

## **Dominion Energy – Jeffress 230 kV Electric Transmission and Substation Project February 15 Community Meeting Transcript**

Okay. We're going to go ahead and get started.

So, this is a public meeting. We want to make sure that we are engaging with you and we want to hear from you, your comments, your input, your perspective on our project.

So, we're not here to just share information. We also want to listen and to learn.

So, we do involve a variety of stakeholders in our public engagement process. We involve you landowners. We also involve state and local officials, tribal nations and historically minded advocacy groups.

So, we want to make sure that our projects are well communicated, and that people know that they have an opportunity to engage with us.

Before we get into the project specific details. I want to quickly review what it means when I say electric transmission lines.

We live and breathe this every day at Dominion Energy, and I never want to assume what people may or may not know. So really quickly.

Electric transmission lines are the high voltage power lines that carry power over long distances securely, safely and efficiently from where power is generated to a substation.

And then at that substation, the voltage is then stepped down or lowered to a distribution level voltage. The electricity is then distributed through distribution lines to homes and businesses.

So tonight, we're talking about the electric transmission lines.

We are constantly evaluating our electric transmission assets across our system. And generally, there are three forces that drive new infrastructure.

So, economic growth, aging assets and addressing mandatory reliability criteria standards. But these three forces are not mutually exclusive. And projects often involve a combination of these forces.

So, during the you know, when we're planning and design and implementing a project, it's typically a combination of these.

But the project we're talking about tonight, there's load growth that's occurring in Southside Virginia. And specifically, this area has experienced extensive growth and that is continuing as the data center industry expands. So, this project is needed to meet that load growth that is occurring.

So, this map shows our current system. The triangles represent our existing substations and then the lines on the map represent our existing electric transmission lines. The three red circles that you see are the new load centers that are coming to the area.

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

So, what does this look like for the area? We do have a plan in place. And some of you may be familiar with the Butler Farm Project. We also have the South Hill Project and the Jeffress Project. That's the project we're focusing on tonight.

So, you may be wondering what's needed. We will need to construct approximately 18 to 21 miles of two single circuit 230 kilovolt electric transmission lines, paralleling one another on shared right of way from the Finneywood substation site, which is north of Chase City, to the Jeffress substation site, which is north of Clarksville.

The right of way width for this is approximately 120 feet. So, what are these going to look like?

This is a rendering of the structure. So, it's two single circuit what we call monopole structures.

You can see how the arms are facing inward together and that they are on the shared right of way, which is the 120 feet. They also are approximately 120 feet tall. We also do have this enlarged throughout the room.

And the question most people want to know is how do you know where the lines are going? And I've talked with many of you on the phone leading up to this meeting.

So, you probably have heard me say this and I will say it again and again. Planning and determining an electric transmission line route is one of the most challenging things we do at Dominion Energy. We know the impact this has on landowners, groups and municipalities.

It is not easy, but there is thought and intentionality in routing. So, things that we consider are we want to be respectful of people's homes. We try to stay close to property boundaries and we try to co-locate with existing infrastructure if we can.

But we also look at constraints. So, things like environmental impacts, wetlands, water bodies and tribal property.

So hopefully you received the overview map in the mail. I know it's hard to see on the screen. I know it's still hard to see on the map. We do have these enlarged throughout the room.

And then we also have an online web application called GeoVoice that you can use. And I'll talk about that in a little bit.

But I really just wanted everyone to get a good picture of the whole project area.

So, you can see that we have four routing alternatives or options with one variation. And you can see we have them numbered one through four and we have them also identified by color.

And I want to stress that the numbering and the color coding, it's not a ranking or hierarchy. It's just an easy way for us to talk about the routes. So, I just want to stress that.

These routes are preliminary, and they are subject to change.

So, I definitely encourage you to continue to stay engaged with this project.

For example, Chase City is densely populated, so that's why all the routing alternatives go around Chase City. We also have on the route alternative one, the orange route, the more western route. You can see that it co-locates for a little bit with existing infrastructure.

And then also you'll notice on the map boards, the index boards that we have. There's different colors.

Thanks, James.

James is holding it up.

You can see the purple and the yellow and the green. So those are some of the constraints that we're working with.

So, like the purple, for example, is Army Corps land. And so we cannot cross that if there's other options.

So those are the some some of the reasons why we route the way that we do. But again, these are not set in stone and they are preliminary.

This is a generic rendering of what these structures would look like. We also have these enlarged throughout the room. The top would be the existing condition and the bottom image shows the proposed.

So, you can see the two single circuit monopole structures. You can see they're on the shared right of way together and you can see the clearing that needs to happen for these structures.

This is another aerial rendering. Again, the top is existing and the bottom is proposed.

And I keep saying that these are renderings. I mean, these are generic.

I will be hosting another in-person community meeting later this spring. And there we'll have photo simulations. And so, while they're simulated, they will be from photos along the routing alternative.

So, you may recognize some of the locations and that will give a more lifelike, more realistic image of what they'll look like. But this just kind of paints a picture. It gives you a little bit of flavor of what they would look like.

And then lastly, we have a ground rendering.

So, this is literally if you're standing on the ground and you're looking at the structures. So again, they are in that weathering steel finish, so brown in color. And again, we do have these enlarged throughout the room.

So, these are the typical permits that are needed on our electric transmission projects.

The Virginia State Corporation Commission, or the SCC, they are the agency that ultimately selects and approves the route that Dominion Energy must build.

So, they have jurisdiction over the routing of this transmission line. And then pending SCC approval, we would have to get other permits as well.

But a little bit about the SCC.

So, we will submit our application with the SCC and then the SCC will have a time for public input as well.

So, the SCC process, it can take anywhere from eight to 12 to 24 months. It just depends on complications of the project. So, at this time, we don't know how long it will take. But you can see on this image, which is also included in your folder, there are various steps along the way in which there are checks and balances and it leads up to a hearing.

And so, the SCC will take the evidence from Dominion and the SCC will determine, did Dominion Energy prove that this project was needed and does the route minimize impacts?

Because we recognize that it's impossible to avoid any impacts, but how can we reduce the impacts to the greatest extent possible?

And so, you can also see that the orange circles, those are the opportunities for public input with the SCC.

So, I just want to reiterate that once Dominion, once we submit our application with the SCC, that doesn't mean it's over. There's still time to voice your concerns, your comments, your questions to the SCC.

So, I mentioned GeoVoice earlier. So, this is found on the project website, [DominionEnergy.com/jeffress](http://DominionEnergy.com/jeffress). We also have it available on some iPads around the room.

You can search for your address. It'll zoom into the location. So, it's similar to the boards we have here. So, it's this great mapping tool.

If you sign up for GeoVoice, you can leave a comment. So that's always helpful. Again, we want to hear from you.

There's also a measuring tool. So, a lot of people say, well, how far away is my home from the closest routing alternative? So, you can measure the distance to see how far away you might be.

There's also a print feature.

So GeoVoice, you can see the routes get refined.

So maybe you're here tonight and you don't have questions. You're not concerned. But I would encourage you to stay engaged with this project and continually check back on GeoVoice.

This is a high-level timeline of the projects.

I mentioned the Butler Farm and South Hill project earlier.

But for the Jeffress project, we did begin our public engagement early this year, and we are planning to file our application with the SCC this summer.

So, pending SCC and permit approval, we will anticipate construction starting in early 2025 and then wrapping up in summer 2026.

So, what's next? Where do we go from here? Once I finish this presentation, you know, similar to what you all were doing earlier, we'll get back up.

We'll look at the map boards. We'll talk to the subject matter experts. We have a lot of knowledge in the room.

We have engineering. We have right of way. We have planning, real estate, routing, project management and environmental as well.

So, there's a lot of folks in the room.

And there's also a feedback form included in the folder as well. So if you have questions or comments, you can leave them there and leave them up at the front desk.

As I mentioned, we will have another in-person community meeting later this spring. So be on the lookout for invitations for that. That's where we'll have the photo simulations for you to view.

And I want to stress that public engagement, it's not just tonight. It's not just this meeting. It's all the way through the project.

So, you can email us. You can call us. You can sign up for GeoVoice and leave us a comment.

So, all is fair in this room. Everyone's questions and concerns and thoughts. It's all fair. And we want to hear from you.

Again, you know, the project website is definitely the best place to find all information about the project.

So, this presentation will be recorded. It will be posted on the project website following the meeting. We have the renderings that we looked at earlier.

Also on the meeting, the presentation PowerPoint will be on the website as well.

Upcoming community meeting invites will also be there.

So, it's definitely a great way to know what the latest is with the project, particularly with GeoVoice.

So, we'll always try and make a note of the last time GeoVoice was updated with the routes.

So that concludes the formal presentation. Thank you for coming tonight.

We have a lot of experts here and we look forward to continuing the conversation.

Thank you.