

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION
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APPLICATION OF

VIRGINIA ELECTRIC AND POWER COMPANY

CASE NO. PUR-2025-00189

For approval and certification of electric
transmission facilities: Charlottesville-
Dooms Lines #233 and #291 Rebuild

FINAL ORDER

On October 23, 2025, Virginia Electric and Power Company (“Dominion” or “Company”) filed with the State Corporation Commission (“Commission”) an application (“Application”) for approval and certification of electric transmission facilities in the city of Charlottesville, Albemarle County, and Augusta County, Virginia, pursuant to § 56-46.1 of the Code of Virginia (“Code”) and the Utility Facilities Act, Code § 56-265.1 *et seq.*

The Company proposes to complete the following (collectively, “Rebuild Project”):¹

- Rebuild, within the existing cleared right-of-way or on Company-owned property, approximately 22.3 miles of 230 kilovolt (“kV”) Charlottesville-Dooms Lines #233 and #291, starting at the existing Charlottesville Substation and ending at the existing Dooms Substation, by removing the majority of the existing structures, which are lattice structures and steel monopole structures, and replacing them with new galvanized steel and weathering steel structures.
- Replace the existing conductors on Lines #233 and #291 with new bundled 768.2 Aluminum Conductor Steel Supported/Trapezoidal Wire/High Strength conductors with 3,948 Amperes ampacity, with a minimum summer emergency rating of 1,573 Mega-Volt Amperes.

¹ Application at 2. The Application also identified work associated with the proposed Rebuild Project at the Charlottesville, Dooms, Barracks Road, Hydraulic Road and Crozet Substations that Dominion considers to be “ordinary extensions or improvements in the usual course of business” pursuant to Code § 56-265.2 A 1. *Id.* at 2, n.2; Appendix to Application (“Application at Appendix”), p. 271. The Commission’s Staff (“Staff”) did not oppose considering this work as being in the ordinary course. Staff Report at 8-9.

In its Application, Dominion stated that the Rebuild Project is needed to comply with mandatory North American Electric Reliability Corporation (“NERC”) Reliability Standards and to maintain reliable service to accommodate overall growth in the area.²

In its Application, Dominion estimated that construction of the Rebuild Project would begin by January 2027 and the Company identified a desired in-service target date for the proposed Rebuild Project of November 30, 2029.³ Dominion further stated that the estimated conceptual cost of the Rebuild Project is approximately \$120.2 million (in 2025 dollars).⁴

On November 20, 2025, the Commission issued an Order for Notice and Comment (“Procedural Order”) in this proceeding that, among other things, docketed the case; directed the Company to provide notice of its Application; granted the opportunity for interested persons to request a hearing, comment on the Application, and participate in the proceeding; and directed Staff to investigate the Application and file a report (“Staff Report”).

As noted in the Procedural Order, Staff requested the Department of Environmental Quality (“DEQ”) coordinate an environmental review of the Rebuild Project by the appropriate agencies and provide a report on the review.⁵ On December 17, 2025, DEQ filed its report (“DEQ Report”) with the Commission. The DEQ Report provides recommendations for the Commission’s consideration that are in addition to any requirements of federal, state, or local

² Application at 2.

³ *Id.* at 3. Dominion requests that the Commission issue a final order approving both a November 30, 2029 in-service target date and a November 30, 2030 authorization sunset date for energization of the Rebuild Project. *Id.* at 4-5.

⁴ *Id.* at 5.

⁵ Staff also requested a wetland impacts consultation, which DEQ included as part of its DEQ Report.

law. In its Summary of Recommendations regarding the Rebuild Project, the DEQ Report recommends that the Company should:⁶

- Follow DEQ’s recommendations for construction activities to avoid and minimize impacts to wetlands to the maximum extent possible.
- Follow DEQ’s recommendations regarding erosion and sediment control and stormwater management, as applicable.
- Reduce solid waste at the source, reuse it and recycle it to the maximum extent practicable, as applicable.
- Coordinate with the Department of Conservation and Recreation’s [] Division of Natural Heritage [(“DCR-DNH”)] regarding its recommendations related to protected species, karst topography, stream conservation units, impacts to ecological cores and invasive species management and to obtain an update on natural heritage information, as necessary.
- Coordinate with the [Department of Historic Resources (“DHR”)] regarding the recommendation to perform comprehensive cultural resource surveying prior to construction of any SCC-approved alternative and evaluation of all identified resources.
- Follow the principles and practices of pollution prevention to the maximum extent practicable.
- Limit the use of pesticides and herbicides to the extent practicable.
- Coordinate with the Department of Wildlife Resources [(“DWR”)] regarding its recommendations to minimize adverse impacts from linear utility projects and instream work, protect federally and state listed bat and aquatic species as appropriate.
- Coordinate with the Department of Health [(“VDH”)] regarding its recommendations to protect public drinking water sources.

⁶ DEQ Report at 5-6 (citations omitted). By separate filing on December 17, 2025, the Virginia Outdoors Foundation (“VOF”) submitted comments on the Rebuild Project. DEQ had invited VOF to contribute to the DEQ Report. *Id.* at 1.

On January 15, 2026, the Company filed its Proof of Notice and Service, as directed by the Procedural Order.⁷

On March 23, 2026, Diane Vahouny Bruton filed a Request to Convene a Hearing, expressing concerns about Dominion's Rebuild Project activities on State Route 611 (the "Road") and subsequent road repair. Ms. Bruton's filing also addressed the notice of participation criteria prescribed by 5 VAC 5-20-80 B of the Commission's Rules of Practice and Procedure. The Commission received no other requests for hearing or notices of participation concerning the proposed Rebuild Project.

On April 15, 2026, Dominion filed a Response to Hearing Request asking that Ms. Bruton's request for a hearing be denied. While noting that only the Virginia Department of Transportation ("VDOT") has the authority to modify the Road, the Company acknowledged Ms. Bruton's concerns with the Road's ongoing maintenance and committed to coordinating with her and the broader community during construction of the Rebuild Project.⁸ The Company represented that it had contacted Ms. Bruton, and that Ms. Bruton had acknowledged VDOT's jurisdiction and expressed her understanding that a hearing may not be necessary.⁹ The Company recommended that Ms. Bruton's Request for Hearing be denied, asserting that her concerns would be more appropriately addressed outside of this proceeding.¹⁰ Should road redesign, regrading, or surfacing be required because of the Rebuild Project, Dominion

⁷ Consistent with a letter filed by Dominion's counsel on December 11, 2025, the Procedural Order referred to an erroneous exhibit when directing the map to be used for public notice. Dominion used, for publication and notice to certain owners of property in proximity to the Rebuild Project, the notice sketch map included in the Application.

⁸ Response to Hearing Request (filed April 15, 2026).

⁹ *Id.*

¹⁰ Rebuttal Testimony of Janae P. Johnson ("Johnson Rebuttal") at 4.

committed to coordinating any such activities with VDOT in accordance with VDOT's standards, directives, and/or permitting requirements.

Thirteen public comments were submitted in this proceeding. The Piedmont Environmental Council ("PEC") submitted a comment requesting the Commission require Dominion to minimize visual impacts of the Rebuild Project's structures by limiting tower height and using weathering steel.¹¹ PEC also requested all work occur within maintained right-of-way and the Company avoid or mitigate impacts on water resources, wetlands, ecological cores, and cultural, natural and scenic resources to the extent practicable. Several of the remaining public comments expressed support for PEC's comments or made similar requests.¹²

On May 6, 2026, Staff filed its Staff Report summarizing the results of its investigation of Dominion's Application. Staff concluded that Dominion has demonstrated the need for the Rebuild Project; the proposed route primarily uses existing right-of-way and Company-owned property and therefore appears to avoid or reasonably minimize impacts on existing residences, scenic assets, historic districts, and the environment; and the Rebuild Project does not appear to adversely impact the goals of the Virginia Environmental Justice Act ("VEJA").¹³

On May 27, 2026, Dominion filed rebuttal testimony that, among other things, supported the conclusions of the Staff Report,¹⁴ but opposed, or offered clarifications to, various

¹¹ As proposed, the Rebuild Project would only use galvanized steel structures to replace seven existing painted steel structures that have a shiny silver finish. Application at Appendix, p. 24, n.11; pp. 176-77.

¹² The other public comments, among other things, expressed concerns about structure height, requested site-specific magnetic field modeling, advocated for implementation of bicycle paths and pedestrian pathways as part of the project, and expressed general opposition to the Rebuild Project.

¹³ Staff Report at 14.

¹⁴ Rebuttal Testimony of Lucas DuPont ("DuPont Rebuttal") at 3.

recommendations of the DEQ Report.¹⁵ Dominion’s rebuttal testimony also addressed the request for hearing¹⁶ and the public comments submitted in this proceeding.¹⁷

NOW THE COMMISSION, upon consideration of this matter, is of the opinion and finds that the public convenience and necessity require that the Company construct the Rebuild Project. The Commission finds that certificates of public convenience and necessity (“CPCN”) authorizing the Rebuild Project should be issued subject to certain findings and conditions contained herein.

Applicable Law

The statutory scheme governing the Company’s Application is found in several chapters of Title 56 of the Code.

Section 56-265.2 A 1 of the Code provides the following:

[I]t shall be unlawful for any public utility to construct, enlarge, or acquire . . . any facilities for use in public utility service, except ordinary extensions or improvements in the usual course of business, without first having obtained a certificate from the Commission that the public convenience and necessity require the exercise of such right or privilege.

Section 56-46.1 of the Code further directs the Commission to consider several factors when reviewing the Company’s Application. Subsection A of the statute provides that:

Whenever the Commission is required to approve the construction of any electrical utility facility, it shall give consideration to the effect of that facility on the environment and establish such conditions as may be desirable or necessary to minimize adverse environmental impact. . . . In every proceeding under this subsection, the Commission shall receive and give consideration to

¹⁵ *Id.* at 3-16; Rebuttal Testimony of Hannah Hurst (“Hurst Rebuttal”) at 2-3. Dominion’s rebuttal testimony refers to items addressed in the DEQ Report as “suggestions” or “recommendations.” These items, many of which the DEQ Report identifies as recommendations, are referred to herein as recommendations.

¹⁶ Johnson Rebuttal at 2-3.

¹⁷ Rebuttal Testimony of Sarah Gilroy at 2-4; Johnson Rebuttal at 4-6.

all reports that relate to the proposed facility by state agencies concerned with environmental protection; and if requested by any county or municipality in which the facility is proposed to be built, to local comprehensive plans that have been adopted. . . . Additionally, the Commission (a) shall consider the effect of the proposed facility on economic development within the Commonwealth . . . and (b) shall consider any improvements in service reliability that may result from the construction of such facility.

Section 56-46.1 B of the Code further provides that:

As a condition to approval the Commission shall determine that the line is needed and that the corridor or route chosen for the line will avoid or reasonably minimize adverse impact to the greatest extent reasonably practicable on the scenic assets, historic and cultural resources recorded with [DHR], cultural resources identified by federally recognized Tribal Nations in the Commonwealth, and environment of the area concerned. . . . In making the determinations about need, corridor or route, and method of installation, the Commission shall verify the applicant's load flow modeling, contingency analyses, and reliability needs presented to justify the new line and its proposed method of installation. If the local comprehensive plan of an affected county or municipality designates corridors or routes for electric transmission lines and the line is proposed to be constructed outside such corridors or routes, in any hearing the county or municipality may provide adequate evidence that the existing planned corridors or routes designated in the plan can adequately serve the needs of the company. Additionally, the Commission shall consider, upon the request of the governing body of any county or municipality in which the line is proposed to be constructed, (a) the costs and economic benefits likely to result from requiring the underground placement of the line and (b) any potential impediments to timely construction of the line.

The Code further requires that the Commission consider existing right-of-way easements when siting transmission lines. Section 56-46.1 C of the Code provides that “[i]n any hearing, the public service company shall provide adequate evidence that existing rights-of-way cannot adequately serve the needs of the company.” In addition, Code § 56-259 C provides that “[p]rior to acquiring any easement of right-of-way, public service corporations will consider the feasibility of locating such facilities on, over, or under existing easements of rights-of-way.”

Public Convenience and Necessity

According to Dominion's Application, the Rebuild Project is needed in order to comply with mandatory NERC Reliability Standards,¹⁸ maintain reliable service, and accommodate growth in the area.¹⁹ More specifically in regards to the NERC Reliability Standards, the Rebuild Project is necessary to resolve projected thermal overloads on Lines #233 and #291.²⁰ While the Company reported that Lines #233 and #291 were not considered to be at or near the end of their service life, Dominion explained it did not consider reconductoring the lines without rebuilding the structures because the existing lattice towers could not be reused due to concerns about bolted-connection erosion and structural longevity.²¹

Based on Staff's investigation, Staff concluded that Dominion has demonstrated the necessity of the Rebuild Project to ensure reliable electric service to customers in the Charlottesville and Blue Ridge regions. In reaching this conclusion, Staff reviewed and verified the power flow modeling and concluded that without the Rebuild Project, the existing Lines #233 and #291 would otherwise experience thermal overloads. In addition, given the existing structures and associated longevity concerns, Staff also agreed the appropriate approach to addressing the identified need for the Rebuild Project included rebuilding the structures, along with reconductoring.²² The Commission finds that the Application demonstrates that the Rebuild Project is needed.

¹⁸ Application at Appendix, p. 1.

¹⁹ *Id.* at 10.

²⁰ *Id.* at 9, 12-13.

²¹ Staff Report at 4 and Appendix A.

²² *Id.* at 4.

Right-of-Way and Routing

Consistent with statutory preference, the Company did not consider any alternative routes for the Rebuild Project, because the Rebuild Project entirely utilizes existing right-of-way or property owned by the Company.²³ The existing right-of-way for the Rebuild Project varies in width from approximately 100 to 300 feet wide.²⁴ The route for the Rebuild Project begins at the Company's Charlottesville Substation in the City of Charlottesville, and Lines #233 and #291 head northwest for approximately 2.3 miles, crossing the Norfolk Southern/Amtrak route and U.S. Route 250 before entering the Hydraulic Road Substation. The route then leaves this substation, continuing northwest for approximately 2.4 miles, crossing U.S. Route 29, before entering the Barracks Road Substation in Albemarle County. The route then leaves the Barracks Road Substation and continues west for approximately 9.2 miles, crossing Barracks Road (Route 601) and Owensville Road (Route 678), and connecting into the Crozet Substation. The route then continues west for approximately 8.4 miles, crossing Jarmans Gap Road (Route 611) and Skyline Drive, before terminating at the Dooms Substation in Augusta County.²⁵

²³ Application at Appendix, pp. 129, 155 and 167.

²⁴ *Id.* at 155.

²⁵ *Id.* at 377. In response to Mr. Braun's public comment requesting using transmission line access roads for bicycle and pedestrian paths, Dominion indicated that it reviews such requests on a case-by-case basis, evaluating specified factors. Dominion also noted permission from underlying landowners is required for such access, regardless of any Company easement rights. Johnson Rebuttal at 5.

Impact on Scenic Assets, Historic and Cultural Resources, and Environment

The Rebuild Project would remove 128 existing structures on Lines #233 and #291 and replace them with 122 galvanized and weathering steel monopole structures, two 3-pole galvanized and weathering steel structures, and two galvanized and weathering steel H-Frame structures.²⁶ The new structures would range from approximately 35 feet to 145 feet in height, with an average of approximately 113 feet, which is an average height increase of 3.76% compared to the existing structures.²⁷

The Rebuild Project would cross urban land from the Charlottesville Substation and transition to suburban and then agricultural land, moving outside the City of Charlottesville. West of Crozet Substation, the line would pass through forested land, including lands that form part of the Shenandoah National Park; it then would transition to low density residential land near the Dooms Substation.²⁸ The Rebuild Project would cross a total of approximately 81.6 acres of prime farmland and approximately 40.5 acres of farmland of statewide importance.²⁹

There are 439 dwellings within 500 feet of the centerline of the Rebuild Project, 231 dwellings within 250 feet, 89 dwellings within 100 feet, and 2 dwellings located within the

²⁶ Application at Appendix, p. 24.

²⁷ *Id.*, p. 188; Staff Report at 8. The existing structures that the Rebuild Project would replace also range from approximately 35 to 145 feet in height. Staff Report at 8.

²⁸ Application at Appendix, p. 272.

²⁹ Application at DEQ Supplement, p. 31; Staff Report at 10.

existing transmission corridor.³⁰ The Company represented that it would likely take no action as to those two dwellings given the nature of the easements.³¹

The Application includes calculations of electric and magnetic fields (“EMF”) expected to occur at the edge of the Rebuild Project’s right-of-way. These calculations are for the existing lines and also for the rebuilt lines that would be energized within the existing right-of-way upon completion of the proposed Rebuild Project.³²

The Stage I Pre-Application Analysis included as part of the Application identified 19 National Register of Historic Places (“NRHP”) listed resources and 13 eligible resources located within 1.0 mile of the Rebuild Project transmission corridor.³³ The analysis indicated the rebuild would have minimal to no impact on these resources.³⁴ Dominion also identified three previously recorded archeological resources falling within or adjacent to the existing right-of-

³⁰ Application at Appendix, p. 325. *See also*, Staff Report at 10-11 (indicating that the Company corrected the number of dwellings in the easements from twelve to two in its response to Staff Interrogatory No. 3-12).

³¹ Staff Report at 11 (*citing* Company response to Staff Interrogatory No. 3-12).

³² Application at Appendix, pp. 348-351. A public comment filed by Wyeth Shabel requested that the Commission require Dominion to: (1) provide site-specific magnetic modeling at his residence; (2) evaluate whether reasonable micro-siting adjustments, span geometry changes, or configuration alternatives could materially reduce residential magnetic field exposure; and (3) demonstrate that the proposed structure location minimizes residential impacts where practicable. The Commission recognizes that there are many existing residential dwellings located along and near the existing right-of-way, many of which were constructed after Dominion acquired the relevant easements and constructed infrastructure more than one hundred years ago. *See, e.g.*, Application at Appendix, p. 162. While the Application does not identify a public health or safety hazard from the Rebuild Project, our approval herein does not prevent the Company from micro-siting structures based on engineering and balancing environmental factors that may include proximity to dwellings, provided such facilities remain within the existing right-of-way.

³³ Application at DEQ Supplement, p. 25.

³⁴ *Id.* at 26-28.

way of the Rebuild Project. One was identified as potentially eligible for NRHP listing and the other two are unevaluated.³⁵

The Company identified approximately 342.5 acres of wetlands and waterbodies within the existing right-of-way. These wetlands and waterbodies include approximately 11.5 acres of palustrine scrub shrub/palustrine emergent wetlands, 2.2 acres of palustrine unconsolidated bottom, 0.1 acres of freshwater lake, and 3.1 acres of stream channel.³⁶

The Commission finds that the proposed route for the Rebuild Project – which entirely utilizes existing transmission right-of-way and Company-owned property – will avoid or reasonably minimize adverse impact to the greatest extent reasonably practicable on the scenic assets, historic and cultural resources recorded with DHR, cultural resources identified by federally recognized Tribal Nations in the Commonwealth,³⁷ and environment of the area concerned.

Economic Development

The Commission has considered the effect of the Rebuild Project on economic development in the Commonwealth and finds the Company has demonstrated that the Rebuild Project would support economic growth in the Commonwealth by improving transmission system reliability and growth.³⁸

³⁵ *Id.* at 25.

³⁶ *Id.* at 5. *See also*, Staff Report at 11.

³⁷ The Company informed several federally recognized Tribal Nations about the Rebuild Project. Dominion received an inquiry from one Tribal Nation, the Nansemond Indian Nation, and continues to work with representatives of this Tribal Nation regarding the Rebuild Project. DEQ Supplement at 24.

³⁸ *See*, Application at Appendix, pp. 4 and 10. *See also*, Staff Report at 4 and 12.

Environmental Impact

Pursuant to § 56-46.1 A and B of the Code, the Commission is required to consider the Rebuild Project's impact on the environment and to establish such conditions as may be desirable or necessary to minimize adverse environmental impacts. The statute further provides, among other things, that the Commission shall receive and consider all reports that relate to the Rebuild Project by state agencies concerned with environmental protection.

As a condition of our approval herein, the Commission directs Dominion to comply with the uncontested recommendations of the DEQ Report. However, there are some recommendations in the DEQ Report that Dominion clarifies or requests the Commission reject, which are addressed below.

The Company requested that the Commission reject as unnecessary DCR-DNH's recommendations concerning avoidance and minimization of impacts on ecological cores.³⁹ Dominion asserts it has already made reasonable efforts to avoid and minimize impacts on ecological cores by proposing the Rebuild Project entirely within existing and cleared right-of-way, adding that there will be no additional tree clearing outside of the right-of-way. Based on the facts in this case, including the fact that the proposed route is entirely on existing, cleared right-of-way and the Company's representations that it does not anticipate any significant tree removal or other impacts to ecological cores, the Commission, consistent with prior proceedings, declines to adopt these recommendations.⁴⁰

³⁹ DuPont Rebuttal at 7.

⁴⁰ See, e.g., *Application of Virginia Electric and Power Company, For Approval and Certification of Electric Transmission Facilities: Clubhouse-Dry Bread Line #2201 and Dry Bread-Lakeview Line #234 230 kV Virginia Rebuild Project*, Case No. PUR-2020-00269, 2021 S.C.C. Ann. Rept. 337, 340, Final Order at 9 (July 27, 2021).

Dominion requested that the Commission reject DCR-DNH's recommendation to develop and implement an invasive species plan to be included as part of the Company's maintenance for the right-of-way. Among other things, Dominion explained that, consistent with industry standards, the Company already has a comprehensive integrated vegetation management plan for controlling vegetation, including invasive species that could be in conflict with the safe operation of transmission infrastructure.⁴¹ As in prior proceedings, the Commission declines to adopt this DCR-DNH recommendation, but recognizes that the Company and DCR-DNH continue to coordinate on an addendum to the Company's existing integrated vegetation management plan.⁴²

DCR-DNH also recommended that Dominion's right-of-way restoration and maintenance include appropriate revegetation using native species in a mix of grasses and forbs, robust monitoring, and an adaptive management plan if initial revegetation efforts are unsuccessful or invasive species outbreaks occur. Dominion requested rejection of this recommendation as potentially costly and unnecessarily duplicative given the Company's existing integrated vegetation management plan.⁴³ Consistent with prior proceedings, the Commission declines to adopt this recommendation.⁴⁴

⁴¹ DEQ Report at 21-22; DuPont Rebuttal at 7-10.

⁴² See, e.g., *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: Chesterfield-Lanexa Corridor Lines #92, #192, #217, #287, and #2129 Partial Rebuild*, Case No. PUR-2025-00154, Final Order at 12-13 (Mar. 2, 2026) ("Chesterfield-Lanexa Order"); *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: Daves Store 230 kV Line Extension*, Case No. PUR-2024-00021, 2024 S.C.C. Ann. Rept. 301, 302-03, Final Order (Oct. 28, 2024); *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: Suffolk – Structure #246/94 230 kV Transmission Line #246 Virginia Rebuild Project*, Case No. PUR-2023-00203, 2024 S.C.C. Ann. Rept. 227, 228-29, Final Order (June 11, 2024).

⁴³ DEQ Report at 22; DuPont Rebuttal at 10-11.

⁴⁴ See, e.g., *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: 230 kV Altair Loop and Altair Switching Station*, Case No. PUR-2022-00197, 2023 S.C.C.

Dominion requested the Commission reject DWR's recommendation that the Company maintain naturally vegetated buffers of a width of at least 100 feet on both sides of perennial and intermittent streams and wetlands as practicable. Dominion asserted that such natural buffers cannot be maintained within the transmission rights-of-way due to NERC clearance requirements. The Company also noted that it has limitations on its ability to establish such buffers because the Company has specific easement rights and cannot prevent activities by landowners that are compatible with transmission line operation. Dominion represented it will attempt to accommodate the DWR recommendation to the extent practicable and will coordinate with DWR during the permitting phase of the Rebuild Project. Dominion also identified specific measures it will implement to limit the environmental impact on wetlands and noted it does not propose any in-stream work as part of the Rebuild Project. Consistent with a decision in a prior proceeding,⁴⁵ the Commission declines to adopt this recommendation but will require Dominion to coordinate with DWR as represented and take the environmental protection measures the Company identified in its rebuttal testimony to minimize the Rebuild Project's impacts.⁴⁶

Dominion also requested the Commission reject DWR's recommendation that the Company conduct significant tree removal and ground clearing activities outside of the songbird nesting season (March 15 - August 15). Dominion explained that the entire Rebuild Project is

Ann. Rept. 310, 315, Final Order (June 7, 2023) ("Altair Loop and Altair Switching Station Order"); *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: 500-230 kV Aspen Substation, 500 kV Aspen-Goose Creek Line #5002, 500 kV and 230 kV Aspen-Golden Lines #5001 and #2333, 500-230 kV Golden Substation, and Lines #2081/#2150 Loop*, Case No. PUR-2024-00032, 2025 S.C.C. Ann. Rept. 183,186,187, Final Order (Feb. 6, 2025).

⁴⁵ See, *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: 230 kV Line #2090 Extension and Tributary Switching Station*, Case No. PUR-2024-00181, 2025 S.C.C. Ann. Rept. 327, 330, Final Order (June 20, 2025) (accepting the Hearing Examiner's recommendation to reject DWR's recommendation regarding buffers) ("Line #2090 Extension and Tributary Switching Station Order").

⁴⁶ DuPont Rebuttal at 12-13.

within existing and cleared rights-of-way. The Company anticipates that if removal and clearing is required, it could be done outside of the songbird nesting season under the current construction schedule. However, if the construction schedule were to change, the Company proposed it would coordinate with DWR during the permitting process to minimize impacts to nesting songbirds. The Commission declines to adopt DWR's recommendation given the Commission's prior rejections of comparable recommendations in other transmission line cases,⁴⁷ the Rebuild Project's construction schedule and Dominion's commitment to coordinating with DWR to minimize impacts on songbirds.⁴⁸

In response to VDH's recommendation that wells within a 1,000-foot radius from the project site be field-marked and protected from accidental damage during construction, Dominion asserted that this recommendation is unnecessarily duplicative and would require unnecessary encroachment onto adjacent properties. Dominion also identified the alternative method of well protection, including plotting and calling out wells on the Erosion and Sediment Control Plans, which VDH has indicated is reasonable.⁴⁹ Consistent with prior decisions, the Commission finds the Company's proposed alternative method of well protection to be reasonable.⁵⁰

⁴⁷ See, e.g., *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: 500-230 kV Unity Switching Station, 230 kV Tunstall-Unity Lines #2259 and #2262, 230.36.5 kV Tunstall, Evans Creek, Raines Substations, and 230 kV Substation Interconnect Lines*, Case No. PUE-2022-00167, 2023 S.C.C. Ann. Rept. 269, 275, Final Order (June 14, 2023); *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: Butler Farm to Clover 230 kV Line, Butler Farm to Finneywood 230 kV Line and Related Projects*, Case No. PUR-2022-00175, 2023 S.C.C. Ann. Rept. 280, 287, Final Order (May 31, 2023).

⁴⁸ DEQ Report at 28; DuPont Rebuttal at 13-14.

⁴⁹ Application at DEQ Supplement, Attachment 2.P.1; DEQ Report at 31; DuPont Rebuttal at 15.

⁵⁰ See, e.g., *Chesterfield-Lanexa Order* at 14; *Line #2090 Extension and Tributary Switching Station Order*, 2025 S.C.C. Ann. Rept. at 330.

In response to other recommendations in the DEQ Report, Dominion clarified that certain activities or impacts would be governed by federal, state, or local permits, which, if necessary, the Company would obtain and follow. Such permits would, among other things, cover: impacts on navigation and flow from any culvert installation and associated Rebuild Project activities;⁵¹ any time-of-year restrictions for listed threatened or endangered species and/or critical habitats; coordination with applicable state and federal agencies to determine the appropriate protections for aquatic species;⁵² adherence to applicable protections for species, including bats; and coordination with DWR and the United States Fish and Wildlife Service to ensure compliance with regulatory requirements, including those for wildlife protection.⁵³ The Commission recognizes that construction of the Rebuild Project requires Dominion to obtain all necessary environmental permits and to coordinate, as necessary, with the applicable agencies and directs the Company to comply with all such requirements and to act in accordance with its representations in this case.

Dominion represented that no filling or improvements of sinkholes or cave openings are proposed as part of the Rebuild Project. Should such activities become necessary, the Company committed to coordination with DCR-DNH concerning minimizing adverse impacts. Dominion also committed to minimizing surface disturbance to the extent practicable and utilizing appropriate erosion and sediment control measures.⁵⁴ Accordingly, the Commission directs

⁵¹ Dominion does not anticipate the construction of the Rebuild Project to require culverts. DuPont Rebuttal at 5.

⁵² Dominion does not anticipate in-stream work as part of the Rebuild Project. *Id.* at 6.

⁵³ Dominion represented it has reviewed the 2025 Virginia Wildlife Action Plan and has standard practices which include minimizing and avoiding impacts to wildlife. *Id.* at 14.

⁵⁴ *Id.* at 6.

Dominion to coordinate with DCR-DNH as necessary, minimize surface disturbance, and utilize erosion and sediment control measures in accordance the Company's representations in this case.

We further direct Dominion to coordinate with DHR, provide additional requested information, coordinate with the National Park Service regarding the Appalachian Trail at Shenandoah National Park and Skyline Drive, and keep DHR informed of the Company's coordination with the National Park Service.⁵⁵ In addition, when assessing potential and indirect impacts to resources listed, or eligible for listing, on the NRHP and/or the Virginia Landmarks Register, Dominion should coordinate with DHR to determine an acceptable approach for properties that are not accessible for survey.⁵⁶

Environmental Justice

The VEJA sets forth that “[i]t is the policy of the Commonwealth to promote environmental justice and ensure that it is carried out throughout the Commonwealth, with a focus on environmental justice communities and fenceline communities.”⁵⁷ As previously recognized by the Commission, the Commonwealth's policy on environmental justice is broad, including “the fair treatment and meaningful involvement of every person, regardless of race, color, national origin, income, faith, or disability, regarding the development, implementation, or

⁵⁵ *See, id.* at 16.

⁵⁶ *See, Hurst Rebuttal* at 3.

⁵⁷ Code § 2.2-235.

enforcement of any environmental law, regulation, or policy.”⁵⁸ The Commission finds that Dominion reasonably considered the requirements of the VEJA in its Application.⁵⁹

Request for Hearing

The Commission determines that a hearing is not necessary in this case. Ms. Bruton’s concerns involve Dominion’s coordination with VDOT regarding road disturbance and repair. The Commission finds such matters do not pertain to the need for the Rebuild Project, the addressing of projected overloads, the merit of the proposed route, or other statutory considerations. In addition, Dominion has committed to closely coordinate with VDOT to obtain all necessary approvals and permits and to perform any associated road work in accordance with VDOT’s standards, directives, and permitting requirements.⁶⁰ Because we condition our approval herein on these commitments by Dominion, we find the hearing request is moot.

Accordingly, IT IS ORDERED THAT:

(1) Dominion is authorized to construct and operate the Rebuild Project as proposed in its Application and provided for herein.

(2) Pursuant to §§ 56-46.1, 56-265.2, and related provisions of Title 56 of the Code, Dominion’s request for approval of the necessary CPCNs to construct and operate the Rebuild Project is granted as provided for herein.

(3) Pursuant to the Utility Facilities Act, § 56-265.1 *et seq.* of the Code, the Commission issues the following CPCNs to Dominion:

⁵⁸ Altair Loop and Altair Switching Station Order, 2023 S.C.C. Ann. Rept. at 316 (quoting Code § 2.2-234); *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: Lines #2019 and #2007 Rebuild Project*, Case No. PUR-2023-00023, 2023 S.C.C. Ann. Rept. 386, 391, Final Order (Aug. 24, 2023) (quoting Code § 2.2-234).

⁵⁹ See, e.g., Application at Appendix, pp. 298-299; Staff Report at 12-13.

⁶⁰ Johnson Rebuttal at 4.

Certificate No. ET-DEV-ALB-2026-A, which authorizes Virginia Electric and Power Company under the Utility Facilities Act to operate certificated transmission lines and facilities in Albemarle County and the City of Charlottesville, all as shown on the map attached to the certificate, and to construct and operate facilities as authorized in Case No. PUR-2025-00189, cancels Certificate No. ET-58n, issued to Virginia Electric and Power Company in Case No. PUE-2015-00117 on August 9, 2017.

Certificate No. ET-DEV-AUG-2026-A, which authorizes Virginia Electric and Power Company under the Utility Facilities Act to operate certificated transmission lines and facilities in Augusta County, all as shown on the map attached to the certificate, and to construct and operate facilities as authorized in Case No. PUR-2025-00189, cancels Certificate No. ET-DEV-AUG-2025-A, issued to Virginia Electric and Power Company in Case No. PUR-2024-00074 on February 20, 2025.

(4) Within thirty (30) days from the date of this Final Order, Dominion shall provide to the Commission's Division of Public Utility Regulation electronic maps for the foregoing Certificate Numbers that show the routing of the transmission lines approved herein. Maps shall be returned to Michael Cizenski, Deputy Director, Division of Public Utility Regulation, mike.cizenski@scc.virginia.gov.

(5) Upon receiving the maps directed in Ordering Paragraph (4), the Commission's Division of Public Utility forthwith shall provide Dominion copies of the CPCNs issued in Ordering Paragraph (3) with the maps attached.

(6) The Rebuild Project approved herein must be constructed and in service by November 30, 2029. The Commission approves a CPCN sunset date of November 30, 2030, for energization of the Rebuild Project. No later than ninety (90) days before the CPCN sunset date approved herein, for good cause shown, Dominion is granted leave to apply and to provide the basis for any extension requested.

(7) Ms. Bruton's request for hearing is denied.

(8) This matter is dismissed.

A COPY hereof shall be sent electronically by the Clerk of the Commission to all persons on the official Service List in this matter. The Service List is available from the Clerk of the Commission.