

Transcript

Ann Gordon Mickel:

Hey everyone, we're going to get started in just a minute, so if you could make your way towards the chairs, that would be great. Thanks for coming.

All right. Good evening everyone. Thanks for joining the second White Oak Transmission Project community meeting. My name is Ann Gordon Mickel. I'm a communications specialist at Dominion, and we'll go ahead and get started.

So I do see some familiar faces tonight, so thanks for returning. And for those of you who have not been to a previous meeting, welcome. We're going to do a pretty short update and then we will jump right into an open house style. So the update will be just what we have worked on based on the feedback that we received at the September 15th community meeting. And then we will have our boards available and our subject matter experts at their stations to go over any questions that you may have. We didn't really get a super long chance to do that at the last meeting. So we are going to go straight into open house, no formal Q&A session after the presentation so that you can get a chance to talk to our team one-on-one.

This will be recorded and posted on our website in the next week or so. And the previous meeting is recorded and up on our website, so if you haven't had a chance to review that content, it has a little bit more information about the project need and the routing process and all of those things. But the same subject matter experts are here tonight to answer those questions, so if you do have questions after we wrap this up, we'll try to make it easy for you to go to the different stations. But if you still have trouble figuring out who to go to for certain questions, just ask any one of us in the blue shirts and we'll be happy to help you. Also, if you happen to get a packet folder with a presentation, that is really for you to review and take notes if you'd like. And if you do not have a pen and you would like one, just raise your hand and one of my team members will be happy to bring one to you.

Okay, so before we get into the content, just want to reiterate our commitment from Dominion. This is a really important piece of our planning process when we're looking at new transmission routes. You all live in this area, you all know the area better than we do, so we want to hear from you and hear what matters most. We've already learned quite a bit from you all from our previous meeting and follow-up conversations, but we want to hear what you think about our new updates and please provide as much feedback as you would like. But our commitment to you is to explain the project information as clearly as we can. We want to listen and learn from you all — what are your concerns, what's most important to you all? And we want to be respectful of your questions and your concerns. So hopefully, this will be a productive session tonight. And again, if you have any questions after the presentation, just find any of us in the blue shirts. And thank you for taking time out of your evenings to come here and learn about the project and share your feedback. We really appreciate it.

So just a quick review of the White Oak project. What we're looking at is the general project area. So the need for the project is growth in the area that has resulted in us needing to construct new substations. And I've circled this red areas generally the technology park area where we have several substations, we have some that are under construction and some that are coming in the near future. So NERC is an entity that has oversight over Dominion and other transmission operators, and essentially NERC is trying to protect the grid and prevent large-scale outages. So to maintain NERC compliance, we need to build a new double circuit, 230-kilovolt — also known as kV — transmission line to connect our existing White Oak substation to an existing 230-kilovolt line.

So what have we been working on since our September 15th meeting? Well, if you recall, if you were at the meeting, we presented three routing corridors that you'll see here. So we have the yellow, orange and the teal. You may recognize them by the color or the number. And I do want to mention that just because a route is route number one or two, that does not mean it's a certain order of preference, it's just the way that they were labeled. So we had three overhead options and at the last meeting we also presented one hybrid option, which is a combination of overhead and underground. So we have made some smaller route adjustments based on feedback, but the key updates that I'm going to talk about tonight are the removal of the hybrid option and the addition of route four. Both of these were based on community feedback and I'm going to go through those in more detail.

So the hybrid option, I did receive a few questions after we announced that we removed this from our consideration, so I want to make sure that I've clarified what exactly a hybrid option is. So this was essentially to look at options that we could... We started by looking at an underground feasibility study to see if we could construct this line underground. And in some areas, underground is the best solution, but in this area, we found that in the technology park we need this line to be overhead for certain electrical reasons. So we looked at doing a combination of underground and overhead. So what you'll see here at the dotted line would be where the overhead portion would be and then the solid line would be in the residential area to try to put that line underground. But what we found was this was actually more impactful visually by the community.

We would have to have two transition stations, and a transition station is needed whenever we convert an overhead line to underground. So what you see in these boxes is where the transition stations would need to be located and that would be on private property. So what we found in our outreach was the visual impacts of the transition stations were really not worth the small portion of underground that we would get. And what you see here on the left is what a transition station looks like. It kind of looks like a smaller substation with just less equipment. So that has been removed from consideration, but I did want to show you where it is. It follows very closely along the teal overhead route. The teal overhead route is still under consideration.

And the new option, route four, this is the blue route that you'll see from the south. So I do want to highlight that there are some benefits here, but there are also some challenges that we have and we're still studying. So at the last meeting, we were asked to look into an option that would kind of deviate away from more residential areas and we came up with this route. So it does cross fewer residential areas and it does parallel the railroad for the most part, except for this little portion where it dips down over a protected easement, the Elko Game Preserve. So then it follows up along the railroad again. So major challenges that we have found with this route — wetlands is a huge challenge. Talk about that in the next slide, as well as swamp pink and electrical challenges crossing the existing line that you see coming up from the south.

So wetlands, as you can see here, this is 66% positioned in wetlands. So this would be a challenge to permit. And you may be wondering, if we could construct a line previously in wetland areas, why can't we do so now? And really it's become more challenging throughout the years to permit a new transmission line in wetlands. And it's not just high cost associated with the mitigation, it's also based on wetland credit availability. We also have other agencies that have oversight and may not prefer us to go this route because of the wetland impacts. So I do want to make sure that everyone understands that this is something that we're still reviewing and could be a challenge for this route. The swamp pink — this is not something that is necessarily a showstopper, but this is something that we wanted to make sure that you're aware of. The swamp pink is a federally threatened plant. It's protected by the Endangered Species Act. We have found survey reports that show that there are significant populations

around the area just north of the railroad and south of Portugee Road. So this route would have the potential to affect suitable habitat found in the White Oak Swamp.

So just wanted to talk about the proposed structures, as you may be wondering what these structures may look like in your area. So what we're proposing are double-circuit monopole structures. They would hold both of the circuits that we need. And we have two kind-of finish options here and I wanted to show that to you. On the left, you'll see galvanized steel. So that's what you see here, the kind of grayish color. And then on the right, we have the weathering steel monopole, so it doesn't really matter to us engineering-wise. We could do either, but we do like to blend in with the area. So we would probably propose the weathering steel unless the community had strong feedback. So if you do have thoughts about that, please let us know. Our engineering table will be over here. You could also leave your comments on our feedback forms or on GeoVoice. So the structures, subject to final engineering, they typically range around 110 feet, so that's the average, but some may be a little bit taller than others. It would just depend on the specific location.

So I'm getting close to finishing up the presentation, but I did want to touch on the SCC process. This is the State Corporation Commission. We will file an application hopefully by the end of this year. And I have received a few questions about getting involved with SCC process and when is the public comment period over. And the answer is once we file our application, it's not your last opportunity to engage with the project. However, if you have questions about routes and you would like something tweaked, you should probably ask our routing specialist here tonight. Because once we file that application, that's the route that we're filing and we're not really changing it later. But when we file our application, it's important to know if you want to get involved, there's not really anything you can do until we file because that's when we get a case number.

So once we file our application, we'll put that information on our website, we'll link to the SCC so you can review the application. All of that information is public. And then a few weeks later, the SCC will issue a procedural order, which is essentially a timeline of activities that will tell you when the public comment period opens and when it closes. So there will be public hearings and after the public comment period closes, later there will be an evidentiary hearing, a hearing examiner report followed by issuing a final order. So we expect that will take about a year, sometimes a little more, sometimes a little less. But when the SCC issues their order, if they approve the project, they will basically give us a route that we are to construct and an in-service date. So we will list one as our preferred route or a proposed route with alternatives and they will select one of those based off of the review that they do over the next year. So if approved, then we will pursue the remaining permits that we need to begin construction — that typically last about a year. So it would be about two years from now if everything goes as we're thinking. So obviously, things come up and things are shifted a little bit, but we will keep you updated as we move forward with this process.

I also included in your folders just a one pager what you see here because it's a little bit hard to read. So just a quick timeline, as most of you know, we announced a project later this summer in August. We had our first community meeting in September, our second tonight, we are hoping to file our application with the SCC by the end of the year and we're hoping to receive approval by late 2023. Then we'll work on our engineering and permitting in 2024 and hoping to start construction in 2025. So that's our current schedule, may adjust a little bit.

And lastly, just want to highlight GeoVoice. If you have not had an opportunity to look through GeoVoice, we have some team members that will come around with iPads, they can help you go through it. If you would like to zoom in on your property, leave comments, measure, all of those things are very helpful to do in GeoVoice. So that is still up on our project page, but if you have feedback, I encourage you to do that soon. And if you aren't super familiar with how to use a tool like this, just ask

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any of our team members and we can go through it with you. We can help you leave a comment or if you would like to look at the boards, routing area back here will be the best area to do that.

So that's all I have for our updates and we are now going to transition to the open house style. So I'm going to ask my teammates, if you're not already kind of at your board, go ahead and do so. And if you would like any refreshments before you go ask your questions, there is a table over there with the Dominion logo. And thank you for coming.

Greg Mathe:

Just one more thing. Thank you, AG. Just wanted to let you all know that we have county representatives here as well. John Vithoukas, county manager, as well as Steve Yob, deputy county manager, as well as Supervisor Nelson is here. So please, as Ann Gordon mentioned, thank you for coming. We welcome your questions at the relevant stations and the county's also here to answer any of your questions. Thank you very much.