrastructure will be incorporated into the design and construction phases of the facility’s renovation, in coordination with relevant City departments, including but not limited to the Recreation, Parks, and Cultural Activities (RPCA) Department, Department of General Services, and Department of Project Implementation.

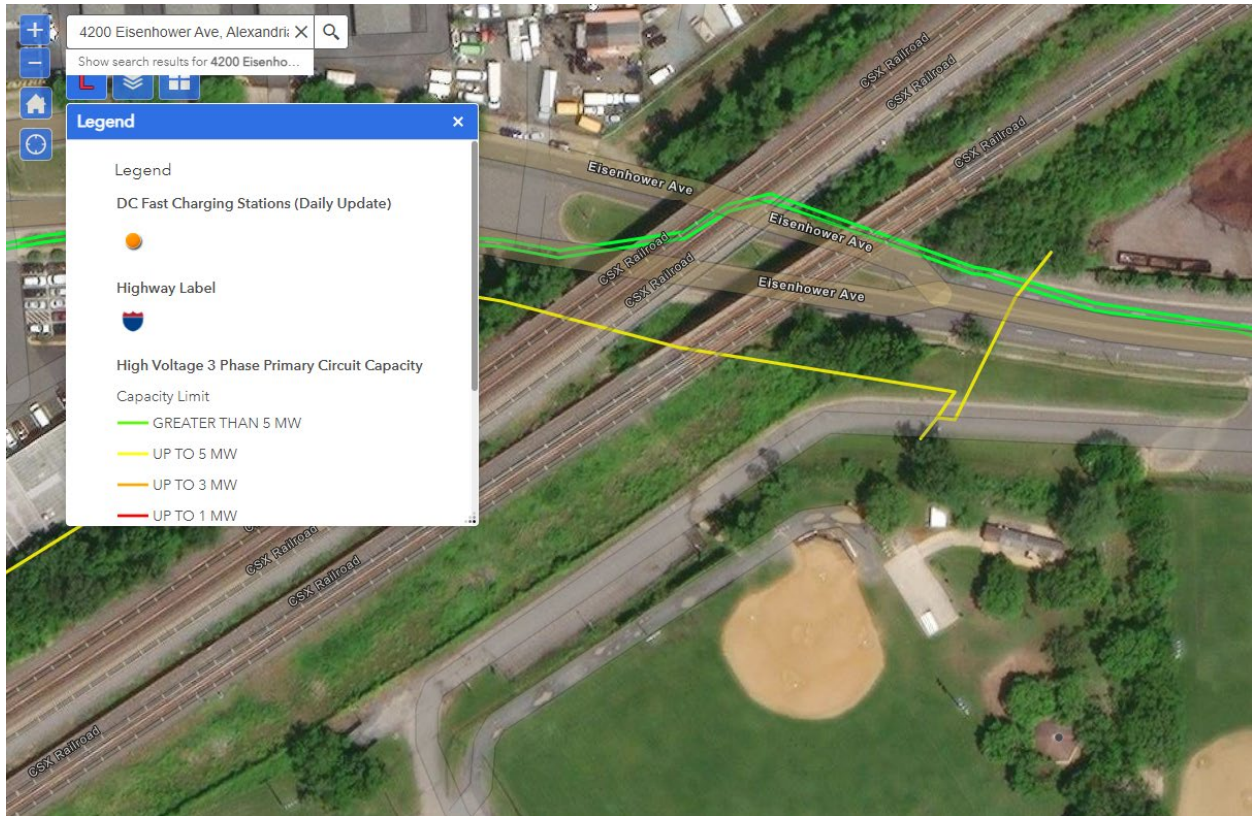


Figure 10. EV Charging Capacity on Dominion Grid for Joseph Hensley Park

1.3 S Pickett and Van Dorn St (On-Street Charging)

Table 4. Summary of Proposed Charging Installation at S Pickett St and Van Dorn Street

Location Name	Level 2 Chargers	Level 2 Make Ready	DCFC	DCFC Make Ready	EV Justice40	MWCOG EEA	< 1 mile from AFC?
S Pickett and Van Dorn St	0	0	4	0	Yes	Yes	Yes

Location Address: S Pickett St and Van Dorn St, Alexandria, VA 22304 (Charger location near the intersection of S Pickett St and Shillings St)

Location Hours of Operation: On-street parking available 24/7/365

Connections to Existing Transportation Infrastructure: Co-located with Capital Bikeshare station, also served by DASH Routes 30 and 32, Metrobus Route 7, and Fairfax Connector Routes 321 and 322.

The intersection of S Pickett Street and Van Dorn Street is located near retail areas, dining options, several large multi-unit dwellings, and is less than one mile from I-495, the Capital Beltway, a designated AFC. While some apartment buildings located in this area offer EV charging as an amenity to residents, additional charging is likely needed to meet the current and future demand.

As described in **Table 4** above, the City is proposing to install four DCFCs at this location to fully build out this charging station.

The proposed site plan for the S Pickett St and Van Dorn St public charging installation is shown in **Figure 11**. Note that the “Potential Location of Electrical Equipment” will be limited to the existing green space on the map. The City will coordinate with the property management companies and local businesses co-located on the block where the chargers and electrical infrastructure will be installed to gain any necessary approvals or input. As these chargers will be located on-street, they will be available for use 24 hours per day, 7 days per week, 365 days per year.

This location is not available on Dominion Energy’s EV Capacity Map; however, Dominion Energy has confirmed that there is sufficient capacity at this location to meet the demand for the complete proposed buildout of chargers at this location.

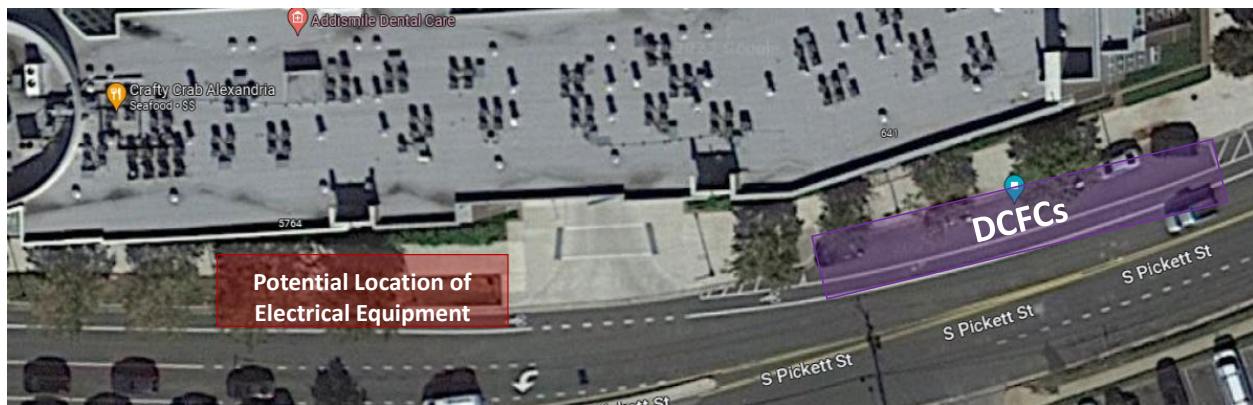


Figure 11. Proposed S Pickett St and Van Dorn St Charging Installation Site Plan (Not to scale)

1.4 Beatley Library

Table 5. Summary of Proposed Charging Installation at the Beatley Library

Location Name	Level 2 Chargers	Level 2 Make Ready	DCFC	DCFC Make Ready	EV Justice40	MWCOG EEA	< 1 mile from AFC?
Beatley Library	8	8	4	0	Yes	Borders EEA	No

Location Address: 5005 Duke St, Alexandria, VA 22304

Location Hours of Operation: 10:00am to 8:00pm Monday through Saturday; 1:00pm to 5:00pm Sundays

Connections to Existing Transportation Infrastructure: Capital Bikeshare dock located in nearby Homes Run Park, DASH Routes 30 and 32, Metrobus routes 29K/N, 21C, and connection to the Holmes Run Trail. Future transportation improvements are planned as a part of the [Duke Street in Motion](#) project (City of Alexandria, 2022).

The Beatley Library is the City of Alexandria’s main library branch. This 175-space parking lot is extremely popular with the community, both to access the library’s resources and events, and to also visit the nearby Holmes Run Park. Holmes Run Park features the 3.1-mile-long trail Holmes Run Trail that extends between Cameron Run Regional Park (and connects to the Eisenhower Avenue Trail), Dora Kelly Nature Park, and Holmes Run Park. This location is in a Justice40 area, and borders MWCOG’s EEA.

The City’s [Duke Street in Motion](#) project is a multi-phased effort focused on ensuring that transit improvements in the Duke Street corridor, from West End Alexandria to the King Street Metro Station, provide transportation options that align with the community’s needs, provide efficient transportation choices. The Duke Street Transitway Advisory Group adopted a recommendation to City Council on a preferred concept for the corridor on May 25, 2023. This recommendation includes a center-running bus lane and a two-way cycle track plus sidewalk along the segment of Duke Street where Beatley Library is located (City of Alexandria, 2022).

As described in **Table 5** above, the City is proposing to install eight Level 2 chargers and four DCFCs at this location, with at least one dispenser being installed in an ADA accessible parking spot. The City will also make ready an additional eight parking spots for Level 2 chargers. The proposed site plan for the Beatley Library public charging installation is shown in **Figure 12**. All chargers will be available for use at least during the hours of facility operation.

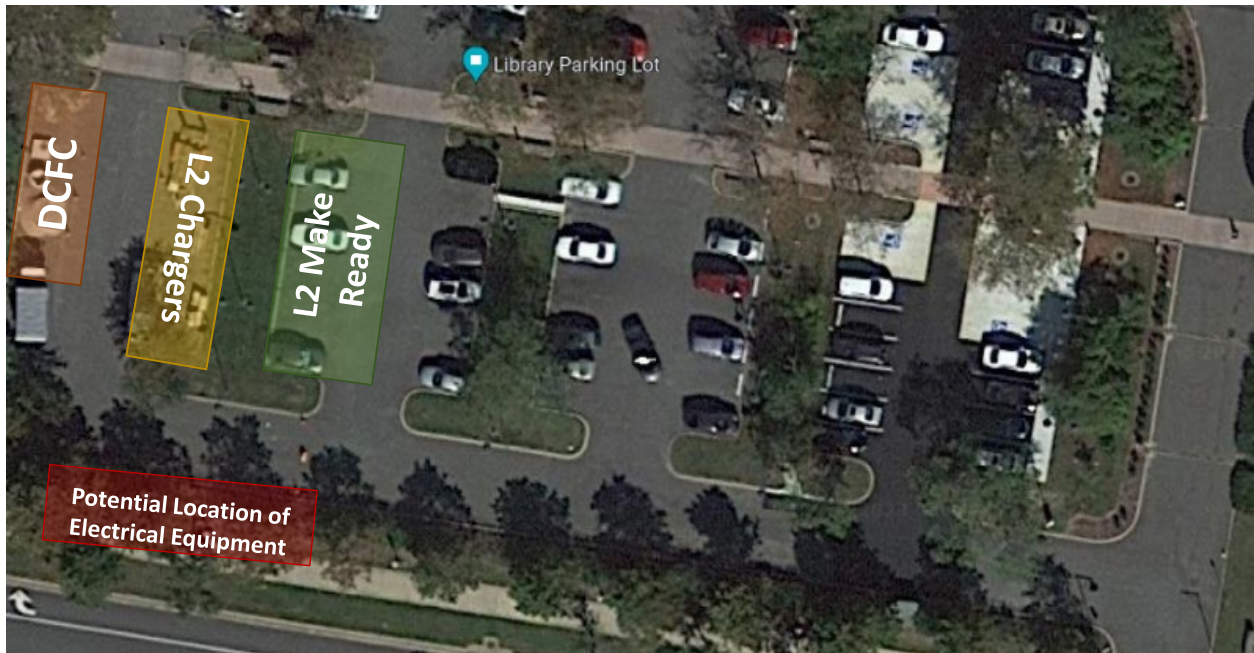


Figure 12. Proposed Beatley Library Charging Installation Site Plan (Not to scale)

This location is not available on Dominion Energy’s EV Capacity Map; however, Dominion Energy has confirmed that there is sufficient capacity at this location to meet the demand for the initial and future planned charger installations.

1.5 Charles Houston Recreation Center

Table 6. Summary of Proposed Charging Installation at the Charles Houston Recreation Center

Location Name	Level 2 Chargers	Level 2 Make Ready	DCFC	DCFC Make Ready	EV Justice40	MWCOG EEA	< 1 mile from AFC?
Charles Houston Recreation Center	4	4	4	0	No	No	No

Location Address: 901 Wythe St, Alexandria, VA 22314

Location Hours of Operation: Varies; parking is not allowed between the hours of 1:00am and 7:00am

Connections to Existing Transportation Infrastructure: Capital Bikeshare docking station, DASH Routes 30, 31 and new line 34, with connections to Braddock Road Metro (0.6 miles) and

King Street Metro (0.8 miles), and the new Potomac Yard -VT Metro Station (1.4 miles). Braddock Road Metro has connections to numerous bus lines, as well as Zipcar carshare.

The Charles Houston Recreation Center is in Old Town Alexandria, and features a Dance Room, Boxing Center, Meeting Room, Game/Multi-Purpose Room, Kitchen, Library/Computer Room, Fitness Room, Locker Rooms, Neighborhood Pool, Pre-school Area and Activity Rooms.

While this location is not located in a Justice40 area or MWCOG’s Equity Areas of Focus, there is a need for additional charging resources in Old Town Alexandria, specifically DCFCs, as there are many multi-unit dwellings and residents without off-street parking in this area. The City receives frequent inquiries about EV charging opportunities from residents in the Old Town area that do not have off-street parking. The lack of publicly accessible DCFCs in this area is a barrier to EV adoption for these residents.

As described in **Table 6** above, the City is proposing to install four Level 2 chargers and four DCFCs at this location. The City will also make ready an additional four parking spots for Level 2 chargers. The proposed site plan for the Charles Houston Recreation Center public charging installation is shown in **Figure 14**. All chargers will be available for use during the hours of facility operation.

Charles Houston Recreation Center is also a City sheltering facility during emergencies. The City proposes conducting a Vehicle-to-Building (V2B) pilot at this location, allowing battery electric transit buses in our existing DASH fleet to act as a mobile energy source to power critical building systems during a power outage. More information on the V2B pilot is provided in **Section 2.2 of the Project Merit Criteria Document (Attachment 3)**.

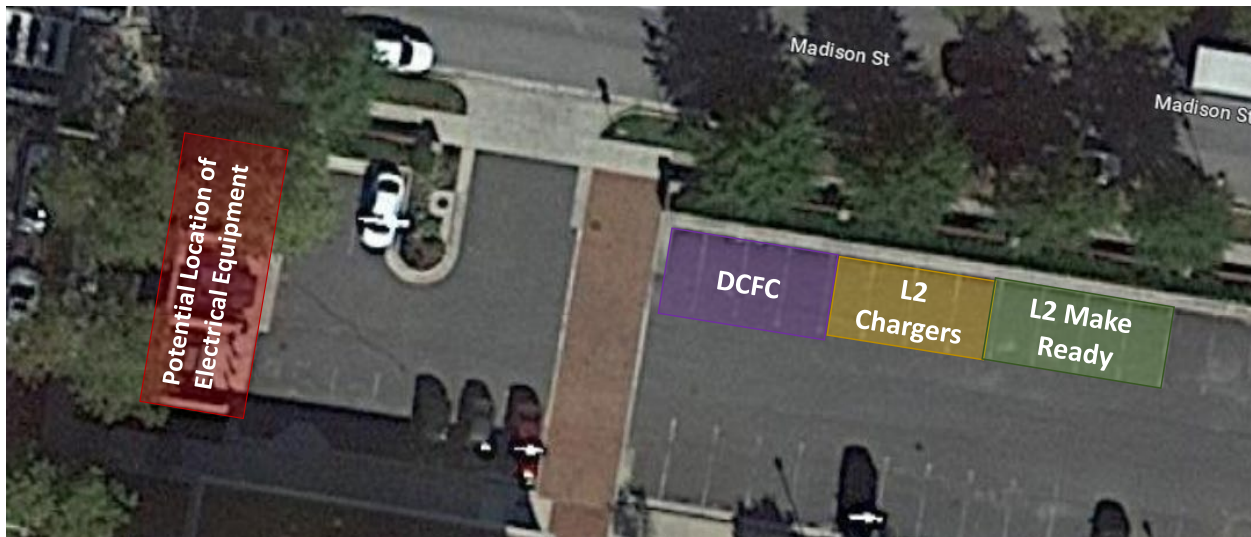


Figure 13. Proposed Charles Houston Recreation Center Charging Installation Site Plan (Not to scale)

According to Dominion Energy’s EV Capacity Map, there is greater than 5 MW of available capacity at this location (**Figure 13**), which is more than sufficient to meet the anticipated charging needs now and into the future.

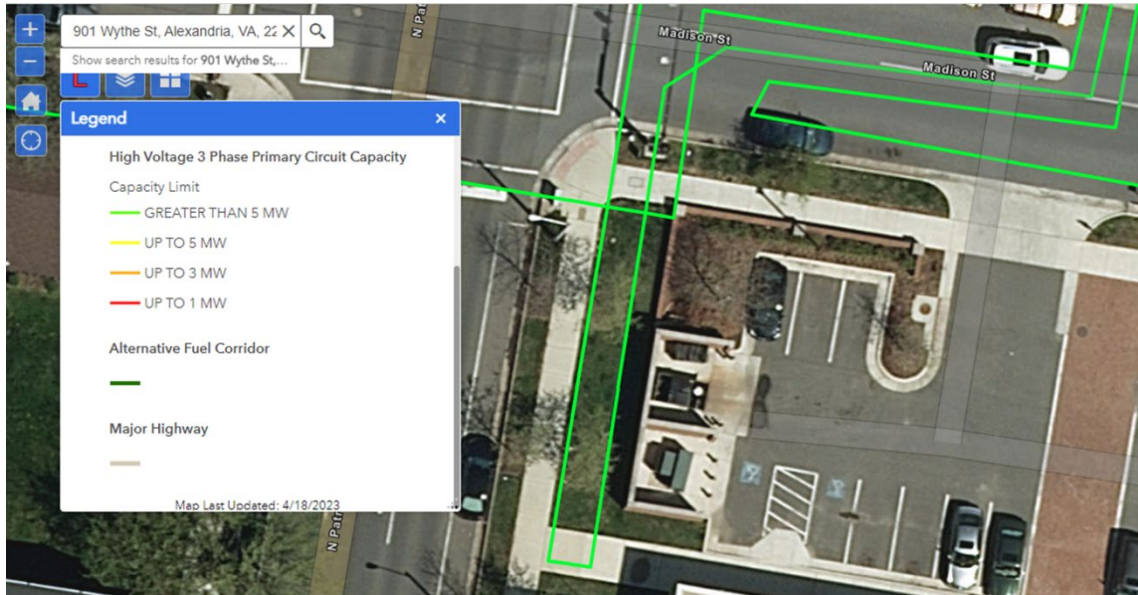


Figure 14. EV Charging Capacity on Dominion Grid for Charles Houston Recreation Center

1.6 Leonard “Chick” Armstrong Recreation Center

Table 7. Summary of Proposed Charging Installation at the Leonard “Chick” Armstrong Recreation Center

Location Name	Level 2 Chargers	Level 2 Make Ready	DCFC	DCFC Make Ready	EV Justice40	MWCOG EEA	< 1 mile from AFC?
Leonard “Chick” Armstrong Recreation Center	4	4	0	4	Yes	Yes	No

Location Address: 25 West Reed Ave, Alexandria, VA 22305

Location Hours of Operation: Varies; parking is not allowed between the hours of 1:00am and 7:00am

Connections to Existing Transportation Infrastructure: Capital Bikeshare dock, future micro mobility/scooter corral, DASH Routes 33 and 36, Four Mile Run Trail located nearby.

The Leonard “Chick” Armstrong Recreation Center is in the Arlandria neighborhood and offers a Racquetball Court, Gymnasium, Arts & Crafts Room, Dance Studio, Game Room, Locker Rooms, Activities Room, Fitness Room, Athletic Field, Teen/Senior Center and free Wi-Fi. This facility is located near the southern end of Four Mile Run Park, and the Cora Kelly School for Math, Science, and Technology. The Chick Armstrong Recreation Center is located near the Four Mile Run Park Trail which, as noted above, is a major transportation corridor that connects to the Potomac Yard Trail, the Mount Vernon Trail, and Arlington's Four Mile Run Trail.

The Chick Armstrong Recreation Center is in a Justice40 area and MWCOG EEA. This area is home to many foreign-born Alexandria residents, and installing chargers in this location will bring much needed resources and new business to these communities. These chargers could also serve the faculty and staff at the adjacent Cora Kelly School.

As described in **Table 7** above, the City is proposing to install four Level 2 chargers at this location. The City will also make ready an additional four parking spots for Level 2 chargers and four DCFCs. The make ready DCFC parking spaces will allow the City to meet future need of fast chargers for the residents and community members in this area. All chargers will be available for use during the hours of facility operation.

The Chick Armstrong Recreation Center is planned to undergo major renovations beginning in Fiscal Year (FY) 2027. Because any charger installation and make ready work would be conducted as a part of the larger renovation efforts, cost savings will be realized through project efficiencies with mobilization and construction of the parking area that are already planned.

The existing layout of the Chick Armstrong Recreation Center is shown in **Figure 15**. The proposed charging infrastructure will be incorporated into the design and construction phases of the facility’s renovation, in coordination with relevant City departments, including but not limited to the RPCA Department, Department of General Services, and Department of Project Implementation.



Figure 15. Proposed Leonard “Chick” Armstrong Recreation Center Charging Installation Site Plan (Not to scale)

According to Dominion Energy’s EV Capacity Map, there is up to 3 MW of available capacity at the circuit coming into the Chick Armstrong Recreation Center (**Figure 16**), which is more than sufficient to meet the anticipated charging needs now and into the future. Dominion’s map shows that there is over 5 MW available from nearby circuits if additional capacity is needed for EV charging or the renovated facility. During the facility renovations, the electrical load of the renovated facility and the proposed charging infrastructure will be evaluated to ensure sufficient capacity is present for all assets.

The Chick Armstrong Recreation Center is also a City sheltering facility during emergencies. Following the successes and lessons learned of the V2B pilot at the Charles Houston Recreation Center, the City plans to also implement V2B capabilities at this facility when the future DCFCs are installed. More information on the V2B pilot is provided in **Section 2.2 of the Project Merit Criteria Document (Attachment 3)**.

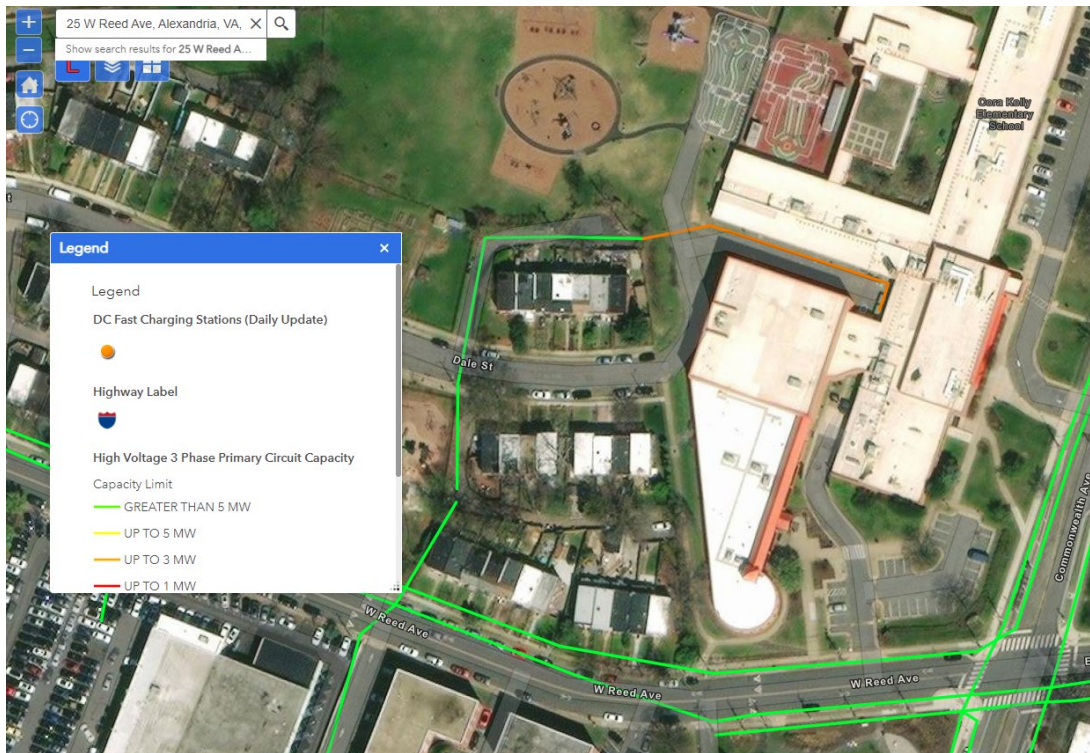


Figure 16. EV Charging Capacity on Dominion Grid for the Leonard “Chick” Armstrong Recreation Center

Note that the District of Columbia is including a nearby location in their CFI application that will offer a bank of DCFCs. If both projects are awarded, the City will coordinate with the District of Columbia to ensure that the resources are complementary to meet the needs of the community. For example, the City may consider installing only Level 2 chargers at this site, as there will be a large number of publicly available DCFCs at the site the District of Columbia is proposing.

2 Expanding Community-Based Infrastructure and Filling Gaps in Access to Publicly Accessible EV Charging Stations

All the EV chargers proposed in this project will fill critical needs for publicly accessible charging infrastructure for residents, visitors, workers, and other community members, particularly those in historically disadvantaged communities.

The EVRS included an analysis of the projected future charging needs in the City of Alexandria to guide investments and needs for publicly accessible charging infrastructure. The EVRS evaluated three policy scenarios:

- **No Policy:** Electric vehicle adoption continues to grow at similar rates as the years 2015 to 2020 and reaches approximately 30% of new vehicle sales by 2050.
- **Strong City Policy:** Describes a future in which the City enacts many local policies that bolster electric vehicle sales and increase charging availability, but state and federal action is limited. In this scenario, electric vehicle sales reach approximately 70% of new electric vehicle sales by 2050.
- **Strong Multi-level Policy:** All levels of government are working together on aggressive transportation electrification policies. In this scenario, electric vehicle sales reach 100% of new vehicle sales by 2050.

The total number of EV plugs over time under the three different policy scenarios are shown in **Figure 17**.

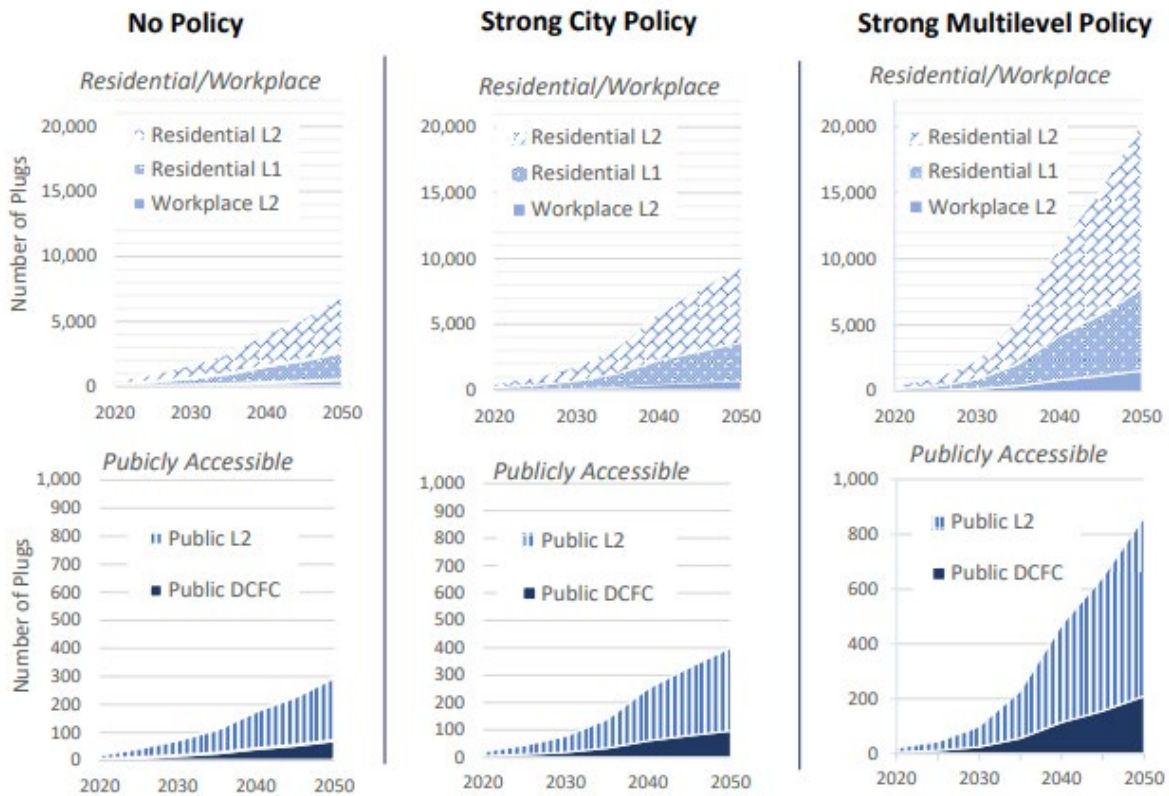


Figure 17. Projected Future Charging Needs in Alexandria in Three Policy Scenarios

Due to the significant investments by the federal government in publicly accessible charging infrastructure, such as the CFI grant, and the commitments by the City of Alexandria, the **Strong Multi-level Policy** scenario is assumed to reflect the future charging needs in the City of Alexandria.

Based on this analysis, the number of publicly accessible Level 2 and DCFC plugs needed based on current and future light-duty EV population, under the Strong Multi-level Policy Scenario, is summarized in **Table 8**.

Table 8. Projected Number of Publicly Accessible EV Charging Plugs needed in Current and Future Scenarios, under the Strong Multi-Level Policy Scenario

Scenario	Year	Total Light-Duty EV Population	Publicly Accessible Level 2 Plugs Needed	Publicly Accessible DCFC Plugs Needed
Current	2020	522	16 needed (24 currently exist)	5 needed (1 currently exists)
Future	2025	1,390	33	11
	2030	2,560	75	24

The existing publicly accessible chargers noted in **Table 8** were all installed by private entities. The City assumes that private entities will continue to install publicly accessible chargers but given the existing gap in charging infrastructure (16 Level 2 chargers and 5 DCFCs), the City will need to invest in publicly accessible charging infrastructure. **Without this investment by the City, the lack of publicly accessible charging may be a barrier to EV ownership for Alexandrians.**

While EV adoption is growing, there will be a greater need for the City to invest in publicly accessible charging infrastructure. **The charging infrastructure in this project will result in nearly half of the gap in charging needs in the City through 2030, adding 24 Level 2 chargers and 12 DCFCs across the six locations. Including future charging infrastructure expansion in the proposed make ready spaces, this project will result in a total of 52 Level 2 chargers and 20 DCFCs across the six locations.**

The specific locations identified in this project will fill geographical gaps for charging infrastructure. Locating chargers in parks will allow users to recreate in Alexandria’s green spaces or participate in City programming while charging their vehicles. The on-street location included in this proposal will allow for convenient fast charging for community members living in surrounding multi-unit dwellings, or while visiting nearby retail areas, or driving on I-495, a nearby designated AFC.

The EVRS evaluated various indicators to inform the prioritization of locating EV charging infrastructure in the City, including access to chargers, density of multi-unit dwellings, density of homes without off-street parking. **Figure 18** shows the individual criteria of access to a charger. This map shows that there is a higher density of charging stations in the neighborhoods surrounding Old Town Alexandria, and that chargers are particularly needed in historically disadvantaged and lower income areas.

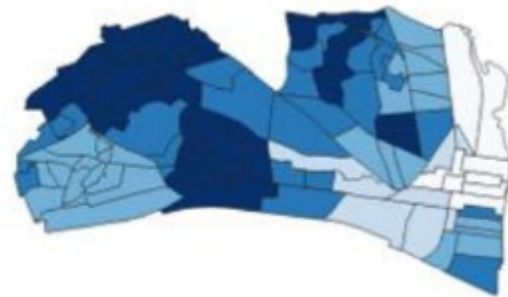


Figure 18. Map from EVRS showing the Density of Lack of Charging Stations (Darker shades indicate fewer chargers in the area).

Figure 19 shows composite maps, while weighting specific criteria. The chargers proposed in this project are in areas that consistently show a need across the criteria.

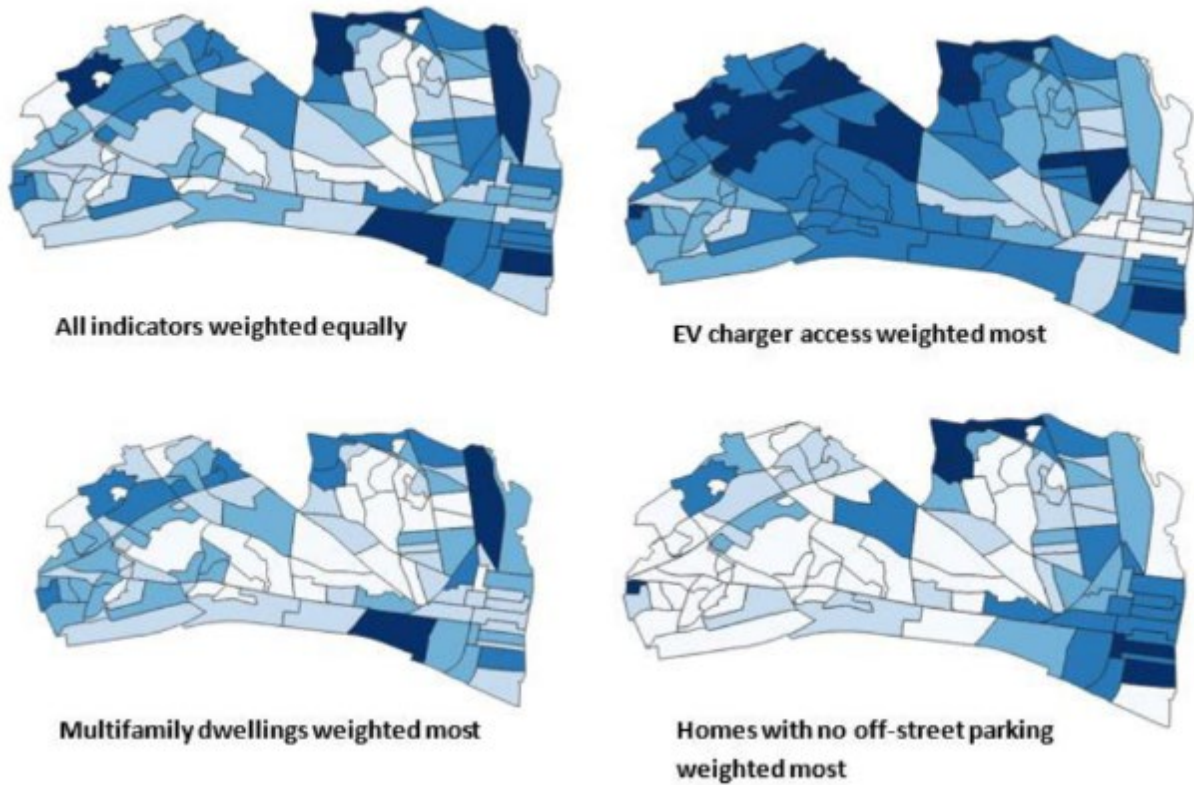


Figure 19. Composite Electric Vehicle Charging Infrastructure Prioritization

3 Additional Project Narrative Information (Focus Areas)

3.1 Focus Areas

The proposed project addresses the following FHWA focus areas: Multi-Modal Hubs and Shared-Use Fleets and Services, Urban/Suburban Area Charging and Fueling Solutions, and Fleet Vehicles that Serve and Operate in Communities. More information on how these areas are addressed in this project is in the sections below.

3.1.1 Multi-Modal Hubs and Shared-Use Fleets and Services

The proposed charging locations all provide multiple mobility options for the community. Each location is served by multiple DASH, Metrobus, or Fairfax Connector transit bus routes. DASH is Alexandria’s fareless bus system that connects the community to Metro stations, as well as recreational and commercial resources. Four Mile Run, Beatley Library, and the Chick Armstrong Recreation Center also have nearby connections to numerous bike lanes and trails.

Almost all sites are co-located with a Capital Bikeshare docking station (**Figure 20**), which offer standard bikes and eBikes. Capital Bikeshare allows users to explore, commute, or travel to

destinations across the DC Metro area, including Virginia and Maryland. In 2022, over 80,000 Capital Bikeshare trips were either started or ended in Alexandria.

A dockless mobility corral (**Figure 21**) will be located at Four Mile Run Park, with another dockless mobility corral planned at the Chick Armstrong Recreation Center. Dockless mobility operators apply for annual permits, and the City currently has four approved operators of dockless mobility devices (i.e., scooters and eBikes). The City’s Parking and Shared Mobility team has an existing process for establishing new dockless mobility corrals. Based on expected travel paths and usage patterns, the City will consider co-locating new dockless mobility corrals with the other proposed charging sites.



Figure 20. Example Capital Bikeshare Docking Station (Visit Alexandria)

Zipcar currently operates carsharing services in select locations throughout Alexandria. The City is currently in discussions with Zipcar to expand their carsharing services, including the deployment of electric vehicles. The City will continue to coordinate with Zipcar and other carshare providers throughout the deployment of charging infrastructure to evaluate opportunities to co-locate carshare vehicles with charging facilities.



Figure 21. Example Dockless Mobility Corral in Alexandria

The City also expects that the proposed charging location at S Pickett St and Van Dorn St will be heavily used by rideshare drivers. Lyft has stated that over 40% of Lyft rides start or end in low-income areas (Madej, 2020). Access to DCFCs is a critical resource to rideshare drivers, and these chargers will be conveniently located near residential areas, retail, and the highway.

While the proposed sites all provide access to numerous transportation alternatives, one benefit of these locations is that there are existing services and recreation opportunities for community members to utilize while their vehicles are charging. By locating chargers at parks, libraries, and recreation centers, EV drivers will

have the opportunity to enjoy recreational activities and spend time outdoors. EV drivers will thoroughly enjoy the time their vehicle is charging, while engaging in activities that improve their well-being, and don't require the community to make additional purchases, which may be required for the use of chargers located in retail spaces.

3.1.2 Urban/Suburban Area Charging and Fueling Solutions

Approximately 50% of residents in Alexandria live in multi-family dwellings (Census, 2020). A core challenge with installing EV chargers at these buildings, is that tenants often do not own the space or must seek approval from their board or building management to install outlets or charging stations. Additionally, many parking spaces do not have adequate wiring in place to add a charging station. **At the time of writing the EVRS, only seven multifamily dwellings in Alexandria had parking lots or garages with plug access (with a total of 22 plugs).** The density of multi-family dwellings in Alexandria is shown in **Figure 22**. All the selected locations in this project are in areas or border areas with a higher density of multi-family dwellings.

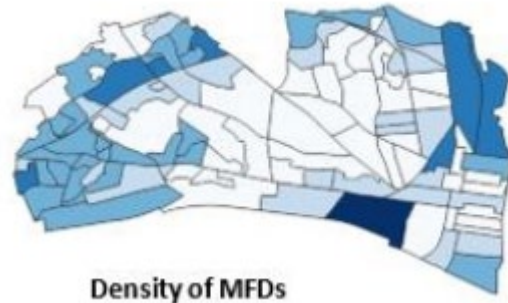


Figure 22. Density of Multi-family Dwellings in Alexandria (Darker shades indicate a higher density of multi-family dwellings)

According to the 2014-2019 American Community Survey for the City of Alexandria, lower income residents are much more likely to live in multifamily dwellings (U.S. Census Bureau, 2022). This data is summarized in **Table 9**. The chargers in this project are expected to have high utilization from residents of multi-family dwellings, most likely benefiting lower income residents of Alexandria.

Table 9. Alexandria Housing Stock by Income Category

Income Range	Single-Family Homes	Multi-family Dwellings
<\$50,000	5%	20%
\$50,000 - \$100,000	7%	17%
\$100,000 - \$150,000	6%	14%
\$150,000+	31%	0.1%
Total	49%	51%

An additional unique aspect of Alexandria's housing stock is the lack of driveways and garages in detached homes. Many areas in Alexandria do not have driveways, garages, or off-street

parking for residents due to the dense and old vintage housing stock or other space restrictions. Not being able to charge at home can be a barrier to residents purchasing an electric vehicle. The City is currently investigating opportunities for charging in the right-of-way, such as a **pilot program with [itselectric](#) for installing curbside chargers** and are participating in discussions with Dominion Energy about light pole or power pole charging in residential areas. Given these other programs, this proposed project is focused on installing chargers in City facilities in areas that can benefit residents that live in multi-family dwellings or do not have off-street parking.

The proposed chargers at the Charles Houston Recreation Center will address a gap in needed charging resources in Old Town Alexandria, specifically DCFCs, as there are many multi-unit dwellings and individuals without off-street parking. The City receives frequent inquiries about EV charging opportunities from residents in the Old Town area that do not have off-street parking. The lack of publicly accessible DCFCs in this area is a barrier to EV adoption for these residents.

3.1.3 Fleet Vehicles that Serve and Operate in Communities

Many of the proposed sites in this project are City parks and recreation centers, which create opportunities for the EV chargers to be shared by the electrified municipal fleet vehicles. The City's RPCA department will have the ability to charge vehicles at the proposed locations while conducting necessary facility operations and maintenance activities. RPCA plans to electrify various vehicles in their fleets that could utilize these chargers, such as pickup trucks and sport utility vehicles (SUVs). RPCA would also be able to charge smaller devices from electric vehicles.

The City also plans to add a cargo van to the fleet to support Beatley Library services. The City would prefer to procure an electric vehicle for this application, and being awarded funding for the charging installation at Beatley library would facilitate this process. Due to the expected usage and duty cycles, it would be feasible for this vehicle to share the publicly accessible chargers without frequently monopolizing the equipment.

The Office of Historic Alexandria (OHA) also operates a cargo van to transport large items around the City. The vehicle is typically parked at the Lyceum, located in Old Town Alexandria, near the Charles Houston Recreation Center. Due to the expected usage and duty cycles, it would be feasible for this vehicle to share the publicly accessible chargers without frequently monopolizing the equipment.

3.2 Innovative Payment Approaches

The chargers procured as a part of this project will comply with the [Federal Highway Administration's National Electric Vehicle Infrastructure Standards and Requirements](#) for required payment methods. The City will encourage contractors procured through this project to explore innovative payment approaches, such as contactless technology, mobile wallets, and other payment options to make the chargers accessible to diverse populations, including the

unbanked and underbanked. The City will also evaluate opportunities to establish subscription-based charging services, where users would pay a monthly fee to receive unlimited charging. This would likely promote charging at the proposed City-owned facilities and be an appealing option for rideshare drivers in the area.

The City is also participating in an awarded [U.S. Department of Energy project, led by Forth](#), to support the development and rollout of a nationwide workplace charging program, Charge @ Work. The City of Alexandria is one of ten local government partners from across the country named in the grant to help meet the project goals. As a part of this project, the City will conduct outreach and provide technical assistance to workplaces in the City interested in planning for and implementing workplace charging projects. This will create an opportunity for Alexandria to explore approaches for employers in the City to include EV charging as a type of transit or transportation benefit.

3.3 Other Project Requirements (Section C.4.-5.) and Merit Criteria (Section E.1.iv)

See the Project Merit Criteria Document (**Attachment 3**) for narrative on how the project addresses the other project requirements specified for this grant opportunity.

3.4 Educational and Community Engagement Activities

As described above, the proposed EV charging locations in this project were informed by a community survey conducted as a part of the EVRS study. The City plans to conduct meaningful community engagement throughout the project to ensure the public's needs are met by the project's approach and goals.

The City also plans to conduct educational and outreach activities to educate the public on the environmental and health benefits of electric vehicle use, availability of the chargers, optimal charging approaches, and how the chargers can facilitate EV adoption in the community. Possible community engagement activities that may utilize available grant funding are described below. Through engagement with City stakeholders, Community-Based Organizations, and the public, additional activities may be identified.

- **Signage or infographics at the installed charger sites** – Educational displays with infographics that will be installed near the chargers explaining why the chargers are located in this location, and the environmental and health benefits that electric vehicles provide to Alexandria and the surrounding communities. These displays will be similar to educational displays found on interpretive trails in parks, and can provide supportive information to EV drivers, as well as informative details to prospective EV drivers. At the recreational center locations, information on the V2B pilot will also be provided.
- **Training videos and materials on using public charging infrastructure** – Materials may be developed as a part of ongoing public outreach and engagement on the public charging infrastructure to help instruct the public on activities such as how to start

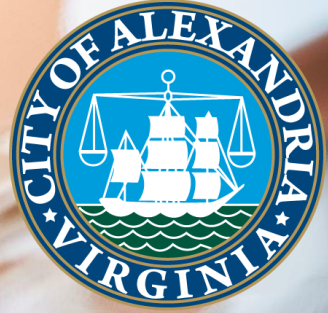
charging sessions, pay for charging sessions, when to use a Level 2 charger or a DCFC, and how long to plan for your charging trip.

- **EV Ride and Drive Events** – Engaging, family-friendly events that allow the public to test drive electric vehicles, learn about home and publicly accessible charging approaches, learn about the benefits of owning an electric vehicle, and see ways to utilize electric vehicles without owning an EV. The City of Alexandria partnered with Arlington, Virginia on a Ride and Drive event during Ride Electric Week in 2022, and hopes to continue these events annually, if funds are available to support. Additional Ride and Drive events can be held for specific workplaces with workplace charging programs or multi-unit dwelling communities with shared EV charging to encourage the adoption of EVs.
- **Curriculum development and activities with local schools** – Working with the Alexandria City Public Schools (ACPS) to develop engaging curriculum for students on electric vehicles will offer an invaluable opportunity to educate students on sustainable transportation options. Curriculum will focus on the environmental and health benefits that transportation electrification has to mitigate impacts of climate change and to provide direct air quality benefits by eliminating harmful emissions. Providing this information to students will help them understand how technology can contribute to a more sustainable future and prepare them to make more informed transportation choices in the future. Curriculum may also include field trips to public charging infrastructure, or to tour the City’s zero-emission DASH and ACPS buses.
- **Coordination and program development with local electric vehicle dealerships** – Develop programming, resources, and incentive programs with local EV dealerships to ensure dealership staff has the resources they need to effectively educate customers on their EV choices and charging considerations to support decisions around vehicle selection. The City may also work with dealerships to develop incentive programs for vehicle purchases.

The City will incorporate equity considerations during the planning and implementation of these projects to address barriers to access and engagement, such as language access of materials and delivery formats of events (e.g., in-person, virtual, on-demand videos).

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CHARGE ALEX -

**Public Electric Vehicle Charging in the City of
Alexandria, VA**

Attachment 2 - Budget Narrative

Charging and Fueling Infrastructure Grant

June 2023

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Budget Narrative

1 Description of how funds will be spent

Table 1 summarizes the budget components (Also see Standard Form 424C). The narrative below summarizes the associated costs with the project.

Table 1. Summary of Project Budget Components

Budget Category	Amount	Percentage	Responsible Entity
Administrative and legal expenses	N/A	N/A	N/A
Land, structures, rights-of-way, appraisals, etc.	N/A	N/A	N/A
Relocation expenses and payments	N/A	N/A	N/A
Architectural and engineering fees	\$1,625,504	16%	Conceptual design developer; Charger installation vendor team
Other architectural and engineering fees (NEPA Review)	N/A	N/A	N/A
Project inspection fees (for S Pickett and Van Dorn site)	\$250,000	2%	Owner’s Representative
Site work	\$382,548	4%	Charger installation vendor team
Demolition and removal	\$239,093	2%	Charger installation vendor team
Construction	\$2,630,021	27%	Charger installation vendor team
Equipment	\$1,434,557	14%	Charger installation vendor team
Miscellaneous	\$2,447,897	24%	Charger installation vendor team
Contingencies	\$1,163,004	11%	Charger installation vendor team
Project (program) income	N/A	N/A	N/A
Total Project Cost	\$10,172,624		
Required Non-Federal 20% Match	\$2,034,525		
Total Federal Request	\$8,138,099		

1.1 Charger Installation Cost Estimates

The City estimated costs to purchase and install the electric vehicle (EV) charging infrastructure utilizing information from state contracts, published documents, and past project budgets.

Estimated unit costs for the procurement, installation, service fees, and warranties for Level 2 and Direct Current Fast Chargers (DCFCs) are summarized in **Table 2**.

Table 2. Estimated Unit Costs per Charger Installed

Item	Level 2 (7 kW)	DCFC (150kW)
Equipment	\$6,000	\$160,000
Installation and Construction	\$30,000	\$125,000
Annual Service Subscriptions	\$1,000	\$1,000
Annual Warranty	\$500	\$9,300

The total estimated costs for the design, construction, installation, annual subscriptions, and warranties for the duration of the period of performance, including 15% contingency, are summarized in **Table 3**. The S Pickett and Van Dorn St site includes \$250,000 in inspection fees; as additional support is assumed to be needed for this site, where chargers are in the public right-of-way, as opposed to existing parking lots. Make-ready costs are assumed to be 40% of the total installation cost of a charger. The City assumes that contractors will provide the 20% cost share for the grant activities.

Table 3. Summary of Number of Chargers and Estimated Costs per Proposed Site

Site	Level 2	Level 2 Make Ready	DCFC	DCFC Make-Ready	Total Cost Estimate
Four Mile Run	4	4	0	0	\$328,440
Joseph Hensley Park	4	8	0	4	\$1,022,580
S Pickett and Van Dorn St	0	0	4	0	\$2,072,300
Charles Houston Recreation Center	4	4	4	0	\$2,113,240
Beatley Library	8	8	4	0	\$2,441,680
Leonard "Chick" Armstrong Rec Center	4	4	0	4	\$938,124
TOTAL	24	28	12	8	\$8,916,364

1.2 Other Cost Elements

The City has also included costs for community engagement activities and activities related to the Vehicle-to-Building (V2B) pilot that will be conducted at Charles Houston Recreation Center. Funding for the community engagement activities will not exceed 5% of the federal ask. The total estimated costs for these items are summarized in **Table 4**.

Table 4. Estimated Costs of Other Budget Items

Item	Estimated Costs
Conceptual Designs and Owner’s Representative Activities	\$500,000
Community Engagement (Not to exceed 5% of federal ask)	\$406,260
V2B Pilot	\$350,000

Proposed community engagement activities are described in **Section 3.4 of the Project Narrative (Attachment 1)**. As described in **Project Readiness and Environmental Risk (Attachment 4)**, the City plans to procure a contractor to support the community engagement activities and the V2B pilot.

Costs of the V2B pilot are related to ensuring the proper programming and componentry exist on the DASH buses and the DCFCs with the bi-directional capabilities. Service plans for the duration of the period of performance are also included.

2 Project Scalability

The City of Alexandria will optimize project goals to any amount of funding that can be awarded. The City cannot currently address the existing gaps in needed charging infrastructure with existing resources, therefore external funding through the CFI grant is critical to deploy these resources in the City. The following scalable options (**Table 6 to Table 9**) are proposed. The scalable options include funding for community engagement (not to exceed 5% of the federal funds) and the V2B pilot. **The minimum federal share across all scalable options is \$2,466,816 (Table 6).**

Note that the Four Mile Run Park location is also included in the Metropolitan Washington Council of Government’s (MWCOC) CFI application. If both projects are awarded, any scope related to a charging installation at Four Mile Run Park will be removed from the City of Alexandria’s proposal. **The total federal ask without the Four Mile Run Park site is \$7,511,629 (Table 5).**

Table 5. Scalable Project Details – Project without the Four Mile Run Park site

L2 Chargers	L2 Make Ready	DCFC	DCFC Make Ready	Total Project Cost	Federal Share	Local Share
20	24	12	8	\$9,389,536	\$7,511,629	\$1,877,907

1. Scalable Option 1: Charles Houston Recreation Center and Four Mile Run Park

Table 6. Scalable Project Details - Charles Houston Recreation Center and Four Mile Run Park

L2 Chargers	L2 Make Ready	DCFC	DCFC Make Ready	Total Project Cost	Federal Share	Local Share
8	8	4	0	\$3,083,520	\$2,466,816	\$616,704

2. Scalable Option 2: Charles Houston Recreation Center and Joseph Hensley Park

Table 7. Scalable Project Details - Charles Houston Recreation Center and Joseph Hensley Park

L2 Chargers	L2 Make Ready	DCFC	DCFC Make Ready	Total Project Cost	Federal Share	Local Share
8	12	4	4	\$3,774,480	\$3,019,584	\$754,896

3. Scalable Option 3: Charles Houston Recreation Center and S Pickett St and Van Dorn St

Table 8. Scalable Project Details - Charles Houston Recreation Center and S Pickett St and Van Dorn St

L2 Chargers	L2 Make Ready	DCFC	DCFC Make Ready	Total Project Cost	Federal Share	Local Share
4	4	8	0	\$4,818,560	\$3,854,848	\$963,712

4. Scalable Option 4: Charles Houston Recreation Center and Beatley Library

Table 9. Scalable Project Details - Charles Houston Recreation Center and Beatley Library

L2 Chargers	L2 Make Ready	DCFC	DCFC Make Ready	Total Project Cost	Federal Share	Local Share
12	12	8	0	\$5,188,880	\$4,151,104	\$1,037,776



CHARGE ALEX -

**Public Electric Vehicle Charging in the City of
Alexandria, VA**

Attachment 3 - Project Merit Criteria

Charging and Fueling Infrastructure Grant

June 2023

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Project Merit Criteria

1 Criterion #1 – Safety

1.1 Overview

The proposed project incorporates several measures to mitigate safety risks to the traveling public, including:

- **Location Selection** - Careful consideration was given to selecting appropriate locations for electric vehicle (EV) chargers. These locations prioritize the safety and convenience of the traveling public, considering factors such as accessibility, visibility, sufficient lighting, and traffic flow. By choosing suitable locations, potential risks and hazards can be minimized.
- **Traffic Management** - The project includes a comprehensive traffic management plan to ensure the safe and smooth flow of vehicles around the EV charging stations. This involves measures such as clear signage, proper lane markings, and traffic signal coordination to minimize congestion and prevent accidents.
- **Proper Installation and Maintenance** - EV chargers will be installed and maintained in accordance with relevant safety standards and guidelines. This includes ensuring proper electrical connections, grounding, and protection against electrical faults. Regular inspections and maintenance will be conducted to address any potential safety issues promptly.
- **Clear Signage and Markings** - Appropriate signage and markings will be placed near EV charging stations to provide clear instructions and guidance to the traveling public. This includes indicating the presence of EV chargers, specifying parking and charging rules, and displaying contact information for support or emergencies.
- **Pedestrian Safety** - The project considers the safety of pedestrians around the EV charging stations. Clear pathways, designated crosswalks, and appropriate lighting will be provided to ensure pedestrians can navigate the area safely without obstructing vehicle traffic.
- **Public Education and Awareness** - Public education campaigns will be conducted to raise awareness among the traveling public about the presence of EV chargers and the importance of safe usage. This will include information about proper parking, charging etiquette, and safety precautions to avoid accidents or hazards.
- **Emergency Preparedness** - The project includes plans for handling emergencies or incidents that may occur near EV charging stations. This includes collaborating with local emergency services to develop response protocols, installing emergency contact

information, and conducting drills to ensure a swift and coordinated response in case of an emergency.

- **Collaboration with Stakeholders** – The City will engage with relevant stakeholders, such as local transportation authorities, law enforcement agencies, and community groups, to help identify potential safety risks and develop appropriate mitigation strategies. This regular communication and collaboration will address concerns and ensure a safe environment for the traveling public.

By incorporating these measures into the project, the City of Alexandria can appropriately mitigate safety risks to the traveling public introduced by the deployment of EV chargers and promote the overall safety and well-being of the community.

1.2 City of Alexandria Vision Zero Action Plan

Since 2016, the City of Alexandria has had as many as 43 fatal or severe injury crashes per year. The City is currently pursuing several initiatives to improve traffic safety citywide, including focusing safety improvements on high-crash locations.

The City of Alexandria adopted a [Vision Zero Action Plan](#) in 2017 (**Figure 1**), which includes a goal to eliminate fatal and severe crashes in the City by 2028 (Vision Zero, 2017). The City’s commitment to Vision Zero is consistent with the National Roadway Safety Strategy (NRSS). The City’s Vision Zero approach will ensure that safety is incorporated into the design of the charging stations, and that the proposed project does not negatively impact the safety of the traveling public.



Figure 1. Vision Zero for Alexandria logo

Since 2016, total crashes have trended downward (**Figure 2**). However, fatal, and severe crashes have trended slightly upwards, driven primarily by an increase in vehicle-only fatal or severe crashes (**Figure 3**). Since the adoption of the Vision Zero Action Plan, the City has worked to improve safety by focusing improvements in high-crash areas in addition to making systemic safety improvements where crash risk is high, particularly for vulnerable road users, such as the young, the elderly, bicyclists, and pedestrians.

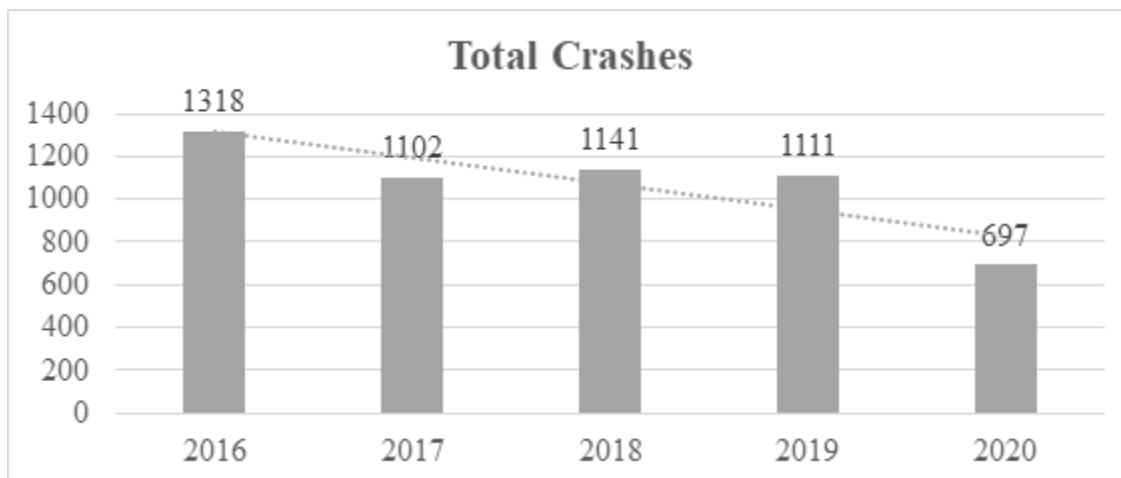


Figure 2. Total Crashes in Alexandria from 2016 - 2020 ([Citywide Crash Analysis: 2016-2020](#))

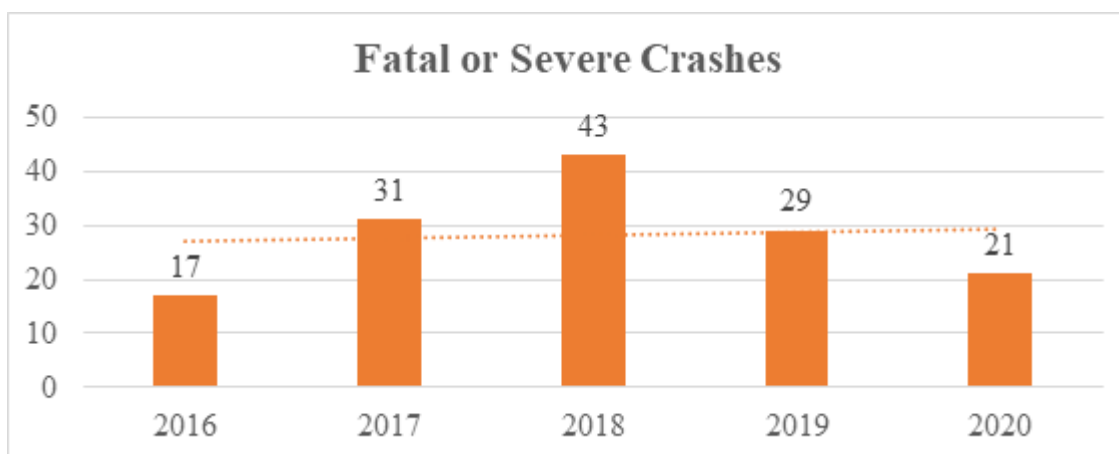


Figure 3. Fatal or Severe Crashes in Alexandria from 2016 to 2020 ([Citywide Crash Analysis: 2016-2020](#))

In 2022, the City performed an updated citywide crash analysis to understand recent crash trends and identify a high-injury network. Based on this analysis, **approximately 70% of fatal or severe crashes occur on 10% of Alexandria’s streets**. Most of these crashes occur at intersections. This High Injury Network, along with the proposed charger locations, are shown in **Figure 4**.

Strategy 3B.3 of the Vision Zero Action Plan, urges city staff to use data that identifies high-injury crash corridors and intersections to help prioritize engineering and education efforts and require comprehensive safety improvements when designing these corridors and intersections. (Vision Zero, 2017).

To continue working towards the goal of zero fatal and severe crashes by 2028, the City of Alexandria has been awarded an \$800,000 grant from the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) Grant Program to perform safety audits at seven high-

crash intersections resulting in the creation of data-driven safety countermeasures and concept-level designs. The safety audits will include an assessment of existing conditions, a detailed analysis of crash history and crash risk, community engagement, data-driven countermeasure identification, and development of designs for safety improvements to minimize or eliminate future fatal or severe crashes at these locations.

To work towards the goal of zero fatal and severe crashes by 2028, the City will be performing safety audits and design safety improvements at the high-crash locations in **Figure 4**. Since 2011, 23 fatal or severe crashes and 83 non-severe injury crashes have occurred at these seven high-crash intersections ([Vision Zero Crash Analysis](#), 2022).

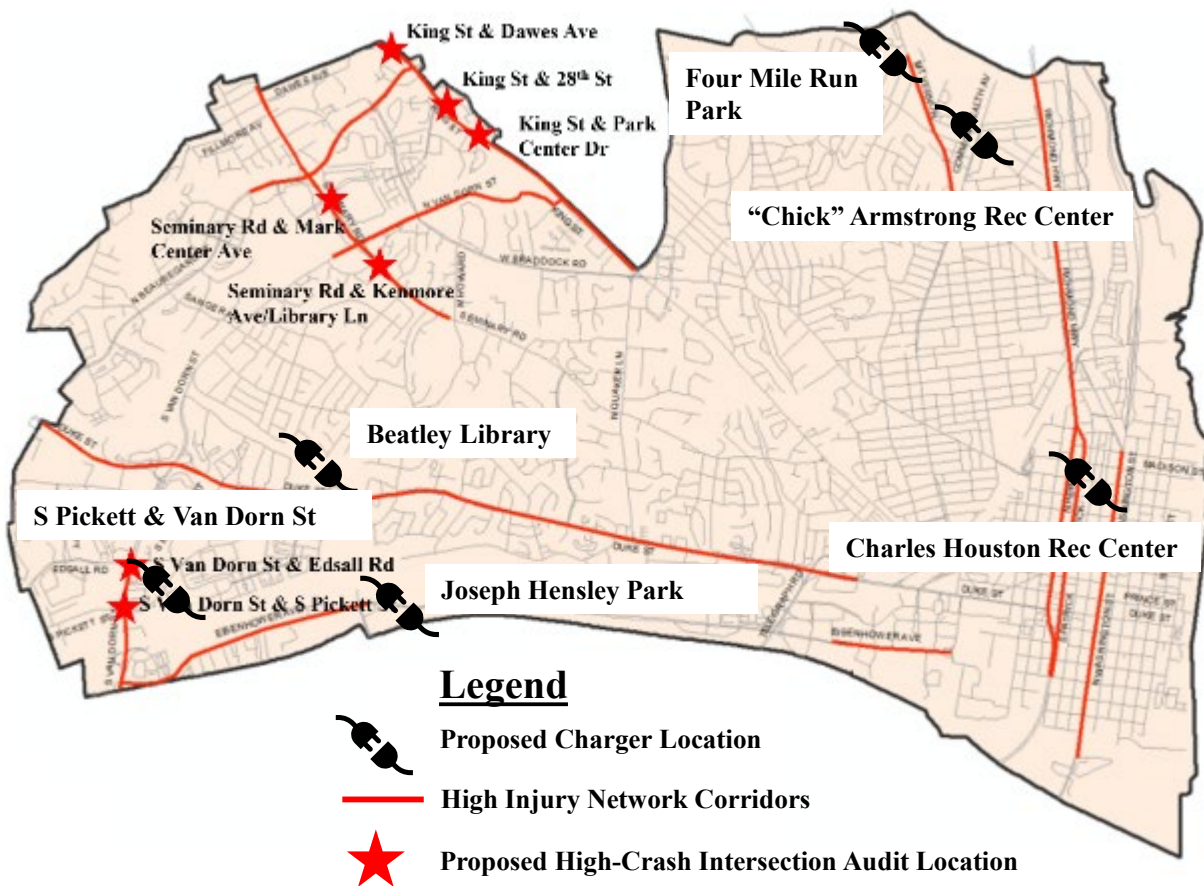


Figure 4. City of Alexandria High Injury Network and Proposed High-Crash Intersection Audit Locations with Proposed Charger Locations

1.3 Addressing Safety at the Proposed Charging Locations

Apart from the S Pickett and Van Dorn St site, the proposed charging locations will install chargers in existing City parking lots, so there is no increased safety risk associated with converting existing standard off-street parking spaces to EV parking spaces. Consistent with the City’s Vision Zero policies and procedures, safety will be incorporated into the design of the

project as applicable. This project will not negatively impact the overall safety of the traveling public.

The City has other ongoing initiatives that will further mitigate safety concerns in for the public traveling near the proposed sites:

- **Four Mile Run Park** – The City’s [Mt. Vernon Avenue North Complete Streets project](#) will improve safety in the traveling area around the proposed charging location. The purpose of this project is to design and construct safety, mobility, and access improvements on Mount Vernon Avenue between Glebe Road and Four Mile Run. This project will address multiple safety challenges, including a high crash history, complicated intersections, and frequent, uncontrolled pedestrian crossings in a high-activity area for Arlandria residents. The City has been conducting ongoing community engagement activities and is developing conceptual designs. This project is funded through a combination of state, federal, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and local funds.
- **Joseph Hensley Park** - The Virginia Department of Transportation (VDOT) and Office of Intermodal Planning and Investment (OIPI) selected Eisenhower Ave between Van Dorn Street and Holland Ave in the City of Alexandria to be evaluated under the VDOT Project Pipeline Program. This program will include a study evaluation of the corridor which will look at state and city needs to improve safety, mobility, and accessibility along the corridor. The expected outcomes of the study are grant applications to fund identified improvements in the program. The project will keenly focus on issues such as the high crash rate between Van Dorn Street and Eisenhower Ave Connector, poor connectivity and accessibility for pedestrians and cyclists near Hensley Park, Holmes Run Trail, and Lake Cook, as well as addressing future demand concerns in the Eisenhower east section of the corridor. The state and city expect the city to complete its study by Summer 2024.
- **S Pickett and Van Dorn St** – The intersection of S Pickett and Van Dorn St is one of the high-crash locations identified locations in the SS4A grant and is also one of the proposed locations for public charging infrastructure. The activities conducted under the SS4A grant will result in the selection of safety countermeasures tailored directly to the unique crash history and risks of this specific intersection. Implementation of these countermeasures will improve the safety for travelers in this area and for users of the charging stations. Due to these activities, as well as the City’s ongoing Vision Zero efforts, this project will not negatively impact the overall safety of the traveling public.

The City has previously mitigated a potential safety risk of conflicts with vehicles on S Pickett St while drivers are plugging in the chargers by installing bike lanes adjacent to

the on-street parking lane. This gives EV users a buffer space to exit their vehicle and plug in.

- **Beatley Library** – The City’s [Duke Street Turn Calming project](#) will improve safety on Duke Street between North Ripley Street and North Jordan Street by installing vehicle turn calming treatments at key intersections. Turn calming measures may include physical and visual cues to slow traffic and minimize the number and severity of crashes, increasing safety and comfort for all, especially people walking and bicycling. Design is currently underway for this project, with construction estimated to begin in 2023.

As described in **Section 1.4 of the Project Narrative (Attachment 1)**, the Duke Street Transitway Advisory Group adopted a recommendation to City Council on a preferred concept for the corridor on May 25, 2023. This recommendation includes two-way cycle track plus sidewalk along the segment of Duke Street where Beatley Library is located. The proposed curb concept will improve pedestrian and cyclist safety and will reduce conflicts between

- **Charles Houston Recreation Center** – The City is implementing [No Turn on Red \(NTOR\) restrictions and Leading Pedestrian Intervals \(LPI\)](#) in order to prevent collisions at intersections between motor vehicles, pedestrians, and cyclists. In February 2023, the Traffic & Parking Board approved NOTR restrictions at ten intersections along the Patrick and Henry Street corridors, where those NTOR restrictions and LPIs are expected to be installed in the Spring of 2023.
- **Leonard “Chick” Armstrong Recreation Center** – The City has had a formal [Safe Routes to School program](#) since 2003. The City completed an audit and SRTS Plan for the Cora Kelly School, which is adjacent to the Chick Armstrong Recreation Center in 2017. The City has also completed an intersection reconstruction project at Reed Avenue and Commonwealth Avenue as a part of the SRTS program to improve pedestrian and cyclist safety.

2 Criterion #2 – Climate Change, Resilience, and Sustainability

2.1 Overview

The City has made multiple commitments to fighting climate change and enhancing sustainability. The City’s adopted [Environmental Action Plan 2040](#) and [Energy and Climate Change Action Plan](#) (ECCAP) include goals to reduce greenhouse gas (GHG) emissions by 50% (compared with 2005 GHG levels) and a 80 to 100% reduction by 2050 (City of Alexandria, 2023).

The City has set ambitious goals for zero-emission vehicle deployment in the ECCAP, including:

- **Light-duty vehicles:** 50% of sales will be zero-emission by 2030 and 100% by 2050,
- **Medium- and Heavy-duty trucks:** 30% will be zero-emission by 2030 and 100% by 2050, and
- **Transit bus fleet:** 50% will be zero-emission by 2030 and 100% by 2050. Alexandria’s transit agency, DASH, has set a more aggressive goal than what is included in the ECCAP for their bus fleet to 100% zero-emission by 2037.

Deploying the charging infrastructure proposed in this project will allow the City to take measurable steps towards these goals by making it more feasible to own or operate an EV in Alexandria. The City of Alexandria’s transportation sector has an emissions contribution of 36 percent, which is higher than the national average of 28 percent but reflects minimal industrial contributions in the City. **Improving access to electric charging infrastructure and supporting community electric vehicle infrastructure can help reduce greenhouse gas emissions, improve air quality, and promote land uses that further reduce carbon emissions.**

The City will encourage vendors and contractors to consider how to reduce the lifecycle greenhouse gas emissions from the project materials during procurement and installation of any equipment.

Using the AFLEET CFI Emissions tool, the proposed chargers in the project (24 Level 2 chargers and 12 Direct Current Fast Chargers (DCFCs)), **the City estimates to avoid up to 684 short tons of GHGs per year.** See **Table 1** for the full output from the AFLEET CFI Emissions tool, including data on additional avoided GHGs and harmful air pollutants.

Once chargers are installed in the make ready spaces included in this proposal, for a total of 52 Level 2 chargers and 20 DCFCs, **the City will avoid up to 1,235 short tons of GHGs per year.** See **Table 2** for additional details.

The City will require vendors and contractors to provide regular reporting on charger usage and uptime. This data will be critical to measure avoided emissions, specifically in disadvantaged areas, in addition to understanding charger utilization and compliance with federal requirements for uptime.

As the proposed chargers in this project will be deployed in existing facilities, the City assumes that there will be no impacts to air or water quality, wetlands, and endangered species. Flooding risks at each site are described in more detail in **Section 2.3 Flooding Impacts** below.

Disadvantaged populations are generally already overburdened by transportation pollution. Deploying chargers in the City of Alexandria will facilitate the increased adoption of EVs, which will provide direct air quality benefits to the community. A [January 2023 University of Southern California study](#) has shown that the adoption of EVs has already demonstrated observed health and air quality co-benefits (Garcia, 2023).

Table 1. Estimated Annual Emissions Reductions for Proposed Charging Infrastructure from AFLEET CFI Emissions Tool – 24 Level 2 Chargers, 12 DCFCs

AFV Fueling Infrastructure	GHGs (short tons)	CO (lb)	NOx (lb)	PM10 (lb)	PM2.5 (lb)	VOC (lb)	SOx (lb)	Fuel Dispensed (fuel unit)	Fuel Unit
Level 2									
EVSE	190.0	1,918.4	47.9	4.7	4.1	186.6	0.8	240,000	kWh
DCFC									
EVSE	493.9	4,987.8	124.6	12.2	10.8	485.1	2.1	624,000	kWh
Fueling Infrastructure Total	683.8	6,906.2	172.5	16.9	14.9	671.6	3.0		

Table 2. Estimated Annual Emissions Reductions for all Proposed Charging Infrastructure from AFLEET CFI Emissions Tool (including future chargers installed into make-ready infrastructure) – 52 Level 2 Chargers, 20 DCFCs

AFV Fueling Infrastructure	GHGs (short tons)	CO (lb)	NOx (lb)	PM10 (lb)	PM2.5 (lb)	VOC (lb)	SOx (lb)	Fuel Dispensed (fuel unit)	Fuel Unit
Level 2									
EVSE	411.6	4,156.5	103.8	10.2	9.0	404.2	1.8	520,000	kWh
DCFC									
EVSE	823.1	8,313.1	207.6	20.3	17.9	808.5	3.6	1,040,000	kWh
Fueling Infrastructure Total	1,234.7	12,469.6	311.4	30.5	26.9	1,212.7	5.3		

Disproportionate, cumulative exposure to pollution and associated health impacts are identified through the [Climate and Economic Justice Tool](#) (Figure 5). Four Census tracts within the City are above the threshold for diesel particulate matter exposure and are characterized by a household income that is less than or equal to twice the federal poverty level and have lower rates of higher education non-enrollment. As shown in Figure 5, four of the six proposed charging sites are in these census tracts.

Deploying EV chargers in these areas will provide direct air quality benefits to community members overly burdened by pollution and will advance the City’s Justice40’s goals to reduce target disparity of reducing exposure to pollution. The City will conduct meaningful community engagement activities throughout the project to ensure benefits and resources are equitably distributed.

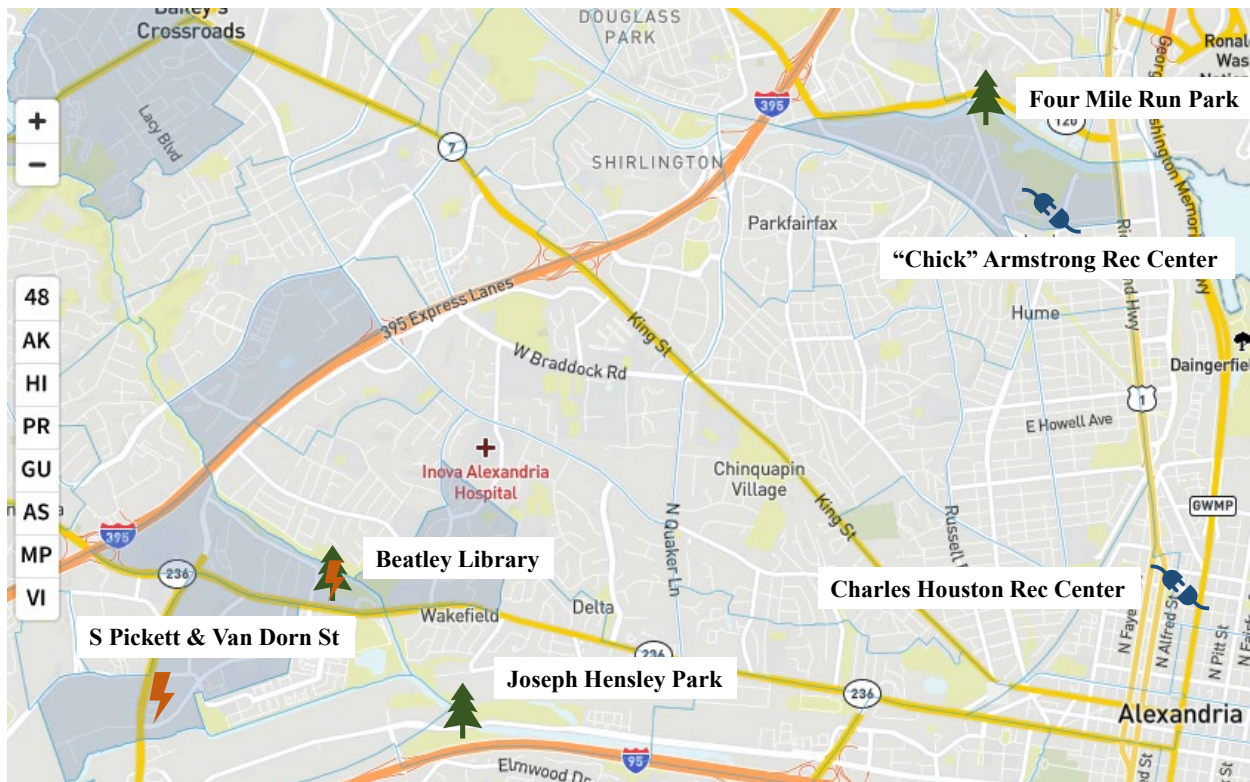


Figure 5. Proposed Charging Locations with Climate and Economic Justice Screening Tool Census Tracts

2.2 Addressing Resilience with a Vehicle-to-Building Pilot

2.2.1 Overview

The City of Alexandria is including a vehicle-to-building (V2B) pilot in the proposed project to increase resilience of critical City emergency response services to power outages. Through this pilot, in the event of a power outage, a battery electric DASH transit bus (**Figure 6**) can be used as a mobile generator and provide power to a critical facility through a bi-directional charger, as a cleaner alternative to a traditional diesel backup generator. As of the beginning of 2023, DASH already has 14 battery electric buses in its fleet and is committed to transitioning to a 100% zero emissions fleet.



Figure 6. DASH Battery Electric Buses

Transit agencies are often considered first responders during an emergency and are called upon to provide evacuation and repopulation services to the community during and after an emergency. The introduction of zero-emission buses into a transit fleet brings new opportunities to enhance a transit agency's first responder capabilities and supports the entire emergency management response community.

The two recreation centers included in this project, Charles Houston, and Chick Armstrong, are City sheltering facilities, with Charles Houston typically being one of the first City facilities to be used as a shelter during a disaster. Currently, neither of the recreation centers included in this project have backup generators on-site. Therefore, utilizing a DASH bus as a mobile energy source would allow the facility to continue to operate as a shelter for the community during a power outage.

During a power outage, a DASH battery electric bus can be driven to one of the recreation centers and plugged into a bi-directional DCFC and power critical systems during a power outage, such as lighting and Heating, Ventilation, and Air Conditioning (HVAC). At the Charles Houston Recreation Center, the estimated load for the maximum HVAC system and emergency lighting is about 100 kW. One DASH battery electric bus would be able to power the recreation center at these power levels for about 4 hours.

According to a reliability report from Dominion Energy and City data, there have been two power outages of a longer duration at this facility, one over July 4th weekend in 2018 that was

caused by a truck snagging a power line in Alexandria that resulted in a power outage to Charles Houston Recreation Center for 20 hours (Mello-Klein, 2018). Temperatures reached 97°F that weekend.

Charles Houston also experienced a 19-hour power outage in January 2022 due to a severe ice and snowstorm, which damaged the overhead conductor and power pole. This outage affected over 400,000 customers in the Dominion service territory.

During both examples, extreme temperatures can pose severe hazards to community members, especially during a power outage. Extreme heat events, and extreme winter storms are estimated to become more frequent and more intense due to climate change. For example, **Figure 7** shows the historical and projected number of days in Alexandria over 90°F, 95°F, and 100°F under a high emissions scenario. **Establishing cooling or warming centers for the community during a power outage at a recreation center, powered by a DASH bus, can be a lifesaving tool.**

Average Annual Number of Hot Days

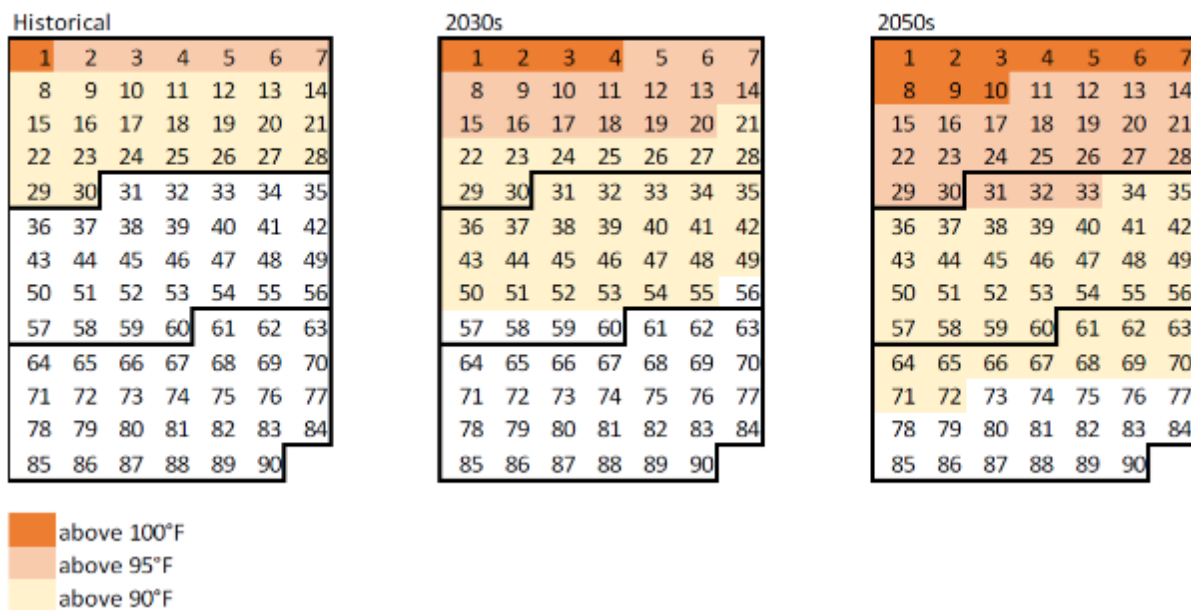


Figure 7. Number of days per year in Alexandria with maximum temperatures exceeding 90°F, 95°F, and 100°F (under high emissions scenario Representative Concentration Pathway (RCP) 8.5)

2.2.2 V2B Implementation

Dominion Energy has existing processes to facilitate this type of project, through their [Parallel Generation and Interconnection Program](#). The City will continue coordination with Dominion Energy on this effort to successfully complete an application for this project and comply with all Dominion policies and regulations. Through existing agreements, the City will coordinate with

DASH and the bus manufacturers that are currently deployed in the DASH fleet to ensure the DASH buses are outfitted with the proper components and programming to successfully bidirectionally charge to power the facility.

The City will also competitively procure a vendor that can integrate with the installed chargers to ensure that the proper controls and components are in place to interface with the power supply to the building, the charger, and the bus, and that the charger is able to initiate the bi-directional charging when there is no power from the grid.

The City plans to coordinate with the [Federal Transit Administration's Bus Exportable Power Systems \(BEPS\)](#) team throughout the planning and implementation of this pilot project.

The City will coordinate across departments to establish emergency response procedures for when and how to utilize a DASH bus as a mobile power source, balancing needs for providing transit or shuttling services.

2.3 Flooding Impacts

2.3.1 Addressing Potential Flooding Impacts at Proposed Charging Sites

Alexandria is susceptible to inland flooding due to intense storms that overwhelm the City's aging storm sewer system, as well as flooding from low-lying streams and the proximity to the Potomac River. Projected climate change impacts will likely bring more frequent and more severe flooding to the City. The City and any contracted parties will assess the current and projected future flooding risk to each of the proposed charging sites and will incorporate appropriate flood mitigation strategies into the charger installations.

Federal Emergency Management Agency (FEMA) flood maps for each proposed EV charging site are shown in **Figure 8** to **Figure 13**. About 20% of the City is mapped as a floodplain. The Four Mile Run location (**Figure 8**) is adjacent to the Four Mile Creek, which flows into the Potomac River, and is in a 500-year floodplain. The S Pickett and Van Dorn St location borders a floodplain (**Figure 9**). The Chick Armstrong Recreation Center is in a 500-year floodplain (**Figure 10**).

Joseph Hensley Park (**Figure 11**), Beatley Library (**Figure 12**), and Charles Houston Recreation Center (**Figure 13**) are not located in a floodplain.

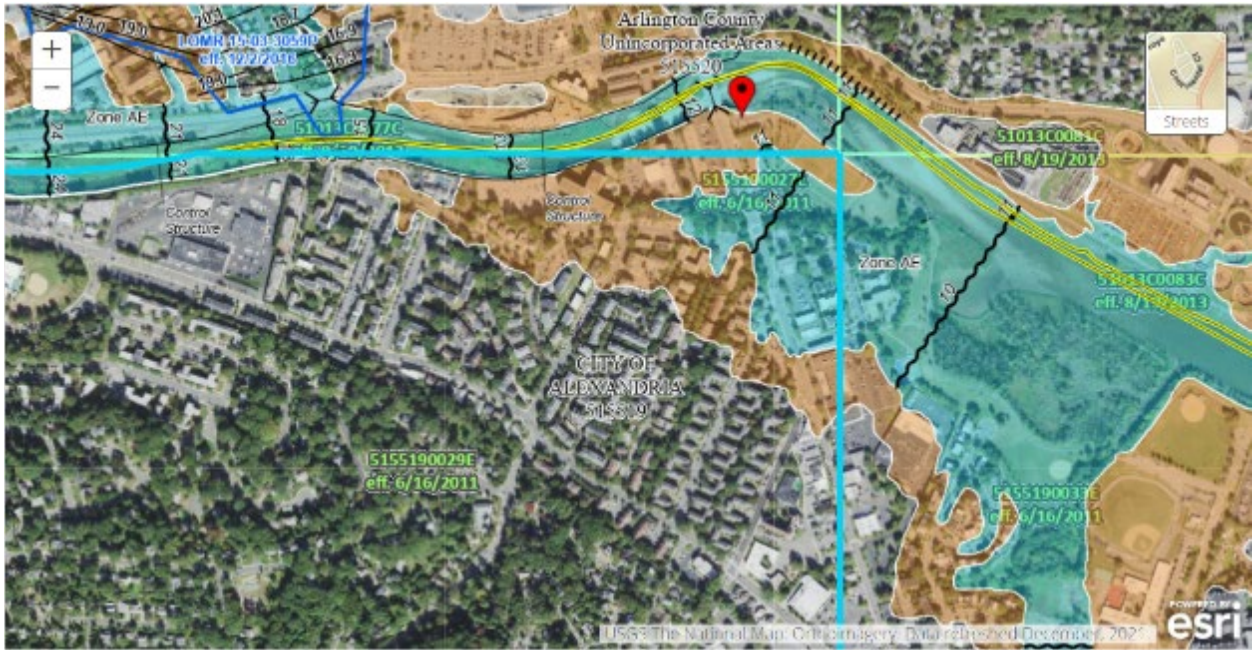


Figure 8. Four Mile Run Charging Location Flood Map

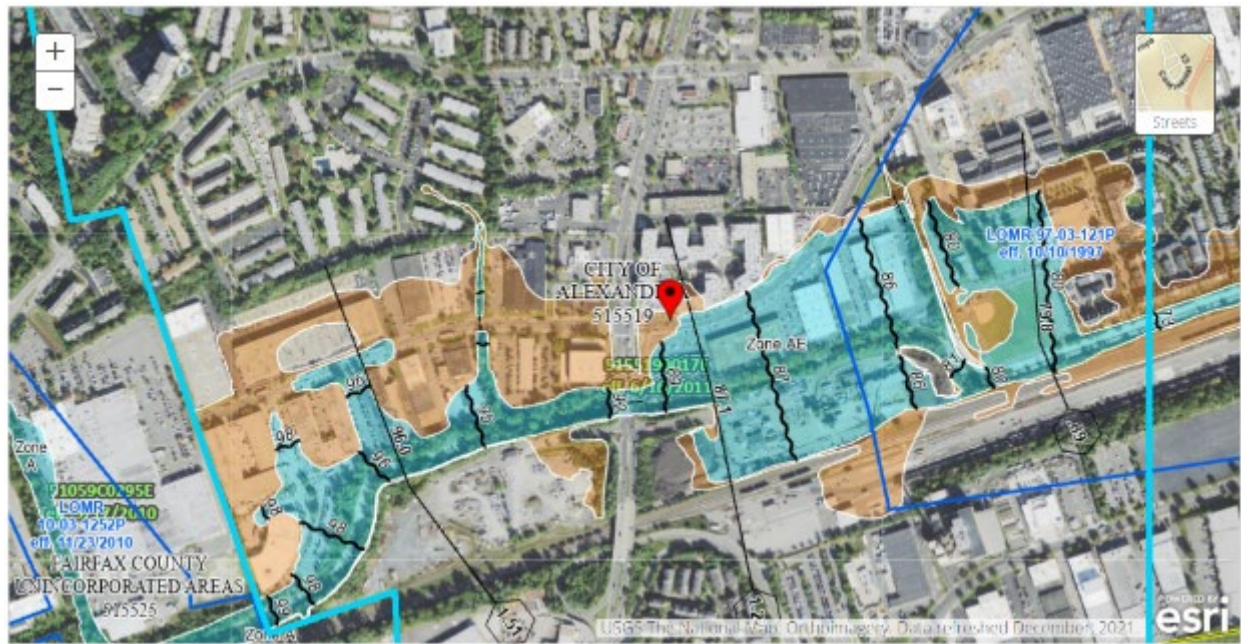


Figure 9. S Pickett and Van Dorn Charging Location Flood Map



Figure 10. Chick Armstrong Recreation Center Charging Location Flood Map

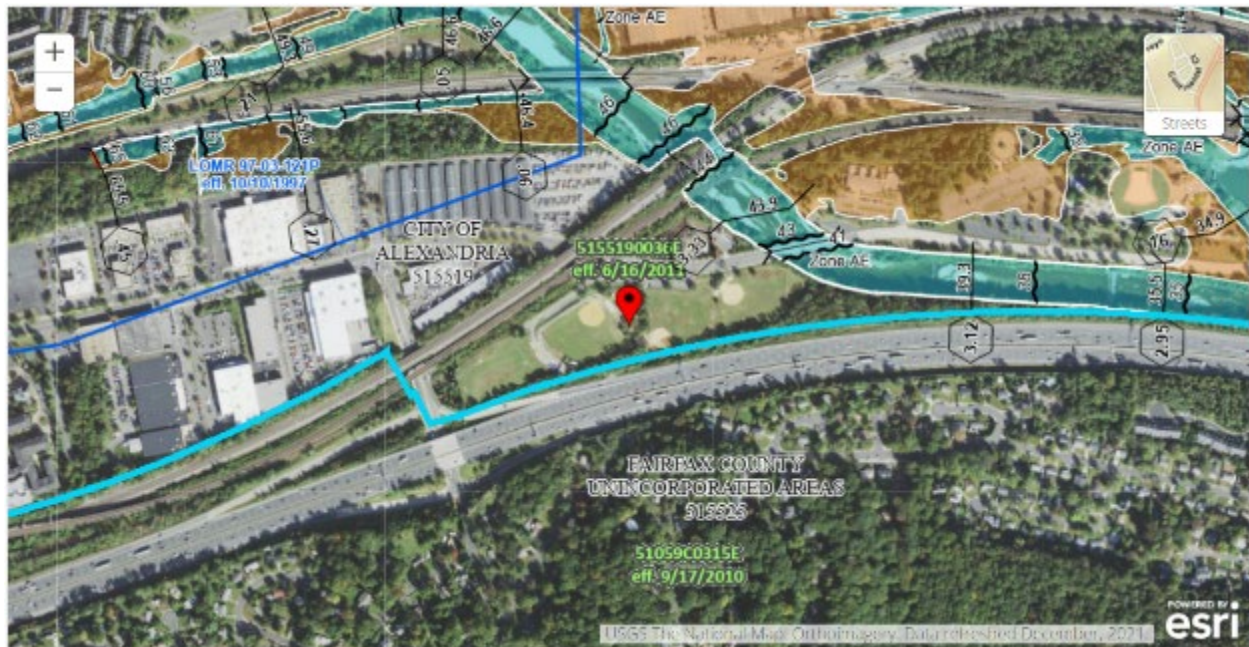


Figure 11. Joseph Hensley Park Charging Location Flood Map

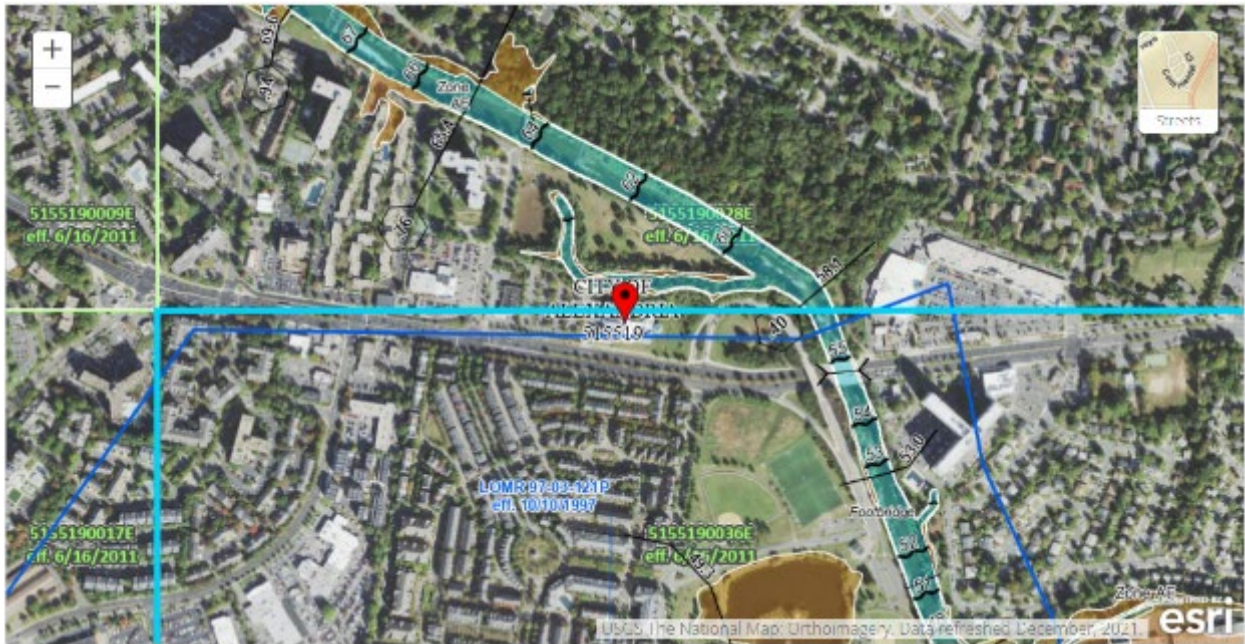


Figure 12. Beatley Library Charging Location Flood Map

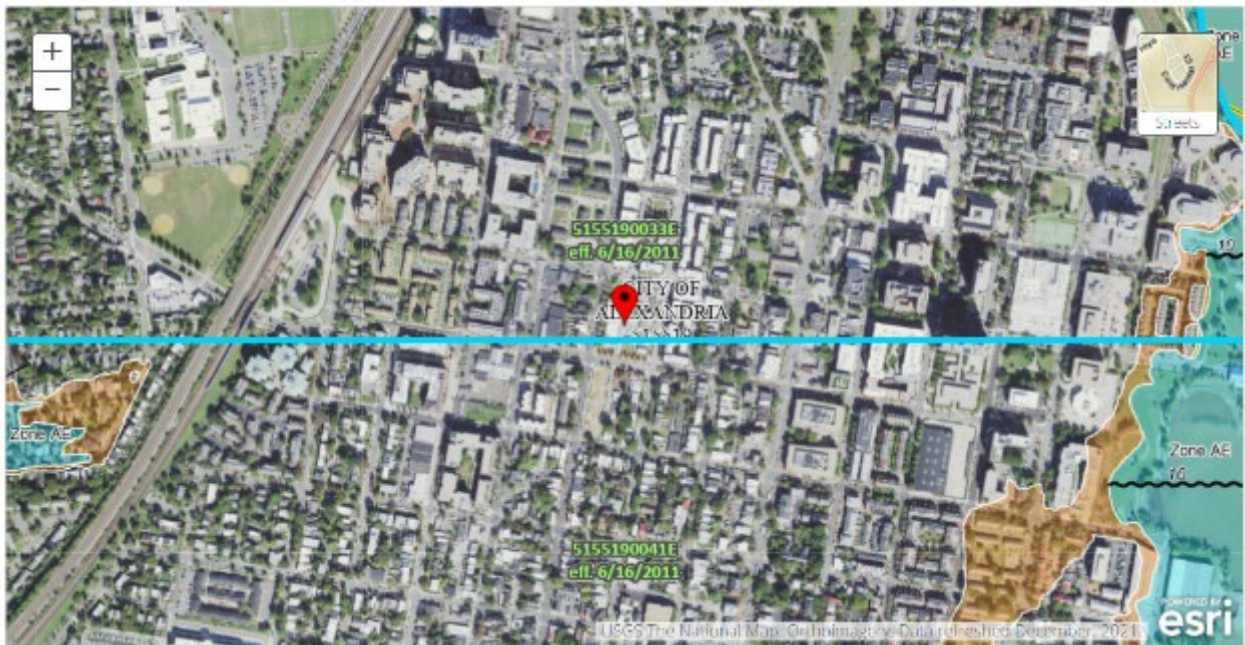


Figure 13. Charles Houston Recreation Center Charging Location Flood Map

2.3.2 Addressing Flooding Impacts in Alexandria

Due to the history of flooding in Alexandria, [Flood Action Alexandria](#) was launched in 2021 as a comprehensive initiative to address flooding issues. The [Flood Action Alexandria Story Map](#) outlines types of flooding that Alexandria experiences, causes of flooding, and actions the City is taking to manage and mitigate impacts from flooding.

Each year, the City allocates tens of millions of dollars towards the planning, design, and construction of flood mitigation projects through the Capital Improvement Program. The City continues to pursue flood mitigation projects to address existing issues identified through resident complaints, engineering analyses, and field observations. The City works with engineering and construction professionals to design and construct the mitigation projects, always with community input and engagement. The City's [Flood Action Projects Dashboard](#) provides information to the community on completed, ongoing, and future Flood Action projects.

The City is also supporting Alexandria Renew Enterprises (Alex Renew) on a major stormwater pollution control initiative called [RiverRenew](#). This key project involves construction of an underground storage tunnel beneath the Potomac River to reduce the overflow of combined stormwater and sanitary sewage into the Potomac River during rain events by capturing this flow and directing it to the Alex Renew for enhanced treatment prior to discharge.

The City also requires new development and redevelopment to provide stormwater management to address water quality dating back to the 1990s and detention dating back to the 1970s.

Stormwater quality requirements were first implemented in 1992 under the Chesapeake Bay Act for development activities disturbing 2,500 square feet or greater of land area. The Bay Act requirements updates to these requirements under the Virginia Stormwater Management Program (VSMP) areas incorporated into Article XIII at section 13-109 of the City's zoning ordinance. With the VSMP updates, the City retained stormwater quality requirements that are more stringent than the State law, which require the first half inch – or 'first flush' – of stormwater runoff from all impervious surfaces within the development to be treated prior to discharge. To meet these water quality requirements, the City has a more stringent requirement that development projects must meet 65% of the state pollution reduction requirements through the implementation of Green Infrastructure (GI) practices that provide co-benefits to water quality such as reduced heat island effect, increased micro-habitats, stormwater volume reduction, and increased urban tree canopy. These GI practices are included in the suite of stormwater best management practices (BMPs) that are used to treat pollutants from stormwater runoff.

Stormwater detention requirements for development must be calculated using the City's own Intensity-Frequency-Duration (IDF) curves which are predicated on more conservative numbers than the State, thereby requiring that more stormwaters be detained onsite to mitigate downstream flooding issues.

In addition to policy and capital improvement projects, the City provides monetary incentives for property owners to protect against the impacts of flooding through various programs such as the first of its kind Flood Mitigation Grant Program that reimburses property owners up to \$5,000

through a 50/50 match for eligible practices and the Backflow Preventer Program that reimburses property owners up to \$2,000 through a 50/50 match for the installation of a device to stop the backflow of sanitary sewer into older homes during large storm events.

3 Criterion #3 – Equity, Community Engagement, and Justice40

Four of the six project locations are located in Justice40 areas, using the [Electric Vehicle Charging Justice40 Map \(Figure 14\)](#), and five of the six locations are located in or border a [Metropolitan Washington Council of Governments \(MWCOC\) Equity Emphasis Area \(EEA\) \(Figure 15\)](#). MWCOC defines “equity emphasis areas” as “census tracts with high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups.”

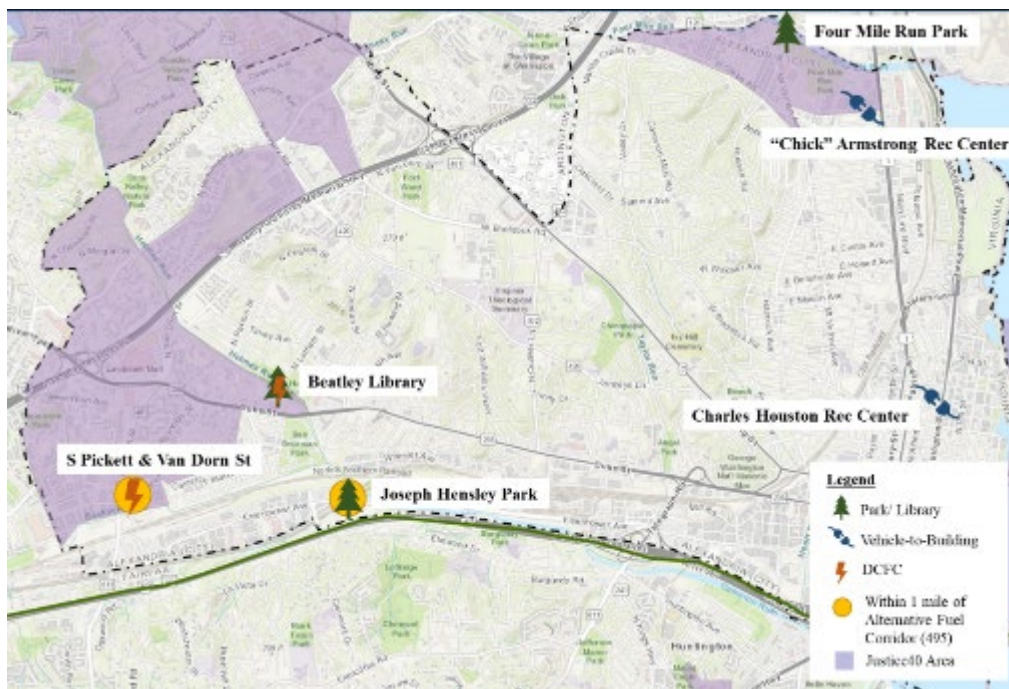


Figure 14. Proposed Publicly Accessible Charger Locations with EV Charging Justice40 Map Data

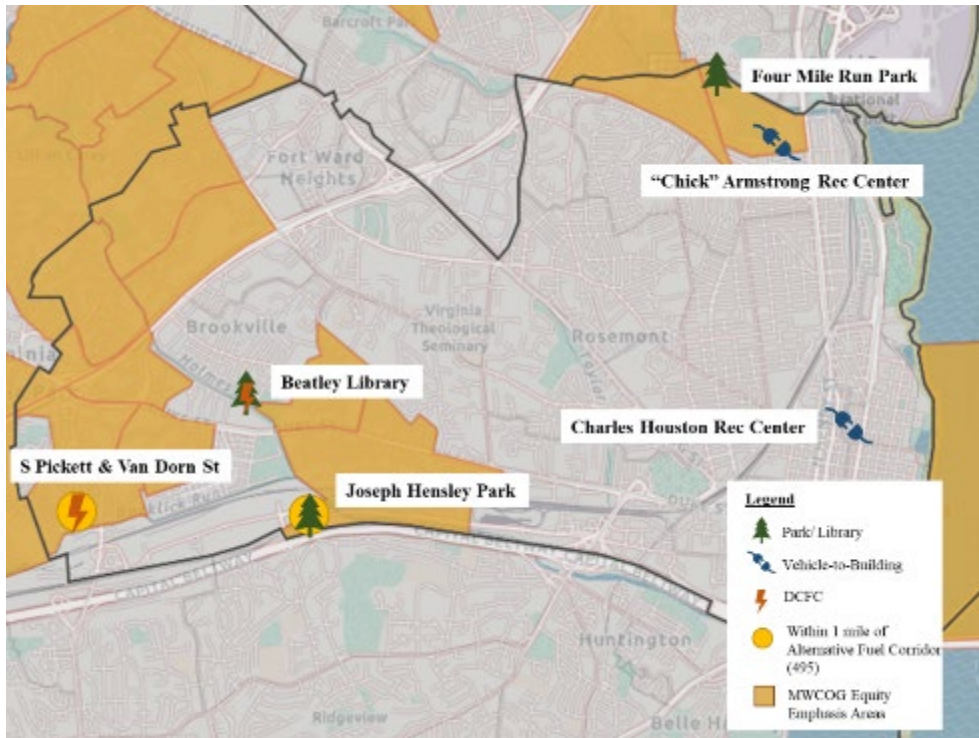


Figure 15. Proposed Public Charging Locations, shown with MWCOG Equity Emphasis Areas Data

Deploying charging infrastructure in historically disadvantaged communities, EEAs, or areas with high disparities are expected to bring direct and ancillary benefits to these communities including:

- **Access to Clean Transportation:** Charging infrastructure allows residents in these communities to access EVs as a sustainable transportation option. The availability of more chargers will make it more feasible for community members to try an EV, especially those without off-street parking or living in multi-family dwellings. This promotes cleaner air quality and reduces greenhouse gas emissions, contributing to improved public health and environmental conditions.
- **Enhanced Mobility Options:** Charging infrastructure enables residents to have increased access to affordable and reliable transportation. This expands their mobility options, making it easier to reach employment opportunities, educational institutions, healthcare facilities, and other essential services.
- **Economic Development:** The presence of charging infrastructure can stimulate local economic development by attracting businesses related to EV charging services, maintenance, and support. This can create job opportunities, attract investment, and contribute to the overall economic vitality of the community.
- **Equity and Environmental Justice:** Historically disadvantaged communities often face environmental burdens and disparities. Deploying charging infrastructure helps address these inequities by providing access to clean transportation options and reducing the

disproportionate impact of transportation-related pollution on vulnerable populations.

- **Energy Resilience:** Charging infrastructure can contribute to energy resilience within the community. By promoting the use of EVs and facilitating the integration of renewable energy sources and energy storage, communities can reduce their reliance on fossil fuels and enhance the resilience of the local energy grid.
- **Education and Technological Advancement:** The deployment of charging infrastructure provides opportunities for community members to learn about EV technology, energy efficiency, and renewable energy systems. This fosters technological literacy, innovation, and engagement in sustainable practices, promoting overall community development. **Section 3.4 of the Project Narrative (Attachment 1)** includes examples of activities that the City may invest in, such as informational displays, educational programs, and outreach events. The City will incorporate equity considerations during the planning and implementation of these projects to address barriers to access and engagement, such as language access of materials and delivery formats of events (e.g., in-person, virtual, on-demand videos). The City will utilize these activities to build trust in communities and gather insight into needed resources and programming directly from those that can receive the greatest benefit.
- **Collaboration and Community Engagement:** The process of deploying charging infrastructure involves engaging with the community and stakeholders. This promotes collaboration, empowers community members to have a voice in decision-making processes, and strengthens community cohesion.
- **Health and Well-being:** The reduction of vehicle emissions using EVs and charging infrastructure positively impacts public health. Improved air quality can lead to reduced respiratory illnesses and other associated health issues, enhancing the overall well-being of community members.
- **Environmental Education and Awareness:** The deployment of charging infrastructure provides an opportunity to educate and raise awareness about the benefits of clean transportation and sustainable living practices. This can empower community members to adopt more sustainable behaviors and contribute to environmental conservation efforts.

Equity is a critical component of how the City of Alexandria provides services to residents, employees, and visitors. In 2021, the City adopted the [ALL Alexandria resolution](#) to adopt practices and policies centered on creating and ensuring racial and social equity. The City takes this resolution very seriously and has implemented a data-driven prioritization process for transportation projects to ensure equitable investment of resources and heightened focus on improving access for charging and fueling infrastructure in underserved communities.

Most of the existing publicly accessible chargers in Alexandria are located in more affluent areas of the City, therefore this proposed project will fill a gap for chargers in equity areas and invest much needed resources in disadvantaged communities.

The City acknowledges that since EV ownership has been dominated by households with higher income and education levels, the chargers themselves may provide more direct benefits to more affluent community members. To ensure that the City is building proper supports in our project to ensure that the benefits of the infrastructure deployment are accessible and equitable for all residents, the City will work with awarded contractors or vendors to conduct an equity analysis and monitor impacts and benefits to the community throughout the duration of the project. The City will coordinate closely with the awarded contractors to establish and define metrics and set goals that will demonstrate whether the disadvantaged and overburdened communities are receiving the intended benefits.

80% of the chargers proposed in this project (including make-ready spaces) will be installed in EEAs or Justice40 areas. Throughout this project, the City will make considerable investments to ensure that low-income, disadvantaged, and underrepresented populations are receiving the benefits of the investments in EV charging made in their communities. The deployment of chargers in disadvantaged communities will help transform transportation options for individuals living in these communities. The increased adoption and use of EVs in these neighborhoods will provide direct air quality benefits in areas that historically have been overburdened by transportation-related air pollution.

The City has recently released an [Equity Index Map](#) (Figure 16) that seeks to:

1. Systematically quantify racial disparities in outcomes that are critical to individual well-being, economic stability, and socioeconomic inclusion.
2. Compare outcomes between and within neighborhoods over time.
3. Support data-driven decision-making with an equity lens.

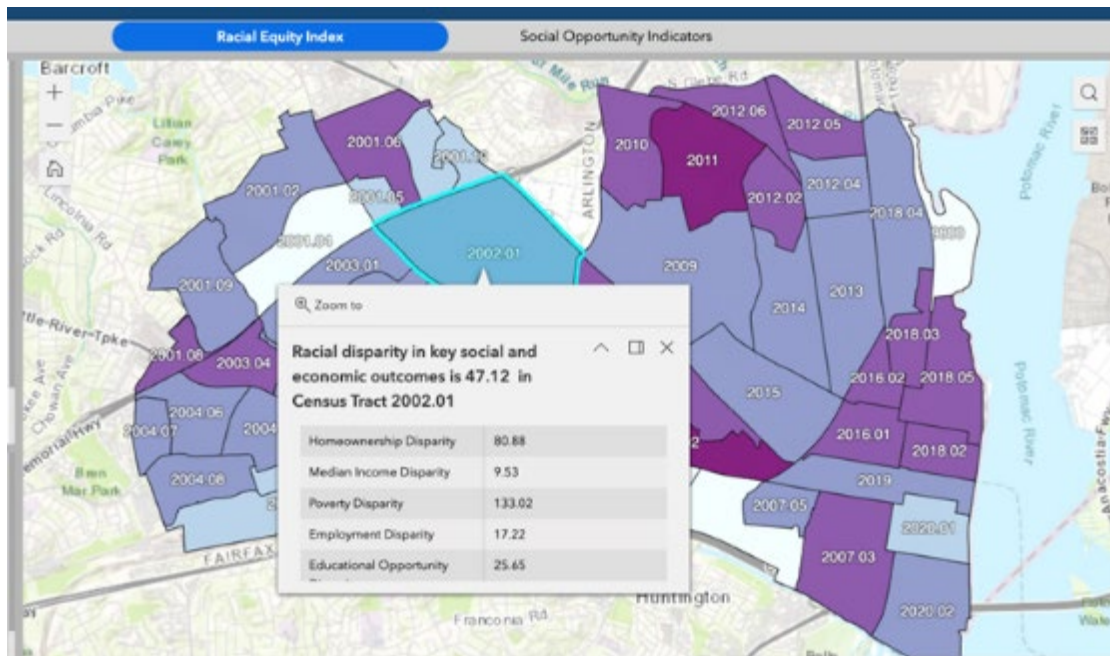


Figure 16. City of Alexandria's Racial Equity Index Map

There are many racial disparities in the City of Alexandria. For example, white median household income (\$122,401) more than doubled that of Hispanic or Latinx (\$60,637) and Black or African American (\$58,821) households. White households earned approximately 15% more than Asian households (\$104,043), (U.S. Census Bureau, 2023).

City staff plans to use all available data tools to quantify and explore disparities to better inform programmatic decisions and to understand where policy interventions may be needed. According to the [City's Equity Index Map](#), the proposed charging locations generally are in census tracts with high disparities in homeownership and poverty. The poverty rate for the City of Alexandria, according to census data, is 9.6%, while the residents of Arlandria, which houses the proposed Four Mile Run and Leonard “Chick” Armstrong Recreation Center sites, have a 39% poverty rate. The Arlandria census tract is in the 82nd percentile for percent of individuals below 200% of the Federal Poverty Line (U.S. Department of Transportation, 2023).

Residents in the Arlandria neighborhood are also almost 38% low-income, over 71% identify as Latino or Hispanic, and 40% have limited English proficiency (Metropolitan Washington Council of Governments, 2022). Individuals living in this area are more likely to live in multi-family dwellings and may be more reliant on publicly accessible charging infrastructure.

Deploying EV charging infrastructure across the disadvantaged communities in Alexandria will bring much needed resources and environmental benefits to the residents and community members.

Meaningful community engagement will be critical to ensure that disadvantaged and underserved communities will receive the benefits of these projects, and that the projects are implemented in a way that best serves those communities. Gaining input from people that live in and use these existing City facilities will provide important context to decision making and project planning, to ensure their needs are being met and avoiding “green gentrification” of these areas.

The City will ensure that the outreach process is designed to be inclusive of all Alexandrians by providing multiple ways to participate, meeting people where they are, and providing project information in multiple languages. The City will also engage key stakeholders, including advocacy organizations, neighborhood groups, and others to co-create information and analysis on existing challenges and potential solutions. For example, the City has connections to the following community organizations that provide services to immigrants and refugees in Alexandria, all of which will be valuable partners throughout the project:

- [Alexandria Housing Development Corporation](#)
- [Alive!](#)
- [Casa Chirilagua](#)
- [Ethiopian Community Development Council](#)
- [Just Neighbors](#)
- [MAP Clinics](#)
- [Tenants and Workers United](#)

The City will also engage with Civic Associations throughout the project, including the Arlandria Civic Association, the Brookville-Seminary Valley Civic Association, the Cameron Station Civic Association, and the Old Town Civic Association. The City maintains a [Community Association Viewer](#) GIS map to support outreach and engagement efforts.

4 Criterion #4 – Workforce Development, Job Quality, and Wealth Creation

As zero-emission vehicle (ZEV) adoption increases among City residents, visitors, and fleets, there will be a significant need for a diverse, capable, and trained workforce to install, operate, and maintain electric vehicle (EV) chargers and to maintain and operate ZEVs.

The City of Alexandria's efforts to deploy EV chargers supports the creation of good-paying jobs and incorporate strong labor standards and training programs in the following ways, consistent with Executive Orders 14025 and 14052:

- **Job Creation and Labor Standards:** The deployment of EV chargers requires various skilled labor, including installation technicians, maintenance personnel, and customer support staff. The City of Alexandria will prioritize job creation by working with contractors and service providers who adhere to strong labor standards, including fair

wages, benefits, and worker protections. This ensures that the jobs created through the deployment of EV chargers are quality, good-paying jobs.

The City plans to require that contractors installing charging infrastructure as a part of this project be registered with the Electric Vehicle Infrastructure Training Program. Preference will be given to contractors and vendors that participate in apprenticeship programs registered with the federal or state government, and provide support services to their workforce (e.g., childcare, family leave, professional development, transportation assistance).

- **Union Choice:** The City of Alexandria respects workers' rights to free and fair choice in joining a union and will partner with contractors and service providers that respect workers' rights to organize and bargain collectively. This supports the creation of a fair and inclusive work environment that empowers workers to make their own choices regarding union representation.
- **Training and Placement Programs:** In line with registered apprenticeships and workforce development initiatives, the City of Alexandria can collaborate with community colleges, training centers, other municipalities and planning organizations in the region, and labor organizations to establish training and placement programs. These programs can provide individuals with the necessary skills and knowledge to participate in the EV charger deployment project and other related infrastructure projects. By incorporating apprenticeship opportunities, the City can offer valuable on-the-job training and mentorship, promoting career advancement and skill development.
- **Workforce Diversity and Inclusion:** The City of Alexandria prioritizes workforce diversity and inclusion by working with contractors and service providers that actively recruit from underrepresented communities. This helps create equitable employment opportunities for individuals from historically disadvantaged backgrounds. Additionally, the City can encourage diverse participation through outreach efforts, targeted recruitment strategies, and partnerships with community organizations.
- **Collaborative Planning:** The City of Alexandria will engage with labor organizations, unions, and workforce development agencies during the project planning stages. This collaboration ensures that the deployment of EV chargers aligns with labor standards, registered apprenticeship programs, and workforce training initiatives. By involving stakeholders early on, the City can incorporate their expertise and insights into the project design and implementation, promoting effective and equitable workforce development.

Overall, by incorporating these principles and engaging with labor organizations, the City of Alexandria can support the creation of good-paying jobs with union choice, strong labor standards, and training and placement programs. These efforts align with the objectives outlined in Executive Orders 14025 and 14052, emphasizing the importance of worker organizing, empowerment, and the creation of quality jobs in infrastructure investments.

The chargers installed as a part of this project shall conform to all applicable Manufacturers Specifications, in addition to any applicable Federal, State, City, and other prevailing Codes, Laws, Rules and Regulations governing the overall work for this project, including the [Federal Highway Administration's National Electric Vehicle Infrastructure Standards and Requirements](#) for accessibility (U.S. Department of Transportation, 2023). The City will make all efforts to install an EV charger in an existing accessible parking space at each location.

5 Criterion #5 – CFI Program Vision

The City of Alexandria's efforts to deploy EV chargers align with the Biden Administration's vision for the FHWA's Charging and Fueling Infrastructure Program. By expanding community-based infrastructure and filling gaps in access to publicly accessible EV charging stations, the proposed project contributes to the Administration's goals of promoting sustainable transportation alternatives and advancing electric vehicle adoption.

The proposed EV chargers in this project address critical needs for publicly accessible charging infrastructure, particularly in historically disadvantaged communities. The project is based on an analysis of projected future charging needs in Alexandria in the [Electric Vehicle Charging Infrastructure Readiness Strategy \(EVRS\)](#), considering different policy scenarios (City of Alexandria, 2021). The Strong Multi-level Policy scenario, which reflects aggressive local, state, and federal transportation electrification policies and full-scale electric vehicle sales by 2050, aligns with the federal government's investments and the CFI grant received by the City.

While private entities have installed existing publicly accessible chargers, there is still a gap in charging infrastructure, with a shortage of Level 2 chargers and DC fast chargers. The City recognizes the need for its investment in publicly accessible charging infrastructure to ensure equitable access to EV ownership for Alexandrians.

The charging infrastructure proposed in this project will fill approximately half of the existing gap in charging needs through 2030, adding 24 Level 2 chargers and 12 DC fast chargers. The locations identified for the chargers aim to fill geographical gaps, providing convenient access for community members without the need for additional purchases. The inclusion of on-street charging locations will enable fast charging for residents of multi-unit dwellings, visitors to nearby retail areas, and those traveling on I-495.

The project's location prioritization is informed by the evaluation of various indicators, including access to chargers, density of multi-unit dwellings, and density of homes without off-street parking. This analysis highlights the higher density of charging stations around Old Town Alexandria and the particular need for chargers in historically disadvantaged and lower-income areas.

Overall, the City of Alexandria's efforts to deploy EV chargers demonstrate its commitment to expanding community-based infrastructure and filling gaps in access to publicly accessible EV charging stations. By aligning with the Biden Administration's program vision, Alexandria is

actively contributing to the administration's clean energy and climate goals, promoting equity in infrastructure development, and accelerating the transition to electric vehicles.

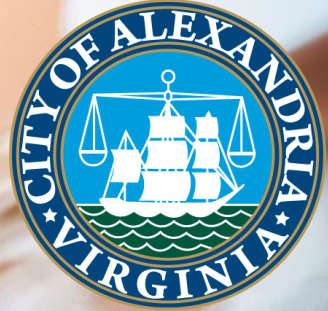
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CHARGE ALEX -

**Public Electric Vehicle Charging in the City of
Alexandria, VA**

Attachment 4 - Project Readiness and Environmental Risk

Charging and Fueling Infrastructure Grant

June 2023

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Project Readiness and Environmental Risk

1 Overview

The scope of this project is to install charging infrastructure in existing City facilities or right-of-way. The City assumes that all project work where chargers are installed in existing City parking lots, no acquisition of land will be necessary to complete the projects. Since these are existing facilities, the City also assumes that there will be little anticipated environmental impacts from this project. For the on-street charging location at S Pickett and Van Dorn St, the City will coordinate with the property management companies and local businesses co-located on the block where the chargers and electrical infrastructure will be installed.

This project has been endorsed by the Alexandria City Council. On May 23, 2023, Alexandria City Council adopted Resolution 3160 (**Attachment 6**) to support the City’s Charging and Fueling Infrastructure discretionary grant application. The resolution cites dedicated project funding for “Citywide Electric Vehicle Charging Stations” that is included in the [FY2024 – FY2033 Capital Improvement Program](#) (City of Alexandria, 2023). While the City assumes that private contractors that are procured during the project to install, operate, and maintain the chargers will provide the 20% cost share, the Alexandria City Council approved Capital Improvement Program funds to be used for cost share, if required.

Installing publicly accessible charging infrastructure is included in existing planning documents and action plans, including the [Energy and Climate Change Action Plan \(ECCAP\)](#), [Electric Vehicle Charging Infrastructure Readiness Strategy \(EVRS\)](#), and [Alexandria Mobility Plan](#) (City of Alexandria, 2021). These projects will also be included in the Northern Virginia Long Term Transportation Plan update, known as the TransAction Plan Update.

2 Project Statement of Work

The proposed statement of work for the project is below. An approximate timeline of anticipated project milestones is shown in **Table 1**. A more detailed project schedule can be found in **Attachment 5**. The City expects this timeline will be further refined, as appropriate, as the project progresses.

The proposed schedule assumes a grant award in September 2023; however, project activities can begin upon award. The schedule also assumes that FY23 funds would be awarded and must be expended by September 30, 2031.

Table 1. High-Level Project Schedule

Task #	Task Name	Estimated Start Date	Estimated End Date
1	Grant Administration and Project Management	September 2023	September 2031

Task #	Task Name	Estimated Start Date	Estimated End Date
2	Procure Owner's Representative and Develop Conceptual Drawings	July 2023	April 2024
3	Charging Station Vendor Procurement	October 2023	October 2024
4	Charging Station Design, Construction, and Installation	November 2024	March 2027
5	Charging Operations, Maintenance, and Reporting	November 2025	September 2031
6	Community Engagement and Outreach	November 2023	September 2031

2.1 Task 1: Grant Administration and Project Management

The City is well-equipped and prepared to substantially complete the full scope of work within the terms of the grant execution (FY22 funds obligated by September 30, 2025, and expended by September 30, 2030; FY23 funds obligated by September 30, 2024, and expended by September 30, 2031).

The City will conduct ongoing project management and grant administration activities throughout the project duration to monitor and report on project scope, budget, schedule, and progress, to meet all federal reporting requirements for grant recipients. The City will consistently monitor and track project risks and mitigation strategies to limit project delays and scope changes.

2.1.1 City of Alexandria Grants Administration, Technical, and Financial Capacity

Grants Administration Capacity

The City has a wealth of experience working with both federal and state grants and is deeply familiar with the requirements associated with each. The City also has staff available to manage the grant administration process and manage the project overall.

In 2023, the City hired a new Grants Coordinator to manage grant requirements and reporting. This person works in the Strategic Management Services office within the Department of Transportation & Environmental Services (T&ES) and will coordinate closely with the City’s Purchasing Department, Office of Management and Budget (OMB), Department of Project Implementation (DPI), Department of General Services (DGS), and other project managers to provide proper oversight of and administration of US DOT funds. Key responsibilities for this staff person include the following:

- Primary responsibility is day-to-day administration of federal grants.
- Provides for internal coordination between the City of Alexandria and US DOT on grant-related matters.

- Facilitates the integration of the City’s internal budgeting process and fiscal oversight with grant requirements.
- Coordinates the preparation and submittal of US DOT grant applications.
- Conducts/coordinates post award grants administration duties including:
 - Amendments
 - Grant reporting (Milestone and Federal Financial Reports)
 - Payment and/or reimbursement processing
 - Grant closeout activities
 - Works with project managers to prepare progress reports
- Controls and monitors expenditures on grants and evaluates grant usage.
- Works with Purchasing Department to ensure all third-party contracting efforts and purchase requisitions comply with US DOT procurement requirements.
- Serves as the main point of contact for US DOT oversight assessments.

Technical Capacity:

The City of Alexandria has instituted a Project Management Standards Initiative (PMSI) to ensure that all capital projects are managed in a consistent manner throughout the project life cycle (Planning, Design and Construction). The PMSI provides project managers the knowledge and resources to deliver high-caliber capital projects on schedule and budget using standard operating procedures, tools, and templates. All the City’s project managers have taken training relative to the PMSI. Some of the training topics include Procuring and managing professional services; project management and team resources; project team communications; project cost management; project risk management; project scheduling and schedule management; and project change management. All projects include monthly project update meetings between the project manager and the project portfolio manager to identify and address any issues monthly. This standardized project management process allows for a smooth transition between project managers and project phases throughout the life of the project.

Satisfactory Continuing Control:

All City-owned real property and capital assets are tracked in the City’s Munis ERP system. Munis includes all relevant data points for each asset, including relevant dates, acquisition cost, original funding source (including if US DOT was the source), depreciation, and disposition type and timing. An inventory of all assets is performed annually for all City-owned assets. The City’s Department of General Services performs daily maintenance on all City real property and maintains detailed maintenance and capital replacement schedules for all City facilities. Procedures for those activities can and will be easily extended to US DOT funded capital assets and real property, if needed.

2.2 Task 2: Develop Conceptual Drawings and Procure Owner’s Representative

The City is in the process of exploring its existing task order contracts to procure an architecture and engineering (A&E) firm to develop conceptual drawings for the proposed charging sites, and to develop the minimum technical and performance requirements for the project.

The conceptual drawings and minimum technical and performance requirements will be included with the charging station vendor solicitation documentation to allow for more informed

responses from potential vendors. The City will plan to leverage the A&E firm to provide additional owner's representation support through vendor procurement, design, construction, and installation activities to ensure compliance with applicable codes, standards, grant requirements, and regulations, and to ensure the project is meeting the needs of the City.

The City is currently conducting surveys of the proposed sites, the results of which will be provided to the vendor to incorporate into the conceptual designs.

2.3 Task 3: Charging Station Vendor Procurement

The City of Alexandria is currently exploring the best delivery methodology to implement this project. The City of Alexandria has long been a part of public-private partnerships and alternative delivery approaches including an Energy from Waste facility public-private partnership, and a progressive design-build flood resilience project. The City also partners with many non-profit organizations in the delivery of services to the public. These innovative and progressive initiatives have involved joining the financial and knowledge-based strengths of the private sector with the public sectors in undertaking of complex projects.

The City plans to competitively procure a vendor to complete all design, installation, operations, and maintenance activities related to the charging stations, including the implementation of the Vehicle-to-Building pilot for applicable sites. The scope of work will also include the planning and implementation of community engagement and educational activities, as described in Section 3.4 of the Project Narrative (**Attachment 1**).

Typically, the solicitation would be a two-step process, where Step 1 would include a review of the proposing project teams' qualifications, capabilities, and past performance. As a part of the Step 1 evaluation, the City will determine which teams will proceed to Step 2 of the procurement process.

During Step 2, the proposing vendor teams will provide technical and financial proposals that address the project approach and the funding and financing plan, based on the conceptual drawings, minimum technical and performance requirements for the proposed sites, and any US DOT funding requirements.

The City will make all efforts to make the awarded contract rideable by other municipalities, to facilitate more efficient procurement processes for other localities looking to install publicly accessible charging infrastructure. The solicitation requirements will be consistent with any federal requirements for utilizing Disadvantaged Business Enterprises (DBE).

As specified in the Notice of Funding Opportunity announcement, the private parties awarded the procurement will be required to provide the 20% cost share necessary for the grant.

The chargers installed as a part of this project shall conform to all applicable Manufacturers Specifications, in addition to any applicable Federal, State, City, and other prevailing Codes, Laws, Rules and Regulations governing the overall work for this project, including the [Federal Highway Administration's National Electric Vehicle Infrastructure Standards and Requirements](#) (U.S. Department of Transportation, 2023).

2.4 Task 4: Charging Station Design and Installation

Upon award of the RFP, relevant City departments, the Owner's Representative, and other relevant stakeholders will work with the awarded contractor to finalize the project workplan and schedule of design and construction services across all proposed sites. The workplan will represent the optimal approach for phasing the design and construction services to install chargers across all sites in the most cost effective and efficient manner.

The contractors will be required to provide drawings at the 30%, 60%, and 90% design stages. Feedback from the City, the Owner's Representative, Dominion Energy, and other relevant stakeholders will be provided to the contractor within two weeks of receipt, and feedback will be incorporated into the following drawings set. The results of the flood impact and mitigation analysis will be incorporated into the 60% designs.

The contractor will coordinate directly with Dominion Energy throughout the design-build process to ensure that any necessary electrical upgrades are completed. As shown in Section 1 of the Project Narrative (**Attachment 1**), Dominion's mapping tools show that there is sufficient capacity to support the planned buildout of the proposed charging infrastructure.

Following the completion of the 90% designs, the contractor will submit drawings for permitting. The City assumes that these projects will qualify for a categorical exclusion under the National Environmental Policy Act (NEPA), as the proposed sites are all existing facilities. The contractor will be required to satisfy all Federal, State, and local requirements and gain all necessary approvals to allow the project to proceed.

The contractor will complete all site preparation, construction, and installation services after gaining all necessary approvals. Following final inspections, the contractor will coordinate with the City, Dominion Energy, and other relevant stakeholders to energize the chargers and conduct relevant testing prior to making the chargers available for public use.

2.4.1 Vehicle-to-Building Pilot

The proposed recreation center sites will include an additional scope for the V2B pilot. The City will work with Dominion Energy to successfully complete an application for this project through the [Parallel Generation and Interconnection Program](#), and comply with all Dominion policies and regulation (Dominion Energy, 2023).

The City will coordinate with the DASH bus manufacturers to ensure the buses are equipped with proper programming and componentry to allow for bi-directional charging capabilities. The contractor will ensure that the chargers also include the proper programming and componentry to initiate a connection with the bus being used as a mobile generator to provide power to critical building systems. Following installation of the chargers, and completion of all programming, the contractor shall coordinate with the City, Dominion, and the bus manufacturers to commission and test the system.

Following successful implementation, the City will update existing emergency response procedures and protocols to define when and how a DASH bus may be mobilized to act as a mobile generator.

More information on the V2B pilot can be found in Section 2.2.2 of the Project Merit Criteria (**Attachment 3**).

2.5 Task 5: Charging Operations, Maintenance, and Reporting

Following successful energization and activation of the chargers, the contractor will be required to provide ongoing operations and maintenance support. The chargers procured as a part of this project will comply with the Federal Highway Administration's National Electric Vehicle Infrastructure Standards and Requirements for charger availability and uptime.

The contractor will also provide regular reporting on charger usage, availability, and other metrics determined within the scope. This data will inform future EV charging installation needs across City facilities, and will provide valuable insight into the City's progress towards meeting greenhouse gas (GHG) reduction goals established in the [Energy and Climate Change Action Plan \(ECCAP\)](#) (City of Alexandria, 2023).

2.6 Task 6: Community Engagement and Outreach Activities

As described in the Project Narrative, the proposed EV charging locations in this project were informed by a community survey conducted as a part of the EVRS study. The City plans to conduct meaningful community engagement throughout the project to ensure the public's needs are met by the project's approach and goals. The City also plans to coordinate with regional partners to advance workforce development activities and opportunities across the region. More information on how this project addresses equity and accessibility requirements of the grant, see Section 3 of the Project Merit Criteria (**Attachment 3**).

The City also plans to conduct community engagement activities to educate the public on the environmental and health benefits of electric vehicle use, availability of the chargers, optimal charging approaches, and how the chargers can facilitate EV adoption in the community.

The vendor team procured in Task 3 will include team members that are qualified to execute the proposed scope of work. After award, the City will work with the contractor to finalize a workplan for community engagement and outreach activities, as described in Section 3.4 of the Project Narrative (**Attachment 1**).

3 References

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4.2 Appendix 2 – CFI Grant Program Requirements

APPENDIX 2
CHARGING AND FUELING INFRASTRUCTURE GRANT PROGRAM REQUIREMENTS

1.0 Charging and Fueling Infrastructure Grant Program Requirements

Grantee shall comply with the Charging and Fueling Infrastructure Grant Program Requirements set forth in this Attachment 7, with respect to the design, installation, operation, maintenance, interoperability, and connectivity of EV charging infrastructure and data reporting obligations, any portion of which is funded under the Federal Highway Administration's Charging and Fueling Infrastructure Grant Program.

1.1 Charging Stations

1.1.1 Number of Charging Ports

1.1.1.1 DCFCs, located along and designed to serve users of designated AFCs, shall have at least four network-connected DCFC Charging Ports and be capable of simultaneously charging at least four EVs.

1.1.1.2 In other locations, Charging Stations shall have at least four network-connected (either DCFC or AC Level 2 or a combination of DCFC and AC Level 2) Charging Ports and be capable of simultaneously charging at least four EVs.

1.1.2 Connector Type

1.1.2.1 All charging connectors shall meet applicable industry standards.

1.1.2.2 Each DCFC Charging Port shall be capable of charging any CCS-compliant vehicle and each DCFC Charging Port shall have at least one permanently attached CCS Type 1 connector.

1.1.2.3 Each AC Level 2 Charging Port shall have a permanently attached J1772 connector and shall charge any J1772-compliant vehicle.

1.1.2.4 Each DCFC Charging Port shall: (i) be capable of charging any J3400 Connector-compliant vehicle and shall have at least one permanently attached J3400 Connector, or (ii) if such technology is not readily available, be capable of being retrofitted to permanently attach at least one J3400 Connector. City and Grantee agree to confirm the approach to J3400 Connectors pursuant to the Agreement.

1.1.3 Power Level

1.1.3.1 DCFC Charging Ports shall support output voltages between 250 volts DC and 920 volts DC. DCFCs, located along and designed to serve users of designated AFCs, shall have a continuous power delivery rating of at least 150 kW and supply power according to an EV's power delivery request up to 150 kW, simultaneously from each Charging Port at a Charging Station. The DCFC Charging Stations may conduct Power Sharing so long as each Charging Port continues to meet an EV's request for power up to 150 kW.

1.1.3.2 Each AC Level 2 Charging Port shall have a continuous power delivery rating of at least 6 kW and the Charging Station shall be capable of providing at least 6 kW per port simultaneously across all AC ports. AC Level 2 chargers may conduct Power Sharing and/or participate in smart charge management programs so long as each charging port continues to meet an EV's demand for power up to 6 kW, unless the EV charging customer consents to accepting a lower power level.

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1.1.4 Equipment Certification

1.1.4.1 All Chargers shall be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory.

1.1.4.2 AC Level 2 chargers shall be ENERGY STAR certified.

1.1.4.3 DCFC Chargers and AC Level 2 Chargers shall be certified to the appropriate UL standards for EVSE.

1.1.5 Interoperability of EV Charging Infrastructure

1.1.5.1 Charger-to-EV Communication. Chargers shall conform to ISO 15118-3 and shall have hardware capable of implementing both ISO 15118-2 and ISO 15118-20. Charger software shall conform to ISO 15118-2 and be capable of Plug and Charge. Conformance testing for Charger software and hardware shall follow ISO 15118-4 and ISO 15118-5, respectively.

1.1.5.2 Charger-to-Charger Network Communication. Chargers shall conform to OCPP 1.6J or higher. Chargers shall conform to OCPP 2.0.1.

1.1.5.3 Charging Network-to-Charging Network Communication. A Charging Network shall be capable of communicating with other Charging Networks to enable an EV driver to use a single method of identification to charge at the Charging Stations that are a part of multiple Charging Networks. Charging Networks shall be capable of communicating with other Charging Networks in accordance with OCPI 2.2.1.

1.1.5.4 Network Switching Capability. Chargers shall be designed to securely switch Charging Network Providers without any changes to hardware.

1.1.6 Minimum Uptime

1.1.6.1 Grantee shall ensure that each Charging Port has an average annual uptime of greater than 97%.

- (a) A Charging Port is considered “up” when its hardware and software are both online and available for use, or in use, and the Charging Port successfully dispenses electricity in accordance with requirements for minimum power level.
- (b) Charging Port uptime shall be calculated on a monthly basis for the previous twelve months.
- (c) Charging Port uptime percentage shall be calculated using the following equation:

$$\mu = ((525,600 - (T_{\text{outage}} - T_{\text{excluded}})) / 525,600) \times 100$$

where:

μ = port uptime percentage,

T_{outage} = total minutes of outage in previous year, and

T_{excluded} = total minutes of outage in previous year caused by the following reasons outside the Charging Station Operator's control, provided that the Charging Station Operator can demonstrate that the Charging Port would otherwise be operational: electric utility service interruptions, failure to charge or meet the EV charging customer's

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expectation for power delivery due to the fault of the vehicle, scheduled maintenance, vandalism, or natural disasters. Also excluded are hours outside of the identified hours of operation of the Charging Station.

1.2 Charging Network Connectivity

1.2.1 Charger-to-Charger Network Communication

1.2.1.1 Chargers shall communicate with a Charging Network via a secure communication method. Grantee shall comply with the applicable OCPP requirements set forth in Section 1.1.5.

1.2.1.2 Chargers shall have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with Charging Networks.

1.2.1.3 Charging Networks shall perform, and Chargers shall support, remote Charger monitoring, diagnostics, control, and Smart Charge Management.

1.2.1.4 Chargers and Charging Networks shall securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime.

1.2.2 Charging-Network-to-Charging-Network Communication

1.2.2.1 A Charging Network shall be capable of communicating with other Charging Networks to enable an EV driver to use a single method of identification to charge at the Charging Stations that are a part of multiple Charging Networks. Grantee shall comply with the applicable OCPI requirements set forth in Section 1.1.5.

1.2.3 Charging-Network-to-Grid Communication

1.2.3.1 Charging Networks shall be capable of secure communication with electric utilities, other energy providers, or local energy management systems.

1.2.4 Disrupted Network Connectivity

1.2.4.1 Chargers shall remain functional if communication with the Charging Network is temporarily disrupted, such that they initiate and complete charging sessions, providing the minimum required power level defined in Section 1.1.3.

1.3 Availability of Charging Stations

1.3.1 Charging Stations, located along and designed to serve users of designated AFCs, shall be available for use and sited at locations physically accessible to the public 24 hours per day, seven days per week, year-round. Charging Stations not located along or not designed to serve users of designated AFCs shall be available for use and accessible to the public at least as frequently as the business operating hours of the site host. This Section 1.3 does not prohibit isolated or temporary interruptions in service or access because of maintenance or repairs or due to the exclusions outlined in Section 1.1.6.1(b).

1.3.2 Grantee shall not institute any restrictions on charging by any CCS-compliant vehicle or J3400 Connector-compliant vehicle, regardless of manufacturer.

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1.4 Charging Payment

1.4.1 Payment Methods

1.4.1.1 Unless charging is permanently provided free of charge to customers, Charging Stations shall:

- (a) Provide for Secure Payment Methods, accessible to persons with disabilities, which at a minimum shall include a Contactless Payment Method that accepts major debit and credit cards, and either an automated toll-free telephone number or a SMS that provides the EV charging customer with the option to initiate a charging session and submit payment;
- (b) Not require a membership for use;
- (c) Not delay, limit, or curtail power flow to vehicles because of payment method or membership; and
- (d) Provide access for users that are limited English proficient and accessibility for people with disabilities. Automated toll-free telephone numbers and SMS payment options shall clearly identify payment access for these populations.

1.5 Security

1.5.1 Physical Security Strategies

1.5.1.1 Grantee shall design and construct the Charging Station to ensure visibility from onlookers.

1.5.1.2 Grantee shall design and construct the Charging Station to ensure driver and vehicle safety, and fire prevention.

1.5.1.3 Grantee shall install video surveillance devices and emergency call boxes, and Charger locks.

1.5.1.4 Grantee shall employ strategies to prevent tampering and illegal surveillance of payment devices.

1.5.2 Cybersecurity Strategies

1.5.2.1 Grantee shall employ practices that protect user identity and access management.

1.5.2.2 Grantee shall employ standardized secure protocols utilizing modern encryption and design for Cryptographic Agility.

1.5.2.3 Grantee shall support multiple PKIs.

1.5.2.4 Grantee shall employ measures to ensure incident prevention and handling.

1.5.2.5 Grantee shall employ practices that address configuration, vulnerability, and software update management.

1.5.2.6 Grantee shall implement third-party cybersecurity testing and certification.

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1.5.2.7 Grantee shall maintain continuity of cybersecurity operations when communication between the Charger and Charging Network is disrupted.

1.6 Customer Service

1.6.1 Reporting Outages and Malfunctions

1.6.1.1 Grantee shall ensure that EV charging customers have mechanisms to report outages, malfunctions, and other issues with charging infrastructure. Charging Station Operators shall enable access to accessible platforms that provide multilingual services. Grantee shall comply with the American with Disabilities Act of 1990 requirements and multilingual access when creating reporting mechanisms.

1.6.2 Customer Data Privacy

1.6.2.1 Charging Station Operators shall collect, process, and retain only that personal information strictly necessary to provide the charging service to a consumer, including information to complete the charging transaction and to provide the location of Charging Stations to the consumer. Chargers and Charging Networks shall comply with appropriate PCI DSS for the processing, transmission, and storage of cardholder data.

1.6.2.2 Charging Station Operators shall take reasonable measures to safeguard consumer data.

1.6.3 Communication of Price

- (a) The price for charging shall be displayed prior to initiating a charging transaction and be based on the price for electricity to charge in \$/kWh.
- (b) The price for charging displayed and communicated via the Charging Network shall be the real-time price (i.e., price at that moment in time). The price at the start of the session cannot change during the session.
- (c) Price structure including any other fees in addition to the price for electricity to charge shall be clearly displayed and explained.

1.7 On-Premises Signs

1.7.1 Grantee shall ensure that on-property or on-premises advertising signs comply with 23 C.F.R. Part 750 (Highway Beautification).

1.8 Data Submittal

1.8.1 Quarterly Data Submittal

1.8.1.1 Grantee shall submit to City the following data on a quarterly basis in a manner prescribed by the FHWA. Any quarterly data made public will be aggregated and anonymized to protect confidential business information.

- (a) Charging Station identifier. This shall be the same Charging Station name or identifier used to identify the Charging Station in data made available to third parties Section 1.8.4.1(a);
- (b) Charging port identifier. This shall be the same Charging Port identifier used to identify the Charging Port in data made available to third parties in Section 1.8.4.1.

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- (c) Charging session start time, end time, and any error codes associated with an unsuccessful charging session by port;
- (d) Energy (kWh) dispensed to EVs per charging session by port;
- (e) Peak session power (kW) by port;
- (f) Payment method associated with each charging session;
- (g) Charging Station port uptime, T_outage, and T_excluded calculated in accordance with the equation in Section 1.1.6 for each of the previous 3 months; and
- (h) Duration (minutes) of each outage.

1.8.2 Annual Data Submittal

1.8.2.1 Grantee shall submit to City the following data on an annual basis, on or before March 1, in a manner prescribed by FHWA. Any annual data made public will be aggregated and anonymized to protect confidential business information.

- (a) Maintenance and repair cost per Charging Station for the previous year.
- (b) Identification of and participation in any State or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman-owned businesses, and businesses owned by economically disadvantaged individuals.

1.8.3 One-time Data Submittal

1.8.3.1 Grantee shall ensure the following data is collected and submitted to City once for each Charging Station, on or before March 1 of each year, in a manner prescribed by the FHWA. Any one-time data made public will be aggregated and anonymized to protect confidential business information.

- (a) The name and address of the Private Entity(ies) involved in the operation and maintenance of Chargers;
- (b) Distributed Energy Resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per Charging Station;
- (c) Charging Station real property acquisition cost, charging equipment acquisition and installation cost, and Distributed Energy Resource acquisition and installation cost; and
- (d) Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into:
 - i. total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines; and
 - ii. total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment.

1.8.4 Third-Party Data Sharing

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1.8.4.1 Grantee shall make the following data fields available, free of charge, to third-party software developers, via application programming interface:

- (a) Unique Charging Station name or identifier;
- (b) Address (street address, city, State, and zip code) of the property where the Charging Station is located;
- (c) Geographic coordinates in decimal degrees of exact Charging Station location;
- (d) Charging Station Operator name;
- (e) Charging Network Provider name;
- (f) Charging Station status (operational, under construction, planned, or decommissioned);
- (g) Charging Station access information:
 - i. Charging Station access type (public or limited to commercial vehicles); and
 - ii. Charging Station access days/times (hours of operation for the Charging Station);
- (h) Charging port information:
 - i. number of Charging Ports;
 - ii. unique port identifier;
 - iii. connector types available by port;
 - iv. DCFC charging level by port;
 - v. AC Level 2 charging level by port;
 - vi. power delivery rating in kW by port;
 - vii. accessibility by vehicle with trailer (pull-through stall) by port (yes/no); and
 - viii. real-time status by port in terms defined by OCPI 2.2.1; and
- (i) Pricing and payment information:
 - i. pricing structure;
 - ii. real-time price to charge at each Charging Port, in terms defined by OCPI 2.2.1; and
 - iii. payment methods accepted at the Charging Station.

1.9 Workforce

1.9.1 Qualifications

1.9.1.1 Grantee shall require that the workforce installing, maintaining, and operating Chargers have appropriate licenses, certifications, and training to ensure that the installation and

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maintenance of Chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers.

1.9.1.2 Except as provided Section 1.9.1.3, all electricians installing, operating, or maintaining EVSE shall meet one of the following requirements:

- (a) Certification from the EVITP; or
- (b) Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes Charger-specific training and is developed as a part of a national guideline standard approved by the U. S. Department of Labor in consultation with the U. S. Department of Transportation.

1.9.1.3 For projects requiring more than one electrician, at least one electrician shall meet the requirements in Section 1.9.1.2, and at least one electrician shall be enrolled in an electrical registered apprenticeship program.

1.9.1.4 All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of Chargers shall have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the Commonwealth of Virginia.

1.10 Other Federal Requirements

1.10.1 All applicable Federal statutory and regulatory requirements apply to the Charger projects. These requirements include, but are not limited to:

- (i) All statutory and regulatory requirements that are applicable to funds apportioned under chapter 1 of Title 23, United States Code, and the requirements of 2 C.F.R. Part 200 apply. This includes the applicable requirements of 23, United States Code, and Title 23, Code of Federal Regulations, such as the applicable Buy America requirements at 23 U.S.C. 313 and Build America, Buy America Act (Pub. L. No 117-58, div. G sections 70901-70927).
- (ii) As provided at 23 U.S.C. 109(s)(2), projects to install Chargers are treated as if the project is located on a Federal-aid highway. As a project located on a Federal-aid highway, 23 U.S.C. 113 applies and Davis Bacon Federal wage rate requirements included at subchapter IV of chapter 31 of Title 40, U.S.C., shall be paid for any project funded with Charging and Fueling Infrastructure Grant Program funds.
- (iii) The American with Disabilities Act of 1990, and implementing regulations, apply to Charging Stations by prohibiting discrimination on the basis of disability by public and Private Entities. Charging Stations shall comply with applicable accessibility standards adopted by the Department of Transportation into its ADA regulations (49 C.F.R. Part 37) in 2006, and adopted by the Department of Justice into its ADA regulations (28 C.F.R. Parts 35 and 36) in 2010.
- (iv) Title VI of the Civil Rights Act of 1964, and implementing regulations, apply to this program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

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- (v) All applicable requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and implementing regulations, apply to this program.
- (vi) The Disadvantaged Business Enterprise program applies to the Charging and Fueling Infrastructure Competitive Grant Program funds.
- (vii) The Uniform Relocation Assistance and Real Property Acquisition Act, and implementing regulations, apply to this program by establishing minimum standards for federally funded programs and projects that involve the acquisition of real property (real estate) or the displacement or relocation of persons from their homes, businesses, or farms.
- (viii) NEPA, the Council on Environmental Quality's NEPA implementing regulations, and applicable agency NEPA procedures apply to this program by establishing procedural requirements to ensure that Federal agencies consider the consequences of their proposed actions on the human environment and inform the public about their decision making for major Federal actions significantly affecting the quality of the human environment.

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CHARGING AND FUELING INFRASTRUCTURE GRANT PROGRAM REQUIREMENTS**

**APPENDIX A
ACRONYMS AND DEFINITIONS**

Unless the context otherwise requires, capitalized definitions for certain acronyms, abbreviations and terms used in this Agreement have the meanings given in this Exhibit 1.

1.0 Acronyms

AC	alternating-current
ADA	Americans with Disabilities Act of 1990
AFC	alternative fuel corridor
CCS	Combined Charging System
C.F.R.	Code of Federal Regulations
DBE	Disadvantaged Business Enterprise
DC	direct-current
DCFC	Direct Current Fast Charger
EV	electric vehicle
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	electric vehicle supply equipment
FHWA	Federal Highway Administration
IIJA	Infrastructure Investment and Jobs Act
ISO	International Organization for Standardization
kW	kilowatt
kWh	kilowatt-hour
MUTCD	Manual on Uniform Traffic Control Devices
NACS	North American Charging System
NEPA	National Environmental Policy Act
NFC	near-field communication
OCPI	Open Charge Point Interface
OCPP	Open Charge Point Protocol
OSHA	Occupational Safety and Health Administration
PCI DSS	Payment Card Industry Data Security Standards
PKI	Public Key Infrastructure
RFID	radio frequency identification
SMS	short message/messaging system
UL	Underwriters Laboratories

2.0 Definitions

AC Level 2 means a Charger that operates on a circuit from 208 volts to 240 volts and transfers AC electricity to a device in an EV that converts alternating current to direct current to recharge an EV battery.

Alternative Fuel Corridor or **AFC** means national EV charging and hydrogen, propane, and natural gas fueling corridors designated by FHWA pursuant to 23 U.S.C. 151.

Americans with Disabilities Act of 1990 or **ADA** means the public accommodation protections of Title III of the Americans with Disabilities Act, 42 U.S.C. 12181 et seq.

Charger means a device with one or more Charging Ports and Connectors for charging EVs.

Charging Network means a collection of Chargers located on one or more property(ies) that are connected via digital communications to manage the facilitation of payment, the facilitation of electrical charging, and any related data requests.

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Charging Network Provider means the entity that operates the digital communication network that remotely manages the Chargers. Charging Network Providers may also serve as Charging Station Operators and/or manufacture Chargers.

Charging Port means the system within a Charger that charges one EV. A Charging Port may have multiple Connectors, but it can provide power to charge only one EV through one Connector at a time.

Charging Station means the area in the immediate vicinity of a group of Chargers and includes the Chargers, supporting equipment, parking areas adjacent to the Chargers, and lanes for vehicle ingress and egress. A Charging Station could comprise only part of the property on which it is located.

Charging Station Operator means the entity that owns the Chargers and supporting equipment and facilities at one or more Charging Stations. Although this entity may delegate responsibility for certain aspects of Charging Station Operation and maintenance to subcontractors, this entity retains responsibility for operation and maintenance of Chargers and supporting equipment and facilities. In some cases, the Charging Station Operator and the Charging Network Provider are the same entity.

Combined Charging System or **CCS** means a standard Connector interface that allows DCFCs to connect to, communicate with, and charge EVs.

Connector means the device that attaches an EV to a Charging Port in order to transfer electricity.

Contactless Payment Method means a secure method for consumers to purchase services using a debit card, credit card, smartcard, mobile application, or another payment device by using RFID technology and NFC.

Cryptographic Agility means the capacity to rapidly update or switch between data encryption systems, algorithms, and processes without the need to redesign the protocol, software, system, or standard.

Direct Current Fast Charger or **DCFC** means a Charger that enables rapid charging by delivering DC electricity directly to an EV's battery.

Distributed Energy Resource means small, modular, energy generation and storage technologies that provide electric capacity or energy where it is needed.

Electric Vehicle or **EV** means a motor vehicle that is either partially or fully powered on electric power received from an external power source. For the purposes of this Agreement, this definition does not include golf carts, electric bicycles, or other micromobility devices.

Electric Vehicle Infrastructure Training Program or **EVITP** refers to a comprehensive training program for the installation of EV supply equipment. For more information, refer to <https://evitp.org/>.

Electric Vehicle Supply Equipment or **EVSE** means a device with one or more Charging Ports and Connectors for charging EVs.

ENERGY STAR means a product meets strict energy efficiency guidelines set by the U.S. Environmental Protection Agency and the Department of Energy.

International Organization for Standardization or **ISO** means the independent, non-governmental international organization, with a membership of 169 national standards bodies, that develop voluntary, consensus-based, market relevant international standards that support innovation and provide solutions to global challenges.

J3400 Connector means an EV charging connector that complies with the J3400 Standard.

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J3400 Standard means the charging connector standard based on the NACS connector, which is manufacturer- and supplier-agnostic. The J3400 Standard is further described in the technical information report available at: https://www.sae.org/standards/content/j3400_202312/.

Nationally Recognized Testing Laboratory means the designation given by OSHA to a private sector testing facility that provides product safety testing and certification services.

North American Charging System or **NACS** means a charging connector interface standard for electric vehicles that Tesla Inc. developed and has made available for use by other charging network operators and automakers.

Occupational Safety and Health Administration or **OSHA** means the agency within the United States Department of Labor, established following the passage of the Occupational Safety and Health Act of 1970, responsible for ensuring workplace safety and health.

Open Charge Point Interface or **OCPI** means an open-source communication protocol that governs the communication among multiple Charging Networks, other communication networks, and software applications to provide information and services for EV drivers.

Open Charge Point Protocol or **OCPP** means an open-source communication protocol that governs the communication between Chargers and the Charging Networks that remotely manage the Chargers.

Payment Card Industry Data Security Standards or **PCI DSS** means the set of comprehensive requirements for enhancing payment account data security developed by the founding payment brands of the PCI Security Standards Council, as may be amended from time to time.

Plug and Charge means a method of initiating charging, whereby an EV charging customer plugs a Connector into their vehicle and their identity is authenticated through digital certificates defined by ISO-15118, a charging session initiates, and a payment is transacted automatically, without any other customer actions required at the point of use.

Power Sharing means dynamically limiting the charging power output of individual Charging Ports at the same Charging Station to ensure that the sum total power output to all EVs concurrently charging remains below a maximum power threshold. This is also called automated load management.

Private Entity(ies) means a corporation, partnership, company, other nongovernmental entity, or nonprofit organization.

Public Key Infrastructure or **PKI** means a system of processes, technologies, and policies to encrypt and digitally sign data. It involves the creation, management, and exchange of digital certificates that authenticate the identity of users, devices, or services to ensure trust and secure communication.

Secure Payment Method means a type of payment processing that ensures a user's financial and personal information is protected from fraud and unauthorized access.

Smart Charge Management means controlling the amount of power dispensed by Chargers to EVs to meet customers' charging needs while also responding to external power demand or pricing signals to provide load management, resilience, or other benefits to the electric grid.

Technical Requirements means the requirements set forth in this Exhibit [●] (Electric Vehicle Infrastructure Technical Requirements).

4.3 Appendix 3 – Eligible City Facilities for Publicly Accessible EV Charging

Appendix 3 - Eligible City Facilities for Publicly Accessible EV Charging

Facility Name	Facility Address	Type	Hours open to the public for parking	Estimated Number of Parking Spaces	Alexandria Historic District?	2023 CFI Application Location?	Link	Notes
Beatley Central Library	5005 Duke Street	Library	No overnight parking. Operating hours: Mon - Thu 10:00am - 8:00pm, Fri - Sat 10:00am - 5:00pm, Sun 1:00pm - 5:00pm	107	No	Yes	https://alexlibraryva.org/beatley	One dual port fleet charger being installed in this location.
Ben Brenman Park	4800 Ben Brenman Drive	Park	6 am to 10 pm	50	No	No	https://www.alexandriava.gov/parks/location/ben-brenman-park	Parking lot closest to the restrooms at 4800 Latrobe Drive most feasible location for chargers due to proximity to electrical room. Weekly farmers market in parking lot off Deer Run Ct. Smaller parking lot undergoing construction this summer. Note that City parks may be moving to 2-3 hour parking limits in the future.
Burke Branch Library	4701 Seminary Road	Library	No overnight parking. Operating hours: Mon - Thu 10:00am - 8:00pm, Fri - Sat 10:00am - 5:00pm, Sun 1:00pm - 5:00pm	57	No	No	https://alexlibraryva.org/burke	
Cameron/St Asaph Parking Lot	210 North St Asaph Street	Parking Facility	24 Hours	53	Yes	No	https://visitalexandria.com/listings/cameron-street-parking-lot/	
Carlyle Dog Park & Tennis Courts	450 Andrew's Lane	Park	2 hour metered parking from 5:00 am - 10:00 pm	10	No	No	https://www.alexandriava.gov/parks/location/carlyle-dog-park-tennis-courts	Note that City parks may be moving to 2-3 hour parking limits in the future.
Charles Houston Rec Center	901 Wythe Street	Recreation Center	No parking allowed from 1am - 7am. Operating hours: Mon - Thu 9am - 9pm, Fri - Sat 9am - 10pm, First Fri & Sat 9am - 12am, Sun 1 - 5pm	41	Yes	Yes	https://www.alexandriava.gov/recreation-centers/charles-houston-recreation-center	
Chick Armstrong Rec Center	25 West Reed Street	Recreation Center	No overnight parking. Operating hours: Mon - Fri 9am - 9pm, Sat 9am - 6pm	26	No	Yes	https://www.alexandriava.gov/recreation-centers/leonard-chick-armstrong-recreation-center	Plans for redevelopment of adjacent Cora Kelley school through 2029; redevelopment of Chick Armstrong Rec Center not currently in the budget.
Chinquapin Rec Center	3210 King Street	Recreation Center	No overnight parking. Operating hours: Mon - Thu 6am - 9pm, Fri 6am - 6pm, Sat - Sun 8am - 6pm	45	No	No	https://www.alexandriava.gov/recreation-centers/chinquapin-park-recreation-center-and-aquatics-facility	Two lots on the left side of the building will be redone to improve ADA accessibility. Lot on the east side near the playground won't be impacted. Construction estimated to be completed in 2026.
Community Center at Four Mile Run	4109 Mount Vernon Avenue	Recreation Center	Dawn to dusk	21 (spaces at the trail lot and community center)	No	Yes	https://www.alexandriava.gov/parks/location/four-mile-run-park	City owned building leased to Casa Chirilagua. Additional park parking lot North on Mt. Vernon Ave for trail access to Four Mile Run Park, which was included in the 2023 CFI application.
Courthouse Garage	111 South Pitt Street	Parking Facility	Mon - Sat 7am - 3am, Sun 9am - 1am, Holidays 10am - 1am	289	Yes	No	https://visitalexandria.com/listings/courthouse-square-parking-garage/	Up to 20 Fleet vehicles may be parked in the Courthouse garage during the Market Square renovation.
Ewald Park	4452 Duke Street	Park	Dawn to Dusk	15	No	No	https://www.alexandriava.gov/parks/location/ewald-park	Entire park will be undergoing design process. Design team will be on board this fall, future design/use unknown. Note that City parks may be moving to 2-3 hour parking limits in the future.
Fort Ward Museum	4301 West Braddock Road	Museum	No overnight parking. Operating hours: Thu - Fri 11:00am - 4:00pm, Sat 11:00am - 5:00pm, Sun 1:00pm - 5:00pm	43	No	No	https://www.alexandriava.gov/FortWard	Only parking spaces near the amphitheater available for consideration for EV chargers.
Jerome "Buddie" Ford Nature Center	5750 Sanger Avenue	Park	Dawn to dusk	106	No	No	https://www.alexandriava.gov/NatureCenter	City owned parking lot that is heavily utilized by ACPS during the school day. Generally limited public parking available during the school day.
Joseph Hensley Park	4200 Eisenhower	Park	May be open from 5am - 10pm following construction	146 planned for renovation	No	Yes	https://www.alexandriava.gov/parks/location/joseph-hensley-park	Make-ready infrastructure for 2 chargers included in plans for ongoing park renovation. Construction estimated to end first part of 2025. Note that City parks may be moving to 2-3 hour parking limits in the future.
Lyceum	201 South Washington Street	Museum	Parking only for museum visitors. Operating hours: Thu - Fri 11:00am - 4:00pm, Sat 11:00am - 5:00pm, Sun 1:00pm - 5:00pm	22	Yes	No	https://www.alexandriava.gov/lyceum	Limited parking available only for museum use and staff. One dual port fleet charger being installed in this location.
Mark Center (Del Pepper Community Resource Center)	4850 Mark Center Drive	Office	Parking open to public at hours specified below. Building staff and employees have 24/7 access to parking with keycards. Visitors/clients have 4 hours of free parking, with validation. The final parking policy is currently under development to accommodate public parking for after-hours meetings at Mark Center. Mon-Fri 7am - 6pm Sat 7am-1pm	821	No	No	https://www.alexandriava.gov/info/del-pepper-community-resource-center	8 dual port chargers in this location for fleet vehicles; 1 single port charger for fleet vehicles in ADA space.
Market Square Garage	108 North Fairfax Street	Parking Facility	Mon - Thu 7am - 1am, Fri - Sat 7am - 2:30am, Sun & Holidays 10am - 1am	219	Yes	No	https://visitalexandria.com/listings/market-square-parking-garage/	6 Level 2 chargers at this location for fleet. Will be under renovation until approximately 2030.
Nannie J Lee Rec Center	1108 Jefferson Street	Recreation Center	No overnight parking. Open until 10pm	175	No	No	https://www.alexandriava.gov/recreation-centers/nannie-j-lee-recreation-center	Major resurfacing scheduled 2024-2025.
North Patrick Street Parking Lot	120 North Patrick Street	Parking Facility	Permit parking 6am - 5pm; pay parking after 5pm	15	Yes	No		Surface lot available for monthly parking only. Property was declared surplus by City Council with the intent to issue an RFP for the sale and redevelopment of the properties. A time for the solicitation and sale has not been determined.
Parking Adjacent to Nick Colasanto Center	2704 Mount Vernon Avenue	Park	No overnight parking. Operating hours: Thu 12pm - 6pm, Fri 12 - 9pm, Sat - Sun 12 - 6pm (Closed the last Sunday of the month)	7	No	No	https://www.alexandriava.gov/public-art/from-my-stories-to-your-stories-at-colasanto-spray-park	Leased facility; Parking lot not leased, will be under construction through 2026, will be removing some parking. Note that City parks may be moving to 2-3 hour parking limits in the future.
Patrick Henry Rec Center	4643 Taney Avenue	Recreation Center	No overnight parking. Operating hours: Mon - Fri 9am - 9pm, Sat 9am - 6pm - Teens Fri 9pm - 11pm, Sat 6pm - 8pm	66	No	No	https://www.alexandriava.gov/recreation-centers/patrick-henry-recreation-center	

Facility Name	Facility Address	Type	Hours open to the public for parking	Estimated Number of Parking Spaces	Alexandria Historic District?	2023 CFI Application Location?	Link	Notes
Queen Lee Garage	220 North Union Street	Parking Facility	Mon - Thu 7am - 1am, Fri - Sat 7am - 2:30am, Sun & Holidays 10am - 1:30am	175	Yes	No	https://visitalexandria.com/listings/asp-parking-garage/	
Simpson Stadium Park	426 East Monroe Avenue	Park	3 hour parking from 5 am to 10 pm	26	No	No	https://www.alexandriava.gov/parks/location/eugene-simpson-stadium-park	Park construction will start late 2024/early 2025, will end 2026. Construction plans include make ready infrastructure for two Level 2 chargers.
Thompsons Alley Garage	10 Thompsons Alley	Parking Facility	Open 24 hours	68	Yes	No	https://visitalexandria.com/listings/thompsons-alley-parking-garage/	Limited parking available; regular flooding issues.
Vola Lawson Animal Shelter	4101 Eisenhower Avenue	Office	No overnight parking. Operating hours: Mon - Tue, Thu - Fri 9am - 7pm, Sat - Sun 11am - 5pm	46	No	No	https://alexandrianimals.org/	
Witter Recreation Fields	2700 Witter Drive	Park	Dawn to dusk. 2 hour parking 8:00am - 5:00pm, Monday-Friday.	17 (does not include street spaces)	No	No	https://www.alexandriava.gov/parks/location/witter-fields	
Witter-Wheeler Lot (next to Witter Field)	2900 Business Center Drive	Park	Dawn to dusk; used by City employees during business hours	120	No	No		Main employee parking lot for 2900 Business Center Drive. Public parking for Witter Field. One BEAM charger in this location for fleet. Also in use by Cadillac dealership.

4.4 Appendix 4 – Facility Details for Eligible City Facilities for Publicly Accessible EV Charging

The facility details provided in this solicitation are intended to give Bidders detailed information about the eligible City facilities for publicly accessible EV charging to help in the preparation of their response. For each site, the information may include:

- Site Address
- Overhead pictures, including site annotations and a potential location for EV chargers
- Pictures of electrical service and panels

The information provided is intended to assist Bidders in their site evaluation process. Potential locations of EV chargers shown in the documentation are based on preliminary information and is not a requirement for Bidders to follow. Bidders should perform their own due diligence for the site and propose a solution that best fits their needs. This information is subject to change during site planning.

Access site-specific details at the links below:

- [Beatley Central Library](#)
- [Ben Brenman Park](#)
- [Burke Branch Library](#)
- [Cameron/St Asaph Parking Lot](#)
- [Carlyle Dog Park & Tennis Courts](#)
- [Charles Houston Rec Center](#)
- [Chick Armstrong Rec Center](#)
- [Chinquapin Rec Center](#)
- [Community Center at Four Mile Run](#)
- [Courthouse Garage](#)
- [Ewald Park](#)
- [Fort Ward Museum](#)
- [Jerome "Buddie" Ford Nature Center](#)
- [Joseph Hensley Park](#)
- [Lyceum](#)
- [Mark Center \(Del Pepper Community Resource Center\)](#)
- [Market Square Garage](#)
- [Nannie J Lee Rec Center](#)
- [North Patrick Street Parking Lot](#)
- [Parking Adjacent to Nick Colasanto Center](#)
- [Patrick Henry Rec Center](#)
- [Queen Lee Garage](#)
- [Simpson Stadium Park](#)
- [Thompsons Alley Garage](#)
- [Vola Lawson Animal Shelter](#)
- [Witter-Wheeler Lot and Witter Recreation Fields](#)

4.5 Appendix 5 – Parking Garage Occupancy Data

Appendix 5 - Parking Garage Occupancy Data

Notes

1 Occupancy data for the North Patrick lot is not available

2 "Contract" occupancy indicates someone with a parking pass to that garage. "Transient" occupancy indicates someone that does not have a pass.

Date	Cameron-St Asaph	Courthouse Garage			Market Square Garage			Queen Lee Garage			Thompson Alley Garage
	Transient	Total	Contract	Transient	Total	Contract	Transient	Total	Contract	Transient	Transient
Wednesday, Mar 1, 2023	46	241	86	163	172	77	96	141	8	134	35
Thursday, Mar 2, 2023	42	217	91	135	174	82	96	136	7	129	22
Friday, Mar 3, 2023	47	181	76	111	136	65	91	93	8	91	50
Saturday, Mar 4, 2023	88	291	14	278	161	18	152	302	14	290	64
Sunday, Mar 5, 2023	55	142	16	126	198	9	193	291	11	281	56
Monday, Mar 6, 2023	34	210	85	146	169	81	88	162	28	134	23
Tuesday, Mar 7, 2023	46	205	93	124	179	83	97	162	30	132	34
Wednesday, Mar 8, 2023	43	202	88	115	162	81	83	184	35	152	28
Thursday, Mar 9, 2023	55	39	7	32	197	77	124	178	34	146	13
Friday, Mar 10, 2023	46	183	131	77	155	63	130	180	18	168	46
Saturday, Mar 11, 2023	89	197	93	106	184	7	181	232	11	223	59
Sunday, Mar 12, 2023	31	113	89	96	115	9	108	217	12	205	47
Monday, Mar 13, 2023	36	300	86	214	159	74	87	185	32	154	11
Tuesday, Mar 14, 2023	46	220	78	147	181	83	101	181	34	150	24
Wednesday, Mar 15, 2023	46	202	84	126	170	84	88	164	35	129	20
Thursday, Mar 16, 2023	48	218	74	159	173	81	113	165	31	142	33
Friday, Mar 17, 2023	77	197	83	116	198	65	161	253	25	240	45
Saturday, Mar 18, 2023	93	166	14	152	190	18	183	297	13	286	58
Sunday, Mar 19, 2023	28	93	13	84	110	7	103	196	12	185	51
Monday, Mar 20, 2023	40	175	90	91	159	73	87	171	37	134	22
Tuesday, Mar 21, 2023	45	206	96	130	180	71	109	184	35	149	36
Wednesday, Mar 22, 2023	63	200	96	125	187	72	115	199	37	164	29
Thursday, Mar 23, 2023	54	198	89	114	190	79	118	175	33	155	13
Friday, Mar 24, 2023	48	186	86	105	154	62	139	180	20	171	46
Saturday, Mar 25, 2023	91	136	15	128	173	8	170	272	11	261	56
Sunday, Mar 26, 2023	76	176	11	165	195	8	190	305	9	296	66
Monday, Mar 27, 2023	42	211	88	145	149	75	77	143	29	117	23
Tuesday, Mar 28, 2023	49	229	97	138	184	84	102	133	32	103	35
Wednesday, Mar 29, 2023	43	198	91	112	188	78	113	169	33	136	33
Thursday, Mar 30, 2023	46	226	89	151	213	86	127	173	36	139	41
Friday, Mar 31, 2023	53	202	82	122	185	68	157	204	25	194	53
Saturday, Apr 1, 2023	78	19	15	14	177	7	174	264	11	253	66
Sunday, Apr 2, 2023	50	7	6	1	136	6	130	287	10	279	66
Monday, Apr 3, 2023	33	169	162	21	179	65	115	185	29	156	37
Tuesday, Apr 4, 2023	45	333	296	97	183	60	125	199	27	172	41
Wednesday, Apr 5, 2023	41	306	297	152	207	76	134	208	33	187	49
Thursday, Apr 6, 2023	48	147	121	75	193	78	119	149	27	125	45
Friday, Apr 7, 2023	48	204	118	124	182	53	131	218	24	207	56
Saturday, Apr 8, 2023	91	136	104	136	15	9	9	289	13	276	59
Sunday, Apr 9, 2023	39	103	22	102	8	4	4	284	11	274	64
Monday, Apr 10, 2023	39	165	136	157	156	59	97	203	37	166	34
Tuesday, Apr 11, 2023	42	205	139	145	201	75	126	167	36	131	47
Wednesday, Apr 12, 2023	41	295	172	142	195	92	136	297	38	263	49
Thursday, Apr 13, 2023	46	337	174	163	190	99	132	243	32	221	45
Friday, Apr 14, 2023	49	265	144	144	190	68	144	306	26	288	51
Saturday, Apr 15, 2023	89	225	30	202	159	27	136	300	15	287	69
Sunday, Apr 16, 2023	45	143	27	116	177	11	167	281	13	270	55
Monday, Apr 17, 2023	31	301	169	150	154	74	80	198	31	168	32
Tuesday, Apr 18, 2023	47	336	187	162	179	83	101	208	33	176	33
Wednesday, Apr 19, 2023	47	274	164	123	180	67	125	255	35	220	44
Thursday, Apr 20, 2023	45	331	171	166	171	75	101	212	30	187	47
Friday, Apr 21, 2023	68	272	151	169	216	77	139	303	28	290	59
Saturday, Apr 22, 2023	49	107	23	87	147	27	133	234	11	224	70
Sunday, Apr 23, 2023	56	179	22	159	157	13	147	220	12	209	56
Monday, Apr 24, 2023	40	279	174	121	172	77	95	185	32	153	30
Tuesday, Apr 25, 2023	45	255	176	87	184	77	107	173	36	137	39
Wednesday, Apr 26, 2023	39	256	140	116	176	72	106	193	36	162	40
Thursday, Apr 27, 2023	49	319	176	146	180	80	109	193	31	166	49
Friday, Apr 28, 2023	35	263	154	128	160	70	95	130	24	120	47
Saturday, Apr 29, 2023	85	174	23	156	159	23	141	301	12	289	67
Sunday, Apr 30, 2023	23	106	24	83	76	17	71	174	9	166	57
Monday, May 1, 2023	35	318	195	146	167	90	81	148	31	117	28
Tuesday, May 2, 2023	46	353	207	166	167	100	69	149	34	115	25
Wednesday, May 3, 2023	42	319	194	132	166	82	86	178	38	142	30
Thursday, May 4, 2023	45	328	195	134	185	95	93	167	29	139	49
Friday, May 5, 2023	77	290	168	132	196	81	124	247	24	236	59

Date	Cameron-St Asaph	Courthouse Garage			Market Square Garage			Queen Lee Garage			Thompson Alley Garage
	Transient	Total	Contract	Transient	Total	Contract	Transient	Total	Contract	Transient	Transient
Saturday, May 6, 2023	104	155	26	138	165	15	155	296	11	287	60
Sunday, May 7, 2023	47	140	23	117	171	10	164	291	11	281	66
Monday, May 8, 2023	27	296	188	116	176	86	91	180	32	148	49
Tuesday, May 9, 2023	43	296	202	103	187	99	96	155	31	138	40
Wednesday, May 10, 2023	53	228	169	71	186	95	99	184	35	171	28
Thursday, May 11, 2023	49	299	169	135	185	90	106	188	30	175	45
Friday, May 12, 2023	61	293	154	139	207	78	160	302	27	292	61
Saturday, May 13, 2023	63	137	26	112	120	23	108	266	12	255	61
Sunday, May 14, 2023	94	171	20	156	173	14	160	278	9	269	74
Monday, May 15, 2023	28	293	194	101	164	100	82	197	35	165	43
Tuesday, May 16, 2023	57	291	169	130	178	95	104	164	27	140	39
Wednesday, May 17, 2023	57	263	160	103	182	86	122	179	30	149	39
Thursday, May 18, 2023	53	314	157	158	181	93	127	270	33	252	41
Friday, May 19, 2023	57	310	155	164	209	76	135	296	22	281	48
Saturday, May 20, 2023	108	247	24	229	178	17	165	288	6	282	68
Sunday, May 21, 2023	100	363	25	340	187	14	177	284	6	279	71
Monday, May 22, 2023	37	282	179	118	192	90	105	191	29	162	39
Tuesday, May 23, 2023	51	341	187	181	175	88	104	181	23	158	37
Wednesday, May 24, 2023	49	339	181	171	193	81	116	216	35	197	44
Thursday, May 25, 2023	53	288	154	159	203	85	118	224	25	215	46
Friday, May 26, 2023	65	295	141	158	238	72	172	282	24	271	56
Saturday, May 27, 2023	93	148	24	127	202	15	193	292	13	280	63
Sunday, May 28, 2023	51	156	32	124	171	12	161	278	10	269	69
Monday, May 29, 2023	29	92	31	62	110	13	98	163	8	156	43
Tuesday, May 30, 2023	45	329	197	143	202	96	109	163	28	136	45
Wednesday, May 31, 2023	67	346	189	159	219	86	133	225	37	194	38
Thursday, Jun 1, 2023	71	322	170	154	209	94	118	268	37	231	52
Friday, Jun 2, 2023	73	307	167	156	196	72	172	276	18	267	52
Saturday, Jun 3, 2023	91	200	25	178	240	18	226	291	12	279	69
Sunday, Jun 4, 2023	51	173	25	150	201	19	189	294	11	285	64
Monday, Jun 5, 2023	41	299	193	130	191	88	108	205	30	175	37
Tuesday, Jun 6, 2023	60	303	209	106	214	99	117	240	30	211	45
Wednesday, Jun 7, 2023	69	310	183	153	194	93	101	216	28	189	47
Thursday, Jun 8, 2023	57	309	186	126	194	90	109	208	27	181	42
Friday, Jun 9, 2023	67	283	160	126	211	71	159	289	18	281	51
Saturday, Jun 10, 2023	112	170	25	158	217	13	208	285	11	274	54
Sunday, Jun 11, 2023	48	143	30	117	170	11	159	297	11	287	74
Monday, Jun 12, 2023	54	330	180	176	194	93	103	160	26	136	34
Tuesday, Jun 13, 2023	71	328	183	147	210	107	160	206	34	172	47
Wednesday, Jun 14, 2023	62	309	188	126	205	88	118	205	31	175	42
Thursday, Jun 15, 2023	72	323	167	162	191	99	117	248	30	218	59
Friday, Jun 16, 2023	84	309	164	148	179	63	128	301	24	287	77
Saturday, Jun 17, 2023	130	256	32	237	234	28	224	311	10	302	62
Sunday, Jun 18, 2023	55	145	22	124	234	13	226	282	10	273	73
Monday, Jun 19, 2023	46	164	61	108	173	19	159	221	20	203	51
Tuesday, Jun 20, 2023	52	332	205	138	202	100	108	171	29	142	45
Wednesday, Jun 21, 2023	47	347	195	159	164	75	96	193	36	157	44
Thursday, Jun 22, 2023	55	336	189	150	193	89	109	179	32	148	40
Friday, Jun 23, 2023	48	307	184	124	185	67	127	189	25	186	53
Saturday, Jun 24, 2023	101	177	27	162	198	13	189	295	5	291	67
Sunday, Jun 25, 2023	43	164	23	141	166	11	157	235	8	229	67
Monday, Jun 26, 2023	46	318	176	163	190	85	109	221	31	191	41
Tuesday, Jun 27, 2023	52	353	178	180	204	104	105	203	34	172	37
Wednesday, Jun 28, 2023	59	338	176	163	202	87	117	220	35	187	58
Thursday, Jun 29, 2023	55	331	179	158	223	89	140	204	32	193	44
Friday, Jun 30, 2023	45	254	138	121	205	64	148	251	21	243	61
Saturday, Jul 1, 2023	79	135	23	113	154	13	143	245	11	234	67
Sunday, Jul 2, 2023	50	164	22	142	186	11	176	278	12	268	55
Monday, Jul 3, 2023	42	152	81	75	197	67	132	230	18	219	45
Tuesday, Jul 4, 2023	49	98	22	80	209	13	196	273	12	263	47
Wednesday, Jul 5, 2023	49	292	165	127	197	87	116	190	33	157	40
Thursday, Jul 6, 2023	54	291	165	133	211	99	115	225	32	193	44
Friday, Jul 7, 2023	58	259	152	110	155	73	83	147	20	127	55
Saturday, Jul 8, 2023	113	281	22	262	52	16	40	264	10	255	61
Sunday, Jul 9, 2023	36	144	23	123	17	8	10	253	9	244	60
Monday, Jul 10, 2023	45	355	174	213	70	53	47	215	32	183	48
Tuesday, Jul 11, 2023	64	340	190	151	222	89	142	207	33	194	32
Wednesday, Jul 12, 2023	68	332	175	157	196	81	126	235	31	208	52
Thursday, Jul 13, 2023	58	376	177	199	211	103	111	232	32	200	34
Friday, Jul 14, 2023	75	290	148	145	178	71	130	233	22	226	44
Saturday, Jul 15, 2023	99	185	29	170	186	13	181	293	12	284	68
Sunday, Jul 16, 2023	45	183	26	161	155	9	148	210	10	201	60

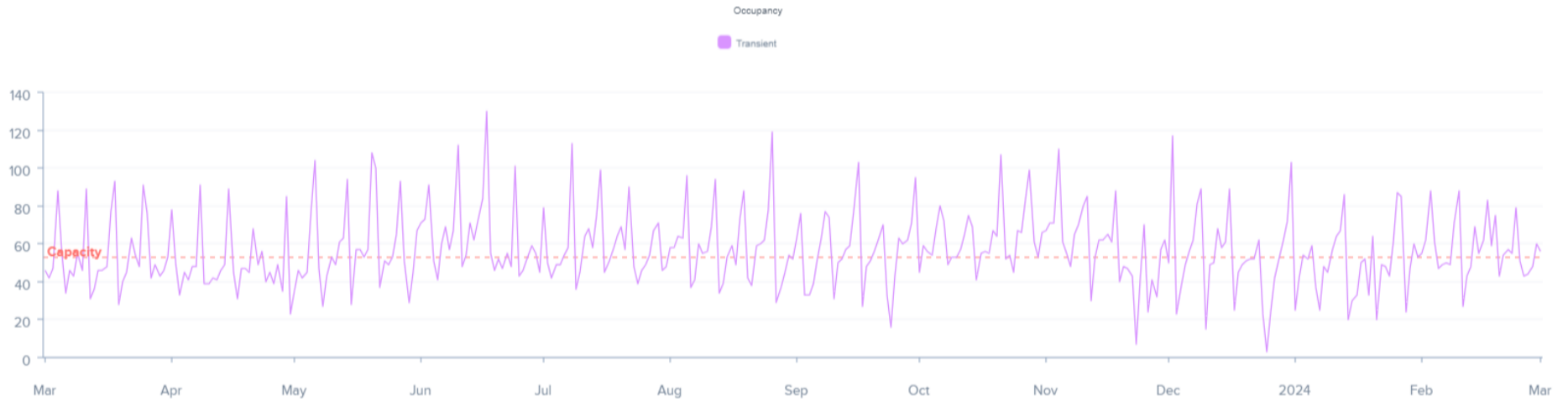
Date	Cameron-St Asaph	Courthouse Garage			Market Square Garage			Queen Lee Garage			Thompson Alley Garage
	Transient	Total	Contract	Transient	Total	Contract	Transient	Total	Contract	Transient	Transient
Monday, Jul 17, 2023	51	330	184	146	190	93	97	204	27	178	32
Tuesday, Jul 18, 2023	57	360	171	200	205	94	112	213	37	176	47
Wednesday, Jul 19, 2023	64	333	174	172	212	88	127	229	36	196	46
Thursday, Jul 20, 2023	69	360	172	196	219	102	117	210	32	194	44
Friday, Jul 21, 2023	57	301	167	146	206	71	188	269	27	261	49
Saturday, Jul 22, 2023	90	170	31	147	214	15	203	296	11	287	65
Sunday, Jul 23, 2023	48	157	21	136	133	12	126	287	11	276	72
Monday, Jul 24, 2023	39	287	171	123	198	88	111	198	35	164	40
Tuesday, Jul 25, 2023	46	295	166	131	220	99	123	202	35	167	49
Wednesday, Jul 26, 2023	49	336	187	149	197	90	115	237	42	221	50
Thursday, Jul 27, 2023	54	334	176	159	206	86	124	186	36	161	53
Friday, Jul 28, 2023	67	268	157	114	180	64	158	185	23	176	51
Saturday, Jul 29, 2023	71	98	19	83	156	11	150	210	8	203	63
Sunday, Jul 30, 2023	46	170	16	156	221	9	213	284	7	278	74
Monday, Jul 31, 2023	48	313	150	172	215	92	125	153	28	130	39
Tuesday, Aug 1, 2023	58	294	146	150	204	89	116	206	35	172	44
Wednesday, Aug 2, 2023	58	330	175	166	213	94	120	192	37	171	44
Thursday, Aug 3, 2023	64	283	143	146	209	93	118	162	35	148	59
Friday, Aug 4, 2023	63	209	125	112	211	75	172	276	21	269	54
Saturday, Aug 5, 2023	96	195	27	178	217	13	209	286	9	279	60
Sunday, Aug 6, 2023	37	161	22	140	145	9	137	278	7	271	55
Monday, Aug 7, 2023	41	287	159	135	197	85	113	140	29	111	33
Tuesday, Aug 8, 2023	60	325	160	180	200	93	108	215	28	199	44
Wednesday, Aug 9, 2023	55	274	155	125	218	92	127	181	30	153	47
Thursday, Aug 10, 2023	56	294	152	151	201	85	117	154	29	126	50
Friday, Aug 11, 2023	69	273	143	135	202	71	143	262	24	254	60
Saturday, Aug 12, 2023	94	190	25	166	202	15	193	284	9	278	71
Sunday, Aug 13, 2023	34	125	21	107	146	15	132	209	7	202	59
Monday, Aug 14, 2023	39	258	145	115	159	77	88	162	28	135	42
Tuesday, Aug 15, 2023	53	309	170	187	188	88	103	142	38	107	44
Wednesday, Aug 16, 2023	59	307	170	160	229	88	145	179	36	152	47
Thursday, Aug 17, 2023	49	310	163	150	210	84	126	197	35	162	42
Friday, Aug 18, 2023	73	243	142	104	196	61	182	282	25	269	47
Saturday, Aug 19, 2023	88	201	26	187	239	16	228	294	11	283	59
Sunday, Aug 20, 2023	42	204	30	174	175	14	167	267	11	258	77
Monday, Aug 21, 2023	38	280	179	109	175	83	92	160	38	122	35
Tuesday, Aug 22, 2023	59	333	168	165	205	82	124	174	39	138	44
Wednesday, Aug 23, 2023	60	330	164	180	228	86	145	184	38	168	44
Thursday, Aug 24, 2023	62	344	159	188	206	95	111	184	32	165	40
Friday, Aug 25, 2023	78	238	113	130	176	71	126	170	22	160	46
Saturday, Aug 26, 2023	119	59	23	36	138	14	126	72	10	63	62
Sunday, Aug 27, 2023	29	31	19	14	74	11	63	35	7	28	63
Monday, Aug 28, 2023	37	157	131	30	138	90	48	57	28	29	36
Tuesday, Aug 29, 2023	45	234	146	88	181	94	91	115	36	80	33
Wednesday, Aug 30, 2023	54	268	161	113	186	84	108	189	39	153	40
Thursday, Aug 31, 2023	52	294	167	135	199	84	115	177	35	144	37
Friday, Sep 1, 2023	63	206	96	110	194	57	167	237	24	231	50
Saturday, Sep 2, 2023	76	154	20	140	233	21	218	289	5	285	54
Sunday, Sep 3, 2023	33	128	22	109	157	16	145	269	6	264	62
Monday, Sep 4, 2023	33	64	27	39	116	12	106	176	12	168	52
Tuesday, Sep 5, 2023	39	372	184	198	194	91	104	139	35	106	27
Wednesday, Sep 6, 2023	52	367	171	229	200	92	113	174	42	132	34
Thursday, Sep 7, 2023	63	342	176	173	208	83	126	189	37	153	24
Friday, Sep 8, 2023	77	293	156	144	178	68	161	258	27	247	53
Saturday, Sep 9, 2023	74	148	27	124	176	18	160	220	11	211	58
Sunday, Sep 10, 2023	31	134	21	115	108	13	101	210	9	202	62
Monday, Sep 11, 2023	50	318	166	162	179	97	84	185	38	147	36
Tuesday, Sep 12, 2023	52	286	170	118	220	93	127	145	40	108	38
Wednesday, Sep 13, 2023	57	283	152	148	206	96	123	160	40	139	42
Thursday, Sep 14, 2023	59	321	172	150	236	98	138	186	42	144	38
Friday, Sep 15, 2023	77	287	135	153	234	76	191	291	26	277	61
Saturday, Sep 16, 2023	103	200	29	182	213	15	201	283	10	273	58
Sunday, Sep 17, 2023	27	146	29	128	130	12	121	236	10	226	46
Monday, Sep 18, 2023	48	322	164	173	204	84	120	179	41	141	43
Tuesday, Sep 19, 2023	51	305	165	142	215	93	125	162	41	124	33
Wednesday, Sep 20, 2023	56	311	145	174	236	90	147	157	46	124	45
Thursday, Sep 21, 2023	62	320	162	158	213	90	128	183	41	143	34
Friday, Sep 22, 2023	70	341	133	208	219	64	157	205	24	191	49
Saturday, Sep 23, 2023	33	85	33	66	106	28	94	112	10	106	53
Sunday, Sep 24, 2023	16	175	29	151	112	15	99	141	9	132	57
Monday, Sep 25, 2023	43	292	158	138	185	101	89	171	35	139	39
Tuesday, Sep 26, 2023	63	342	180	166	220	100	126	125	43	83	45

Date	Cameron-St Asaph	Courthouse Garage			Market Square Garage			Queen Lee Garage			Thompson Alley Garage
	Transient	Total	Contract	Transient	Total	Contract	Transient	Total	Contract	Transient	Transient
Wednesday, Sep 27, 2023	60	309	171	147	212	93	122	163	42	143	33
Thursday, Sep 28, 2023	62	296	169	132	205	88	120	153	43	113	43
Friday, Sep 29, 2023	71	275	140	138	216	74	166	181	32	171	53
Saturday, Sep 30, 2023	95	179	27	157	216	13	206	274	12	264	55
Sunday, Oct 1, 2023	45	167	18	149	181	12	169	295	10	285	51
Monday, Oct 2, 2023	59	336	177	168	198	98	101	149	38	115	46
Tuesday, Oct 3, 2023	56	324	164	161	243	103	141	198	38	160	44
Wednesday, Oct 4, 2023	54	319	170	179	217	85	137	170	46	133	51
Thursday, Oct 5, 2023	68	287	157	137	220	87	137	223	42	181	42
Friday, Oct 6, 2023	80	318	152	166	221	54	167	262	24	250	53
Saturday, Oct 7, 2023	72	160	26	144	212	17	202	273	9	265	55
Sunday, Oct 8, 2023	49	175	18	158	195	13	185	281	7	274	56
Monday, Oct 9, 2023	53	156	76	83	126	14	113	223	30	194	44
Tuesday, Oct 10, 2023	53	293	174	126	237	103	139	165	46	122	28
Wednesday, Oct 11, 2023	57	335	217	144	235	92	143	177	45	138	44
Thursday, Oct 12, 2023	65	383	210	178	234	91	145	248	42	206	41
Friday, Oct 13, 2023	75	226	155	116	236	69	195	284	27	275	55
Saturday, Oct 14, 2023	69	141	30	126	182	32	169	233	7	227	46
Sunday, Oct 15, 2023	41	152	35	126	191	13	178	266	9	258	76
Monday, Oct 16, 2023	55	330	193	140	216	90	126	198	36	163	27
Tuesday, Oct 17, 2023	56	361	218	174	242	95	150	141	39	102	35
Wednesday, Oct 18, 2023	55	366	208	183	221	84	141	165	40	126	41
Thursday, Oct 19, 2023	67	338	197	147	239	85	156	225	40	185	40
Friday, Oct 20, 2023	64	293	171	122	239	68	176	180	22	173	47
Saturday, Oct 21, 2023	107	205	53	167	212	17	198	291	9	282	62
Sunday, Oct 22, 2023	52	209	44	165	156	13	146	277	8	269	50
Monday, Oct 23, 2023	54	288	194	114	204	87	117	164	35	129	40
Tuesday, Oct 24, 2023	45	358	219	144	248	96	156	167	43	124	40
Wednesday, Oct 25, 2023	67	333	198	147	208	88	141	173	43	145	38
Thursday, Oct 26, 2023	66	406	214	201	225	92	134	196	37	160	43
Friday, Oct 27, 2023	83	302	175	152	232	63	212	259	21	253	48
Saturday, Oct 28, 2023	99	315	58	272	245	15	233	294	8	287	58
Sunday, Oct 29, 2023	61	156	42	136	187	15	174	246	8	238	61
Monday, Oct 30, 2023	53	262	173	97	207	95	116	172	33	141	37
Tuesday, Oct 31, 2023	66	306	194	120	217	101	195	150	37	131	33
Wednesday, Nov 1, 2023	67	289	171	118	211	92	130	185	44	143	25
Thursday, Nov 2, 2023	71	315	179	137	221	97	124	190	39	151	35
Friday, Nov 3, 2023	71	267	143	134	219	63	156	164	25	154	49
Saturday, Nov 4, 2023	110	194	26	175	220	17	207	273	12	262	53
Sunday, Nov 5, 2023	61	172	25	148	198	12	188	240	11	229	77
Monday, Nov 6, 2023	55	295	187	130	182	96	87	189	40	150	37
Tuesday, Nov 7, 2023	48	273	183	92	209	87	126	182	40	142	30
Wednesday, Nov 8, 2023	65	327	185	168	224	93	135	182	40	143	36
Thursday, Nov 9, 2023	70	344	174	171	242	95	147	217	39	179	35
Friday, Nov 10, 2023	80	189	102	90	167	18	157	201	22	190	66
Saturday, Nov 11, 2023	85	216	33	186	219	13	208	279	10	270	56
Sunday, Nov 12, 2023	30	166	28	144	153	11	146	209	10	200	47
Monday, Nov 13, 2023	53	295	166	144	206	88	122	171	37	136	21
Tuesday, Nov 14, 2023	62	330	165	175	233	98	149	142	42	103	33
Wednesday, Nov 15, 2023	62	314	167	203	194	78	118	182	41	142	33
Thursday, Nov 16, 2023	65	302	154	151	210	98	115	204	41	164	40
Friday, Nov 17, 2023	61	278	131	151	205	68	137	177	21	156	46
Saturday, Nov 18, 2023	88	216	30	194	213	29	186	277	12	267	51
Sunday, Nov 19, 2023	40	156	20	137	143	11	135	234	10	224	50
Monday, Nov 20, 2023	48	259	163	108	184	77	109	160	39	121	30
Tuesday, Nov 21, 2023	47	317	144	180	199	84	115	120	35	86	26
Wednesday, Nov 22, 2023	43	157	99	58	171	52	125	99	27	76	20
Thursday, Nov 23, 2023	7	23	13	10	19	7	14	12	9	3	62
Friday, Nov 24, 2023	41	110	30	81	194	10	186	205	12	193	32
Saturday, Nov 25, 2023	70	179	27	152	222	15	211	241	12	230	55
Sunday, Nov 26, 2023	24	136	32	118	102	10	96	104	11	95	36
Monday, Nov 27, 2023	41	302	180	136	181	93	89	130	36	94	31
Tuesday, Nov 28, 2023	32	344	183	174	205	93	121	137	46	91	23
Wednesday, Nov 29, 2023	57	312	174	167	207	87	121	174	47	131	21
Thursday, Nov 30, 2023	62	329	167	166	218	90	128	182	39	143	27
Friday, Dec 1, 2023	50	285	152	160	215	65	150	144	26	134	57
Saturday, Dec 2, 2023	117	360	33	332	242	20	222	294	12	287	56
Sunday, Dec 3, 2023	23	166	28	141	180	13	173	204	10	194	63
Monday, Dec 4, 2023	38	349	185	178	198	86	112	152	41	111	23
Tuesday, Dec 5, 2023	49	381	184	204	235	90	145	174	43	131	31
Wednesday, Dec 6, 2023	56	348	196	166	199	88	111	158	44	116	33
Thursday, Dec 7, 2023	62	374	165	213	240	84	157	222	27	195	31

Date	Cameron-St Asaph	Courthouse Garage			Market Square Garage			Queen Lee Garage			Thompson Alley Garage
	Transient	Total	Contract	Transient	Total	Contract	Transient	Total	Contract	Transient	Transient
Friday, Dec 8, 2023	81	314	146	209	230	68	163	288	33	279	52
Saturday, Dec 9, 2023	89	303	24	279	234	14	221	291	11	281	59
Sunday, Dec 10, 2023	15	161	30	134	95	11	88	181	10	171	61
Monday, Dec 11, 2023	49	315	176	151	207	92	120	185	45	144	34
Tuesday, Dec 12, 2023	50	318	176	151	232	101	140	178	42	136	39
Wednesday, Dec 13, 2023	68	313	174	148	243	88	155	229	49	182	32
Thursday, Dec 14, 2023	58	342	172	173	252	100	157	262	35	227	34
Friday, Dec 15, 2023	61	346	161	186	265	68	197	243	26	229	52
Saturday, Dec 16, 2023	89	188	27	170	222	29	211	264	14	251	74
Sunday, Dec 17, 2023	25	162	28	135	126	15	117	180	13	168	62
Monday, Dec 18, 2023	45	307	162	151	202	75	128	148	36	113	33
Tuesday, Dec 19, 2023	49	332	164	171	239	94	148	156	35	123	49
Wednesday, Dec 20, 2023	51	315	158	159	250	84	166	151	38	113	35
Thursday, Dec 21, 2023	52	313	148	169	231	83	148	166	29	137	44
Friday, Dec 22, 2023	52	184	98	121	239	61	185	181	27	166	60
Saturday, Dec 23, 2023	62	150	26	124	157	12	146	172	17	156	55
Sunday, Dec 24, 2023	23	108	21	92	125	13	113	177	15	166	53
Monday, Dec 25, 2023	3	22	13	9	24	10	14	14	12	2	54
Tuesday, Dec 26, 2023	24	119	67	52	95	15	82	85	19	70	23
Wednesday, Dec 27, 2023	42	195	102	93	161	55	107	81	21	63	28
Thursday, Dec 28, 2023	51	248	113	137	242	65	181	158	21	144	42
Friday, Dec 29, 2023	62	224	93	145	225	43	185	168	18	156	51
Saturday, Dec 30, 2023	72	165	26	139	168	14	157	203	15	191	63
Sunday, Dec 31, 2023	103	352	21	334	126	19	115	247	12	236	98
Monday, Jan 1, 2024	25	188	22	168	104	13	92	141	10	132	30
Tuesday, Jan 2, 2024	42	241	161	81	209	89	122	130	32	99	15
Wednesday, Jan 3, 2024	54	329	182	151	228	87	144	198	44	154	21
Thursday, Jan 4, 2024	52	311	168	165	217	89	129	199	38	162	27
Friday, Jan 5, 2024	59	315	153	188	220	64	158	142	29	123	44
Saturday, Jan 6, 2024	37	112	24	89	98	13	87	111	14	97	65
Sunday, Jan 7, 2024	25	126	24	107	155	11	145	192	12	180	59
Monday, Jan 8, 2024	48	312	172	146	196	93	111	188	43	147	32
Tuesday, Jan 9, 2024	45	381	181	211	253	92	162	109	37	73	18
Wednesday, Jan 10, 2024	57	348	190	159	221	79	144	178	41	139	28
Thursday, Jan 11, 2024	64	264	101	176	276	114	170	191	59	132	32
Friday, Jan 12, 2024	67	333	156	202	224	75	152	134	33	118	42
Saturday, Jan 13, 2024	86	133	22	113	156	17	143	180	2	178	71
Sunday, Jan 14, 2024	20	108	23	89	104	13	94	205	5	200	50
Monday, Jan 15, 2024	30	123	43	84	137	18	121	88	15	73	25
Tuesday, Jan 16, 2024	33	153	107	54	148	66	83	86	27	59	12
Wednesday, Jan 17, 2024	50	323	159	194	218	84	137	165	38	128	26
Thursday, Jan 18, 2024	52	356	173	197	235	92	146	160	35	126	23
Friday, Jan 19, 2024	33	124	67	57	127	48	82	76	17	67	14
Saturday, Jan 20, 2024	64	179	19	161	180	31	152	266	14	255	59
Sunday, Jan 21, 2024	20	172	21	151	111	11	102	162	13	151	57
Monday, Jan 22, 2024	49	339	185	167	190	91	104	166	38	129	25
Tuesday, Jan 23, 2024	48	361	175	189	246	99	151	134	32	107	46
Wednesday, Jan 24, 2024	43	342	174	182	214	89	129	177	42	136	35
Thursday, Jan 25, 2024	61	365	171	218	234	97	137	142	31	112	39
Friday, Jan 26, 2024	87	340	156	184	242	70	175	297	31	277	60
Saturday, Jan 27, 2024	85	251	35	218	228	18	211	231	11	221	47
Sunday, Jan 28, 2024	24	162	27	140	109	13	99	181	8	173	45
Monday, Jan 29, 2024	47	339	189	154	189	88	106	169	37	132	26
Tuesday, Jan 30, 2024	60	385	199	186	239	97	143	155	42	116	29
Wednesday, Jan 31, 2024	53	323	183	152	235	85	152	184	40	149	29
Thursday, Feb 1, 2024	55	337	161	181	251	94	160	188	34	154	39
Friday, Feb 2, 2024	62	338	147	192	233	81	152	183	32	166	47
Saturday, Feb 3, 2024	88	266	31	237	234	13	221	296	13	285	56
Sunday, Feb 4, 2024	61	266	29	238	231	12	220	289	13	277	53
Monday, Feb 5, 2024	47	309	166	156	197	95	110	165	45	123	28
Tuesday, Feb 6, 2024	49	329	179	153	234	91	144	142	43	99	25
Wednesday, Feb 7, 2024	50	303	190	139	229	89	143	197	52	145	25
Thursday, Feb 8, 2024	49	326	177	157	217	80	137	196	41	155	22
Friday, Feb 9, 2024	71	305	149	158	208	70	149	182	28	160	44
Saturday, Feb 10, 2024	88	173	29	144	236	19	222	238	13	225	62
Sunday, Feb 11, 2024	27	166	30	136	93	12	81	174	12	164	44
Monday, Feb 12, 2024	43	333	182	173	188	83	108	171	40	132	24
Tuesday, Feb 13, 2024	48	343	177	185	235	95	143	192	42	151	29
Wednesday, Feb 14, 2024	69	378	175	205	230	85	153	201	48	181	58
Thursday, Feb 15, 2024	55	330	165	165	237	95	144	196	37	159	26
Friday, Feb 16, 2024	62	304	158	161	201	63	138	152	26	127	50
Saturday, Feb 17, 2024	83	181	29	156	166	14	154	234	15	223	66

Date	Cameron-St Asaph	Courthouse Garage			Market Square Garage			Queen Lee Garage			Thompson Alley Garage
	Transient	Total	Contract	Transient	Total	Contract	Transient	Total	Contract	Transient	Transient
Sunday, Feb 18, 2024	59	227	24	205	210	16	194	242	14	228	57
Monday, Feb 19, 2024	75	383	61	324	99	14	87	282	24	259	43
Tuesday, Feb 20, 2024	43	341	167	189	232	89	143	148	39	109	23
Wednesday, Feb 21, 2024	54	345	165	225	232	85	147	184	44	140	24
Thursday, Feb 22, 2024	57	350	176	181	254	86	168	177	41	136	34
Friday, Feb 23, 2024	55	304	152	153	223	76	150	160	28	147	37
Saturday, Feb 24, 2024	79	216	26	193	190	25	167	270	14	258	62
Sunday, Feb 25, 2024	51	189	23	168	183	11	174	267	12	256	43
Monday, Feb 26, 2024	43	330	168	176	180	83	98	191	41	151	32
Tuesday, Feb 27, 2024	44	363	185	179	242	98	150	180	41	139	27
Wednesday, Feb 28, 2024	48	335	172	185	230	82	148	184	46	138	44
Thursday, Feb 29, 2024	60	339	177	176	227	89	139	198	41	159	30
Friday, Mar 1, 2024	56	293	152	141	211	76	139	153	28	125	38

Cameron/St. Asaph Parking Lot Occupancy (3/1/23 - 3/1/24)



Courthouse Parking Garage Occupancy (3/1/23 - 3/1/24)



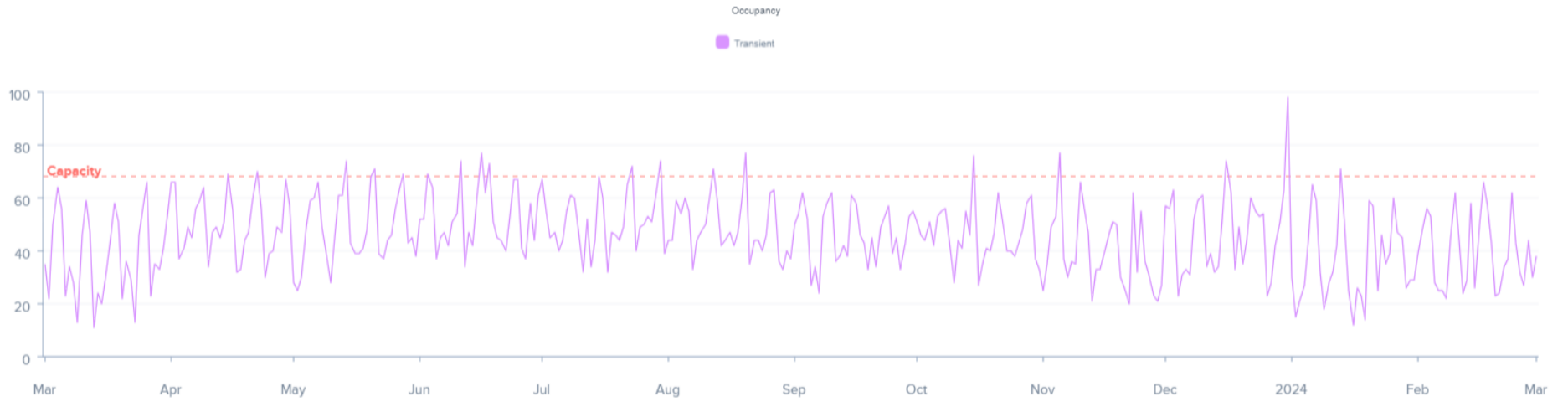
Market Square Garage Occupancy (3/1/23 - 3/1/24)



Queen Lee Garage Occupancy (3/1/23 - 3/1/24)



Thompsons Alley Garage Occupancy (3/1/23 - 3/1/24)



4.6 Appendix 6 – Facility Electricity Usage Data

Access Facility Electricity Usage Data at the following link:

<https://media.alexandriava.gov/content/oca/evfranchisedocs/facilityelectricityusagedata.xlsx>

4.7 Appendix 7 – Facility Dominion Energy Bills

Apr 11, 2024
 CITY OF ALEXANDRIA
 J E BEATLEY JR CNTRL LIBRARY

Customer Bill
 5005 DUKE ST
 BEATLEY/COOLING CTR
 ALEXANDRIA, VA 22304



Billing and Payment Summary

Due Date: May 17, 2024

Total Amount Due: \$ 8,426.19

To avoid a Late Payment Charge of 1.5% please pay **by May 17, 2024**

Previous Amount Due: \$ 7,386.74
 Payments as of Apr 11: \$ 7,386.74CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 130 03/09-04/09
 Total kWh 58796
 Demand 227
 Dist Demand 253
 RKVA 0

Measured Usage

Meter: 0258217587 03/09-04/09
 Current Reading 34657.4238
 Previous Reading 34461.2977
 Total kWh Del 58837
 Current Reading 0.0002
 Previous Reading 0.0002
 Total kWh Rec 0
 Current Reading 0.74
 Demand 223.05
 Multiplier: 300

Meter: 4002345622 03/09-04/09
 Total kWh 58796

Usage History

Mo	Yr	kWh
Apr	23	64508
May	23	62418
Jun	23	73060
Jul	23	91511
Aug	23	92948
Sep	23	101646
Oct	23	88659
Nov	23	63073
Dec	23	57799
Jan	24	52873
Feb	24	52588
Mar	24	49312
Apr	24	58796

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	7,386.74	
Payment Received	7,386.74CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 130) 03/09-04/09</i>		
Distribution Service		
Basic Customer Charge		97.50
Dist Secondary Demand		827.95
Rider U Strategic Underground		119.61
Rider RBB Rural Broadband		9.93
Rider GT Grid Transformation		20.58
Electricity Supply Svc (ESS)		
Adjustment Charge		272.84CR
Electricity Supply kWh		785.61
Demand Charge		1,920.36
Fuel		2,547.04
Rider T Transmission		725.19
Rider B Biomass Conversions		32.93
Rider BW Brunswick Co Pwr Station		150.85
Rider GV Greensville Co Pwr Statn		159.81
Rider US-2 2016 Solar Projects		11.14
Rider US-3 Solar Projects		49.64
Rider US-4 Solar Projects		14.53
Rider E Environmental Projects		187.17
Rider RGGI Regional GHG Initiative		261.05
Rider SNA Surry and North Anna		62.23
Non-Bypassable Charges		
Rider CE Clean Energy Projects		103.15
Rider RPS Renewable Energy Pgm		91.72
Rider CCR Coal Ash Closure		207.55
Rider OSW Off-shore Wind		319.37
Rider PPA Power Purchase Agreement		15.87CR
Rider PIPP Universal Service Fee		1.76
Sales and Use Surcharge		61.74
Rider VCR Voluntary Credit Refund		7.06CR

Mailed on Apr 12, 2024

Please detach and return this payment coupon with your check made payable to Dominion Energy Virginia. Please see reverse side for mailing address change instructions.

Payment Coupon

Bill Date Apr 11 24

Please Pay by 05/17
\$8,426.19

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
 P O BOX 26543
 RICHMOND VA 23290-0001

000004802 I=00000



CITY OF ALEXANDRIA
 J E BEATLEY JR CNTRL LIBRARY
 5005 DUKE ST
 ALEXANDRIA VA 22304-2903



(continued)

Total kWh Del	58796	Rider GTP Grid Transformation Plan Cr	46.45CR
Total kWh Rec	0	Total Current Charges	8,426.19
Demand	223.02		
On Pk Demand	223.02	Total Account Balance	8,426.19
Off Pk Demand	116.82		
CyOvr Cur Yr	0	<i>View payment options, request service changes and enroll in eBill at</i>	
CyOvr Prev Yr	0	<i>www.dominionenergy.com, search: Manage Your Account</i>	

Important Customer Information from Dominion Energy Virginia

At Dominion Energy, we value the trust you place in us when you provide us with your personal information. We take your privacy seriously and are committed to protecting it. To learn more, please visit: DominionEnergy.com/privacy. If you would like to request a mailed copy, please contact 1-866-DOM-HELP (1-866-366-4357).

Please record your account number on your check and mail payment to: Dominion Energy Virginia, PO Box 26543, Richmond, VA 23290-0001.

Your premise uses a meter that records energy usage in 30-minute intervals. The sum of these intervals is used to calculate your bill and is displayed in the Billable Usage section. Meter readings are provided as a reference to validate your electric consumption with the intervals. Numerical differences between your traditional meter and recorder may occur due to rounding, timing, and when a meter multiplier is present. Visit www.dominionenergy.com to view your 30-minute interval data.

If you'd like to donate to EnergyShare and help those in need with their energy bills, visit DominionEnergy.com and sign-in or register for an online account, click 'Billing' in the navigation bar and select 'Donate to EnergyShare'. You can also mail a check for any amount payable to EnergyShare to P.O. Box 11807, Richmond, VA 23230-1180.



Billing and Payment Summary

Due Date: May 14, 2024

Total Amount Due: \$ 568.11

To avoid a Late Payment Charge of 1.5% please pay by **May 14, 2024**

Previous Amount Due: \$ 499.94
Payments as of Apr 08: \$ 499.94CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 30

Billable Usage

Schedule 100 03/07-04/05
Total kWh 4119
Demand 89

Measured Usage

Meter: 0258331178 03/07-04/05
Current Reading 31637.8998
Previous Reading 31431.9109
Total kWh 4119
Current Reading 4.48
Demand 89.66
Multiplier: 20

Usage History

Mo	Yr	kWh
Apr	23	5140
May	23	3379
Jun	23	3213
Jul	23	3493
Aug	23	3709
Sep	23	4352
Oct	23	5886
Nov	23	6065
Dec	23	5146
Jan	24	3920
Feb	24	4069
Mar	24	3619
Apr	24	4119

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	499.94	
Payment Received	499.94CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 03/07-04/05</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		53.46
Rider U Strategic Underground		6.55
Rider RBB Rural Broadband		0.54
Rider GT Grid Transformation		1.11
Electricity Supply Svc (ESS)		
Electricity Supply kWh		182.06
Rider T Transmission		41.11
Rider B Biomass Conversions		1.81
Rider BW Brunswick Co Pwr Station		8.28
Rider GV Greenville Co Pwr Statn		8.77
Rider US-2 2016 Solar Projects		0.62
Rider US-3 Solar Projects		2.72
Rider US-4 Solar Projects		0.78
Rider E Environmental Projects		10.26
Rider RGGI Regional GHG Initiative		18.29
Rider SNA Surry and North Anna		3.42
Fuel		178.44
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		6.43
Rider CE Clean Energy Projects		5.64
Rider CCR Coal Ash Closure		14.54
Rider OSW Off-shore Wind		17.51
Rider PPA Power Purchase Agreement		1.52CR
Rider PIPP Universal Service Fee		0.12
Sales and Use Surcharge		4.32
Rider VCR Voluntary Credit Refund		0.49CR
Rider GTP Grid Transformation Plan Cr		3.25CR
Total Current Charges		568.11

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Payment Coupon

Bill Date Apr 08 24
Please Pay by 05/14
\$568.11

Amo
[Empty box for amount]

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GEN L SVS/CITY HALL
301 KING ST # 25
ALEXANDRIA VA 22314-3211



(continued)

Total Account Balance	568.11
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View payment options, request service changes and enroll in eBill at www.dominionenergy.com, search: Manage Your Account

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Apr 10, 2024
CITY OF ALEXANDRIA
DEPT OF RECREATION

Customer Bill
4800 BEN BRENNAN PARK DR
Premise 927461075
ALEXANDRIA, VA 22304



Billing and Payment Summary

Due Date: May 16, 2024

Total Amount Due: \$ 796.54

To avoid a Late Payment Charge of 1.5% please pay **by May 16, 2024**

Previous Amount Due: \$ 766.87
Payments as of Apr 10: \$ 766.87CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 100 03/09-04/09
Total kWh 5795
Demand 101

Measured Usage

Meter: 0258331228 03/09-04/09
Current Reading 28755.7346
Previous Reading 28465.9404
Total kWh 5795
Current Reading 5.09
Demand 101.85
Multiplier: 20

Usage History

Mo	Yr	kWh
Apr	23	6604
May	23	5922
Jun	23	3822
Jul	23	958
Aug	23	490
Sep	23	3434
Oct	23	7794
Nov	23	9364
Dec	23	5835
Jan	24	5124
Feb	24	5328
Mar	24	5577
Apr	24	5795

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	766.87	
Payment Received	766.87CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 03/09-04/09</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		75.22
Rider U Strategic Underground		9.21
Rider RBB Rural Broadband		0.75
Rider GT Grid Transformation		1.56
Electricity Supply Svc (ESS)		
Electricity Supply kWh		256.14
Rider T Transmission		57.83
Rider B Biomass Conversions		2.55
Rider BW Brunswick Co Pwr Station		11.65
Rider GV Greenville Co Pwr Statn		12.34
Rider US-2 2016 Solar Projects		0.87
Rider US-3 Solar Projects		3.82
Rider US-4 Solar Projects		1.10
Rider E Environmental Projects		14.43
Rider RGGI Regional GHG Initiative		25.73
Rider SNA Surry and North Anna		4.81
Fuel		251.04
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		9.04
Rider CE Clean Energy Projects		7.94
Rider CCR Coal Ash Closure		20.46
Rider OSW Off-shore Wind		24.63
Rider PPA Power Purchase Agreement		2.14CR
Rider PIPP Universal Service Fee		0.17
Sales and Use Surcharge		6.08
Rider VCR Voluntary Credit Refund		0.70CR
Rider GTP Grid Transformation Plan Cr		4.58CR
Total Current Charges		796.54

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Payment Coupon

Bill Date Apr 10 24
Please Pay by 05/16
\$796.54

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
DEPT OF RECREATION
110 N ROYAL ST STE 300
ALEXANDRIA VA 22314-3271



(continued)

Total Account Balance	796.54
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Billing and Payment Summary

Due Date: May 20, 2024

Total Amount Due: \$ 2,300.27

To avoid a Late Payment Charge of 1.5% please pay by **May 20, 2024**

Previous Amount Due: \$ 2,488.23
Payments as of Apr 13: \$ 2,488.23CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 130 03/09-04/09
Total kWh 17545
Demand 50
Dist Demand 51
RKVA 0

Measured Usage

Meter: 0258780081 03/09-04/09
Current Reading 38172.4177
Previous Reading 37952.6613
Total kWh 17580
Current Reading 0.54
Demand 43.49
Multiplier: 80

Meter: 4000661603 03/09-04/09
Total kWh 17545
On Pk Usage 4521
Off Pk Usage 13024
Demand 43.48

Usage History

Mo	Yr	kWh
Apr	23	22165
May	23	13144
Jun	23	14193
Jul	23	14501
Aug	23	14701
Sep	23	14802
Oct	23	15102
Nov	23	19467
Dec	23	22930
Jan	24	24393
Feb	24	24207
Mar	24	21550
Apr	24	17545

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	2,488.23	
Payment Received	2,488.23CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 130) 03/09-04/09</i>		
Distribution Service		
Basic Customer Charge		97.50
Dist Secondary Demand		166.90
Rider U Strategic Underground		26.35
Rider RBB Rural Broadband		2.19
Rider GT Grid Transformation		4.53
Electricity Supply Svc (ESS)		
Adjustment Charge		55.00CR
Electricity Supply kWh		309.32
Demand Charge		422.99
Fuel		760.05
Rider T Transmission		159.73
Rider B Biomass Conversions		7.25
Rider BW Brunswick Co Pwr Station		33.23
Rider GV Greensville Co Pwr Statn		35.20
Rider US-2 2016 Solar Projects		2.45
Rider US-3 Solar Projects		10.93
Rider US-4 Solar Projects		3.20
Rider E Environmental Projects		41.23
Rider RGGI Regional GHG Initiative		77.90
Rider SNA Surry and North Anna		13.71
Non-Bypassable Charges		
Rider CE Clean Energy Projects		22.72
Rider RPS Renewable Energy Pgm		27.37
Rider CCR Coal Ash Closure		61.93
Rider OSW Off-shore Wind		70.35
Rider PPA Power Purchase Agreement		4.74CR
Rider PIPP Universal Service Fee		0.53
Sales and Use Surcharge		18.42
Rider VCR Voluntary Credit Refund		2.11CR

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Payment Coupon

Bill Date Apr 13 24
Please Pay by 05/20
\$2,300.27

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
DEPT OF RECREATION
DEPT OF GEN L SVS/GEN L SVS
301 KING ST # 25
ALEXANDRIA VA 22314-3211



(continued)

On Pk Demand	39.64	Rider GTP Grid Transformation Plan Cr	13.86CR
Off Pk Demand	43.48	Total Current Charges	2,300.27

Total Account Balance	2,300.27
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Your premise uses a meter that records energy usage in 30-minute intervals. The sum of these intervals is used to calculate your bill and is displayed in the Billable Usage section. Meter readings are provided as a reference to validate your electric consumption with the intervals. Numerical differences between your traditional meter and recorder may occur due to rounding, timing, and when a meter multiplier is present. Visit www.dominionenergy.com to view your 30-minute interval data.

If you'd like to donate to EnergyShare and help those in need with their energy bills, visit DominionEnergy.com and sign-in or register for an online account, click 'Billing' in the navigation bar and select 'Donate to EnergyShare'. You can also mail a check for any amount payable to EnergyShare to P.O. Box 11807, Richmond, VA 23230-1180.



Billing and Payment Summary

Due Date: May 14, 2024

Total Amount Due: \$ 3,394.22

To avoid a Late Payment Charge of 1.5% please pay **by May 14, 2024**

Previous Amount Due: \$ 3,560.41
 Payments as of Apr 08: \$ 1,791.91CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 30

Billable Usage

Schedule 110 03/07-04/05
 Total kWh 12774
 Demand 46

Measured Usage

Meter: 0258217452 03/07-04/05
 Current Reading 28454.0703
 Previous Reading 28294.3873
 Total kWh 12774
 Current Reading 0.58
 Demand 46.77
 Multiplier: 80

Usage History

Mo	Yr	kWh
Apr	23	14464
May	23	12187
Jun	23	13751
Jul	23	16341
Aug	23	18771
Sep	23	17363
Oct	23	15059
Nov	23	12039
Dec	23	12759
Jan	24	11805
Feb	24	14200
Mar	24	14089
Apr	24	12774

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance 3,560.41
 Payment Received 1,791.91CR
Balance Forward 1,768.50

Non-Residential (Schedule 110) 03/07-04/05

Distribution Service	
Basic Customer Charge	6.59
Distribution Service kWh	140.90
Rider U Strategic Underground	20.31
Rider RBB Rural Broadband	1.66
Rider GT Grid Transformation	3.45
Electricity Supply Svc (ESS)	
Electricity Supply kWh	467.29
Fuel	553.37
Rider T Transmission	127.48
Rider B Biomass Conversions	5.62
Rider BW Brunswick Co Pwr Station	25.68
Rider GV Greensville Co Pwr Statn	27.21
Rider US-2 2016 Solar Projects	1.92
Rider US-3 Solar Projects	8.43
Rider US-4 Solar Projects	2.43
Rider E Environmental Projects	31.81
Rider RGGI Regional GHG Initiative	56.72
Rider SNA Surry and North Anna	10.60
Non-Bypassable Charges	
Rider CE Clean Energy Projects	17.50
Rider RPS Renewable Energy Pgm	19.93
Rider CCR Coal Ash Closure	45.09
Rider OSW Off-shore Wind	54.29
Rider PPA Power Purchase Agreement	4.73CR
Rider PIPP Universal Service Fee	0.38
Sales and Use Surcharge	13.41
Rider VCR Voluntary Credit Refund	1.53CR
Rider GTP Grid Transformation Plan Cr	10.09CR
Total Current Charges	1,625.72

Mailed on Apr 9, 2024

Please detach and return this payment coupon with your check made payable to Dominion Energy Virginia. Please see reverse side for mailing address change instructions.

Payment Coupon

Bill Date Apr 08 24
Please Pay by 05/14
\$3,394.22

Amount Enclosed

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CITY OF ALEXANDRIA
 JAMES M DUNCAN LIBRARY
 ELLEN COOLIDGE BURKE BRANCH
 5005 DUKE ST
 ALEXANDRIA VA 22304-2903

Send Payment to:

DOMINION ENERGY VIRGINIA
 P O BOX 26543
 RICHMOND VA 23290-0001



(continued)

Total Account Balance	3,394.22
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Your previous bill has not been paid in full. Please make payment immediately or call us if there is a problem.

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Billing and Payment Summary

Due Date: May 7, 2024

Total Amount Due: \$ 51.42

To avoid a Late Payment Charge of 1.5% please pay **by May 7, 2024**

Previous Amount Due: \$ 79.11
Payments as of Apr 01: \$ 79.11CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 29

Billable Usage

Schedule 100 02/29-03/28
Total kWh 329
Demand 0

Measured Usage

Meter: 0258237646 02/29-03/28
Current Reading 70384
Previous Reading 70055
Total kWh 329
Current Reading 0.99
Demand 0.99

Usage History

Mo	Yr	kWh
Apr	23	308
May	23	88
Jun	23	34
Jul	23	55
Aug	23	222
Sep	23	158
Oct	23	86
Nov	23	41
Dec	23	442
Jan	24	495
Feb	24	576
Mar	24	532
Apr	24	329

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	79.11	
Payment Received	79.11CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 02/29-03/28</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		4.27
Rider U Strategic Underground		0.52
Rider RBB Rural Broadband		0.04
Rider GT Grid Transformation		0.09
Electricity Supply Svc (ESS)		
Electricity Supply kWh		14.54
Rider T Transmission		3.28
Rider B Biomass Conversions		0.14
Rider BW Brunswick Co Pwr Station		0.66
Rider GV Greenville Co Pwr Statn		0.70
Rider US-2 2016 Solar Projects		0.05
Rider US-3 Solar Projects		0.22
Rider US-4 Solar Projects		0.06
Rider E Environmental Projects		0.82
Rider RGGI Regional GHG Initiative		1.46
Rider SNA Surry and North Anna		0.27
Fuel		14.25
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		0.51
Rider CE Clean Energy Projects		0.45
Rider CCR Coal Ash Closure		1.16
Rider OSW Off-shore Wind		1.40
Rider PPA Power Purchase Agreement		0.12CR
Rider PIPP Universal Service Fee		0.01
Sales and Use Surcharge		0.35
Rider VCR Voluntary Credit Refund		0.04CR
Rider GTP Grid Transformation Plan Cr		0.26CR
Total Current Charges		51.42

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Payment Coupon

Bill Date Apr 01 24
Please Pay by 05/07
\$51.42

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GEN L SVS - DEPT 25
301 KING ST
ALEXANDRIA VA 22314-3211



(continued)

Total Account Balance

51.42

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May 2, 2024
CITY OF ALEXANDRIA
GENERAL SERVICES

Customer Bill
1 ANDREWS LN
DOG RUN PARK @ CARLYLE
ALEXANDRIA, VA 22314



Billing and Payment Summary

Due Date: Jun 7, 2024

Total Amount Due: \$ 13.53

To avoid a Late Payment Charge of 1.5% please pay by Jun 7, 2024

Previous Amount Due: \$ 15.72
Payments as of May 02: \$ 15.72CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 29

Billable Usage

Schedule 100 04/03-05/01
Total kWh 51
Demand 0

Measured Usage

Meter: 0258328564 04/03-05/01
Current Reading 12806
Previous Reading 12754
Total kWh 51
Current Reading 0.54
Demand 0.54

Usage History

Mo	Yr	kWh
May	23	95
Jun	23	88
Jul	23	91
Aug	23	88
Sep	23	86
Oct	23	94
Nov	23	95
Dec	23	127
Jan	24	106
Feb	24	84
Mar	24	84
Apr	24	67
May	24	51

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	15.72	
Payment Received	15.72CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 04/03-05/01</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		0.66
Rider U Strategic Underground		0.08
Rider RBB Rural Broadband		0.01
Rider GT Grid Transformation		0.01
Electricity Supply Svc (ESS)		
Electricity Supply kWh		2.25
Rider T Transmission		0.51
Rider B Biomass Conversions		0.02
Rider BW Brunswick Co Pwr Station		0.10
Rider GV Greenville Co Pwr Statn		0.11
Rider US-2 2016 Solar Projects		0.01
Rider US-3 Solar Projects		0.03
Rider US-4 Solar Projects		0.01
Rider E Environmental Projects		0.13
Rider RGGI Regional GHG Initiative		0.23
Rider SNA Surry and North Anna		0.04
Fuel		2.21
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		0.08
Rider CE Clean Energy Projects		0.07
Rider CCR Coal Ash Closure		0.18
Rider OSW Off-shore Wind		0.22
Rider PPA Power Purchase Agreement		0.02CR
Sales and Use Surcharge		0.05
Rider VCR Voluntary Credit Refund		0.01CR
Rider GTP Grid Transformation Plan Cr		0.04CR
Total Current Charges		13.53

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Payment Coupon

Bill Date May 02 24

Please Pay by 06/07
\$13.53

Amount Enclosed

[Empty box for amount enclosed]

Send Payment to:

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CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GENERAL SERVICES
301 KING ST # 25
ALEXANDRIA VA 22314-3211

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001



(continued)

Total Account Balance	13.53
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Billing and Payment Summary

Due Date: May 9, 2024

Total Amount Due: \$ 3,581.28

To avoid a Late Payment Charge of 1.5% please pay **by May 9, 2024**

Previous Amount Due: \$ 3,241.36
Payments as of Apr 03: \$ 3,241.36CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 110 03/02-04/02
Total kWh 27503
Demand 97

Measured Usage

Meter: 0257815008 03/02-04/02
Current Reading 70620.1494
Previous Reading 70276.3559
Total kWh 27503
Current Reading 1.21
Demand 97.34
Multiplier: 80

Usage History

Mo	Yr	kWh
Apr	23	26480
May	23	31964
Jun	23	35183
Jul	23	47212
Aug	23	61419
Sep	23	50084
Oct	23	46008
Nov	23	31447
Dec	23	29553
Jan	24	25500
Feb	24	25811
Mar	24	25284
Apr	24	27503

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	3,241.36	
Payment Received	3,241.36CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 110) 03/02-04/02</i>		
Distribution Service		
Basic Customer Charge	6.59	
Distribution Service kWh	303.36	
Rider U Strategic Underground	43.73	
Rider RBB Rural Broadband	3.58	
Rider GT Grid Transformation	7.43	
Electricity Supply Svc (ESS)		
Electricity Supply kWh	1,002.73	
Fuel	1,191.43	
Rider T Transmission	274.48	
Rider B Biomass Conversions	12.10	
Rider BW Brunswick Co Pwr Station	55.28	
Rider GV Greensville Co Pwr Statn	58.58	
Rider US-2 2016 Solar Projects	4.13	
Rider US-3 Solar Projects	18.15	
Rider US-4 Solar Projects	5.23	
Rider E Environmental Projects	68.48	
Rider RGGI Regional GHG Initiative	122.11	
Rider SNA Surry and North Anna	22.83	
Non-Bypassable Charges		
Rider CE Clean Energy Projects	37.68	
Rider RPS Renewable Energy Pgm	42.90	
Rider CCR Coal Ash Closure	97.09	
Rider OSW Off-shore Wind	116.89	
Rider PPA Power Purchase Agreement	10.18CR	
Green Power (Rider G Fixed Amount)	92.00	
Rider PIPP Universal Service Fee	0.83	
Sales and Use Surcharge	28.88	
Rider VCR Voluntary Credit Refund	3.30CR	
Rider GTP Grid Transformation Plan Cr	21.73CR	

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Payment Coupon

Bill Date Apr 03 24
Please Pay by 05/09
\$3,581.28

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GEN L SVS/CITY HALL
301 KING ST # 25
ALEXANDRIA VA 22314-3211



(continued)

Total Current Charges **3,581.28**

Total Account Balance **3,581.28**

View payment options, request service changes and enroll in eBill at www.dominionenergy.com, search: Manage Your Account

Important Customer Information from Dominion Energy Virginia

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Billing and Payment Summary

Due Date: Jun 13, 2024

Total Amount Due: \$ 1,719.31

To avoid a Late Payment Charge of 1.5% please pay **by Jun 13, 2024**

Previous Amount Due: \$ 1,504.80
 Payments as of May 08: \$ 1,504.80CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 29

Billable Usage

Schedule 100 04/09-05/07
 Total kWh 12956
 Demand 54

Measured Usage

Meter: 0258335910 04/09-05/07
 Current Reading 33960.5008
 Previous Reading 33798.5469
 Total kWh 12956
 Current Reading 0.68
 Demand 54.72
 Multiplier: 80

Usage History

Mo	Yr	kWh
May	23	12317
Jun	23	15037
Jul	23	24215
Aug	23	24986
Sep	23	24828
Oct	23	18606
Nov	23	13868
Dec	23	12986
Jan	24	11256
Feb	24	11935
Mar	24	10661
Apr	24	11607
May	24	12956

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	1,504.80	
Payment Received	1,504.80CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 04/09-05/07</i>		
Distribution Service		
Basic Customer Charge	6.59	
Distribution Service kWh	168.17	
Rider U Strategic Underground	20.60	
Rider RBB Rural Broadband	1.68	
Rider GT Grid Transformation	3.50	
Electricity Supply Svc (ESS)		
Electricity Supply kWh	519.24	
Rider T Transmission	129.30	
Rider B Biomass Conversions	5.70	
Rider BW Brunswick Co Pwr Station	26.04	
Rider GV Greensville Co Pwr Statn	27.60	
Rider US-2 2016 Solar Projects	1.94	
Rider US-3 Solar Projects	8.55	
Rider US-4 Solar Projects	2.46	
Rider E Environmental Projects	32.26	
Rider RGGI Regional GHG Initiative	57.52	
Rider SNA Surry and North Anna	10.75	
Fuel	561.25	
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm	20.21	
Rider CE Clean Energy Projects	17.75	
Rider CCR Coal Ash Closure	45.73	
Rider OSW Off-shore Wind	55.06	
Rider PPA Power Purchase Agreement	4.79CR	
Rider PIPP Universal Service Fee	0.39	
Sales and Use Surcharge	13.60	
Rider VCR Voluntary Credit Refund	1.55CR	
Rider GTP Grid Transformation Plan Cr	10.24CR	
Total Current Charges		1,719.31

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Payment Coupon

Bill Date May 08 24

Please Pay by 06/13
\$1,719.31

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
 P O BOX 26543
 RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
 DEPT GENERAL SERVICES
 DEPT OF GEN SVS/CITY HALL 25
 301 KING ST
 ALEXANDRIA VA 22314-3211



(continued)

Total Account Balance	1,719.31
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May 15, 2024
CITY OF ALEXANDRIA

Customer Bill
3210 KING ST
Premise 160208000
ALEXANDRIA, VA 22302



Billing and Payment Summary

Due Date: Jun 20, 2024

Total Amount Due: \$ 7,538.64

To avoid a Late Payment Charge of 1.5% please pay by Jun 20, 2024

Previous Amount Due: \$ 6,764.93
Payments as of May 15: \$ 6,764.93CR

For service emergencies and power outages please call 1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 29

Billable Usage

Schedule 130 04/10-05/08
Total kWh 64427
Demand 182
Dist Demand 203
RKVA 0

Measured Usage

Meter: 0258331145 04/10-05/08
Current Reading 121726.4001
Previous Reading 120920.5766
Total kWh 64465
Current Reading 2.00
Demand 160.10
Multiplier: 80

Meter: 4000466559 04/10-05/08
Total kWh 64427
On Pk Usage 33685
Off Pk Usage 30742
Demand 160.08

Usage History

Table with 3 columns: Mo, Yr, kWh. Rows for May through May of the following year.

Explanation of Bill Detail

Customer Service 1-866-591-0157

Table listing various charges and credits such as Previous Balance, Payment Received, Balance Forward, and various rider charges.

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Payment Coupon

Bill Date May 15 24
Please Pay by 06/20
\$7,538.64

Amount Enclosed

Empty box for amount enclosed.

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
DEPT OF GEN L SVS/CITY HALL
301 KING ST # 25
ALEXANDRIA VA 22314-3211



(continued)

On Pk Demand	160.08	Rider GTP Grid Transformation Plan Cr	50.90CR
Off Pk Demand	148.03	Total Current Charges	7,538.64

Total Account Balance	7,538.64
------------------------------	-----------------

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Please record your account number on your check and mail payment to: Dominion Energy Virginia, PO Box 26543, Richmond, VA 23290-0001.

Your premise uses a meter that records energy usage in 30-minute intervals. The sum of these intervals is used to calculate your bill and is displayed in the Billable Usage section. Meter readings are provided as a reference to validate your electric consumption with the intervals. Numerical differences between your traditional meter and recorder may occur due to rounding, timing, and when a meter multiplier is present. Visit www.dominionenergy.com to view your 30-minute interval data.

If you'd like to donate to EnergyShare and help those in need with their energy bills, visit DominionEnergy.com and sign-in or register for an online account, click 'Billing' in the navigation bar and select 'Donate to EnergyShare'. You can also mail a check for any amount payable to EnergyShare to P.O. Box 11807, Richmond, VA 23230-1180.



Billing and Payment Summary

Due Date: May 9, 2024

Total Amount Due: \$ 13,290.27

To avoid a Late Payment Charge of 1.5% please pay **by May 9, 2024**

Previous Amount Due: \$ 12,058.58
Payments as of Apr 03: \$ 12,058.58CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 130 03/01-04/01
Total kWh 114457
Demand 297
Dist Demand 330
RKVA 152

Measured Usage

Meter: 0258335385 03/01-04/01
Current Reading 34942.0827
Previous Reading 34751.1411
Total kWh 114564
Current Reading 0.45
Demand 274.56
Current Reading 35587.6408
Previous Reading 35385.4039
Total KQH 121342
Multiplier: 600

Meter: 4002935534 03/01-04/01
Total kWh 114457

Usage History

Mo	Yr	kWh
Apr	23	108600
May	23	132798
Jun	23	120786
Jul	23	141211
Aug	23	183529
Sep	23	164675
Oct	23	151678
Nov	23	132213
Dec	23	116411
Jan	24	111890
Feb	24	108514
Mar	24	103954
Apr	24	114457

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	12,058.58	
Payment Received	12,058.58CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 130) 03/01-04/01</i>		
Distribution Service		
Basic Customer Charge		97.50
Dist Secondary Demand		1,079.94
Rider U Strategic Underground		156.50
Rider RBB Rural Broadband		12.99
Rider GT Grid Transformation		26.93
Electricity Supply Svc (ESS)		
Adjustment Charge		355.87CR
Electricity Supply kWh		1,346.12
Demand Charge		2,512.54
Fuel		4,958.28
Rider T Transmission		948.82
Rider B Biomass Conversions		43.08
Rider BW Brunswick Co Pwr Station		197.37
Rider GV Greensville Co Pwr Statn		209.09
Rider US-2 2016 Solar Projects		14.57
Rider US-3 Solar Projects		64.94
Rider US-4 Solar Projects		19.01
Rider E Environmental Projects		244.89
Rider RGGI Regional GHG Initiative		508.19
Rider SNA Surry and North Anna		81.42
Non-Bypassable Charges		
Rider CE Clean Energy Projects		134.96
Rider RPS Renewable Energy Pgm		178.55
Rider CCR Coal Ash Closure		404.03
Rider OSW Off-shore Wind		417.86
Rider PPA Power Purchase Agreement		30.90CR
Rider PIPP Universal Service Fee		3.43
Sales and Use Surcharge		120.18
Rider VCR Voluntary Credit Refund		13.73CR

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Payment Coupon

Bill Date Apr 03 24

Please Pay by 05/09
\$13,290.27

Amount Enclosed

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CITY OF ALEXANDRIA
DEPT OF GEN SVS/CITY HALL 25
301 KING ST
ALEXANDRIA VA 22314-3211

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001



(continued)

On Pk Usage	58161	Rider GTP Grid Transformation Plan Cr	90.42CR
Off Pk Usage	56296	Total Current Charges	13,290.27
Demand	274.68		
On Pk Demand	274.68	Total Account Balance	13,290.27
Off Pk Demand	203.76		
RKVA	152.35		

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Billing and Payment Summary

Due Date: May 14, 2024

Total Amount Due: \$ 98.20

To avoid a Late Payment Charge of 1.5% please pay by **May 14, 2024**

Previous Amount Due: \$ 119.19
 Payments as of Apr 08: \$ 119.19CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 30

Billable Usage

Schedule 100 03/07-04/05
 Total kWh 672
 Demand 8

Measured Usage

Meter: 0258217453 03/07-04/05
 Current Reading 5694.5436
 Previous Reading 5677.7283
 Total kWh 672
 Current Reading 0.20
 Demand 8.36
 Multiplier: 40

Usage History

Mo	Yr	kWh
Apr	23	2015
May	23	1563
Jun	23	1329
Jul	23	527
Aug	23	561
Sep	23	639
Oct	23	553
Nov	23	585
Dec	23	824
Jan	24	751
Feb	24	770
Mar	24	826
Apr	24	672

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	119.19	
Payment Received	119.19CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100)</i> 03/07-04/05		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		8.72
Rider U Strategic Underground		1.07
Rider RBB Rural Broadband		0.09
Rider GT Grid Transformation		0.18
Electricity Supply Svc (ESS)		
Electricity Supply kWh		29.70
Rider T Transmission		6.71
Rider B Biomass Conversions		0.30
Rider BW Brunswick Co Pwr Station		1.35
Rider GV Greenville Co Pwr Statn		1.43
Rider US-2 2016 Solar Projects		0.10
Rider US-3 Solar Projects		0.44
Rider US-4 Solar Projects		0.13
Rider E Environmental Projects		1.67
Rider RGGI Regional GHG Initiative		2.98
Rider SNA Surry and North Anna		0.56
Fuel		29.11
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		1.05
Rider CE Clean Energy Projects		0.92
Rider CCR Coal Ash Closure		2.37
Rider OSW Off-shore Wind		2.86
Rider PPA Power Purchase Agreement		0.25CR
Rider PIPP Universal Service Fee		0.02
Sales and Use Surcharge		0.71
Rider VCR Voluntary Credit Refund		0.08CR
Rider GTP Grid Transformation Plan Cr		0.53CR
Total Current Charges		98.20

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Payment Coupon

Bill Date Apr 08 24
 Please Pay by 05/14
\$98.20

Amo

Send Payment to:

DOMINION ENERGY VIRGINIA
 P O BOX 26543
 RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
 GENERAL SERVICES
 DEPT OF GEN SVS/CITY HALL 25
 301 KING ST
 ALEXANDRIA VA 22314-3211



(continued)

Total Account Balance

98.20

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Apr 10, 2024
CITY OF ALEXANDRIA
GENERAL SERVICES

Customer Bill
4301 W BRADDOCK RD
FT WARD MUSEUM
ALEXANDRIA, VA 22304



Billing and Payment Summary

Due Date: May 16, 2024

Total Amount Due: \$ 476.63

To avoid a Late Payment Charge of 1.5% please pay by May 16, 2024

Previous Amount Due: \$ 495.46
Payments as of Apr 10: \$ 495.46CR

For service emergencies and power outages please call 1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 100 03/09-04/09
Total kWh 3448
Demand 10

Measured Usage

Meter: 0200091688 03/09-04/09
Current Reading 493020
Previous Reading 489571
Total kWh 3448
Current Reading 10.35
Demand 10.35

Usage History

Mo	Yr	kWh
Apr	23	4251
May	23	2860
Jun	23	3225
Jul	23	4202
Aug	23	4471
Sep	23	4125
Oct	23	3245
Nov	23	2751
Dec	23	3544
Jan	24	3981
Feb	24	4508
Mar	24	3586
Apr	24	3448

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	495.46
Payment Received	495.46CR
Balance Forward	0.00
<i>Non-Residential (Schedule 100) 03/09-04/09</i>	
Distribution Service	
Basic Customer Charge	6.59
Distribution Service kWh	44.76
Rider U Strategic Underground	5.48
Rider RBB Rural Broadband	0.45
Rider GT Grid Transformation	0.93
Electricity Supply Svc (ESS)	
Electricity Supply kWh	152.40
Rider T Transmission	34.41
Rider B Biomass Conversions	1.52
Rider BW Brunswick Co Pwr Station	6.93
Rider GV Greenville Co Pwr Statn	7.34
Rider US-2 2016 Solar Projects	0.52
Rider US-3 Solar Projects	2.28
Rider US-4 Solar Projects	0.66
Rider E Environmental Projects	8.59
Rider RGGI Regional GHG Initiative	15.31
Rider SNA Surry and North Anna	2.86
Fuel	149.37
Non-Bypassable Charges	
Rider RPS Renewable Energy Pgm	5.38
Rider CE Clean Energy Projects	4.72
Rider CCR Coal Ash Closure	12.17
Rider OSW Off-shore Wind	14.65
Rider PPA Power Purchase Agreement	1.28CR
Rider PIPP Universal Service Fee	0.10
Sales and Use Surcharge	3.62
Rider VCR Voluntary Credit Refund	0.41CR
Rider GTP Grid Transformation Plan Cr	2.72CR
Total Current Charges	476.63

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Payment Coupon

Bill Date Apr 10 24
Please Pay by 05/16
\$476.63

Amount Enclosed

Send Payment to:

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CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GEN SVS/CITY HALL 25
301 KING ST
ALEXANDRIA VA 22314-3211

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001



(continued)

Total Account Balance	476.63
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Feb 7, 2024
CITY OF ALEXANDRIA
GENERAL SERVICES

Customer Bill
4200 EISENHOWER AVE
Premise 780631000
ALEXANDRIA, VA 22304



Billing and Payment Summary

Due Date: Mar 14, 2024

Total Amount Due: \$ 6.59

To avoid a Late Payment Charge of 1.5% please pay by **Mar 14, 2024**

Previous Amount Due: \$ 6.59
Payments as of Feb 07: \$ 6.59CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 31

Billable Usage

Schedule 100 01/07-02/06
Total kWh 0
Demand 0

Measured Usage

Meter: 0258335858 01/07-02/06
Current Reading 1925.2989
Previous Reading 1925.2989
Total kWh 0
Current Reading 0.00
Demand 0.00
Multiplier: 192

Usage History

Mo	Yr	kWh
Feb	23	0
Mar	23	960
Apr	23	2091
May	23	3674
Jun	23	2231
Jul	23	2901
Aug	23	1345
Sep	23	181
Oct	23	143
Nov	23	109
Dec	23	50
Jan	24	0
Feb	24	0

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance 1234567 6.59
Payment Received 6.59CR
Balance Forward 0.00

Non-Residential (Schedule 100) 01/07-02/06
Distribution Service
Basic Customer Charge 6.59
Total Current Charges 6.59

Total Account Balance 6.59

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Payment Coupon

Bill Date Feb 07 24

Please Pay by 03/14
\$6.59

Amount Enclosed

[Empty box for amount enclosed]

Send Payment to:

000002439 I=00000



CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GEN SVS/CITY HALL 25
301 KING ST
ALEXANDRIA VA 22314-3211

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001



(continued)

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Billing and Payment Summary

Due Date: May 14, 2024

Total Amount Due: \$ 159.53

To avoid a Late Payment Charge of 1.5% please pay by **May 14, 2024**

Previous Amount Due: \$ 292.87
 Payments as of Apr 08: \$ 292.87CR

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1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 30

Billable Usage

Schedule 100 03/06-04/04
 Total kWh 1122
 Demand 14

Measured Usage

Meter: 0262040965 03/06-04/04
 Current Reading 228513*
 Previous Reading 227391
 Total kWh 1122
 Current Reading 14.21
 Demand 14.21

*Estimated Reading

Usage History

Mo	Yr	kWh
Apr	23	3667
May	23	1434
Jun	23	585
Jul	23	378
Aug	23	585
Sep	23	745
Oct	23	842
Nov	23	342
Dec	23	2758
Jan	24	2007
Feb	24	3470
Mar	24	2100
Apr	24	1122

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	292.87	
Payment Received	292.87CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100)</i> 03/06-04/04		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		14.56
Rider U Strategic Underground		1.78
Rider RBB Rural Broadband		0.15
Rider GT Grid Transformation		0.30
Electricity Supply Svc (ESS)		
Electricity Supply kWh		49.59
Rider T Transmission		11.20
Rider B Biomass Conversions		0.49
Rider BW Brunswick Co Pwr Station		2.26
Rider GV Greenville Co Pwr Statn		2.39
Rider US-2 2016 Solar Projects		0.17
Rider US-3 Solar Projects		0.74
Rider US-4 Solar Projects		0.21
Rider E Environmental Projects		2.79
Rider RGGI Regional GHG Initiative		4.98
Rider SNA Surry and North Anna		0.93
Fuel		48.61
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		1.75
Rider CE Clean Energy Projects		1.54
Rider CCR Coal Ash Closure		3.96
Rider OSW Off-shore Wind		4.77
Rider PPA Power Purchase Agreement		0.42CR
Rider PIPP Universal Service Fee		0.03
Sales and Use Surcharge		1.18
Rider VCR Voluntary Credit Refund		0.13CR
Rider GTP Grid Transformation Plan Cr		0.89CR
Total Current Charges		159.53

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Payment Coupon

Bill Date Apr 08 24
 Please Pay by 05/14
\$159.53

Amo

Send Payment to:

DOMINION ENERGY VIRGINIA
 P O BOX 26543
 RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
 GENERAL SERVICES
 DEPT OF GEN SVS/CITY HALL 25
 301 KING ST
 ALEXANDRIA VA 22314-3211



(continued)

Total Account Balance	159.53
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View payment options, request service changes and enroll in eBill at www.dominionenergy.com, search: Manage Your Account

Important Customer Information from Dominion Energy Virginia

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Billing and Payment Summary

Due Date: May 28, 2024

Total Amount Due: \$ 82.23

To avoid a Late Payment Charge of 1.5% please pay **by May 28, 2024**

Previous Amount Due: \$ 64.23
Payments as of Apr 22: \$ 64.23CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 30

Billable Usage

Schedule 100 03/07-04/05
Total kWh 555
Demand 2

Measured Usage

Meter: 0300015701 03/07-04/01
Current Reading 535.0000
Previous Reading 511.3984
Total kWh 472
Current Reading 0.12
Demand 2.40
Multiplier: 20

Meter: 0299171825 04/02-04/05
Current Reading 4.1924
Previous Reading 0.0000
Total kWh 83
Multiplier: 20

Meter: 0300015701 03/07-04/05
Current Reading 535.0000

Usage History

Mo	Yr	kWh
Apr	23	206
May	23	775
Jun	23	775
Jul	23	127
Aug	23	30
Sep	23	29
Oct	23	28
Nov	23	28
Dec	23	32
Jan	24	29
Feb	24	241
Mar	24	423
Apr	24	555

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	64.23	
Payment Received	64.23CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 03/07-04/05</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		7.20
Rider U Strategic Underground		0.88
Rider RBB Rural Broadband		0.07
Rider GT Grid Transformation		0.15
Electricity Supply Svc (ESS)		
Electricity Supply kWh		24.53
Rider T Transmission		5.54
Rider B Biomass Conversions		0.24
Rider BW Brunswick Co Pwr Station		1.12
Rider GV Greenville Co Pwr Statn		1.18
Rider US-2 2016 Solar Projects		0.08
Rider US-3 Solar Projects		0.37
Rider US-4 Solar Projects		0.11
Rider E Environmental Projects		1.38
Rider RGGI Regional GHG Initiative		2.46
Rider SNA Surry and North Anna		0.46
Fuel		24.04
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		0.87
Rider CE Clean Energy Projects		0.76
Rider CCR Coal Ash Closure		1.96
Rider OSW Off-shore Wind		2.36
Rider PPA Power Purchase Agreement		0.21CR
Rider PIPP Universal Service Fee		0.02
Sales and Use Surcharge		0.58
Rider VCR Voluntary Credit Refund		0.07CR
Rider GTP Grid Transformation Plan Cr		0.44CR
Total Current Charges		82.23

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Payment Coupon

Bill Date Apr 22 24
Please Pay by 05/28
\$82.23

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
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RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
GENERAL SERVICES
PO BOX 178
ALEXANDRIA VA 22313-1500



(continued)

Previous Reading	511.3984
Total kWh	472
Current Reading	0.12
Demand	2.40
Multiplier: 20	

Total Account Balance	82.23
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Billing and Payment Summary

Due Date: May 9, 2024

Total Amount Due: \$ 1,865.74

To avoid a Late Payment Charge of 1.5% please pay **by May 9, 2024**

Previous Amount Due: \$ 2,466.66
Payments as of Apr 03: \$ 2,466.66CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 110 03/02-04/02
Total kWh 14679
Demand 52

Measured Usage

Meter: 0257815193 03/02-04/02
Current Reading 19332.7158
Previous Reading 19185.9231
Total kWh 14679
Current Reading 0.52
Demand 52.56
Multiplier: 100

Usage History

Mo	Yr	kWh
Apr	23	16100
May	23	8184
Jun	23	6623
Jul	23	10453
Aug	23	13498
Sep	23	12092
Oct	23	10981
Nov	23	8084
Dec	23	16960
Jan	24	20476
Feb	24	24467
Mar	24	19271
Apr	24	14679

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	2,466.66	
Payment Received	2,466.66CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 110) 03/02-04/02</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		161.91
Rider U Strategic Underground		23.34
Rider RBB Rural Broadband		1.91
Rider GT Grid Transformation		3.96
Electricity Supply Svc (ESS)		
Electricity Supply kWh		535.55
Fuel		635.89
Rider T Transmission		146.50
Rider B Biomass Conversions		6.46
Rider BW Brunswick Co Pwr Station		29.50
Rider GV Greensville Co Pwr Statn		31.27
Rider US-2 2016 Solar Projects		2.20
Rider US-3 Solar Projects		9.69
Rider US-4 Solar Projects		2.79
Rider E Environmental Projects		36.55
Rider RGGI Regional GHG Initiative		65.17
Rider SNA Surry and North Anna		12.18
Non-Bypassable Charges		
Rider CE Clean Energy Projects		20.11
Rider RPS Renewable Energy Pgm		22.90
Rider CCR Coal Ash Closure		51.82
Rider OSW Off-shore Wind		62.39
Rider PPA Power Purchase Agreement		5.43CR
Rider PIPP Universal Service Fee		0.44
Sales and Use Surcharge		15.41
Rider VCR Voluntary Credit Refund		1.76CR
Rider GTP Grid Transformation Plan Cr		11.60CR
Total Current Charges		1,865.74

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Payment Coupon

Bill Date Apr 03 24
Please Pay by 05/09
\$1,865.74

Amount Enclosed

Send Payment to:

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CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GEN SVS/CITY HALL 25
301 KING ST
ALEXANDRIA VA 22314-3211

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001



(continued)

Total Account Balance	1,865.74
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Billing and Payment Summary

Due Date: May 15, 2024

Total Amount Due: \$ 38,391.15

To avoid a Late Payment Charge of 1.5% please pay **by May 15, 2024**

Previous Amount Due: \$ 38,865.83
Payments as of Apr 09: \$ 38,865.83CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 30

Billable Usage

Schedule 130 03/07-04/05
Total kWh 341049
Demand 887
Dist Demand 1566
RKVA 252

Measured Usage

Meter: 0259459994 03/07-04/05
Current Reading 30499.9320
Previous Reading 30298.4062
Total kWh 120915
Current Reading 29449.6663
Previous Reading 29260.0880
Total KQH 113746
Multiplier: 600

Meter: 0259459995 03/07-04/05
Current Reading 89496.0618
Previous Reading 89128.6784
Total kWh 220430

Usage History

Mo	Yr	kWh
Apr	23	554463
May	23	362445
Jun	23	358799
Jul	23	393542
Aug	23	437303
Sep	23	387426
Oct	23	375623
Nov	23	387656
Dec	23	485878
Jan	24	475610
Feb	24	478037
Mar	24	359708
Apr	24	341049

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	38,865.83	
Payment Received	38,865.83CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 130) 03/07-04/05</i>		
Distribution Service		
Basic Customer Charge		91.41
Dist Secondary Demand		4,273.63
Rider U Strategic Underground		438.18
Rider RBB Rural Broadband		36.37
Rider GT Grid Transformation		75.40
Electricity Supply Svc (ESS)		
Adjustment Charge		1,408.29CR
Electricity Supply kWh		3,170.24
Demand Charge		7,034.80
Fuel		14,774.24
Rider T Transmission		2,656.57
Rider B Biomass Conversions		120.63
Rider BW Brunswick Co Pwr Station		552.60
Rider GV Greensville Co Pwr Statn		585.42
Rider US-2 2016 Solar Projects		40.80
Rider US-3 Solar Projects		181.84
Rider US-4 Solar Projects		53.22
Rider E Environmental Projects		685.65
Rider RGGI Regional GHG Initiative		1,514.26
Rider SNA Surry and North Anna		227.96
Non-Bypassable Charges		
Rider CE Clean Energy Projects		377.86
Rider RPS Renewable Energy Pgm		532.04
Rider CCR Coal Ash Closure		1,203.90
Rider OSW Off-shore Wind		1,169.95
Rider PPA Power Purchase Agreement		92.08CR
Rider PIPP Universal Service Fee		10.23
Sales and Use Surcharge		358.10
Rider VCR Voluntary Credit Refund		40.93CR

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Payment Coupon

Bill Date Apr 09 24

Please Pay by 05/15
\$38,391.15

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
301 KING ST # 25
ALEXANDRIA VA 22314-3211



(continued)

Current Reading 64959.1195
Previous Reading 64714.4178
Total KQH 146821
Multiplier: 600

Meter: 4002816481 03/07-04/05
Total kWh 341049
On Pk Usage 195973
Off Pk Usage 145076
Demand 887.76
On Pk Demand 887.76
Off Pk Demand 880.56
RKVA 252.11

Rider GTP Grid Transformation Plan Cr 269.43CR
Dist. Fac. Chg. (CM;SCH. B.A.) 18.29
Dist. Fac. Chg. (CM;SCH. B.A.) 18.29
Total Current Charges 38,391.15

Total Account Balance 38,391.15

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Billing and Payment Summary

Due Date: May 9, 2024

Total Amount Due: \$ 2,642.26

To avoid a Late Payment Charge of 1.5% please pay **by May 9, 2024**

Previous Amount Due: \$ 2,541.95
Payments as of Apr 03: \$ 2,541.95CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 130 03/01-04/01
Total kWh 20327
Demand 57
Dist Demand 63
RKVA 0

Measured Usage

Meter: 0257815146 03/01-04/01
Current Reading 14149.3025
Previous Reading 14078.6359
Total kWh 20351
Current Reading 0.14
Demand 41.81
Multiplier: 288

Meter: 4001621601 03/01-04/01
Total kWh 20327
On Pk Usage 8589
Off Pk Usage 11738
Demand 41.81

Usage History

Mo	Yr	kWh
Apr	23	25920
May	23	21348
Jun	23	25866
Jul	23	28205
Aug	23	31015
Sep	23	31490
Oct	23	32152
Nov	23	31199
Dec	23	29261
Jan	24	27819
Feb	24	23983
Mar	24	20516
Apr	24	20327

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	2,541.95	
Payment Received	2,541.95CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 130) 03/01-04/01</i>		
Distribution Service		
Basic Customer Charge		97.50
Dist Secondary Demand		206.17
Rider U Strategic Underground		30.04
Rider RBB Rural Broadband		2.49
Rider GT Grid Transformation		5.17
Electricity Supply Svc (ESS)		
Adjustment Charge		67.94CR
Electricity Supply kWh		358.37
Demand Charge		482.20
Fuel		880.57
Rider T Transmission		182.10
Rider B Biomass Conversions		8.27
Rider BW Brunswick Co Pwr Station		37.88
Rider GV Greensville Co Pwr Statn		40.13
Rider US-2 2016 Solar Projects		2.80
Rider US-3 Solar Projects		12.46
Rider US-4 Solar Projects		3.65
Rider E Environmental Projects		47.00
Rider RGGI Regional GHG Initiative		90.25
Rider SNA Surry and North Anna		15.63
Non-Bypassable Charges		
Rider CE Clean Energy Projects		25.90
Rider RPS Renewable Energy Pgm		31.71
Rider CCR Coal Ash Closure		71.75
Rider OSW Off-shore Wind		80.20
Rider PPA Power Purchase Agreement		5.49CR
Rider PIPP Universal Service Fee		0.61
Sales and Use Surcharge		21.34
Rider VCR Voluntary Credit Refund		2.44CR

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Payment Coupon

Bill Date Apr 03 24

Please Pay by 05/09
\$2,642.26

Amount Enclosed

Send Payment to:

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P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
DEPT OF GEN L SVS/CITY HALL
301 KING ST # 25
ALEXANDRIA VA 22314-3211



(continued)

On Pk Demand	41.81	Rider GTP Grid Transformation Plan Cr	16.06CR
Off Pk Demand	38.53	Total Current Charges	2,642.26

Total Account Balance	2,642.26
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Billing and Payment Summary

Due Date: May 8, 2024

Total Amount Due: \$ 8,837.11

To avoid a Late Payment Charge of 1.5% please pay **by May 8, 2024**

Previous Amount Due: \$ 8,653.03
Payments as of Apr 02: \$ 8,653.03CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 29

Billable Usage

Schedule 130 02/29-03/28
Total kWh 59177
Demand 274
Dist Demand 304
RKVA 0

Measured Usage

Meter: 0257815110 02/29-03/28
Current Reading 65945.3476
Previous Reading 65636.7820
Total kWh 59244
Current Reading 0.71
Demand 136.51
Multiplier: 192

Meter: 4001196147 02/29-03/28
Total kWh 59177
On Pk Usage 33849
Off Pk Usage 25328
Demand 136.51

Usage History

Mo	Yr	kWh
Apr	23	61248
May	23	74579
Jun	23	74270
Jul	23	91884
Aug	23	124417
Sep	23	103180
Oct	23	96800
Nov	23	75590
Dec	23	71567
Jan	24	63930
Feb	24	70009
Mar	24	56247
Apr	24	59177

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	8,653.03
Payment Received	8,653.03CR
Balance Forward	0.00
<i>Non-Residential (Schedule 130) 02/29-03/28</i>	
Distribution Service	
Basic Customer Charge	88.36
Dist Secondary Demand	901.58
Rider U Strategic Underground	130.84
Rider RBB Rural Broadband	10.86
Rider GT Grid Transformation	22.51
Electricity Supply Svc (ESS)	
Adjustment Charge	297.10CR
Electricity Supply kWh	771.31
Demand Charge	2,100.66
Fuel	2,563.55
Rider T Transmission	793.28
Rider B Biomass Conversions	36.02
Rider BW Brunswick Co Pwr Station	165.01
Rider GV Greensville Co Pwr Statn	174.81
Rider US-2 2016 Solar Projects	12.18
Rider US-3 Solar Projects	54.30
Rider US-4 Solar Projects	15.89
Rider E Environmental Projects	204.74
Rider RGGI Regional GHG Initiative	262.75
Rider SNA Surry and North Anna	68.07
Non-Bypassable Charges	
Rider CE Clean Energy Projects	112.83
Rider RPS Renewable Energy Pgm	92.32
Rider CCR Coal Ash Closure	208.89
Rider OSW Off-shore Wind	349.36
Rider PPA Power Purchase Agreement	15.98CR
Rider PIPP Universal Service Fee	1.78
Sales and Use Surcharge	62.14
Rider VCR Voluntary Credit Refund	7.10CR

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Payment Coupon

Bill Date Apr 02 24

Please Pay by 05/08
\$8,837.11

Amount Enclosed

Send Payment to:

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P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
DEPT OF GEN L SVS/CITY HALL
301 KING ST # 25
ALEXANDRIA VA 22314-3211



(continued)

On Pk Demand	136.51	Rider GTP Grid Transformation Plan Cr	46.75CR
Off Pk Demand	97.22	Total Current Charges	8,837.11

Total Account Balance	8,837.11
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Billing and Payment Summary

Due Date: May 15, 2024

Total Amount Due: \$ 92.19

To avoid a Late Payment Charge of 1.5% please pay **by May 15, 2024**

Previous Amount Due: \$ 90.01
Payments as of Apr 09: \$ 90.01CR

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1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 100 03/08-04/08
Total kWh 628
Demand 2

Measured Usage

Meter: 0300004991 03/08-04/08
Current Reading 139771
Previous Reading 139142
Total kWh 628
Current Reading 2.31
Demand 2.31

Usage History

Mo	Yr	kWh
Apr	23	967
May	23	760
Jun	23	973
Jul	23	2096
Aug	23	2306
Sep	23	2260
Oct	23	1333
Nov	23	820
Dec	23	743
Jan	24	895
Feb	24	772
Mar	24	612
Apr	24	628

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	90.01	
Payment Received	90.01CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100)</i> 03/08-04/08		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		8.15
Rider U Strategic Underground		1.00
Rider RBB Rural Broadband		0.08
Rider GT Grid Transformation		0.17
Electricity Supply Svc (ESS)		
Electricity Supply kWh		27.76
Rider T Transmission		6.27
Rider B Biomass Conversions		0.28
Rider BW Brunswick Co Pwr Station		1.26
Rider GV Greenville Co Pwr Statn		1.34
Rider US-2 2016 Solar Projects		0.09
Rider US-3 Solar Projects		0.41
Rider US-4 Solar Projects		0.12
Rider E Environmental Projects		1.56
Rider RGGI Regional GHG Initiative		2.79
Rider SNA Surry and North Anna		0.52
Fuel		27.20
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		0.98
Rider CE Clean Energy Projects		0.86
Rider CCR Coal Ash Closure		2.22
Rider OSW Off-shore Wind		2.67
Rider PPA Power Purchase Agreement		0.23CR
Rider PIPP Universal Service Fee		0.02
Sales and Use Surcharge		0.66
Rider VCR Voluntary Credit Refund		0.08CR
Rider GTP Grid Transformation Plan Cr		0.50CR
Total Current Charges		92.19

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Please detach and return this payment coupon with your check made payable to Dominion Energy Virginia. Please see reverse side for mailing address change instructions.

Payment Coupon

Bill Date Apr 09 24
Please Pay by 05/15
\$92.19

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GEN L SVS/CITY HALL
301 KING ST # 25
ALEXANDRIA VA 22314-3211



(continued)

Total Account Balance

92.19

View payment options, request service changes and enroll in eBill at www.dominionenergy.com, search: Manage Your Account

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Apr 4, 2024
CITY OF ALEXANDRIA

Customer Bill
220 N UNION ST
GARAGE
ALEXANDRIA, VA 22314



Billing and Payment Summary

Due Date: May 10, 2024

Total Amount Due: \$ 752.77

To avoid a Late Payment Charge of 1.5% please pay by May 10, 2024

Previous Amount Due: \$ 865.55
Payments as of Apr 04: \$ 865.55CR

For service emergencies and power outages please call 1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 30

Billable Usage

Schedule 100 03/05-04/03
Total kWh 5474
Demand 11

Measured Usage

Meter: 0258330537 03/05-04/03
Current Reading 936514
Previous Reading 931039
Total kWh 5474
Current Reading 11.06
Demand 11.06

Usage History

Mo	Yr	kWh
Apr	23	6064
May	23	5185
Jun	23	4193
Jul	23	3843
Aug	23	4081
Sep	23	3798
Oct	23	4072
Nov	23	3677
Dec	23	4899
Jan	24	4926
Feb	24	6121
Mar	24	6301
Apr	24	5474

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance 865.55
Payment Received 865.55CR
Balance Forward 0.00

Non-Residential (Schedule 100) 03/05-04/03

Distribution Service	
Basic Customer Charge	6.59
Distribution Service kWh	71.05
Rider U Strategic Underground	8.70
Rider RBB Rural Broadband	0.71
Rider GT Grid Transformation	1.48
Electricity Supply Svc (ESS)	
Electricity Supply kWh	241.95
Rider T Transmission	54.63
Rider B Biomass Conversions	2.41
Rider BW Brunswick Co Pwr Station	11.00
Rider GV Greenville Co Pwr Statn	11.66
Rider US-2 2016 Solar Projects	0.82
Rider US-3 Solar Projects	3.61
Rider US-4 Solar Projects	1.04
Rider E Environmental Projects	13.63
Rider RGGI Regional GHG Initiative	24.30
Rider SNA Surry and North Anna	4.54
Fuel	237.13
Non-Bypassable Charges	
Rider RPS Renewable Energy Pgm	8.54
Rider CE Clean Energy Projects	7.50
Rider CCR Coal Ash Closure	19.32
Rider OSW Off-shore Wind	23.26
Rider PPA Power Purchase Agreement	2.03CR
Rider PIPP Universal Service Fee	0.16
Sales and Use Surcharge	5.75
Rider VCR Voluntary Credit Refund	0.66CR
Rider GTP Grid Transformation Plan Cr	4.32CR
Total Current Charges	752.77

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Payment Coupon

Bill Date Apr 04 24
Please Pay by 05/10
\$752.77

Amount Enclosed

[Empty box for amount enclosed]

Send Payment to:

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CITY OF ALEXANDRIA
DEPT OF GEN SVS/CITY HALL 25
301 KING ST
ALEXANDRIA VA 22314-3211

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001



(continued)

Total Account Balance

752.77

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Billing and Payment Summary

Due Date: May 16, 2024

Total Amount Due: \$ 19.30

To avoid a Late Payment Charge of 1.5% please pay by **May 16, 2024**

Previous Amount Due: \$ 19.66
Payments as of Apr 10: \$ 19.66CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 100 03/09-04/09
Total kWh 93
Demand 0

Measured Usage

Meter: 0200004136 03/09-04/09
Current Reading 3954
Previous Reading 3861
Total kWh 93
Current Reading 0.34
Demand 0.34

Usage History

Mo	Yr	kWh
Apr	23	92
May	23	47
Jun	23	33
Jul	23	24
Aug	23	22
Sep	23	38
Oct	23	45
Nov	23	65
Dec	23	99
Jan	24	111
Feb	24	121
Mar	24	96
Apr	24	93

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	19.66	
Payment Received	19.66CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 03/09-04/09</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		1.21
Rider U Strategic Underground		0.15
Rider RBB Rural Broadband		0.01
Rider GT Grid Transformation		0.03
Electricity Supply Svc (ESS)		
Electricity Supply kWh		4.11
Rider T Transmission		0.93
Rider B Biomass Conversions		0.04
Rider BW Brunswick Co Pwr Station		0.19
Rider GV Greenville Co Pwr Statn		0.20
Rider US-2 2016 Solar Projects		0.01
Rider US-3 Solar Projects		0.06
Rider US-4 Solar Projects		0.02
Rider E Environmental Projects		0.23
Rider RGGI Regional GHG Initiative		0.41
Rider SNA Surry and North Anna		0.08
Fuel		4.03
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		0.15
Rider CE Clean Energy Projects		0.13
Rider CCR Coal Ash Closure		0.33
Rider OSW Off-shore Wind		0.40
Rider PPA Power Purchase Agreement		0.03CR
Sales and Use Surcharge		0.10
Rider VCR Voluntary Credit Refund		0.01CR
Rider GTP Grid Transformation Plan Cr		0.07CR
Total Current Charges		19.30

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Payment Coupon

Bill Date Apr 10 24
Please Pay by 05/16
\$19.30

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
GENERAL SERVICES
301 KING ST
PO BOX 25
ALEXANDRIA VA 22313-0025



(continued)

Total Account Balance	19.30
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Billing and Payment Summary

Due Date: May 16, 2024

Total Amount Due: \$ 632.70

To avoid a Late Payment Charge of 1.5% please pay **by May 16, 2024**

Previous Amount Due: \$ 421.68
Payments as of Apr 10: \$ 421.68CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 100 03/09-04/09
Total kWh 4593
Demand 83

Measured Usage

Meter: 0300015791 03/09-04/09
Current Reading 2410.1142
Previous Reading 2352.6927
Total kWh 4593
Current Reading 1.03
Demand 83.11
Multiplier: 80

Usage History

Mo	Yr	kWh
Apr	23	5544
May	23	4473
Jun	23	2822
Jul	23	2539
Aug	23	1485
Sep	23	1324
Oct	23	3463
Nov	23	4248
Dec	23	1607
Jan	24	1281
Feb	24	1260
Mar	24	3045
Apr	24	4593

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	421.68	
Payment Received	421.68CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 03/09-04/09</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		59.62
Rider U Strategic Underground		7.30
Rider RBB Rural Broadband		0.60
Rider GT Grid Transformation		1.24
Electricity Supply Svc (ESS)		
Electricity Supply kWh		203.01
Rider T Transmission		45.84
Rider B Biomass Conversions		2.02
Rider BW Brunswick Co Pwr Station		9.23
Rider GV Greensville Co Pwr Statn		9.78
Rider US-2 2016 Solar Projects		0.69
Rider US-3 Solar Projects		3.03
Rider US-4 Solar Projects		0.87
Rider E Environmental Projects		11.44
Rider RGGI Regional GHG Initiative		20.39
Rider SNA Surry and North Anna		3.81
Fuel		198.97
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		7.17
Rider CE Clean Energy Projects		6.29
Rider CCR Coal Ash Closure		16.21
Rider OSW Off-shore Wind		19.52
Rider PPA Power Purchase Agreement		1.70CR
Rider PIPP Universal Service Fee		0.14
Sales and Use Surcharge		4.82
Rider VCR Voluntary Credit Refund		0.55CR
Rider GTP Grid Transformation Plan Cr		3.63CR
Total Current Charges		632.70

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Payment Coupon

Bill Date Apr 10 24
Please Pay by 05/16
\$632.70

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
GENERAL SERVICES
301 KING ST
PO BOX 25
ALEXANDRIA VA 22313-0025



(continued)

Total Account Balance	632.70
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Billing and Payment Summary

Due Date: May 24, 2024

Total Amount Due: \$ 88.53

To avoid a Late Payment Charge of 1.5% please pay **by May 24, 2024**

Previous Amount Due: \$ 18.47
 Payments as of Apr 18: \$ 18.47CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 29

Billable Usage

Schedule 100 02/29-03/28
 Total kWh 601
 Demand 29

Measured Usage

Meter: 0258294125 02/29-03/28
 Current Reading 107063
 Previous Reading 106462
 Total kWh 601
 Current Reading 29.95
 Demand 29.95

Usage History

Mo	Yr	kWh
Apr	23	919
May	23	2153
Jun	23	2069
Jul	23	1789
Aug	23	1157
Sep	23	986
Oct	23	1041
Nov	23	881
Dec	23	225
Jan	24	87
Feb	24	95
Mar	24	87
Apr	24	601

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	18.47	
Payment Received	18.47CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 100) 02/29-03/28</i>		
Distribution Service		
Basic Customer Charge		6.59
Distribution Service kWh		7.80
Rider U Strategic Underground		0.96
Rider RBB Rural Broadband		0.08
Rider GT Grid Transformation		0.16
Electricity Supply Svc (ESS)		
Electricity Supply kWh		26.56
Rider T Transmission		6.00
Rider B Biomass Conversions		0.26
Rider BW Brunswick Co Pwr Station		1.21
Rider GV Greenville Co Pwr Statn		1.28
Rider US-2 2016 Solar Projects		0.09
Rider US-3 Solar Projects		0.40
Rider US-4 Solar Projects		0.11
Rider E Environmental Projects		1.50
Rider RGGI Regional GHG Initiative		2.67
Rider SNA Surry and North Anna		0.50
Fuel		26.04
Non-Bypassable Charges		
Rider RPS Renewable Energy Pgm		0.94
Rider CE Clean Energy Projects		0.82
Rider CCR Coal Ash Closure		2.12
Rider OSW Off-shore Wind		2.55
Rider PPA Power Purchase Agreement		0.22CR
Rider PIPP Universal Service Fee		0.02
Sales and Use Surcharge		0.63
Rider VCR Voluntary Credit Refund		0.07CR
Rider GTP Grid Transformation Plan Cr		0.47CR
Total Current Charges		88.53

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Payment Coupon

Bill Date Apr 18 24
 Please Pay by 05/24
\$88.53

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
 P O BOX 26543
 RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
 GENERAL SERVICES
 DEPT OF GEN SVS/CITY HALL 25
 301 KING ST
 ALEXANDRIA VA 22314-3211



(continued)

Total Account Balance

88.53

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Billing and Payment Summary

Due Date: May 8, 2024

Total Amount Due: \$ 1,557.09

To avoid a Late Payment Charge of 1.5% please pay **by May 8, 2024**

Previous Amount Due: \$ 1,836.85
 Payments as of Apr 02: \$ 1,836.85CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 110 03/01-04/01
 Total kWh 12682
 Demand 28

Measured Usage

Meter: 0257815140 03/01-04/01
 Current Reading 24347.6203
 Previous Reading 24189.0875
 Total kWh 12682
 Current Reading 0.35
 Demand 28.63
 Multiplier: 80

Usage History

Mo	Yr	kWh
Apr	23	14080
May	23	9517
Jun	23	6639
Jul	23	8781
Aug	23	13235
Sep	23	10405
Oct	23	8826
Nov	23	7667
Dec	23	13973
Jan	24	18712
Feb	24	20433
Mar	24	15093
Apr	24	12682

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance 1,836.85
 Payment Received 1,836.85CR
Balance Forward 0.00

Non-Residential (Schedule 110) 03/01-04/01

Distribution Service	
Basic Customer Charge	6.59
Distribution Service kWh	139.88
Rider U Strategic Underground	20.16
Rider RBB Rural Broadband	1.65
Rider GT Grid Transformation	3.42
Electricity Supply Svc (ESS)	
Electricity Supply kWh	406.97
Fuel	549.38
Rider T Transmission	126.57
Rider B Biomass Conversions	5.58
Rider BW Brunswick Co Pwr Station	25.49
Rider GV Greensville Co Pwr Statn	27.01
Rider US-2 2016 Solar Projects	1.90
Rider US-3 Solar Projects	8.37
Rider US-4 Solar Projects	2.41
Rider E Environmental Projects	31.58
Rider RGGI Regional GHG Initiative	56.31
Rider SNA Surry and North Anna	10.53
Non-Bypassable Charges	
Rider CE Clean Energy Projects	17.37
Rider RPS Renewable Energy Pgm	19.78
Rider CCR Coal Ash Closure	44.77
Rider OSW Off-shore Wind	53.90
Rider PPA Power Purchase Agreement	4.69CR
Rider PIPP Universal Service Fee	0.38
Sales and Use Surcharge	13.32
Rider VCR Voluntary Credit Refund	1.52CR
Rider GTP Grid Transformation Plan Cr	10.02CR
Total Current Charges	1,557.09

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Payment Coupon

Bill Date Apr 02 24
 Please Pay by 05/08
\$1,557.09

Amount Enclosed

Send Payment to:

000009309 I=00000



CITY OF ALEXANDRIA
 GENERAL SERVICES
 DEPT OF GEN SVS/CITY HALL 25
 301 KING ST
 ALEXANDRIA VA 22314-3211

DOMINION ENERGY VIRGINIA
 P O BOX 26543
 RICHMOND VA 23290-0001



(continued)

Total Account Balance	1,557.09
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Billing and Payment Summary

Due Date: May 13, 2024

Total Amount Due: \$ 2,285.66

To avoid a Late Payment Charge of 1.5% please pay **by May 13, 2024**

Previous Amount Due: \$ 2,577.55
Payments as of Apr 05: \$ 2,577.55CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 30

Billable Usage

Schedule 130 03/05-04/03
Total kWh 14073
Demand 65
Dist Demand 78
RKVA 0

Measured Usage

Meter: 0257814833 03/05-04/03
Current Reading 51537.4494
Previous Reading 51361.3781
Total kWh 14085
Current Reading 0.70
Demand 56.77
Multiplier: 80

Meter: 4002163800 03/05-04/03
Total kWh 14073
On Pk Usage 7836
Off Pk Usage 6237
Demand 56.78

Usage History

Mo	Yr	kWh
Apr	23	35087
May	23	22546
Jun	23	17019
Jul	23	19521
Aug	23	24256
Sep	23	22653
Oct	23	20110
Nov	23	16167
Dec	23	31029
Jan	24	21103
Feb	24	20804
Mar	24	17185
Apr	24	14073

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance	2,577.55	
Payment Received	2,577.55CR	
Balance Forward		0.00
<i>Non-Residential (Schedule 130) 03/05-04/03</i>		
Distribution Service		
Basic Customer Charge		91.41
Dist Secondary Demand		239.30
Rider U Strategic Underground		32.11
Rider RBB Rural Broadband		2.67
Rider GT Grid Transformation		5.53
Electricity Supply Svc (ESS)		
Adjustment Charge		78.86CR
Electricity Supply kWh		248.11
Demand Charge		515.52
Fuel		609.64
Rider T Transmission		194.68
Rider B Biomass Conversions		8.84
Rider BW Brunswick Co Pwr Station		40.50
Rider GV Greensville Co Pwr Statn		42.90
Rider US-2 2016 Solar Projects		2.99
Rider US-3 Solar Projects		13.33
Rider US-4 Solar Projects		3.90
Rider E Environmental Projects		50.25
Rider RGGI Regional GHG Initiative		62.48
Rider SNA Surry and North Anna		16.71
Non-Bypassable Charges		
Rider CE Clean Energy Projects		27.69
Rider RPS Renewable Energy Pgm		21.95
Rider CCR Coal Ash Closure		49.68
Rider OSW Off-shore Wind		85.74
Rider PPA Power Purchase Agreement		3.80CR
Rider PIPP Universal Service Fee		0.42
Sales and Use Surcharge		14.78
Rider VCR Voluntary Credit Refund		1.69CR

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Payment Coupon

Bill Date Apr 05 24
Please Pay by 05/13
\$2,285.66

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

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CITY OF ALEXANDRIA
GENERAL SERVICES
DEPT OF GEN SVS/CITY HALL 25
301 KING ST
ALEXANDRIA VA 22314-3211



(continued)

On Pk Demand	56.78	Rider GTP Grid Transformation Plan Cr	11.12CR
Off Pk Demand	41.9	Total Current Charges	2,285.66

Total Account Balance	2,285.66
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Your premise uses a meter that records energy usage in 30-minute intervals. The sum of these intervals is used to calculate your bill and is displayed in the Billable Usage section. Meter readings are provided as a reference to validate your electric consumption with the intervals. Numerical differences between your traditional meter and recorder may occur due to rounding, timing, and when a meter multiplier is present. Visit www.dominionenergy.com to view your 30-minute interval data.

If you'd like to donate to EnergyShare and help those in need with their energy bills, visit DominionEnergy.com and sign-in or register for an online account, click 'Billing' in the navigation bar and select 'Donate to EnergyShare'. You can also mail a check for any amount payable to EnergyShare to P.O. Box 11807, Richmond, VA 23230-1180.



Billing and Payment Summary

Due Date: May 8, 2024

Total Amount Due: \$ 2,950.98

To avoid a Late Payment Charge of 1.5% please pay **by May 8, 2024**

Previous Amount Due: \$ 3,462.58
Payments as of Apr 02: \$ 3,462.58CR

For service emergencies and power outages please call
1-866-DOM-HELP (1-866-366-4357). Visit us at www.dominionenergy.com.

Meter and Usage

Current Billing Days: 32

Billable Usage

Schedule 100 03/01-04/01
Total kWh 21599
Demand 183

Measured Usage

Meter: 0258217584 03/01-04/01
Current Reading 27121.5237
Previous Reading 26851.4557
Total kWh Del 21605
Current Reading 486.1966
Previous Reading 486.1215
Total kWh Rec 6
Current Reading 2.29
Demand 183.42
Multiplier: 80

Meter: 4003025080 03/01-04/01
Total kWh 21599
Total kWh Del 21605
Total kWh Rec 6

Usage History

Mo	Yr	kWh
Apr	23	21378
May	23	17552
Jun	23	11949
Jul	23	7737
Aug	23	6373
Sep	23	9509
Oct	23	16146
Nov	23	23918
Dec	23	26267
Jan	24	19157
Feb	24	15346
Mar	24	25352
Apr	24	21599

Explanation of Bill Detail

Customer Service 1-866-591-0157

Previous Balance 3,462.58
Payment Received 3,462.58CR

Balance Forward 0.00

Non-Residential (Schedule 100) 03/01-04/01

Distribution Service	
Basic Customer Charge	6.59
Distribution Service kWh	280.36
Rider U Strategic Underground	34.34
Rider RBB Rural Broadband	2.81
Rider GT Grid Transformation	5.83
Electricity Supply Svc (ESS)	
Electricity Supply kWh	954.68
Rider T Transmission	215.56
Rider B Biomass Conversions	9.50
Rider BW Brunswick Co Pwr Station	43.41
Rider GV Greenville Co Pwr Statn	46.01
Rider US-2 2016 Solar Projects	3.24
Rider US-3 Solar Projects	14.26
Rider US-4 Solar Projects	4.10
Rider E Environmental Projects	53.78
Rider RGGI Regional GHG Initiative	95.90
Rider SNA Surry and North Anna	17.93
Fuel	935.67
Non-Bypassable Charges	
Rider RPS Renewable Energy Pgm	33.69
Rider CE Clean Energy Projects	29.59
Rider CCR Coal Ash Closure	76.24
Rider OSW Off-shore Wind	91.80
Rider PPA Power Purchase Agreement	7.99CR
Rider PIPP Universal Service Fee	0.65
Sales and Use Surcharge	22.68
Rider VCR Voluntary Credit Refund	2.59CR
Rider GTP Grid Transformation Plan Cr	17.06CR
Total Current Charges	2,950.98

PRINT SUPPRESSED

Please detach and return this payment coupon with your check made payable to Dominion Energy Virginia. Please see reverse side for mailing address change instructions.

Payment Coupon

Bill Date Apr 02 24
Please Pay by 05/08
\$2,950.98

Amount Enclosed

Send Payment to:

DOMINION ENERGY VIRGINIA
P O BOX 26543
RICHMOND VA 23290-0001

000017347 I=00000



CITY OF ALEXANDRIA
CITY HALL - DEPT 25
301 KING ST
ALEXANDRIA VA 22314-3211



(continued)

CyOvr Cur Yr	0		
CyOvr Prev Yr	0	Total Account Balance	2,950.98

View payment options, request service changes and enroll in eBill at www.dominionenergy.com, search: Manage Your Account

Important Customer Information from Dominion Energy Virginia

At Dominion Energy, we value the trust you place in us when you provide us with your personal information. We take your privacy seriously and are committed to protecting it. To learn more, please visit: DominionEnergy.com/privacy. If you would like to request a mailed copy, please contact 1-866-DOM-HELP (1-866-366-4357).

Please record your account number on your check and mail payment to: Dominion Energy Virginia, PO Box 26543, Richmond, VA 23290-0001.

If you'd like to donate to EnergyShare and help those in need with their energy bills, visit DominionEnergy.com and sign-in or register for an online account, click 'Billing' in the navigation bar and select 'Donate to EnergyShare'. You can also mail a check for any amount payable to EnergyShare to P.O. Box 11807, Richmond, VA 23230-1180.

4.8 Appendix 8 – Dominion Energy’s EV Hosting Capacity Tool Guide

Dominion Energy Virginia EV Hosting Capacity Tool

Use this guide to identify potential sites within Dominion Energy territory that may be suitable for EV Charging.

Where can I find the Tool?

The hosting capacity tool is located on Dominion Energy's website for everyone to use. Locate it here on our website; [EV Hosting Capacity Tool](#). You can also use your favorite search engine and search Dominion Energy EV Hosting Capacity Map and it should be the first result that shows up.

Opening the Tool

Once on the webpage you'll see some FAQs regarding the tool, as well as a 'Access the EV Capacity Map'. When you click on 'Access the EV Capacity Map' button a new screen will open. You'll be asked to agree to terms and conditions. You will then see a high-level view of Virginia and North Carolina.

- Areas shaded in blue is our current service territory
- Green lines indicate Alternative Fuel Corridors
- You can use your mouse wheel to zoom into an area or type in an address in the search bar

Legend and Layers



Legend button shows all the information that is on the map.



Layer button gives you some options to turn on and off layers that are on the map.





Using the Tool

As an example of using the tool and interpreting the legend, if you were a customer seeking 2 MW of EV Charging, a section of line that is colored red (with availability up to 1 MW) would not have enough capacity. Instead look for area in our service territory with lines that are orange, yellow, or green.



High Voltage 3 Phase Primary Circuit Capacity

Capacity Limit

-  **GREATER THAN 5MW**
-  **UP TO 5 MW**
-  **UP TO 3 MW**
-  **UP TO 1 MW**

If the site you are looking for doesn't show any lines on the map, or they are red with up to 1 MW of capacity, please contact our Electrification team and we can take a closer look at your potential site. Email us at electrification@dominionenergy.com

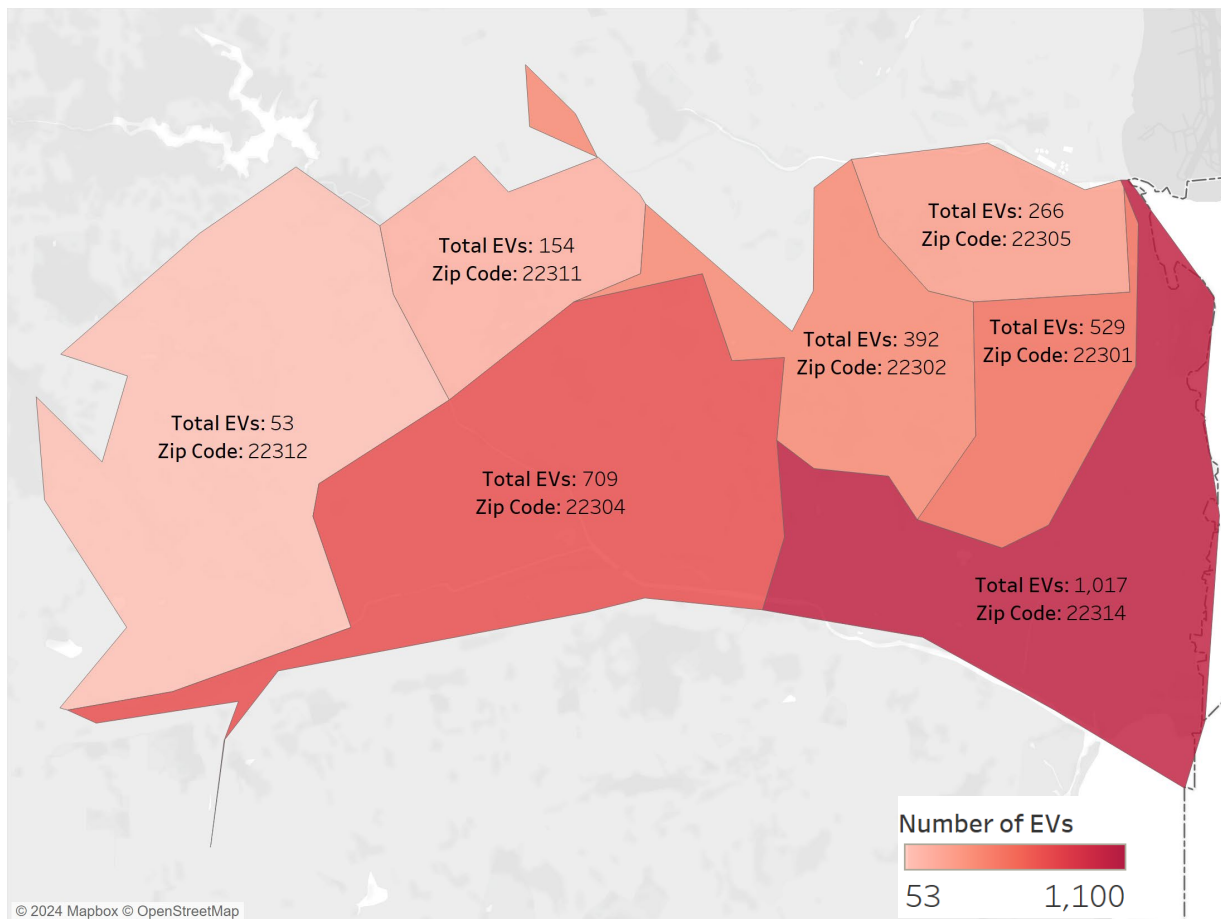


Actions Speak Louder

4.9 Appendix 9 – EVs and PHEVs in Alexandria, as of December 2023

Electric Vehicle in City of Alexandria by Zip Code (December 2023)			
Zip Code	Battery Electric Vehicles (BEV)	Plug-in Hybrid Electric Vehicles (PHEV)	Total
22301	344	185	529
22302	255	137	392
22304	505	204	709
22305	174	92	266
22311	123	31	154
22312	36	17	53
22314	712	305	1017
TOTAL	2149	971	3120

Electric Vehicles in Alexandria by Zip Code (December 2023)



4.10 Appendix 10 – Dominion Energy’s Virginia EV Service Requirements

Dominion Energy Virginia

EV Service Requirements

Use this guide to keep track of necessary items and additional considerations our team will need to begin designing and installing the utility service for your EV charging stations.



Customer Tasks

- Determine charger type, model, quantity, and locations
- Develop electronic site plans with meter location
- Complete Load Letter and have it signed by a licensed electrician
- Develop electrical riser diagram
- Gather property ownership information
- If providing a switchgear, locate drawing number

Once you have completed the above information, initiate a work request with Dominion Energy through [e-builder](#) or by calling 866-DOM-HELP.



Prepare Site for Construction

- Execute and return all agreements applicable to your project
- Submit payment if there is a cost for utility installation
- Ensure site is to final grade
- Have all private utilities marked
- If required, install customer provided conduit with pull strings and have the ends marked

Once you have completed the above information, notify Dominion Energy. We will place flags marking the utility route for new service and release the project to our construction team, then provide you with an anticipated energization date.



Site Energized

Once we have installed the utility infrastructure, we will energize your service as soon as the below items are completed:

- Electrical inspection is complete
- All Dominion Energy metering equipment is installed in compliance with our [Blue Book guidelines](#)



Additional Considerations

- Visit our [EV Capacity Map](#) to check your site for available circuit capacity
- Anticipating large electric loads? Connect with us early to discuss your electrical needs
- When conduit is installed by customer, Dominion Energy will provide a conduit specification sheet
- Provide accurate anticipated dates for when you will be ready for electrical service

5 Attachments

5.1 Attachment 1 – Financial Pro-Forma

Access the Financial Pro-Forma at the following link:

<https://media.alexandriava.gov/content/oca/evfranchisedocs/financialproforma.xlsx>

5.2 *Attachment 2 – Forms*

REQUIRED INFORMATION FORM

Each Bidder submitting a response to this Invitation to Bid is to provide the following information:

- 1. Minority Business Firm Yes [] No [] Partnership Yes [] No []
 Small Business Firm Yes [] No [] Corporation Yes [] No []
 Sole Proprietorship Yes [] No []

- 2. Sole proprietorships and partnerships are to provide the following information:

Name _____

Address _____

City _____

State _____

Partnerships are to provide this information for all partners.

- 3. If the Bidder is a corporation, provide the following:
 State of Incorporation _____ Charter number of the Virginia Certificate of
 Authority _____ Date of Incorporation _____

Foreign corporations desiring to transact business in the State of Virginia shall register with the State Corporation Commission in accordance with Section 13.1-757 of the Code of Virginia, as amended.

- 4. Each corporation is to provide the names of the following officers:

President _____

Vice-President _____

Secretary _____

Treasurer _____

Registered Agent _____

Bidder's Name

Bidder's Authorized Signatory

Date

Name and Title of Authorized Signatory

DISCLOSURES RELATING TO CITY OFFICIALS AND EMPLOYEES

- A. I hereby state that, as of this date (check one):
- () Our firm has **no reason** to believe that any member of the City Council, any official or employee of the City, or any member of any commission, committee, board or corporation controlled or appointed by the City Council has already received, in connection with or related in any way to this Agreement, or has been promised, in the event this Agreement is awarded to the firm, any commission, finder's fee or other thing of value
 - () Our firm **has reason** to believe that the following City Council members, City officials and/or employees, and/or members of a Council-appointed or -controlled commission, committee, board or corporation have already received, in connection with or related in any way to this Agreement, or have been promised, in the event this Agreement is awarded to the firm, any commission, finder's fee or other thing of value:

_____	_____
Name	Title/Position
_____	_____
Name	Title/Position

- B. I hereby state that, as of this date:
- () Our firm has **no reason** to believe that any member of the City Council or any official or employee of the City would or may be financially affected, whether affirmatively or negatively, and whether personally or through a spouse or other family member, if this Agreement were awarded to the firm
 - () Our firm **has reason** to believe that the following members of the City Council and officials and employees of the City would or may be financially affected, whether affirmatively or negatively, and whether personally or through a spouse or other family member, if this Agreement were awarded to the firm:

_____	_____
Name	Title/Position
_____	_____
Name	Title/Position

Bidder's Name

Bidder's Authorized Signatory Date

Name and Title of Bidder's Authorized Signatory

SUB-CONTRACTOR'S LIST

The following list provides the name of the Prime Contractor and their 1st Tier Sub-Contractors who shall perform the Work in reference to *Terms and Specifications for Bids for Franchise to Use Certain Public Property for Publicly Available Electric Vehicle Supply Equipment* and its resulting Agreement. The general type of work to be performed and the approximate percentage of the total work per Prime and 1st Tier Sub-Contractor shall be annotated. (Note: The Prime Contractor may be required to perform a percentage of the total work with their own forces as required in the bid documents).

VENDOR NAME	SWaM/DBE Select and enter number	TYPE of WORK	% of TOTAL WORK
Prime Contractor			
1 st Tier Subcontractors			
TOTAL % OF CONTRACT AMOUNT			100%

Submitter Information
(Party authorized to enter into the Contract)

1.	NAME	
2.	TITLE	
3.	COMPANY	
4.	SIGNATURE/DATE	

6 Exhibits

6.1 EXHIBIT A: EXAMPLE FRANCHISE AGREEMENT

THIS AGREEMENT is made and entered into this ___day of MONTH 202___, by and between the CITY OF ALEXANDRIA, a municipal corporation of the Commonwealth of Virginia (the "City"), and _____ and having a principal place of business at _____ ("Grantee").

The parties to this Agreement, in consideration of the mutual covenants and stipulations set forth below, agree as follows:

1. Conditions of Grant of Franchise

- a. It is expressly agreed and understood by Grantee that the grant of the franchise described herein is conditional, the grant of such franchise being conditioned upon approval of site plans submitted by Grantee, approval by the applicable City departments, and upon Grantee's obtaining all required permits and licenses, including, without limitation, City building permits, City of Alexandria business license, and _____. It is expressly agreed and understood by Grantee that the failure of Grantee to obtain any one or more of the approvals, licenses, or permits required herein shall render this Agreement null, void, and of no force and effect. Grantee further expressly agrees that, in the event of any such failure by Grantee, no portion of any application fee paid or payable by or on behalf of Grantee shall be refunded.
- b. The grant of the franchise to Grantee shall also be subject, in addition to the foregoing conditions, to such conditions as the City may, in its discretion, impose upon Grantee. The City may deny the final approval of the grant of this franchise or any other such franchise it determines, in its discretion, to be detrimental to the public health, safety, welfare, or interest.

2. Grant of Franchise

- a. Subject to the provisions of paragraph 1 of this Agreement or any other condition imposed by this Agreement or by law, the City does hereby grant and award unto Grantee a franchise (the "Franchise") on public property, to be located at the site locations specified in the attachment to this Agreement as Exhibit A, attached hereto and incorporated herein by reference, (the "Premises") in the City of Alexandria, Virginia, to design, install, own, operate, maintain, repair, upgrade, and remove publicly available electric vehicle charging equipment for the use and benefit of the public, including incidental design, construction and modifications to City infrastructure to support Grantee's primary use of such Premises, commencing on Month Day, 2024 and ending at midnight on _____.
- b. The Grantee shall comply with all provisions of the City of Alexandria Franchise Solicitation (the "ITB"), a copy of which is attached to this Agreement as Exhibit B. Failure of the Grantee to comply with the conditions contained in the ITB shall constitute grounds for termination of this Agreement by the City and forfeiture of any rights conferred upon Grantee hereunder.

3. Franchise Fee

- a. Grantee shall pay a Franchise Fee to the City, based on terms negotiated between the Parties. The failure of Grantee, for any reason, to pay the Franchise Fees in accordance with the Franchise Agreement shall constitute grounds for immediate cancellation of this Franchise and forfeiture of any rights conferred upon Grantee by this Franchise. The City may, but shall not be required to, extend the period of time within which payment of the aforesaid Franchise Fee shall be tendered or may, in lieu of any other remedy, treat this Agreement as remaining in full force and effect and avail itself of any and all lawful means of collecting such Franchise Fee.
- b. In the event of the cancellation of this Agreement or the termination of the Franchise granted hereunder prior to the expiration of its stated term, for any reason, no portion of any monies paid by or on behalf of Grantee on account of Franchise Fees shall be refundable.

4. Bond/Letter of Credit

All infrastructure work is public work and Grantee will be required to post a Performance Bond and Payment Bond for infrastructure work at each site as further set forth in the ITB. In lieu of posting bonds on a site-by-site basis the Grantee may propose to furnish a single or several bonds to cover work at all sites or on a portfolio of sites basis provided the bond(s) is sufficient to cover the estimated installation costs for a given portfolio of sites or entire contract program. The City may withhold Notices to Proceed on installation work if bonding levels are not provided and maintained to cover the work. The City shall be named as obligee on all bonds. The secured work will be the infrastructure installation work and all associated material and equipment at each site.

5. Compliance with Law

Grantee shall comply with all federal, state and local statutes, ordinances, and regulations now in effect or hereafter adopted, in the performance of this Agreement. Grantee represents that it possesses all necessary licenses and permits required to conduct its business and will acquire any additional licenses and permits necessary for performance of this Agreement. If the Grantee is a corporation, partnership, or limited liability company, Grantee further expressly represents that it is a corporation, partnership, or limited liability company in good standing in the Commonwealth of Virginia and will remain in good standing throughout the term of the contract and any extensions.

6. Premises

The Premises for electric vehicle chargers and its associated equipment are set forth in the Exhibit A. Except as provided in this Section 6, deletion of site locations may be made by mutual written agreement. Commencing on the third anniversary of the term of this Agreement, the City may, by written notice from time to time, propose the deletion of any site location from the Franchise which is not being used for electric vehicle charging equipment. Within 30 days of receipt of such notice, the Grantee shall notify the City in writing whether the Grantee intends to use such site location for electric vehicle charging equipment and, if applicable, propose a plan and schedule for installing such electric vehicle charging equipment in accordance with this

Agreement. If the Grantee notifies the City that it does not intend to use such site location for electric vehicle charging equipment or the City does not approve the Grantee's plan and schedule for installing electric vehicle charging equipment on such site location, the City may, in its sole discretion, delete such site location from the Franchise. If a site location is deleted for any reason under this Section 6, a franchise may be granted by the City to another person, firm, corporation, or other entity for the use of such site location for any purpose.

The City may, at its sole discretion, commence negotiation with Grantee to add electric vehicle charging equipment to existing sites, including electric vehicle charging equipment to sites where the City may choose to use funds under the Charging and Fueling Infrastructure Grant Program. Grantee must follow the specific requirements of the Charging and Fueling Infrastructure Grant Program set forth in Appendix 2 of the ITB with respect to any electric vehicle charging equipment funded by such program.

7. EVSE Location

Electric Vehicle Supply Equipment ("EVSE") locations are where EVSE will be at each location in the Premises ("EVSE Location"). The City will have the right to approve or disapprove the proposed EVSE Location, including the right to impose requirements and conditions for the approved EVSE Location.

8. Physical Criteria

- a. The physical criteria for electric vehicle chargers and their associated equipment are set forth in the ITB.
- b. The City reserves the right to grant a variance from strict adherence to the aforementioned criteria when it deems, in its discretion, that such a variance is appropriate.

9. Service Level Requirements ("SLR")

Each charging station should be in service for use to meet uptime requirements as established in the ITB. This allows for scheduling of routine maintenance and factors in possible equipment failures and periods of downtime due to events that are unanticipated and beyond the control of the charging network — including power and Internet communication outages, vandalism, and acts of nature.

Non-compliance with or non-attainment of any of the Service Level Requirements may, at City's option, result in assessment of liquidated damages or potential termination of the Agreement if not cured. This could include financial damages for failure to meet SLRs, uptime requirements, and other regulatory actions. If incurred, liquidated damages must be paid by the vendor on a quarterly basis.

If a charger is inoperable, diagnosis for repair must begin within 48 hours and repair or replacement must be completed within five business days of completion of diagnosis. Grantee shall pay \$____ per charger per day that the charger is out of service longer than five business days.

[Monthly/Quarterly] revenue payments will be made within [thirty] days of mandatory [monthly/quarterly] revenue reports. Grantee will be assessed \$_____ for each day the payments are late.

10. Permitted Uses

Grantee shall not use the Premises, nor suffer the Premises to be used, for any purpose other than is contemplated by this Agreement.

11. Repairs and Alterations

- a. Grantee shall, at its sole expense, keep all equipment, fixtures, and other property in and upon the Premises in good condition and repair.
- b. Grantee may, at its sole expense, make such alterations to the Premises as it may from time to time elect; provided, however, that Grantee shall not make any structural alterations without the prior written consent of the City, and provided further, that no such alterations shall cause the Premises or any part thereof to fail to conform to the requirements set forth in this Agreement.

12. Right of Inspection

The City, by its authorized officers, agents, or employees, shall have the right to inspect the Premises at any and all reasonable times, with or without notice, for the purpose of determining Grantee's compliance with the provisions of this Agreement.

13. Compliance

In the event the City determines that the Grantee has failed to properly comply with any of the terms or conditions of this Agreement, the City may commence cure procedures as set forth in the RFP.

14. Commencement of Operation

Upon final approval by the City of the Franchise, Grantee shall promptly undertake all necessary measures in preparation for the commencement of the installation and operation of equipment, as coordinated and mutually agreed upon with the City Manager or designee.

15. Assignment of Franchise

Grantee shall not, without the prior written consent of the City, assign, delegate, or otherwise transfer, in whole or in part, the Franchise or any of Grantee's rights or obligations arising hereunder. The City may, at its sole discretion, consent or decline to consent to any such assignment, delegation, or transfer, or may give its conditional consent thereto. In the event the City conditionally consents to such an assignment, delegation, or transfer, such consent may, without limitation, be conditioned upon Grantee's remaining fully and unconditionally liable to the City for any breach of the terms of this Agreement by Grantee's transferee and for any damage or injury sustained by a third party or parties as a result of the intentional act or omission, negligence, or breach of warranty by Grantee's transferee.

16. Interest of Grantee

Grantee shall acquire no interest in the Premises, legal or equitable, other than the right to occupy such Premises during the term of this Agreement for the sole purpose of operating electric vehicle chargers in compliance with, and subject to, the provisions of this Agreement and such rights in and to Grantee's personality used in and about the operation of its establishment as are conferred upon Grantee by law.

17. Reapplication for Franchise

- a. The initial term of this agreement shall be ten (10) years beginning upon execution of the Agreement by the City, and this Agreement may be extended for up to six (6) successive five (5) year periods upon mutual, written agreement of the parties. Extensions shall not be automatic and any and all extensions shall be by written agreement and signed by both parties in the same manner as the Agreement was executed.
- b. Any reapplication by Grantee for a franchise of electric vehicle chargers commencing after the expiration of the term hereof shall be made to the City Manager or their designated representative.

18. Relationship of Parties

It is mutually understood and agreed by the parties that nothing contained in this Agreement is intended, or shall be construed, as in any manner creating or establishing any agency relationship between the parties or any relationship of joint enterprise or partnership. Grantee shall have no authority, express or implied, to act or hold itself out as the agent or representative of the City for any purpose. Grantee shall at all times remain an independent contractor and solely responsible for all obligations and liabilities of, and for all loss and damage to, Grantee's establishment, including the Premises and property thereupon, and for all claims and demands resulting from Grantee's operation.

19. Risks and Indemnity

Grantee shall assume all risks incident to or in connection with its operation and shall be solely responsible for damage or injury, of whatever kind or nature, to person or property, directly or indirectly, arising out of or in connection with its occupancy of the Premises or the conduct of its operation. Grantee hereby expressly agrees to indemnify and hold harmless the City and its agents, employees, volunteers, servants, and officials from any penalties for violation of any law, ordinance, or regulation affecting its operation and from and against any and all claims, damages, losses, real or alleged, or expenses, including reasonable attorney's fees and litigation expenses suffered by any indemnified party or entity as the result of claims or suits due to, arising out of or in connection with Grantee's occupancy of the Premises or conduct of its operation or resulting from the negligence or intentional acts or omissions of Grantee or its officers, agents, and employees.

20. Insurance

Grantee shall be required to maintain, in force, insurance as described below and approved by the City for the duration of the contract. Insurance coverage shall be a contract specific or occurrence-based policy. The Franchisee's Insurance Coverage shall be primary for any claims

related to this contract. **Claims Made policies are not acceptable.** Proof of acceptable insurance shall be required prior to Franchise award and shall be maintained in full force for duration of the Franchise. Grantee shall provide a complete copy of any policy including any endorsements and related documents via PDF if requested. The policies shall stipulate that the insurance coverage shall not be changed or canceled unless the insured and the City is notified in writing. The **City of Alexandria, VA, shall be named as an additional insured for Commercial General Liability and Automobile Liability Coverage.** Grantee shall indemnify, defend, and hold harmless the City, for any and all liability, claims, expenses, lawsuits, etc., arising from this Franchise.

Insurance policies must be acceptable to the City, and placed with companies that have an A.M. Best minimum Rating of A, Class VII or better. Insurers must be authorized to do business under the laws of the Commonwealth of Virginia.

A. WORKERS' COMPENSATION & EMPLOYERS' LIABILITY INSURANCE

At a minimum, the Grantee shall carry the Statutory Limits of Workers' Compensation Insurance required under the laws of the Commonwealth of Virginia, and Employer's Liability Insurance with limits of at least \$500,000 per accident for Bodily Injury by Accident and \$500,000 policy limit/\$500,000 each employee for Bodily Injury by Disease.

B. AUTOMOBILE LIABILITY INSURANCE

The Grantee shall purchase and maintain during the life of this Franchise, the proper amount of comprehensive automobile liability insurance in the amount of no less than \$1,000,000 per accident for each owned, non-owned, and hired vehicle that is used in any way to complete the Work, as required under the laws of the Commonwealth of Virginia whether vehicle is registered in Virginia or not.

C. COMMERCIAL GENERAL LIABILITY REQUIREMENTS

The Grantee shall purchase and maintain during the life of this Franchise the following Commercial General Liability insurance coverage to include all subcontractors with limits no less than:

- A. \$2,000,000.00 Annual Aggregate
- B. \$1,000,000.00 Per Occurrence
- C. \$1,000,000.00 Products and Completed Operations
- D. \$1,000,000.00 Personal and Advertising Injury

D. POLLUTION LIABILITY (if project involves environmental hazards)

The Grantee shall purchase and maintain Pollution Liability Insurance with limits no less than \$1,000,000.00 per occurrence or claim, and \$2,000,000.00 policy aggregate.

E. UMBRELLA LIABILITY COVERAGE

\$2,000,000.00 Per Occurrence

F. SUBCONTRACTOR INSURANCE REQUIREMENTS

The Grantee shall also require all first-tier subcontractors who will perform work under this contract to procure and maintain Virginia statutory limits of Workers' Compensation insurance. The Grantee shall furnish the City satisfactory evidence of subcontractors' insurance PRIOR to the subcontractor starting work.

21. Abandonment

In the event Grantee shall vacate or abandon the Premises or permit the same to remain vacant or unoccupied without the prior written consent of the City, the City shall have the right to immediately cancel this Agreement and terminate the Franchise.

22. Termination of Franchise

- a. The City shall have the right to cancel this Agreement and terminate the Franchise on notice to Grantee upon the occurrence of any of the following events:
- (1) The failure of Grantee to install the minimum number of committed chargers in First Phase of the Franchise, i.e., the first 24 months after this Agreement is executed.
 - (2) The failure of Grantee to fulfill, abide by, or comply with any condition of the grant of the Franchise pursuant to paragraph 1.b of this Agreement.
 - (3) The failure of Grantee to pay the Franchise Fee required hereunder, execute any bonds required hereunder, or the cancellation of any such bonds or exoneration of any surety thereon.
 - (4) The failure of Grantee to comply with any statute, ordinance, regulation, or other law applicable to the ownership or management of the Franchise or to the occupancy and use of the Premises.
 - (5) The use of the Premises by, on behalf of, or at the sufferance of Grantee for any activity or purpose other than is expressly permitted by this Agreement.
 - (6) The failure of Grantee to commence the installation and operation of its equipment by the dates agreed upon as described in paragraph 14 of this Agreement.
 - (7) The failure of Grantee to procure any policy or policies of insurance required by this Agreement to have been procured prior to the commencement of Grantee's operation, the cancellation or lapse of any such policy or policies so as to cause the aggregate of the limits of liability of coverage thereunder to be less than the amounts required by paragraph 20 of this Agreement, or any material and adverse change in the risks covered or persons or entities insured thereunder.
 - (8) The failure of Grantee to abide by all requirements in the Agreement and ITB.

- (9) The purported assignment, delegation, or other transfer by Grantee without the prior written consent of the City of the Franchise, in whole or in part, or of any of the rights or obligations of Grantee set forth herein.
 - (10) The abandonment or vacation of the Premises occupied by Grantee without the prior written consent of the City.
 - (11) The refusal of Grantee to permit inspection of the Premises by the City at reasonable times.
 - (12) The death of Grantee, if Grantee is the sole proprietor of the Franchise, or in any other case, the termination of Grantee's existence as a business organization, whether by dissolution, consolidation, merger, sale, or other like act, or the revocation of Grantee's authority to transact business in the Commonwealth of Virginia.
- b. The election by the City to exercise its right to cancel this Agreement and to terminate the Franchise shall be without prejudice to any of its other rights at law or in equity, and any remedy set forth in this Agreement shall not be exclusive but shall be cumulative upon any or all other remedies herein provided or by law allowed.
 - c. Notwithstanding any other remedy conferred upon the City by this Agreement or by law, the City may elect to suspend the operation of the Franchise upon the occurrence of any of the events enumerated above or in the event of the breach by Grantee of any other provision or condition of this Agreement. Grantee shall, upon receipt of notice of such suspension, immediately cease operation of its establishment until such time as the City shall permit Grantee to continue its operation. Such permission shall be granted by the City at such time as Grantee shall have remedied the breach or breaches of this Agreement giving rise to such suspension.

23. Effect of Termination

- a. Grantee shall, upon termination of the Franchise, be entitled to no payment or other compensation by reason of the value of the Franchise or for any of the intangible assets thereof.
- b. In the event of the termination of the Franchise prior to the expiration of this Agreement, Grantee shall not, without the prior written consent of the City, remove any of the fixtures, equipment, software, plantings, or other property from the Premises for a period of thirty (30) days following the effective date of such termination. The City shall, within such period of time, have the option to purchase any or all such furnishings, fixtures, equipment, or other property from Grantee for a sum equal to the fair market value thereof.
- c. Upon termination of the Franchise prior to the expiration of this Agreement, the City shall have the right to grant a new franchise.

24. Rules and Regulations

The City Manager or designee shall have the authority to promulgate reasonable rules and regulations governing the conduct of the Franchise, which rules and regulations shall be deemed incorporated by reference into this Agreement upon their promulgation in writing.

25. Publicity

The City shall have the right to photograph the Premises, including any persons in and about the Premises, and to use any such photographs in any of its publicity or advertising. Grantee shall not be entitled to compensation by reason of the taking or use of any such photographs.

26. Company Personnel Standards

- a. Personnel shall be trained/qualified to perform requested services. If any of the successful Grantees personnel are not satisfactory in the performance of services to be furnished hereunder in a proper manner and satisfactory to the City, the Grantee shall remove any such personnel and replace them with satisfactory personnel.
- b. Grantee shall use all reasonable care, consistent with its rights to manage and control its operations, not to employ any persons or use any labor or have any equipment or permit any condition to exist which shall or may cause or be conducive to pose any liability to the general public as well as any activity to be construed as a nuisance. The City retains the right to require the successful Grantee to halt all work activities until such conditions are resolved.

27. Notices

Any notice provided for under this Agreement shall be effective if in writing and: (a) delivered personally to the addressee or deposited in the United States mail, postage prepaid, certified mail, return receipt requested; (b) sent by overnight or commercial air courier; or (c) sent by electronic mail with record of delivery confirmation through electronic mail return-receipt, or by confirmation that the electronic mail was accessed, downloaded or printed. Notice will be deemed to have been adequately given three (3) days following the date of mailing, or immediately if personally served. For service by electronic mail, service will be deemed effective at the beginning of the next business day. Notices shall be addressed as follows, or to such other address as the receiving party specifies in writing:

If to City:

Alexandria City Hall
301 King Street
Alexandria, VA 22314
Attention: City Manager
Facsimile:
Electronic mail:

With a copy to:

Alexandria City Hall
301 King Street

Alexandria, VA 22314
Attention: City Attorney
Facsimile:
Electronic mail:

If to Grantee:

[Grantee]
[address]
Attention:
Electronic mail:

With a copy to:

[Grantee]
[address]
Attention:
Electronic mail:

28. Severability

The provisions of this Agreement shall be deemed to be severable and should any one or more of such provisions be declared or adjudged to be invalid or unenforceable, the remaining provisions shall be unaffected thereby and shall remain in full force and effect.

29. Integration

The executed Agreement and any exhibits incorporated by reference in the Agreement constitute the final, complete, and exclusive written expression of the intentions of the parties, and shall supersede all previous communications, representations, agreements, promises or statements, whether oral or written, by any party or between the parties.

30. Interpretation

Whenever the context hereof shall require, the singular shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

31. Descriptive Headings

The descriptive headings appearing in this Agreement are for convenience only and shall not be construed either as a part of the terms, covenants, and conditions hereof or as an interpretation of such terms, covenants, and conditions.

32. Entirety of Agreement

This Agreement and the ITB comprise the entire understanding and agreement of the parties, and no representations, inducements, promises, or agreements, oral or written, except as may be specifically set forth herein, shall have any validity or be of any force or effect.

33. Waiver

No failure of the City to exercise any right or power given to it by law or by this Agreement, or to insist upon strict compliance by Grantee with any of the provisions of this Agreement, and no custom or practice of the parties at variance with the terms hereof, shall constitute a waiver of the City's right to demand strict compliance with the terms of this Agreement.

34. Modification

No modification, revision, or deletion of any of the provisions of this Agreement, and no addition of any provisions hereto, shall be valid unless in writing and executed with the same formalities as this Agreement.

35. Nondiscrimination/Drug-Free Workplace

During the performance of this Franchise, Grantee agrees as follows:

- a. Grantee shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, national origin, age, disability, or any other basis prohibited by state law relating to discrimination in employment, except where there is a bona fide occupational qualification/consideration reasonably necessary to its normal operation. Grantee agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provision of this nondiscrimination clause.
- b. Grantee, in all solicitations or advertisements for employees placed by or on behalf of Grantee, shall state that such Grantee is an equal opportunity employer.
- c. Notices, advertisements, and solicitations placed in accordance with federal law, rule, or regulation shall be deemed sufficient for the purpose of meeting the requirements of this section.
- d. Grantee will provide a drug-free workplace for Grantee's employees. For the purposes of this Section, "drug-free workplace" means a site for the performance of work done in connection with this Agreement awarded to Grantee, in accordance with Chapter 3, Title 3, of the Code of the City of Alexandria, the employees of which are prohibited from engaging in the unlawful manufacture, sale, distribution, dispensation, possession or use of any controlled substance or marijuana during the performance of this Agreement.
- e. Grantee will post in conspicuous places, available to employees and applicants for employment, a statement notifying employees that the unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana is prohibited in Grantee's workplace and specifying the actions that will be taken against employees for violations of such prohibition.
- f. Grantee will state in all solicitations or advertisements for employees placed by or on behalf of Grantee that Grantee maintains a drug-free workplace.
- g. Grantee will include the provisions of the foregoing Subsections a, b, c, d, e, and f in every subcontract or purchase order of over \$10,000, so that the provisions will be binding upon each subcontractor or vendor.

36. Applicable Law

This Agreement shall be deemed to be a Virginia contract and shall be governed as to all matters whether of validity, interpretations, obligations, performance or otherwise exclusively by the laws of the Commonwealth of Virginia, and all questions arising with respect thereto shall be determined in accordance with such laws. Regardless of where actually delivered and accepted, this Agreement shall be deemed to have been delivered and accepted by the parties in the Commonwealth of Virginia.

37. Venue

Any and all suits for any claims or for any and every breach or dispute arising out of this Agreement shall be maintained in the appropriate court of competent jurisdiction in the City of Alexandria.

38. Submission and Disposition of Contractual Claims

Prompt knowledge by the City of an existing or impending claim for damages or other relief may alter the plans, scheduling, or other action of the City and/or result in mitigation or elimination of the effects of the claim. Therefore, a written statement providing the City with notice of the Grantee's intention to file a claim which (i) describes the act or omission by the City or its agents that the Grantee contends caused it damages or entitles it to other relief; and (ii) provides a description of the nature and amount of the claim. Such written statement shall be submitted to the City within 20 days of the time of the occurrence or beginning of the work upon which the claim is based; provided, however, if such damage is deemed certain in the opinion of the Grantee to result from its acting on an order from the City, it shall immediately take written exception to the order. For purposes of this provision, "claim" shall include, without limitation, any request for a change in the Agreement price or time and any request for equitable adjustment. Submission of a notice of claim as specified shall be mandatory, and failure to submit such notice shall be a conclusive waiver to such claim for damages or other relief by the Grantee. Neither an oral notice or statement, nor an untimely notice or statement will be sufficient to satisfy the requirements herein.

The City will review the claim and render a final decision in writing within thirty (30) days of receipt of Grantee's written request for a final decision. Such decision shall be final and binding to the fullest extent allowed by law.

39. Immigration

Grantee shall not during the performance of this Agreement knowingly employ an unauthorized alien, as defined in the Federal Immigration Reform and Control Act of 1986, as amended.

40. Business Entity

The Grantee shall be registered and authorized to transact business in the Commonwealth as a domestic or foreign business entity if so required by Title 13.1 or Title 50 or as otherwise required by law. The Grantee shall submit proof of such registration to the City. Additionally, the Grantee shall not allow its existence to lapse or its certificate of authority or registration to transact

business in the Commonwealth, if so required under Title 13.1 or Title 50, to be revoked or canceled at any time during the term of the Agreement.

41. Business License

If the Grantee is a business, located in the City of Alexandria or at any time during the performance of this Agreement obtains situs for purposes of business license taxes, it shall be unlawful for such business to conduct or engage in such business, trade or occupation without having first obtained the proper license from the City of Alexandria Department of Finance, and the Grantee covenants that it has a business license where one is required to perform this Agreement.

42. Representation Regarding City Employment; Conflict of Interest

Grantee represents at the time of contracting and through the pendency of this Agreement that no one with an ownership interest in the Grantee or the Grantee's corporate entity, if applicable, or other employee of the Grantee is also an employee of the City of Alexandria, specifically in the City Department initiating or overseeing this Agreement. Grantee further represents that no individual with an ownership interest in the Grantee or the Grantee's corporate entity, if applicable, or other employee has a spouse, other relative or person who resides with the individual that is currently an employee of the City of Alexandria, specifically in the City Department initiating or overseeing this Agreement. Should the Grantee have reasonable belief of a possible conflict of interest, that issue should immediately be brought to the attention of the City for review.

43. Audits

The City shall have the right to audit all books and records (in whatever form they may be kept, whether written, electronic or other) relating or pertaining to this Agreement (including any and all documents and other materials, in whatever form they may be kept, which support or underlie those books and records), kept by or under the control of Grantee, including, but not limited to those kept by Grantee, its employees, agents, assigns, successors and subcontractors. Grantee shall maintain such books and records, together with such supporting or underlying documents and materials, for the duration of this Agreement and for at least three years following the completion of this Agreement, including any and all renewals thereof. The books and records, together with the supporting or underlying documents and materials shall be made available, upon request, to the City, through its employees, agents, representatives, contractors or other designees, during normal business hours at Grantee's office or place of business in Alexandria, Virginia. In the event that no such location is available, then the books and records, together with the supporting or underlying documents and records, shall be made available for audit at a time and location convenient for the City.

This paragraph shall not be construed to limit, revoke, or abridge any other rights, powers, or obligations relating to audit which the City may have by state, city, or federal statute, ordinance, regulation, or agreement, whether those rights, powers, or obligations are express or implied.

44. Offset/Setoff

The City may withhold the payment of any claim or demand by any person, firm or corporation against the City until any delinquent indebtedness or other liability, including taxes, due to the City from such person, firm or corporation shall first have been settled and adjusted.

45. Compliance with the Virginia Human Rights Act

The Virginia Human Rights Act, as amended, includes protections against discrimination based on an individual's race, color, religion, sex, sexual orientation, gender identity, marital status, pregnancy, childbirth or related medical conditions, age, status as a veteran, or national origin. During the performance of this Agreement, Grantee shall comply with the Virginia Human Rights Act, as amended.

46. Environmental Liability

Any costs or expenses associated with environmentally related violations of the law, the creation or maintenance of a nuisance, or releases of hazardous substances, including, but not limited to, the costs of any clean-up activities, removals, remediation, responses, damages, fines, administrative or civil penalties or charges imposed on the City, whether because of actions or suits by any governmental or regulatory agency or by any private party, as a result of the storage, accumulation, or release of any hazardous substances, or any noncompliance with or failure to meet any federal, state or local standards, requirements, laws, statutes, regulations or the law of nuisance by Grantee (or by its agents, officers, employees, subcontractor, consultants, sub consultants, or any other persons, corporations or legal entities employed, utilized, or retained by Grantee) in the performance of this Agreement or related activities, shall be paid by Grantee. This paragraph shall survive the termination, cancellation, or expiration of this Agreement.

47. No Waiver of Sovereign Immunity by the City

Notwithstanding any other provisions of this Agreement to the contrary, nothing in this Agreement nor any action taken by the City pursuant to this Agreement nor any document which arises out of this Agreement shall constitute or be construed as a waiver of sovereign immunity of the City or its elected and appointed officials, officers, and employees. Further, nothing herein shall be construed as affecting or influencing the City's governmental duties under federal, state, or local law, regulations, or procedures.

IN WITNESS WHEREOF, Manager and COMPANY NAME have caused the Agreement to be signed and sealed by their duly authorized representatives.

COMPANY NAME

By _____
[name]

TITLE

STATE OF STATE

CITY/COUNTY OF CITY/COUNTY, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2024, by _____, President, COMPANY NAME, on its behalf.

Notary Public

My Commission Expires: _____

My Notary Registration Number: _____

By _____
City Manager or authorized designee

COMMONWEALTH OF VIRGINIA
CITY OF ALEXANDRIA, to-wit:

The foregoing instrument was acknowledged before me this _____ day
of _____,
2024, by _____.

Notary Public

My Commission Expires: _____
My Notary Registration Number: _____

Approved as to Form:

Name
City Attorney