

Meeting Began:

[Timestamp: 1:55] [Agenda]

Robert E Richardson: The information we are going to share with you all today includes the project background and an overview of the Golden to Mars 500/230 kV Electric Transmission Project. We are going to talk about routes that are currently being studied for the Golden to Mars Project. We are going to talk about GeoVoice. GeoVoice has been and continues to be a powerful tool that we use at Dominion Energy that allows you to let us know if you have questions or concerns about the project

Finally, we will answer your questions today and that is probably my favorite part of this presentation. We get to see what you have questions about, and we get to provide answers to your questions. I mentioned a team of people that we have here today. Let me ask my colleagues, the panelists, to turn their cameras. They can remain on mute, but I want the audience to see everybody who is here today. Let me just mention the a few names because you might hear from these folks depending on the questions that you have. We have -

- Carter
- Cheryl
- Christy
- Claire
- Corey
- Greg
- Jake
- James
- Jared
- John
- Trey

[Timestamp: 3:30] [Committed to Public Engagement]

Robert E Richardson: At Dominion Energy, we are committed to public engagement, and we are committed to outreach. The team, which includes project managers, engineers, routing specialists, communications and engagement folks. We are all here to share information, but we are also here to receive information, from you which includes exploring any new routing options that maybe provided by the public.

[Timestamp: 4:00] [Project Background & Overview]

Robert E Richardson: I am sure that you see the changing energy landscape, where you live. My guess is you probably do not spend as much time thinking about the changing energy landscape as we do here at Dominion. There are more and more devices that need energy, phones, tablets, watches, etc. I even plug in my dog caller every night. Maybe one or more of you drive electric vehicles. Then we have data centers. Data centers once celebrated, now in some circles, not so much. Nevertheless, they are not going away, and Dominion is legally required to provide power to data centers. There is also an increasing appeal for renewable energy, electricity from solar and wind and at Dominion Energy, we are building that.

Those three things,

- 1) electrification,
- 2) datafication
- 3) greenification

all contribute to the changing energy landscape.

[Timestamp: 5:00] [Load Growth Across Virginia]

Robert E Richardson: Let us talk about data centers. Ashburn is Data Center Alley. What I want you to understand from this image that you are looking at is the number 231%. That is the increase in power, we call it load from data centers and that is in just eight short years. That load is driving new infrastructure, new substations, and new discussions about the changing energy landscape. It is also one of the reasons that we are here today talking with you, about new power lines.

[Timestamp: 5:40] [Reliable Energy for every Virginian]

Robert E Richardson: There are benefits from this infrastructure for you and for your neighbors, nearby friends and family, and all of northern Virginia. What is that benefit? The benefit, in a word, is reliability. Think about hospitals, banks, national security, education, businesses (large and small), etc. They all rely on a robust electric grid. New power lines improve your reliability, by creating that robust electric grid.

[Timestamp: 6:20] [What this looks like for our communities]

Robert E Richardson: More power lines mean more options when there are outages or equipment problems. It means keeping your lights on and your Wi-Fi, and the same at schools and hospitals and many other vital services.

[Timestamp: 6:40] [Upgrading and investing in our energy infrastructure]

Robert E Richardson: This is a picture you may have seen if you have been to a presentation that we have given, a virtual meeting, a public meeting, etc. We share this picture because it is so telling about how the grid works. Electricity is generated at a power station, and you can see the power station on the right-hand side of the image. Power stations can be gas; they can be nuclear, and they can be solar, or wind. We have a coal-fired power station in West Virginia. That electricity is then transmitted to substations where it is then distributed to your house, 24 hrs. a day, seven days a week. It is power for your grocery stores, your kids' schools, homes, businesses, hospitals, gas stations, etc. You see the power station, the transmission lines, and the substation. From the substation, the power is then transmitted to what we call distribution lines. These distribution lines are what bring the power right to your house. Some of you may live in newer subdivisions where you do not see those distribution lines because they are perhaps buried. Some of you may live in a more urban setting like I do, and you see those distribution lines behind your house or in an alley and that is the grid.

When we talk about the grid, it involves all these things. The more robust the grid, the better the reliability for services, businesses, and healthcare, and the better the reliability for you and your neighbors. Now, with that background information, let us talk about the project that we are here to share information about today: the Golden to Mars Project.

[Timestamp: 8:30] [Golden to Mars 500/230 kV Project]

Robert E Richardson: The Golden to Mars Project is a new double-circuit transmission line. Double circuit transmission means it is two circuits, one 500 kV circuit, one 230 kV circuit. I do not expect you to know what those numbers mean. What I want you to understand is, that means that we are bringing in bulk electricity into northern Virginia. You can see the routes here and we will have a better view of these routes to look at in just a few minutes. Hopefully, if you are listening to us, you received a postcard with this information on it. Hopefully, you received a letter a little over a month ago letting you know about this.

These are the routes that we are going to be talking about today. These are the routes we are going to be talking about in our in person open house meetings at the middle school on Wednesday and Thursday of this week, we will have more details on that in just a few minutes.

[Timestamp: 9:40] [Electric Transmission Planning Regional Transmission Expansion Plan – PJM]

Robert E Richardson: This next slide here, I need to make a note, that there is an important regulatory process that goes along with new transmission line projects. Dominion has cleared that first hurdle, which is approval from PJM (Pennsylvania-New Jersey-Maryland Interconnection). PJM is our regional transmission operator. PJM manages the need for new transmission lines in a 13-state region, and they have approved the need for the Golden to Mars Electric Transmission Line Project.

[Timestamp: 10:15] [Electric Transmission Line Planning Certificate of Public Convenience and Necessity Process. Virginia State Corporation Commission (SCC)]

Robert E Richardson: The next regulatory process that I want to mention to you and discuss is the State Corporation Commission (SCC). The State Corporation Commission is a 3-judge panel that sits in Richmond, Virginia. The judges are approved by the Virginia General Assembly, and they have final approval over the project. They will choose the route for the Golden to Mars Electric Transmission Line Project, which Dominion will be allowed to build. We are going to do our homework, and we are going to study a lot of routes. We then submit those routes to the State Corporation Commission, and the State Corporation Commission gets to pick the route ultimately that Dominion Energy will build. With that information and with that background, I am going to ask Jake Rosenberg now to turn on his camera and walk all of you through this routing process and the current routing for the Golden to Mars Electric Transmission Line Project.

[Timestamp: 11:00] [Golden to Mars Routing]

Jake Rosenberg: We have slides here and they are PDF of the maps. These maps are what we are going to be showing at the two in person open houses this week. However, for the purposes of this presentation, I am going to use our online map, so I can walk through these issues in a little bit more detail. I am going to share my screen now.

I would like to begin by talking about the routing process and putting the entire project here in context within the area—in this case, Eastern Loudon, Virginia. This is the third of three 500 kV reliability projects that Dominion is working on, and I am sure a lot of you are aware of what has been happening so far. What I am showing currently on the screen here is Eastern Loudon, Virginia. You can see Dulles Airport here to the south and the Potomac River to the north.

When I zoom in a little bit there are these purple lines. These are existing Dominion transmission lines. The majority of which are 230 kV lines. As you can see, the density of those lines increases when you get into these areas where we know data centers are. This is sort of the core of Data Center Alley, just south of Ashburn Virginia.

To the west, there is also a major existing corridor that has both 500 kV and 230 kV lines. When we talk about that bulk power source, that 500 kV source, this is what we are referring to. This 500 kV line is routed to the west, and it does not directly cross the primary data center areas. Which are the load areas that need to be served. The purpose of this project, and all three of the reliability projects, as identified by PJM, is to bring that bulk power into this area. Not a network system of 230 kV that is going in and out of substations. What this area requires is essentially a power highway, and not just smaller streets of power lines going in this area to serve these data centers, which Rob enumerated the extent and the scale of that load.

These three projects started with the first being filed in 2022, which was the Mars to Wishing Star. That was down in the Arcola/Brambleton area. That was a straightforward project in that it followed almost the entire way the already existing 230 kV lines, coming off that 500 kV line and terminating at the Mars substation. If we scroll to the north, the second that I am sure you guys have seen, that was filed more recently, with an SCC hearing scheduled in a few months from now is Aspen to Golden. This 500 kV line goes from the proposed Aspen substation to the Golden substation. We are showing the proposed route here in blue and some of those variations here in orange, but that is a good depiction of the route. That is where we are today with the filings, and the third is to get from Golden to Mars substation. Which would span the area just north of Dulles, going through Data Center Alley and then towards the Brambleton area close to Old Ox Road. Pausing there, I just wanted to bring up what has influenced routing so far.

In talking to the community, what has influenced routing are a few kinds of key constraints or concerns that we put a lot of weight into, and that is avoidance of residential areas. Trying as best as we can to always collocate along existing rights of way, preferably transmission rights of way, as you see here in purple or for lack of those along major highways or major roadways. We are trying to place routes next to the new right of way, which can be put adjacent to that linear infrastructure, essentially not cutting through these residential areas. You can see that in the context of this area, and I will show the study area for Golden to Mars; we just have it roughly delineated as this. This shows sort of that network of 230 kV lines and encompasses this area between Golden substation and Mars substation. One of the things I wanted to show also is in talking about land use compatibility, which comes up a lot. Part of our goal with routing is to avoid residential areas and route along existing rights of way and preferably more compatible developments such as industrial development and data center development. When we look at the overall land use scheme, I have created sort of a generalized layer that can help visualize this for the area. This layer simply cuts this portion of Loudon County only into areas where you can see residential usage as a primary use within a zone district or areas where there is not. It is consistent with areas that have commercial development, and it is not 100% accurate here, but it shows where those industrial commercial zone parcels are. There are some areas that are more mixed-use that are colored purple as well. This is just a way to simplify parcel usage and show us where we are going and what has influenced our route to date. Essentially, we are trying to follow these corridors where there is land use

and looking at some of the locations of existing and future data centers, which weighs heavily here. This is some data that was produced by the county. It is associated with some of their proposed CPAM, which is their comprehensive plan and zoning amendments shown in dark red. Existing data centers as well are showcased by a pink color, and data centers that are in the pipeline for development. Which are expected to occur and have already been approved, and I do not believe this even accounts for the remaining by-right zoning.

I would like to turn now to our routing process. As I have described, looking at major constraints and opportunities, and defining a study area, we already have the purpose and need as defined by PJM, and here is that reliability project and connecting the two endpoints that we have identified Golden and Mars substations. With that, we start looking at what are our opportunities within this area, the study area, what are our constraints, and then we start routing based on using all available public data. Coming up with some routes, doing a lot of desktop work, field visits, and, crucially, meeting with you all. This involves getting feedback from the community to refine the routes and to take us through what is an iterative process. This does not start in earnest until we talk to the community and get feedback. What we are showing today is preliminary and I am sure things will change after we talk more in person at the open houses, which I encourage all of you to go to if you can, and I will be there to answer questions as well.

What are our main constraints in this study area? Partially, it is Metropolitan Washington Airport Authority (MWAA). This layer shows the MWAA property and the Dulles International Airport. Most importantly within this is that ownership factor of federally owned land. What that means for structure heights, in this case, is that there are significant constraints on max structure heights throughout this area. I will show that in what is called a fish net grid that takes land elevation data and those Dulles approach surfaces into account. When you look at this, I am just trying to illustrate where we have the most constraint in terms of height. When you see these red-orange shades, you can see areas where maximum structure height is reduced sometimes to 50 ft here along Old Ox Road, getting up to 70 ft to 80 ft a little bit further in this area. This is just to illustrate, areas that are sort of cut off from overhead construction, which influence the routing. In addition to these maximum heights associated with the two north/south oriented runways, there is also an important NOAA (National Weather Service) facility here, which is a doppler radar station. That is part of a national network of radar stations that provide critical weather data to the airports. This is the Doppler site. You are probably familiar with it if you have driven along Old Ox Road, and you will see some shortened electric transmission structures through here that meet the criteria of this 1100 ft buffer around the site where no structure can exceed 80 ft. In combination with the MWAA property, those maximum heights, and the Doppler radar site, it influences this area by cutting out our opportunities for overhead construction closer to Old Ox Road. I will leave it here, and we can talk about this more in the in-person open house or answer questions.

This is why we are studying the feasibility of an underground route, and with that underground route generally, we have a few options we are looking at. One option is following Old Ox Road all the way from south of Broad Run to Mars substation, following the road right away, or an option that goes across MWAA. Right now, they are studying the feasibility and what does feasibility mean? It is cost, it is comparative to an overhead route, it is the constructability of that route, can it be done in time for that mandated in-service date, and is it constructible? We are looking at those issues. The feasibility study is

underway, and we will have more information at the next open house on the specifics of that routing and, hopefully, a preview of some of the outcomes of that feasibility study. I used that to preference some of the overhead routes and make this group aware that this is something we are looking at. This area is such a highly constrained area, and what we are doing is trying to present an underground route for a feasibility study that is the most practical one that would be the most buildable and the shortest to help with that feasibility.

Now, as I say, the underground routes are all hybrid routes in that they are all overhead until the point where they can cross Broad Run without using special construction techniques like horizontal directional drills, and they can transition to an underground route. All of this will depend on cooperation from VDOT (Virginia Department of Transportation), MWAA, and the likelihood of a NEPA (National Environmental Policy Act) process, such as an environmental impact statement, to wire that much public land, especially federal land associated with that.

Now, I will turn to our overhead routing and give you all an idea of some of these constraints in the south. Looking at overhead options, we have four that we are looking at right now as well as some variations and some other project components. I am going to focus first on the area north of the greenway, and that is sort of in that Data Center Alley area. Starting from Golden substation, you will see that the Aspen to Golden lines terminated at Golden, and we pick up again with this project at Golden, going generally to the southwest towards Mars. At this point for routing, we have fewer routing options. We have some variations that go through this area where there are some card dealerships and some retail then going down Pacific Boulevard and then quickly paralleling/collocating with existing 230 kV lines in this area. There is some considerable development here that is still ongoing with data centers. There are also some other road projects and such that will influence some of the routing.

However, I want to back up and say, what are we looking at with this project? It is like what we have done before; we are talking about an overhead right of way that is 100 ft to 150 ft in width. That 100 ft width, which you would probably be familiar with from Aspen to Golden. That supports a monopole configuration. That puts the conductors, the 500 kV and 230 kV conductors, vertically going down a monopole, which you are familiar with and with some of the 230 kV lines here. The 150 ft right of way uses an H-frame configuration and that puts the conductors with the 500 kV horizontally on top and the 230 kV beneath that. In this case, because there are so many engineering constraints and with the crossing existing 230 kV lines having to cross overhead with new 500 kV lines, the engineering that has been done so far conceptually will have that right of way, and those structure types to transition from that monopole to the H-frame where needed. The preference is usually for a monopole construction, so it limits up to 50% of the construction footprint by reducing it down to 100 ft.

As we cross Waxpool Road, the route is paralleling the existing 230 kV lines, and it is in a lot of these major data center development areas, some of which are continuing to develop. There is a site that is currently being demolished and rebuilt, so we are not showing a lot of variations here. We have already talked to county NRT staff, which is a national natural resource group, and sort of already know how DEQ (Department of Environmental Quality) is going to respond. Usually, the preference here is to keep utilities with utilities; there are many in this area. There is fiber, and we are following the major sewer interceptor through this area, as well as the 230 kV lines. As we go down into this Lockridge area,

another concentration of future data center development already underway, the 500 kV line continues collocating along some of the utilities before it gets to the Greenway.

I will stop here and just mention another component of the project: this 230 kV Lockridge line. This is a double-circuit 230 kV line that will feed the Lockridge substation. We are looking at two alternatives right now and we will probably revisit this after a more in-depth conversation with that landowner. One route cuts across Broad Run through the data center campus and one more parallels the greenway, which is adjacent to the MWAA parcel that is showing up in orange. Where the routing gets more complicated is where we get south and west of the greenway. This is where, unlike the other projects, there are more residential homes in the area than we have seen in all prior, and the reason we are showing routes here is because, as I mentioned before, along Old Ox Road is sort of off limits based on the design needs. So that is why, again, we are looking at some underground options but also trying to look at ways to minimize impacts on natural resources and residences in the area.

Where the two lines diverge, there is route one, which I will be discussing here in red, and routes two, three, and four. I will start with just talking about route one. Route one generally follows Loudoun County Parkway, and this is an option that we are looking at just to put into context because of land ownership issues. All the other routes that we have through this area encounter both school board lands and Loudoun County Board of Supervisors land. In this case, park lands are associated with the Broad Run Stream Valley Park. What this means is we would like to show these here, but it was entirely dependent on the school board and county to make these routes viable. The benefit of these routes which we can discuss later, is a significant reduction in the proximity of homes to the right of way. However, the overhead route in red, which is route one, does not cross any publicly owned land, so it is constructible in terms of not needing any permissions or, rather, not needing permission from the county or school board to cross that land. With the Loudoun County Parkway route one, it diverges from the existing 230 kV line. There is no existing overhead transmission infrastructure here along Loudoun County Parkway. The route follows these areas, going through the edges of Silver District West, Moore Field Station, and then follows Loudoun County Parkway all the way south to the Brambleton area, where it then cuts back over to Old Ox Road and towards this new data center campus on the west side of Dulles Airport. This route contrasts the other routes, two, three, and four.

This is an area of environmental concern as well as recreation planning. This is along Broad Run, so we are looking closely at the environmental impacts along the stream, being cognizant of the corridor buffers protecting the stream, as well as tree preservation and wetlands. But using SCC guidelines, again, preferences to stay along the existing rights of way and minimize the overall need for the right of way because we can overlap in these areas. Following through here are options two, three, and four; follow the existing 230 kV right away, and then they diverge. We have route two, which is sort of a hybrid route that then follows Loudoun County Parkway, and the background is the same as route one. Then we have two options, that we have shown to county and school board staff that propose just hypothetical crossings of the school campus. In this case Rock Ridge High School, Rosa Lee Carter Elementary School, as well as portions of Stream Valley Park. These routes attempt to follow existing rights of way, having been cut off from that NOAA tower or follow existing buried utilities. These routes, although they have crossed these public lands, significantly reduce the number of adjacent homes. I will just mention that there is another component within this campus; it is a 230 kV loop down here that goes through data

center areas, so it is a little bit less significant in terms of impacts since it is routed entirely on a data center property. We are still looking at those and I want to make sure there is plenty of time for questions, so I hope that is a good overview of what the project is. If you have specific routing questions, please enter them in the chat and I also will be available with some other routing staff at the upcoming open houses.

[Timestamp 34:20]

Robert E Richardson: I just want to highlight something that Jake said earlier. This project is sort of phase three of creating this 500 kV and 230 kV loop through Ashburn, Virginia. Can you, Jake, just highlight that one more time so people understand? We did not, and we are not picking a random area and trying to connect two substations. This is the third puzzle piece to the 500 kV and 230 kV loop.

Jake Rosenberg: I showed that it is this Mars to Wishing Star component to the south, and the Aspen to Golden to the north, and then this final connector. If you just follow my cursor tracing this loop through the four new 500 kV substations through this area that take the bulk power in and out of the core of Data Center Alley.

[Timestamp: 35:30] [GeoVoice]

Robert E Richardson: I do see some questions that we will address here in just a few minutes. Thank you very much, Jake. Let us talk about GeoVoice, and I see some of you in the Q and A have mentioned GeoVoice, so you are able to find it. If you go to our project website, dominionenergy.com/Nova, and you scroll down past the person in the hard hat, you get to the blue line that says, "What matters to you?" or "We want to hear from you." click on that. GeoVoice is an important and powerful public mapping and commenting tool that allows you to view this project and many others that we are working on. Such as, constructions and buildings in northern Virginia. GeoVoice has the most recent up-to-date routing. You can locate your home or your business or school, and then you can drop a pin and leave us a comment about how you feel about the project or Dominion or any kind of comment, but you can essentially tell us what you like or what you do not like about the project, what you are concerned about, or what needs our attention. You can note in GeoVoice that you would like us to give you a callback, and we will make every attempt to give you a callback and discuss this project with you at your convenience. Again, dominionenergy.com/Nova, look for GeoVoice in the blue bar and click on that. If you register with a username and a password, you can leave a comment, but you can also just view as a guest if you want to view the projects. You can toggle routes on and off. It is a nice tool, especially if you do not know if you want to go to the meetings but you still want to let us know how you feel. That is something that is important for you to do.

[Timestamp 38:00] [Intermission]

[Timestamp 39:00] [Q&A]

Robert E Richardson: There are some questions about around undergrounding, and I am going to ask my undergrounding engineer to talk in just a second, but I think the primary question that we got was, why can we not see these underground routes online or on GeoVoice? That reason is because right now, we do not know about the feasibility of underground routes for this project. That is something that we are going to study more in depth, and we are currently studying them as well, and Corey will address that in

a second. The routes that Jake showed you, the overhead routes, are all feasible routes at this point. At the point where the underground routes would become feasible routes and something we could consider, we would put those routing options online. What I would ask you to do if you have questions about, the underground routes or underground feasibility, please come and join us on Wednesday or Thursday of this week, at the middle school, for our community open houses. We will talk more about undergrounding, and we will have our subject matter experts there. With that, Corey, I am going to ask you to talk a little bit more about feasibility and what did we ask the engineers to study regarding undergrounding routes?

[Timestamp: 40:20]

Corey Anderson: I am Corey Anderson, I am an underground transmission engineer on this project, responsible for the feasibility report that we are going through right now. As Jake mentioned at the top of this, we are looking at a 500 kV and 230 kV double circuit project in this area. Part of the underground feasibility is there is a lot of things that we are looking at, and it is kind of a complex process. One of the big things as part of this project is the 500 kV circuit. For the 500 kV underground proportion, there is only one other project in the USA that has been done before, so it is kind of a novel approach still. It would be the first 500 kV underground circuit on our system if we were to go through with it. Some of the things that we look at in this feasibility study area, can we meet ampacity? For our 500 kV circuit, we are looking at 5,000 amps; for our 230 kV circuit, we are looking at 4000 amps for underground cables. It is much more difficult to meet ampacity for underground than overhead lines, so we generally must have more cables to meet ampacity due to the operating temperature of the cable, so that is a large constraint for us. After that, we look at constructability. What does it look like to put it in the ground? What are our obstacles along the route? Do we have to have any sort of trenchless applications, such as horizontal directional drills? Then what does the workspaces look like? Can we fit the equipment in the area to get across the road? Where is our transition station located, and things of that nature? Some of the things that we must look at are: can we fit the number of terminations? Since we have more cables, we must fit all the terminations within the transition station and the substation. Then, we also must look at the commercial availability of 500 kV material. Cause as I said, there has only been one done in the USA, so it is not a very manufactured product within the industry. There is a handful of things that we must look at, and we are still in the process. We have made a lot of progress, but there is still a lot more work to do. As Jake had mentioned at the top of the meeting, we hope to have a better answer on whether it is feasible or not at the next round of open houses; I believe that is supposed to take place in September of 2024. I will be at the open house tomorrow night. If anybody wants to come talk to me in person, if they have any more specific underground questions, I will be there to answer them.

[Timestamp: 44:30]

Robert E Richardson: One of the questions that we had involved the cost of these transmission lines and the cost of new infrastructure and data centers. The way that the process works in in Virginia is that the cost for new infrastructure, for new power lines, the cost is placed on all the ratepayers. I live in Richmond, Virginia; I am going to pay the same amount of money and be billed the same amount of money as someone who lives in Loudoun to build this new infrastructure. It is the same if we build a power line in Richmond, Virginia. The cost of that power line is split among the 2.7 million customers Dominion has between Virginia and North Carolina. That also includes data centers. Data centers do pay

their fair share for these infrastructure projects. In fact, they probably pay a lot more because they are high-energy use customers. Data centers pay a larger percentage of that bill than you and I do. I know that is a question that people have. How come the data centers do not pay for this? Can data centers pay to have this underground? Important questions and fair questions. The answer is data centers do pay for this, like you and I do. There is a question about why these lines cannot be upgraded. I think the idea is that if we upgraded transmission lines, then maybe we would not need new transmission lines. Is that something that you can address, please Trey?

[Timestamp: 46:15]

Trey Rydel: I represent our overhead lines within the engineering group. I will also be present at tomorrow's open house if you all have questions for me. The question was, can we upgrade existing transmission facilities before we go straight to building new ones? The purpose of this project is to bring bulk power into the heart of Data Center Alley. There are currently only 230 kV lines existing within this region. Upgrading these existing 230 kV lines is not feasible due to outage constraints since it would involve wrecking and rebuilding them to 500 kV standards. To put that into perspective, taking these lines that feed the heart of Data Center Alley out of service to rebuild them would be the equivalent of asking VDOT to shut down a large highway, such as the Dulles Toll Road or Route 28, for extended periods of time. What we have done in other regions in northern Virginia to help combat building fewer lines already is a process called reconductoring, where we upgrade the lines. They remain at 230 kV, but they can carry additional ampacity. We have done that in the surrounding areas to the greater extent that we can. This project needs to bring the 500 kV power source into the heart of Data Center Alley. Thus, to recap, the main constraint would be outages, taking existing facilities out of service to upgrade them.

[Timestamp 48:20]

Robert E Richardson: Jake, can you address the routing questions that the folks have on this call?

Jake Rosenberg: Sure, I will start by prefacing that this is an iterative process. There are no preferred routes yet, and we will not have the full picture here until we incorporate comments and look at the underground feasibility study. I do want to mention the topic of undergrounding; this would be the longest or second-longest underground transmission line in the United States. The current longest is a 3.7 mi line in Chino Hills, California. That one was built entirely in the existing electric utility right away, so it is a little bit different. This is a greenfield route, and we are trying to show the most feasible and not have 10 mi underground route that would triple that existing record for the United States.

One of the comments was you say Dominion takes housing into consideration, but all the routes are surrounded by homes across the school. This was one instance where we did not, we were cut off essentially in that area north of Dulles, where the height restrictions are, where the NOAA weather station is. That pushed portions of those routes, some of the routes one and two, into the core residential areas there, with Loudoun Valley Estates, Brambleton Moorefield. That is never a preferred route alternative for Dominion going into these residential areas or going through a school property. What we are trying to do is site and route in a way that minimizes those impacts. Any other combination of routes that we have been looking at increases those impacts to homes and schools in terms of

proximity. That is why we are taking those into consideration, and that is why we still take residences as sort of one of our top priorities here in terms of avoidance and minimizing impact.

Another question was for Loudoun County Parkway: why build on the side where walking trails are versus the road where there are no paths? What I believe we will be doing here shortly, showing now this first Loudoun County, this first iteration of route alternative one here, I think we will be showing a variation that follows the other side of the road. We want to avoid hopping back over the roads, having to put different structure types, more structures, and doing those road crossings, but I think what we will need to do is develop a variation that follows the west side. That is a good point and thank you for that comment.

Why was a path between the NOAA area and the airport area not considered rather than traveling down the Broad Run stream area? I believe that is in the office park area, where dozens of existing distribution lines, preplanned buildings, and existing businesses. I think we did start looking at a situation, but we had to take it out. Even if it were feasible from a housing standpoint, multiple buildings would need demolishing to get the line through there. Then, I think we still run into some of the NOAA issues at that corner. Residences in Loudoun Valley Estates, as well as a NOVEC (Northern Virginia Electric Cooperative) substation that is at that corner that we cannot readily cross. Another question was, does Dominion already have the right of way along Loudoun County Parkway south of Dulles Greenway for this project? No, there is no existing overhead transmission and very little distribution right away along that corridor. Another question, rather than continuing down Broad Run, why was traveling down Old Ox Road not considered around the NOAA area? It was considered for overhead but had those limitations that I cited before, both the Doppler and the height restrictions from the runways. This is the area where we are looking at undergrounding to meet those constraint issues.

[Timestamp: 53:00] [Community Meetings]

Robert E Richardson: Let me say this about the routes: we do not have a preferred route at this stage. We will, closer to the end of the 2024 year when we file the project with the State Corporation Commission, but today we do not have a preferred route. All the routes are being considered. We are looking for fatal flaws. Looking for anything that SSC would say we could not build this route for X reason. That includes the feasibility of the underground routes as well. I want to acknowledge that we are not going to get to everybody's questions here. The good news is we do have a couple of additional community meetings coming up on Wednesday and Thursday. We have two meetings back-to-back at the same Stone Hill Middle School because we know that there will likely be significant community interest.

Please join us anytime during that 2-hr. window, Wednesday and Thursday. There is no presentation. We have our subject matter experts there. You come and we will direct you to the folks you want to talk with to learn the information you want to discuss, and we will be happy to talk with you there. These meetings will be fully staffed. We sent out more than 9000 letters around the 19th of June. We sent out another 9000 postcards to that same group around the 9th of July, and we have used digital advertising and newspaper advertising to let residents in this area know about this project, the information, the meetings, and so forth. I understand that there are some people here who said they have not received anything. [Dominionenergy.com/Nova](https://www.dominionenergy.com/Nova) should be the website that you use and look at. We will post

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information and make information available there. We got the routing information and the postcards, and all that information will be available there. Just a rough timeline, we will file with the State Corporation Commission by the end of the year. Most of 2025 and 2026 will be working with real estate and permitting, and then construction is expected to be 2027-2028. This line is something that we want to have energized by mid-2028 to meet the energy demands and the loading demands that we have, in this area. Again, what I would just say to you is, please join us at this meeting. These meetings are on Wednesday and Thursday at Stone Hill Middle School. No presentation, so arrive anytime between 5:30 p.m. and 7:30 p.m. and look for us, and we will point you in the right direction to receive the information you want.

With that, everybody, I want to thank you. A recording of this will make its way online, to the [Dominionenergy.com/Nova](https://www.dominionenergy.com/Nova) website here in just a few days. Thanks. Have a great week. Appreciate your interest. See you soon.