

Dominion Energy – Jeffress 230 kV Electric Transmission and Substation Project April 6 Community Meeting Transcript

Hey, good evening everyone. We're going to go ahead and get started.

Some of you may be familiar with what's going on in Mecklenburg County, and some of you may be familiar with this project, and it may be new to some of you.

But I want to show this picture of our current electric transmission system that we have in Southside Virginia. And the red circles that you see here, those are new load centers that are coming to the area.

So, what that means is it's new growth. And namely that's due to data centers coming to Southside Virginia.

And so the lines that you see on this map are the existing transmission lines and the triangles are our existing substations.

But the type of transmission line that we currently have, it's not sufficient to meet the load that's, the growth that's coming, or is it directly in the area where it's needed.

So, we do have a good plan in place for these new load centers that are coming.

So we have the Butler Farm Project, which some of you may be familiar with. We have the South Hill Project. And then we have the Jeffress Project, which is the project that we're talking about tonight.

So, what's needed for the Jeffress Project is we will need to install approximately 18 to 21 miles of new single-circuit 230 kilovolt electric transmission lines paralleling one another on shared right-of-way.

And that's from the Finneywood Substation Site which is north of Chase City to the Jeffress Substation Site which is north of Clarksville. And the approximate right-of-way need is 120 feet wide.

So, what are they going to look like? We do have this enlarged in the room, but these are the two single-circuit monopole structures.

So, they are in a weathering steel finish, so they're brown in color. And you can see that they share the right-of-way which is 120 feet wide, and that they're approximately 120 feet tall on average.

So, probably the most common question we get is how do you know where the lines are going?

And trying to figure out how and where to route an electric transmission line is such a challenge for us because we know the impact that this has on landowners. It's not easy.

Our goal here is to try and minimize impacts to the greatest extent possible, recognizing that we can't avoid all impacts. So, we do try to co-locate with existing infrastructure if we can. We try to stay close to property boundaries.

But there's a lot of constraints as well. So, environmental impacts, wetlands, water bodies and tribal property for example.

So, hopefully you received this map in the mail. There's also one included in your folder. These are the routing alternatives that we have for this project.

Routing alternative one and two, they are in black, they have been dismissed, and I will talk more about that in the next slide.

But we do have route alternative three in green. Route alternative four in yellow. And then route alternative five in blue, which is a new route.

It's important for me to share with you guys that routing is an iterative process. So, these are preliminary. They're subject to change. And they are not set in stone. And you can see that by two of the routes being dismissed and a new route being added.

So, going back to route alternative one and two, what does it mean when I say these routes are dismissed? So, from Dominion Energy's perspective and looking at our impacts analysis, we believe that these two routes are impactful.

I know I shared earlier that we tried to co-locate with existing infrastructure, and that 20 to 21 mile route for routes one and route two, they only co-located with an existing transmission line for 3.3 miles.

But there are other reasons for why we dismissed these routes.

So, there's Army Corps land, the community feedback, cost, length, so routes one and two were significantly longer in terms of mileage.

There's planned development in the area. There were significantly more residential homes nearby and we try to, we don't want to be in close proximity to homes if we can help that. And then there were also VOF, Virginia Outdoor Foundation restrictions.

And, so again, we are trying to minimize impacts when we route transmission lines. So, we did add a new route, route alternative five, which is in blue.

And if you look closely at route three and four, the green and yellow, they share an alignment at the top end of the project and at the bottom end of the project. And so they actually share an alignment for over 50% of the length.

So, we felt it was necessary to have a variation, have some kind of distinction from those two routes. And so, it is a new route and we are still in the process of completing our impacts and analysis.

The Virginia State Corporation is the agency that has jurisdiction over the routing of this transmission line. So, they ultimately select and approve which route Dominion must build.

And then pending SCC approval, we would have to get subsequent permits as well.

But a little bit about the SCC process. This process can take anywhere from eight to 12 to 24 months depending on complications from the project. So, what will happen is Dominion Energy, we will submit our application to the SCC and they will take the evidence and pretty much they will determine did Dominion Energy prove that this project was needed and does the route minimize impacts?

But what's important to know here is once we submit our application to the SCC that doesn't mean it's over. There is still time for public input in the SCC process.

So, the orange circles that you see there, those are the different opportunities for public input through the SCC. So again, once we submit our application to the SCC, there is still time for public input.

Our project website, dominionenergy.com/jeffress, we have this great mapping tool called GeoVoice, and you can type in your address, you can look at all the routing alternatives if you sign up. You can leave a comment for the project team.

There's also a measuring tool. So, if you're curious, how close do I live toward one of the routing alternatives, there's a measuring tool and you can go ahead and see the distance.

But this is a great tool, and it's good to stay engaged and continually check back on GeoVoice because the routes are constantly being refined.

So, here's a timeline. This shows all three of those projects that I mentioned earlier, but the Jeffress project is highlighted in green.

So, we did begin our public engagement earlier this year and we are planning to file our application with the SCC this summer. And then pending SCC approval, we anticipate construction starting in early 2025 and then wrapping up in summer 2026.

So, this really wraps up the formal presentation. So, where do we go from here? Definitely want to go back and speak with our subject matter experts that we have in the room.

We have a lot of people here tonight. I'll just ask them to kind of wave so that way if you have a specific question you'll know who to go to. We have planning, project management, routing, environmental, engineering, siting and permitting, and right-of-way, and real estate.

So, we have a lot of subject matter experts in the room tonight that you can speak directly with. And then also we're always available by phone and by email. And then also, you can also leave a comment on GeoVoice.

So, I would continue to check back on the project website for any updates. And that concludes the formal presentation.

- [Attendee] I have two general questions I think that'll cover. First off, you talk about you're running these things on existing right-of-ways. When I bought my property, there were lines there. I knew that there was a right-of-way.

But if you've got four or five different routes, does that mean that all of Mecklenburg County is a right-of-way? How can you say that? How can you say that four routes are all along the right-of-way when right-of-way means Dominion has defined a route and they can work in it?

- So, I'm not sure I'm understanding the question. So, I'm hoping you can clarify. These are, these are new right-of-ways. So we would be....

- [Attendee] Well, who, wait a second, they're new right-of-ways. How did these things get defined? No one said all of a sudden you're living next to a new right-of-way. What is...? I understand the concept of eminent domain and all that stuff. But why wasn't this put out before Microsoft said they needed things that many people here are now living in a new right-of-way?

- So, sorry, so the way our projects become a project is when someone submits a load letter. So, in this particular case, our load letter came from Mecklenburg co-op, and they have told us that they have a significant load that we need to serve as the utility.

So, we then have to take that load, which Roxana has showed and is in your maps, towards the Kerr Dam Reservoir, and we have to get there from other infrastructure.

So, I think the beginning of the presentation she showed the existing infrastructure in the area, and it's just not where the load is and it doesn't have the capacity to serve that load.

So it....

- I understand that. But how do you define that all of a sudden where there were no power lines before you have a right-of-way?

- Well we don't right now. We're just trying to pick the route and have the SCC approve a route. And once they do then we will talk with every individual landowner to get an easement from them and then that becomes our right-of-way.

- [Attendee] Okay, that's fine. Then that answers my question. So then on the first slide, when you said you're putting lines in on existing rights-of-way, you don't have those rights-of-way right now?

- No, we try to look for existing infrastructure to use that, but we can't do it everywhere.

- [Attendee] My second question is is once you've determined which one you're putting into the SCC, obviously if it has an impact on someone they're going to need to know that. How would we then know that we have to start yelling at the SCC 'cause we don't want the line next to us?

- So, once we file our application with the SCC, it'll be on our project website, it'll be on the SCC's website, and they will send a letter letting them know. So, we don't know what the preferred route is at this point. This is why we're here, to get input from the public.

So once that, once you received that letter, or once you see the application online you'll know, and then which one is our preferred route. But then the SCC will issue a procedural order. And so they will say this is the deadline for public comments.

- [Attendee] So, we can count on Dominion, once you've chosen a route, to tell us this is what's going before the SCC?

- Correct.

- [Attendee] And, and then we can work that way.

- Yes.

- [Attendee] Thank you very much.

- So, ideally we do get your input now, it's why we're here. But yes, there is still time for public input through the SCC.

- [Attendee] So, if the landowner does not give the right-of-way, what is the procedure?

- So, that's a great question. If a landowner, so for those who may not have heard, if a landowner does not want to give the rights to Dominion, I mean again, the Virginia State Corporation Commission ultimately chooses the route.

So, if they do approve the route, we would approach landowners for purchasing those easement rights. And so if....

- [Attendee] There will be monetary compensation?

- Yes.

- [Attendee] To anybody and everybody who gives the right-of-way?

- Correct. And I will add, I think someone had asked me earlier if it was negotiable, and the answer is absolutely.

Okay. Well thank you everybody for coming. We'll go ahead and break out to the boards. And if you have any questions, we have lots of experts in the room. Thanks.