

- Community meeting. We're here to talk about Dominion Energy's proposed White Oak Electric Transmission Project. My name is Ann Gordon Mickel. I'm the Communications Lead for the project. And let's go ahead and get started. So just a quick overview of how we've prepared the meeting tonight. I'm gonna give a project overview presentation. So, the goal of the presentation is to provide a little bit more context than was in the announcement letter. Whether you received the announcement letter or you heard about this project through a friend or an advertisement, we're really glad that you're here. After the presentation, we'll go through a Q and A session so you can ask us your questions. And then if you'd prefer to ask us one on one, we'll open into an open house style until the end of the meeting at eight o'clock. So this will be recorded as well as the Q and A session, and it will be placed on our website. So if you have friends or neighbors that were not able to make it tonight, or if you wanna go back and review the presentation later, that's available for you. We'll have it up in a few days. Also, if you received a packet, you should have a copy of the presentation, so that's there for you to reference at any time. Or if you wanna take notes. If you need a pen, just raise your hand, and a member of my team can bring you one. But before we get into the content tonight, I just wanna say on behalf of the project team, thank you for coming. It takes time out of your day to come and talk to us, to listen to the project, and to read about it and do your own research. So the goal of the meeting is to learn a little bit from you all and for you to learn a little bit about the project from us and why we're here and where we are in the planning process. So our commitment to you tonight is to listen and to explain the project as clearly as possible. So if something isn't making sense in the presentation, feel free to ask us. I know I'm going through a lot of content tonight, so we talk about all of this every day at Dominion, but you all are probably not talking about this content at the dinner table every night. Maybe recently, but anyways. Our commitment is to listen and respect your questions and your concerns, and we wanna learn from you. You all live in this community. You know it best. We may have missed something in our planning, so we do wanna hear your feedback. It is important to us. So, thanks for being here, and I hope this is a productive meeting. So, as I mentioned, we talk about all this lingo all the time at Dominion Energy and terms like transmission and distribution, those are common phrases within our team. So I don't wanna assume that everyone knows what that is when we're talking about it. So just a high level, electric transmission lines are the high voltage lines typically comprised of steel. When power is generated at one of our power stations, we need to transport that power long distances. So we use transmission lines to carry at high voltages long distances. Then before we deliver that power to your home or business, we need to reduce the voltage. So if you think of a transmission line as like the highway of delivering power, the substation is the exit off of the highway. So once the voltage is reduced, then distribution lines, or the wooden poles that you may see in your neighborhood, carry the electricity to your home. So as I mentioned in the previous slide, the transmission system is a really important part of the electric grid. Without a strong transmission system, we cannot have reliable electricity. So at Dominion, our obligation to serve, we have an obligation to serve all of our customers. So, whether it's a large business or residential areas, we cannot pick and choose which customers we serve, and we have an obligation to provide safe, reliable, and affordable electric service. So when we think about all the factors that go into keeping a grid operating safely and reliably, there are a lot of different things that we need to think about. So there are always going to be risks and threats to the grid. That could be anywhere from an equipment failure. Any piece of equipment is prone to breaking at some point. So we put measures into place that if there is an outage on one line, that another line can pick up that load. So when you turn on the lights, you don't notice anything. There's also weather events. We need to make sure that our system can maintain service throughout weather events, or if there is a power loss, that it's a quick

restoration period. We also plan for the challenges of today, like cyber threats and physical threats. So, typically when we have a new project, there are three drivers, and there could be one or multiple drivers. And for example, economic growth. So if we have growth in the area, aging power assets, maybe we need to rebuild a line to keep it in service, just as you would perform maintenance on your car or rebuild something on your vehicle, we need to do the same thing with our system. And we also need to meet mandatory NERC criteria standards. So I'll talk a little bit about that. And that is one of the drivers of the project. So a driver could be economic growth and NERC standards in this instance.

- [Audience Member] What is a NERC standard?

- I will get to that in just a minute. So, planning a transmission project. It's important to know that Dominion Energy cannot just decide that we need to build a new line or rebuild a line. We have several checks and balances that go into making sure that Dominion is operating in the best interest of our customers. So this all starts, typically a new transmission project starts with NERC. NERC is an organization that was formed after a large-scale blackout in 1965. And essentially what NERC does is they put measures in place that utilities like Dominion have to follow so that large-scale blackouts don't occur. That's the goal. So they have criteria that we need to meet. So when our team is looking at the grid, we have a group called our Electric Transmission Planning Team. So members of that team are here tonight that can answer some of your questions. So they'll look at the grid now. They'll make sure that we're meeting the demands of today and tomorrow. They'll look out 10, 15 years in advance. Because when a transmission project is planned, it can take years from the time that the need is identified to when we actually finish construction. So the Transmission Planning Team, if they identify that there is a NERC criteria that we are not meeting or we are scheduled to not meet, if growth continues, then they will run their modeling, and they will take that need to an organization called PJM. So PJM is called a regional, well it is a regional transmission operator. So they're basically another check and balance system that we use. So our transmission planners will go to PJM and say that we have this projection, and PJM will run their modeling, and they'll say, yes, we agree with you, or no, we don't agree with you. If they do agree, we have to go back and we propose our solution. And so we don't move forward in that process until PJM agrees with us. So, from there, we go to the longest approval process, which is the Virginia State Corporation Commission, also known as SCC. So this is a lengthy process, because we have to show all of our homework. We have to show all of the different routes, the need, the cost, the construction impacts, and the SCC is there to make sure that a route, if it's needed, is minimizing impacts. So that is a lengthy process, because there's a lot to review to make sure that we're proposing the right project. And once that approval is in, we still aren't finished. We have to get all of the local and federal permitting. So when we're constructing the project, we're meeting environmental standards, we're constructing it in a reasonably, minimalizing the impacts. So a little bit more about the SCC process. The SCC has jurisdiction over transmission lines at or above 138 kilovolts. So in this instance, this project is 230 kilovolts. So this would meet the SCC criteria. So we file an application, as I mentioned, to see if the project is needed, but also which route reasonably minimizes impacts. So we are planning to file an application with the SCC later this year. They'll review the case, and they will select which route we are to construct. So the important thing, and why I'm talking about the SCC process, is because this is not the last opportunity for public input. There is an opportunity to get

involved with the SCC. So we will share information, if you wanna be involved with that process. Typically lasts about a year. And as we get closer to filing, we post all that information on our website, and we will post updates, and our application is all public information, so you can reference that at any time. So let's get to the need. We've talked a little bit about why, how we go through the process. I've heard a lot of questions from you all about why this project is needed. A lot of great questions. And in the letter we mentioned that growth in the area is the reason why we have this upcoming NERC violation. It's no surprise that the area has experienced growth around the tech park. We have several substations that have been constructed, and we have more that are planned. They are currently served, as you'll see here by this purple line, these are two separate, 230 KV lines. So to meet NERC criteria based on megawatt usage, we need to connect the White Oak substation, which is here, to an existing 230 KV line. That will provide more contingency if we were to lose these lines. Now it's important to note that these substations do not only serve the tech park. They also serve residential customers. So this is a benefit. It's another contingency and redundancy to add reliability to the system.

- [Audience Member] So this is just for redundancy? It's not even capacity?

- [Ann] Sir, if you wouldn't mind, we're gonna have a Q and A session. I do wanna get through.

- I just wanted to clarify. Okay, we will get to that in the Q and A session. All right, so you may be wondering, you received a letter, why do we have these three routes on the map? And how do we get there? There are a lot of different things that go into planning, and I'm going to ask my colleague, Jake, to come up here. He is a Routing Specialist, and he's gonna talk a little bit about their process and then specifically what challenges we had for this project.

- Is there a laser point around on here?

- This is laser.

- Oh, gotcha.

- This is right.

- Gotcha. Hi everyone, my name's Jake. I'll be going through the routing process, just to discuss how, or give kind of a view of how we look at the routing process and take you kind of from beginning to end as we look at routes, evaluate them, and ultimately propose routes in front of the SCC. We're balancing

several things here. There's the statutory requirements from the SCC, there's the project goals, and community concerns. Right now, obviously, the open house is part of the community concerns, which allows us to make good routing decisions while also meeting statutory requirements and meeting our goals. From the SCC, you can just skip to the bottom here. We're trying to minimize adverse impacts to the greatest extent possible on all types of resources, historic, environmental residences, anything. Those are things we quantify, we qualify, and we evaluate to try to come up with a short route and one that impacts the environment as much as possible. So starting off, what are our routing considerations? Things usually fall into an opportunity or constraint. Opportunities could be some sort of linear infrastructure, like a road or existing transmission line or a railroad corridor, something that's linear, something we can follow, something that provides a pathway to where we're trying to go. Those don't always exist, but if they do, it's a good opportunity for us to use for routing. Constraints, that's everything you can think of. There's cultural resources, proximity to homes, wetlands, forest removal, anything that impacts the environment, or built or natural. When we look at the constraints, we also look at what are engineering construction requirements. We're looking at what do we need in terms of poles? What is the topography like? How do those spans look like between the structures? What are we trying to avoid? And if we have to put in angle structures or something that requires difficult engineering. In some cases that could be mountainous terrain. Here, we're looking at a lot of wetlands, and the construction problems going into wetlands and avoiding impacts. Identification of potential routes. Once we go through our opportunities and constraints engineering, we see what is available in terms of corridors. This is usually defined by what do we need in terms of right-of-way? In this case it's 100-foot right-of-way. So what is the best path to avoid those constraints and maximize routing opportunities. So when we have those routes, we compare them against each other, evaluate them, and select routes. Some are ultimately dismissed for having fatal flaws, and others move forward to be further evaluated. So, considerations, I discussed this. Where are we going? Is there enough room? Usually that's a right-of-way room. Can we fit through certain constraints? And we're looking for encumbrances, things like easements, areas where we can and can't build or put in a new right-of-way or encumber land. And are there other utilities? Sometimes this comes into play where there's buried utilities or other lines, and how a new transmission line might impact that or be kind of denied space, depending on what's already there. So, we're trying to avoid the constraints, like I said. And there's sensitive resources that we're looking at specifically. And I think here, some important ones to mention are wetlands and water bodies, T and E species, historic properties. Based on recent legislation, there's the Virginia Environmental Justice Act. We're looking at impacts to environmental justice communities as defined by the state, and looking at visually sensitive or scenic areas or managed lands. That could be wildlife management areas or easements, conservation easements that protect areas. So when the-

- You guys are talkin' a lot of jargon . At what point did we stop you? Because what is environmental equality justice? Whatever you said. And I dunno that you'll come back to it, is my point. Sorry to .

- Sure. No, environmental justice. There's been a movement recently to address some of the sort of injustices of the past where certain communities, minority, low income, have carried a disproportionate burden of infrastructure. You see this in areas... So there's legislation, states are starting to enact this, Virginia is an example of a state that has enacted state-enabling legislation where they require us to

look at what are the potential impacts to certain environmental justice communities. So that's just another one of the kind of constraints we wanna look at for the human landscape when we put in new transmissions. So as not to overburden communities that have been burdened in the past with infrastructure like this. Sorry, I'll move on. And we can get back to that, thank you. Looking specifically at this project area, there are some constraints that, I mean everywhere you work, each geography has things that are more important than others or more present. In this case, one of the most important features would be all the wetlands and riparian areas associated with the Chickahominy River and White Oak swamp. And you can see those represented in the blue and green here around that river corridor. And that's where the existing line is. You see that in purple. That's one of the most important considerations we have. We're, of course, trying to minimize impacts to wetlands, historic and cultural areas. There are a lot around here, old battlefields. Residential areas. You can see the parcel map here. Where are the neighborhoods? Those are also areas of constraints. Plan developments. Henrico County's EDA is developing large portions of land for data center and other industrial use. Those are in this tan color here. Those plan developments, I mean large building footprints, we're looking at those to try to avoid large building footprints and route around those areas where possible. There are conservation easements in the area. None in kind of this direct corridor here, but they are around, and those have to be avoided. And we also look at how we cross government owned lands, hopefully partnering with the county and other entities to either avoid or find a crossing that is acceptable, when we're crossing either state, local, or federally-owned lands. Going back to engineering construction, different variables here. The tower height. Span length, so the distance between those structures. Right-of-way width as I discussed. Right now we're looking at a 100-foot right-of-way for the 230 KV line. Construction access is a concern, particularly with wetlands. They have to put down matting. It impacts those wetlands, sometimes temporarily, sometimes permanently. That's something we try to avoid. Soil stability. There's not a lotta steep topography here, but there are areas around some of the tributaries to Chickahominy where soil stability is a concern, especially along steep slopes. Generally angle structures, things we try to avoid sharp angles and also shorten the line, so we impact the area as much as possible. Other issues, utility offsets. If there's other utilities in the area there, the lines need to be a certain distance from other electrical lines as well as not be built over, say, a buried sewer line. So we start the whole process with endpoints. In this case the endpoint, it's White Oak Substation that's located in the industrial park area here to the southwest. And then the other endpoint is along the existing 500 and 230 KV corridor here. This is an existing Dominion transmission line. So what we do is, with the two endpoints, we don't have the endpoints exactly defined, but we know that we need to tie in to the existing line. So we put a study area up to find out what are our alternatives to get from point A to point B. At that point, we're collecting all the data we can that's publicly available and other data that isn't publicly available. We can't just share archeological resources, stuff like that. But we collect all that, compile it, and stack it on top of each other to see what is in the area and identify where those constraints are. This is just a list of pretty much everything that comes into play, and this really, it depends on what geography we're in, but all things we look at. Certainly avoiding some parks. Engineering comes into play when you're near airports, highway crossings, and some of the things that I talked about before. In this case we're looking a lot at planned land use, wetlands. So once we have the study area, we're trying to find, we have the endpoint at White Oak Substation, and identifying other endpoints. In this case, because the existing line was built along that riparian area, all the wetlands associated with the Chickahominy River, were trying to find dry areas that are constructable, and with our routing, try to avoid wetland impacts and impacts to neighboring residences throughout. So, the

study area will be adjusted, but we identify the potential routes by just trying to avoid as much as possible these constraints, mapping those, and then going out in the field to see what it looks like on the ground, and taking pictures, looking at everything that you just can't see on a desktop level. So even though we see all of these routes on the map, that doesn't, we're not done with our routing. That's why we're here. We're getting stakeholder input. And rather than just looking at quantifying these impacts, we have to understand how to qualify them. And that's why we're here talking to everyone to understand what we're missing or how to weight these things. Because when we discuss these routes, when we put these forth to the SCC, we need to have that input and discuss that in detail in our reporting to understand things that we might have missed or things that are of greater importance, especially to the community. At this point, we can modify routes, eliminate routes, or come up with something new, if needed. So, that's why we're here. And it's an integral part of the routing process. So although we're looking at the maps right now, it's us collecting input from everyone here to understand the constraints better and the needs of the community. So, in our reporting we'll quantify all of the features that are affected, and that's a whole long list of everything from land use, all types of cultural resources that are buffered out for all types of distances, threatened and endangered species, distance from homes, and other built environment and natural environment. And then there's the more qualitative factors like visual impacts. We do visual simulations and collect stakeholder input. And from there we have a set of alternative routes, and from those alternative routes we select a proposed route that we put forth to the SCC. So when we have that, we put the SCC application together, we have a proposed route and file the application for the state to consider. The state will ultimately decide the best route of what we put forward. And after that we consider cost, impacts to the area, constructability, and timeframe based on the needs of reliability, and trying to get the substation to power as soon as possible. And I think that brings me to engineering. Who's next? Thank you.

- Thank you, Jake. So you've taken a look at the routes that we have proposed, but we haven't shown you anything about the structures. So we don't have much to show you tonight about what the structures will look like, but we are working on some more simulations that will show what the corridors would look like. We'll have those up on our website, and we will have those at a future meeting later this fall. So we will schedule that after this meeting as we gather input. Then we'll come back and have another opportunity to engage with you all before the application is filed. But I did wanna share with you just to get an idea of what the structures would look like, what you're looking at here are monopole structures. So, if you've seen transmission structures around the state, you may have noticed that they all look a little bit different. Some are more lattice structures, some look like a big H, these are monopoles, and they would hold both of the circuits that are proposed. You'll see that they have two finishes. That's because when we get to this point in the engineering process, it really doesn't matter construction wise which finish we go with. So we do like to let the community have a say in which one we would choose. So, typically Dominion would choose the weathering steel finish in this area, because it's more heavily wooded. But if you feel strongly about the galvanized, send us some feedback, and we can take that into our plans. The average height, depending on the route, would be about 110 feet, and as we move forward with the process, we'll further refine those structures, 'cause each will be just a little bit different. So I've talked about different routes, and we've talked about overhead structures, and you may be wondering, did you consider underground? Just put the lines underground so no one has to see it. And we have reviewed that. We've been asked to look at underground options and do wanna go

over that and why we have not proposed any underground routes that you saw in the announcement letter. So undergrounding transmission lines is pretty challenging to do, and there are constraints just like there are with overhead lines. So we started with a feasibility review of if we could even do underground. And what we came back with is around the tech park we need that portion of the line to be overhead for several reasons. It needs to enter the substation as an overhead line. So then we began looking at hybrid solutions. So that would be overhead in the tech park, and then when we crossed over to the residential areas and then we would try to put that underground. There are impacts just like there are with the overhead routes. So, this is very recent development. This is why you probably have not seen this yet, but I did wanna highlight this. What you're seeing here is something that is currently being reviewed and has been updated on GeoVoice, if you've been looking there. So I did wanna talk about that a little bit and why we only have one hybrid proposed route right now. So like we had with the overhead routes, undergrounding is hard to route due to the wetland areas as well. It's actually a little bit more difficult, because we require transition stations, and transition stations are needed anytime you transition an overhead line to underground at the transmission level. So those are visual impacts that you should be aware of, and I'm presenting this to you tonight so that you can have all the information. We do really wanna hear your feedback on the hybrid route. We've heard some feedback from other community members on the overhead routes on GeoVoice, so I thank you for that. But this is really important, because it's important to understand that when you underground a transmission line there are still impacts. So what you're seeing here, dotted line is the overhead portion, and then the transition stations would be proposed in these two areas. Whoops. Hold on. And these little boxes right here and here.

- [Audience Member] How large are the transition stations?

- So, it would be based off final engineering, but we are estimating that it could take up to six acres. So it's a pretty large parcel, but we will get to more questions. Almost finished with the presentation. Definitely wanna answer some of your questions about the transition stations.

- [Audience Member] Can you go back to that slide when we ask questions?

- Absolutely we can.

- [Audience Member] Everyone in the room that those five-acre squares are five-acre squares out of two family farms. It's not just a line. They're presenting to take land out of part of two family farms. So it is way beyond just a line. It is taking property out of. Five acres.

- So I do wanna just finish with the underground just to show you some of the impacts. So it is important to know that typically underground is more expensive. That doesn't necessarily deter us from choosing

an underground option, and in some areas it is the best option, but in some cases it's not. So, on the left you'll see examples of us installing an underground transmission line up in Northern Virginia, and you'll see that it does take a lot of space. It takes a bit longer to construct and it is more invasive. There are a lot of environmental impacts to installing an underground line. And what you'll see on the right is a picture of a transition station. So this has visual impacts, too. So just wanna give you all all the information and hope that you will send us some feedback on that route.

- [Audience Member] How wide is the underground line?

- How wide?

- [Audience Member] Yeah, how much of the land do you take to install the underground line?

- That's a great question. I think we would still need the same right-of-way, but I would defer to our engineers to answer that, and we can get to that when we get to the Q and A session. And I would ask, when we do that, I'll let you use a microphone, 'cause we are recording this, and so I'd like for others to be able to hear your questions. Okay, so we're approaching the end of the presentation, but I did just wanna mention if you haven't used GeoVoice yet, this is on our website, and this is the best way to send your feedback. So we're gathering your feedback throughout the next few weeks. So if you have a question, or if you wanna talk to us on the phone, leave us a note, and we will get back to you. We're going through all the comments now. So, appreciate your patience if you're waiting on a response. But encourage you to do this if you have the time, and if you would like someone to help you with GeoVoice, we have multiple team members that will carry on iPads, and they can help you. We also have a computer station set up over there, and we can help you do that as well. That's not the only way to share your feedback, though. If you're more of a pen and paper person, you can either write and leave it with us or we have pre-postage envelopes, and you can take feedback form and send it to us later. So, as things adjust, if we tweak the routes, we will notify you, and the latest routes will be updated on GeoVoice. Now I'm just gonna end with a quick high-level timeline so you kinda know where the process, how long everything takes. So in August we announced the project and started our public engagement. We'll continue that through the fall, and we hope to file our application with the SCC by the end of this year. So that process, as I mentioned, takes about a year, maybe a little less, a little bit more. But then after that we have probably up to a year of permitting and finalizing the engineering before we would start. So it'd probably be around early 2024, but that is subject to change. So, gonna go ahead and ask some of my team members to kinda make your way towards the front, and Greg is going to have a microphone. He'll kinda run around. If you have a question, encourage you to use a microphone so that we can all hear you. And after this session we will transition to open house style so you can talk to our team. So if you kinda follow the boards on the subject matters, our team will kinda be around there.



- So-

- Wait.

- I'm sorry. So my first question is just to ask you, would you want a transition station literally as you look out your kitchen window? Because that proposal... That, whatever, transfer station, that proposal is basically takin' away, and that's what I see in my backyard, like smack dab in the middle. And then I wanna ask the followup question, how do you think the value of my home will be? And how will I be able to sell it to get out from being surrounded by power?

- That's a really good question. And... Can you hear me? That's a good question, it's valid, and we do wanna hear that feedback, because if this is a route that is not supported by the public, then we wanna show that in our application, and that is one of the challenges. We're trying to work with, make sure that we're reviewing all of the options. So, looking at underground, we get a lot of questions about why can't you go underground? And there are a lot of impacts that people don't necessarily think of. So we wanna show them and show why that's a negative of that route. So, yes there are visual impacts. Yes, it's a lovely property. So, I understand. Yeah, thank you.

- [Audience Member] What about the redundancy?

- [Speaker] Thank you.

- I have a question about how wide is the right-of-way for the underground lines?

- [Ann] Who would be... Brandon do you-

- [Audience Member] And I have a followup question.

- Absolutely.

- Yes ma'am, in the preliminary engineering's based off what we would have to put in there, we'd be looking for a 70-foot right-of-way.

- 70.

- 70 foot?

- Yes ma'am, and overhead is 100.

- [Audience Member] 70 foot is for the underground and 100 is for the overhead?

- Yes, ma'am.

- Okay. Just to make those of you in the audience aware, the petition that you signed, we got 258 signatures so far against this project, and I have handed the petition to Mr. Luck, who is the project lead. So I handed it to him directly, so they have it in their hand. And if you have not signed the petition, it's still available online to be signed, and I will be sending it also to the State Corporation Commission when I send my email about not wanting this. And one more thing, you talk about the historical impact, a lot of these people that are sittin' here in this room tonight are actually direct descendants of people who settled this area around the 1920s, if not before. I currently live in a home that was built in 1925 that was built by Mr. And Mrs. Christiansen, and it is one of the first houses that was built in this area. So for you to come through this land and try not to destroy the historical aspect of this land, you need to find another place, because all up and down Elko and White Oak Road, and everything to the swamp is historical because of the people who have settled this area and their descendants continue to live in this area, and they continue to farm this area. So it's more than just what you're gonna find with the State Historical Society. You need to get out here and you need to put boots on the ground and you need to talk to the people who live here and have farmed this area for years, hundreds of years.

- [Greg] Thank you. Appreciate that.

- Apparently, you're gonna be crossing people's property. How do you expect to access right-of-way for that property? Are you gonna do an eminent domain or are you gonna be paying them or how will you be crossing those personal property?

- That's a good question. So when the State Corporation Commission makes their final order of which route we are to construct, then we go through the real estate process, and we have our real estate expert here, Larry, and he can explain in a little bit more detail. But we start with negotiations for easements.

- [Audience Member] Okay, Larry, could you go through the detail, please?

- Yeah, sure.

- Yeah, we start by contacting the property owner, and then we would get permission from you to enter your property. We would present you with a single page access or we call it a route inspection form. And if you give us permission to get on your property, we'd do studies, we'll survey, we'll create a plan, and then we'll get an appraiser to appraise the property, and then we'll make you an offer. And the offer we, I always call it a starting point, because you can negotiate with me.

- [Audience Member] And if you don't get approval to get on somebody's property?

- If we don't get approval, there's a process that we go through, and it is eminent domain.

- Eminent domain?

- Yeah.

- [Audience Member] Get your shotgun out.

- Another question, you talked about the growth in this area, you talked about residential or business, I see very little residential growth, so are you talking about business growths?

- Well you are correct, the growth is business growth, but the substation serve both the tech park customers and residential customers.

- Do you have some knowledge of what new customers are coming in now that would justified this growth?

- It would be our transmission planners that would have that information, and it's not just one customer. It's the growth overall in the tech park.

- [Greg] I'm gonna go back and forth.

- I just have one quick question. Ooh, that's loud. You said that was a starting point, but if you go the eminent domain process, aren't you supposed to give them a bonafide offer to begin with? So why would you start at a lower amount and say negotiate?

- No, I mean we're gonna appraise the property. We'll make you an offer, and it is gonna be a bonafide offer, and we would negotiate with you. The last resort... We wouldn't want to come in and take your property. That's not what we would wanna do, but we-

- [Audience Member] You can't put a price on family legacy. And that's what you're tryin' to do. It's a family legacy. You can't put a price on it.

- [Audience Member] No you can't.

- Yes, what I would like to say, we've been on this dog and pony show before. We went on this when they were putting in the chip plant, the Microsoft plant that is now QTS. So we've been on this dog and pony show before. And first of all, as residents in this area, where's your county supervisor?

- [Audience Member] Not here, I asked him to be here, and he didn't show up.

- Yes. He's an elected official, and he should be here.

- Exactly.

- When we went... When we went on a dog and pony show that was at the Microsoft plant, every person that was a elected official, you would not believe the dog and pony show they had. They had every county supervisor there and the county manager and everything. So as far as I'm concerned he needs to be removed from office.

- [Greg] Makin' my way around, I'm sorry.

- [Audience Member] Yeah, thanks. Hey I was just wonderin', if it were not for the data centers, would we even need this transmission line?

- No.

- And then a followup question with that is what kind of revenues are y'all plannin' on makin' off of the transmission line?

- Greg, you wanna take that one? I don't know. I'm in communications, I don't know the numbers.

- Regarding the revenues, every enhancement we make to the grid has a benefit to the community, and so those revenues, those costs to enhance the grid is born by our customers. We haven't gotten to the cost of this project yet, because we're in the preliminary stages. The costs are based on which routes are gonna finally go to the State Corporation Commission, and we'll have those numbers when we get to that point.

- [Audience Member] So we're gonna pay you to destroy our properties?

- Well when I talk I stand up. And I am so happy y'all are here, because now I know y'all are gonna do the right thing, 'cause the man has explained to us y'all are gonna look at the history and how much damage has been done to us before, and all this kinda stuff. Well, we go back, my family goes back that the Queen of England, not the one that just died, but the Queen of England actually gave the land to my people who was over there in this site where Facebook is settin'. And we'd recently went through, the government, course, World War II, took all the land away, said they're gonna give it back, didn't. So that's another little problem we've had. And then recently they moved in, and they dug up all the graves of my family and moved them out. So while you're considering this, I know it's deep in your heart that you're considering this, that you might consider how much damage has been done to Elko Community Center over the years, over and over again. We're not gonna stop this. Y'all are gonna do it anyway. We know that. We understand that. But you're destroying at least three nice farms, at least three of 'em, just completely destroyin' 'em. And you could turn that thing and go the other way on the 2200 acres of land that's sittin' over there that used to belong to my people, and go toward the railroad tracks and set stuff up over there. I happen to notice one of your chargin' stations or whatever it is that crossed Elko Road, was not on, not on the White Oak side, but actually on the other side of the street, which is gonna take six acres from somebody else, when you coulda had it... If you needed to do it, at least brought it like right there where that little yellow transition station, that's not on the state property. That's on some family's land right here. And 'cause it's on the other side of Elko. You didn't even try to get it on

this side. Y'all need to, you need to think about it. That's all. And I appreciate your time, because I know now you can consider how bad we've been hurt down here, and y'all will be nice to us, thank you. Thank you.

- Hi, good evening, you mentioned a while ago that you were going to file with the SCC at the end of 2022. When you do that, will you make a specific recommendation of what route you prefer?

- Yes, we will. And then we will list alternatives, and we'll put all of our homework there on why we prefer that route and why we didn't choose the other routes as a preferred.

- So the SCC won't be making the decision, they'll just be approving your recommendation.

- They don't always approve our preferred route. They look at their own criteria, and they make a decision.

- I would like to say that if you use that green line, you will literally destroy my property, without any doubt. And I have another suggestion to re-route it. Go down there in corner of Charles City, pick up that land down there and come up between the railroad track and White Oak swamp, come up the railroad. You won't pass anybody's house, anybody's farm. And they call that a wetland in there, but it only is wet when it's... They have a flood rain and in two days it's gone. So you could come up through there, and it wouldn't even come close to nobody's house, and come right on beside the railroad track and cross right there where Facebook, or whoever wants it. And it may be a little bit further, I don't know, 'cause you don't have it on none of the maps here.

- Okay, would you mind talking to our routing specialist after this so we can get your ideas on the map?

- [Audience Member] Huh? Yes. We're all for ideas so.

- [Audience Member] Good job, Bob.

- [Greg] No one will go unturned. Yes, ma'am.

- Thank you. You're northernmost route that follows the railroad track also crosses Route 60 and I-64. That looks to some of us like a red herring, as in not a real route proposal, because of the, one would assume, the tremendous expense and logistics and risk of crossing those kinds of roadways.

- [Audience Member] Y'all got plenty of money.

- Is that indeed a viable route? Or are we correct in assessing that that actually would be a very expensive route for Dominion?

- It's absolutely on the table. We wouldn't have mailed that if we weren't considering it. So it will... It's currently on our plans, and we don't know what the SCC will choose, and sometimes it is a more expensive route, so they take into consideration all impacts. So, we're not just throwing it on there just because.

- In addition, the existing transmission line up there in purple has room for additional towers. Is that an associated project with this? Would it come before the community if you decided to expand transmission capacity along that line? Or would that just be done as a matter of course in implementing this project?

- Are you saying if we added a corridor or a transmission line in that corridor? If it was above... Well we would have to go get approval regardless, but if it's over 230 KV then we would have to go back to the SCC to install that.

- Thank you, and for the community, I am taking names and email addresses. We are long overdue for having a community organization, not to oppose a Dominion, but because so much is happening in this corridor, and we have not organized ourselves to respond well to the county, to our supervisor, to Dominion, to a natural gas line, none of it. So if you'd be interested in that, please see me after the meeting. I'll be glad to connect you with the folks who are beginning to make this happen. Thank you.

- [Greg] Who would like to go?

- So I know a lot of people were talking about how their families inherited their land hundreds of years ago. I also wanna call to attention the Indigenous population who thrived all along the Chickahominy River and whose artifacts have littered my family's property for as long as I can remember. Every time we till the fields, we find more artifacts. But I also wanna ask the question, what is the long-term plan

for maintenance? Especially over conservation land. And what type of effects will the environment see from that?

- [Ann] Cheryl do you wanna talk about construction maintenance?

- So, good question. I was involved in installing the 230H frame that comes from Old Church to Chickahominy that crosses the interstate and goes parallel to the 500 line, so- So I was involved in installing the 230 line that parallels the 500 line. So we try to design and install maintenance-free structures. That's impossible. It's manmade. So we try to put up better insulators, better structures, galvanized foundations in the swamp, things of that sort. So, maintenance only occurs when it has to. Tree maintenance is in a cycle to get danger trees and so forth. As far as the structures in the line, that only occurs when they're needed, like when there's a lightning strike that may hit the insulators and cause them to maybe break and we have to go back and fix 'em. So maintenance is very seldom on new lines. These lines that we're proposing here would be even newer, obviously. So the maintenance should be almost minimal to zero. But I can't guarantee that there's never a maintenance in there, because of weather events like lightning strikes. That's a big-

- This is a giant impassible swamp, where I personally see you guys goin' in with a tank 60-foot arc the size of this room of Roundup. And it's known to be cancer causin'. And you're spraying that all over our swamp, all over our wetland. It's known to hurt marine life. Stir it around. So that's the issue. You're gonna go and spray Roundup with a cannon once a year. That's the maintenance we're talkin' about.

- Maintenance, I was asking what environmental impacts have you seen in the past and do you expect over this land?

- [Cheryl] So great question. I'm not in the forestry maintenance department.

- Who is?

- We have other folks-

- Where they at?



- So we have some other environmental folks here, but I understand what you're saying about the spraying. In the previous days we used to do more mowing of right-of-ways. I think they've got away from that. Of course you can't mow the swamp, but I think we have other people here that might be so.

- [Audience Member] Because the swamp is so impassible, so you're only choice would be to spray chemicals that are- I'm gonna keep talking.

- Hi, my name's Heather. I'm the environmental permitter that's kind of working on this project. So I wanted to speak to those environmental impacts that you asked about. So we evaluate... When we're doing the maintenance of these lines, it does go through the full permitting process the same way that a new line would. So if we're gonna be putting mats down in a wetland, we take that to the Corps of and we get any of the proper permits that we need and any of the wetland mitigation credits that need to be purchased. We go through those same processes. In the areas that have cultural resources, such as the Native American artifacts, we do a full review with Department of Historical Resources to find out where the known spots are, and we actively work to configure our access to the structures around those areas so we are not impacting them, and if there are resources that are not, we are not able to avoid, we do work with cultural conservation companies that will come in, they're archeologists, and they will do in the ground surveys and figure out what is there. We also contact any tribes that may have been in the area that are on our registered list of tribes for this area. We invite them to collaborate with us. They're aware that we may have found any Indian artifacts or Native American artifacts. So, there's a lot of process for the maintenance. We don't just... We don't put these up and then drive through whenever we feel like it. There is a lot of process to how we consider the maintenance for these lines.

- So I had a question about the redundancy earlier. She mentioned, and maybe I misheard you, is it just to provide redundancy to Facebook? Or is it to actually provide capacity?

- I'm going to let our specialists, Mark or Sid, handle this one and correct me if I misspoke with the redundancy word.

- Hey, good evening. It's more of a reliability issue. As AG mentioned earlier, we have the NERC reliability criteria that we have to meet. That is mandatory criteria. And so for the loss of those two lines going into the park now, with the amount of load that's projected to be there, if it exceeds 300 megawatts, then we have to bring a third source in.

- So we're gonna take family farms in order to keep Facebook servers from going down? Gotcha, fully understood. I just want everybody in the room, if you could please go back to that slide that shows the transfer stations. I just want everyone to understand the two farms that are gonna be decimated. And this woman who spoke earlier, you rode horses on our farm. You know what that six acres would do to

our farm. It would destroy it. We would never be able to ride horses again. We would lose every ability to do everything that brings my family joy. So maybe you can convey that to your friends, because you've been there, and you know it'll do to our property. Thank you.

- Sir, that is a good point. I also just wanna remind you that this is currently on the table and we need your feedback. If you don't propose... If you don't like this route and others in the community do not like this route, then we need to hear from you to put that into our application. So I encourage you to do that tonight.

- And as far as the archeological . I haven't registered my-

- Ma'am, ma'am, we can't hear you without this. So let this gentleman-

- They can hear me.

- We can hear her.

- Ma'am, I'll come, ma'am.

- I have not registered my property with the historical society, but every time I till my garden I have an archeological dig goin' on. Every time.

- I just have... Can y'all hear me? Just a few questions. So, back to what she said about the maintenance. Who was that that covered that? That was you. What are they spraying? I'd like to hear it from her, if you don't mind, please.

- [Ann] And Heather, I don't know if you wanna add on to this, we have different groups that come in and do maintenance. So we have different forestry groups that aren't necessarily on our team. So it may be a different group that you may have seen in the past coming through to do their every few years maintenance.

- But Virginia Power is paying, though, or Dominion. I've been around a while.

- [Heather] Yeah, so the group that does the maintenance on the lines, operation and maintenance, they do spray in some areas. It is not a wholesale spray of all right-of-ways. They typically do it in areas where mowing or bush hogging is not feasible or very difficult. They do it in areas where there are known invasive species. So it is in our Invasive Species Management that we do try to control invasive species. So those are some cases in which we do spray. We do not spray in the wetlands. They are not supposed to spray in wetlands. And I don't have the exact name or brand or chemical makeup of what it is they spray. Like I said, that's a different department, and it'll also depend on what's marketly available. So, I mean if that's something that you would like, we can, if that's something that you're interested in learning more about, we can connect you with the appropriate department so they can answer those questions for you.

- Well I mean I would think that that's something that you would have to post the SDS of whatever chemicals are being sprayed around. 'Cause like she said, everybody in this area is on a well. Everything around here is a swamp, basically. And there's all kinds of living creatures here, to include bald eagles, which McLaren, we all remember him, fool said that we didn't have any, but we did. So I'm just sayin', there's a lot of impacts here.

- Yeah, and that's a good point, and I'm glad that you brought that up, because in our next meeting we can get someone from that group to come and talk about that.

- Yeah, it would be nice. 'Cause I know at my work we have to provide SDSs and go through this process before we can even think about having a contractor come on board.

- Yeah.

- Okay. I have several things, I'm sorry. Okay, Facebook. Not Facebook. EDA Henrico County, there's probably a good, I don't know, if I had to guess 1500 more acres over there that was, Bill talked about being taken in World War II, all that stuff. That's proposed planning. What we're talking about now is you guys don't want to impact proposed vacant, bare, treed, whatever land, but you wanna come in and take stuff that's already occupied by folks, established farms, established homes. How does that take priority? I mean it's this. I know it is. But why? Why? If y'all really care, seriously, there has to be some way that we can make Henrico County, if they need it, by god, let 'em put it there. Everybody's pushin' solar, take 500 acres of their land, build their own stinkin' solar farm, and let 'em power themselves. We do not have a benefit. Who talked about benefits? Who was that? One of y'all talked about the benefits to the homeowners. Who was that? I'd like to see who it was.

- It was probably me. It was probably me. I mean those are great-

- What are the benefits? What are the benefits to me as a homeowner? Because somebody's gonna pay for this. Because I can tell you my powers back on within hours. Everybody down here in Elko, we are not having a problem. They are having a problem. So leave a dag on problem up there with them. There has to be a way.

- Yeah, I-

- I mean there's over 100 people in here. If we all put in \$1,000, that's over \$100,000. We can fight this crap. Not you, I know it's not you personally.

- Those are valid points, and I'm glad that you're sharing them. And I'll bring Mark back up here, and I don't wanna misspeak, but it's important to know these lines that serve here from the south, those are all connecting to the substations, and there will be more in the tech park. Some of these substations serve residential customers as well. If we were to lose both of those lines, then we would be out of power. We need an additional source to come in.

- [Audience Member] And that's my point. That source could still come in. It doesn't have to go that way. It could go just like you said, up the railroad tracks. Come from EDA's property and go that way and come in that way. If you look at that route in a big map, you can see that transmission line y'all wanna tap into, it can be tapped into by going the route that he spoke about over there by going down the railroad tracks. And who cares if it takes a little bit more money? Who cares? We're gonna be paying for it anyway in our bills over time. I mean that's how it works. I mean I'm just being realistic here.

- [Mark] It's a good point. And that's the whole purpose of-

- Right, so we don't wanna destroy farms and everything, and that's our thing, and I'm sorry, I know you got somebody else, but I got one more, or do you have to... You gonna answer part of the question?

- [Audience Member] I thought you were done, I'm sorry.

- Nope, not yet. Okay. Gosh, I'm so sorry. That's the other... Two things, who is payin' for it? I just wanna hear it. Who's ultimately paying for this?

- Hi, I'm Dave with Dominion. The rate payers pay for all the transmission infrastructure. All of us. All of us pay for all the transmission infrastructure, whether it's built in western Virginia, whether it's built in northern Virginia, or whether it's built here.

- And then I have one last thing, for the person that was talkin' about the artifacts, and that was you and you, just to give you an idea of what happens in Henrico County with artifacts. And I'll make this really quick. The cemeteries, dug up the artifacts in the cemeteries over 10 years. I have all the reports, I have all the stuff, I have it all. They kept them at the Department of Historical Resources in Richmond. The very people that you're talking about that's supposed to work with all of us, they kept them, and they still built the stuff over top of it. So that's what's going to happen.

- [Audience Member] We need to understand that we've been screwed over so much that we know . We know that you're gonna tell us all these things, but in reality we know that we're going to bear the brunt of everything. We're gonna lose the value of our homes, we're gonna lose our land, we're gonna lose the aesthetic of the... I mean, the reason we live here is because we like the trees and we like the animals comin' through our property without havin' to shoot 'em. I mean some of us shoot 'em.

- [Audience Member] Hell yeah. And I've spent a lot of blood, sweat, and tears on that property, and I've been attacked Henrico County because my chickens all of the sudden became legal on agricultural land. Explain that. But we know that we're gonna be screwed over, and all we're asking y'all to do is to go up the swamp, come down the railroad tracks, and come back in. We don't like Facebook bein' there, but there's not a whole lot we can do about it. We don't want Microsoft comin' in and takin' land, but there's not a whole lot we can do about it. But we can darn sure fight these electrical lines, these transmission lines, that are gonna cause destruction of our properties, destruction of the animals, the health issues. Because I have two friends that live within spittin' distance of transmission lines, and they both have cancer. So explain that one to me.

- Well, we do have two specialists tonight that are here to address EMF. We have Tom Props in our Engineering Department and Dr. Mezei, who's been studying EMF for decades. So... Tom's over here. Dr. Mezei, I think is back here. When we finish the Q and A session, they'll all be kind of the same area.

- Hi, my name's Dennis Cable. My family's lived down here for approximately 70 years. We have about 100 acre plot that we bought in mid, late 50s. We've already lost eight acres due to the 500 kilovolt lines. That happened back in the 60s. That was gone. And by my approximate, it looks like we're gonna lose, I think it's gonna be about eight more, so that's 16 acres. So that'd be 16% of my property would be screwed up. And on the EM... What is it Tom? I mean you can't walk in my back field where they're power lines with shorts on with the grass long, it'll shock the hell outta you. Every time, it will shock the hell outta you. We're just gonna make, I mean it's, it's shocking property, I think is what you're gonna make me. I mean-

- [Audience Member] Recharge your battery.

- I would encourage you to put your feedback in writing.

- That was my other... Yeah, so the best place to get that, all my concerns down is a documented email.

- [Ann] Email or GeoVoice would be the best way to share that with us.

- All right, thank you.

- [Ann] Thanks.

- Can you help me understand why none of your proposed routes included one that was next to the existing 230 lines that are in place?

- [Ann] The ones coming from the south?

- Yes.

- [Ann] Yep.

- Why was that not a consideration to come alongside there, do an easement that would spread an extra 25 or 30 feet, so instead of a 100-foot easement, you have 130-foot easement. And if you need extra lines, I'm assuming that it doesn't have to come from another direction, you just need extra lines. So why couldn't that be a possibility?

- That's a great question, and I'm gonna let both of our routing and engineering answer that. Do you want?

- I can start with the routing portion, then hand it over to Cheryl for engineering. But using the existing 230 to the south, rather than just a minor expansion of that, we would actually need the close to 100 foot of extra right-of-way along that line, and getting out of the White Oak terminal, or the White Oak substation, it's on the northwest side. So turning back and going down along that line, we enter into the White Oak swamp area. So there's lots of wetland impacts, and then the existing line actually has homes built up around it. So it can't be co-located for that entire length without impacting existing residences on either side of the line. That created some engineering difficulties where we would have to cross back over the existing 230 with a new line. And then there's some cultural resources, I know there's some easements there towards the tap point down at the existing 230 to the south. So those would actually have to, any route option there would have to diverge from that corridor. It couldn't be used the entire way. So it would introduce new impacts, new wetland impacts and impacts to residences to the south. So it was looked at, but has its own set of constraints and issues there. And I don't know if Cheryl has anything to add from the engineering standpoint, but...

- I'm not gonna deny that those are options to tap the lines that are down there by the railroad track. They come out of Chesterfield Power Station they run east-west to Chickahominy. So that is an option. The routing has other constraints. So the shortest distance is one of the things they look at. So going to this other existing line that's in the purple, that's beside the 500 line, was the original plan right now with the three routes you see. That's not to say that we're not gonna go back and study another option to come down south to that railroad corridor and tap in somewhere down there to avoid those things that Jake just talked about. So, this is the purpose of the meeting is to hear the concerns about, let's call it the northern routes, and see if we can't do something going south. Yes, ma'am. Hopefully I answered that question, so.

- Thank you. It seems like you need a fourth option for the south where those train tracks are. That just seems to make the most sense. Now, I realize that you're gonna do something no matter what, and in the three options that we have, option two seems the most logical, since a lot of it is on the county property. It would run right by this school, it would run right where the new high school's gonna be. It doesn't seem to impact too many neighborhoods. There's about seven or eight property parcels there. It's the shortest way. It just seems like option two is what you should do, because it's county property. And option three is... Option three runs across several roads. You got Route 60, you got 64. Now if we ever get a hurricane, those lines come down. You got the entire East Coast. That's a hurricane evacuation route. Option three just really seems like a bad option. Obviously, option one is gonna mess up a lot of people's property. They're gonna have to do somethin', no matter what. It would be great if you could have a fourth option down by those southern train tracks. It seems like we're a lot of agreement there. I know it's a wetlands, you have problems with working with the railroad, but I think you'd get a lot of support with a fourth option goin' right through those train tracks. Thank you.

- [Ann] Thank you.

- [Audience Member] This lady's had her hand up for 30 minutes.

- Hi, I'd just like, if someone can speak to the short-term and long-term health risks that we as a community will face from living under high transmission power lines. And I think we all wanna hear it, from you.

- Yep, that is a very fair question, that you should do all of your research when a line is proposed. I would prefer to have either Tom or Dr. Mezei respond, because they're the experts on EMF.

- Thank you.

- Yes, hi, good afternoon. My name is Dr. Gabor Mezei, and I'm a medical doctor and an epidemiologist. I have been involved in research studying EMF and potential health effects associated with EMF for approximately 20 years, and I'm intimately familiar with this area. I have extensive publication list in this area, and I'm also familiar with the number of health assessment and risk evaluations that have been conducted over the last approximately 20 years by a number of government, state, and scientific organizations, including the World Health Organization, including the National Academy of Sciences in the United States, the National Institute of Health Sciences, the National Radiological Protection Board in the United Kingdom, the European Union Scientific Committee, and they all conducted weight of evidence, evaluation of the existing scientific literature. And none of these evaluations concluded that the environmental exposure to EMF is associated with any established adverse health effects.

- [Audience Member] What's your expertise with livestock?

- Livestock was also studied. A number of studies were studied. Number of studies included cattle, dairy cattle, various animals including sheep, pigs, and other animals. And then overall the evidence does not confirm that there's any-

- Can you honestly say that no studies have contradicted that? That there are no studies out there that say there are health risks? Can you honestly say that?

- Well, science is an ongoing process. It has been published for approximate... This research is ongoing for half a century. It started in the 1970s, looking at various health issues. And then there are a number of studies. There are a number of studies that some show statistical association, some does not. But when you do the proper scientific evaluation, and the way the individual studies, the strength and the



limitations of all of the studies that is done by all of these organizations that I just listed, they all concluded that the evidence does not confirm adverse health effects.

- Okay, so, okay, so you say that no one has established that there's any adverse health health effects.

- What I'm saying is that state agencies, government agencies-

- Okay, so, would you say that.

- Let me answer your question, ma'am.

- [Audience Member] Excuse me?

- I mean, let me answer your question. I mean I would like to answer your question. You asked the question, right? But okay, if you want to keep going, please go.

- Okay, so would you say that the World Health Organization is a well-established research group that has been established and done many research over the world? Obviously World Health Organization.

- The World Health Organization is a well-established, scientific organization that is evaluating the scientific literature, and they have done it for EMF and health effects. They do not necessarily conduct research themselves. They call an independent expert group for evaluating the evidence. And that has been done by the World Health Organization.

- So according to the World Health Organization, because they felt so diligent in their researchers that they published this. Short-term health problems, headaches, fatigue, anxiety, insomnia, prickly or burning skin, rashes, muscle pain. Long-term health problems, risking of damaging DNA, risk of cancer, risk of leukemia. 70% of children living within these ranges have developed leukemia. Risk of miscarriage. These are all health risks that we as a community don't want to face. Livin' in the world today, we face enough of that. We don't need extras.

- I understand your concern and I understand, but the World Health Organization did not establish any causal relationship with any of these outcomes you mentioned and EMF from transmission line.

- [Audience Member] Yeah, we got it right here.

- You can say all you want-

- Well, I am happy to-

- You don't care. You don't live around here.

- I am-

- [Audience Member] Who pays your check?

- [Audience Member] I'm sorry .

- Who signs your paycheck?

- Who signs your paycheck?

- Who signs your paycheck?

- I am not paid by-

- [Audience Member] Don't trust you.

- I am an employee of Exponent, a scientific consulting firm, headquartered in Menlo Park, California.

- Don't tell my friend-

- I just wanna say that there's not a person here tonight that isn't here because they will be greatly affected. Greatly. And in any number of ways. We bought 30 acres. Anybody that's ridden by my house, I have deer crossing, please don't litter. We bought that land as a wildlife refuge. And now? It's supposed to go literally almost through our yard. We are right on the White Oak swamp. And we are right in front of that purple line. So we've already got the purple line. So there's not a single one of us here that's not greatly affected. And I think your idea was the best one, is that we may need... We need a community effort here, because we've taken it and taken it and taken it. My little four-year-old grandson, we used to ride down where Facebook is now. And of course everybody knows all the woods were destroyed. I used to see bald eagles. It was such a treat. And now, when we ride past it, I say, "Well we're comin' up on the ugly." And even a three-year-old, at the time, knew what ugly was. We've had enough. So, I hear y'all. But y'all are paid by Dominion, and that doesn't make me sleep well.

- She could be next.

- I'm obviously the only one, if not one of just a few in here, that live on the other side of 60. I live in Bradley Acres, behind that gorgeous wall. We've already had the state take our beautiful trees down and put up a horrible-looking wall. What I would like to know, I'm in the yellow, would be in the yellow. If it's decided to go in that direction, I would like some kind of visual. I guess you'd have to take out a whole block of houses? And if that's the case, the back of my house would butt up right up against the station.

- I would love to talk to you in more detail about where your property is so we can talk about what the impacts would be. But we will have some more visuals coming out. They weren't quite ready for this meeting yet, but they will give you a better idea of what it would look like if that route were selected.

- [Audience Member] Thank you.

- [Greg] Thank you for your patience.

- I've heard several suggestions about doing a a fourth route that would start in the bottom right-handed corner of this map you've got up here now. Well you had another slide up earlier that was further out. Yeah, it would start in the bottom right-hand corner in the Charles City and would pop into your purple line there and would parallel the train tracks, which I realize are above a wetland. But that would be very, very unintrusive. And what has to happen to make that be a viable option that you would present or consider? Do you have to have somebody go into your GeoVoice and do a... Do 100 people have to request that line or option? What has to happen for you to seriously consider that as an option?

- Just what you did, ask, and we will-

- So a vocal request is enough.

- I mean, we can't... I'm not gonna speak on behalf of our routing team if that is an option. But we will definitely consider and let you know if we can, or if we cannot, why that's not possible.

- I know you can hear me. I just a caveat off that. Is there a way we can see what your routing team considers, like, how they measure it? Can we see the pros and... I just wanted to know if we can see the pros and the cons of how they come to a decision as to whether that fourth one may or may not be a choice. I mean, seriously what... A rubric, yeah, gimme a rubric or something. I mean, how do you evaluate it? I'm a smart guy. I can figure it out as well.

- I would defer to Jake. I mean is there something that we can review with him on the options considered?

- Yeah, if we're looking at a route like that we'll... One thing we're doing right now is we run calculations. We take the 100-foot right-of-way, we put it over an area where we put the center line, put the 100-foot right-of-way on it, and then take an initial look at what are the impacts. We initially look at the public data, the NWI data, the National Wetland Inventory. But then we need to go out and make sure that is correctly delineated so we know those impacts to the wetlands. So a route like that, we know that there are wetlands around it, forested wetlands, that are high value, of course. But we would need to go truth that and then compare that to the other routes. Certainly, a route there, it's not gonna have residences nearby, but it's gonna have greater wetland impacts. And the way that we review those, we have to weigh the impacts for two different constraints against each other and look at other issues. So it's not an apples-to-apples comparison, but that's how we have to weigh community concerns, environmental concerns, and look at those two.

- And that's what I'm asking for. Can we see actually on paper or computer your three weights?

- Yeah.

- On how you .

- When we have... If we were to incorporate a route like that, the routing study would have a full, pages of tables of the different calculations that are for the public to see, yep.

- [Audience Member] What is the cause to mitigate veterans?

- I gotcha.

- I'm wondering if anybody here can speak a little more about the need for this power line. As I understand it, it's, part of it is driven by forecasted need, and it's almost entirely driven by the industrial need and around White Oak. So I think it would be helpful if we had a better understanding of if the industrial development stopped, or if no more power came in, how much more industrial development could happen? And help this community understand what is the trade off? If the decision is made, nobody wants this new power line, then what happens? What are the consequences to the community in terms of the industrial development?

- That's a great question. And it's important to understand the need, to fully grasp what's going on. So I'll start off, and then I'll probably hand it over to Mark at some point. But all of this is a, the growth in the tech park, when a new customer comes in, they'll send us a load request. And so we aren't just forecasting based on what we think will be coming in the future. We have to actually know that that's happening, because things change and someone could decide they don't wanna develop there anymore. So when we get a load letter for a large customer, then we need to do some calculations. And in this case, the NERC violation is if this line, all these substations will exceed 300 megawatts, and that requires an additional source of power. So, we haven't gotten to that point yet, but we have received those load letters, and that's coming. So, I don't know Mark or Sid, if you wanna elaborate a little bit more, but if we didn't construct those lines, and we lost both of those coming up from the south, then all of these substations would be without power. So, and as I mentioned earlier, some of these substations do serve residential customers. So this is not just the tech park would be outta power.

- It's gonna be real quick. These load letters most likely came from Facebook or QTS, and I assume they just wanna make bigger data centers, more computers, heating apps environment, zero jobs. That is the goal here, right? That is the benefit for us. More computers. Can you confirm who asked you to put more power there?

- I'm not going to-

- So from a privacy standpoint, we can't talk about our customers, but we can generally say that the data center growth in the tech park is driving these needs. The development that's happening in the tech

park. So I know there's still a lot of questions. Unfortunately, we do have a time limit here at the school. I'd like to adjourn this portion, so that we can have one-on-one conversations. We really appreciate that. But we are going long. We wanna make sure that we're here, but we're also being courteous to this school and our permit that we have with them. Thank you.