



July 24, 2017

The Honorable Corey Stewart
Chairman, Board of County Supervisors
Prince William County
One County Complex Court
Prince William, Virginia 22192

Dear Chairman Stewart:

It is time for us to come together to agree on a viable Haymarket transmission route that will allow data center and other economic development to continue in Prince William and to enhance electric reliability for citizens in the Haymarket area of the County.

Dominion Energy Virginia recognizes its responsibilities under the Code of Virginia to faithfully execute the Final Order of the State Corporation Commission in the Haymarket case. For both the Railroad Route and the Carver Route we have identified properties where it would be necessary to obtain the County's approval to move forward with the Haymarket project. As you know, we previously requested the County's cooperation for the Railroad Route (due to the County's rights under the open space easement along that route) and that request was denied. That denial led us to our current position where we need to ask the County for approval to cross certain County-owned property along the Carver Route. We will make a formal request for that crossing shortly – which we anticipate being denied – but wanted to first provide context for how we reached this point and what a workable path forward could look like.

Let me be clear on two points. First, we have no reason to believe that the need for this project has gone away and a delay in reaching an accord only puts economic growth and reliable electrical service for Prince William at risk.

Prince William is one of the fastest-growing counties in the region. The County's website notes that the population grew by 43 percent between 2000 and 2010, and it is expected to grow by nearly another 40 percent between 2010 and 2040. Many new businesses also are coming to Prince William. Indeed, you yourself were quoted in the Washington Post in 2015 saying, "The reality is the western end of the county continues to grow. We're getting more and more commercial development in the Route 15 corridor, and any major commercial expansion there is going to trigger the need for more power."

With new population and development comes an increase in demand for energy and the infrastructure to meet that demand. Dominion Energy is obligated by law to meet that demand, thus the Haymarket electric transmission line.

Second, the Carver Road Route was never our preference. Contrary to public statements, Dominion Energy does not choose a route for an electric transmission line. We are a state-regulated utility and we are ordered to follow a precise and prescribed path determined by the Virginia State Corporation Commission (SCC). Or, as Delegate Marshall states on his website, "The final electric power line route will be chosen by the SCC, not Dominion." (<http://www.delegatebob.com/power-lines/>)

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Dominion Energy is required to identify options we believe will meet the energy needs and be feasible to build, but we have absolutely no authority on our own to route and construct the line.

In the case of the Haymarket project, we solicited input from the community and developed a number of potential options. We follow routing principles to reasonably minimize impacts to individual properties and to other resources that surrounding communities value. Let me be clear that at no time does a property owner's social standing or ethnicity play any role in our transmission routing criteria. We ultimately provided five options to the SCC that met the identified need and could be considered by the SCC to reasonably minimize impacts, including the I-66 Overhead Route, which was the Company's preferred route.

After extensive investigation and public input, the SCC selected the Railroad Route in its Interim Order. This route also has advantages, including, as the SCC noted, being the only route with no residences within 200 feet of the centerline. Development of this route also did not preclude recreational trail development in the corridor.

We were deeply disappointed when the County Board took action to block the Railroad Route. The Board took this action after we advised the County, on at least two occasions, that alternate overhead routes would likely have more negative impacts. In fact, every other overhead route contained in our application, including Carver, has more visual and proximity impact to residences than the Railroad Route. We additionally note that the Commission's Final Order of June 5, 2017 approved "construction and operation of the Carver Road Route" only after the Company reached an impasse with the County over the removal of legal constraints. The County created an open space easement for the sole specific purpose of blocking construction of the Railroad Route.

Both you and the Coalition to Protect Prince William County have said that you do not want to pit one County community against another. Unfortunately, through your actions in blocking the Railroad Route, that is exactly what has happened. Through the creation of a new open space easement, you became directly responsible for pushing the line into the Carver community.

Meanwhile, as a regulated corporation, we have no choice but to adhere to the decisions of our regulators. Therefore, we must proceed with preparations for the Carver Route. As such, we will be formally requesting the right to cross the County's fee-owned property along the Carver Route. In addition, we will be requesting consultation with the County's Department of Public Works to determine what approvals and/or consents may be required pursuant to the various stormwater management and related easements held by the County along this route. Based on the Board's public statements and its June 1, 2017 resolution to deny the Railroad Route easement request, we expect the County also to reject these requests related to the Carver Road Route. Again, we emphasize that the Carver Road option was by no means our preferred route, but we are obligated to carry out the mandates of the Commission.

As a result, the County actions could now push the route onto the Madison Route, given its similar characteristics as the SCC's rationale for its Railroad Route and Carver Route preferences. If this occurred, the County would be responsible for even more Prince William residents being affected by the line and the line still being routed through a portion of the Carver community.

We are asking the SCC to hold the current proceeding for 60 days. This should provide additional time for the Company and the County to continue our discussion of these issues. It also should provide enough time for us to receive a formal answer to our requests related to the Carver Road Route and go back to the SCC to ask them to reconsider other routes in the case, if need be. However, it would appear the County is working to obstruct, at all costs, the needed power to reach a project which it was instrumental in luring.

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Where can Dominion Energy and the County come together? We believe there are only two viable options:

1. Once again, we ask you to reconvene discussions to allow the transmission line to be built along the Railroad Route. And as we said when we recently reconsidered the Railroad Route, the transmission line right of way would not preclude trail development. We would gladly support that.
2. We ask you to compromise and work together on the I-66 Overhead Route, which, while it does have impacts, maximizes use of an existing public transportation corridor.

While you continue to advocate for the I-66 Hybrid Alternative, the SCC has found that it is not in the public interest for a number of reasons. These include its significant additional costs with no added system reliability benefits; its additional environmental impacts; and the fact that, while part of it is placed underground, it still impacts historical resources in the area.

We truly want to come to a solution that meets the energy needs of Prince William in a way that balances the need for more electricity while respecting legitimate local concerns while at the same time being financially prudent on behalf of our customers, including nearly half a million of the County's residents.

We look forward to meeting with you, other supervisors and County staff to discuss this important topic. Deborah Johnson will follow up with the County Executive and the County Attorney to set up a time for our discussion.

Sincerely,



Bob McGuire
Director, Electric Transmission Project Development & Execution
Dominion Energy Virginia

cc:

Vice-Chair Jeanine Lawson
Members, Board of County Supervisors
Mr. Christopher Martino, County Executive
Ms. Michelle Robl, County Attorney
Mr. Scott Miller, Vice President Transmission, Dominion Energy Virginia
Mr. Chris Behrens, Project Manager
Mr. David DePippo, Senior Counsel, Dominion Energy Services
Deborah Johnson, Regional Policy Director, Dominion Energy Services