

[Robert E Richardson]

Good afternoon; I hope all of you at home and in your offices can hear the audio well. We will have a recording of this video that we are making today after this meeting up on our website. The video will be posted after a couple of days or next week on DominionEnergy.com/NOVA. Thanks for joining us, everybody.

Hello and welcome to the Aspen to Golden, 500 kV/230 kV, Electric Transmission project virtual open house. My name is Rob Richardson, and I am part of the electric transmission team here at Dominion Energy. I would like to thank all of you for joining us today. Our first virtual meeting was in June. Today is our second virtual open house meeting.

Today's presentation is being offered in English, with simultaneous interpretation in both Spanish and Vietnamese. To hear the presentation in either of those languages, please go to the bottom of your screen, on the left-hand side, and click the globe icon, and select your preferred language.

The Q&A function will be available throughout the presentation. Please feel free to ask your questions there. We will categorize the questions and will answer as many as we can in the time that we have available today. We may not be able to answer all the questions in the time allotted. However, we will prepare responses to all the questions, and we will post them under the FAQ section of our project website located at DominionEnergy.com/NOVA.

As I mentioned, today's presentation is the second in a series of presentations for the Aspen to Golden project. Next Tuesday (8/29/2023), which is five days from today (8/24/2023), we will be hosting an inperson open house from 5:30 PM to 8:00 PM at Belmont Ridge Middle School in Leesburg, VA. Information on that meeting is available again at our project website, DominionEnergy.com/NOVA.

For the next twenty-five minutes or so, we will be sharing project-specific information, as well as maps and proposed routes. We will then take a quick break. We will review the questions that you have submitted through our Q&A process throughout the presentation, and then we will categorize those questions so that we can address as many questions as possible in the allotted time.

If you have specific questions about a particular location or property, please utilize GeoVoice, which is our online commenting tool, or plan to come to the in-person open house next Tuesday (8/29/2023).

This is our agenda for today, the information that we are going to be going over and sharing with you today. We are going to be talking about introductions and our Dominion Energy basic information. The information includes the project need and the project background. We are also going to talk about the regulatory process, and we are certainly going to talk about routing for the Aspen to Golden project.

We will have a GeoVoice tutorial. GeoVoice is a powerful tool that allows you to comment on this project without leaving your home, and we are certainly going to answer your questions today. Our team is here today to answer your questions. You saw some of them on camera, but they include John Mulligan, Greg Vozza, James Young, Matt Vinson, Brendan Shaw, Kathleen Leonard, Shane Molten, Jake Rosenberg and Kristi Moore.



At Dominion Energy, we are committed to public engagement and outreach. This is the team that will be here to answer your questions, and with this group of project managers, engineers, routing specialists, and communication folks here, you will be in good hands over the next hour. Let us look at the next slide and our commitment to public engagement because this is a very important topic to us.

At Dominion Energy, we are committed to public engagement and outreach. We are committed to listening to what you have to say. Just recently, we sent out thousands of postcards, letters, and maps to let you know about the opportunities to be involved with this project. We are here, of course, to listen to you, and we are here to answer your questions.

Earlier this year, we met with Loudoun County leaders and others in the community to share our plans. We also want to listen to you and hear your ideas and your thoughts.

We are going to talk now about investing in a greener, more sustainable future. I want to take just a few minutes to point out that Dominion Energy's commitment to providing renewable energy is important. We have issued one billion dollars in green bonds to finance eligible, clean energy projects.

We are also developing the largest offshore wind farm in the nation off the coast of Virginia Beach, and we are providing electric school buses in fifteen different school districts across Virginia. All these things make us, as Dominion Energy employees, proud.

This slide represents the energy grid. It may help you understand how Dominion is stepping up to serve our customers and support the rapid growth in our region. Dominion's investments will be seen around Loudoun County as substations and new infrastructure, new transformers, and high voltage power lines, all built to serve our growing community.

This image (Upgrading and investing in our energy infrastructure slide) here could be Loudoun County. As energy is generated by wind or solar or nuclear energy or gas, and it is transmitted along transmission lines to substations. Then, from the substation, that power is transmitted to homes and businesses and grocery stores, data centers, hospitals, and schools.

To support the electric needs of the community more broadly and to bolster economic growth and workforce development, Dominion Energy is investing in transmission infrastructure to provide all residents and businesses with the reliable, affordable energy that they need for work, school, entertainment, and safety in their daily lives.

I do not need to tell you that Northern Virginia is booming. Our region has become an economic powerhouse and a magnet for business investment, new jobs, and relocating families. This makes reliable energy much more important. It is vital to our region's health, safety, and economic vitality. Many jobs, organizations, and businesses rely on a robust electric grid to power their local operations.

Today, Northern Virginia is home to more than sixty-six percent of Virginia's total population. The Commonwealth of Virginia is one of the fastest-growing and most diverse regions in the United States. This growth can present logistical challenges that require a comprehensive approach to solve. It also brings immense value to our region, creating opportunities for everyone. For instance, Amazon's investment of more than two point five billion dollars in its headquarters in Loudoun County and the surrounding area will result in thousands of jobs over the next decade. As well as thousands of indirect jobs across the entire region.



Today, Northern Virginia is essentially the East Coast version of California's Silicon Valley but, keep in mind, that was not always the case.

Take a look at what Loudoun County looked like nearly forty years ago. This is 1984 (map of Loudoun in 1984). It is easy, of course, to identify Dulles Airport, but compared to today, there is very little residential or commercial development that you can see in this image.

Let us fast forward now forty years to 2020. Look at the growth that surrounds Dulles Airport. Neighborhoods and businesses stretch from south of Route 50 all the way north to the Potomac River. What was once a two-lane highway now is three or four lanes in both directions. This growth has been huge.

It is a similar story for data centers. The Northern Virginia data center market generally includes Loudoun and Prince William Counties. However, the market is continuing to expand toward Fairfax, Fauquier, Culpepper, and Stafford.

We, Dominion Energy, are projecting a more than two hundred percent increase from the year 2020 to 2027 in data center energy requirements. Plus, there are fewer locations where data centers can be built. Data centers are upgrading equipment and increasing energy density in the same buildings. The increase in density requires additional energy infrastructure. Three to four data centers now require a new substation, and there are at least three data center campuses in Loudoun County being planned, each requiring three substations. So, what does this look like for our communities? What does this mean for you?

We are adding new infrastructure to ensure there is reliable energy to support your homes and your businesses, data centers, and vital government services. New electric infrastructure improves the reliability of all customers by providing consistent, reliable, and dependable energy. We also want you to know that we are exploring all options for new infrastructure to minimize impacts to your communities and the environment as much as possible.

At this time, I'm going to ask James Young to turn his camera on and walk us through the regulatory process for the Aspen to Golden 500/230 kV project for overhead power lines in Virginia.

[James Young]

Thanks, Rob. Good afternoon; I am James Young, an environmental specialist at Dominion Energy. Today, we are going to go over a high-level review of the regulatory process.

The first part of the process for Dominion Energy and transmission projects is to get a certificate of public convenience and necessity for that process through the Virginia State Corporation Commission (SCC). The SCC has regulatory authority over all energy providers in Virginia. The SCC ultimately validates the need for a proposed line and approves the route and structures.

In reviewing a proposed project, the SCC considers the potential impacts on scenic assets, historic districts, and environmental issues, whether that be environmental justice (EJ) communities, wetland streams, or historical and cultural resources, among many others. This process could take up to twelve months or depending on the complexity of the project, twelve to twenty-four months. We are anticipating this project to take approximately twelve months. With the goal for this project to be submitted to the SCC by the end of this year, the end of 2023.



The SCC, again, ultimately decides and determines the project's need and what will be built moving forward.

Once we obtain a final order from the SCC, the Dominion project team will start the permitting process. The permitting will look at local, state, and federal permits that will be required to permit this project. And those will include permits from the Department of Environmental Quality (DEQ), whether that is a 4-1 verification for a permit through the Army Corps of Engineers. Ultimately, any of the permits required to get this project to the construction phase. The permit process, again, for this project is anticipated to take approximately one year, and Dominion will start once we receive the final order. And the goal for this project will start construction at the end of 2025.

We are going to be looking at, through the permitting process, ensuring that any resources that are within the project right of way will be accounted for. Through field verification ultimately, state, local, and federal permit processes to get us to the point where we can get into construction. That is a very quick high-level review of the process, and kick it back over to Rob.

[Robert E Richardson]

Excellent. James, thank you.

[Matthew B Vinson]

We are ready for you, Jake, to talk about the routing part here if you want to go ahead.

[Jake Rosenberg]

Okay. Thank you very much.

For the benefit of those who were not able to join the last virtual session or the in-person open house, we are going to go over some routing updates here. What we will do is start with just an overview of the routing process and a background on how we got to where we are. Then, we will take a closer look at where the route iterations are today and talk about that. We want to leave plenty of time for questions, so if we want to go to the next slide, we can look at the study area for the project.

This slide (Study Area Slide) shows the study area that was created for the Aspen to Golden project. The two substations that are part of the reliability project or Aspen, to the northwest along the existing 500 corridor. Then, to the southeast, there is the Golden Substation.

We use the location of those substations to define a study area, which basically encompasses north of Route 7, down toward the south of Dulles Greenway, and kind of the north edge of data center alley, centering here on Ashburn. The purple lines there (referring to the study area map) are existing Dominion transmission lines. As well as existing substations and some proposed substations. Two of those are for this project specifically and other known delivery points where they are going to require power in the next few years.

[Next Slide] After defining a study area, we look within that study area to find corridors for these routes (referring to the Route Corridor Studied slide). Where could we reasonably locate an overhead line within the study area? And so, if you popped out, doing our desktop study ones that warranted some further analysis, and what we are showing here are three of those corridors (referring to Routing Corridors Studied slide).



The first, to the south, was the Dulles Greenway/Waxpool Road corridor. We looked at that to see if we could take advantage of some of the right of way along the Dulles Greenway and go through Data Center Alley. As you can see, to the south, we try to collocate as much as we can along the existing 500 line.

We developed only very conceptual routes for this. We ran into issues both with the location of homes, having to remove homes to fit right of way in, and engineering difficulties with multiple line outages. As you can see (on the map), crossing over existing lines located in Data Center Alley area to the south and lots of constraints, both engineering and routing-wise. Where there are reduced setbacks throughout and spaces where we could not physically fit the needed one hundred and fifty feet right of way.

That was looked at, and we have since dismissed that route. Finding it unfeasible for the proposed project. The other corridor that stuck out was the Washington and Old Dominion (W&OD) trail. The benefit of this corridor was that there is an existing 230 kV line that is aligned and follows the trail. That line almost goes directly from Aspen to Golden Substation.

Despite this direct connection, there was no extra right of way to be had. This is a recreational trail, and there are homes built up on either side of the right of way. We found the number of homes exceeding ninety to one hundred would be directly within that Washington and Old Dominion trail (W&OD) corridor right of way. While it was an obvious chance to collocate along existing infrastructure. There was not enough space to accommodate the one hundred and fifty feet of new right of way.

Finally, the one that we will be talking about today, in terms of our routing alternatives, that we have been studying so far is Route 7. Route 7 is rapidly developing with both commercial and office uses. We identified this corridor because physical space exists. There is a linear feature, in this case, Route 7, and then utilities throughout this area, that we can collocate with staying next to Route 7. Then providing routing through some of these future delivery point areas. As you can see, those proposed substations, starting with Apollo in the north, and you can see a series of those going to the south. For the purposes of this study, will focus now on the routes that we have identified along the Route 7 corridor. You can see that (routes) extend down to along the Loudoun County Parkway/Broad Run area, down to Golden substation.

[Next Slide] This is just an overview of routing constraints (referring to the Routing Constraints slide). This is very general, but just wanted to sort of paint the picture now that you saw those route corridors, specifically where concentrations of residences and homes are, which is what we are trying to avoid. We do not want to route through residential areas as much as possible.

There are easements to consider. Goose Creek is a scenic river. There are other environmental resources that are of high value, especially Broad Run—conservation easements to preserve wetlands and forests in those areas. What you do not see on the slide are a whole network of buried utilities in this area. That we must think about as we are citing structures and overlapping/collocating rights of way as much as possible. We are also considering forest plan development, future land use of this area, etc.

[Next Slide] The next few slides (Referring to Current Route Alternatives slides) here is just going to walk through the route starting from the Aspen substation down to Golden. We do not have all the constraints on this map because we still need to make it legible.



However, if you are at the open house or want any further information, we can provide that. We are going to have iPads at the in person open house. We can turn on all the different routing layers too and show you what we are looking at.

I will just go through these and explain the constraints that led us to our routes here (Current Route Alternative Map). You will notice throughout; we have previously considered routes, those for now we are dismissing. Those are alignments that we looked at studied and have so far dismissed. It shows (the dismissed routes) the sort of progress and movement. This is not all the alignments we have looked at, but some of the more recent iterations that we have studied.

Right now, we are showing two baseline routes here. There is a north of Route 7 baseline and a south of Route 7 baseline. As we go through, you will notice that there are various combinations of routes to cross over from the south or from the north around Route 7, to avoid certain constraints.

With the origin of this project, we are looking at Aspen substation. You can see the faint purple lines and a series of substations along the existing 500 kV line. Through this area, we are routing through several constraints, including the scenic river buffers along Goose Creek and Sycolin Creek, and future industrial and data center uses. What you do not see here is that there is the reservoir on the east side of the river, Goose Creek, that is filling up. Loudoun Water is installing several pump stations on the west bank near Sycolin Creek there. We have a lot of varied infrastructure and future developments to consider.

We are trying to avoid clearing out any of the scenic buffers and have been working with developers to better site substations through this area. We are trying to maximize square footage, minimize the buildable area of those sites, and stay out of the rivers and some of those resources.

You can see Belmont Ridge Road on the right side of the screen, and both of those areas along between the river and Belmont Ridge Road are going to be developed as data centers. As well as the on the other bank towards the left of the screen.

[Next Slide] As I described, these are the two north of Route 7, south Route 7 baselines that take us through the data center sites on the west side of Belmont Ridge Road. The two alignments here, we have one that goes north, and you can see Seldom Elementary. We are not on elementary school property, but there would be a structure there. You can see that crossing on some Virginia Department of Transportation's (VDOT) right of way and crossing over into the Lansdowne area.

For the south alternative, we are going around Belmont, an enslaved cemetery, and the future Freedom Center. That would be expanded to the south there as planned, providing some buffer. There is a creek putting the route alignment on the other side of that creek, and there is a proposed development in that area, east and north of the existing Belmont subdivision.

As we continue along Route 7, going to the right of the page. We have the first of a few crossing options here. You can see some hash marks that indicate both the Belmont viewshed easement to the south and then some scenic easements to the north associated with Lansdowne. You can see those existing homes and the golf courses there. There are a lot of planned developments in this area. I am not going to go over all of those, but I am happy to answer questions about those here or at the in-person open house.



[Next Slide] As we go down Route 7, you will notice we are trying to stay as close as we can to Route 7, paralleling VDOT right of way and where we can, crossing over Cloverleafs within VDOT right of way. Or with Ashburn Village Road, that overpass bypassing but still staying parallel to those on and off ramps.

Another possible crossing point for the routes is INOVA Hospital. On the top side of the page, and then some existing commercial and residential development to the South. Another crossing option labeled number three on the right side of the page.

Also another cultural consideration, or a viewshed consideration, be Selma Mansion to the north. That is associated or in the middle of the Howard Hughes Research Center.

[Next Slide] I wanted to mention that throughout this area something you would not see is just the extent of buried utilities. This includes sewer, water, and fibers that are all along Route 7 right of way. In this area, you will notice One Loudoun, Kincora, over on the left side of the page. Top Golf, there in the center, noticeable from the aerials. Just showing the extent of our routes on both the north and south sides of Route 7. At this point, we have the routes converging at the crossing at Loudoun County Boulevard and continuing on the south side.

At this point, we have the routes along the same alignment and have done some refinements in the dash lines. Going around Broad Run through Kincora, those blue dots indicate some of the Heron Rookery there, on the other side of the Broad Run from Kincora.

[Next Slide] In the center of the frame is the Broad Run Water Reclamation Facility. We are still looking at variations through this facility and working with Loudoun Water to find the best alignment through the site. In general, we are trying to collocate with existing utilities. Provide enough space for Loudoun Water to complete their full build-out that they plan for this site. Since they have a large service area and some water needs, they are going to need more space in the next thirty to forty years. Another option is collocating along Loudoun County Parkway.

We are still evaluating these options and are in discussions with Broad Run. Also of concern are some of the Board of Supervisors' easements, those conservation easements near Broad Run. Environmentally concerned about forested wetlands and proximity to Broad Run. Especially with the value of the trail system and then those untouched forest areas in there.

[Next Slide] As we go south, we cross Gloucester Parkway and then can collocate generally with some of the existing Dominion infrastructure and buried infrastructure in the area. We have tried to optimize the crossing of the Commanders' training facility property. At which point, the two routes sort of merge, and that gets us down to the proposed Golden W&OD trail

That will conclude what I want to talk about here for routing, but I am happy to answer questions once we get there about any of the specifics. Thank you, Rob.

[Robert E Richardson]

Question Jake: do we have a preferred route along the routes you discussed around Route 7?

[Jake Rosenberg]



Not yet. We want to have the in-person open house, and I think we will continue discussions with stakeholders before we make that determination. I think there are still some factors, and it would just be too premature before the second open house to say we have a preferred route yet.

[Robert E Richardson]

Thank you, Jake.

Matthew Vinson, could you please talk about these structure types (referring to the Aspen to Golden Transmission Line Project slide)? Why are we planning to use these for the Aspen to Golden Project? And right away, it is needed to accommodate them.

[Matthew B Vinson]

My name is Matthew Vinson, and I have been engineering the conceptual design for this project and we will look at these different route alternatives. Based on some feedback after talking to the public and from other projects in the area, we are looking to use more of these tubular steel structures versus the lattice tower configuration.

On the slide here are the two main styles of structures. We use a three-pole structure for when our line, or the alignment, has a heavy angle or turn it must go around. It is a three separate poles with a 500 kV circuit on top and a 230 kV circuit below. Where the wire or the route is running in a straight direction, we use the H-Frame Style. With again, the 500 kV is a higher voltage on top of the 230 kV, with a lower voltage below. We do this to control the structure's heights, and for this route, obviously, where lines have to cross over other lines, the structure is going to be taller, but on average, the lines will be around one hundred and thirty-five feet. Structures will have a galvanized finish to them. Those are the types of structures we are proposing for this area along these different routes.

[Robert E Richardson]

Thanks, Matt.

I want to briefly go over the GeoVoice slide. I want to talk to you all about that because it is the one way that you can let us know specific information about where you live or what is important to you in Loudoun County. Relative to where these projects and these transmission lines are going to be. GeoVoice is our public mapping and commenting tool, and you can find it on DominionEnergy.com/NOVA.

GeoVoice allows you to view the project, view the most recent up-to-date routing, locate your home, your business, and your school, and then leave us a comment. You can let us know what you like, what you do not like, and what you are concerned about. There is a whole host of comments that you can drop in there on GeoVoice. If you have time to attend a meeting or do not, this is another way for you to voice your opinion.

Go to DominionEnergy.com/NOVA, scroll down, and there is a blue bar on the website that says, "We want to hear from you." You click on that, and then you can let us know your specific thoughts.

Okay, well, listen, if you have stuck around this long, and a lot of you have, and I appreciate it very much through all our technical challenges and everything.



I do see that that a number of you have some questions. What we are going to do, we are going to pause the meeting here. I am going to go on pause, I will keep my camera on, so you can see that we are still here. We are going to look at all the comments. We are going to group them to make sure we can efficiently answer them. There are questions that I have seen about scenic buffers, and I have seen questions about underground and Route 7 and Lansdowne and all kinds of questions. We are going to group all those and we are going to start answering them here in just a few minutes.

[Robert E Richardson]

Question for Greg Vozza. One of the 1st questions that we got was could we explain what a substation is?

[Greg Vozza]

This project does include the construction of two substations, but we typically refer to the substations for this project as the 500 kV and 230 kV substations. As a person is driving down the road, they may notice these facilities that have a lot of electoral equipment within a fence line. What is happening, there is those are the areas where we collect transmission lines that are terminated into that substation. They are used to transform the voltage from something much higher, in this case, 500 kV, which is one of the highest voltages that Dominion has in its system. The substation then transforms it down to a lower voltage that has been distributed throughout a smaller region, such as Ashburn, and ultimately down to a voltage that goes into your home. These are typically 10 acres or so, depending on how much equipment is needed. Substations are facilities that transform the incoming transmission lines down to lower voltages and then distribute them out to the more local regions.

[Robert E Richardson]

Questions for Jake. There were several questions about the Dulles Greenway. Some folks feel like that is the appropriate location for this. I know we talked about that with the 1st round of open houses in June. Why is the Dulles Greenway something that we are not focused on right now?

[Jake Rosenberg]

There are a few reasons. I will start with the one that is the biggest showstopper for that. The Dulles Greenway route is about ten miles of a conceptual route. Only a few miles of that route are on the Greenway, and most would be on what is the toll road operators' property. That property will be conveyed to VDOT in the future. VDOT is planning to expand that roadway, as well as extend the Silver Line north through the median. Thus pushing the traffic lane further out. Those plans are not definite, but at any rate, there is no desire on the part of VDOT or the toll road operators to convey that right of way to Dominion. Without that right of way, that route is not possible to build. All along the Greenway, where there would be available space, it abuts the back of existing homes, as well as future homes.

Starting with the right-of-way acquisition. That was the main issue, but to even get to the Greenway, given the development patterns, Virginia outdoors foundation easements along Goose Creek, reduced setbacks, and higher density housing, I am thinking near Sycolin Road, Hay Road along Belmont Ridge Road, north of the Greenway. Then, going south, you at home can look at Ashburn Village Boulevard. We sort of identify that area as a place to cut in towards Data Center Alley.



There is lots of development for the Silver Line to the south, but what happened is with the land use pattern. If you can imagine Ashburn Village Boulevard, that road is about one hundred and fifty feet wide right of way. What Dominion needs is another one hundred and fifty feet. While we can overlap with some of these roadways. These are curvilinear roads; they are not straight, and setbacks have been reduced. We identified at least one multifamily apartment building that would have to end up in the right of way to even get partially into this sort of Data Center Alley around Ashburn Village Road and Waxpool Road.

Once we are in Data Center Alley, the engineering constraints are significant. There are reduced setbacks for those data center buildings. There are existing 230 kV lines that would have to be crossed over. Extensive outages and very little space to even put a pole because of the existence of high-pressure water mains throughout this area, as well as fiber cables. All of which would need to be relocated. Those kinds of curved roads, the buildings that have been in reduced setbacks, makes getting through Data Center Alley with a new line with this right of way requirement very difficult. To do that, the structures need to go higher and higher. At which point we are looking at issues with the Dulles Airport approach surfaces. There are lots of land, right away issues, constraint issues in looking at having to take homes, and then plenty of engineering issues that are not a feasible route for us, but one we looked at.

[Robert E Richardson]

I think people probably drive along the Dulles Greenway and think there is space there for something like that. And you (Jake) just talked about why it is not a feasible route.

Speaking of routes, Dominion has had iterations of routes and routes. How many routes do we have that we are studying right now?

[Jake Rosenberg]

Right now, we are looking at combinations of crossings. I would say that we have sort of seven routes on the table. We just want it because there is so much overlap between routes. That is what we are sort of representing with the crossing options we have. That we sort of generalized into north and south and then some of those crossing segments that we showed. If you come to the in-person open house, or we can put this on GeoVoice, you can sort of look through what those look like end to end without the overlap. We can talk more about some of those crossing areas.

Right now, we are looking at seven routes. When we go to study them, it will get reduced after we get more information. Then, when we finally get to file this with the SCC, we want to get it down to fewer routes, sort of the best ones that we were able to come up with. But still have a full discussion of everything that we have looked at. In terms of iterations, we have been looking at this for a while adjusting, and we update that regularly. We have old iterations and kind of now what we are presenting as the seven alternatives that we have been studying further and are presenting at the open house.

[Robert E Richardson]

Let us hop back up to Route 7. There are several questions along Route 7. Starting with the Freedom Center and the cemetery there. Will you (Jake) talk about how we were treating the Freedom Cemetery and the property we call the Toll Brothers property? Talk about how we were treating the routing in that corridor.



[Jake Rosenberg]

There is the cemetery itself; it is its own parcel. This is a known resource, of course, for the Virginia Department of Historic Resources and requires its own study in terms of visual impacts. When we were looking at routing here and looking at what the Toll Brothers development, the North Star Square was proposing. We looked at a route that acknowledged the proposed proffer, which is an additional parcel south of the cemetery that would house the Freedom Center.

Additionally, there is a creek there, and we did was look at a crossing at Belmont Ridge Road. To avoid the existing historic cemetery, as well as the expansion of that Freedom Center, if it is ever constructed. This put the route through portions of the Toll Brothers property. Impacting some of what they had in their rezoning application. Some of their proposed dwelling units are there. I could show those in more detail at the open house. What we were trying to do is balance the impacts between this historic resource, the expansion of that, as well as the proposed residential development on North Star, with the idea of getting to the Route 7 corridor as quickly as possible to avoid impacts on the Belmont and the existing homes to the south.

[Robert E Richardson]

(Looking at GeoVoice Map) We are talking about here with the cemetery, and Toll Brothers is right here at this intersection of Belmont Ridge Road and Route 7. The Freedom Center is here along Belmont Ridge Road and at the corner of the intersection of Route 7.

One of the other questions was the INOVA Loudoun Hospital. There was a question about if we studied the impacts to the helicopter that that lands at the hospital and takes off, bringing patients back and forth? We had a meeting with the hospital. Will you talk about that, Jake?

[Jake Rosenberg]

The helipad we noticed early on. We are concerned about any flight navigation risk there for the airport. That helipad is situated along some tall towers of the hospital, as well as about sixty-foot tall trees. More of the navigation risk for that helipad is at the final approach. As they are descending with those obstructions immediately around the helipad. From a flight safety concern, the conductors and any potential structure setback are not part of that approach. Those helicopters generally come in from the northwest, is my understanding, and they need to dip down around the obstructions that are immediately around the helipad. In talking to the hospital, any of the proposed routes we show is not a flight hazard risk.

[Robert E Richardson]

Several questions have come up about undergrounding routes, and some are more specific than others. Can you generally talk about undergrounding in this area and some of the challenges? Did we study it? Would underground lines work in an area like this? The time it would take to underground lines, the cost involved, etc.

[Shane A Moulton]

Good afternoon. Everyone, I think I can address a lot of questions from a high-level standpoint, and then, maybe if there are any more specific ones, we can get down in the weeds. From a high level, we at



Dominion always explore underground options for major capital projects. Although they may not always make their way out into the public domain. If they do not make their way under the public domain, it is usually because the underground solutions are deemed not technically feasible. It is a lot more difficult to underground a line than it is to overhead for various reasons. That is usually determined during the early stages of the design process or the early stages of the SCC filing process.

Another early disqualifier for underground transmission lines, and I think costs have come up in the Q&A questions quite a bit, is costs itself. If the underground cost is substantially greater than that of its overhead counterpart, we have to weigh that as an option. Also, it is not just Dominion weighing that. Ultimately, the SCC will determine how cost should be impacted in the weighing process. Although we do put the costs out there. Ultimately, SCC will kind of push us in a direction one or the other, on if that should be considered and if it should be considered how it should be weighted during the consideration process.

Specifically for this project, we did look at various routes. I lost track at this point of how many but there are quite a few we did look at. This is a very particular project. It is very difficult because of a few high-level reasons. First, of which the required solution is a 500/230 kV combination solution. There is only one operating 500 kV underground line within the country, and it is very short and it is very straightforward. This is a lot more complicated than that would be. There is a technical hurdle there as well. The right-of-way requirements are almost nearly identical to that of an overhead solution for the majority of the installation.

In certain instances where we have trenchless crossings, they could be considered a horizontal directional drill (HHD), a micro tunnel, direct pipe, or any type of those installations, which usually go under highways, roads, cloverleaves, some type of infrastructure that we must cross. This happens quite a bit under the various routes that we studied for this project, which means the right of way must expand. We might go from the one hundred and fifteen feet right of way requirement, which is to remind everyone even if the line is underground, the entire right of way must be cleared. So, if it is a one hundred and fifteen feet impact, then that whole one hundred and fifteen feet must be cleared for the whole duration of the project. Now, at some of those trenchless crossings for this project, we go all the way up to six hundred and seventy-five feet. In certain instances, that's just not feasible. That is really one of the early disqualifies for underground lines when it comes to routing. The minute there is any type of trenchless crossing, it not only complicates things from a technical standpoint, but also from a land acquisition and right of way.

[Robert E Richardson]

Let me just remind folks that we are going to have this at this open house meeting on Tuesday (8/29/2023). We will be able to talk with you there about undergrounding, the process, and the challenges that come along with it.

I think one of the things to highlight from what Shane said was that there is one 500 kV underground transmission line in the United States, and it is in California. That underground line is only about three miles long. There are no other 500 kV underground lines that exist in the United States. This project here, Aspen to Golden, is anywhere between a nine- and ten-mile project between the two substations. Again, as I mentioned, it is about four miles along Route 7.



There were a couple of questions about contacting residents, and again, we are just about out of time.

We have been sending out communications to folks in the Loudoun area, between the Potomac River, all the way down to the W&OD trail. About forty thousand people we have been communicating since about mid-May. We have sent postcards and letters, digital advertising, and newspaper ads. You can find all that information on our website, DominionEnergy.com/NOVA.

You all are welcome to join us at the open house. All these subject matter experts who were here today will be available next Tuesday (8/29/2023) at 5:30 PM at Belmont Ridge Middle School in Leesburg. We hope you will join us there.

I think that does it for us and for our time. Give me a couple of days, and we will put this recording of this meeting up on the website again. The GeoVoice tool is an excellent opportunity for you to share your comments with us.

I really appreciate you spending an hour with us today, letting us share some information, and submitting your questions. If we didn't get to your question, we will answer those and put them up on the website, but we hope that you'll also come to our meeting next week.

Thanks, everybody, that's it. How a nice afternoon.