

STATE CORPORATION COMMISSION

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APPLICATION OF

VIRGINIA ELECTRIC AND POWER COMPANY

CASE NO. PUR-2025-00104

For approval and certification of electric
transmission facilities: 500 kV Septa-Yadkin
Line #579 Rebuild and 230 kV Suffolk-Thrasher
Line #2110 Partial Rebuild

FINAL ORDER

On June 5, 2025, Virginia Electric and Power Company (“Dominion” or “Company”) filed with the State Corporation Commission (“Commission”) an application (“Application”)¹ for approval and certification of electric transmission facilities in the Cities of Chesapeake and Suffolk and in Isle of Wight County, Virginia. Dominion filed its Application pursuant to § 56-46.1 of the Code of Virginia (“Code”) and the Utility Facilities Act, Code § 56-265.1 *et seq.* Through its Application, the Company proposes to complete the following to maintain the structural integrity and reliability of its transmission system in compliance with the Company’s mandatory electric transmission planning criteria (collectively, the “Rebuild Project”):²

- Rebuild the Company’s existing approximately 33.1-mile overhead 500 kilovolt (“kV”) Septa-Yadkin Line #579 to address the condition of Line #579, which is approaching its end of service life. Beginning at the existing Septa Switching Station, approximately 24.6 miles of Line #579 currently is supported by single circuit 500 kV COR-TEN^{®3} lattice structures, which would be replaced primarily with single circuit 500 kV dilled galvanized steel lattice structures. The remaining approximately 8.5 miles of Line #579 to the existing Yadkin Substation currently is supported primarily by double circuit 500 kV / 230 kV (“5/2”) COR-TEN[®] lattice structures shared with the overhead single circuit 230 kV Suffolk-Thrasher Line #2110, which

¹ The Application document was accompanied by an Application Appendix, a Department of Environmental Quality (“DEQ”) Supplement, and the testimony of four sponsoring witnesses.

² Application at 2-3.

³ Registered trademark of United States Steel Corporation.

would be replaced primarily with double circuit 5/2 dilled galvanized steel H-frame structures⁴ (the “Double Circuit Segment”).⁵ Additionally, the Company proposes to replace the existing three-phase twin-bundled 2500 Aluminum Conductor Alloy Reinforced conductor with a three-phase triple-bundled 1351.5 Aluminum Conductor Steel Reinforced conductor⁶ with a summer transfer capability of 4,357 megavolt amperes (“MVA”) for the entire 33.1 miles. The entirety of the approximately 33.1-mile Line #579 would be rebuilt within the Company’s existing right-of-way, which varies in width between 130 and 350 feet, or within the Company’s existing property rights.⁷

- Within the 8.5-mile Double Circuit Segment, rebuild approximately 7.7 miles of overhead single circuit 230 kV Suffolk-Thrasher Line #2110⁸ from Structure #579/132 / #2110/36 through Structure #579/147 / #2110/51 and from Structure #579/154 / #2110/67 through Structure #579/183 / #2110/96.⁹ Additionally, the Company proposes to replace the existing three-phase twin-bundled 768.2 Aluminum Conductor Steel Supported/Trapezoidal Wire/High Strength 285 (“ACSS/TW/HS285”) type conductor with three-phase twin-bundled 768.2 ACSS/TW/HS type conductor with a summer transfer capability of 1,573 MVA for

⁴ According to the Company, all the structures being replaced as part of the Rebuild Project would be replaced on a structure-for-structure basis. Application Appendix at i n.4.

⁵ According to Dominion, for approximately 0.8 miles of the 8.5-mile Double Circuit Segment, Line #579 and Line #2110 currently are supported by shorter, side-by-side, single circuit 500 kV steel H-frame and 230 kV monopole structures, which were engineered at the time of construction so as not to conflict with civil airport imaginary surfaces (the “Airport Section” of the Double Circuit Segment). Dominion represents that within the Airport Section, the single circuit 500 kV steel H-frame structures supporting Line #579 would be replaced with single circuit 500 kV steel H-frame structures; however, the Line #2110 existing structures would not be replaced. *Id.* Dominion further represents that for the 5.1-mile section from the end of the Airport Section through the end of the Double Circuit Segment at the Yadkin Substation, Lines #579 and #2110 resume the existing 5/2 configuration on double circuit COR-TEN® lattice structures, which would be replaced primarily with double circuit dilled galvanized steel H-frame structures, consistent with the remainder of the Double Circuit Segment. Application at 2 n.3.

⁶ The Company notes that it is currently evaluating its standard conductor for new 500 kV construction. Application Appendix at i n.5.

⁷ According to the Application, approximately 22.8 miles of the Rebuild Project lie within Dominion’s service territory, and approximately 10.3 miles of the Rebuild Project lie within Community Electric Cooperative’s service territory in Isle of Wight County, Virginia. The Application represents that Community Electric Cooperative does not object to the Rebuild Project. *Id.* at 244.

⁸ The Application represents that existing Line #2110 extends for approximately 21.8 miles between the Company’s Suffolk and Thrasher Substations. Within the Double Circuit Segment, Line #2110 is collocated within the same right-of-way as Line #579. The existing 8.5 miles of 230 kV conductor on Line #2110 in the Double Circuit Segment was installed in 2014. Application at 3 n.8.

⁹ The Application explains that although the Double Circuit Segment is 8.5 miles long, only 7.7 miles of the existing Line #2110 structures would be rebuilt. Dominion rebuilt the Line #2110 structures within the Airport Section in 2011; these would not be replaced. *Id.* at 3 n.9.

the same 7.7-mile segment.¹⁰ Dominion represents that the rebuild of the 7.7-mile segment of Line #2110 would be within the Company's existing right-of-way, which varies in width between 130 and 265 feet, or within the Company's existing property rights. Dominion states that, collectively, this work is referred to as the "Line #2110 Partial Rebuild."

- Perform station-related work at the Company's existing Septa Switching Station and Yadkin Substation.

Dominion estimates the conceptual cost of the proposed Rebuild Project is approximately \$248.9 million, comprised of approximately \$244.6 million for transmission-related work and approximately \$4.3 million for substation-related work.¹¹ The Company requests approval of its Application by February 28, 2026, to accommodate the Company's construction timeline and procurement of long-lead materials. Dominion estimates it can begin construction around June 1, 2026, and complete the Rebuild Project by June 1, 2029. To allow for schedule adjustments and for judicial economy, the Company requests the Commission approve both the desired in-service target date of June 1, 2029, and an authorization sunset date of June 1, 2030, for energization of the Rebuild Project.¹²

On July 16, 2025, the Commission issued an Order for Notice and Comment ("Procedural Order") that, among other things, docketed the case; directed the Company to provide notice of its Application;¹³ granted the opportunity for interested persons to request a hearing, comment on the Application, and participate in the proceeding; and directed the Staff of the Commission ("Staff") to investigate the Application and file a report ("Staff Report").

¹⁰ The Application represents that although the existing Line #2110 conductor was replaced in 2014, Dominion assumes it will not be able to re-use the existing 230 kV conductor. *Id.* at 3 n.10.

¹¹ *Id.* at 5. The estimates are in 2025 dollars. *Id.*

¹² *Id.* at 5-7.

¹³ On August 15, 2025, Dominion filed its proof of notice and certificate of mailing.

No notices of participation were filed in this docket.

As noted in the Procedural Order, Staff requested DEQ to coordinate an environmental review of the Rebuild Project by the appropriate agencies and to provide a report on the review.¹⁴ On August 14, 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 law or regulations, namely:¹⁵

- Prior to commencing work on the Rebuild Project, all surface waters should be delineated by a qualified professional and verified by the U.S. Army Corps of Engineers or DEQ. Follow DEQ’s recommendations to avoid and minimize impacts to wetlands and streams.
- Follow DEQ’s recommendations to reduce solid waste at the source, reuse it and recycle it to the maximum extent practicable.
- Coordinate with the Department of Conservation and Recreation’s Division of Natural Heritage (“DCR-DNH”) regarding its recommendations to protect natural heritage resources and submit updates on the Rebuild Project.
- Coordinate with the Department of Historic Resources (“DHR”) regarding its recommendations to protect historic and archaeological resources.
- Coordinate with the Virginia Department of Health’s Office of Drinking Water (“VDH-ODW”) regarding its recommendations to protect public water supplies, as necessary.
- 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 Virginia Department of Aviation regarding its recommendations to protect navigable airspace and airport development, as necessary.

¹⁴ Staff also requested a Wetland Impacts Consultation, which DEQ included as part of its DEQ Report.

¹⁵ DEQ Report at 6 (inline citations omitted).

On September 3, 2025, 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. Staff also concluded that the Rebuild Project utilizes only existing transmission corridors – which host several other 230 kV and 115 kV transmission lines along various segments of Line #579’s length – and appears to avoid or reasonably minimize impacts on residences, scenic assets, historic districts, and the environment. Staff further concluded that the Rebuild Project does not appear to adversely impact any goal established by the Virginia Environmental Justice Act (“VEJA”).¹⁶

On September 10, 2025, Dominion filed rebuttal testimony that addressed the Staff Report, opposed or offered clarifications to various recommendations included in the DEQ Report, and responded to a public comment offered by Carl Schwendeman.

Public commenter Mr. Schwendeman asked the Commission to consider requesting Dominion to build a multi-use biking and walking trail beneath the Rebuild Project’s power lines and to have the transmission poles carry an extra 230 kV conductor to avoid having to rebuild the line in the future.¹⁷ The Company responded that it approves trail requests on a case-by-case basis after assessing multiple factors, including safety, reliability, constructability, future needs of the right-of-way, and access to Company facilities. Dominion further explained any approval is subject to the Company’s encroachment guidelines for trails and ability to obtain permission

¹⁶ Staff Report at 8, 11, 18. *See* Rebuttal Testimony of Samuel L. Carter at 4-7 for corrections and clarifications to the Staff Report. The VEJA is located at Code §§ 2.2-234 through -235.

¹⁷ Comments of Carl Schwendeman (filed Aug. 5, 2025). Two other public comments also were filed. One commenter protested that a 15% increase is unaffordable, and the other stated that he is living on a fixed income, his property tax has recently increased, and he cannot afford an electricity bill increase. Comments of Lisa Adkins (filed Aug. 21, 2025); Comments of Erick Oliver (filed Aug. 22, 2025). The Commission notes the Application does not request approval of a rate increase.

from landowners over which the trail is proposed.¹⁸ The Company also confirmed that neither PJM Interconnection, L.L.C., nor the Company itself has identified a need for an additional 230 kV line in the Rebuild Project area in either the near term or the long term.¹⁹

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 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.

¹⁸ Rebuttal Testimony of Lindsey J. Call at 14-15.

¹⁹ Rebuttal Testimony of Samuel L. Carter at 7-8.

Section 56.46.1 B of the Code provides in pertinent part 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 the Department of Historic Resources, 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 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.” Additionally, 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 to address the condition of Line #579 (which was built in 1985), to partially rebuild Line #2110 where it is collocated on double circuit structures with Line #579, and to maintain the structural integrity

and reliability of the transmission system. The weathering steel lattice towers now supporting these lines have design features that enable significant deterioration in the tower connections, and their equipment life span is 40-60 years. Thus, these structures are approaching their end of life. The Application represents that removing Line #579 from service, and removing Line #2110 from service where it is collocated with Line #579, would result in multiple thermal violations if these lines were not replaced.²⁰ Staff investigated the Application and agrees with Dominion's assessment that the structures supporting Lines #579 and #2110 are at or near the end of their expected service lives.²¹ Staff also verified the Company's power flow models. Staff confirmed that the thermal violations identified in the Application are projected to occur absent Lines #579 and #2110. Staff also verified that the Rebuild Project would resolve these violations. Staff concluded that Dominion has demonstrated the need for the Rebuild Project.²² The Commission agrees that the Rebuild Project is needed.

Rights-of-Way and Routing

The Company did not consider any alternative routes for the Rebuild Project because the Rebuild Project is located entirely within existing rights-of-way that have been in continuous use since 1985, or within the Company's existing property rights.²³ Additionally, for portions of its length, Line #579 also shares the existing right-of-way corridor with other lines in addition to Line #2110. These lines include Surry-Winchester Line #214, Churchland-Surry Line #226, Chuckatuck-Surry Line #290, and Surry-Yadkin Line #223 for approximately 12.1 miles;

²⁰ See, e.g., Application Appendix at 3-6, 16-19; Rebuttal Testimony of Samuel L. Carter at 4-5 (addressing the number of lines that would experience thermal violations).

²¹ Staff Report at 8.

²² *Id.*

²³ See, e.g., Application Appendix at 179-80, 395.

Chuckatuck-Suffolk Line #289 for approximately 5.0 miles; and Chesapeake-Churchland Line #87, Surry-Yadkin Line #223, and Churchland-Yadkin Line #267 for approximately 1.1 miles.²⁴ Locating the Rebuild Project within existing right-of-way makes efficient use of the right-of-way and is consistent with statutory preference.

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

The Rebuild Project, using existing right-of-way, will cross land primarily characterized as predominantly undeveloped forested, agricultural and open land, with large swaths of wetlands and scattered low- and high-density development. Relative to residential development, the Application reports that there are 151 dwellings located within 500 feet, 44 dwellings within 250 feet, and 10 dwellings within 100 feet, of the Rebuild Project centerline. No dwellings are located within the existing right-of-way. The Application identifies 17 structures (such as sheds, carports, one garage, and one animal pen) that are within the existing right-of-way and may need to be removed or relocated to comply with easement regulations and ensure the Rebuild Project's safe construction and operation. Dominion will coordinate with the respective landowners about these structures prior to Rebuild Project construction.²⁵

The Rebuild Project's right-of-way crosses approximately 240 acres of prime farmland and approximately 25 acres of farmland of statewide importance. The Application states that agricultural uses are present within the existing right-of-way, and these activities have been occurring while the existing transmission lines have been in operation. The Rebuild Project may

²⁴ *Id.* at 14-15, 24, 395.

²⁵ *Id.* at 339, 394.

result in temporary impacts to farmland during construction. No impacts to forestland are expected.²⁶

The Company states that given the large number of wetlands involved in the 33.1-mile Rebuild Project, some permanent impacts will occur. The Company represents that Dominion has sited structures to avoid wetlands and streams to the extent practicable, that temporary impacts will be restored to pre-existing conditions, and that permanent impacts will be mitigated in accordance with applicable federal and state laws and regulations. The Company also represents that Dominion will design one structure to be placed in the Nansemond River and two structures to be placed in tidal wetlands in such a way as to minimize impacts to the extent practicable while factoring in engineering requirements. The Company will submit a Joint Permit Application for review by the Virginia Marine Resources Commission.²⁷

Dominion reports that of seventeen species either listed or proposed for listing as threatened or endangered at the federal or state level, or both, potential loss of habitat due to the Rebuild Project is associated only with six. These two species of sturgeon and four species of sea turtle may lose habitat in the Nansemond River, due to the foundation of the one Rebuild Project structure within that river. The Application states the Company will coordinate with state and federal agencies as needed during permitting to determine what actions are required to mitigate potential impacts on threatened and endangered species.²⁸

The Company states that the Rebuild Project will cross, with minimal impact, one National Register of Historic Places (“NRHP”)-listed resource (an agricultural historic district),

²⁶ *Id.* at 339; Application DEQ Supplement at 32.

²⁷ Application DEQ Supplement at 5-9.

²⁸ *Id.* at 17-22.

one battlefield, and one historic landscape. Additionally, six NRHP-listed sites lie within 0.5 to 1.0 mile of the Rebuild Project, and eight NRHP-eligible sites lie within 0.5 miles of the Rebuild Project. Dominion's consultant determined that the Rebuild Project will have minimal to no impact on these resources.²⁹ DHR concurs.³⁰

Ten previously recorded archaeological sites lie within, or are crossed by, the Rebuild Project right-of-way. Of these, two have been determined to be eligible for listing on the NRHP, two have been determined not eligible for such listing, and the others have not been evaluated formally. No formal archaeological survey has been conducted as part of the Rebuild Project.

The Company reports that the Rebuild Project will cross, within existing rights-of-way, three recreational resources: East Coast Greenway (not fully complete), Captain John Smith Chesapeake National Historic Trail (established in 2006), and the Great Dismal Swamp National Wildlife Refuge. Dominion anticipates temporary impacts to these resources during the Rebuild Project's construction and minimal visual impacts to the first two listed resources, as recreational users are likely accustomed to existing transmission line crossings.³¹

Dominion reports that the Rebuild Project crosses one interstate highway and multiple roads, which may experience temporary closures during the Rebuild Project's construction. The Rebuild Project also crosses three railroads; Dominion plans to coordinate with the rail owners to acquire necessary permits for the Rebuild Project's construction. The Rebuild Project lies within

²⁹ See, e.g., *id.* at 28-29 and Attachment 2.I.1, pp. 173-75.

³⁰ Rebuttal Testimony of Lindsey J. Call at Rebuttal Schedule 1, pp. 2, 4-5.

³¹ See, e.g., Application DEQ Supplement at 30-32. No trails are located within the portion of the Great Dismal Swamp National Wildlife Refuge crossed by the transmission line right-of-way. *Id.* at 32.

the horizontal surface area of one public airport overlay district. Dominion will submit a Federal Aviation Administration Form 7460-1 Notice, if required during the permitting process.³²

The Commission finds that the proposed route for the Rebuild Project will avoid or reasonably minimize adverse impact to the greatest extent reasonably practicable on the scenic assets, historic and cultural resources,³³ and environment of the area concerned. The Rebuild Project uses existing transmission line right-of-way and is collocated with other transmission lines for much of its length. Additionally, impacts upon several resources, such as farmland,³⁴ will be temporary, limited to the Rebuild Project's construction period. Other resources will experience a minimal impact only, including certain NRHP-listed and NRHP-eligible sites within 0.5 miles of the Rebuild Project or less³⁵ as well as the East Coast Greenway and Captain John Smith Chesapeake National Historic Trail.³⁶ The Company also plans to work with appropriate state and federal agencies to minimize or mitigate impacts to some resources.

Economic Development

The Commission has considered the effect of the Rebuild Project on economic development in the Commonwealth and finds the evidence in this case demonstrates that the

³² *Id.* at 35-37.

³³ Code § 56-46.1 refers to cultural resources recorded with DHR and those identified by federally recognized Tribal Nations in the Commonwealth. Dominion 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. Application Appendix at 404-09.

³⁴ Application at 339; Application DEQ Supplement at 32.

³⁵ Application DEQ Supplement at 28-29 and Attachment 2.I.1, pp. 173-75.

³⁶ Application DEQ Supplement at 30-32.

Rebuild Project would improve the reliability of the electric transmission system, thereby providing economic benefits to the Commonwealth.³⁷

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 to reject. These are addressed below.

DCR-DNH recommended that Dominion coordinate with the Department of Wildlife Resources ("DWR") about the management and protection of four state-endangered species: Canebrake rattlesnake, Mabee's salamander, Tiger salamander, and Chicken turtle.³⁸ The Company stated it has coordinated internally about all these species. It has also coordinated, and will continue to coordinate, with DCR-DNH and DWR about the Canebrake rattlesnake, and will coordinate with these agencies about the other three species during the Rebuild Project permitting process. Dominion explained its consultant has incorporated occurrences of all four species into the Rebuild Project's construction plans to avoid and minimize impacts to them.

³⁷ See Staff Report at 16.

³⁸ DEQ Report at 20; Application DEQ Supplement at 20-21. As for the Rebuild Project's impact on the chicken turtle, the DEQ states that in-water work "is limited to the Nansemond River, which does not provide suitable habitat for this species. No impacts are anticipated." Application DEQ Supplement at 20. As for the Rebuild Project's impact on the Canebrake rattlesnake, Mabee's salamander, and Tiger salamander, the DEQ states in pertinent part that "[h]abitat may be temporarily disturbed due to construction access; however, no long term or adverse effects are expected." Application DEQ Supplement at 21.

Dominion also committed to adhere to any regulatory stipulations, such as time-of-year restrictions and/or surveys, required for permitting purposes. Additionally, as to the Canebrake rattlesnake, Dominion committed to having a Company biologist on site during the installation of access and work pads in the area of concern for this species. The biologist also will provide educational information about this species to construction personnel. Should this species be encountered during construction, the Company will stop work and coordinate with DWR.³⁹ The Commission accepts Dominion's commitments.

Dominion requested that the Commission reject DCR-DNH recommendations for Dominion to: (i) develop and implement an invasive species management plan; (ii) include in this plan an invasive species inventory for the Rebuild Project area; (iii) revegetate and maintain the Rebuild Project's right-of-way using native species in a mix of grasses and forbs; (iv) robustly monitor the revegetation; and (v) develop an adaptive management plan in the event initial revegetation efforts fail or if an outbreak of invasive species occurs. 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. As in prior proceedings, the Commission declines to adopt this DCR-DNH recommendation but directs that the Company and DCR-DNH continue to coordinate on an addendum to the Company's existing integrated vegetation management plan to further explain how the Company's forestry program addresses invasive species.⁴⁰

³⁹ Rebuttal Testimony of Lindsey J. Call at 6-7.

⁴⁰ DEQ Report at 20; Rebuttal Testimony of Lindsey J. Call at 8-11. *See, e.g., Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: Fentress-Yadkin 500 kV Line #588 Rebuild and New 500 kV Fentress-Yadkin Line #5005*, Case No. PUR-2024-00105, Doc. Con. Cen.

Dominion offered clarification of two VDH-ODW recommendations: (i) that the Company implement best management practices on the Rebuild Project site, including erosion and sediment controls and spill prevention controls and countermeasures; and (ii) that the Company field mark and protect, during construction, wells within a 1,000-foot radius of the Rebuild Project. The Company explained that it adheres to its approved *Standards and Specifications Agreement for Erosion and Stormwater Management* with DEQ, which ensures that impacts to public water supplies, including groundwater wells, will not be impacted by sedimentation and runoff events. Dominion also clarified it does not have the ability or right to field mark wells on private property but intends to plot and call out wells on the Rebuild Project's Erosion and Sediment Control Plans, a method VDH-ODW has found to be reasonable in the past. The Commission accepts these Company clarifications and commitments, which are consistent with prior Commission decisions.⁴¹

No. 250250014, Final Order at 5-6, 8 (Feb. 28, 2025); *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. Ann. Rept. 310, 314-15, Final Order (June 7, 2023) ("Altair Order").

⁴¹ DEQ Report at 25; Rebuttal Testimony of Lindsey J. Call at 12-13. *See, e.g., 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, Doc. Con. Cen. No. 250680120, Final Order at 4-5, 7-8 (June 30, 2025) (adopting a Hearing Examiner's recommendation that Dominion plot and call out private-property-located wells on the Company's erosion and sediment control plan for the project at issue); Altair Order, 2023 S.C.C. Ann. Rept. at 315 (declining to adopt erosion and sediment control measures, in part due to the Company's assurance that work would be performed according to the Company's standards and specifications document approved by DEQ); *Application of Virginia Electric and Power Company, For approval and certification of electric transmission facilities: 500-230 kV Wishing Star Substation, 500 kV and 230 kV Mars-Wishing Star Lines, 500-230 kV Mars Substation, and Mars 230 kV Loop*, Case No. PUR-2022-00183, 2023 S.C.C. Ann. Rept. 295, 299, Final Order (Apr. 5, 2023) (finding that plotting and calling out wells on a project's erosion and sediment control plan is an acceptable alternative to field marking wells within a 1,000-foot radius of the project). The Company also clarified that the most recent version of its standards and specifications document was approved by DEQ on July 22, 2025. Rebuttal Testimony of Lindsey J. Call at 13-14 and Rebuttal Schedule 2.

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.”⁴² 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 enforcement of any environmental law, regulation, or policy.”⁴³

Dominion performed an environmental justice analysis of communities within one mile of the Rebuild Project’s proposed route. The Company concluded it does not anticipate disproportionately high or adverse impacts to the surrounding community or any environmental justice communities in the study area from the Rebuild Project, which is located entirely within existing right-of-way.⁴⁴ Staff verified the Company’s results and agreed with the Company’s assessment.⁴⁵ The Commission finds that Dominion reasonably considered the requirements of the VEJA in its Application.

⁴² Code § 2.2-235.

⁴³ Code § 2.2-234. *See, e.g.,* Altair 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).

⁴⁴ Application Appendix at 357-58.

⁴⁵ Staff Report at 17-18; Rebuttal Testimony of Samuel L. Carter at 6-7 (clarifying the Staff Report’s mention of the number of census block groups crossed by the Rebuild Project that are communities of color and meet low-income thresholds).

Accordingly, IT IS ORDERED THAT:

(1) Dominion is authorized to construct and operate the Rebuild Project as proposed in the 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 certificate of public convenience and necessity ("CPCN") 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 CPCN to Dominion:

Certificate No. ET-DEV-IOW-2025-A, which authorizes Virginia Electric and Power Company under the Utility Facilities Act to operate certificated transmission lines and facilities in Isle of Wight County, all as shown on the map attached to the certificate, and to construct and operate facilities as authorized in Case No. PUR-2025-00104, cancels Certificate No. ET-87j, issued to Virginia Electric and Power Company in Case No. PUE-2007-00020 on October 31, 2008.

Certificate No. ET-DEV-SEC-2025-B, which authorizes Virginia Electric and Power Company under the Utility Facilities Act to operate certificated transmission lines and facilities in the Cities of Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach, all as shown on the map attached to the certificate, and to construct and operate facilities as authorized in Case No. PUR-2025-00104, cancels Certificate No. ET-DEV-SEC-2025-A, issued to Virginia Electric and Power Company in Case No. PUR-2024-00105 on February 28, 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 map(s) for the foregoing Certificate Number that show the routing of the transmission lines approved herein. Map(s) shall be returned to Michael Cizenski, Deputy Director, Division of Public Utility Regulation, mike.cizenski@scc.virginia.gov.

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

(6) The Rebuild Project approved herein must be constructed and in service by June 1, 2029. The Commission approves a CPCN sunset date of June 1, 2030, for energization of the Rebuild Project. No later than ninety (90) days before the CPCN sunset date approved herein, for good cause shown, the Company is granted leave to apply and to provide the basis for any extension requested.

(7) The Company will conduct an archaeological survey to determine whether archaeological sites in the Rebuild Project area are eligible for listing on the NRHP and will assess the Rebuild Project's impacts for sites recommended eligible for listing on the NRHP if those sites cannot be avoided.

(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.