Rob Richardson, Electric Transmission Communications

Good afternoon. Everybody welcome to Aspen to Golden the 500/230 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. And I'd like to thank all of you for joining us today.

Our first virtual meeting for this transmission project was last year in June 2023, followed by a second virtual meeting in August of last year. This is our third virtual meeting, and on Thursday, just two days from now, we have an in-person meeting at Riverside High School in Loudoun County from 5:30 p.m. to 8:00 p.m. Information on that meeting is available on our website, dominionenergy.com/NOVA.

Today's presentation is being offered in English and we have simultaneous interpretation in both Spanish and Vietnamese. To listen to the presentation in either of those languages, you can go to the bottom of your screen. On the left-hand side, you can click the globe icon, and you can select your preferred language.

The Q&A function will be available throughout the presentation. Please feel free to ask your questions there. And when we're done with this presentation, we will categorize the questions and we'll 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 and we will post them under the FAQ section of our project website, dominionenergy.com/NOVA.

For the next 20 to 25 minutes or so, we're going to be sharing project-specific information as well aa maps with proposed routes, then we will take a quick break. During that break we will review the questions that you submitted to the Q&A function throughout the presentation and we will categorize them so we can address as many of them as possible.

If you have specific questions about a particular location or property, we'd ask you to use the GeoVoice tool online. It's a very powerful commenting tool that allows you to let us know you have a specific question about an area, your home or a school, or something specific. So, you use that or join us on Thursday at our in-person open house at Riverside High School.

The information we're going to share with you today includes the project need, the project background, we're going to talk about the regulatory process with the State Corporation Commission. We are certainly going to talk about the route for Aspen to Golden. We're going to talk about GeoVoice and we're going to answer your questions today.

Let me ask all my colleagues to turn on their cameras. You can see all the good folks that are here today. We've got a lot of good subject matter experts. I see Kristi and Claire and Matt, Kathleen, and Jake. I also see Jared, John Mulligan and Shane Moulten, and last, but not least Greg. And, cool, thank you. Thank you all very much. The other folks here that you may see in this presentation.

Again are there are interpreters, two for Spanish and two for Vietnamese. So, we want to make sure that we have you all covered in case you have questions in English, Spanish, or Vietnamese. Just a note about my colleagues, they represent the project team here at Dominion Energy and I think that we have all of our, all of our subject matter experts covered here in the

event that you have questions about anything that's related to this project. Okay, yeah, you can turn off the cameras now.

And let's take a look at the next slide and our commitment to public engagement because this is something that is very important to us. At Dominion Energy, we are committed to public engagement and outreach, and we are committed to listening.

In December, just last month, we sent out a save-the-date postcard followed by a letter with more specific meeting information to let you know about the community meetings this week on the Aspen to Golden project. We're here to listen to you. We're here to answer your questions.

As a reminder, in much of 2023, we met with Loudoun County leaders and residents in the community to share our plans and also to listen to you and to hear your thoughts. To support the electricity needs of the community more broadly and to booster economic growth and business development, Dominion Energy is investing in transmission infrastructure to provide all of residents and businesses with the reliable, affordable energy that they need for work or school, entertainment and safety in their daily lives.

I don't need to tell you about the growth that you see daily in Northern Virginia. The area has become an economic powerhouse and a magnet for business investment, new jobs, and relocating families. This makes reliable energy that much more important. It's 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 66% of the Commonwealth’s total population. Northern Virginia is one of the fastest growing, 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 $2 billion dollars in its headquarters here and the surrounding area will result in tens of thousands of jobs – sorry, 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 that was not always the case. This is Loudoun County nearly 40 years ago 1984. It's easy to identify Dulles Airport in the middle of your screen. Compared to today, there's very little residential or commercial development. Let’s fast forward now 40 years to 2020. Look at the growth that surrounds Dulles. Neighborhoods and businesses stretch from Route 7 to south of Route 50. What were once two-lane highways are now three or four lanes in both directions. This growth has been huge for this community. It's a similar story for data centers.

The Northern Virginia data center market generally includes Loudoun and Prince William. However, the market is continuing to expand towards Fairfax, Fauquier, Culpepper, and Stafford counties. We are projecting a more than 200% increase from 2020 to 2027 in data center energy requirements. Plus, there are fewer locations where data centers can build. Data centers are upgrading the equipment, they're increasing energy density. In the same buildings, the increase in density requires additional energy infrastructure; 1 to 2 data centers now require a new substation. And there are at least 3 data center campuses in Loudoun County planned, each requiring substations.

So, what does this look like for our communities? What does this mean for you? We're adding new electric infrastructure and power lines and substations to ensure that there is reliable energy to support your homes and your businesses and vital government services and data centers. New electric infrastructure improves the reliability for all customers by providing consistent, reliable, dependable energy.

Now, let's talk about the Aspen to Golden 500/230 kV project. It's about 9 miles long. We will show you routes and maps in just a few minutes. It's connecting two new substations, Aspen, which is west of Belmont Ridge Road and south of Route 7, to the Golden substation near the W&OD Trail, just west of Route 28.

Aspen to Golden is needed to address existing demand in Eastern Loudoun County. The State Corporation Commission, we refer to it as the SCC, has jurisdiction over electric transmission infrastructure in Virginia and will decide the routing for this project. Once we submit the project to the State Corporation Commission, it could take 9 to 12 months for a decision. The plan is to submit this project by the end of the first quarter of this year.

Mr. Vincent, you are up. Can you please talk about these four structure types that we're planning to use for the Aspen to Golden project and the right-of-way that's needed to accommodate them? And for folks who are listening right now, may notice a change. Can you talk about why that change is needed? Please?

Matthew B Vinson, Electric Transmission Engineering

Yes. Hello. So the 3 poll structures and H frames, you may be familiar with those structures. They are typically designed for 500 kV lines in this area and utilize a wider right-of-way of 150 feet. We've seen some constraints with this project and are trying to streamline the design and looking into a monopole version, which is a slightly taller structure but doesn't require the cross arms and extra hardware. But they also allow us to have a more compact right-of-way. We're looking at using a proposed 100-foot right-of-way in these areas so that we can route around sensitive areas, and, you know, have a clean design.

So we're really putting together our minds to get the best design for this area. We want to utilize thinner right-of-away and slightly smaller structures where we can, and then where we have height constraints, where we're crossing over made other existing circuits or other aerial concerns, we were going to spread out to the horizontal configuration of the H frame or three poll model that we typically use for 500 kV designs. For the monopole version, it keeps a 500kV circuit on one side and the 230 kV on the other, so they're vertically arranged side-by-side circuits.

The monopole with the V-strings is a typical structure you'll see down Route 7 southern area. Then, the two-pole option that you see beside that, slightly taller, is for large angles where you have to turn to angle the ground line moments, and the forces at the ground require splitting the load between 2 structures to accommodate that.

These are the types of structures we're proposing to have the most compact, economical, and straightforward design. We believe, you know, the monopoles will be a little more cleaner design and require less right-of-way. And so that's the plan here that we're proposing for this Aspen to Golden project.

Rob, turn it back to you.

Rob Richardson, Electric Transmission Communications

Matt, thank you, thank you very much. Um, just to just to clarify that we are proposing for construction using all four of the structures for the Aspen to Golden project that you see on the screen right now.

Matthew B Vinson, Electric Transmission Engineering

That's right, correct. You'll see a lot of the monopole around the Route 7 area; the three-pole and h-frame options will be only where required. When we have height constraints, but the new multiple versions, which you'll see predominantly on this circuit, but you will see a variety of all these four types of structures along this line.

Rob Richardson, Electric Transmission Communications

One more question, if I might, so the reason that we have a three-pole structure or two-pole structure is where you have an angle that's what's needed when the line turns one direction or another?

Matthew B Vinson, Electric Transmission Engineering

The higher loads again for the [500 kV] over [230 kV] option require the three-pole structure when we're turning an angle, and the straightforward design would be the H-frame. Whereas with the monopoles again, everything gets streamlined when you're going straight. So, for the multiple, you have the 1 pole with arms on each side when you're going a straight line, just supporting the wire and then when you turn an angle, you have the two-poles. So the heavier designs are for turning the angles and the thinner designs or, you know, 1 pole or H frame or for the straight or tangent section of right-of-way.

Rob Richardson, Electric Transmission Communications

Fantastic. Thank you very much. Um, okay, so we're now going to talk about what I think a lot of folks are interested in, and we're going to talk about our routing updates.

Jake is a routing contractor with Environmental Resources Management. His firm has done a lot of work with Dominion over the last 15 years in routing 500/230 kV lines. Jake can I ask you to please turn your camera on and will you please walk folks through the routing process, the process that you used, uh, for this Aspen to Golden Project?

Jake Rosenberg, Environmental Resources Management

Thanks Rob. As Rob said, I'll go through the routing process here and I'm going to show you some map figures that we'll have the open house and kind of walk you through a kind of broader what we're looking at with the study area. The study corridors, and then focus on the routes themselves.

We can go to the next slide and take a look at the overview of the Loudoun reliability projects. As you can see, this area is in Eastern Loudoun. And what this map shows are some of the existing utilities in the area. Those are the purple lines. There's a wider purple line that you can see; that's a 500 [kV] backbone over towards the left there that runs North to South, that's sort of the main power corridor for this area. So, what's the issue here is there's the highest

concentration of data centers, probably in the world, over in Data Center Alley, north of Dulles. And the main power source, which is separated, by what's mostly been developed, is residential areas.

Right now we're looking at some of the projects here. One of them has already been filed and approved by the SCC. That's Mars to Wishing Star. That's in red, which connects that backbone [500 kV line] over the near the substation which is over there on the West side of Dulles.

Now, the second project that we're discussing today is Aspen to Golden that connects Aspen substation to the Golden substation, and then the future project to complete this 500 kV loop will be Golden to Mars that dash line that just shows point A to point B. We've not routed that project yet.

The fainter purple lines you can see are the network of 230 kV lines in the area. You can see how they sort of concentrate there north of the airport and in Data Center Alley.

And I think we go to the next slide, which will be the study area for the project. The study area is defined by the two endpoints. Here we have the Aspen substation to the northwest that's adjacent to the existing 500 kV line. And then Golden, which is down closer to Sully Road there and the W&OD Trail now.

The area here, you can see, is characteristically residential. It's mostly residential area between Route 7, the Dulles Greenway, and with the W&OD trail running in between. There is an existing 230 kV line along the W&OD Trail.

This is about a 30 square mile area that we're looking at and you can see some of the main features here we're looking at some major roadways, residential areas, and some transmission lines, and of course, the concentration of data centers there to the South.

And we can go on to routing constraints. This is a very broad and busy map, but just wanted to illustrate those areas in the county that are for residential zoning. Residential development there in green. There are, of course, mixed-use and other plan development zoning in other areas, especially around Route 7 and the Dulles Greenway.

And this just is kind of an example of what we look at when we start to assess what are the constraints and even opportunities for routing in an area. In this case, some of the more important routing considerations are proximity to residences, compatibility with land uses, and avoiding residental or environmental features. In this case, there's two prominent features that we're crossing with this project. Goose Creek, which is a scenic designated river, and then Broad Run, which is another river recreational asset of the community that's part of a wider plan to connect a trail system. And that's over on the east between Loudoun County Parkway and Sully Road.

So the opportunities here, aside from the constraints, are really looking at where you have major road corridors. Where are major utility corridors? And what are existing developments like data centers, industrial development, or land that is zone for industrial uses or data center that provide an opportunity for routing?

And now we can go to the route corridors themselves. So, thinking about what we were looking at, you can see that the primary objective in identifying these route corridors is to avoid those core residential areas that you see centered here on Ashburn.

So, three corridors were studied for this project. There's the Dulles Greenway/Waxpool Road corridor to the South. In the middle, the W&OD Trail corridor. And in the Route 7 corridor. So all of these were chosen for certain characteristics that lend themselves to the potential for route development

Here the Greenway offers some major roadways that takes you through Data Center Alley. To the south allows for co-location, along part of that 500 kV backbone. The W&OD Trail corridor is obviously sort of the straightest connection between the two substation points, following an existing 230 kV line that follows the trail.

Route 7 sort of has a number of characteristics; it's a major roadway Route 7 is one of the busier highways, especially in Northern Virginia. You have data center development and data Center site plans that are coming or that are being applied for data center, zoning or an industrial zoning a long Route 7. And then what we have are major utility corridors along around Route 7, and along Loudoun County Parkway. Through this area, includes gas transmission, fiber, water, and then existing distribution lines.

So, what we'll talk about next is in looking at these corridors, some of these were going to be feasible constructible. Route 7 was found to be a feasible constructible corridor whereas the W&OD Trail and the Dulles Greenway were not. And I'll explain those reasons next.

I think we'll start with the W&OD Trail. You can go to the next slide. So, looking at the W&OD Trail, there's a few reasons, as I mentioned, it was direct and has existing 230 kV line between the two substations. However, there are serious constraints along here, there's an existing easement that cannot be expanded and any route or any new easement needed here would encroach on existing residences. We found that there would be at least 61 residences within the right-of-way. Also not shown on this map are publicly owned lands, including school board owned parcels, schools and other public lands. So, in looking at this is an obvious known co-location opportunity, but again, not constructible due to the amount of residences in proximity to the right-of-way in some instances in the right-of-way.

We can go to the next one, which is the Dulles Greenway; next slide. The Greenway corridor was subject of a lot of discussion, and there were some opportunities along the Greenway. However, in discussions with toll operator, there were not any allowances to have Dominion encroach on that existing right-of-way. There's future expansion plans, but the Greenway is only a small portion of this entire corridor. Some of the other considerations here were also residences. There are points along this line where there would be residences within the right way and many more in close proximity to the right way up to 500 feet. Some of the other issues with this corridor included engineering challenges.

There's a lot of existing utilities through here. Reclaimed water that's used to cool the data centers and all the existing waterlines. Existing fiber that follows some of the major roadways through Data Center Alley. Well, these are good co-location opportunities, the density of buried infrastructure in this area combined with some of the reduced setbacks of those large data center buildings. Engineering through this area is almost impossible and in instances where the new line would need to cross over existing 230 kV lines. You can see some small white X’s there where that green right-of-way is crossing over the 230 kV lines. Lots of engineering challenges there.

Other issues are publicly owned land and crossing through school board owned lands, County owned lands, and coming south there along the scenic river. Again, this corridor was dismissed for these reasons mainly due to the engineering concerns outages and certainly the residential impacts.

And we can go the next slide. So going to the Route 7 corridor, this shows us a project overview, and what are going to be the final routes that we're going to be fully studying. We sort of came a long way of looking at all of the possibilities, looking at various route alternatives, route segments, and conducting outreach. We thank you for your participation of course, in the open houses and the comments we've received, and those of you met with us.

So, what this shows is kind of our final route arrangement, and we've taken out some of the old segments and I think a lot of this would be familiar to folks that we've seen the maps before. How we're treating this, as you can see, that in blue is route 1, is what we're calling it. This is sort of the main line of the route. It's in three segments.

This is where we don't have variations or alternatives, you can see that. It follows mainly the south side of Route 7 that was identified as the best corridor to use, the best side of Route 7 based on the constraints.

And then there's two areas where we have variations. The first, is we're calling the Belmont or Belmont Park variations A and B. In blue is variation A, in green is variation B. And to the South, near the Golden substation, you have the broad run variations A and B as well just to quickly explain the reason for those variations.

The Belmont variations, the one that goes North of Route 7 is to avoid a fully approved residential development in that area. However, that route has drawbacks; it obviously brings it closer to some of those existing residences within the Lansdowne community. It would require two crossings of Route 7.

The Broad Run variations have been the subject of a lot of discussion and cooperation with Loudoun Water. We've been working with them closely to tackle some of these difficult routing issues, especially around the Golden, or I'm sorry, the Aspen substation where they're also putting in a lot of new infrastructure.

Their Board is going to consider either of these variations, for now we're studying both. One runs parallel to Loudoun County Parkway, going south. The other one uses some existing utility corners on the East side of the site going south.

So, as of now, our preferred variations are, of course, Route 1 as well as the, both of the “A” variations. So staying south of Route 7, using Belmont variation A, and then using the orange Broad Run variation A. That combination of routes allows for maximizing co-location along existing utility corridors and along major road corridors, like Route 7 and Loudoun County Parkway, and maximizing crossings of existing and future data center lands.

I think we can go next to see some of the specifics of the routes, and this would be a more detailed route map. I'll walk you through this, but I want to leave plenty of time for questions so we'll just do a quick kind of turn-by-turn here and explain what you're looking at. The first, sort of success of this routing exercise here and what we identified is that unlike everything we looked at, this corridor truly gave us the best avoidance of homes. You can see that there are 0 residences within the right way, 0 within 60 feet and there's a single residence within 250 feet in

the right way. So this compares to if you're talking about 500 feet of right away or 250 feet a difference of hundreds of residences. What you're seeing on this map there's lots of constraints here around the Goose Creek area. Goose Creek, as I mentioned is a scenic river with buffers. The areas in orange are future data center lands. So this is where we were working with some of the data center and developers to route through these areas and protect the Creek as much as possible having a crossing of Goose Creek that has the least amount of visual impacts on that resource as well as maximize our co-location along data center property. You can see in the dashed lines, these are different segments we've looked at and considered and so over time we've refined routing this way to Route 1, as you see it here.

I think we'll go to the next segment here. We're crossing over Belmont Ridge Road. And you can see, there's the, what was the North Star development, which now has a site plan on file for a data center. So, again, crossing from future data center to another potential future data center and avoiding an important local resource, listed resource as well, is the Belmont Enslaved Cemetery there at the corner of Belmont Ridge Road and Route 7.

Of course, you can see some of the other kind of core community areas of Lansdowne to the sort of North and East and then Belmont to the South here. Again, the goal here is to follow along Route 7, staying in those existing utility corridors as much as possible.

We'll go to the next slide. You can see where the Belmont variations are in this area where those crossings are. At this point, the company in favor the light blue segment, that's Belmont variation A. That segment was refined to avoid impacting some of those planned residential parcels and allows for more of a straight continuous shot along the south side of Route 7, which is advantageous.

Again, in orange there you can see where there's a site plan on file for another future data center and the rest of these, we don't have zoning shown, but these are all, you know, by right data center parcels in this area.

Continuing down Route 7, we can go to the next slide, having dismissed those segments north of Route 7., we go past Loudoun County Parkway, you can see One Loudoun. And then in order to avoid some other planned residential developments and some tributaries to Broad Run, turning South here between, there just past Top Golf, past existing data center building around there, and sort of steering clear of this important parcel along Broad Run famous for the heron rookeries there, and some trails there.

So, heading south, this was, we can see the, you can go to the next slide, the two Broad Run variations and these are across the water reclamation facility near Broad Run operated by Loudoun Water. In this instance, preference for the orange route that follows Loudoun County Parkway and some existing utilities.

The red route variation B also follows the utilities, but that route is nearer to trails within some of the wetlands would require more tree removal here.

We need to respect Loudoun Water’s limitations on that side. They're going to need as much of this land as possible. They don't have any place else to build. So, we're working with them to see what is going to be the best configuration that's not going to hinder their growth, but also being cognizant of some of those, environmental resources in that area that are particularly sensitive.

So, we can go south a little bit further and I think this is the last map page showing the two variations. Broad Run A following Loudoun County Parkway and then, sort of joining with that existing trail, co-locating there and then going into Golden substation and then their next to Golden substation is another future data center Broad Run variation B comes in past the and the same thing, just terminating there at Golden.

I'll leave it there for now. I know you folks have lots of questions and I'll be available to answer the specific routing questions, or just any other overall questions you guys have. So I'll turn it back over to you, Rob, thank you.

Rob Richardson, Electric Transmission Communications

Thank you very much appreciate all that. You can turn your camera off. Thank you.

Let's talk about, let's talk about GeoVoice , the public mapping and commenting tool. Just an opportunity here to make another pitch about our project website, dominionenergy.com/nova.

Let me just briefly say we are seeing your questions that are coming in, we were able to look at them briefly, so, again, keep continue to send us your questions. We appreciate that very much. We're very close to answering those.

You have GeoVoice, which allows you to view this project and others in Northern Virginia and Loudoun County, and with the most recent and up to date routing information and project simulations. There's also, there's a structure graphic on there that shows the four different structures we're considering for this project. So a lot of information there and then, you know, what you can do is, you can type in your address and will take you to your home and you can see, you know, how close your home is to this project or other things so it’s a good option for you if you want to view this information from the comfort of your home.

To look for GeoVoice, you have to scroll down just a little bit. It's a blue bar on the website that says “we want to hear from you,” you click on that on that bar and you can let us know your specific thoughts.

Okay, so with all that information we're going to pause here for just a few minutes. We'll be just pausing for a few minutes to, to look at all of the questions that have come in and assign them to the right subject matter expert here. We group them so that we can get to all of them. We've got about 20 minutes. So, give us just a few minutes here. I'm going to hit pause and we'll be back with you in just a few minutes. Thank you for your patience.

All right good, good afternoon everybody, thanks for thanks for your patience. Shane, can I ask you to turn on your camera? We're going to ask you to go first of the questions that we've received a couple of these questions from folks is about underground and did we consider underground for the Aspen to Golden project? Do we consider underground along around 7? You are a subject matter expert for underground transmission lines and can you address underground for the Aspen to Golden please.

Shane Moulton, Electric Transmission Underground Engineer

Yep. Not a problem. Yes all right. So just to level high level. Yes, we did consider underground more or less for all of the proposed overhead routes plus some additional underground routes were all considered at various levels and depths of evaluations. There were various, I mean,

without getting too far into the detailed reasons in which underground was not selected and submitted the SCC for evaluation.

High level, some of those include the number of cables per phase so when we're talking about, and again, I won't go too far into the details here Rob, so stop me at any point if I do, but the number of cables per phase required for a 500 kV double 230 kV combination within a single right-of-way. The overall impacts, typically for underground is utilized in situations where an overhead right-of-way might be too large, for instance. With the number of circuits we were evaluating, we were really getting up against the same size right-of-way. Especially it's specific locations, even larger right away. So the overhead right away itself. So the actual impact for more severe and therefore more limiting when you're taking into consideration route evaluations, and that really narrows down to the number of viable options we had, which were less than the overhead options.

And then when we took a deeper dive into those options, and the technologies available to us in trying to help solve those thermal capacity issues we had with a number of cable circuits per phase in a single right-of-way. It really did not come out to be the most cost effective, risk averse, solution out there. Hence moving forward with the overhead solutions.

Rob Richardson, Electric Transmission Communications

Thank you very much. Mr. Vincent, we're going to ask you to answer two questions that have come from our viewers. The first is when would folks know generally what those locations of those structures would be?

Matthew B Vinson, Electric Transmission Engineering

So, yeah, so we are finalizing all those locations with the heights and locations and all that. Information will be submitted in the SCC filing with that filing, which is available to the public. There will be locations, there will be charts and maps to distinguish the types of structures. And the locations of them along the preferred route. So that's when the information will be available.

GeoVoice also has approximate locations, but until it's filed, that's when we have fixed proposed locations for this route.

Rob Richardson, Electric Transmission Communications

Is it fair to say that generally, west of Belmont Ridge Road is where we plan to use the H frame structures and the three-pole structures? And that east of Belmont Ridge Road along Route 7, and down Loudoun County Parkway we intend to use monopole structures and two-pole structures, is that accurate?

Matthew B Vinson, Electric Transmission Engineering

Yes, that is accurate description that H frames are currently on the West side of the Belmont Ridge area and then monopoles for the majority of the route.

Rob Richardson, Electric Transmission Communications

We have 1 more question for you. And I might have been, I might have answered it generally, but I'll ask you, the question was about Ashburn village overpass and the structure, the

structures there. If we're going east on Belmont Ridge Road, it would be either a monopole or two-pole structure is that correct?

Matthew B Vinson, Electric Transmission Engineering

Yes, so particularly that crossing area yes, it, it'd be monopoles. And because there's a slight angle as we cross around the interchange, not going directly over the highest bridge part. We might have a two-pole structure on there, but yes, it would be that vertically aligned structures monopole to pull along that section of the right-of-way.

Rob Richardson, Electric Transmission Communications

Thank you very much. We did get a question on electromagnetic field from someone in the meeting and let me, let me just address electromagnetic field with transmission lines. So, first off, we have some excellent tools and information available at dominionenergy.com. And if you go to that website, and you search, we have some excellent online information that addresses electromagnetic fields generally and people's concerns about that, but let me also say, say this, that no federal or state agency has concluded that exposure to low frequency from household electrical sources, including power lines at the levels that are typically found in our communities is causally associated with any health hazards.

The minimum energy includes data on the levels produced by proposed facilities and all its applications submitted to the Virginia State Corporation Commission or other applicable state agencies, and so in short you can find that information in our state corporation commission filings.

One other question I think that I'll take is the State Corporation Commission timeline, and like we shared this afternoon, that we submit this information in this case with the SCC by the end of the first quarter of 2024. We would expect a decision no later than the first quarter of 2025, which would then allow us to discuss easements and permitting with people along the route. That could take 6 to 8 to 9 months, sometimes even a year, but we would hope to start construction, expect to start construction in the 3rd or 4th quarter of 2025.

An important date for us would be to have this Aspen to Golden project energized by the end of 2027, and, you know, as we move through this process, and this timeline, we certainly will be communicating with residents who are impacted by this project.

Let's see, Kunal we have a question for you about the need that Aspen to Golden is, is being used generally, to provide power to existing data centers, existing customers. Will Aspen to Golden also be used for future needs in Loudoun County?

Kunal Amare, Electric Transmission Planning Engineer

Hello everyone. Yes, as you mentioned, Aspen to Golden project will be used for existing infrastructure needs as well as the future customer requests in Loudoun County.

Rob Richardson, Electric Transmission Communications

Thank you very much. Let's see. I think Jake, I think you're up next. Let's see here, the question I had for you is reviewing the factors to determine routing on the North or South Side of Route 7. And please be clear in what residential impacts means, you know, we certainly Jake have talked to the public at length in the last in the last four public meetings last year. There were questions

about the Dallas Greenway and the W&OD Trail and we talked to a lot of folks about residential impacts there. So we talk about how we, how we determine if the north side of Route 7 or South side of Route 7 is a preferred route. And then impacts as well.

Jake Rosenberg, Environmental Resources Management

Sure, thanks Rob. When I'm referring to residential impacts most of the time that involves a visual impact from a distance in some of the cases especially. When we're discussing the corridors, those were instances where the residential impact would involve specifically condemnation of homes, actually homes that would be within the right-of-way and other residential parcels being crossed by the right-of-way.

So, comparatively we looked at those much higher impacts, potential condemnation or certain condemnation along those other corridors. Where we didn't have those impact were along Route 7.

To speak to our study, the North or South Side of Route 7. What influences that decision was, you know, routes of itself, there's utilities on either side. I can't share the exact location, those utilities, but you can see where there's clear. There's some major gas lines on the north side of Route 7, and there's utilities throughout, which we looked at, when actually placing structures.

So both provide qualification, but the being barred from putting structures in some of those existing utility right-of-ways. Some of those are very sensitive.

In the case of a couple, I mean, for existing homes Lansdowne using the north right-of-way or the north side of Route 7 would push that and would push those structures closer to the existing development.

Another reason was impacts to the cemetery in there which has clearer views across the highway there where the trees are thinner of those lines. It's a cultural resource. We were closely at the visual impacts to that cultural resource.

So, cutting across that quarter, staying on data center property actually mitigated those visual impacts almost completely. Especially during leaf on conditions. You couldn't see the lines from the main area of that cemetery, if you've been there.

So utility co-location planning around those existing utilities, also looking at a whole, where are there going to be future data centers right now with site plans file on several parcels on the South side are Route 7. What this means is, if any of those by right data center get built, there would need to be transmission corridors to those areas anyway, what we would want to avoid is having to put even more transmission lines structures in this area to cross back and forth over Route 7 to get to those delivery points, which would be a data center and their future substation.

Also, looking closely planned developments, looking at kind of everything that's in the County lines up right now with what? What's going on with development? Where are they at in the process? How many homes? What types of development we're looking at? What we found out was that the rounds that the more site, or outside of it was going to be more impactful.

Especially with some of the applications there, and again with those existing utilities, having to get further and further back from the highway. The entire point is to stay co-located along the highway as close as possible. That sort of influenced our decision.

Rob Richardson, Electric Transmission Communications

Jake, thank you very much. Appreciate, appreciate all that information. Good, good, good stuff. One more question. I think that we have, and I'm going to ask Laura to turn her camera on. Someone in our meeting, Laura, noted a cell phone tower that's proposed on the South Side of Route 7. I believe we're, we're aware of that. When you talk about that and how we're working with those folks please.

Laura Meadows, Electric Transmission Siting and Permitting

Yeah, okay yes, we are proactively working with both Vita and the cell tower company too. And we are exchanging plans to ensure that there is sufficient space for both projects. Should the variation on the South Side of Route 7 be selected.

Rob Richardson, Electric Transmission Communications

Excellent Thank you. Thank you very much. That's going to conclude our, our meeting this afternoon.

Couple, a couple of things I want to first thank all of my colleagues, we had more than 20 folks here available to answer your questions and provide you more information. Should you need it. We also had interpreters for Spanish and Vietnamese in case folks had had the need for a different languages as well. And we do all this because we want you to have every opportunity to provide meaningful information. So thank you. Thank you very much. And to my colleagues, thank you.

Today, this recording, if you want to watch it again, or you want to share the information with the people in your neighborhood, will be online, give me a couple of days to put it there expect to have. By the end of the week you'll be able to watch this, you know, scroll through get to the Q&A, you know, get to the parts that you that you want to listen to. And to watch a couple other things here.

If you have, uh, you know, have another burning question for us, um, I would remind, you that we're going to be at Riverside High School in Leesburg and Loudoun County on Thursday afternoon. The doors will open at the high school at 5:30 we'll be there until 8 o'clock. There's no presentation. You know, so you can come at 5:30, you can come at 6 or 6:30 and our subject matter experts will be there ready to answer your questions from the moment you walk in the door.

Another pitch for GeoVoice on the Dominion Energy project website is another great resource for you as well.

I think that's all I have.

I'd like to thank you for joining us today. We appreciate your patience with all these meetings for you and hope you find them valuable and if you're interested again, we hope to see you on Thursday afternoon. Thanks for joining us everybody have a nice afternoon.