

The Coalition has always reminded citizens that ALL ROUTES remain at risk.

The explorations of the Wheeler and New Road Routes by the SCC, as well as other exploratory questions raised in this interrogatory, demonstrate that the SCC is willing, even at this point in the process, to look at and consider any and all routes, and possibilities, for the proposed project.

This reinforces: *Only together, through one united voice*

We *must* push for the I-66 buried Hybrid Route, with Amazon paying the costs

Or better yet

Deny the entire project altogether

SCC Staff Interrogatories to DVP – 5/6/16

DVP responses must be provided by 5/13/16. “Please provide the response to these interrogatories within seven (7) business days of their receipt”

INTERROGATORIES AND DOCUMENT REQUESTS:

(25) What is the length, in circuit miles, for Gainesville Distribution Circuits #378, #379, and #695 from the Gainesville Substation to the proposed Haymarket Campus?

(26) For the proposed Project (1-66 Overhead) and 1-66 Hybrid Alternative Route, provide the following items:

- a. Number of overhead structures.
- b. Average, maximum, and minimum heights for the overhead structures.

(27) On page 17 of the Appendix to the Application, the Company states that“..if VDOT needed its right-of-way for further expansions of 1-66 in the future.” Is the Company aware of any plans to further expand 1-66 in the area of the 1-66 Hybrid Alternative route? If so, please provide an estimated timeframe and any documents from VDOT that provide information relative to such expansion(s).

(28) What is the estimated incremental cost for the Walmart Variation?

(29) FST Properties, Inc. ("FST") requested consideration of a variation to the Proposed Route and the 1-66 Hybrid Alternative Route on 5/4/16 ("FST Route Variation").

What is the estimated incremental cost for the FST Route Variation with respect to the 1-66 Hybrid Alternative Route?

(30) What is the width required for the right-of-way with respect to the underground portion of the 1-66 Hybrid Alternative Route?

(31) With reference to the Heathcote Station described in the 1-66 Hybrid Alternative Route, please provide the following items:

- a. A one-line and general arrangement for the Heathcote Station.
- b. The height of the backbone structures at the Heathcote Station.

(32) On page 59 of the Appendix to the Application, the Company describes the various types of conductors to be utilized for the proposed Project. Since the Haymarket Loop would cut into Line #124, which utilizes 636 ACSR 24/7 conductors, please provide the Company's rationale for using 795 ACSR 26/7 conductors on the Haymarket Loop as opposed to the 636 ACSR 24/7 conductors.

(33) Please provide an updated version of Attachment I.E. 1 and Attachment I.E.2 that reflects the Commission-approved Project in Case No. PUE-2014-00025.

(34) Referring to the Wheeler Alternative Route and New Road Alternative Route, please explain why the transmission line originating from Wheeler Station is approximately 8.6 miles when the actual Wheeler Station is only approximately 4.5 miles (straight line) from the proposed Haymarket Substation.

(35) Referring to the New Road Alternative Route, please explain why the transmission line originating from the New Road Station is approximately 12.6 miles when the actual New Road Station is only approximately 8.1 miles (straight line) from the proposed Haymarket Substation.

(36) Recognizing that the Company would not construct the proposed Project were it not for the Customer's request for service, and referring to the following items within "Section I. - Definitions" and "Section XXII. - Electric Line Extensions and Installations" of the Company's Commission-approved Terms and Conditions:

- a. Definitions of "Electric Delivery Service," "Electric Service," and "Excess Transmission Facilities"
- b. Definition of "Approach Lines"

Please explain the Company's rationale on why "Section XXII Paragraph D - New Non-residential and New Residential Three-Phase Service" is not applicable for the transmission facilities associated with this case.

(37) If the Company's Commission-approved line extension policy was applied to the proposed Project, please provide a cost assignment calculation.

(38) If the Company's Commission-approved line extension policy was applied to the Hybrid Alternative, please provide a cost assignment calculation.

(39) The Company's pre-certification process for data center site selection was mentioned at the local hearing on May 2, 2016, and on the Company's website

<https://www.dom.com/business/dominion-virginia-power/b2b-services/economic-developmentand-data-centers/data-center-services/sites>).

a. Provide a detailed explanation of the data center site certification process. How does a particular site become identified as a pre-certified site?

b. Did the site for the Haymarket Campus qualify as a pre-certified site? Provide the Company's rationale behind its determination.

(40) Please provide the estimated bill impact, and the details to support such an estimate, to a residential customer using 1,000 kWh per month for the following scenarios:

a. The Company's proposed Project if the Company's Commission-approved line extension policy is applicable to the Project and the Customer pays any deposit that may be required thereunder;

b. The Company's proposed Project if the Company's Commission-approved line extension policy is not applicable to the Project;

c. The Hybrid Alternative if the Company's Commission-approved line extension policy is applicable and the Customer pays any deposit that may be required thereunder; and

d. The Hybrid Alternative if the Company's Commission-approved line extension policy is not applicable.

(41) Please identify and quantify the number of individual residences (apartments, townhomes and single family homes) and commercial facilities that directly face the 1-66 Interstate corridor along the route of the proposed Project. Please include both the north and south sides of 1-66.

Dated: May 6, 2016

Respectfully submitted,
THE STAFF OF THE STATE
CORPORATION COMMISSION