

Butler Farm 230 kV Electric Transmission Line and Substation Project
May 11, 2022
Community Meeting – Presentation

Thank you so much for coming tonight. My name is Roxana, I'm your host for this evening. You can see we have quite the Dominion team here to help answer questions, but I want to give you a quick rundown of what you can expect for this evening. I'm going to give a 15-minute presentation, following the presentation, we'll have the Dominion team come up and we can help answer your questions if you have general questions about the project. And then at the end, I noticed some of you were already doing this, but we'll take a look at the boards, and I really encourage you to do that. That's the best way to see where our routing alternatives are. So we'll go ahead and get started.

First, I want to start off by saying that this is a public meeting. We are here to engage with you, to hear from you, your concerns, your inputs, your perspective on our projects. We're here to not only share about our proposed project, but to hear your feedback as well. We involve individual stakeholders, state and local officials, environmental justice communities, as well as Native American tribes into our public engagement process to ensure that our projects are well communicated, and so that people understand that they have an opportunity to engage with us.

Really quickly, I want to review what it means when I say "electric transmission" lines. We live and breathe this every day and I never want to assume what people may or may not know. So really quickly, electric transmission lines are the high voltage power lines that transfer and carry high voltage power securely, safely and efficiently over long distances from where the power is generated to a substation. And then at that substation, the voltage is then lowered, so then the power can be distributed to homes and businesses. So tonight, we're focused on the electric transmission lines.

Generally speaking, there are three forces that drive new infrastructure development, economic growth, aging assets, and addressing mandatory federal reliability criteria standards. But projects often involve any or all of these forces, so they're not mutually exclusive. This project is needed to continue to maintain reliability in the area and meet the new load growth requirements that is occurring. So specifically, the area has experienced extensive growth and continues to as the data center industry expands in this area.

So you can see on the map here, the lines and triangles display are existing infrastructure. And the red circles are the new load centers coming to the area. So unfortunately, our existing infrastructure, that type of transmission line is not sufficient enough for this new load growth requirements or are they directly where they're needed.

We do have a good plan in place for the growth that is occurring. We have three projects that we're working on, what we're internally calling the Butler Farm Project, the South Hill Project and the Jeffress Project. But tonight, we're focused on the Butler Farm Project.

And so you may be wondering, well what's needed for this project specifically? So from the existing Clover substation, we will need to install approximately 18 miles of single circuit transmission lines starting in Halifax County, going through Charlotte County and into Mecklenburg County, to a new substation that we're calling Butler Farm. And also from a new Finneywood substation, we'll need to install approximately seven miles of single circuit 230 KV transmission lines to that same Butler Farm substation. And it's important to note that based on

load projections, we will need another line within the same corridor. So that's something that our project team is taking into account in planning.

So one of the top question we get is, what do these look like? So from the existing Clover substation to the new Butler Farm substation, our engineering team actually has two structure types that both work electrically. So you can see on the left, we have what we call an H-frame structure. And on the right, we have a Monopole structure with a Delta configuration. You can see the H-frame structure is slightly shorter, but does require more land use, more right of way. Whereas the Monopole structure is taller but requires less right of way.

And these can be in a weathering steel or a galvanized finish. And so that's something that we are hoping to hear and learn in our conversations with you tonight, is if you do have a preference. We've found that communities where the horizon is mostly green, they prefer the weathering steel, whereas in communities where the horizon is mostly sky, they prefer the galvanized. But we know that every person is different, every community is different, and every project is different. But we do have these in the weathering steel and galvanized options.

And so from the Finneywood substation to the Butler Farm substation, we have the monopole structure with a circuit stacked on one side. And so, as I mentioned earlier, our team is taking into account the projected load growth. So within the same corridor or within the same right of way, we want to plan for that future line as well. So what is on the left of both images is what is needed for this current Butler Farm Project, but on the right you'll see what would be needed for that future project down the road. And again, this finish can be in the weathering steel or the galvanized.

A lot of people want to know, how do we know where these lines are going? And so trying to determine and plan an electric transmission line route is one of the most challenging things we do at Dominion Energy. We know the impact this has on individuals, on communities and on municipalities. But I do want to assure you that there are a lot of considerations that go into place. So we try to co-locate with existing infrastructure when we can, we want to always be respectful of people's homes and properties, but we also look at constraints as well. So environmental impacts, wetlands, water bodies, and tribal property as well.

Hopefully you've received this map in your mailer, if not, we have plenty at the front desk. I know it's hard to see here. We do have them enlarged throughout the room, but this is our preliminary routing map. And I do want to stress that, nothing here is set in stone. So essentially, we're trying to get from point A to point B with the least amount of impacts as possible. And we know we can't avoid every impact, but again, that's why we're here tonight to speak with property owners and stakeholders, and to learn, if there are things that we can avoid. You might have information that we may not have. So I know it's hard to see, but at the top of the screen, there is an existing 500 KV line. And so you'll see the blue, the pink and the green, we do co-locate with that existing 500 line but we always want to come up with alternatives. So you'll see the blue head south first, and then the pink and then the green. So that's from the existing Clover substation to the new Butler Farm substation. So from the Finneywood substation to the Butler Farm substation, we have two routing alternatives, the orange and yellow, both of which go around Chase City. What's important to note is we will be submitting one route from the existing Clover substation to the Butler Farm substation, and one route from the Finneywood substation to the Butler Farm substation, to the State Corporation Commission for consideration.

These renderings give you a flavor of what these would look like in the field. We have these enlarged in the back, but the top is what is existing. And you can kind of see the existing 500

line in the top left corner. And then the bottom shows what it would look like with the H-frame structure. So you can see the height difference in comparison to that existing 500 line. So this is with the weathering steel H-frame structure and the next is the galvanized steel, the monopole structure. So again, same location with that existing 500 line. And you can see the difference in what that would look like.

Like I mentioned, the State Corporation Commission or the SCC, they actually will select and approve the route. They have jurisdiction over the routing of this transmission line. Once we get SCC approval, there will be subsequent permits that we will need to obtain.

But a little bit about the SCC process. We're doing our public engagement now, but the SCC will also have their period for public engagement as well. They will solicit public comments from stakeholders, and typically this can be anywhere from eight to 12, to maybe 24 months, depending on complications of the project. In this case, we don't know how long it will take, but again, we do have this enlarged around the room, but you can see there are many steps along the way in which there are checks and balances for our application. And once we file our application with the SCC, it will then come to a hearing. So Dominion provides all of our evidence to the SCC and they will have a hearing in which they will determine, did we, Dominion, prove that this project was needed and that the route minimizes impact?

One thing I highly recommend on our project website, dominionenergy.com/butlerfarm, you can sign up for this application tool called GeoVoice. I know we have the maps enlarge throughout the room, but this online tool you can search for your address, you can zoom in, you can see all the routing alternatives, you can provide a comment. So this is the feedback that we want to incorporate into our planning. If you have a comment, I highly recommend you sign up for GeoVoice online.

And then our project timeline. I mentioned the three projects earlier, so you can see where they all are in relation to one another, but of course, tonight we're focused on the Butler Farm Project. So we began our public engagement this past spring. We're having two community meetings now, one last week and one tonight, we will have another one later this summer in mid to late June, so be on the lookout for details for that. And then we will file this summer our application with the SCC. So pending SCC and permit approvals, we hope to start construction in early 2024, and then wrap up in 2025.

So where do we go from here? I am going to ask the Dominion Project Team to step forward, but I do want to let you know, like I mentioned, we are going to have an additional community meeting later this summer so that way you can see the feedback that we've incorporated into our routes. You can always call or email us. You should have our contact information, and again, I really encourage you to sign up for GeoVoice online.