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May 30, 2025

Michael J. Mussomeli, PWS
Environmental Specialist II
Virginia Department of Environmental Quality
1111 East Main Street, Suite 1400
Richmond, VA 23228

RE: Response to Virginia Department of Environmental Quality
Comment Letter Dated May 1, 2025
Mountain Valley Pipeline, LLC – MVP Southgate Amendment Project
Joint Permit Application No. 25-0752

Dear Mr. Mussomeli:

Mountain Valley Pipeline, LLC (Mountain Valley) submits the enclosed responses to the Virginia Department of Environmental Quality (DEQ) comment letter dated May 1, 2025 regarding the Joint Permit Application (JPA) for the MVP Southgate Amendment Project.

I. Information Required to Complete Application for Virginia Water Protection Individual Permit

DEQ Information Request No. 1:

Section 2.3 of the JPA narrative states 'The need for the Amendment Project is to meet the specific requests for natural gas transportation service of its Foundation Shippers, PSNC and Duke.' Pursuant to 9VAC25-210-80 B.1(f), please elaborate and provide documentation of the stated need. While Attachments K (Economic Analysis) and L (Public Interest Comment [component of FERC Docket No. CP25-60-000]) provide rationale and comments for the proposed project, please provide additional documentation and references to support the need of the proposed project. Describe and reference in full within the need statement.

Mountain Valley Response to Information Request No. 1:

The need for the Amendment Project is demonstrated by the fact that it is fully subscribed—meaning that 100% of its capacity has been reserved through long-term firm agreements. More specifically, the Amendment Project will allow Mountain Valley to fulfill these agreements by satisfying the requests for natural gas transportation service of its Foundation Shippers, Public Service Company of North Carolina, Inc. (PSNC) and Duke Energy Carolinas, LLC (Duke). Both Foundation Shippers have entered into long-term agreements, with each reserving at least 250,000 dekatherms per day (Dth/day) of firm capacity for a minimum period of 20 years (Attachment 1).[1]

PSNC provides natural gas utility service to over 650,000 customers in North Carolina. According to a letter PSNC filed on the Amendment Project's FERC Docket (Docket No. CP25-60-000),[2] the Amendment Project is needed to help PSNC meet the increasing demand for natural gas and to remedy "various operational constraints impacting PSNC's current gas supply, including significant immediate and long-term reliability concerns."

[1] Public (redacted) versions of precedent agreements were included as Exhibit I to Mountain Valley's *Abbreviated Application for Amendment to the Certificate of Public Convenience and Necessity re the MVP Southgate Project under CP25-60.* FERC eLibrary Accession Number 20250310-5163.
[2] PSNC. 2025. *Comments of Public Service Company of North Carolina, Inc. in Support of Mountain Valley Pipeline, LLC's Application under CP25-60.* FERC eLibrary Accession Number 20250320-5221.

Duke is a public utility providing generation, transmission, distribution, and sale of electric power in North Carolina and South Carolina. In a document filed on the Amendment Project's FERC Docket, Duke stated:

> Today, the Duke Utilities face a fuel security challenge in the Carolinas that will only worsen without timely completion of the Amended Project. If the Amended Project does not timely enter into service, the Duke Utilities will have increased fuel assurance risk, increased risk of delayed coal retirements, and increased customer fuel cost exposure. Additionally, the Duke Utilities may be delayed in their ability to meet the carbon emission reduction targets under North Carolina law as new natural gas electric generation is required in the Carolinas to keep the companies on track to achieve carbon neutrality by 2050.[3]

Further, since its February 2025 FERC filing, Mountain Valley has received comments on the FERC Docket expressing support for the Amendment Project. A summary of the comments received on FERC Docket No. CP25-60-000 in support of the application is provided in Attachment 2. Supportive comments were filed by landowners, local non-profits, state agencies, and state and federal elected officials from both Virginia and North Carolina. Among the benefits highlighted were:

- As the MVP Southgate project will pass through the Southern Virginia Mega Site at Berry Hill, it has the potential to significantly advance business development and long-term economic growth in the region. *Virginia Chamber of Commerce*

- Greater supplies of natural gas and related infrastructure, such as the MVP Southgate project, are needed to maintain North Carolina's status as a leading destination for companies, jobs and people. Moreover, by transitioning more of North Carolina's electricity generation from coal to natural gas, our state's public electric utilities will be better able to reduce carbon emissions and provide affordable, reliable energy that complements renewable generation sources like solar and wind. *North Carolina Economic Development Association*

- Reliable energy infrastructure is critical for public safety. Natural gas ensures homes, businesses, and emergency services have dependable energy when it matters most. Modern pipelines, like MVP Southgate, are built with advanced safety measures, reducing risks and enhancing reliability. Beyond providing for our region's energy security, MVP Southgate will generate tax revenue that will directly benefit essential services, including fire and emergency response. Construction will generate nearly $9 million in state and local tax revenue, and the operational benefit of the MVP Southgate includes an estimated $1.1 million in new additional annual ad valorem tax revenue to Pittsylvania County. Additionally, the company has been a generous supporter of efforts to purchase vital equipment for first responders in my department and other public safety agencies and organizations in our community. *Chief – Chatham, Virginia Fire Department*

- The MVP Southgate Project will provide an important additional interstate supply source of natural gas to North Carolina. This additional supply will help keep energy costs affordable and help generate economic development. *Carolina Utility Customers Association, Inc.*

A copy of the comments received is included in Attachment 2. In addition, at the April 2025 FERC Meeting, FERC Staff presented the *January 2025 Arctic Events: System Performance Review,* discussing how the bulk power system performed during winter storm events. The report noted that the Mountain Valley Pipeline Mainline "played a crucial role in maintaining reliable electric supply during this high demand period by sustaining stable pipeline pressure."[4] FERC Chairman Christie echoed this sentiment in his comments following the Staff presentation, noting the crucial role Mainline played in

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[3] Duke Energy Carolinas. 2025. *Joint Motion to Intervene and Comments of Duke Energy Carolinas, LLC and Duke Energy Progress, LLC in Support of Mountain Valley Pipeline, LLC's Application for Amendment to Certificate of Public Convenience and Necessity under CP25-60.* FERC eLibrary Accession Number 20250310-5163.

[4] FERC. 2025. NERC Issue Report on System Performance During the January 2025 Arctic Weather. Available at: https://www.ferc.gov/news-events/news/ferc-nerc-issue-report-system-performance-during-january-2025-arctic-weather. Accessed May 2025.

maintaining grid reliability in its first winter in operation. The addition of MVP Southgate capacity in North Carolina will add additional resiliency and reliability for the region.

DEQ Information Request No. 2:

Section 4.1.3 of the narrative states preliminary jurisdictional determination (PJD) approval letters are pending. Pursuant to 9VAC25-210-80.B-1(h-4), please provide a copy of the PJD upon receipt from the U.S. Army Corps of Engineers (USACE).

Mountain Valley Response to Information Request No. 2:

The PJD is currently pending from the USACE. Mountain Valley expects it to be approved within the next several weeks. The PJD approval letter will be provided to DEQ once received.

DEQ Information Request No. 3:

Pursuant to 9VAC25-210-80 B-1(a) and 9VAC25-210-80 B.1(o), Section 1 and Section 9 of the Standard JPA form lists two (2) separate business names (Mountain Valley Pipeline, LLC and MVP Construction & Engineering, respectively). Please advise if MVP Construction & Engineering is a division or department of Mountain Valley Pipeline, LLC or a separate subsidiary or entity. If there is a separate subsidiary or entity, please revise forms to reflect the same company name.

Mountain Valley Response to Information Request No. 3:

Section 1 of the JPA form correctly identifies the applicant as Mountain Valley Pipeline, LLC. The application was signed by Mountain Valley's Vice President of Construction and Engineering, Jeffrey Klinefelter. The reference in Section 9 to "MVP Construction & Engineering" is part of Mr. Klinefelter's title, not a separate subsidiary or entity of Mountain Valley Pipeline, LLC.

DEQ Information Request No. 4:

Please provide a figure/mapping that shows the Amendment Project in comparison with the previous Federal Energy Regulatory Commission (FERC)-approved project, highlighting the departures in alignment.

Mountain Valley Response to Information Request No. 4:

Please see the attached alignment sheets and Microsoft Excel spreadsheet that show differences in the alignment between the Amendment Project and the Original Certificated Project (Attachment 3 and Attachment 4, VDEQ Add Info #4).

DEQ Information Request No. 5

Pursuant to 9VAC25-210-80 B.1(g) please provide the following additional information for Section 3.2.4 (System Alternatives):

a. *Please elaborate on the type and nature of retrofits or upgrade of existing systems and how they would result in a similar or greater impact than the proposed project.*

b. *Please advise on the additional cost related to this alternative.*

c. *The narrative states that the proposed project could not use the Southeast Supply Enhancement Project (SSEP) as a system alternative. Please elaborate why scope, capacity, and tariff specifications would make this alternative unfeasible. Additionally, please elaborate on necessary infrastructure improvements that would be required, cost, and additional surface waters impacts.*

Mountain Valley Response to Information Request No. 5

a. FERC is conducting a comprehensive analysis of alternatives and will make a final siting determination for the Amendment Project.[5] The application notes that FERC considered the following two existing system alternatives when reviewing the original application: (1) Transco Pipeline System Alternative and (2) East Tennessee Pipeline System Alternative. Mountain Valley does not have information regarding the type and nature of retrofits or upgrades of these existing systems that would be required to meet the purpose of the Amendment Project. While Transco has proposed the Southeast Supply Enhancement Project (SSEP), this system expansion would not meet the Amendment Project shippers' stated need for an additional pipeline transportation path into North Carolina. East Tennessee has not proposed to upgrade its existing system, and, given the capacity needs of the Amendment Project shippers, any expansion would likely entail a project similar in size and scope to the Amendment Project.

b. Mountain Valley has no reasonable basis to estimate the relative costs that would be incurred by the owners of the Transco and East Tennessee systems to upgrade their systems to serve the capacity under contract by Mountain Valley's Foundation Shippers.

c. Mountain Valley does not possess additional responsive information about the SSEP beyond what was discussed in the application narrative. Nor is such information readily available to Mountain Valley. SSEP is not "available" to Mountain Valley. Nor could SSEP fulfill the legitimate project purpose stated in Mountain Valley's application. For these reasons, SSEP is not a "practicable alternative" within the meaning of 9VAC25-210-10 and -80(B)(1)(g).

DEQ Information Request No. 6

Pursuant to with 9VAC25-210-80 B.1(g), please provide the following additional information for Section 3.2.5 (Route Alternatives):

a. In order to better review the route alternatives, please provide a table that lists alternatives considered, with columns with information containing wetland impacts, stream impacts, potential threatened/endangered species impacts, right-of-way impacts, total project area, and cost.

b. Please provide mapping of route alternatives considered. Narrative refers to FERC Federal Environmental Impact Statement; please include details and maps as an attachment.

c. In relation to avoidance and minimization measures, it is DEQ's understanding that the proposed SSEP pipeline, referenced in the JPA narrative, projects a concurrent construction schedule as the proposed project. These two (2) pipelines may be undergoing active construction immediately adjacent to each other simultaneously. Please describe, in detail, efforts to minimize impacts by sharing limits of disturbance, sequencing of construction activities so as not to incur greater, cumulative impacts, and any additional efforts to reduce impacts between the two (2) projects.

Mountain Valley Response to Information Request No. 6:

a. Please see the attached Microsoft Excel spreadsheet (Attachment 4, VDEQ Add Info #6a-6b) that lists the alternatives considered and includes information on the wetland impacts, stream impacts, potential threatened/endangered species impacts, right-of-way impacts, total project area, and cost.

b. Please see the attached figures (Attachment 5) showing route alternatives and variations that were considered. See Attachment 4, VDEQ Add Info #6a for additional details on these route alternatives and variations.

c. Mountain Valley and Transco are independent businesses proposing independent projects.

[5] FERC's determination of the location for the Project cannot be altered by a VWP permit action. Va. Code § 62.1-44.15:21(D)(2).

Although Mountain Valley is not aware of any authority or precedent for requiring coordinated minimization efforts by independent applicants, the parties have nevertheless been working voluntarily and in good faith to minimize the potential cumulative impacts associated with the construction of the MVP Southgate and the Transco SSEP pipelines. Mountain Valley and Transco continue to collaborate to address construction-related concerns, including those highlighted by DEQ, and develop field strategies to mitigate potential issues from potentially concurrent construction activities. Detailed evaluations of construction sequencing are being undertaken in areas where the MVP Southgate and SSEP pipelines overlap workspaces, ensuring minimizing disturbances. Additionally, Mountain Valley and Transco are exploring opportunities to share workspace and sequence construction activities to enhance safety, substantially reduce cumulative environmental impacts, avoid bottlenecks, and target erosion and sediment control design and implementation, ensuring effective measures and environmental protection. Mountain Valley remains committed to continued discussions with Transco to proactively manage construction impacts and comply fully with DEQ's environmental standards and expectations.

DEQ Information Request No. 7:

Item 20 of the Standard JPA notes excess material would be stockpiled in wetlands. It is not clear from the drawings of the stockpile locations. Please show where temporary stockpiles are located. In order to reduce temporary wetland impacts, please advise if it is possible to relocate stockpiles outside of wetlands.

Mountain Valley Response to Information Request No. 7:

In general, spoil piles will be placed within approved additional temporary workspace (ATWS) locations in upland areas, which may be used during construction storage of excess spoil at crossings. No temporary soil stockpiles are planned to be located within wetlands.

Although uncommon, site-specific circumstances may necessitate temporary stockpiling of stream or wetland soils in wetland areas. In that event, the stockpiles would be placed only in previously authorized impact areas.[6] Furthermore, Mountain Valley will abide by the customary condition to ensure that stockpiles are not temporarily sidecast for more than 90 calendar days and are managed such that soil will not be dispersed by currents or other forces.

DEQ Information Request No. 8:

Pursuant to 9VAC25-210-80 B-1(p), a permit application fee is required to complete the application and continue noticing the draft permit. Once the proposed impact information has been determined and confirmed, DEQ will notify you of the fee amount.

Mountain Valley Response to Information Request No. 8:

Mountain Valley acknowledges that a permit application fee is required. Mountain Valley will provide the permit application fee once the fee amount has been determined and confirmed by DEQ.

DEQ Information Request No. 9:

Appendix M - Mitigation proposes a credit reservation letter in which the Bank anticipates an initial credit release of 0.87 wetland credits and 700 stream credits in January 2026, additional release of 0.43 wetland credits (undated), and 2.61 wetland credits in mid-2027. Please provide a purchase agreement with the Bank establishing a contractual obligation to provide the required compensatory mitigation credits required, or other documents that meet the requirements of 9VAC25-210-80B-1 (m).

[6] Additionally, FERC's *Wetland and Waterbody Construction Mitigation Procedures* generally do not allow ATWS within 50 feet of a stream or wetland. Any deviation from this general requirement due to site-specific circumstances would require FERC approval.

Mountain Valley Response to Information Request No. 9:

Mountain Valley obtained credit reservation letters from the Copper Hill Mitigation Bank and Beaverdam Mitigation Bank. However, the credit reservation letter from Beaverdam was inadvertently omitted from Attachment M of the application. Both reservation letters are attached to this response (Attachment 6). Discussions with the sponsor of the banks regarding purchase agreements are continuing.

In lieu of mitigation bank credits, Mountain Valley continues to evaluate other potential approaches to mitigation. Mountain Valley is evaluating a potential Permittee-Responsible Mitigation (PRM) project that it will discuss with the DEQ.

II. Information Required to Assist DEQ's Review of Application

DEQ Comment No. 1:

Section 4.2.7 (Spawning Areas) notes coordination with the Virginia Department of Wildlife Resources (DWR) regarding time-of-year restrictions (TOYRs) for waterbodies crossed by the proposed project. Documentation refers to surveys provided to DWR in 2019. These surveys may be outdated. As part of the individual permit review process, DEQ has initiated coordination from DWR and will advise/forward comments to you for response.

Mountain Valley Response to Comment No. 1:

Mountain Valley acknowledges that DEQ has initiated coordination with DWR and will respond to any comments from DWR during their review.

DEQ Comment No. 2:

Section 4.2.9 (Freshwater Mussels) and 4.3.7 (Threatened and Endangered Species) notes ongoing coordination with U.S. Fish and Wildlife Service (USFWS). Please provide concurrences from USFWS upon receipt.

Mountain Valley Response to Comment No. 2:

Please see the attached project review letter from the USFWS that includes project- and species-specific comments and recommendations (Attachment 7). Per the USFWS' recommendation, mussel habitat assessments were completed with presence/absence surveys in those streams with potential suitable habitat. The findings of those surveys will be submitted to USFWS and DWR.

DEQ Comment No. 3:

Section 4.1.4 states water withdrawal from Dan River (NC) for hydraulic directional drilling operations of both Dan and Sandy River. As the Sandy River is located approximately six (6) to eight (8) miles from the North Carolina border, please confirm if any water withdrawal activities will occur in Virginia. Also, please advise if water withdrawal associated with hydrostatic testing will be required.

Mountain Valley Response to Comment No. 3:

No water withdrawals are anticipated to occur in Virginia. Water withdrawals associated with hydrostatic testing will be required and will be withdrawn from the Dan River in North Carolina. As an alternative, water purchased from municipal water utilities may also be utilized.

DEQ Comment No. 4:

Section 5.2.6 (Time-of-Year Restrictions) notes TOYR for streams designated as warmwater fisheries from 15 April-15 July. Additional TOYR may be required, pending coordination with DWR and USFWS.

Mountain Valley Response to Comment No. 4:

Mountain Valley acknowledges that additional TOYR may be required following coordination with the DWR and USFWS.

DEQ Comment No. 5:

Drawing No.'s MVP-SG-17, 17.1, 17.2, 17.3, 17.4, 17.7, and MVP-SGO-ES8 in Appendix J contain typical details regarding waterbars. These drawings are dated from 2018 and are related to the original mainline project. Please coordinate with DEQ Office of Stormwater as to whether these details are acceptable. If changes to details require additional workspace/extended LOD, impacts may need to be adjusted.

Mountain Valley Response to Comment No. 5:

Mountain Valley acknowledges that these typical details were approved for Mountain Valley Mainline and were also included by reference in Mountain Valley's Standards & Specifications (S&S). Per the S&S, Mountain Valley will continue to submit any variances for construction plans or construction typical details for implementation on MVP Southgate that deviate from the Virginia Stormwater Management Handbook. This would include the above-referenced waterbar construction typical details.

DEQ Comment No. 6:

Please provide GIS shape files, or the equivalent, showing the project's overall limits of disturbance and aquatic resource impacts within Virginia.

Mountain Valley Response to Comment No. 6:

GIS shapefiles containing the Amendment Project limits of disturbance and aquatic resources were provided to DEQ on April 25, 2025 via email correspondence.

Regards,

Jeffrey Klinefelter
Mountain Valley Pipeline, LLC

cc: Christian King, Burns & McDonnell Engineering Company, Inc.
Lori Ferry, Burns & McDonnell Engineering Company, Inc.
Olivia Yu, Federal Energy Regulatory Commission
Steven VanderPloeg, USACE
Steve Hardwick, DEQ
Melanie Davenport, DEQ
Brenda Winn, DEQ
Beth Howell, VMRC

ATTACHMENT 1

PRECEDENT AGREEMENTS (PUBLIC VERSION)

MOUNTAIN VALLEY PIPELINE, LLC

DOCKET NO. CP25- -000

EXHIBIT I

MARKET DATA – PRECEDENT AGREEMENTS

Public Versions Redacted

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PRECEDENT AGREEMENT

This Precedent Agreement (this "Precedent Agreement") is made effective at 12:01 a.m. this 12th day of December, 2023 ("Effective Date"), by and between Mountain Valley Pipeline, LLC ("Transporter") and Duke Energy Carolinas, LLC ("Shipper"). Transporter and Shipper are also referred to herein individually as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, Transporter will be a provider of interstate natural gas transmission services; and

WHEREAS, Transporter previously proposed to develop and construct a new transmission facility for a proposed pipeline project, which involved approximately three hundred thousand (300,000) dekatherms ("Dth") per day ("Dth/day") of planned, firm natural gas pipeline system comprising approximately seventy (70) miles of transmission pipeline and compression facilities from the interconnection with the proposed Mountain Valley Pipeline (the "Mainline Project") in Pittsylvania County, Virginia near Transco Station 165 to certain planned new delivery points in North Carolina (the "Legacy Project"); and

WHEREAS, in lieu of the Legacy Project, Transporter proposes to develop and construct new transmission facilities for its proposed pipeline project, with approximately five hundred fifty thousand (550,000) Dth/day of planned, firm natural gas transportation capacity consisting of a new greenfield natural gas pipeline system comprising approximately thirty-one (31) miles of transmission pipeline and appurtenant facilities ("Project Facilities") from the interconnection with the Mainline Project in Pittsylvania County, Virginia near Transco Station 165 to planned new delivery facilities to be constructed in Rockingham County, North Carolina (the "Project"); and

WHEREAS, the Project will be subject to the jurisdiction of the Federal Energy Regulatory Commission ("FERC"), and Transporter will file for the necessary approvals for the construction and operation of the Project to provide firm transportation services on the Project Facilities; and

WHEREAS, Shipper and Transporter are entering into this Precedent Agreement to govern Shipper's and Transporter's rights and obligations with respect to the matters set forth herein.

NOW THEREFORE, in consideration of the mutual covenants and agreements contained herein, and intending to be legally bound by the terms herein, Transporter and Shipper agree as follows:

1. **Project Facilities.** Transporter agrees, subject to the terms and conditions of this Precedent Agreement, to use commercially reasonable efforts to proceed with the development of the Project and to thereby create new firm transportation capacity and provide access to new receipt and delivery points in a manner that is consistent with the terms and conditions of

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this Precedent Agreement and the Service Agreement (as defined in Section 3(c)) as further described herein.

(a) The Project is expected to provide, in aggregate, approximately five hundred fifty thousand (550,000) Dth/day of new firm transportation capacity (such new capacity to be referred to as the "Project Capacity") and is expected to involve installing approximately thirty-one (31) miles of thirty-inch (30") pipeline in Virginia and North Carolina.

(b) The receipt and delivery points available to Shipper from the Project are set forth on Exhibit 1 hereto. The Project includes the full scope and costs of constructing and placing into service new interconnect facilities to allow firm transportation service using the Project Capacity to the two listed delivery points in Exhibit 1 ("Delivery Points").

(c) In accordance with the provisions of Section 6, Transporter will be responsible for the acquisition, design, construction, installation, land rights, permitting and financing of the Project Facilities that may be necessary for Transporter to provide the firm transportation services on the Project Capacity as specified in this Precedent Agreement.

(d) Except as may otherwise be provided for herein, Shipper shall be responsible for making all arrangements with, and/or acquiring any services from, upstream and downstream pipelines (including the Mainline Project) that may be necessary for Shipper to utilize the Project Capacity and, unless otherwise provided herein, Shipper's failure to have in place adequate upstream or downstream facilities or arrangements shall not relieve Shipper of its obligations under this Precedent Agreement, the Credit Agreement (as defined in Section 7(a)) or the Service Agreement, each as defined elsewhere herein, as applicable.

2. **Open Season and Approvals.**

(a) Transporter shall conduct a binding open season for the Project Capacity in accordance with all applicable FERC rules and regulations, and the terms and conditions of this Precedent Agreement ("Open Season"). Transporter's Open Season notice shall provide that a shipper that commits to a precedent agreement for the construction of facilities that allows Transporter to provide firm transportation service for at least a maximum daily quantity of firm capacity equal to or exceeding two hundred fifty thousand (250,000) Dth/day for a minimum primary term of twenty (20) years shall be a Foundation Shipper, a status which provides certain benefits.

(b) The Parties acknowledge that they are executing this Precedent Agreement prior to the Open Season to be conducted by Transporter for the Project Capacity. The Parties agree that execution and delivery of this Precedent Agreement by both Parties shall constitute Shipper's request for firm transportation service under such

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Open Season for a total transportation contract quantity of two hundred fifty thousand (250,000) Dth/day ("MDQ") through the primary firm transportation paths established by the Receipt Point (as set forth in Exhibit I) and Delivery Points and associated maximum daily quantities at such points, all as further described herein.

(c) In consideration of Shipper's commitment hereunder to the MDQ, which is essential to the competitive and economic viability of the Project, Shipper shall be considered a Foundation Shipper under the Project. Shipper's status as a Foundation Shipper will mean that Shipper's MDQ will not be subject to being reduced or allocated to any other Project shippers in the Open Season or any subsequent open season for the Project Capacity, including in the event Transporter amends the Project to reduce or increase the scope, size or capacity, or to change Project Facilities.

(d) Transporter shall proceed to use commercially reasonable efforts to seek the regulatory approvals as may be necessary to construct and operate the Project Facilities so as to provide firm transportation service to Shipper consistent with the terms and conditions of this Precedent Agreement and the Service Agreement, including the necessary authorizations from the FERC under the Natural Gas Act ("NGA") for the Project ("FERC Authorizations") and all other authorizations (including any authorizations or permits that may be required from other federal or state or local agencies) that may be necessary for Transporter to proceed with construction and operation of the Project Facilities (such other authorizations are referred to herein singularly as "Other Governmental Authorization" and collectively as the "Other Governmental Authorizations"). The FERC Authorizations, Other Governmental Authorizations, and FERC's issuance of the notice to proceed with construction of the Project ("FERC Notice to Proceed") shall be referred to collectively as the "Required Project Approvals" and shall be listed in Exhibit 5. Transporter shall provide written notice to Shipper as promptly as practicable in the event any authorization or permit necessary for the construction or operation of the Project is imposed (*i.e.*, a new Other Governmental Authorization is created), eliminated or modified by a federal, state, or local agency after execution of this Precedent Agreement, and Exhibit 5 hereto shall be automatically amended to include or remove, as applicable, such authorization or permit or its applicable modification.

(e) [redacted]

[redacted]

(f) [redacted]

(g) [redacted]

3. **Level of Service, Term, and Rates for Service.**

(a) As of the Service Commencement Date (as hereinafter defined), Transporter commits to provide, and Shipper commits to receive from and pay Transporter for, firm transportation service capacity in the quantity selected by Shipper as set forth in the capacity subscription table below.

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Capacity Subscription Table:

Rate Schedule EFT Service Agreement Anticipated Service Date	MDQ (Dth/day)	MDQ Term
June 1, 2028	250,000	20 Years

(b) "Anticipated Service Date" shall be the date by which Transporter anticipates that the Project will be placed into service. The Anticipated Service Date for the Project is June 1, 2028. The "Service Commencement Date" for the Project shall be the later of (i) June 1, 2028 and (ii) the first day of the month immediately following the date on which Transporter is authorized by FERC to commence service on the Project Facilities and Transporter is first able to provide Shipper with its full MDQ of firm transportation service from the Receipt Point to the Delivery Points, utilizing the Project Capacity. Transporter agrees to use commercially reasonable efforts to construct the Project Facilities and to make firm transportation service available to Shipper no later than June 1, 2028.

(c) Within thirty (30) days following the date of the FERC Order, Transporter shall tender to Shipper, and Shipper agrees to execute and deliver, the "Transportation Service Agreement applicable to Enhanced Firm Transportation Service under Rate Schedule EFT" ("Service Agreement") in the form attached hereto as Exhibit 6 as approved by FERC at the time of such execution, with only such modifications as necessary to reflect the rates, terms and conditions of service set forth in this Precedent Agreement.

(i) The Service Agreement shall become effective on the Service Commencement Date as set forth in Section 3(b) above.

(ii) The "Primary Term" of the Service Agreement shall be twenty (20) years beginning upon the Service Commencement Date.

(iii) [redacted]

(A) [redacted]

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(B) [redacted]

(iv) [redacted]

(d) [redacted]

(e) [redacted]

(f) [redacted]

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[redacted]

(g) [redacted]

(i) [redacted]

(ii) [redacted]

(iii) [redacted]

(h) [redacted]

[redacted]

4. **Transporter's Conditions Precedent.**

(a) Transporter's obligations under the Service Agreement are subject in all respects to the satisfaction of the conditions precedent set forth in this Section 4. For the Project, Transporter shall have the sole right to determine whether the following conditions precedent have been satisfied and/or whether to waive any such conditions:

(i) [redacted]

(ii) [redacted]

(iii) [redacted]

[redacted]

(iv) [redacted]

(v) [redacted]

(vi) [redacted]

(vii) [redacted]

(b) If any of the conditions precedent set forth in Section 4(a) are not satisfied or waived by the date set forth therein, Transporter shall have the right to provide written notice to Shipper of its intention to terminate this Precedent Agreement, the Service Agreement, and the Credit Agreement, as applicable; provided however, that, with respect to each such condition precedent, unless the right to terminate is exercised by written notice provided within thirty (30) days of the date on which such right to terminate for failure of such condition precedent first becomes effective, any such right to terminate shall be deemed to have been waived. Such notice shall designate each condition precedent giving rise to the right to provide such notice of termination. Unless all such condition(s) are satisfied within thirty (30) days after the receipt of such notice from Transporter or the Parties mutually agree otherwise in writing, this Precedent Agreement, the Service Agreement and the Credit Agreement shall terminate effective upon the expiration of said thirty (30)-day period, and neither Party shall have any liability to the other Party, nor shall any Party be responsible to the other Party for payment of damages or costs associated with the termination, in each case, due to the failure of a condition precedent unless the failure to satisfy such condition is the result of a willful and material uncured breach of this Precedent Agreement, the Service Agreement or the Credit Agreement by a Party. Transporter shall use commercially reasonable

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efforts to satisfy the conditions precedent applicable to its own actions set forth in Section 4(a) by the deadlines set forth therein.

(c) Transporter shall not be liable in any manner to Shipper due to Transporter's failure to complete the construction of the Project within the timeframe contemplated herein, provided Transporter has met its obligations in the Precedent Agreement to use commercially reasonable efforts to obtain the Required Project Approvals and to construct the Project Facilities in accordance with the terms and conditions of this Precedent Agreement and the Service Agreement and meet its conditions precedent, respectively; provided, however, nothing in this Section 4(c) shall affect Shipper's ability to terminate this Precedent Agreement, the Credit Agreement or the Service Agreement, if applicable, if the Project does not achieve Commercial Operations as provided in Section 8(g).

5. **Shipper's Conditions Precedent**.

(a) Shipper's obligations under the Service Agreement are subject in all respects to the satisfaction of the conditions precedent set forth in this Section 5. Shipper shall have the sole right to determine whether the following conditions precedent has been satisfied and/or whether to waive such conditions:

(i) [redacted]

(ii) [redacted]

(iii) [redacted]

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[redacted]

(iv) [redacted]

(v) [redacted]

(b) If any of the conditions precedent set forth in Section 5(a) are not satisfied or waived by the date set forth therein, Shipper shall have the right to provide written notice to Transporter of its intention to terminate this Precedent Agreement, the Service Agreement, and the Credit Agreement, as applicable; provided however, that, with respect to each such condition precedent, unless the right to terminate is exercised by written notice provided within thirty (30) days of the date on which such right to terminate for failure of such condition precedent first becomes effective, any such right to terminate shall be deemed to have been waived. Such notice shall designate each condition precedent giving rise to the right to provide such notice of termination. Unless all such conditions are satisfied within thirty (30) days after the receipt of such notice from Shipper or the Parties mutually agree otherwise in writing, this Precedent Agreement, the Service Agreement and the Credit Agreement shall terminate effective upon the expiration of said thirty (30)-day period, and neither Party shall have liability to the other Party, nor shall any Party be responsible to the other Party for payment of damages or costs associated with the termination, in each case, due to the failure of a condition precedent unless the failure to satisfy such condition is the result of a willful and material uncured breach of this Precedent Agreement, the Service Agreement or the Credit Agreement by a Party.

6. **Transporter's Obligations.**

(a) In addition to Transporter's obligations provided elsewhere in this Precedent Agreement, including but not limited to those obligations in Section 2, above, upon the Effective Date:

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(i) Transporter agrees to use commercially reasonable efforts to (A) seek and to obtain by the Anticipated Service Date the contractual and property rights, financing arrangements and regulatory approvals, including the Required Project Approvals, as may be necessary to construct and operate the Project so as to provide firm transportation service to Shipper consistent with the terms and conditions agreed to in this Precedent Agreement, and (B) construct the Project Facilities and to place such Project Facilities into service by the Anticipated Service Date; and

(ii) [redacted]

(b) [redacted]

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[redacted]

7. **Shipper's Obligations.**

In addition to Shipper's obligations provided elsewhere in this Precedent Agreement:

(a) Upon the Effective Date, Shipper shall execute the credit agreement attached hereto as Exhibit 2 (the "Credit Agreement") contemporaneously with the execution of this Precedent Agreement and shall meet Transporter's creditworthiness requirements as set forth in the Credit Agreement and on a continuous basis commencing on the effective date of the Credit Agreement and continuing through the term of the Service Agreement;

(b) On the Service Commencement Date, Transporter shall provide the services under the Service Agreement and Shipper shall pay the applicable charges as set forth in the Service Agreement;

(c) As promptly as practicable following the Effective Date, Shipper agrees to apply for, and will seek with commercially reasonable efforts to obtain, any regulatory authorizations it deems necessary for it to utilize the Project for the service described herein, including with respect to Shipper facilities upstream or downstream of the Project; and

(d) [redacted]

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[redacted]

8. **Termination.**

(a) [redacted]

(b) [redacted]

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[redacted]

(c) Unless terminated sooner pursuant to the terms herein, this Precedent Agreement shall terminate upon the Service Commencement Date.

(d) [redacted]

(e) [redacted]

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[redacted]

(f) If Shipper does not satisfy Transporter's creditworthiness requirements by the effective date of the Credit Agreement or at any time thereafter through the term of the Service Agreement, Transporter may terminate this Precedent Agreement, the Service Agreement (if executed) and the Credit Agreement.

(g) [redacted]

(h) [redacted]

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[redacted]

9. **Assignment.** This Precedent Agreement may be assigned by either Party, including a partial assignment by Shipper, without the consent of the other Party, to (a) an Affiliate and (b) an entity which may succeed such Party by purchase, merger, joint venture, or consolidation, and any such successor in interest shall have all the rights and obligations of the assigning Party hereunder; provided, in each of (a) and (b), such assignee shall also be assigned the Credit Agreement and must meet the creditworthiness requirements set forth therein. Furthermore, either Party may, as security for its indebtedness, assign, mortgage or pledge any of its rights or obligations under this Precedent Agreement to any other entity, and the other Party will execute any commercially reasonable consent agreement with such entity and provide such commercially reasonable certificates and other documents as the assigning Party may reasonably request in connection with any such assignment; provided, any such consent agreement shall not contain any provisions that are inconsistent with, or that would modify, the other Party's rights or obligations under this Precedent Agreement. Except in accordance with the preceding two sentences in this Section 9, any purported assignment by Shipper of its rights and obligations hereunder shall be void *ab initio* without the prior written consent of Transporter, which consent will not be unreasonably withheld, conditioned, or delayed; provided, that any otherwise permitted assignee meets Transporter's creditworthiness standards set forth in the Credit Agreement by the Service Commencement Date. For purposes of this Precedent Agreement, an "Affiliate" shall mean another person that controls, is controlled by or is under common control with, the specified entity and includes a division of the specified entity that operates as a functional unit. A "Person" as used in this definition shall mean any individual, company, corporation, partnership, joint venture, association, joint stock company, limited liability company, or unincorporated organization. "Control" as used in this definition means the direct or indirect authority, whether acting alone or in conjunction with others, to direct or cause to direct the management policies of an entity. A voting interest of fifty percent (50%) or more creates a rebuttable presumption of control. [redacted] Subject to the foregoing, this Precedent

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Agreement and the Service Agreement is binding upon, inures to the benefit of and is enforceable by the Parties and their respective successors and assigns.

10. **Representations and Warranties.** Each Party represents and warrants to each other as follows:

(a) Such Party is duly organized, validly existing and in good standing under the laws of its jurisdiction of organization and is in good standing in each other jurisdiction where the failure to so qualify would have a material adverse effect upon the business or financial condition of such Party.

(b) The execution, delivery and performance of this Precedent Agreement by such Party does not and will not require the consent of any trustee or holder of any indebtedness or be subject to or inconsistent with other obligations of such Party under any other agreement.

(c) This Precedent Agreement has been duly executed and delivered by such Party. This Precedent Agreement constitutes the legal, valid, binding and enforceable obligation of such Party, except as such enforceability may be limited by bankruptcy, insolvency, reorganization, moratorium or other similar laws of general application relating to or affecting creditor's rights generally and by general equitable principles.

(d) Except as specified herein, no governmental authorization, approval, order, license, permit, franchise or consent, and no registration, declaration or filing with any governmental authority is required on the part of such Party in connection with the execution and delivery of this Precedent Agreement.

11. **Force Majeure.**

(a) In the event that either Party is rendered unable wholly or in part by Force Majeure (as defined below) to carry out its obligations under this Precedent Agreement, the obligations of the affected Party so far as they are affected by such Force Majeure shall be suspended during the continuance of such inability to perform, provided that the affected Party gives proper notice to the other Party, but for no period longer than the continuation of the inability to perform caused by such Force Majeure, and such cause shall be remedied, to the extent possible, with all reasonable dispatch. Proper notice shall be written notice that describes the full particulars of the Force Majeure event, delivered as soon as reasonably practicable after the date on which the affected Party became aware of such event, but in no event later than thirty (30) days thereafter. Neither Party shall be liable in damages to the other Party for any act, omission, or circumstance occasioned by or in consequence of Force Majeure, provided that the affected Party shall use reasonable efforts to remedy any situation that may interfere with the performance of its obligations hereunder; provided the settlement of strikes or other labor disturbances shall be in the affected Party's sole discretion; provided, except as otherwise provided in Sections 4, 5, and 8, an event

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of Force Majeure shall not extend any deadlines set forth in this Precedent Agreement. The affected Party will provide to the other Party its best estimate of the expected duration of any Force Majeure event and will respond to reasonable inquiries regarding the same.

(b) The term "Force Majeure" shall include any act, event or circumstance, or any combination thereof, that is beyond the reasonable control of an affected Party and which event or circumstance, or any combination thereof, has not been caused by or contributed to by the acts or omissions of the affected Party. To the extent the requirements in the preceding sentence are satisfied, the term "Force Majeure" shall include, but shall not be limited to, the following: acts of God, the public enemy, fire, freezes, floods, storms, epidemics, pandemics, accidents, breakdowns of pipeline or equipment, unplanned facility repairs, strikes, and any other industrial, civil, or public disturbance (including, for the avoidance of doubt, unlawful obstruction of, or denial of access to, rights-of-way), the inability to obtain materials, supplies, permits or labor, and any laws, orders, rules, regulations, acts or restraints of any government or governmental body or authority, failure or delay by any governmental body or authority to timely provide requested certificates, permits or approval necessary for completion of projects, weather related disruptions and delays of the necessary activities for completion of projects, civil or military, and any other cause, whether of the kind herein enumerated or otherwise, that is beyond the reasonable control of the affected Party.

12. **Modifications or Waivers.** No modification or waiver of the terms and provisions of this Precedent Agreement shall be or become effective except by the execution by both Parties of a written amendment.

13. **Notices.** Notices under this Precedent Agreement shall be sent to:

Transporter:

Mountain Valley Pipeline, LLC
c/o MVP Holdco, LLC
2200 Energy Drive
Canonsburg, PA 15317
Attention: John Quinn, Vice President, Business Development & Commercial Services
Email: jquinn@equitransmidstream.com

With a copy to:

Mountain Valley Pipeline, LLC
c/o MVP Holdco, LLC
2200 Energy Drive
Canonsburg, PA 15317
Attention: Sean McGinty, Senior Counsel
Email: smcginty@equitransmidstream.com

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Shipper:

Duke Energy Carolinas, LLC
525 South Tryon Street Charlotte, North Carolina 28202
Attention: VP, Fuels and System Optimization
Electronic Mail: John.Verderame@duke-energy.com

With a copy to:

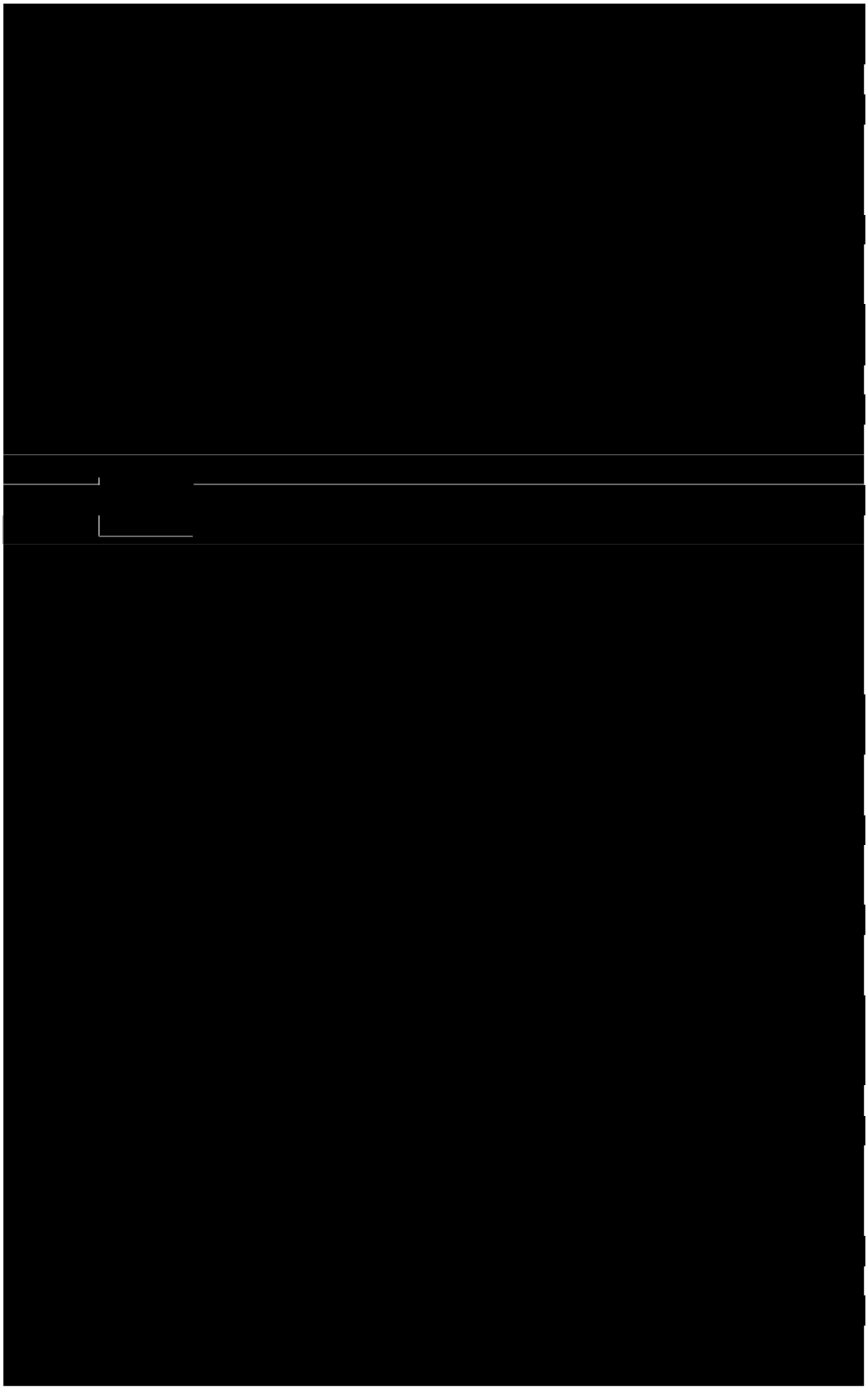
Duke Energy Carolinas, LLC
525 South Tryon Street Charlotte, North Carolina 28202
Attention: Amanda Demopoulos, Associate General Counsel
Electronic Mail: amanda.demopoulos@duke-energy.com

Any notice, request, instruction, correspondence or other document to be given hereunder by either Party shall be in writing and delivered personally or mailed by certified mail, postage prepaid and return receipt requested, by express courier, or by electronic communication. Notice given by personal delivery, certified mail, or express courier shall be effective upon actual receipt. In the absence of proof of the actual receipt date, notice by personal delivery or overnight courier shall be deemed to have been received on the next business day after it as sent or such earlier time as is confirmed by the receiving Party, and notice given by certified mail shall be deemed to have been received five (5) business days after it was sent or such earlier time as is confirmed by the receiving Party. Notice given by electronic communication shall be effective upon actual receipt if received during the recipient's normal business hours or at the beginning of recipient's next business day if received after recipient's normal business hours. All notices by electronic communication shall promptly be confirmed in writing by certified mail or express courier. Any Party may change any address to which notice is to be given to it by providing written notice as provided above of such change in address.

14. **Confidentiality and Disclosures.**

(a) [redacted]

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[redacted]

(b) [redacted]

(c) The Confidential Information shall remain the property of the Disclosing Party, and upon written request from the Disclosing Party to the Receiving Party, all written Confidential Information (including all copies thereof) then in the possession of the Receiving Party or its Representatives, except for that portion of the Confidential Information that may be found in analyses, compilations, studies or other documents prepared by or for the Receiving Party in connection with the Project, shall immediately be returned to the Disclosing Party or destroyed. No copies of such written Confidential Information including any transcripts, notes or other recordation of oral information, derived from the Confidential Information, whether recorded on paper or electronic medium of any form, shall be retained by the Receiving Party or its Representatives except to the extent that the Receiving Party is required by (i) applicable law or (ii) its customary or written recordkeeping policies to retain any materials based on or otherwise incorporating all or any portion of the Confidential Information, in which case the Receiving Party will keep an maintain such materials subject to the terms and conditions of this Section 14. At Disclosing Party's written request, the Receiving Party must provide the Disclosing Party with written certification following the destruction of any Confidential Information by the Receiving Party.

(d) [redacted]

(e) It is understood and agreed that neither the execution of this Precedent Agreement nor disclosure of any Confidential Information by a Disclosing Party to a Receiving Party shall be construed as granting to the Receiving Party or any of its Representatives any license or rights in respect of any part of the Confidential Information disclosed to it, including any trade secrets included in such Confidential Information.

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15. **Survival.** The Credit Agreement will be incorporated into the Service Agreement to be executed pursuant to this Precedent Agreement and the Credit Agreement and the provisions of Sections 8(h), 10, 14, 15, 16, and 18 of this Precedent Agreement will survive the termination of this Precedent Agreement, and the Credit Agreement will remain in effect during the term of the Service Agreement.

16. **Limitations on Damages.** THE PARTIES HERETO AGREE THAT NEITHER PARTY SHALL BE LIABLE TO THE OTHER PARTY FOR ANY PUNITIVE, SPECIAL, EXEMPLARY, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES (INCLUDING, WITHOUT LIMITATION, LOSS OF PROFITS OR BUSINESS INTERRUPTIONS) ARISING OUT OF OR IN ANY MANNER RELATED TO THIS PRECEDENT AGREEMENT, AND WITHOUT REGARD TO THE CAUSE OR CAUSES THEREOF OR THE SOLE, CONCURRENT OR CONTRIBUTORY NEGLIGENCE, STRICT LIABILITY OR OTHER FAULT OF EITHER PARTY.

17. **Severability.** If any provision of this Precedent Agreement is held to be invalid, illegal, or unenforceable, then: (a) the validity, legality, and enforceability of the remaining provisions will not, in any way, be affected or impaired thereby; (b) in lieu of such invalid, illegal, or unenforceable provision, there will be automatically added to this Precedent Agreement a provision as similar to such invalid, illegal, or unenforceable provision as may be possible and be legal, valid, and enforceable; and (c) upon request by either Party, the Parties will promptly enter into a written amendment to this Precedent Agreement, in form reasonably acceptable to the Parties, implementing the addition of such substituted provision.

18. **Miscellaneous.**

(a) All recitals and exhibits attached hereto are incorporated into this Precedent Agreement by reference and shall be deemed part of this Precedent Agreement as though they were in the main body of this Precedent Agreement.

(b) This Precedent Agreement shall not create any rights in third parties, and no provision of this Precedent Agreement shall be construed as creating any obligations for the benefit of, or rights in favor of, any person or entity other than Transporter or Shipper, or their successors or permitted assignees.

(c) No waiver of either Party of any default by the other Party in the performance of any provision, condition or requirement herein shall be deemed a waiver of, or in any manner release the other Party from, future performance of any other provision, condition or requirement herein, nor shall such waiver be deemed to be a waiver of, or in any manner release the other Party from, future performance of the same provision, condition or requirement. Any delay or omission of either Party to exercise any right hereunder shall not impair the exercise of any such right, or any like right, accruing to it thereafter.

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(d) This Precedent Agreement must be executed and delivered by both Parties to create a binding contractual commitment.

(e) This Precedent Agreement, and all the terms and provisions contained herein, and the respective obligations of the Parties hereunder, are subject to all valid laws, orders, rules and regulations of duly constituted governmental authorities having jurisdiction.

(f) This Precedent Agreement, including the exhibits attached hereto, constitutes the sole and entire agreement of Transporter and Shipper with respect to the subject matter hereof, and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to such subject matter.

(g) The construction, interpretation, and enforcement of this Precedent Agreement shall be governed by the laws of the State of New York, excluding any conflict of law rules, which would refer any matter to the laws of a jurisdiction other than the State of New York.

(h) EACH PARTY HEREBY UNCONDITIONALLY AND IRREVOCABLY WAIVES ANY RIGHT TO A JURY TRIAL FOR ANY DISPUTE, CONTROVERSIES, OR CLAIMS ARISING HEREUNDER OR RELATED HERETO.

[Signature page follows]

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IN WITNESS WHEREOF, the Parties hereto have caused this Precedent Agreement to be duly executed in several counterparts by their proper officers as of the date indicated in the signature block.

Mountain Valley Pipeline, LLC
by and through its Members

MVP Holdco, LLC
Signature:

DocuSigned by:
Diana M Charletta
5CC02B3188AA4AF...
Name: Diana M Charletta
Title: President and Chief Operating Officer
Date: 12/22/2023 | 1:00 PM EST

Duke Energy Carolinas, LLC

Signature:

DocuSigned by:
F7AC1F...
Name: John Verderame
Title: V.P.- Fuels & Systems Optimization
Date: 12/18/2023 | 11:37 AM EST

US Marcellus Gas Infrastructure, LLC
Signature:

DocuSigned by:
Matthew Schafer
4FEFBA...
Name: Matthew Schafer
Title: Vice President Pipelines
Date: 12/18/2023 | 8:58 AM PST

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EXHIBIT 1

RECEIPT AND DELIVERY POINTS



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EXHIBIT 2

CREDIT AGREEMENT

This Credit Agreement (this "Agreement") is made and entered into effective this 12th day of December 2023, by and between Mountain Valley Pipeline, LLC ("Transporter") and Duke Energy Carolinas, LLC ("Shipper"). Each of Transporter and Shipper are sometimes referred to herein individually as "Party" or collectively as "Parties."

WHEREAS, Transporter proposes to develop and construct new transmission facilities for its proposed pipeline project, with approximately five hundred fifty thousand (550,000)dekatherms ("Dth") per day ("Dth/day") of planned, firm natural gas transportation capacity, such pipeline project consisting of a new greenfield natural gas pipeline system comprising approximately thirty-one (31) miles of transmission pipeline and compression facilities from the interconnection with Mountain Valley Pipeline, LLC ("Mountain Valley") in Pittsylvania County, Virginia, to planned new delivery points to be established in Rockingham County, North Carolina (hereinafter referred to as the "Project");

WHEREAS, Transporter and Shipper entered into a Precedent Agreement, dated on or about even date herewith, for an aggregate capacity of two hundred fifty thousand (250,000) Dth/day of firm transportation capacity on the Project ("Precedent Agreement");

WHEREAS, Transporter and Shipper have or will execute a Service Agreement as contemplated by and in accordance with the Precedent Agreement ("Service Agreement");

WHEREAS, significant capital expenditures will be expended to develop and construct the Project; and

WHEREAS, Transporter desires for Shipper to commit to provide Transporter with assurance of Shipper's performance of its financial obligations relating to or arising under the Service Agreement in consideration of Transporter's willingness to pursue the Project in accordance with the terms of the Precedent Agreement.

NOW, THEREFORE, in consideration of the premises and mutual covenants and agreements contained herein, Transporter and Shipper hereby agree as follows:

1. Shipper will furnish financial information requested by Transporter and Transporter will conduct a credit evaluation of Shipper's creditworthiness. Further, for the duration of this Agreement, the Precedent Agreement and any Service Agreement entered into pursuant to the Precedent Agreement, Shipper shall deliver to Transporter within one hundred twenty (120) days after the close of each fiscal year Shipper's audited financial statements that reflect the operations of Shipper for the most recent fiscal year, including, without limitation, a balance sheet, income statement, and statement of cash flows, with supporting schedules, all on a consolidated and consolidating basis and in reasonable detail; provided, if such financial statements are posted on the website of Shipper or Shipper's parent company or are otherwise publicly available on the website of the Securities Exchange Commission or a successor agency, then Shipper shall have no obligation to deliver such financial statements to Transporter.

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2. Shipper shall be deemed creditworthy if Shipper (1) has a Credit Rating (as defined below) of BBB- or better from Standard & Poor's Global Ratings ("S&P") or its successor, and Baa3 or better from Moody's Investor Services, Inc. ("Moody's") and (2) is not under review by either S&P or Moody's for possible downgrade below the levels of BBB-and Baa3, respectively. If Shipper is rated by more than one rating agency and the existing Credit Ratings are split, then the lower Credit Rating from the rating agencies mentioned above shall be utilized.

Alternatively, Shipper shall be deemed creditworthy if Shipper has a guarantor (hereinafter referred to as the "Guarantor") of Shipper's obligations under the Precedent Agreement and the Service Agreement that (1) has provided an irrevocable, unconditional guaranty in a dollar amount equal to the number of months of reservation charges as shown below, in form and substance reasonably acceptable to Transporter issued by an entity which has a Credit Rating (as defined below) of BBB- or better from S&P and Baa3 or better from Moody's and (2) is not under review by either S&P or Moody's for possible downgrade below the level of BBB- and Baa3, respectively (the credit ratings in Table 1 refer to Guarantor's credit rating):

Table 1: Months of Reservation Charges for Shippers

Credit Rating	Months of Charges Required	Credit Support Type
≥ BBB-/Baa3	9	Guaranty , as applicable
BB+/Ba1	12	As Agreed
BB/Ba2	12	As Agreed
BB-/Ba3 or unrated	12	As Agreed

Shipper agrees that it shall meet the creditworthiness requirements at all times during the term of this Agreement and shall inform the Transporter immediately of any changes in its Credit Rating or financial condition. Without limitation of the foregoing, Shipper shall, upon written request, affirmatively demonstrate to the Transporter Shipper's compliance with the creditworthiness requirements set forth herein. Notwithstanding the foregoing, if at any time and from time-to-time Shipper does not meet the requirements set forth in the first sentence of this Section 2, Shipper may be accepted as creditworthy by Transporter if Transporter determines that, notwithstanding the absence of an acceptable credit rating, the financial position of Shipper is acceptable to Transporter.

3. Notwithstanding the financial information reporting requirements outlined in Section 1, the Parties acknowledge that Shipper's and Guarantor's credit quality, as applicable, may change over time, and Transporter shall have the right to obtain updated or additional financial information from Shipper and Guarantor, as applicable, at any time to assess its current creditworthiness. If at any time during the period extending from the Effective Date of the

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Precedent Agreement through the end of the primary term of the Service Agreement, Shipper or Guarantor, as applicable, fails to demonstrate its creditworthiness to Transporter in accordance with Section 2 of this Credit Agreement or Transporter's FERC Gas Tariff or if Shipper or Guarantor loses its creditworthy status, then Transporter may require Shipper and Guarantor to provide and maintain additional credit assurance, in form and substance reasonably acceptable to Transporter in accordance with this Credit Agreement and Transporter's FERC Gas Tariff, and in a dollar amount up to the number of months of reservation charges under the Service Agreement as provided in Table 2 below. If Shipper fails to provide Transporter with the appropriate additional credit assurance as provided in Table 2 below within three business days after Transporter's written request therefor, then Transporter may, without waiving any rights or remedies it may have, suspend further service until Shipper's compliance is obtained and if compliance is not obtained within a 10-day period then Transporter shall no longer be obligated to continue to provide service to Shipper. Transporter agrees that any of the following may be proposed by Shipper or Guarantor as an alternate form of credit assurance in an amount at least equal to the "Amount of Credit Assurance" set forth in Table 2 below in this Section 3, subject to such alternative being reasonably acceptable to Transporter and fully satisfactory in form and substance:

(i) an irrevocable standby letter of credit (the "Letter of Credit") for the benefit of Transporter, in form and substance satisfactory to Transporter, in its reasonable discretion, in a dollar amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below;

a. The issuer (the "Issuer") of the Letter of Credit shall have and maintain $10 billion in assets and a senior unsecured bond rating (unenhanced by third-party support) equivalent to A- or better as determined by all rating agencies that have provided such a rating, and if ratings from either S&P and Moody's are not available, equivalent ratings from alternate rating sources reasonably acceptable to Transporter. If such rating is equivalent to A-, the Issuer must not be on credit watch or have a negative outlook by any rating agency;

(ii) a prepayment, in an amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below in advance for service on Transporter's System;

(iii) a grant to Transporter of a security interest in collateral, the value of which is mutually agreed upon by Transporter and Shipper, to secure a dollar amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below;

(iv) a guarantee by an entity that is a U.S. incorporated or organized entity that owns all of the equity of Shipper, which entity satisfies Transporter's credit appraisal for an amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below; and

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(v) other mutually agreeable forms and value of credit assurances to secure payment for an amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below.

"Credit Rating" is defined to be a party's senior unsecured debt rating as assigned by S&P and Moody's. In the event either S&P or Moody's discontinues its rating services, such that only one of the aforementioned rating agencies exist, Transporter and Shipper agree to discuss possible alternative agencies that rate senior unsecured debt.

If additional credit assurance pursuant to this Section 3 is required, it must be provided according to the following schedule as shown in Table 2 below:

Table 2

Shipper's or Guarantor's S&P Credit Rating*	**Shipper's or Guarantor's Moody's Credit Rating***	**Determination Date**	**Amount of Credit Assurance**
BBB- or better	Baa3 or better	N/A	None
BB+ or below	Bal or below	Effective Date of Precedent Agreement	2 months of reservation charges under the Service Agreement
		Date of Issuance of FERC Certificate for Project	As set forth in Table 1
		Service Commencement Date under Precedent Agreement	As set forth in Table 1

* In the event Shipper's or Guarantor's Credit Rating from S&P and Moody's is not equivalent, on a relative scale, then the lower Credit Rating shall apply.

Shipper shall provide and maintain such required additional credit assurance to Transporter, in the amount specified in Table 2 above, for the duration of any Service Agreement entered pursuant to the Precedent Agreement, or until such earlier time when Shipper's or Guarantor's Credit Rating is equal to a BBB- or better with a stable or positive outlook by S&P and Baa3 or better with a stable or positive outlook by Moody's.

4. To the extent not inconsistent with any other provision herein, each Party reserves all of its rights pursuant to Transporter's FERC Gas Tariff, pursuant to all valid laws, orders, rules and regulations of duly constituted authorities having jurisdiction (including the Federal Energy Regulatory Commission), and pursuant to other contractual arrangements with the other, and pursuant to any other applicable legal or equitable rights. In the event of a conflict or ambiguity as between this Credit Agreement and the creditworthiness provisions of Transporter's FERC Gas

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Tariff, the provisions of this Credit Agreement shall prevail unless such provisions are in conflict with then governing FERC regulations or policies.

5. This Agreement does not, and is not intended to, create a third-party beneficiary relationship between or among Transporter, Shipper, and any third party.

6. THE INTERPRETATION AND PERFORMANCE OF THIS AGREEMENT SHALL BE IN ACCORDANCE WITH AND CONTROLLED BY THE LAWS OF THE STATE OF NEW YORK, EXCEPT THAT ANY CONFLICT OF LAWS RULE OF THE STATE OF NEW YORK THAT WOULD REQUIRE REFERENCE TO THE LAWS OF SOME OTHER STATE OR JURISDICTION SHALL BE DISREGARDED.

7. This Agreement shall become effective as of the date first set forth above; provided, notwithstanding any other provision of this Agreement, the credit support requirements set forth in Sections 2 and 3 of this Agreement must be received by Transporter prior to the dates set forth in the tables in Section 3 for Shipper. This Agreement may be terminated by either Party upon the later of (a) the date the Precedent Agreement is lawfully terminated and full payment of all outstanding balances and charges has been made by Shipper, and (b) the latest date on which any Service Agreement entered pursuant to the Precedent Agreement is lawfully terminated and full payment of all outstanding balances and charges has been made by Shipper. In the event that all or a portion of the Precedent Agreement or the Service Agreement is permanently and entirely assigned to a third party, this Agreement shall terminate on the date that any and all such portions of the permanently assigned Service Agreement or the Precedent Agreement, as the case may be, are lawfully terminated and full payment of all outstanding balances and charges for transportation service rendered prior to the effective date of such assignment has been made by Shipper to Transporter.

8. Any entity that shall succeed by purchase, merger, consolidation, or other transfer to the properties of either Transporter or Shipper, substantially or in entirety, shall be entitled to the rights and shall be subject to the obligations of its predecessor in interest under this Agreement. Other than as set forth in the preceding sentence, no assignment of this Agreement or of any of the rights or obligations hereunder shall be made, unless there first shall have been obtained the written consent thereto of the other Party to this Agreement, which consent shall not be unreasonably withheld, conditioned, or delayed. Notwithstanding the foregoing, either Party shall have the right, without obtaining the other Party's consent, to pledge or assign its rights under this Agreement or the Precedent Agreement as collateral security for its indebtedness. In addition, this Agreement is assignable in whole or in part by Transporter without the prior consent of the Shipper to any current or future entity affiliated with Transporter or any of its owners or any joint venture or other entity formed for purposes of owning and/or operating the Project.

9. This Agreement sets forth all understandings and agreements between the Parties respecting the subject matter hereof, and all prior agreements, understandings, and representations, whether written or oral, respecting the subject matter hereof are merged into and superseded by this Agreement.

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10. No presumption shall operate in favor of or against any Party as a result of any responsibility or role that any Party may have had in the drafting of this Agreement.

[Signature Page Follows]

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IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized representatives as of the date first written above.

Mountain Valley Pipeline, LLC,
by and through its Members:

MVP Holdco, LLC

By: DocuSigned by: Diana M Charletta
5CC02BC3BB6B4AF...

Print Name: Diana M Charletta

Title: President and Chief Operating Officer

Duke Energy Carolinas, LLC

By: DocuSigned by:
F7AC1FFC7EA34AD...

Print Name: John Verderame

Title: V.P.- Fuels & Systems Optimization

US Marcellus Gas Infrastructure, LLC

By: DocuSigned by: Matthew Schafer
4FFEBA88F42A4B6...

Print Name: Matthew Schafer

Title: Vice President Pipelines

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EXHIBIT 3

NEGOTIATED RATE ADJUSTMENT

[redacted]

[redacted]

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EXHIBIT 4

METHODOLOGY FOR DETERMINING LOST AND UNACCOUNTED FOR GAS

Shipper shall pay for all Project service actual lost and unaccounted for gas to recover lost and unaccounted for gas on the Project ("Retainage Rate").

Transporter will retain 0.01% of Shipper's nominated receipts volumes to recover lost and unaccounted for gas.

Transporter will track the actual lost and unaccounted for gas experienced to provide transportation service using the Project Capacity. Transporter will account for all lost and unaccounted for gas in FERC Account 186. Beginning with the date the Project is placed into service, Transporter shall adjust the Retainage Rate from time to time, but at least on a semi-annual basis, to more accurately reflect actual experienced lost and unaccounted for gas using the Project Capacity, plus or minus any under or over-recovered lost and unaccounted for gas; however, in no event will the Retainage Rate be less than zero. Transporter shall file with FERC for approval to adjust the Retainage Rate to reflect changes in the actual experienced unaccounted for gas using the Project Capacity in accordance with Transporter's FERC Gas Tariff. The resulting Retainage Rate shall be effective until the effective date of Transporter's next succeeding Retainage Rate Filing.

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EXHIBIT 5

REQUIRED PROJECT APPROVALS



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EXHIBIT 6

FORM OF TRANSPORTATION SERVICE AGREEMENT APPLICABLE TO ENHANCED FIRM TRANSPORTATION SERVICE UNDER RATE SCHEDULE EFT

[See attached]

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MOUNTAIN VALLEY PIPELINE, LLC
TRANSPORTATION SERVICE AGREEMENT
APPLICABLE TO ENHANCED FIRM TRANSPORTATION
SERVICE UNDER RATE SCHEDULE EFT
Contract No._____
Dated _____

This Agreement is entered into by and between Mountain Valley Pipeline, LLC ("MVP") and Duke Energy Carolinas, LLC ("Customer").

1. Agreement (CHECK ONE)

_X__ This is a new Agreement.

___ This Agreement supersedes, terminates, and cancels Contract No. _____, dated _____. The superseded contract is no longer in effect.

2. Service under this Agreement is provided pursuant to Subpart B or Subpart G of Part 284, Title 18, of the Code of Federal Regulations. Service under this Agreement is in all respects subject to and governed by the applicable Rate Schedule and the General Terms and Conditions of the MVP FERC Gas Tariff ("Tariff") as they may be modified from time to time, and such are incorporated by reference. In the event that language of this Agreement or any Exhibit conflicts with MVP's Tariff, the language of the Tariff will control.

3. MVP shall have the unilateral right to file with the Commission or other appropriate regulatory authority, in accordance with Section 4 of the Natural Gas Act, changes in MVP's Tariff, including both the level and design of rates, charges, Retainage Factors and services, and the General Terms and Conditions.

4. Customer's Maximum Daily Quantity ("MDQ") and Maximum Hourly Quantity ("MHQ") of natural gas transported under this Agreement shall be the MDQ and MHQ stated in Exhibit A to this Agreement.

5. The effective date, term and associated notice and renewal provisions of this Agreement are stated in Exhibit A to this Agreement.

6. The Receipt and Delivery Points are stated in Exhibit A to this Agreement.

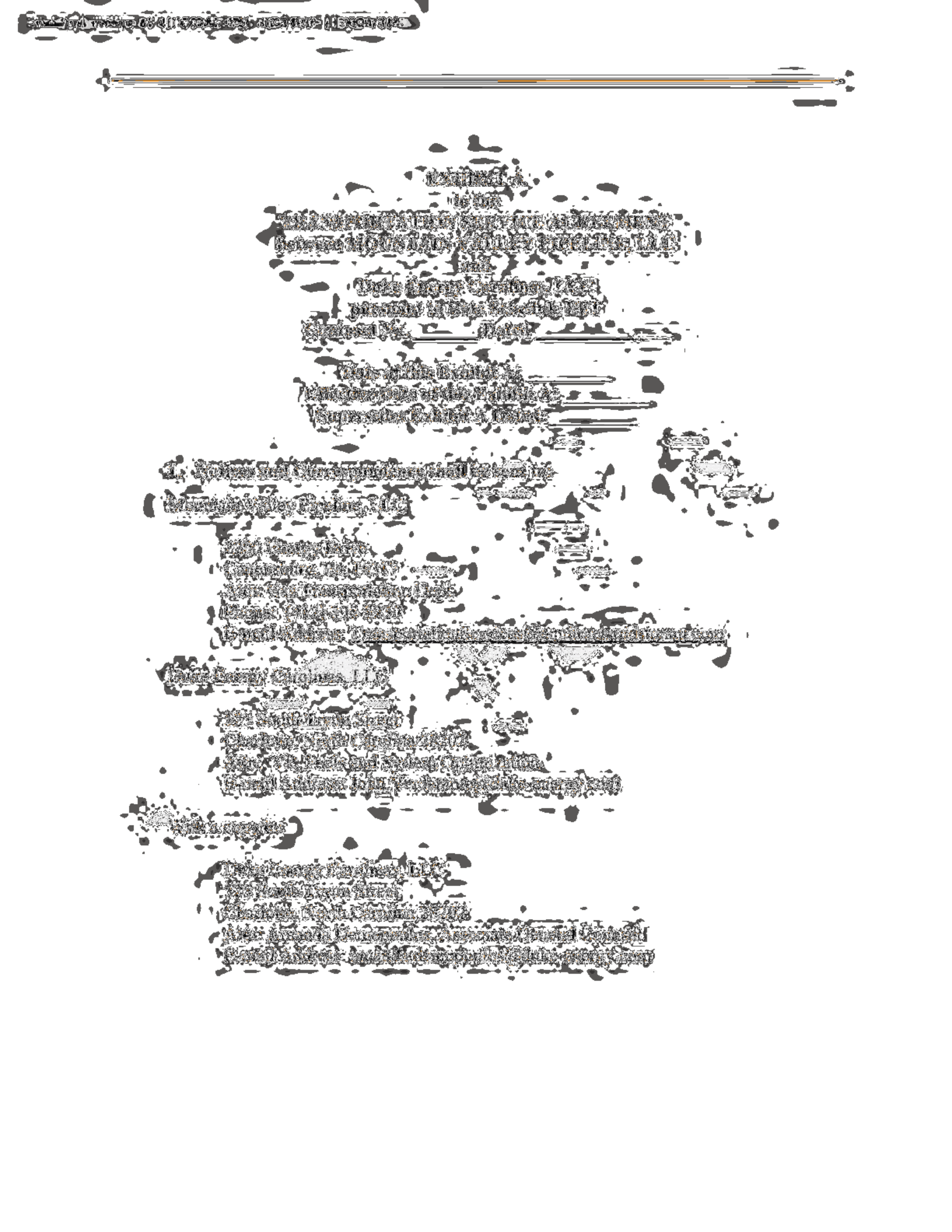
7. Customer shall pay MVP the maximum applicable rate (including all other applicable charges and Retainage Factors authorized pursuant to Rate Schedule EFT and the Tariff) for services rendered under this Agreement, unless Customer and MVP execute Optional Exhibit B (Discounted Rate Agreement) and/or Optional Exhibit C (Negotiated Rate Agreement).

8. Exhibits are incorporated by reference into this Agreement upon their execution. Customer and MVP may amend any attached Exhibit by mutual agreement, which

[illegible]

[illegible]

[illegible]



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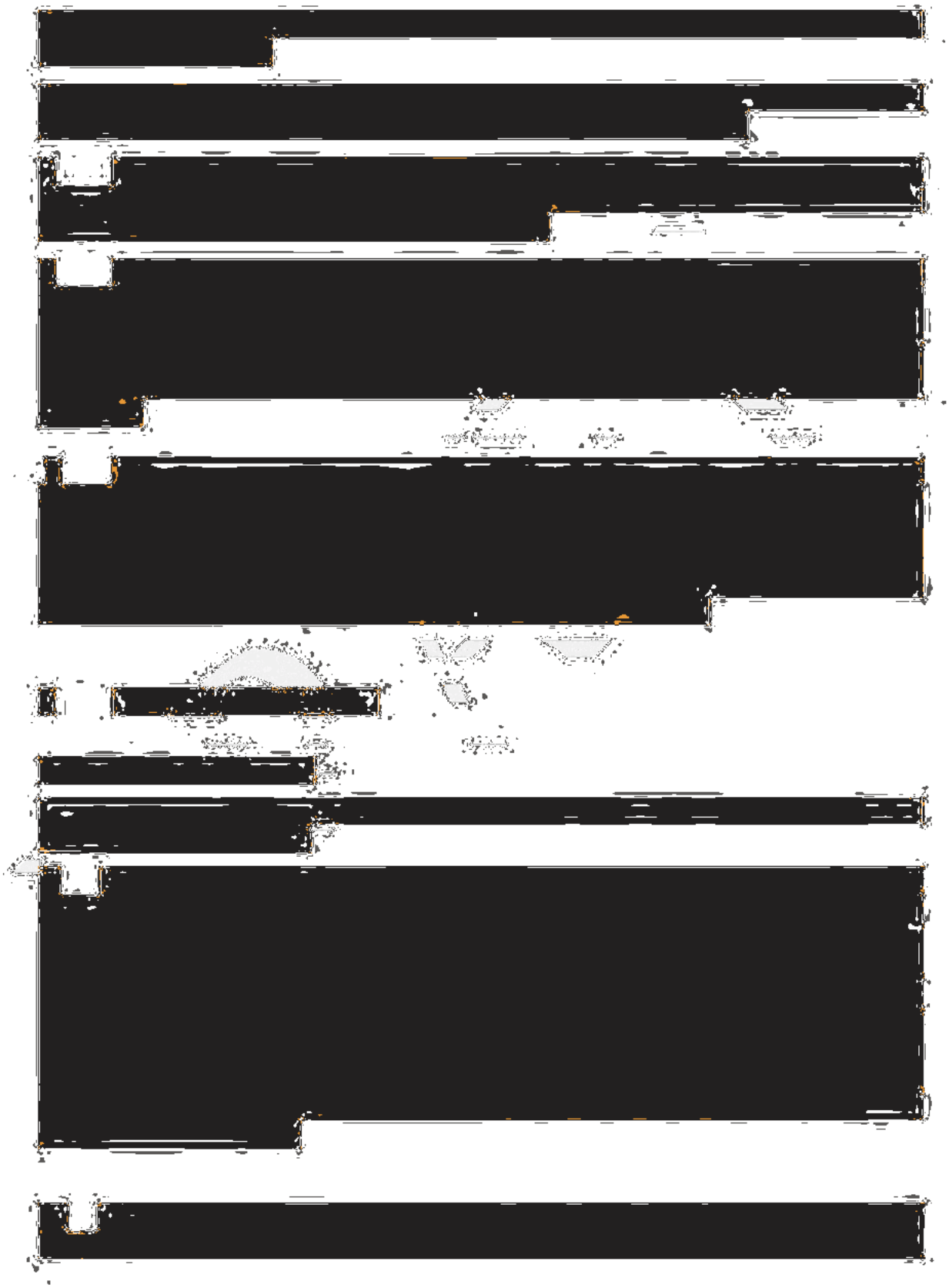
IN WITNESS WHEREOF, Customer and MVP have executed this Exhibit A by their duly authorized officers, effective as of the date indicated above.

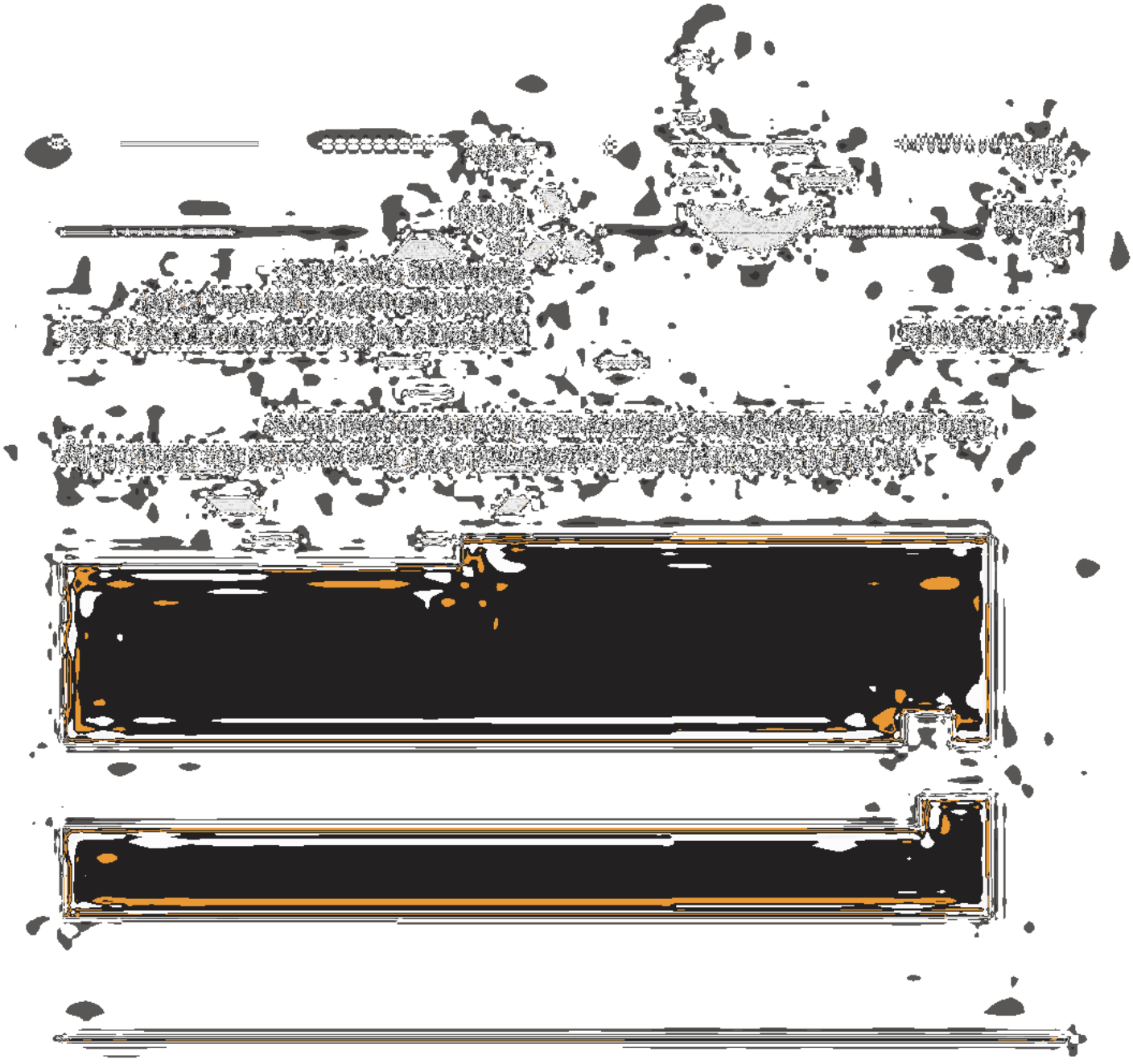
CUSTOMER	MOUNTAIN VALLEY PIPELINE, LLC By and through its operator, EQM Gathering Opco, LLC
By: _____ (Date)	By: _____ (Date)
Title: _____	Title: _____



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PRECEDENT AGREEMENT

This Precedent Agreement (this "Precedent Agreement") is made effective at 12:01 a.m. this 12th day of December, 2023 ("Effective Date"), by and between Mountain Valley Pipeline, LLC ("Transporter") and Public Service Company of North Carolina, Inc. ("Shipper"). Transporter and Shipper are also referred to herein individually as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, Transporter will be a provider of interstate natural gas transmission services; and

WHEREAS, Transporter previously proposed to develop and construct a new transmission facility for a proposed pipeline project, which involved approximately three hundred thousand (300,000) dekatherms ("Dth") per day ("Dth/day") of planned, firm natural gas pipeline system comprising approximately seventy (70) miles of transmission pipeline and compression facilities from the interconnection with the proposed Mountain Valley Pipeline (the "Mainline Project") in Pittsylvania County, Virginia near Transco Station 165 to certain planned new delivery points in North Carolina (the "Legacy Project"); and

WHEREAS, in lieu of the Legacy Project, Transporter proposes to develop and construct new transmission facilities for its proposed pipeline project, with approximately five hundred fifty thousand (550,000) Dth/day of planned, firm natural gas transportation capacity consisting of a new greenfield natural gas pipeline system comprising approximately thirty-one (31) miles of transmission pipeline and appurtenant facilities ("Project Facilities") from the interconnection with the Mainline Project in Pittsylvania County, Virginia near Transco Station 165 to planned new delivery facilities to be constructed in Rockingham County, North Carolina (the "Project"); and

WHEREAS, the Project will be subject to the jurisdiction of the Federal Energy Regulatory Commission ("FERC"), and Transporter will file for the necessary approvals for the construction and operation of the Project to provide firm transportation services on the Project Facilities; and

WHEREAS, Shipper and Transporter are entering into this Precedent Agreement to govern Shipper's and Transporter's rights and obligations with respect to the matters set forth herein.

NOW THEREFORE, in consideration of the mutual covenants and agreements contained herein, and intending to be legally bound by the terms herein, Transporter and Shipper agree as follows:

1. **Project Facilities.** Transporter agrees, subject to the terms and conditions of this Precedent Agreement, to use commercially reasonable efforts to proceed with the development of the Project and to thereby create new firm transportation capacity and provide access to new receipt and delivery points in a manner that is consistent with the terms and conditions of

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this Precedent Agreement and the Service Agreement (as defined in Section 3(b)) as further described herein.

(a) The Project is expected to provide, in aggregate, approximately five hundred fifty thousand (550,000) Dth/day of new firm transportation capacity (such new capacity to be referred to as the "Project Capacity") and is expected to involve installing approximately thirty-one (31) miles of thirty-inch (30") pipeline in Virginia and North Carolina.

(b) The receipt and delivery points available to Shipper from the Project are set forth on Exhibit 1 hereto. The Project includes the full scope and costs of constructing and placing into service new interconnect facilities to allow firm transportation service using the Project Capacity to the listed delivery point in Exhibit 1 ("Delivery Point").

(c) In accordance with the provisions of Section 6, Transporter will be responsible for the acquisition, design, construction, installation, land rights, permitting and financing of the Project Facilities that may be necessary for Transporter to provide the firm transportation services on the Project Capacity as specified in this Precedent Agreement.

(d) Except as may otherwise be provided for herein, Shipper shall be responsible for making all arrangements with, and/or acquiring any services from, upstream and downstream pipelines (including the Mainline Project) that may be necessary for Shipper to utilize the Project Capacity and, unless otherwise provided herein, Shipper's failure to have in place adequate upstream or downstream facilities or arrangements shall not relieve Shipper of its obligations under this Precedent Agreement, the Credit Agreement (as defined in Section 7(a)) or the Service Agreement, as applicable.

2. **Open Season and Approvals.**

(a) Transporter shall conduct a binding open season for the Project Capacity in accordance with all applicable FERC rules and regulations, and the terms and conditions of this Precedent Agreement ("Open Season"). Transporter's Open Season notice shall provide that a shipper that commits to a precedent agreement for the construction of facilities that allows Transporter to provide firm transportation service for at least a maximum daily quantity of firm capacity equal to or exceeding two hundred fifty thousand (250,000) Dth/day for a minimum primary term of twenty (20) years shall be a Foundation Shipper, a status which provides certain benefits.

(b) The Parties acknowledge that they are executing this Precedent Agreement prior to the Open Season to be conducted by Transporter for the Project Capacity. The Parties agree that execution and delivery of this Precedent Agreement by both Parties shall constitute Shipper's request for firm transportation service under such Open Season for a total transportation contract quantity of three hundred thousand

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(300,000) Dth/day ("MDQ") through the primary firm transportation paths established by the Receipt Points (as set forth in Exhibit I) and the Delivery Point and associated maximum daily quantities at such points, all as further described herein.

(c) In consideration of Shipper's commitment hereunder to the MDQ, which is essential to the competitive and economic viability of the Project, Shipper shall be considered a Foundation Shipper under the Project. Shipper's status as a Foundation Shipper will mean that Shipper's MDQ will not be subject to being reduced or allocated to any other Project shippers in the Open Season or any subsequent open season for the Project Capacity, including in the event Transporter amends the Project to reduce or increase the scope, size or capacity, or to change Project Facilities.

(d) Transporter shall proceed to use commercially reasonable efforts to seek the regulatory approvals as may be necessary to construct and operate the Project Facilities so as to provide firm transportation service to Shipper consistent with the terms and conditions of this Precedent Agreement and the Service Agreement, including the necessary authorizations from the FERC under the Natural Gas Act ("NGA") for the Project ("FERC Authorizations") and all other authorizations (including any authorizations or permits that may be required from other federal or state or local agencies) that may be necessary for Transporter to proceed with construction and operation of the Project Facilities (such other authorizations are referred to herein singularly as "Other Governmental Authorization" and collectively as the "Other Governmental Authorizations"). The FERC Authorizations, Other Governmental Authorizations, and FERC's issuance of the notice to proceed with construction of the Project ("FERC Notice to Proceed") shall be referred to collectively as the "Required Project Approvals" and shall be listed in Exhibit 5. Transporter shall provide written notice to Shipper as promptly as practicable in the event any authorization or permit necessary for the construction or operation of the Project is imposed (*i.e.*, a new Other Governmental Authorization is created), eliminated or modified by a federal, state, or local agency after execution of this Precedent Agreement, and Exhibit 5 hereto shall be automatically amended to include or remove, as applicable, such authorization or permit or its applicable modification.

(e) [redacted]

[redacted]

(f) [redacted]

(g) [redacted]

3. **Level of Service, Term, and Rates for Service.**

(a) As of the Service Commencement Date (as hereinafter defined), Transporter commits to provide, and Shipper commits to receive from and pay Transporter for, firm transportation service capacity in the quantity selected by Shipper as set forth in the capacity subscription table below.

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Capacity Subscription Table:

Rate Schedule FTS Service Agreement Anticipated Service Date	Maximum Daily Quantity (MDQ) (Dth/day)	MDQ Term
June 1, 2028	300,000	20 Years

(b) "Anticipated Service Date" shall be the date by which Transporter anticipates that the Project will be placed into service. The Anticipated Service Date for the Project is June 1, 2028. The "Service Commencement Date" for the Project shall be the later of (i) June 1, 2028, or (ii) the first day of the month immediately following the date on which Transporter is authorized by FERC to commence service on the Project Facilities and Transporter is first able to provide Shipper with its full MDQ of firm transportation service from the Receipt Points to the Delivery Point, utilizing the Project Capacity. Transporter agrees to use commercially reasonable efforts to construct the Project Facilities and to make firm transportation service available to Shipper no later than June 1, 2028.

(i) Within thirty (30) days following the date of the FERC Order, Transporter shall tender to Shipper, and Shipper agrees to execute and deliver, the "Transportation Service Agreement applicable to Firm Transportation Service under Rate Schedule FTS" ("Service Agreement") in the form attached hereto as Exhibit 6 as approved by FERC at the time of such execution, with only such modifications as necessary to reflect the rates, terms and conditions of service set forth in this Precedent Agreement.

(ii) The Service Agreement shall become effective on the Service Commencement Date as set forth in Section 3(b) above.

(iii) The "Primary Term" of the Service Agreement shall be twenty (20) years beginning upon the Service Commencement Date.

(iv) [redacted]

[redacted]

[redacted]

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[redacted]

(v) [redacted]

(c) [redacted]

(d) [redacted]

(e) [redacted]

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(f) [redacted]

4. **Transporter's Conditions Precedent.**

(a) Transporter's obligations under the Service Agreement are subject in all respects to the satisfaction of the conditions precedent set forth in this Section 4. For the Project, Transporter shall have the sole right to determine whether the following conditions precedent have been satisfied and/or whether to waive any such conditions:

(i) [redacted]

(ii) [redacted]

[redacted]

(iii) [redacted]

(iv) [redacted]

(v) [redacted]

(vi) [redacted]

(vii) [redacted]

(b) If any of the conditions precedent set forth in Section 4(a) are not satisfied or waived by the date set forth therein, Transporter shall have the right to provide written notice to Shipper of its intention to terminate this Precedent Agreement, the Service Agreement, and the Credit Agreement, as applicable; provided however, that, with respect to each such condition precedent, unless the right to terminate is exercised by written notice provided within thirty (30) days after the date on which such right to terminate for failure of such condition precedent first becomes effective, any such right to terminate shall be deemed to have been waived. Such notice shall designate each condition precedent giving rise to the right to provide such notice of termination. Unless all such condition(s) are satisfied within thirty (30) days after the receipt of such notice from Transporter or the Parties mutually agree otherwise in writing, this Precedent Agreement, the Service Agreement and the Credit Agreement shall terminate effective upon the expiration of said thirty

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(30)-day period, and neither Party shall have any liability to the other Party, nor shall any Party be responsible to the other Party for payment of damages or costs associated with the termination, in each case, due to the failure of a condition precedent unless the failure to satisfy such condition is the result of a willful and material uncured breach of this Precedent Agreement, the Service Agreement, or the Credit Agreement by a Party. Transporter shall use commercially reasonable efforts to satisfy the conditions precedent applicable to its own actions set forth in Section 4(a) by the deadlines set forth therein.

(c) Transporter shall not be liable in any manner to Shipper due to Transporter's failure to complete the construction of the Project within the timeframe contemplated herein, provided Transporter has met its obligations in this Precedent Agreement to use commercially reasonable efforts to obtain the Required Project Approvals and to construct the Project Facilities in accordance with the terms and conditions of this Precedent Agreement and the Service Agreement and meet its conditions precedent, respectively; provided, however, nothing in this Section 4(c) shall affect Shipper's ability to terminate this Precedent Agreement, the Credit Agreement or the Service Agreement, if applicable, if the Project does not achieve the Service Commencement Date by June 1, 2030 as provided in Section 8(g).

5. **Shipper's Conditions Precedent**.

(a) Shipper's obligations under the Service Agreement are subject in all respects to the satisfaction of the conditions precedent set forth in this Section 5. Shipper shall have the sole right to determine whether the following conditions precedent has been satisfied and/or whether to waive such conditions:

(i) [redacted]

(ii) [redacted]

(iii) [redacted]

[redacted]

(iv) [redacted]

(v) [redacted]

(b) If any of the conditions precedent set forth in Section 5(a) are not satisfied or waived by the date set forth therein, Shipper shall have the right to provide written notice to Transporter of its intention to terminate this Precedent Agreement, the Service Agreement, and the Credit Agreement, as applicable; provided however, that, with respect to each such condition precedent, unless the right to terminate is exercised by written notice provided within thirty (30) days after the date on which such right to terminate for failure of such condition precedent first becomes effective, any such right to terminate shall be deemed to have been waived. Such notice shall designate each condition precedent giving rise to the right to provide such notice of termination. Unless all such conditions are satisfied within thirty (30) days after the receipt of such notice from Shipper or the Parties mutually agree otherwise in writing, this Precedent Agreement, the Service Agreement and the Credit Agreement shall terminate effective upon the expiration of said thirty (30)-day period, and neither Party shall have liability to the other Party, nor shall any Party be responsible to the other Party for payment of damages or costs associated with the termination, in each case, due to the failure of a condition precedent unless the failure to satisfy such condition is the result of a willful and material uncured breach of this Precedent Agreement, the Service Agreement or the Credit Agreement by a Party.

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6. **Transporter's Obligations.**

(a) In addition to Transporter's obligations provided elsewhere in this Precedent Agreement, including but not limited to those obligations in Section 2, above, upon the Effective Date:

(i) Transporter agrees to use commercially reasonable efforts to (A) seek and to obtain by the Anticipated Service Date the contractual and property rights, financing arrangements and regulatory approvals, including the Required Project Approvals, as may be necessary to construct and operate the Project so as to provide firm transportation service to Shipper consistent with the terms and conditions agreed to in this Precedent Agreement, and (B) to construct the Project Facilities and to place such Project Facilities into service by the Anticipated Service Date; and

(ii) [redacted]

(b) [redacted]

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[redacted]

7. **Shipper's Obligations.**

In addition to Shipper's obligations provided elsewhere in this Precedent Agreement:

(a) Upon the Effective Date, Shipper shall execute the credit agreement attached hereto as Exhibit 2 (the "Credit Agreement") contemporaneously with the execution of this Precedent Agreement and shall meet Transporter's creditworthiness requirements as set forth in the Credit Agreement and on a continuous basis commencing on the effective date of the Credit Agreement and continuing through the term of the Service Agreement;

(b) On the Service Commencement Date Transporter shall provide the services under the Service Agreement and Shipper shall pay the applicable charges as set forth in the Service Agreement;

(c) As promptly as practicable following the Effective Date, Shipper agrees to apply for, and will seek with commercially reasonable efforts to obtain, any regulatory authorizations it deems necessary for it to utilize the Project for the service described herein, including with respect to Shipper facilities upstream or downstream of the Project; and

(d) [redacted]

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[redacted]

8. **Termination.**

(a) [redacted]

(b) [redacted]

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[redacted]

(c) Unless terminated sooner pursuant to the terms herein, this Precedent Agreement shall terminate upon the Service Commencement Date.

(d) [redacted]

(e) [redacted]

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[redacted]

(f) If Shipper does not satisfy Transporter's creditworthiness requirements by the effective date of the Credit Agreement or at any time thereafter through the term of the Service Agreement, and does not satisfy such creditworthiness requirements within ten (10) days after being provided written notice from Transporter that Shipper does not satisfy Transporter's creditworthiness requirements, Transporter may terminate this Precedent Agreement, the Service Agreement (if executed), and the Credit Agreement.

(g) [redacted]

(h) [redacted]

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9. **Assignment.** This Precedent Agreement may be assigned by either Party, including a partial assignment by Shipper, without the consent of the other Party, to (a) an Affiliate and (b) an entity which may succeed such Party by purchase, merger, joint venture, or consolidation, and any such successor in interest shall have all the rights and obligations of the assigning Party hereunder; provided, in each of (a) and (b), such assignee shall also be assigned the Credit Agreement and must meet the creditworthiness requirements set forth therein. Furthermore, either Party may, as security for its indebtedness, assign, mortgage or pledge any of its rights or obligations under this Precedent Agreement to any other entity, and the other Party will execute any commercially reasonable consent agreement with such entity and provide such commercially reasonable certificates and other documents as the assigning Party may reasonably request in connection with any such assignment; provided, any such consent agreement shall not contain any provisions that are inconsistent with, or that would modify, the other Party's rights or obligations under this Precedent Agreement. Except in accordance with the preceding two sentences in this Section 9, any purported assignment by Shipper of its rights and obligations hereunder shall be void *ab initio* without the prior written consent of Transporter, which consent will not be unreasonably withheld, conditioned, or delayed; provided, that any otherwise permitted assignee meets Transporter's creditworthiness standards set forth in the Credit Agreement by the Service Commencement Date. For purposes of this Precedent Agreement, an "Affiliate" shall mean another person that controls, is controlled by or is under common control with, the specified entity and includes a division of the specified entity that operates as a functional unit. A "Person" as used in this definition shall mean any individual, company, corporation, partnership, joint venture, association, joint stock company, limited liability company, or unincorporated organization. "Control" as used in this definition means the direct or indirect authority, whether acting alone or in conjunction with others, to direct or cause to direct the management policies of an entity. A voting interest of fifty percent (50%) or more creates a rebuttable presumption of control. Subject to the foregoing, this Precedent Agreement and the Service Agreement is binding upon, inures to the benefit of and is enforceable by the Parties and their respective successors and assigns.

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10. **Representations and Warranties.** Each Party represents and warrants to each other as follows as of the Effective Date:

(a) Such Party is duly organized, validly existing, and in good standing under the laws of its jurisdiction of organization, and is in good standing in each other jurisdiction where the failure to so qualify would have a material adverse effect upon the business or financial condition of such Party.

(b) The execution, delivery, and performance of this Precedent Agreement by such Party does not and will not require the consent of any trustee or holder of any indebtedness or be subject to or inconsistent with other obligations of such Party under any other agreement.

(c) This Precedent Agreement has been duly executed and delivered by such Party. This Precedent Agreement constitutes the legal, valid, binding, and enforceable obligation of such Party, except as such enforceability may be limited by bankruptcy, insolvency, reorganization, moratorium, or other similar laws of general application relating to or affecting creditor's rights generally and by general equitable principles.

(d) Except as specified herein, no governmental authorization, approval, order, license, permit, franchise or consent, and no registration, declaration or filing with any governmental authority is required on the part of such Party in connection with the execution and delivery of this Precedent Agreement.

11. **Force Majeure.**

(a) In the event that either Party is rendered unable wholly or in part by Force Majeure (as defined below) to carry out its obligations under this Precedent Agreement, the obligations of the affected Party so far as they are affected by such Force Majeure shall be suspended during the continuance of such inability to perform, provided that the affected Party gives proper notice to the other Party, but for no period longer than the continuation of the inability to perform caused by such Force Majeure, and such cause shall be remedied, to the extent possible, with all reasonable dispatch. Proper notice shall be written notice that describes the full particulars of the Force Majeure event, delivered as soon as reasonably practicable after the date on which the affected Party became aware of such event, but in no event later than thirty (30) days thereafter. Neither Party shall be liable in damages to the other Party for any act, omission, or circumstance occasioned by or in consequence of Force Majeure, provided that the affected Party shall use reasonable efforts to remedy any situation that may interfere with the performance of its obligations hereunder; provided the settlement of strikes or other labor disturbances shall be in the affected Party's sole discretion; provided, except as otherwise provided in Sections 4, 5, and 8, an event of Force Majeure shall not extend any deadlines set forth in this Precedent Agreement. The affected Party will provide to the other Party its best estimate of

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the expected duration of any Force Majeure event and will respond to reasonable inquiries regarding the same.

(b) The term "Force Majeure" shall include any act, event or circumstance, or any combination thereof, that is beyond the reasonable control of Transporter and which event or circumstance, or any combination thereof, has not been caused by or contributed to by the acts or omissions of Transporter. To the extent the requirements in the preceding sentence are satisfied, the term "Force Majeure" shall include, but shall not be limited to, the following: acts of God, the public enemy, fire, freezes, floods, storms, epidemics, pandemics, accidents, breakdowns of pipeline or equipment, unplanned facility repairs, strikes, and any other industrial, civil, or public disturbance (including, for the avoidance of doubt, unlawful obstruction of, or denial of access to, rights-of-way), the inability to obtain materials, supplies, permits or labor, and any laws, orders, rules, regulations, acts or restraints of any government or governmental body or authority, failure or delay by any governmental body or authority to timely provide requested certificates, permits or approval necessary for completion of projects, weather related disruptions and delays of the necessary activities for completion of projects, civil or military, and any other cause, whether of the kind herein enumerated or otherwise, that is beyond the reasonable control of Transporter.

12. **Modifications or Waivers.** No modification or waiver of the terms and provisions of this Precedent Agreement shall be or become effective except by the execution by both Parties of a written amendment.

13. **Notices.** Notices under this Precedent Agreement shall be sent to:

Transporter:

Mountain Valley Pipeline, LLC
c/o MVP Holdco, LLC
2200 Energy Drive
Canonsburg, PA 15317
Attention: John Quinn, Vice President, Business Development & Commercial Services
Email: jquinn@equitransmidstream.com

With a copy to:

Mountain Valley Pipeline, LLC
c/o MVP Holdco, LLC
2200 Energy Drive
Canonsburg, PA 15317
Attention: Sean McGinty, Senior Counsel
Email: smcginty@equitransmidstream.com

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Shipper:

Public Service Company of North Carolina, Inc.
220 Operation Way MC E31
Cayce, SC 29033-3701
Attention: Gas Supply
Electronic Mail: gassupply3@scana.com

Any notice, request, instruction, correspondence, or other document to be given hereunder by either Party shall be in writing and delivered personally or mailed by certified mail, postage prepaid and return receipt requested, by express courier, or by electronic communication. Notice given by personal delivery, certified mail, or express courier shall be effective upon actual receipt. In the absence of proof of the actual receipt date, notice by personal delivery or overnight courier shall be deemed to have been received on the next business day after it as sent or such earlier time as is confirmed by the receiving Party, and notice given by certified mail shall be deemed to have been received five (5) business days after it was sent or such earlier time as is confirmed by the receiving Party. Notice given by electronic communication shall be effective upon actual receipt if received during the recipient's normal business hours or at the beginning of recipient's next business day if received after recipient's normal business hours. All notices by electronic communication shall promptly be confirmed in writing by certified mail or express courier. Any Party may change any address to which notice is to be given to it by providing written notice as provided above of such change in address.

14. **Confidentiality and Disclosures.**

(a) [redacted]

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[redacted]

(b) [redacted]

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[redacted]

(i) The Confidential Information shall remain the property of the Disclosing Party, and upon written request from the Disclosing Party to the Receiving Party, all written Confidential Information (including all copies thereof) then in the possession of the Receiving Party or its Representatives, except for that portion of the Confidential Information that may be found in analyses, compilations, studies or other documents prepared by or for the Receiving Party in connection with the Project, shall immediately be returned to the Disclosing Party or destroyed. No copies of such written Confidential Information including any transcripts, notes or other recordation of oral information, derived from the Confidential Information, whether recorded on paper or electronic medium of any form, shall be retained by the Receiving Party or its Representatives except to the extent that the Receiving Party is required by (i) applicable law or (ii) its customary or written recordkeeping policies to retain any materials based on or otherwise incorporating all or any portion of the Confidential Information, in which case the Receiving Party will keep an maintain such materials subject to the terms and conditions of this Section 14. At Disclosing Party's written request, the Receiving Party must provide the Disclosing Party with written certification following the destruction of any Confidential Information by the Receiving Party.

(d) [redacted]

(e) It is understood and agreed that neither the execution of this Precedent Agreement nor disclosure of any Confidential Information by a Disclosing Party to a Receiving Party shall be construed as granting to the Receiving Party or any of its Representatives any license or rights in respect of any part of the Confidential Information disclosed to it, including any trade secrets included in such Confidential Information.

15. **Survival.** The Credit Agreement will be incorporated into the Service Agreement to be executed pursuant to this Precedent Agreement and the Credit Agreement and the provisions of Sections 8(h), 10, 14, 15, 16, and 18 of this Precedent Agreement will survive the termination of this Precedent Agreement, and the Credit Agreement will remain in effect during the term of the Service Agreement.

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16. **Limitations on Damages.** THE PARTIES HERETO AGREE THAT NEITHER PARTY SHALL BE LIABLE TO THE OTHER PARTY FOR ANY PUNITIVE, SPECIAL, EXEMPLARY, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES (INCLUDING, WITHOUT LIMITATION, LOSS OF PROFITS OR BUSINESS INTERRUPTIONS) ARISING OUT OF OR IN ANY MANNER RELATED TO THIS PRECEDENT AGREEMENT, AND WITHOUT REGARD TO THE CAUSE OR CAUSES THEREOF OR THE SOLE, CONCURRENT OR CONTRIBUTORY NEGLIGENCE, STRICT LIABILITY OR OTHER FAULT OF EITHER PARTY.

17. **Severability.** If any provision of this Precedent Agreement is held to be invalid, illegal, or unenforceable, then: (a) the validity, legality, and enforceability of the remaining provisions will not, in any way, be affected or impaired thereby; (b) in lieu of such invalid, illegal, or unenforceable provision, there will be automatically added to this Precedent Agreement a provision as similar to such invalid, illegal, or unenforceable provision as may be possible and be legal, valid, and enforceable; and (c) upon request by either Party, the Parties will promptly enter into a written amendment to this Precedent Agreement, in form reasonably acceptable to the Parties, implementing the addition of such substituted provision.

18. **Miscellaneous.**

(a) All recitals and exhibits attached hereto are incorporated into this Precedent Agreement by reference and shall be deemed part of this Precedent Agreement as though they were in the main body of this Precedent Agreement.

(b) This Precedent Agreement shall not create any rights in third parties, and no provision of this Precedent Agreement shall be construed as creating any obligations for the benefit of, or rights in favor of, any person or entity other than Transporter or Shipper, or their successors or permitted assignees.

(c) No waiver of either Party of any default by the other Party in the performance of any provision, condition or requirement herein shall be deemed a waiver of, or in any manner release the other Party from, future performance of any other provision, condition or requirement herein, nor shall such waiver be deemed to be a waiver of, or in any manner release the other Party from, future performance of the same provision, condition or requirement. Any delay or omission of either Party to exercise any right hereunder shall not impair the exercise of any such right, or any like right, accruing to it thereafter.

(d) This Precedent Agreement may be executed in one or more counterparts and by electronic means, and will become effective upon execution and delivery by the Parties, and will thereupon and thereafter be binding upon the Parties and their respective successors and assigns.

(e) This Precedent Agreement, and all the terms and provisions contained herein, and the respective obligations of the Parties hereunder, are subject to all valid laws,

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orders, rules, and regulations of duly constituted governmental authorities having jurisdiction.

(f) This Precedent Agreement, including the exhibits attached hereto, constitutes the sole and entire agreement of Transporter and Shipper with respect to the subject matter hereof, and supersedes all prior and contemporaneous understandings, agreements, representations, and warranties, both written and oral, with respect to such subject matter, including that certain First Amended and Restated Precedent Agreement, dated December 17, 2018, by and between Transporter and Public Service Company of North Carolina, Inc.

(g) The construction, interpretation, and enforcement of this Precedent Agreement shall be governed by the laws of the State of New York, excluding any conflict of law rules, which would refer any matter to the laws of a jurisdiction other than the State of New York.

(h) EACH PARTY HEREBY UNCONDITIONALLY AND IRREVOCABLY WAIVES ANY RIGHT TO A JURY TRIAL FOR ANY DISPUTE, CONTROVERSIES, OR CLAIMS ARISING HEREUNDER OR RELATED HERETO.

[Signature page follows]

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IN WITNESS WHEREOF, the Parties hereto have caused this Precedent Agreement to be duly executed in several counterparts by their proper officers as of the date indicated in the signature block.

Mountain Valley Pipeline, LLC
by and through its Members

MVP Holdco, LLC

By: _____
Name:
Title: President and Chief Operating Officer
Date: 12/22/2023 | 1:00 PM EST

Public Service Company of North Carolina, Incorporated

By: _____
Name: is
Title: VP & GM- Southern Gas Dist.
Date: 12/18/2023 | 10:56 AM EST

US Marcellus Gas Infrastructure, LLC

By: _____
Name:
Title: Vice President Pipelines
Date: 12/18/2023 | 9:00 AM PST

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EXHIBIT 1

RECEIPT AND DELIVERY POINT



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EXHIBIT 2

CREDIT AGREEMENT

This Credit Agreement (this "Agreement") is made and entered into effective this 12th day of December 2023, by and between Mountain Valley Pipeline, LLC ("Transporter") and Public Service Company of North Carolina, Incorporated ("Shipper"). Each of Transporter and Shipper are sometimes referred to herein individually as "Party" or collectively as "Parties."

WHEREAS, Transporter proposes to develop and construct new transmission facilities for its proposed pipeline project, with approximately 550,000 dekatherms (Dth) per day (Dth/day) of planned, firm natural gas transportation capacity, such pipeline project consisting of a new greenfield natural gas pipeline system comprising approximately 31 miles of transmission pipeline and compression facilities from the interconnection with Mountain Valley Pipeline, LLC ("Mountain Valley") in Pittsylvania County, Virginia, to planned new delivery points to be established in Rockingham County, North Carolina (hereinafter referred to as the "Project");

WHEREAS, Transporter and Shipper entered into a Precedent Agreement, dated on or about even date herewith, for an aggregate capacity of 300,000 Dth/day of firm transportation capacity on the Project ("Precedent Agreement");

WHEREAS, Transporter and Shipper have or will execute a Service Agreement as contemplated by and in accordance with the Precedent Agreement ("Service Agreement");

WHEREAS, significant capital expenditures will be expended to develop and construct the Project; and

WHEREAS, Transporter desires for Shipper to commit to provide Transporter with assurance of Shipper's performance of its financial obligations relating to or arising under the Service Agreement in consideration of Transporter's willingness to pursue the Project in accordance with the terms of the Precedent Agreement.

NOW, THEREFORE, in consideration of the premises and mutual covenants and agreements contained herein, Transporter and Shipper hereby agree as follows:

1. Shipper will furnish financial information requested by Transporter and Transporter will conduct a credit evaluation of Shipper's creditworthiness. Further, for the duration of this Agreement, the Precedent Agreement and any Service Agreement entered into pursuant to the Precedent Agreement, Shipper shall deliver to Transporter within one hundred twenty (120) days after the close of each fiscal year Shipper's audited financial statements that reflect the operations of Shipper for the most recent fiscal year, including, without limitation, a balance sheet, income statement, and statement of cash flows, with supporting schedules, all on a consolidated and consolidating basis and in reasonable detail; provided, if such financial statements are posted on the website of Shipper or Shipper's parent company or are otherwise publicly available on the website of the Securities Exchange Commission or a successor agency, then Shipper shall have no obligation to deliver such financial statements to Transporter.

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2. Shipper shall be deemed creditworthy if Shipper (1) has a Credit Rating (as defined below) of BBB- or better from Standard & Poor's Global Ratings ("S&P") or its successor, and Baa3 or better from Moody's Investor Services, Inc. ("Moody's") and (2) is not under review by either S&P or Moody's for possible downgrade below the levels of BBB-and Baa3, respectively. If Shipper is rated by more than one rating agency and the existing Credit Ratings are split, then the lower Credit Rating from the rating agencies mentioned above shall be utilized.

Alternatively, Shipper shall be deemed creditworthy if Shipper has a guarantor (hereinafter referred to as the "Guarantor") of Shipper's obligations under the Precedent Agreement and the Service Agreement that (1) has provided an irrevocable, unconditional guaranty in a dollar amount equal to the number of months of reservation charges as shown below, in form and substance reasonably acceptable to Transporter issued by an entity which has a Credit Rating (as defined below) of BBB- or better from S&P and Baa3 or better from Moody's and (2) is not under review by either S&P or Moody's for possible downgrade below the level of BBB- and Baa3, respectively (the credit ratings in Table 1 refer to Guarantor's credit rating):

Table 1: Months of Reservation Charges for Shippers

Credit Rating	Months of Charges Required	Credit Support Type
≥ BBB-/Baa3	9	Guaranty , as applicable
BB+/Ba1	12	As Agreed
BB/Ba2	12	As Agreed
BB-/Ba3 or unrated	12	As Agreed

Shipper agrees that it shall meet the creditworthiness requirements at all times during the term of this Agreement and shall inform the Transporter immediately of any changes in its Credit Rating or financial condition. Without limitation of the foregoing, Shipper shall, upon written request, affirmatively demonstrate to the Transporter Shipper's compliance with the creditworthiness requirements set forth herein. Notwithstanding the foregoing, if at any time and from time-to-time Shipper does not meet the requirements set forth in the first sentence of this Section 2, Shipper may be accepted as creditworthy by Transporter if Transporter determines that, notwithstanding the absence of an acceptable credit rating, the financial position of Shipper is acceptable to Transporter.

3. Notwithstanding the financial information reporting requirements outlined in Section 1, the Parties acknowledge that Shipper's and Guarantor's credit quality, as applicable, may change over time, and Transporter shall have the right to obtain updated or additional financial information from Shipper and Guarantor, as applicable, at any time to assess its current creditworthiness. If at any time during the period extending from the Effective Date of the Precedent Agreement through the end of the primary term of the Service Agreement, Shipper or

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Guarantor, as applicable, fails to demonstrate its creditworthiness to Transporter in accordance with Section 2 of this Credit Agreement or Transporter's FERC Gas Tariff or if Shipper or Guarantor loses its creditworthy status, then Transporter may require Shipper and Guarantor to provide and maintain additional credit assurance, in form and substance reasonably acceptable to Transporter in accordance with this Credit Agreement and Transporter's FERC Gas Tariff, and in a dollar amount up to the number of months of reservation charges under the Service Agreement as provided in Table 2 below. If Shipper fails to provide Transporter with the appropriate additional credit assurance as provided in Table 2 below within three business days after Transporter's written request therefor, then Transporter may, without waiving any rights or remedies it may have, suspend further service until Shipper's compliance is obtained and if compliance is not obtained within a 10-day period then Transporter shall no longer be obligated to continue to provide service to Shipper. Transporter agrees that any of the following may be proposed by Shipper or Guarantor as an alternate form of credit assurance in an amount at least equal to the "Amount of Credit Assurance" set forth in Table 2 below in this Section 3, subject to such alternative being reasonably acceptable to Transporter and fully satisfactory in form and substance:

(i) an irrevocable standby letter of credit (the "Letter of Credit") for the benefit of Transporter, in form and substance satisfactory to Transporter, in its reasonable discretion, in a dollar amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below;

a. The issuer (the "Issuer") of the Letter of Credit shall have and maintain $10 billion in assets and a senior unsecured bond rating (unenhanced by third-party support) equivalent to A- or better as determined by all rating agencies that have provided such a rating, and if ratings from either S&P and Moody's are not available, equivalent ratings from alternate rating sources reasonably acceptable to Transporter. If such rating is equivalent to A-, the Issuer must not be on credit watch or have a negative outlook by any rating agency;

(ii) a prepayment, in an amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below in advance for service on Transporter's System;

(iii) a grant to Transporter of a security interest in collateral, the value of which is mutually agreed upon by Transporter and Shipper, to secure a dollar amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below;

(iv) a guarantee by an entity that is a U.S. incorporated or organized entity that owns all of the equity of Shipper, which entity satisfies Transporter's credit appraisal for an amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below; and

(v) other mutually agreeable forms and value of credit assurances to secure payment for an amount not to exceed a maximum of the number of months of reservation charges under the Service Agreement as provided in Table 2 below.

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"Credit Rating" is defined to be a party's senior unsecured debt rating as assigned by S&P and Moody's. In the event either S&P or Moody's discontinues its rating services, such that only one of the aforementioned rating agencies exist, Transporter and Shipper agree to discuss possible alternative agencies that rate senior unsecured debt.

If additional credit assurance pursuant to this Section 3 is required, it must be provided according to the following schedule as shown in Table 2 below:

Table 2

Shipper's or Guarantor's S&P Credit Rating*	**Shipper's or Guarantor's Moody's Credit Rating***	**Determination Date**	**Amount of Credit Assurance**
BBB- or better	Baa3 or better	N/A	None
BB+ or below	Bal or below	Effective Date of Precedent Agreement	2 months of reservation charges under the Service Agreement
		Date of Issuance of FERC Certificate for Project	As set forth in Table 1
		Service Commencement Date under Precedent Agreement	As set forth in Table 1

* In the event Shipper's or Guarantor's Credit Rating from S&P and Moody's is not equivalent, on a relative scale, then the lower Credit Rating shall apply.

Shipper shall provide and maintain such required additional credit assurance to Transporter, in the amount specified in Table 2 above, for the duration of any Service Agreement entered pursuant to the Precedent Agreement, or until such earlier time when Shipper's or Guarantor's Credit Rating is equal to a BBB- or better with a stable or positive outlook by S&P and Baa3 or better with a stable or positive outlook by Moody's.

4. To the extent not inconsistent with any other provision herein, each Party reserves all of its rights pursuant to Transporter's FERC Gas Tariff, pursuant to all valid laws, orders, rules and regulations of duly constituted authorities having jurisdiction (including the Federal Energy Regulatory Commission), and pursuant to other contractual arrangements with the other, and pursuant to any other applicable legal or equitable rights. In the event of a conflict or ambiguity as between this Credit Agreement and the creditworthiness provisions of Transporter's FERC Gas Tariff, the provisions of this Credit Agreement shall prevail unless such provisions are in conflict with then governing FERC regulations or policies.

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5. This Agreement does not, and is not intended to, create a third-party beneficiary relationship between or among Transporter, Shipper, and any third party.

6. THE INTERPRETATION AND PERFORMANCE OF THIS AGREEMENT SHALL BE IN ACCORDANCE WITH AND CONTROLLED BY THE LAWS OF THE STATE OF NEW YORK, EXCEPT THAT ANY CONFLICT OF LAWS RULE OF THE STATE OF NEW YORK THAT WOULD REQUIRE REFERENCE TO THE LAWS OF SOME OTHER STATE OR JURISDICTION SHALL BE DISREGARDED.

7. This Agreement shall become effective as of the date first set forth above; provided, notwithstanding any other provision of this Agreement, the credit support requirements set forth in Sections 2 and 3 of this Agreement must be received by Transporter prior to the dates set forth in the tables in Section 3 for Shipper. This Agreement may be terminated by either Party upon the later of (a) the date the Precedent Agreement is lawfully terminated and full payment of all outstanding balances and charges has been made by Shipper, and (b) the latest date on which any Service Agreement entered pursuant to the Precedent Agreement is lawfully terminated and full payment of all outstanding balances and charges has been made by Shipper. In the event that all or a portion of the Precedent Agreement or the Service Agreement is permanently and entirely assigned to a third party, this Agreement shall terminate on the date that any and all such portions of the permanently assigned Service Agreement or the Precedent Agreement, as the case may be, are lawfully terminated and full payment of all outstanding balances and charges for transportation service rendered prior to the effective date of such assignment has been made by Shipper to Transporter.

8. Any entity that shall succeed by purchase, merger, consolidation, or other transfer to the properties of either Transporter or Shipper, substantially or in entirety, shall be entitled to the rights and shall be subject to the obligations of its predecessor in interest under this Agreement. Other than as set forth in the preceding sentence, no assignment of this Agreement or of any of the rights or obligations hereunder shall be made, unless there first shall have been obtained the written consent thereto of the other Party to this Agreement, which consent shall not be unreasonably withheld, conditioned, or delayed. Notwithstanding the foregoing, either Party shall have the right, without obtaining the other Party's consent, to pledge or assign its rights under this Agreement or the Precedent Agreement as collateral security for its indebtedness. In addition, this Agreement is assignable in whole or in part by Transporter without the prior consent of the Shipper to any current or future entity affiliated with Transporter or any of its owners or any joint venture or other entity formed for purposes of owning and/or operating the Project.

9. This Agreement sets forth all understandings and agreements between the Parties respecting the subject matter hereof, and all prior agreements, understandings, and representations, whether written or oral, respecting the subject matter hereof are merged into and superseded by this Agreement.

10. No presumption shall operate in favor of or against any Party as a result of any responsibility or role that any Party may have had in the drafting of this Agreement.

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IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized representatives as of the date first written above.

Mountain Valley Pipeline, LLC
by and through its Members

MVP Holdco, LLC

By: _____
Name: Diana M Charletta
Title: President and Chief Operating Officer
Date: 12/22/2023 | 1:00 PM EST

Public Service Company of North Carolina, Incorporated

By: _____
Name: Rusty Harris
Title: VP & GM- Southern Gas Dist.
Date: 12/18/2023 | 10:56 AM EST

US Marcellus Gas Infrastructure, LLC

By: _____
Name:
Title: Vice President Pipelines
Date: 12/18/2023 | 9:00 AM PST

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EXHIBIT 3

NEGOTIATED RATE ADJUSTMENT

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EXHIBIT 4

METHODOLOGY FOR DETERMINING LOST AND UNACCOUNTED FOR GAS

In addition to the fixed Daily Reservation Rate as set forth in Transporter's FERC Gas Tariff or as otherwise agreed to by Transporter and Shipper, Shipper shall pay for all Project service: (1) actual lost and unaccounted for gas to recover lost and unaccounted for gas on the Project ("Retainage Rate"), (2) the applicable FERC ACA surcharge, and (3) any future surcharges either mandated by FERC or initiated by another governmental agency or an entity not affiliated with Transporter which are approved by FERC.

The Retainage Rate shall initially be 0.01% of Shipper's nominated receipts volumes to recover lost and unaccounted for gas.

Transporter will track the actual lost and unaccounted for gas experienced to provide transportation service on the system. Transporter will account for all lost and unaccounted for gas in FERC Account 186. Beginning with the date the Project is placed into service, Transporter shall adjust the Retainage Rate from time to time, but at least on a semi-annual basis, to more accurately reflect actual experienced lost and unaccounted for gas on Transporter's transmission system, plus or minus any under or over-recovered lost and unaccounted for gas; however, in no event will the Retainage Rate be less than zero. Transporter shall file with FERC for approval to adjust the Retainage Rate to reflect changes in the actual experienced unaccounted for gas on Transporter's transmission system in accordance with Section 6.28 of Transporter's FERC Gas Tariff. The resulting Retainage Rate shall be effective until the effective date of Transporter's next succeeding Retainage Rate Filing.

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EXHIBIT 5

REQUIRED PROJECT APPROVALS



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EXHIBIT 6

FORM TRANSPORTATION SERVICE AGREEMENT APPLICABLE TO FIRM TRANSPORTATION SERVICE UNDER RATE SCHEDULE FTS

[See attached]

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MOUNTAIN VALLEY PIPELINE, LLC
TRANSPORTATION SERVICE AGREEMENT
APPLICABLE TO FIRM TRANSPORTATION
SERVICE UNDER RATE SCHEDULE FTS
Contract No._____
Dated _____

This Agreement is entered into by and between Mountain Valley Pipeline, LLC ("MVP") and Public Service Company of North Carolina, Inc. ("Customer").

1. Agreement (CHECK ONE)

_X__ This is a new Agreement.

___ This Agreement supersedes, terminates, and cancels Contract No. _____, dated _____. The superseded contract is no longer in effect.

2. Service under this Agreement is provided pursuant to Subpart B or Subpart G of Part 284, Title 18, of the Code of Federal Regulations. Service under this Agreement is in all respects subject to and governed by the applicable Rate Schedule and the General Terms and Conditions of the MVP FERC Gas Tariff ("Tariff") as they may be modified from time to time, and such are incorporated by reference. In the event that language of this Agreement or any Exhibit conflicts with MVP's Tariff, the language of the Tariff will control.

3. MVP shall have the unilateral right to file with the Commission or other appropriate regulatory authority, in accordance with Section 4 of the Natural Gas Act, changes in MVP's Tariff, including both the level and design of rates, charges, Retainage Factors and services, and the General Terms and Conditions.

4. Customer's Maximum Daily Quantity ("MDQ") of natural gas transported under this Agreement shall be the MDQ stated in Exhibit A to this Agreement.

5. The effective date, term and associated notice and renewal provisions of this Agreement are stated in Exhibit A to this Agreement.

6. The Receipt and Delivery Points are stated in Exhibit A to this Agreement.

7. Customer shall pay MVP the maximum applicable rate (including all other applicable charges and Retainage Factors authorized pursuant to Rate Schedule FTS and the Tariff) for services rendered under this Agreement, unless Customer and MVP execute Optional Exhibit B (Discounted Rate Agreement) and/or Optional Exhibit C (Negotiated Rate Agreement).

8. Exhibits are incorporated by reference into this Agreement upon their execution. Customer and MVP may amend any attached Exhibit by mutual agreement, which

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amendments shall be reflected in a revised Exhibit, and shall be incorporated by reference as part of this Agreement.

IN WITNESS WHEREOF, Customer and MVP have executed this Agreement by their duly authorized officers, effective as of the date indicated above.

CUSTOMER:

By _____
(Date)

Title _____

MOUNTAIN VALLEY PIPELINE, LLC:
By and through its operator, EQM Gathering Opco, LLC

By _____
(Date)

Title _____

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EXHIBIT A
to the
TRANSPORTATION SERVICE AGREEMENT
between MOUNTAIN VALLEY PIPELINE, LLC
and
Public Service Company of North Carolina, Inc.
pursuant to Rate Schedule FTS
Contract No. _____ Dated _____

Date of this Exhibit A: _____
Effective Date of this Exhibit A: _June 1, 2028____
Supersedes Exhibit A Dated: _____

1. Notices and Correspondence shall be sent to:

Mountain Valley Pipeline, LLC

2200 Energy Drive
Canonsburg, PA 15317
Attn: Gas Transportation Dept.
Phone: (412) 395-3230
E-mail Address: TransportationServices@equitransmidstream.com

Public Service Company of North Carolina, Inc.
Phone:

Electronic Mail:
Facsimile:
E-mail Address:
DUNS:
Federal Tax I.D. No.:

Other contact information if applicable:
With a copy to:

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4. **Effective Date and Term:** This Exhibit A is effective the later of (i) June 1, 2028, or (ii) the first day of the month immediately following the date on which MVP is authorized by FERC to commence service on the Project Facilities and MVP is first able to provide Customer with its full MDQ of firm transportation service from the Receipt Points to the Delivery Point, utilizing the Project Capacity ("Southgate In-Service Date") and continues in full force and effect for a primary period of twenty (20) years (the "Primary Term")*

At the expiration of the Primary Term, this Exhibit A has the following renewal term (choose one):

____ no renewal term
____ through _____ [insert date]*
____ for a period of _____ [insert length of renewal term]*
____ year to year* (subject to termination on ____months prior written notice)
____ month to month (subject to termination by either party upon ___ days written notice prior to contract expiration)
_X___ other (described in section 5 below)

* In accordance with Section 6.21 of the General Terms and Conditions, a right of first refusal may apply; any contractual right of first refusal will be set forth in Section 5 of this Exhibit A.

5. **Other Special Provisions:**

[redacted]

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IN WITNESS WHEREOF, Customer and MVP have executed this Exhibit A by their duly authorized officers, effective as of the date indicated above.

CUSTOMER:

By _____ (Date)

Title _____

MOUNTAIN VALLEY PIPELINE, LLC:
By and through its operator, EQM Gathering Opco, LLC

By _____ (Date)

Title _____

DocuSign Envelope ID: 8DBA6CF0-84B9-4A12-9B80-FFB786D2C1B1

OPTIONAL EXHIBIT C
to the
TRANSPORTATION SERVICE AGREEMENT
between MOUNTAIN VALLEY PIPELINE, LLC
and
Public Service Company of North Carolina, Inc.,
pursuant to Rate Schedule FTS
Contract No. _____ Dated _____

Date of this Optional Exhibit C: _____
Effective Date of this Optional Exhibit C: _____
Supersedes Optional Exhibit C Dated: _____

Negotiated Rate Agreement

[redacted]

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DocuSign Envelope ID: 8DBA6CF0-84B9-4A12-9B80-FFB786D2C1B1

[redacted]

IN WITNESS WHEREOF, Customer and MVP have executed this Exhibit C by their duly authorized officers, effective as of the date indicated above.

CUSTOMER:	**MOUNTAIN VALLEY PIPELINE, LLC:** **By and through its operator, EQM Gathering Opco, LLC**
By _____	By _____
(Date)	(Date)
Title _____	Title _____

ATTACHMENT 2

FERC DOCKET COMMENTS IN SUPPORT OF MVP AMENDMENT PROJECT

DOCKET NO. CP25-60-000
COMMENTS IN SUPPORT OF MVP SOUTHGATE AMENDMENT PROJECT

NAME	ORGANIZATION	FERC ACCESSION #	COMMENT IN SUPPORT
Jim Burnette	Eden Chamber of Commerce	20250304-5069	I am writing on behalf of the Eden Chamber of Commerce in support of the MVP Southgate project and its recent request for an amendment to its Certificate of Public Convenience and Necessity. As the voice and advocate for excellence in business development and economic growth in the Eden area, the Eden Chamber is focused on maintaining and improving the economic well-being and quality of life in our community. The proposed MVP Southgate project will help achieve these goals by bringing an additional supply of reliable, affordable natural gas from the Marcellus and Utica shale regions through the nearby Southern Virginia Megasite at Berry Hill and into North Carolina. This is important for our state and region's energy security and will provide the natural gas needed to meet residential and business demand and support economic development. Here in Eden, we are familiar with natural gas infrastructure as North Carolina's primary interstate supply of natural gas is transported through the Transco line, which has operated safely for years. There is no compelling reason for us to think the MVP Southgate project will be any different, especially given that FERC has previously reviewed the project, determined it was needed to meet public demand and concluded it could be built and operated safely. The MVP Southgate project team has been engaged in our community for the past seven years and has remained committed to completing this important energy infrastructure project. During construction, the MVP Southgate project is expected to generate significant short-term economic benefits through creation of nearly 1,000 jobs and nearly $11 million in state and local tax revenues in North Carolina and Virginia. In the long-term, the project is expected to contribute more than $300,000 in new annual ad valorem tax revenue in Rockingham County and provide greater access to an additional supply of an affordable, reliable and cleaner fuel that is preferred by large employers. For these benefits to be realized, the MVP Southgate project must be completed. The amendment to its certificate is warranted, and it is our hope that the commission will approve MVP Southgate's request.
Daniel C. Hendrix	Pipeliners Local 798	20250306-5108	On behalf of Pipeliners Local 798, a trades union that represents some of the nation's best industry craftsmen, I am submitting this comment in support of Mountain Valley's Southgate Project as it seeks to amend the Certificate of Public Convenience and Necessity, which was issued in 2020 and reauthorized in 2023, as a result of recent modifications made to the project. Our members support the Southgate Project because they understand the significant benefits it will provide, including generating critical tax revenue for the region, injecting tens of millions of dollars into the local economy and creating good jobs for the workforce, many of whom are Local 798 members. Demand for the MVP Southgate Project is clear, and regulators recognize this. In June 2020, the Commission issued an order granting a Certificate of Public Convenience and Necessity to Mountain Valley for this project. This Certificate Order was the result of a

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			nearly two-year certificate process (Docket No. CP19-14-000) and a six-month pre-filing process (Docket No. PF18-4-000) that included strenuous review and public discussion. The United States Court of Appeals for the District of Columbia Circuit went on to affirm the Certificate Order in an order issued June 28, 2022, soundly rejecting multiple challenges to the Certificate Order on various grounds found in the Natural Gas Act and National Environmental Policy Act. In December 2023, more than 2,100 members of Local 798 voiced their support for MVP Southgate's request for an extension of its Certificate, and the Commission extended the Certificate Order for an additional three years. Mountain Valley's recent modifications to the proposed Southgate Project demonstrate two important facts: Public demand for the project has increased, and Mountain Valley's shorter route will minimize impacts to environmental resources. Other specific reasons why I support the construction extension for the MVP Southgate Project are outlined below: • The Southgate Project is supported by long-term precedent agreements with PSNC and Duke at capacity levels greater than when the Certificate Order was issued, demonstrating the increased demand for natural gas supplies; • The United States Congress notably found that "the timely completion of construction and operation of the Mountain Valley Pipeline is required in the national interest." The Southgate Project is a critical extension of the Mainline System; • The environmental findings underlying the Commission's authorizations for the MVP Southgate Project remain valid for the shortened portion of the originally Certificated route. • MVP has already generated tremendous economic benefits and supported good jobs for workers in the region, many of whom are members of Local 798, and the Southgate Project offers another opportunity for good jobs building critical energy infrastructure to benefit our region and nation. Our members depend on projects like MVP Southgate to support their families, and the region desperately needs the natural gas that MVP Southgate will supply. Local 798 recognizes Mountain Valley's commitment to completing this important infrastructure project. Granting this amendment will enable Mountain Valley to continue to collaborate with stakeholders and permitting agencies to strategically and safely construct the Southgate Project and ultimately help regional residents realize its many benefits. This is why I am proud to add my name to this comment supporting the requested amendment approval.
Krystal Davis	Virginia Landowner	20250307-5001	My name is Krystal Davis and I am requesting that the Federal Energy Regulatory Commission approve Mountain Valley Pipeline's request to amend their certificate for the MVP Southgate project Docket # CP25-60-000. This is a very important project for Danville and Pittsylvania County to obtain additional natural gas for manufacturing and economic development for our region. In addition to

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			the gas supply, this project is expected to generate over $1 million in annual tax revenue to our county once the pipeline is in service. There will also be substantial sales tax revenue generated during the construction phase in our local communities as well as the state level. I am familiar with Mountain Valley Pipeline company, both as a property owner as well as their local outreach and support for our community. The MVP Southgate pipeline project has been recognized as necessary for our region. I respectfully ask the FERC to approve the amended request so that Mountain Valley is able to continue its development and construction of this very important project.
Neville Hall	Mayor, City of Eden, North Carolina	20250307-5188	I am writing on behalf of the City of Eden, North Carolina. We fully support the amendment to the MVP Southgate project, as proposed by Mountain Valley Pipeline, LLC. Eden is familiar with natural gas infrastructure. The Transco line, the primary interstate supplier of natural gas, has operated safely for years. We find that there is no reason to believe that the MVP Southgate project will operate any differently. We in Eden have faith that the FERC has reviewed the project correctly and that it is vital to meet public demand in the future and that it can and will be built and operated safely. The MVP Southgate project is important to Eden, our region and our state economy. If you look at a map, there is currently only one interstate natural gas pipeline serving our state. A person only has to look into recent history to realize that is poor planning. Population growth, economic growth and safety demand that we have multiple sources of such an important commodity. The North Carolina Utilities Commission has recognized that this project would serve the public interests. Approving the amendment to the MVP Southgate will allow the pipeline to be completed. This will not only help local economies in the short term but will allow long-term economic growth and security by having multiple sources of natural gas.
Kevin Doyle	Consumer Energy Alliance	20250307-5200	On behalf of Consumer Energy Alliance (CEA), I write to share our strong support for the application to amend the Certificate of Public Convenience and Necessity for the MVP Southgate pipeline project. Founded in 2006, CEA is a nonpartisan, nonprofit organization representing virtually every sector of the U.S. economy – from the iron and steel industry to truckers, airlines, agriculture, labor unions, restaurants, chemical manufacturers, small businesses, and families all across the nation. Our members support a rational, all-of-the-above energy policy that utilizes all our domestic natural resources – both traditional and renewable – while ensuring continued progress in protecting our shared environment.

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			Since our founding, CEA and our members have strongly supported actions that thoughtfully advance our nation towards a cleaner, more environmentally responsible energy future. We believe that responsible solutions should always consider the needs of consumers while leveraging and supporting the development of state-of-the-art technologies to improve our environmental stewardship. Our members, from families and farmers to small businesses and manufacturers, represent a cross-section of the economy, all of whom have been impacted by rising inflation often triggered by ever-increasing energy costs. It is well documented that the MVP Southgate project would provide tremendous economic development opportunities for Southern Virginia, North Carolina, and the region at large. Energy infrastructure projects like this are especially needed now – at a time when our country is facing significant energy supply challenges along with economic growth challenges because of constrained energy infrastructure. The MVP Southgate project received its original Certificate of Public Convenience from FERC in 2020 and a renewal of this certificate in 2023. However, this project – like many others – was delayed beyond its originally planned completion date by an evergreen series of lawsuits filed by opposition groups. However, despite these delays, demand for natural gas has continued to grow. As a result, the project's current scope reflects ongoing efforts to meet this public demand while continuing to minimize potential environmental impacts. Counter to misplaced claims that the project would harm our environment, the MVP Southgate Project will, in fact, deliver energy that meets the most stringent environmental standards, continuing our country's ongoing efforts that allow us to be the leading steward of emission reductions in the world. Pipelines remain the safest, most environmentally responsible way to deliver the energy families and businesses need, and it is likely that any alternative would worsen our environmental performance. As a cleaner energy choice, and the nation's most used energy source for power generation, natural gas delivered by pipelines is helping drive lower emissions and better air quality in Virginia and throughout our country. For example, a CEA analysis found that from 2000 to 2020, Virginia's energy-related carbon emissions dropped more than 20.3 percent. Yet, during this time, Virginia's natural gas consumption for power generation increased more than tenfold. The MVP Southgate Project will ensure that families and businesses are able to access American-produced energy that is affordable, reliable, and meets increasingly stringent environmental standards. Therefore, we urge the Commission to approve the amendment to the MVP Southgate certificate.
Vanessa Scearce	Pittsylvania County Property Owner	20250307-5059	My name is Vanessa Scearce and my family owns property and lives in Pittsylvania County. I would like to request that the Federal Energy Regulatory Commission approve the Mountain Valley Pipeline's recently requested amendment pertaining to the MVP Southgate project Docket # CP25-60-000. As Development Director for a local non-profit, serving youth in Pittsylvania County and the Danville area, I have first-hand knowledge of MVP and have interacted with them for many years. The MVP Southgate project will provide another potential access for natural gas at the Berry Hill Industrial Megasite and other areas, while generating over $1 million

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			in tax revenue annually to our county. This is a significant revenue stream that ultimately benefits all residents of Pittsylvania County. In closing, I consider MVP Southgate, and their representative, to be great community partners. Thank you for the opportunity to provide comments. Please approve MVP's amended application so that this project can be completed as soon as possible.
Kevin Martin	Carolina Utility Customers Association	20250307-5140	As a 501(c)(6) non-profit trade association, the Carolina Utility Customers Association (CUCA) is dedicated to advocating for industry and manufacturing in North Carolina by securing affordable and reliable energy services for its members. CUCA has long been recognized as a key stakeholder in North Carolina policy discussions related to energy and economic activity, and as such a stakeholder supports Mountain Valley Pipeline LLC's recent request for an amendment to the MVP Southgate's Certificate of Public Convenience and Necessity. The MVP Southgate will provide an important additional interstate supply source of natural gas to North Carolina. This additional supply will help keep energy costs affordable and help generate economic development. As a cleaner, more affordable and more reliable energy source, natural gas is preferred by most large manufacturers and industrial businesses for many different types of heating load manufacturing processes. Natural gas is also a necessary feedstock used in the production of many common consumer products. Natural gas is essential for many large-scale manufacturing operations in North Carolina, and completion of the Southgate project will support these and many other operations for years to come. Of concern to CUCA is the planned buildout of needed natural gas electric generation assets across the capacity constrained zone 5 states. These buildouts are necessary for electric system reliability as they replace the generation from the planned decommissioning of coal plants. Industrial expansion plans are already being blocked by the lack of ability to obtain adequate supplies of firm gas. Corporate boards are now assessing operational risks due to these capacity constraints and are looking to potentially locate additional production outside of North Carolina – taking with it the potential for jobs and local investment. The MVP Southgate project is being closely watched by large natural gas customers as its completion is key to meeting their future needs in North Carolina. Investment in additional energy infrastructure is critically important to protecting North Carolina's status as a top state for business and quality of life. Equally important, the MVP Southgate project is needed to help us realize the goals of state legislation approved in 2021 to accelerate North Carolina's transition away from coal for electricity generation. In short, the MVP Southgate project will help meet current and projected energy demands in an affordable, reliable and environmentally-responsible manner. The Federal Energy Regulatory Commission rightfully concluded in 2020 and again in 2023 that MVP Southgate is needed to meet public demand for natural gas, and recent federal legislation recognized the need for more natural gas in North Carolina. It would be appropriate, therefore, for the Commission to affirm its prior finding and approve

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			Mountain Valley's adjustments to the MVP Southgate project so it can meet public demand for natural gas. CUCA is proud to support the MVP Southgate project and respectfully requests the Commission approve Mountain Valley's request for an amendment to MVP Southgate's Certificate of Public Convenience and Necessity.
Lawton Mullins	Virginia Oil & Gas Association	20250307-5045	On behalf of the Virginia Oil and Gas Association (VOGA), I am writing in support of the proposed MVP Southgate project and its request for an amendment to its Certificate of Public Convenience and Necessity. As you know, federal regulations and changing markets have decreased demand for coal while increasing public demand for natural gas. As the cleanest burning fossil fuel, and as an energy source that is abundant in the U.S., natural gas provides homes and businesses with an affordable, reliable and cleaner domestic fuel that also promotes American energy independence. The federal government has recognized the public demand for natural gas in this region and in 2023 declared the Mountain Valley Pipeline to be in the nation's interest. That project was completed last year, and it is now a critical part of our nation's energy infrastructure. It would be consistent and appropriate for FERC to approve the amended MVP Southgate project so it, too, could meet the clear public demand for additional supplies of natural gas. The project would pass through the Berry Hill Industrial Park, one of the nation's largest tracts designated for business development. As an open-access interstate natural gas transmission pipeline, the MVP Southgate project offers opportunity for local distribution companies and major employers to tap the line in order to meet demand in the future. Access to natural gas is an important factor taken into consideration by manufacturers and other major employers as they look for new potential sites. Every American benefits from the increasing role that natural gas plays in this nation. Natural gas is a key component in a vast majority of manufactured goods, including life-saving medicines, surgical equipment, electronics, computers, phones, CDs, paint and clothing. More affordable energy allows consumers to save more of their money, which they can then choose to spend on other goods and services. This has had a significant impact on the U.S. economy, making American companies more competitive, creating jobs and putting money back in the pockets of working Americans. It also is increasing energy independence and strengthening national security. The natural gas industry is not new; in fact, it is a proven and safe industry with a long history. Demand for natural gas is projected to increase by 40 percent in the next decade to meet the needs of manufacturing and power generation. U.S. supply is expected to increase by 48 percent in the next decade to meet new demand. All of this speaks to the importance of building new infrastructure, such as the proposed MVP Southgate project. This pipeline is needed to meet demand and deliver an abundant supply of affordable natural gas to customers in the southern Virginia and northern North

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			Carolina regions who demand it. The project also would generate hundreds of construction jobs in Virginia and millions of dollars in positive economic impact for the region. VOGA is proud to support the construction and operation of the MVP Southgate project and encourages the FERC to approve the requested amendment.
Randy Hunt	Rockingham Community College – Small Business Center	20250307-5044	I am writing in support of the MVP Southgate project's application for an amendment to its certificate of public convenience and necessity. This proposed project is needed to meet North Carolina's demand for natural gas. The MVP Southgate will bring a new supply of affordable, domestic natural gas for manufacturing, commercial and residential uses, as well as electricity generation, in our state. As the director of Rockingham Community College's Small Business Center, I support infrastructure projects that carry short-term and long-term benefits, as the MVP Southgate project will. The construction of the MVP Southgate is expected to support more than 200 jobs in North Carolina. In addition to the local employment opportunities associated with construction, this project could provide additional local employment once it enters service. The underground pipeline is an open-access transmission line and can provide direct access to a manufacturing operation or other large natural gas user. The additional supply of natural gas brought to North Carolina through the MVP Southgate also will help strengthen our state's economy by keeping energy prices affordable. Since MVP Southgate was announced in 2018, Mountain Valley has been a good community partner, supporting a variety of local events and working to share facts about the project. The changes recently made to the MVP Southgate are reasonable and appropriate, and I hope the Commission will approve the application for amendment.
Travis Wood	Welding Instructor - Pittsylvania Career & Technical Center	20250307-5039	I am writing to ask the Federal Energy Regulatory Commission to approve Mountain Valley's requested certificate amendment for the MVP Southgate project. This project is needed for the additional supplies of natural gas it will bring to the region and for the tax revenue that it will generate for local governments along its route. In Pittsylvania County, the pipeline is expected to pay more than $1 million in new property taxes annually after it starts operating. Mountain Valley has been a good partner in the community over the past several years and has supported the Pittsylvania Career & Technical Center, where I am a welding instructor. The MVP Southgate is an important new pipeline that will strengthen our community's standing to support economic development and support our community as a good place to live, work and play. Granting the amendment request will ensure Mountain Valley has an important authorization to complete this important pipeline, which has already been recognized as necessary. Please highly consider the approval needed for this project.

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Alyssa Morrissey	NC Chamber	20250310-5033	On behalf of the NC Chamber and the statewide business community, I am writing to express our strong support for the MVP Southgate project and its request for an amendment to its certificate of public convenience and necessity. As North Carolina's leading, nonpartisan business advocacy organization, we believe that maintaining a clean environment, adequate infrastructure and reliable access to affordable energy are essential to ensuring the state is a leading place in the world to do business. Our state is projected to out-grow our natural gas supply soon, and our state's economic success and residential housing capacity depend on securing additional supplies, which the MVP Southgate project is designed to provide. Approving the MVP Southgate project is imperative in ensuring North Carolina can meet the growing residential, commercial, and industrial needs in the state. The NC Chamber advocates for an energy strategy that supports grid modernization and improves access to natural gas, among other energy sources. Natural gas serves as a foundational piece in the state's energy infrastructure by supporting economic development and providing safe and efficient energy. Currently, our entire natural gas supply flows to us by way of the Transco Pipeline. A catastrophic and unforeseen shutdown of this single pipeline would almost immediately disrupt the flow of this vital energy resource to the utilities serving end users for North Carolina. Local economies would sputter to a stop, jobs would be impacted, and an immeasurable degree of economic opportunity would be lost. For these reasons and others, utility and regulatory experts in North Carolina have repeatedly and consistently expressed the need for more natural gas supplies and natural gas pipeline infrastructure. In 2021, state lawmakers approved landmark legislation that charts a path to a lower-carbon, energy secure future in North Carolina. Public electric utilities in our state could quickly, cost-effectively and dramatically reduce carbon emissions by using natural gas to supplant coal for electricity generation. Natural gas also makes a perfect dispatchable complement to renewables to maintain a reliable flow of energy moving across our grid in all seasons and at all hours of the day. Millions of North Carolinians rely on natural gas to heat their homes and businesses and to generate affordable, on-demand electricity that powers both lives and livelihoods. And our manufacturers – those critical engines of our economy – depend on this versatile resource to run efficient combined heat and power systems and other technologies that help them manage the challenge of using energy at an industrial scale. Far from just being beneficial for cooking, gas is a key ingredient in our recipe for statewide success. We recommend the Federal Energy Regulatory Commission approve the MVP Southgate amendment as this project is critical in being able to meet the growing demands of the state and ensure the long-term economic vitality and energy security of North Carolina.

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Glenn Davis	VA Department of Energy	20250310-5040	I am writing to express my strong support for the Mountain Valley Pipeline Southgate amended application for a Certificate of Public Convenience and Necessity. Ensuring that residents and businesses have access to reliable and low-cost energy is a key priority of my administration. With energy demand dramatically increasing in our state, building new infrastructure like MVP Southgate is imperative to help meet our needs. Many Virginians and businesses across our state rely on natural gas for electricity, heat and manufacturing. During my term in office, I have been committed to expanding energy options and incorporating new technologies into our delivery systems. Having access to low-cost domestic natural gas is a vital part of that strategy. Natural gas continues to be the fuel preferred by most major manufacturers. The proposed route passes through a portion of the Southern Virginia Mega Site at Berry Hill, which is one of the largest business parks on the East Coast and the future location for a number of businesses. As an open-access pipeline, MVP Southgate will play an important role in attracting businesses to this site. Demand for both natural gas and this project has only grown in recent years. In fact, Mountain Valley has secured long-term contracts to transport 550 million cubic feet of natural gas per day to serve customers on this line. The strong growth is further exemplified by the strong demand coming from the Mountain Valley mainline, which has been in service since last summer. A healthy and diversified gas supply and transmission system benefits Virginia customers as part of an 'all of the above' approach to energy generation and use. As demonstrated this week by Dominion Energy's application to the Virginia State Corporation Commission for a new natural gas plant in Chesterfield County, Virginia, it is clear that natural gas will continue to play a major role in meeting our state's energy needs for the foreseeable future. The project will bring a number of benefits to our state. During construction, MVP Southgate is expected to spend $82 million directly in Virginia and support 770 direct, indirect and induced jobs. MVP Southgate will also be a significant source of state and local tax revenues during the construction phase, with approximately $8.8 million generated in Virginia and $1.1 million a year to Pittsylvania County on an ongoing basis. Because the route primarily located along existing natural gas and electric transmission rights of way, MVP Southgate will have a minimal impact on the environment, property owners and other resources. In fact, most of the right of way has already been acquired. For these reasons, I hope you will grant MVP Southgate an amended Certificate of Public Convenience and Necessity.
Barry E. DuVal	Virginia Chamber	20250310-5046	The Virginia Chamber of Commerce is pleased to reiterate its support for the MVP Southgate project and respectfully asks the Commission to approve the recent request to amend the project's certificate of public convenience and necessity. As the largest business

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			advocacy organization in the Commonwealth, the Virginia Chamber understands the importance of expanding our natural gas infrastructure to reduce energy costs and spearhead economic development, especially in rural areas of Virginia. Our strategic plan, Blueprint Virginia 2030, was developed based on input from thousands of Virginia businesses and supports the development of infrastructure projects that increase access to affordable, reliable natural gas for manufacturing, power generation, and home heating. The proposed MVP Southgate project has the potential to provide tremendous benefits to the residents and business community of southern Virginia by creating additional pipeline capacity in the region. Not only is natural gas a cleaner burning fuel than other traditional energy sources, it also is an affordable, reliable heating and power source. Increasing natural gas supplies via the project will likely result in cleaner, more efficient power generation and will help ensure that Virginia lowers its already competitive electric rates, a factor considered by businesses looking to relocate to Virginia. As the MVP Southgate project will pass through the Southern Virginia Mega Site at Berry Hill, it has the potential to significantly advance business development and long-term economic growth in the region. In addition to the pipeline's potential impact on southern Virginia's energy infrastructure and economic development prospects, the project will provide a financial boon to residents, as well as state and local governments. During the construction phase, Mountain Valley anticipates spending tens of millions of dollars on payroll for hundreds of workers in Virginia and North Carolina. The project would create a significant revenue source for Pittsylvania County through payment of new annual property taxes. With bipartisan approval of the federal Fiscal Responsibility Act, the completion of the separate Mountain Valley Pipeline was recognized as being in the national interest. That project was completed last year, and it is meeting strong public demand for natural gas. The MVP Southgate project, which will take delivery of natural gas from the Mountain Valley Pipeline and transport it across southern Virginia and North Carolina, is also critical energy infrastructure that serves our national, regional, and state interests. For these reasons, the Virginia Chamber respectfully requests the Commission approve the amendment to the MVP Southgate project certificate in order for the public to realize the significant benefits that the project will bring.
J. Lee Vogler	Danville-Pittsylvania Regional Industrial Facility Authority	20250310-5223	On behalf of the Regional Industrial Facility Authority, I write to express the importance of the MVP Southgate project to our community. The need for the project is even greater than it was in 2020, when the Federal Energy Regulatory Commission first concluded the MVP Southgate was needed to meet public demand for natural gas and it could be built safely and responsibly. In 2023, the FERC renewed its findings and extended the project's Certificate of Public Convenience and Necessity. Earlier this year, Mountain Valley formally modified the project to incorporate public feedback and public demand. The company is proposing to eliminate compression, shorten the route and widen the diameter of the pipe. The Project's footprint remains largely the same through its revised 31- mile length. Despite the larger diameter pipe, the permanent right of way width remains 50 feet.

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			The demand for natural gas in this region is forecast to continue to grow. The project passes through the Southern Virginia Megasite at Berry Hill, where Microporous recently announced plans to invest $1.35 billion to build advanced manufacturing facilities exceeding 1 million square feet and creating 2,000 jobs. Having an additional interstate natural gas transmission pipeline at the Southern Virginia Megasite at Berry Hill will enhance the business park's appeal to existing and prospective companies. Natural gas is the fuel source preferred by manufacturers for reasons that include affordability, reliability, and environmental sustainability. MVP Southgate's construction and operation supports our vision to ensure the Megasite at Berry Hill has sufficient infrastructure to support and sustain significant business activity. Please approve MVP Southgate's request to amend its Certificate of Public Convenience and Necessity so this region can benefit from this important energy infrastructure project.
Gary Lanier	North Carolina Economic Development Association	20250310-5205	For over 50 years, the North Carolina Economic Development Association has championed the recruitment of new investments in North Carolina's economy and supported the growth of the state's existing businesses. NCEDA is composed of 600 economic development professionals and is governed by a volunteer board dedicated to sharpening the state's global competitive edge. The purpose of the proposed MVP Southgate project is consistent with these objectives, as its completion is necessary to increase North Carolina’s access to low-cost domestic natural gas. In 2018, NCEDA's board voted unanimously to support the MVP Southgate project because it would increase the region’s supply of fuel needed to meet North Carolinians' current and future energy demands. Since that time, our need for natural gas has only increased; our population has grown, existing businesses have expanded and new businesses have located here. Natural gas has proven to be a preferred source of energy for modern manufacturing, industrial and commercial operations, and residential use. It is affordable and reliable; in fact, the U.S. Energy Information Administration has reported that using natural gas to heat the average home costs about half as much as the cost of using propane. Greater supplies of natural gas and related infrastructure, such as the MVP Southgate project, are needed to maintain North Carolina's status as a leading destination for companies, jobs and people. Moreover, by transitioning more of North Carolina’s electricity generation from coal to natural gas, our state’s public electric utilities will be better able to reduce carbon emissions and provide affordable, reliable energy that complements renewable generation sources like solar and wind. Furthermore, recently approved federal legislation recognized our region’s demand for natural gas in approving the completion of the separate Mountain Valley Pipeline. The proposed MVP Southgate project will connect to the Mountain Valley Pipeline and play

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			an important role in serving national and state interests by providing additional supplies of reliable, competitively priced natural gas that will also help reduce carbon emissions in our state. For these reasons, NCEDA strongly encourages FERC to approve MVP Southgate's request for an amended certificate so that this important project can be completed. If you have any questions or need more information, please do not hesitate to contact me.
Latonia and Arthur Lewis	Life's Blessings Soup Kitchen – Eden, NC	20250311-5010	I am writing to ask the Federal Energy Regulatory Commission to approve the MVP Southgate (CP25-60-000) application for amendment. This project is needed to bring an additional supply of natural gas into North Carolina for home heating and cooking, for business uses and to generate electricity. The MVP Southgate will help keep energy affordable an reliable in North Carolina. MVP Southgate has been studied for years and the Commission already found it can be built responsibly and is needed. It will be just like the other natural gas pipelines that operate safely every day in our region and country. The recent changes in the amendment application to make the project shorter and able to deliver more natural gas deserve approval. Mountain Valley has been very active in our community. Their support of our soup kitchen has helped us to serve many people in Eden who need a meal. The MVP Southgate construction will also help our community by supporting more than 200 jobs in North Carolina. Once it starts operating, the increase in natural gas supply will help support local and regional economic development and opportunities into the future. It will also provide more then $300,00 in new annual tax revenue to Rockingham County. Please approve MVP Southgate's application so this important project can be built.
Richard Stern	Teamsters National Pipeline Labor Cooperation Trust	20250311-0004	On behalf of the Teamsters Local Union pipeline construction workers domiciled in North Carolina and Virginia whose members will work on the Project and the Teamsters National Pipeline Labor Management Cooperation Trust (LMCT), we support the application for authorization to amend the "Project". The proposed Project will have fewer environmental impacts and affect significantly fewer water bodies, fewer landowners and less acreage. We have contractors who specialize in pipeline work that involve waterways and their trained workforce operates the specialized equipment in a skilled and environmentally friendly manner. Also, the Teamster Pipeliners who reside where the Project would be constructed also fish and hunt in North Carolina and Virginia. Therefore, they value protecting the environment while doing the construction and restoring the land associated with the project so they can continue to participate in these recreational activities. Our collective bargaining agreement has a formal "Drug and Alcohol" Policy. A drug and alcohol free work force is less likely to have accidents or damage the environment since they will not work under the influence of drugs or alcohol that can negatively impact their judgment and quality of the work.

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			According to our collective bargaining agreement our workers must be qualified. The contractors demand strict adherence to this language. This ensures a more skilled and trained workforce so it is less likely there will be any environmental issue. We have certified Training Instructors and a training program specific to the pipeline construction industry stressing quality of work and environmental awareness. Training not only includes Defensive Driving techniques but often-formal classroom instruction in addition to specific equipment training. Some of our Trainers have been cited by outside Safety Organizations for their expertise and training skills. Many Teamster workers on the "Project" will be Veterans coming out of Veteran Programs we participate in to recruit our former military men and women. These Teamster Veterans are disciplined and taught about being aware of their natural surroundings both while serving in the military and participating in our training programs. Our high wages and employer paid health insurance and pensions results in benefiting the workers and local economies in North Carolina and Virginia as the workers spend their money locally and continual tax revenue once the project is completed. Also, technological developments in pipeline design and increased safety regulations have made pipelines built today safer than older lines. Modern pipelines, in particular, offer valuable safety features including improved pipe coating that protects against corrosion, more secure welding techniques, and mechanical devices that travel through the pipelines to identify safety risks. Finally, our collective bargaining agreement as noted earlier provides trained workers, which ensures pipeline infrastructure is built and maintained according to the most up-to-date, safe, and efficient standards----at a significant benefit to the public at large. Therefore, please grant Mountain Valley Pipeline the requested authorization to amend the Project.
Leigh Cockram	Rockingham County Economic Development, Small Business, and Tourism	20250311-5089	With a population of about 92,000 people, a strong base of industrial employers and a highly desirable quality of life, Rockingham County, North Carolina is poised to build on its recent economic successes. The MVP Southgate project, which is proposed to bring an additional interstate supply of natural gas into the county, will play a key role in helping us achieve our goals, which is why we support the project's construction and operation. North Carolina has relied on a single interstate supply of natural gas for years via the Transco system. This infrastructure system also passes through Rockingham County and is an integral part of our community's and state's infrastructure. It has performed as we've come to expect from natural gas pipeline systems: reliably, efficiently, out of sight and out of mind. We expect the same from the MVP Southgate system. The MVP Southgate line will enhance energy reliability and affordability for our region and state by bringing lower-cost natural gas from the Marcellus and Utica shale regions. This additional supply also is critically important for energy security, as the 2021 cyberattack on the Colonial liquids pipeline showed the risk of relying on a single pipeline system.

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			Manufacturers and other large industrial employers demand natural gas because this energy source is reliable, affordable and cleaner than other fuels. The MVP Southgate system will carry significant potential economic benefits for our community as an open access line in Rockingham County. And, with nearly 1,000 jobs projected during its construction, MVP Southgate is expected to generate millions of dollars in economic activity and sales tax revenue. After construction is complete, MVP Southgate is expected to contribute more than $300,000 in new annual ad valorem taxes to Rockingham County, helping to enhance core public services. Rockingham County remains diligent and forward-thinking to meet the needs of our residents, existing businesses and prospective industries. We support Mountain Valley's request to amend the MVP Southgate project and look forward to the pipeline's completion and operation, which will benefit our residents and serve the interests of our county, state and nation.
Cody Chase Lemons	Carolina Grant Solutions	20250311-5219	Carolina Grant Solutions, based in Eden, North Carolina, works closely with nonprofits, businesses, and local organizations to secure funding that supports economic and community development. A strong infrastructure is a key factor in ensuring that our communities have the resources and stability needed to thrive. The MVP Southgate project has undergone modifications to reduce landowner impact while increasing efficiency, and these changes reflect efforts to balance infrastructure needs with community concerns. Investment in projects that bring jobs and generate tax revenue is essential for economic growth in our region. As North Carolina continues to expand, it is important to support well-planned initiatives that contribute to long-term prosperity. We appreciate the opportunity to weigh in on this discussion and encourage the Commission to consider the benefits this project can bring while maintaining a commitment to responsible development.
Bobby Higgins	Chatham, VA Fire Chief	20250311-5080	As Chief of the Chatham Fire Department, I strongly support the MVP Southgate project and its recent application for certificate amendment. Having worked closely with Mountain Valley Pipeline, I have seen the company's commitment to safety, reliability, and partnership, and I appreciate its communication and community engagement. Reliable energy infrastructure is critical for public safety. Natural gas ensures homes, businesses, and emergency services have dependable energy when it matters most. Modern pipelines, like MVP Southgate, are built with advanced safety measures, reducing risks and enhancing reliability. Beyond providing for our region's energy security, MVP Southgate will generate tax revenue that will directly benefit essential services, including fire and emergency response. Construction will generate nearly $9 million in state and local tax revenue, and the operational benefit of the MVP Southgate includes an estimated $1.1 million in new additional annual ad valorem tax revenue to Pittsylvania County. Additionally, the

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			company has been a generous supporter of efforts to purchase vital equipment for first responders in my department and other public safety agencies and organizations in our community. I hope the Commission will approve this application for amendment and authorize the construction and operation of the MVP Southgate.
Christina D. Cress	Carolina Industrial Group for Fair Utility Rates	20250311-5081	On behalf of the Carolina Industrial Group for Fair Utility Rates ("CIGFUR"), I respectfully submit these comments to the Federal Energy Regulatory Commission ("FERC" or "Commission") in support of the Application for Amendment to the Certificate of Public Convenience and Necessity issued regarding the Mountain Valley Pipeline Southgate Project under Docket #CP25-60 ("Amendment"). CIGFUR is an affiliated group of some of the largest industrial customers of Virginia Electric & Power Co. (d/b/a Dominion Energy North Carolina or "DENC"), Duke Energy Progress, LLC ("DEP"), and Duke Energy Carolinas, LLC ("DEC"), respectively. CIGFUR frequently intervenes in electric utility regulatory proceedings before the North Carolina Utilities Commission involving DENC, DEP, and/or DEC. Many of CIGFUR's member companies rely on natural gas in their manufacturing operations in North Carolina, including but not limited to the following uses: (1) as fuel to manufacture goods and products; (2) as raw input material; (3) for various treatments used in product manufacturing; and/or (4) for Combined Heat and Power (CHP), a highly efficient process that reduces emissions and costs, to capture excess heat and steam generated during the manufacturing process and recycle it back into the system. Alternatives to natural gas for these processes are primarily coal or fuel oil, which is not a readily available back-up fuel source for many of CIGFUR's member companies. Even if coal or fuel oil was an available back-up fuel source, both emit higher levels of carbon dioxide than natural gas. Completion of the Southgate Project is necessary to ensure an abundant, affordable supply of natural gas is available to manufacturers doing business in North Carolina. In addition, CIGFUR's member companies, as retail electric customers of DENC, DEP, and DEC, respectively, face cost exposure by way of higher annual increases to each utility's fuel rider when access to natural gas supply is deficient, which results in higher prices that are then passed on to DENC's, DEP's, and DEC's respective ratepayers. This indirect cost exposure, combined with the elevated fuel assurance and reliability risks posed when electric utility suppliers do not have sufficient access to natural gas supply, would be detrimental to the operations of CIGFUR's member companies. For these reasons, CIGFUR supports the requested Amendment.
David McGowan, III	American Petroleum Institute - SE Region	20250311-5090	API-Southeast (API-SE), as division of the American Petroleum Institute (API), represents all segments of the oil and natural gas industry. API's approximately 600 members produce, process, and distribute most of the nation's energy. The industry supports 11.3 million U.S. jobs or 5.6 percent of total U.S. employment and is backed by a growing

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			grassroots movement of millions of Americans. API was formed in 1919 as a standards-setting organization. In its over 100 years, API has developed more than 800 standards to enhance operational and environmental safety, efficiency, and sustainability. Our membership also includes several companies that develop, construct, and operate natural gas pipelines. We, therefore, have a great interest in the development of the Mountain Valley Pipeline (MVP) Southgate Project (Southgate Project). On June 15, 2023, Mountain Valley Pipeline, LLC requested that the Federal Energy Regulatory Commission (FERC) grant an extension of time until June 18, 2026, to complete construction of the MVP Southgate Project and place the Southgate Project and facilities into service. In December 2023, FERC authorized an extension of the MVP Southgate certificate for four more years. Mountain Valley Pipeline, LLC's recent application to amend its certificate for a project that spans a shorter route, eliminates compression and delivers more natural gas to serve public demand in North Carolina is appropriate, and API submits these comments in support of that application. Our industry remains committed to helping to ensure that the United States and our allies abroad have access to an affordable and reliable energy supply. To that end, we need a natural gas system that can support American natural gas producers as they seek to meet rising demand at home and throughout the world. While adhering to its statutory mandate under the Natural Gas Act to promote the abundant supply of natural gas at just and reasonable rates for Americans, FERC must act expeditiously to review and approve projects that will help ensure the affordability and reliability of natural gas supplies that supports the energy security needs of the U.S. and our allies overseas. At this moment we need to help ensure that every step is taken to support the Trump Administration’s stated policy goals regarding the need for more American energy production, and we urge FERC to move forward with a timely and efficient review process for natural gas infrastructure projects that supports the energy security needs of the U.S. and our allies. Natural gas plays a vital role in every aspect of North Carolina’s economy, as well as the economies of all the states for which this project would serve. Today, the U.S. is the global leader in both energy production and carbon emissions reductions, thanks in large part to the innovation and vitality of the U.S. oil and natural gas industry. Our country has witnessed an unprecedented energy renaissance in the last seventeen years, transitioning from an era of energy scarcity and dependence to one of energy abundance and security. Since 2005, natural gas production has grown by over 90 percent to over thirty-six trillion cubic feet in marketed production. This domestic resurgence has created American jobs, bolstered U.S. manufacturing, strengthened our economy, and enhanced our national security. Infrastructure, including natural gas pipelines, have played a critical role in our energy renaissance. Pipelines are among the safest and most environmentally friendly way of delivering the energy Americans use and rely upon every day.

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			As North Carolina lacks natural gas production, it is heavily reliant on pipelines to transport natural gas. Currently all the state's natural gas is delivered via a single interstate pipeline. The Transco Pipeline travels 10,000 miles from the Gulf Coast to New York City, delivering 15 percent of our nation's natural gas and serving as a critical energy lifeline for our state. Piedmont Natural Gas and Enbridge Gas North Carolina also operate intrastate natural gas pipelines that serve customers in the state. Demand for natural gas for generating electricity in North Carolina is growing rapidly, increasing over 300 percent in the last decade and contributing to a 33 percent decrease in carbon dioxide and significant reductions in other pollutants between 2010 and 2018. Natural gas products delivered by pipeline also play a significant role in our state's leading industries. Agriculture represents a large consumer of energy through the use of pesticides, fertilizers and crop-drying to produce North Carolina's renowned poultry, hogs and tobacco. Defense and aerospace industries are also massive energy consumers who rely on abundant and affordable natural gas, along with electronic manufacturers and pharmaceutical companies. Additionally, one out of every four state residents use natural gas for home heating. Our nation has fallen victim to permitting delays and judicial interventions which has made it harder to maintain and develop critical energy infrastructure. The Tar Heel State has also witnessed first-hand the challenges associated with pipeline development, and the loss of vital projects associated with such delays in development. Virginia and North Carolina residents have already suffered the loss of the development of the Atlantic Coast Pipeline (ACP), which was cancelled in 2020 and intended to carry natural gas from West Virginia to public utilities in the two states. The decision to cancel the ACP project leaves chronic energy supply challenges, particularly in eastern North Carolina, unmitigated. According to project developers, the region will continually experience supply constraints, with the potential for utilities having to interrupt service to customers during peak winter season. The lack of natural gas infrastructure in this region further contributes to the urban vs. rural divide and could discourage new economic investment or deter new small businesses from coming here. Our country and the southeast region particularly, are now recovering from some of the biggest challenges we have ever faced. The region needs access to as much energy as possible, including natural gas delivered by pipeline, to cut energy costs and support small businesses and manufacturers. Lack of infrastructure development has only exacerbated cost and reliability disparities between different parts of the country, specifically here in North Carolina. Projects like the MVP Southgate Project are vital to help ensure that every region and state, can continue to grow and thrive with the knowledge that we have a secure and reliable energy future. To that end, API supports Mountain Valley Pipeline, LLC's request to amend its certificate for the MVP Southgate Project. The completion of this project is critical to providing a

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			reliable and affordable energy source for the residents of the southeastern United States, with a specific focus on Virginia and North Carolina. API hereby submits its comments to Docket Number CP25-60-000 for the MVP Southgate Project and requests that FERC approve the project proponent's request to amend its certificate for the project that spans a short route, eliminates compression, and delivers more natural gas to serve public demand in North Carolina.
Vincent Shorter	County Administrator, Pittsylvania County Board of Supervisors	20250311-5127	As the County Administrator for Pittsylvania County, Virginia, I am writing on behalf of the Board of Supervisors in support of the proposed MVP Southgate project's FERC amendment request. The MVP Southgate project continues to be extremely vital to our region as the need for natural gas continues to grow. Expanding natural gas access is vital to our region and the development of the Berry Hill Industrial site located in our county. The city of Danville and Pittsylvania County are working together to develop this 3,500-acre mega-site, which is primed for development after earning the state's Tier 4 certification, which signals its readiness for new employers. The proposed MVP Southgate project route passes through this proposed industrial park, providing tremendous opportunity for potential future employers that may want to establish facilities in the region and draw natural gas from the pipeline to fuel operations. Economic benefits of the proposed underground natural gas pipeline would create hundreds of jobs and stimulate business activity across Pittsylvania County while generating significant ad valorem tax revenue for years to come. Pittsylvania County respectfully request that the FERC approve MVP Southgate's extension. This project is very important and needs to be completed as soon as possible.
Chris Saxman	Virginia FREE	20250311-5231	As executive director of Virginia FREE, the premiere source of non-partisan political information for Virginia's business community, I am writing today in support of Mountain Valley Pipeline's application to amend its MVP Southgate project. The MVP Southgate project is important to the region and to the commonwealth, and recent federal legislation has recognized the need for additional supplies of natural gas in the mid-Atlantic and southeastern United States. With the separate Mountain Valley Pipeline now in service, it is vital that the modified MVP Southgate project receive approval so that it, too, can be completed and brought into service to meet public demand for natural gas. The MVP Southgate project offers short- and long-term economic opportunities for southern Virginia and the commonwealth. The construction of the proposed 31-mile underground natural gas pipeline and associated facilities would create hundreds of jobs

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			and stimulate business activity across Pittsylvania County. Once the project is operational, the pipeline will bring a new source of domestic natural gas through southern Virginia, providing greater opportunities for new residential and commercial access to an affordable, reliable and cleaner fuel source. Virginia FREE supports the MVP Southgate project and requests the Commission approve its application to amend the project.
NC General Assembly Members	North Carolina House of Representatives and Senate	20250311-5209	We are writing as elected members of the North Carolina General Assembly to express our full support for the Federal Energy Regulatory Commission's approval of the amended MVP Southgate project, as recently requested by Mountain Valley Pipeline, LLC. The MVP Southgate project is essential to North Carolina's economic and energy security and will support the state's ongoing transition toward cleaner and more reliable energy sources. As our state continues to grow, demand for affordable and dependable energy is increasing. Natural gas remains a critical component in ensuring a stable and cost-effective energy supply for businesses and residents alike. Additionally, the conversion of our state's existing coal-fired electric generation plants to natural gas is the most efficient way to reduce emissions, protect ratepayers, and ensure a reliable power supply. North Carolina currently relies on a single interstate transmission pipeline system for direct access to natural gas. Expanding our interstate natural gas supply is essential for energy security and economic stability. The North Carolina Utilities Commission has recognized the need for such infrastructure to serve the public interest. The importance of energy security became especially evident in 2021 when a cyberattack disabled the Colonial Pipeline, our state's primary liquid fuels pipeline. An additional natural gas supply source would enhance capacity and provide an alternative means of ensuring North Carolina has the energy resources necessary to meet demand. By connecting to the Mountain Valley Pipeline in Virginia and bringing an additional supply of natural gas directly into North Carolina, the MVP Southgate project will address critical energy needs, as the commission previously determined when it granted a certificate of public convenience and necessity in 2020 and renewed the certificate in 2023. The amended MVP Southgate reflects public feedback, environmentally responsible development, and North Carolina's urgent need for additional natural gas infrastructure. The project will transport 550 million cubic feet of natural gas per day, with Duke Energy and PSNC having signed long-term agreements to receive gas from the project for their customers. Additionally, the proposed interstate natural gas transmission pipeline would maintain open access, offering significant opportunities for large end users in the project's vicinity. As policymakers, we remain committed to fostering economic growth and ensuring North Carolina continues to be an attractive place to live and do business. Expanding our energy infrastructure is vital to sustaining this growth, and the MVP Southgate project is a necessary step in achieving that goal. For these reasons, we support the MVP Southgate project and respectfully request that FERC approve the amendment application.

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Philip Berger	NC State Senator	20250311-5208	As the Senator representing Rockingham County, I write to express my strong support for the MVP Southgate project and urge the Federal Energy Regulatory Commission (FERC) to approve the amendment application submitted by Mountain Valley Pipeline, LLC. This project will enhance Rockingham County's economic development and energy infrastructure, provide substantial benefits to local businesses, workers, and opportunities for future industrial growth. North Carolina has consistently ranked as one of the most business-friendly states in the nation, thanks in large part to pro-growth policies and responsible governance supported by the North Carolina General Assembly (NCGA). Our commitment to economic development and job creation has made North Carolina a top destination for industries looking to invest and expand. Over the past decade, the NCGA has worked to lower the corporate tax rate, making North Carolina even more competitive for businesses seeking a strong workforce, reasonable regulatory policies, and access to affordable energy. The MVP Southgate project will provide the stable and affordable energy supply necessary to support manufacturing, industrial expansion, and economic development in our region. As an open-access pipeline, it will provide additional direct access to natural gas, making Rockingham County even more attractive to businesses seeking to relocate or expand operations. Beyond its long-term benefits, the construction and operation of MVP Southgate will generate significant economic activity in North Carolina, with a $370 million capital investment, including $21 million in direct spending within the state. At peak employment, the project is expected to support 220 jobs, including direct, indirect, and induced positions. Additionally, the construction phase alone will generate $2.0 million in state and local tax revenues, while once operational, localities along the route will receive an estimated $328,000 annually in ad valorem taxes. Additionally, MVP Southgate will enhance North Carolina's energy security by increasing access to diverse and reliable natural gas supplies. With rising energy demand, this additional capacity will play a critical role in ensuring a stable and cost- effective energy supply for both businesses and residents. By approving the MVP Southgate amendment, FERC will support job creation, economic growth, and enhanced energy reliability—all of which align with North Carolina's pro-business policies. This project is essential to ensuring that our state remains a leader in economic opportunity and energy development.
John McGuire and Virginia Foxx	United States Representatives	20250311-4001	We are writing to express our support for the MVP Southgate project and the recent modifications described in the public notice issued by the Federal Energy Regulatory Commission on Feb. 18, 2025. As proposed, this critical energy infrastructure project will provide important access to an additional supply of affordable, domestic natural gas in Virginia and North Carolina.

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			The Federal Energy Regulatory Commission concluded in 2020 that the MVP Southgate project was needed to meet public demand for natural gas and that the project could be built safely and responsibly. In 2023, the Commission extended the MVP Southgate's certificate of public convenience and necessity. As approved, the project route was approximately 75 miles, starting in Pittsylvania County, Virginia, and ending in Alamance County, North Carolina. In its recent application to amend the MVP Southgate project, Mountain Valley Pipeline LLC now proposes to start the MVP Southgate project at the same point in Pittsylvania County, Virginia, and end it at the approved route's 31st mile in Rockingham County, North Carolina. The diameter of the underground pipe will increase to 30 inches. The permanent right-of-way will remain 50 feet wide. A previously planned compressor station in Pittsylvania County was eliminated. These modifications mean the project's construction and operation will affect fewer landowners and will reduce environmental impacts while helping meet our communities' increasing demand for natural gas. Our districts will directly benefit from this project, which is expected during construction to support approximately 1,000 jobs and generate almost $11 million in state and local tax revenues. As an open-access transmission line, MVP Southgate will provide access to an additional supply of natural gas at the 3,500-acre Southern Virginia Mega Site at Berry Hill. This business park in Pittsylvania County is less than two miles from Rockingham County, and our communities are invested in its success. The MVP Southgate's construction and operation is necessary to promote our nation's energy independence and secure our economic future. We encourage the Commission to approve. Mountain Valley's application to amend the MVP Southgate project, and we look forward to this vital infrastructure serving the public interest.
Eric Phillips	VA House of Delegates	20250311-5177	As the representative of 48th District of Virginia, which includes the Southern Virginia Megasite at Berry Hill and the portion of Pittsylvania County where the MVP Southgate is proposed, I am writing in support of the recent application for an amendment to MVP Southgate’s Certificate of Public Convenience and Necessity. The Southern Virginia Megasite at Berry Hill is the largest publicly owned industrial park in the Southeast. In November of 2024, Microporous announced it would be establishing a new manufacturing facility in the Megasite and would be investing $1.35 Billion and creating over 2,000 jobs. Having the MVP Southgate as an additional open-access interstate natural gas transmission pipeline in this area would provide a notable advantage for recruiting additional industry to our region. Mountain Valley’s amendment application shows the MVP Southgate has eliminated a previously planned compressor station near Chatham, largely maintained the original footprint in Pittsylvania County, shortened the project route into North Carolina, and increased the diameter of the underground pipeline. These changes further minimize potential environmental impacts for a project that the FERC has already recognized can

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			be built and operated safely. The need for the project is even stronger today than it was in 2020, when the Commission approved the project's Certificate of Public Convenience and Necessity, and in 2023, when the Commission extended the Certificate's validity for three years. In addition to strengthening southern Virginia's energy infrastructure, the MVP Southgate will provide significant economic benefits to residents, as well as state and local governments. During construction, the project will support nearly 1,000 jobs across Virginia and North Carolina and generate important tax revenue to support critical public services. Once the project starts operating, Pittsylvania County will directly benefit through additional ad valorem tax revenue that can be used to help fund education, public safety and other core services. Thank you for your consideration of my letter of support for the requested amendment to the MVP Southgate's project certificate. This project represents a critical investment in our region and in our country's energy future.
Danny Marshall	VA House of Delegates	20250311-5198	As a member of the Virginia General Assembly, I have spent considerable time and energy working with other legislators to create conditions that are favorable for economic development across Virginia. The proposed MVP Southgate would complement those efforts, and it is my hope that the commission will approve Mountain Valley's recent request to amend the certificate for this important project and authorize its construction and operation. Natural gas is the cleanest burning fossil fuel, and the U.S. is blessed with an abundant supply of it. By increasing the availability of domestically produced natural gas through a project like MVP Southgate, we can increase our nation's energy independence while improving consumers' access to an affordable and cleaner fuel source. The MVP Southgate meets a very real need in our region. Its route goes through the Southern Virginia Megasite at Berry Hill, a major business park that recently secured a transformative economic development project. The advanced manufacturer that has announced plans to hire thousands of workers and build large facilities at the park will need natural gas, and other businesses that locate at this park will need adequate supplies of natural gas, too. As an open-access interstate transmission pipeline, the MVP Southgate will provide the additional, resilient supply that will help support our region's economic development efforts well into the future. In addition to the long-term benefits provided by its operation, the MVP Southgate's construction would provide our region with significant short-term economic advantages. During peak construction, the project is expected to support nearly 1,000 jobs, the majority along the route in Virginia. Tens of millions of dollars in direct spending will generate millions of dollars in state and local tax revenues, which also will benefit our community. The MVP Southgate project will make a positive impact on our region and Virginia, and I look forward to its construction and operation. For these reasons, I respectfully request the commission approve Mountain Valley's request for an amended certificate for the MVP Southgate.

DOCKET NO. CP25-60-000
COMMENTS IN SUPPORT OF MVP SOUTHGATE AMENDMENT PROJECT

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Sandra Meadows	Former Chamber Director – Eden, NC	20250311-5260	Please approve the recent application to amend the MVP Southgate project. This important pipeline project will benefit the region by creating jobs during construction, generating tax revenue to support public services, and providing a needed supply of natural gas to meet demand in North Carolina. As a former director of our local chamber of commerce, and as an engaged member of the Eden community, I have worked with Mountain Valley for years. They have worked hard to communicate about the MVP Southgate project and have been very involved in our community. The recent modifications to the project, as described in the amendment application, will reduce potential environmental impacts and allow North Carolina to access the additional natural gas necessary to support our state's growth. Construction of this project is expected to support about 220 jobs in North Carolina and generate millions of dollars in tax revenue. The long-term benefits of this kind of infrastructure will help position our community and region to accommodate economic development and growth, which is a great thing for our future. I respectfully request the Federal Energy Regulatory Commission approve MVP Southgate's amendment application so we can realize the benefits this project will provide.
Dennis L. Martire	LiUNA! Mid Atlantic	20250311-5245	On behalf of the 40,000 trades men and women represented by the Mid-Atlantic Region of the Laborers' International Union of North America ("LiUNA") I am writing to express my strong support for the proposed Application for Amended Certificate for the Mountain Valley Pipeline Southgate Project ("MVP Southgate"), Docket No. 25-60-000. The project is needed to meet the substantial and growing need for natural gas in the region. The Federal Energy Regulatory Commission ('FERC") recognized MVP Southgate is needed to meet public demand for natural gas in 2020, when it issued the Certificate of Public Convenience and Necessity, and in 2023, when it renewed the certificate. Since that time, demand for the project has grown. MVP Southgate has secured long-term contracts to transport 550,000 dekatherms (550 million cubic feet) of natural gas per day to serve PSNC and Duke and their customers. The amended MVP Southgate project includes a shorter route, fewer crossing of waterbodies, and wider diameter pipe. Pipelines are the safest way to transport natural gas over long distances. Mountain Valley Pipeline, LLC ("MVP") has committed to exceeding all U.S. Department of Transportation safety standards and will ensure the pipeline's construction, operation, and ongoing maintenance prioritize public safety. Economically, the MVP Southgate project promises significant benefits. During construction, it will generate $82 million in direct investment in Virginia and $21 million in North Carolina. The project will support 770 jobs in Virginia and 220 jobs in North Carolina, while creating an estimated $9 million in state and local tax revenues in Virginia and $2 million in North Carolina.

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			Given these substantial benefits, I respectfully urge FERC to approve the Application for Amended Certificate for MVP Southgate to support both regional energy needs and job growth.
Raphiel Hampton	Hampton Historical Foundation	20250311-5293	The Hampton Historical Foundation is dedicated to preserving the cultural and historical heritage of our community, particularly through the restoration of the Sunshine Rosenwald School in Eden, North Carolina. As we work to safeguard the stories and landmarks that define our region's history, we also recognize the importance of responsible infrastructure projects that balance economic growth with community impact. Regarding the MVP Southgate amendment application, we acknowledge the efforts made to adjust the project's route, reduce its footprint on landowners, and enhance its efficiency. Economic development is vital to sustaining and strengthening communities like ours, and we appreciate the potential benefits this project may bring, including job creation and increased tax revenue for North Carolina. We encourage the Commission to ensure that all necessary environmental and community considerations are met while advancing projects that support regional economic stability. We appreciate the opportunity to contribute to this discussion and advocate for responsible growth that aligns with our mission of preserving history while fostering a thriving future for our community.
Anne Moore-Sparks	Danville-Pittsylvania Chamber of Commerce	20250312-5007	On behalf of the Danville Pittsylvania Chamber of Commerce, which represents nearly 600 businesses and over 23,000 employees across our region, I am respectfully requesting the Commission to approve the requested amendment to the MVP Southgate certificate of public convenience and necessity. The Danville Pittsylvania Chamber serves as the premier advocate for business in our region, advocating for policies and infrastructure investments that drive economic growth. Expanding natural gas access is critical to our region's ability to attract and retain industries, particularly at the Southern Virginia Mega Site at Berry Hill, one of the largest industrial parks in the Southeast. Reliable and affordable energy is essential to making this site - and our broader business community - competitive for major employers and long-term economic development. Beyond its role in strengthening energy infrastructure, the MVP Southgate project will provide substantial economic benefits, including job creation and significant new tax revenue for Pittsylvania County. The Danville-Pittsylvania Chamber is committed to supporting initiatives that enhance business opportunities and economic vitality. The MVP Southgate project aligns with these priorities, which is why the Danville Pittsylvania Chamber of Commerce supports its construction and operation.

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			The amended MVP Southgate project will serve the public interest and help meet demand for affordable, domestic natural gas. I encourage the Commission to approve the requested amendment so our region can realize the benefits of the MVP Southgate.
Carol Miller and Riley Moore	United States Representatives	20250313-4000	Our nation's need for reliable and affordable energy is as strong as ever, and the Federal Energy Regulatory Commission (FERC) serves to ensure American families and businesses can secure adequate supplies. West Virginia plays a critical role in producing the natural gas our country demands, and our state's ability to meet that demand is constrained by existing energy infrastructure. For these reasons and others described below, we urge the FERC to approve the recent request by Mountain Valley Pipeline LLC (Mountain Valley) to amend its proposed MVP Southgate. In 2023, the Mountain Valley Pipeline (MVP) received federal recognition as critical energy infrastructure, which authorized the completion of the 303-mile interstate natural gas transmission pipeline to meet public demand in the Northeast, Mid-Atlantic and Southeast regions. As you are aware, MVP connects natural gas production facilities in West Virginia to end users in these regions. The pipeline entered operation in June 2024 and, by January 2025, achieved its full capacity, transporting 2 billion cubic feet of natural gas per day for direct use and electricity generation. MVP's construction supported thousands of good-paying jobs in West Virginia, and its operation has supported energy sector activity associated with unlocking additional supplies of low-cost natural gas from the Marcellus shale formation. The proposed MVP Southgate extends MVP's reach directly into North Carolina via a 31-mile route and will transport 550 million cubic feet of natural gas. This added infrastructure capacity will help support the accrual of additional benefits to West Virginia communities, workers and their families. The U.S. must prioritize the development of domestic energy infrastructure and the responsible use of domestic energy resources to support job creation, economic stability and national energy independence. The approval, construction and operation of natural gas infrastructure such as MVP Southgate is essential to achieving these goals and safeguarding our national interests. FERC previously authorized MVP Southgate in 2020, and in 2023 the Commission extended MVP Southgate's Certificate of Public Convenience and Necessity. The proposed amendment to MVP Southgate – including its shorter route and larger diameter underground pipe – demonstrate Mountain Valley's efforts to balance its customers' needs, the region's growing demand for natural gas, and agency and public feedback about the iteration previously authorized by FERC. The timely approval of Mountain Valley's current application is needed for MVP Southgate to meet its in- service target in 2028. West Virginians stand to gain from the completion of MVP Southgate and other domestic energy infrastructure projects that allow our state to reap the benefits of responsible energy production and support national

NAME	ORGANIZATION	FERC ACCESSION #	COMMENT IN SUPPORT
			security. It is our position that FERC should move swiftly to review and approve Mountain Valley's application to amend its proposed MVP Southgate.
Brian Heslin and Lee Mitchell	Duke Energy Carolinas, Duke Energy Progress	20250310-5163	Having subscribed to 250,000 Dth/day of the Amended Project's capacity, DEC is one of two foundation shippers supporting the Amended Project. Since both DEC and DEP will utilize the Amended Project's capacity, the Duke Utilities unequivocally support MVP's application and respectfully request that the Commission expeditiously approve MVP's request to amend the CPCN. The Amended Project addresses a significant market need and is a critical piece of the Duke Utilities' natural gas transportation strategy to ensure adequate fuel supply for economic development, customer growth, preserving reliability, and decarbonizing the Duke Utilities' generation fleet. Until new low-carbon or zero-carbon fuels become economically available for utility-scale use in dispatchable generation, incremental natural gas FT capacity will be required to maintain least-cost and reliable operations. A. The Amended Project's Need is Implicitly Endorsed by State Public Utility Commissions The Amended Project has been indirectly endorsed by the PSCSC and the NCUC, both having recently approved the Duke Utilities' respective integrated resource plans, and in doing so, specifically acknowledged the need for incremental gas capacity to the Carolinas. On November 25, 2024, the PSCSC approved the Duke Utilities' Integrated Resource Plan, which "targets development and procurement" of 6,800 megawatts ("MW") of new combined cycle ("CC") capacity and 2,125 MW of new combustion turbine ("CT") capacity. This natural gas power generation capacity requires approximately 1,700,000 Dth/day of incremental peak day gas supply, with incremental FT being essential in meeting this need. The PSCSC also explicitly determined that "FT capacity is beneficial for managing the natural gas supply for new gas CC and CT generation and to assist with the reliable operation of the electric system." Similarly, the NCUC has consistently supported the Duke Utilities' proposals to increase natural gas-powered generation in its resource planning. In 2022, the Commission authorized the development and procurement of 1,200 MW of new gas CC generation, and most recently, on November 1, 2024, issued an order approving the Duke Utilities' Carbon Plan and Integrated Resource Plan ("2024 Carbon Plan Order"). The 2024 Carbon Plan Order directs the Duke Utilities to "take reasonable steps to pursue the development and procurement of 2,720 MW of additional new gas CC generation to achieve commercial operation by 2031" and "provide a firm fuel supply arrangement or other fuel security strategy for the proposed new CCs in its CPCN applications." The NCUC's 2024 Carbon Plan Order also recognizes that "natural gas-fired capacity is needed to ensure that system operators have the tools they need to manage system dynamics, ensure reliable operation, and protect the integrity of the bulk power system and Eastern Interconnection as dynamics in North Carolina change." As such, the NCUC has now authorized the Duke Utilities to move forward with planning for a total of three new gas CCs, and the Amended Project

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			will provide these new gas CCs with needed fuel security. Significantly, the NCUC's 2024 Carbon Plan Order requires the Duke Utilities to provide a firm fuel supply arrangement for each CC it is to construct. In sum, the Duke Utilities submit that the Amended Project is in the public interest because the new natural gas generation and FT rights the Amended Project will provide will assist the Duke Utilities in meeting their least cost and reliability objectives. B. The Amended Project Will Facilitate the Retirement of Coal Facilities and Lower Emissions In addition, the Amended Project will facilitate the retirement of aging coal facilities and will enable one of the nation's most ambitious deployments of renewable resources. The Amended Project will provide the Duke Utilities with an additional 250,000 Dth/day of FT capacity, which is needed to improve the fuel security of the existing CC fleet and support a portion of the interstate FT needs for the first three new CCs that will provide non-intermittent, dispatchable generation the electric system requires to retire coal while supporting higher levels of intermittent generation. The Amended Project plays a critical role in providing the fuel security needed to successfully retire the Duke Utilities' remaining 8,400 MW of coal-fueled generation and reliably transitioning the fleet towards carbon neutrality. North Carolina state law requires that generation and resource changes maintain or improve upon the adequacy and reliability of the existing grid. In compliance with state law, the Duke Utilities' resource planning lays out an orderly retirement of its remaining coal-fired generating capacity in North Carolina by 2035. However, to ensure reliability and resource adequacy within this plan, a set of replacement resources that are equally or more reliable must be developed and enter commercial operation prior to coal unit retirements. The additional natural gas capacity that will become available as part of the Amended Project plays a critical role in helping to achieve this objective by allowing for a significant reduction in carbon emissions while also reliably facilitating the retirement of coal-fired generation. As previously noted, the NCUC and PSCSC support the role gas plays in replacing coal. Consistent with the NCUC's and PSCSC's directives, the Duke Utilities specifically identified the Amended Project in its North Carolina and South Carolina resource plans as fuel security for additional CC gas-fired capacity. This gas-fired capacity will allow for orderly planned coal unit retirements over the next decade and help achieve overall fleet carbon emission reductions consistent with North Carolina law. C. The Amended Project Will Support Economic Development and Fuel Supply Diversity In addition to enabling coal facility retirements, the incremental FT created by the Amended Project will allow the Duke Utilities to increase lower-cost deliveries from the terminus of the Mainline to its generation fleet to support demand from the Carolinas'

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			growing population and expanding economic development. The Carolinas need access to incremental Appalachian gas supply, as evidenced by the fact that two North Carolina-based electric and gas utility shippers (DEC and PSNC) have fully subscribed to all firm capacity on the Amended Project. Natural gas and power markets in the Southeast urgently require incremental natural gas supply to meet demand growth, and this Amended Project is a key part of the solution. Expansion of southward infrastructure from the terminus of the Mainline is required if the full benefits of the Mainline's gas supply are to be realized in the Carolinas and more broadly, in the Southeast. The Duke Utilities' base natural gas supply assumption to meet higher levels of electric demand, as outlined in its resource plans, relies on incremental access to this Appalachian natural gas supply via the Mainline. If incremental access to this Appalachian natural gas supply is not possible, the Duke Utilities will need to rely on alternate fuel supply that is estimated to result in increased costs and price volatility for its customers. Additionally, if the Amended Project does not timely enter service, it could slow economic development growth in the Carolinas.
D. Russell Harris	Public Service Company of North Carolina, Inc.	20250320-5221	A. The Benefits Offered by the Southgate Project Still Apply Under the Amended Project. PSNC supports the Amended Project and respectfully requests that the Commission approve the Application by December 31, 2025, as proposed. The Amended Project is crucial for meeting the growing demand for natural gas in North Carolina and delivering several benefits to project shippers and the region in general. For several years, dating back to when the MVP pipeline was first proposed in 2015, PSNC has been exploring various ways to bring additional natural gas supply from the Marcellus and Utica regions into PSNC's service area in North Carolina. Although becoming a shipper on the MVP mainline–which terminates in Virginia–certainly benefited PSNC, to ultimately facilitate the direct delivery of natural gas supply off the MVP pipeline and into North Carolina, PSNC also signed onto the Southgate Project as an anchor shipper when it was originally proposed in 2018. At that time, PSNC explained that the Southgate Project will: (i) provide PSNC access to the MVP capacity, which constitutes the best-cost alternative available to satisfy PSNC's long-term interstate capacity needs; (ii) increase reliability, resiliency, and direct access to low-cost natural gas produced in the Marcellus and Utica shale regions; (iii) contribute to the optionality of natural gas supply sources; (iv) allow PSNC to replace secondary-firm backhaul deliveries with primary-firm forward-haul deliveries; and (v) operate using a minimum delivery pressure guarantee, increasing PSNC's confidence in its system modeling and leading to operational enhancements. Now, more than six years later, PSNC reaffirms the distinct benefits offered by the Amended Project, noting two additional developments since 2018 that have materially and directly impacted PSNC. Namely, the (1) continued, rapid population and

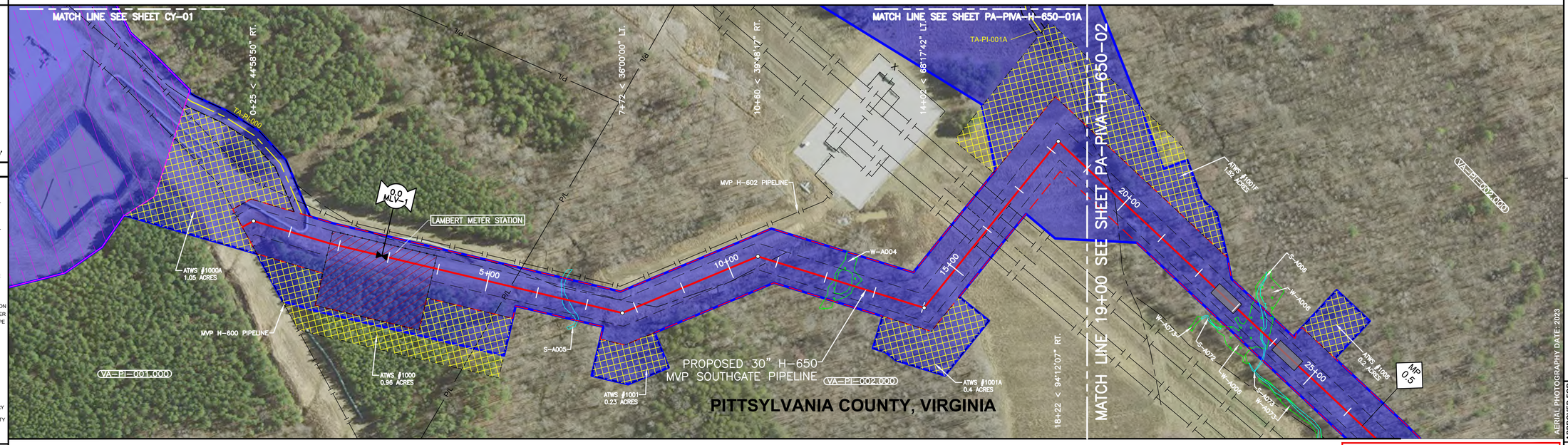
NAME	ORGANIZATION	FERC ACCESSION #	COMMENT IN SUPPORT
			industrial/technological growth in North Carolina and surrounding states, resulting in increased gas demand throughout the state; and (2) various operational constraints impacting PSNC's current gas supply, including significant immediate and long-term reliability concerns exposed by Storm Elliott in December 2022. These developments underscore the unique benefits presented by the Amended Project, as detailed below. B. Increased Diversity of Transportation Providers into North Carolina is Critical for PSNC's Current and Future Gas Supply Needs. PSNC, as supported by the North Carolina Utilities Commission ("NCUC"), has long recognized the value of diversifying pipeline service providers with meaningful facilities in North Carolina. From PSNC's perspective, additional flexibility for multiple and alternative pipeline paths to bring desperately needed gas supply onto PSNC's system is invaluable. This is true even if the underlying natural gas supply may, at times, originate from the same region. Comments filed by Transcontinental Gas Pipe Line Company, LLC ("Transco") in this docket seek to clarify that Transco's "SSE Project" will, once constructed, offer the same diversity of supply as the Amended Project. While PSNC assumes this is an important clarification for Transco to argue as FERC separately and independently evaluates the pending SSE project in Docket No. CP25-10-000, it does not change the value offered by the Amended Project from PSNC's perspective. Having new transportation paths into North Carolina from new transportation service providers that can tap into affordable gas supply makes the Amended Project unique compared to any alternative. In addition, the Amended Project also helps support increased competition for transportation services in the region, especially in North Carolina. Doing so provides tangible benefits that FERC has recognized ever since it issued the 1999 Certificate Policy Statement.12 These same benefits have been echoed by the NCUC for the Southgate Project.13 By diversifying the interstate pipeline service providers into North Carolina, the increased competition helps protect pipeline shippers in the region to better leverage increased service options and ensure low-cost natural gas into the region at a critical juncture when gas needs are rapidly increasing. C. Storm Elliott Has Further Demonstrated the Importance of the Reliability and Resiliency Benefits of the Amended Project. Over the last decade, PSNC has seen increased constraints and continued reductions to its operational flexibility on Transco due to the rapid rise of daily Operational Flow Orders ("OFOs"), including "bracketed" OFOs (directed at short and long imbalances at the same time) that often significantly limit PSNC's (and other mid-Atlantic pipeline customers') service options in both directions on the pipeline. In fact, for the last several years, it has become common practice to see Transco issue OFOs covering more than 200 days each year for the Southern and mid-Atlantic regions of its pipeline system (Zones 4 and 5,

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			respectively). While Transco is aware of the ongoing operational concerns of its pipeline shippers in these regions, it has not yet been able to fix this ongoing and growing concern. Unfortunately, these issues were both exposed and compounded by Winter Storm Elliott in 2022. As a result, Transco experienced historically low operating pressures on its system into North Carolina, including at several delivery points of interconnection with PSNC. While gas supply was available, these conditions limited the amount of gas that PSNC could take into its distribution system, requiring PSNC to take emergency actions for its end-use customers during abnormally cold weather for several days in December. And while Transco may have satisfied its core delivery obligations under its FERC Gas Tariff – which only provides shippers a minimum pressure guarantee of 50 psi – the fact remains that PSNC could not bring enough natural gas supply onto its distribution system when needed most. As was the case with the original Southgate Project, the Amended Project introduces a new, additional interstate pipeline into North Carolina that will offer much-needed reliability and resiliency, particularly during critical events. The Amended Project leverages existing interstate pipelines and interconnections in the region, creating robust and resilient pathways that better ensure gas supply reaches its intended end-use market, even when certain suppliers or pipelines are otherwise unavailable, including during inclement weather. Taking concrete steps to mitigate a repeat of Storm Elliott – where natural gas outages raised significant safety concerns for thousands of retail customers for multiple days – is of paramount importance to PSNC, consistent with FERC's own conclusions stemming from Storm Elliott. As was the case with the Southgate Project, the Amended Project offers PSNC a delivery pressure guarantee that is several times greater than the minimum pressure guarantee in Transco's FERC Gas Tariff. Securing a more consistent and higher-pressure profile allows PSNC to satisfy increasing and rapidly changing demand in its service territory. The increased pressure may also drive significant cost savings to project shippers such as PSNC, either by avoiding (1) expensive spot-market purchases for gas supply at PSNC's city-gate during critical events; or (2) new distribution enhancement projects involving the construction of additional pipeline distribution facilities to otherwise overcome the current operational constraints in the region. These various operational benefits – and the resulting increased reliability, resiliency, and flexibility for end-users in North Carolina – go beyond the initial value proposition of the approved Southgate Project, thus further distinguishing the Amended Project.

ATTACHMENT 3

ALIGNMENT SHEETS HIGHLIGHTING CHANGE BETWEEN AMENDMENT PROJECT AND ORIGINAL CERTIFICATED PROJECT

RIGHT-OF-WAY & OWNERSHIP DATA		0+00	VA-PI-001.000 547 LF	5+47	VA-PI-002.000 1353 LF	19+00				
DESIGN	PIPE / COATING									
	DISTANCE									
	CLASS LOCATION / HCA									
ENVIRONMENTAL	CONSTRUCTION EXCLUSION									
	WETLAND / STREAM			S-A005 12 LF			W-A004 5 LF	W-A004 8 LF		
	PIPELINE DEPTH EXCEPTION									
	EXCEPTION DISTANCE									



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TANK
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- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

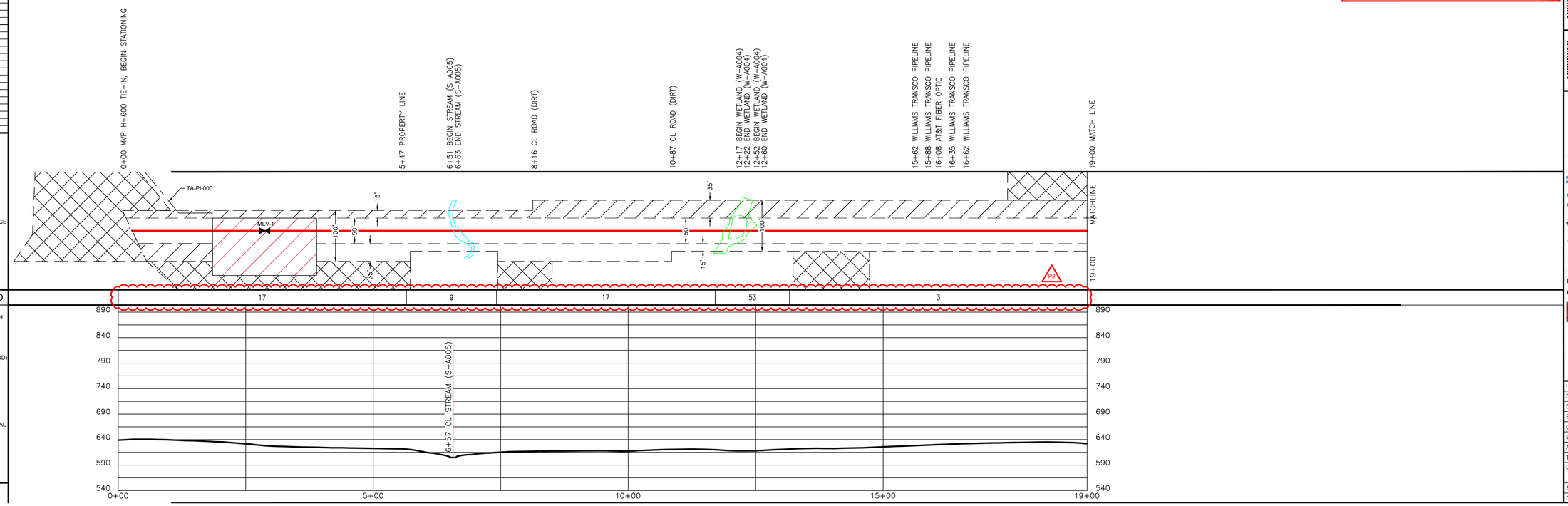
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- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK. NO.	QTY.	DESCRIPTION

APPROVED FOR FERC			APPROVED FOR BIDDING			APPROVED FOR CONSTRUCTION		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

Mountain Valley PIPELINE MC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 0+00 TO STA. 19+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-01
SHEET: 1 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:40:41 AM	

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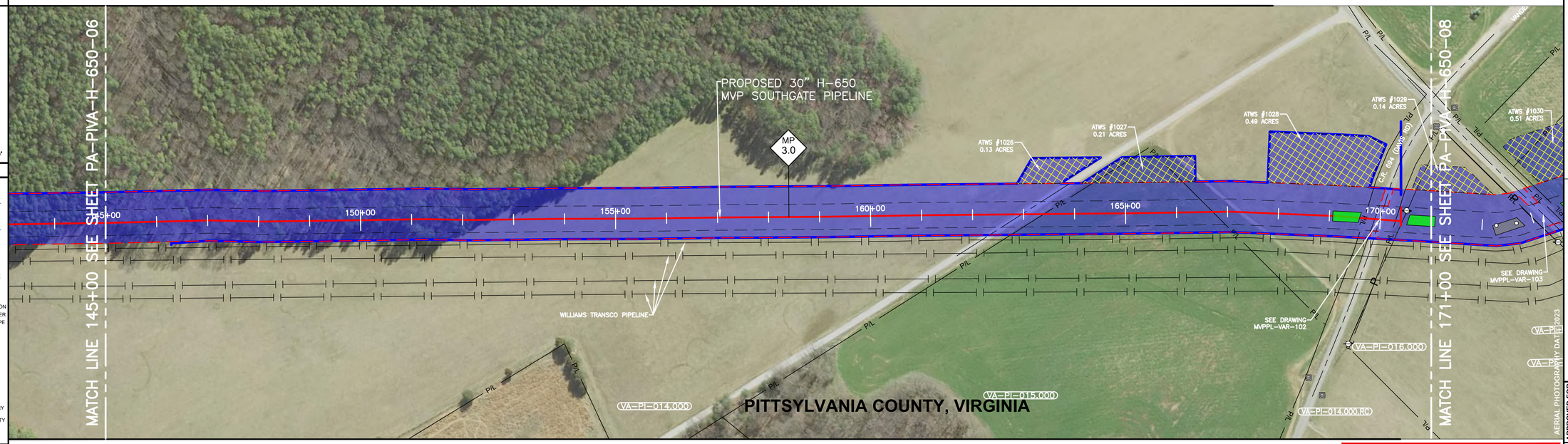
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| RIGHT-OF-WAY & OWNERSHIP DATA | | |

| | | |

RIGHT-OF-WAY & OWNERSHIP DATA	145+00	VA-PI-014.000	163+40	VA-PI-015.000	166+71	VA-PI-014.000	169+69	VA-PI-014.000.RC	170+31	VA-PI-016.000	171+00
		1840 LF		331 LF		298 LF		C.R. 694 (DAVIS RD) 62 LF		69 LF	
DESIGN — PIPE / COATING											
DESIGN — DISTANCE											
DESIGN — CLASS LOCATION / HCA											
ENVIRONMENTAL — CONSTRUCTION EXCLUSION											
ENVIRONMENTAL — WETLAND / STREAM											
ENVIRONMENTAL — PIPELINE DEPTH EXCEPTION											
ENVIRONMENTAL — EXCEPTION DISTANCE											



0' 50' 100' 200'

PLAN VIEW

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- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
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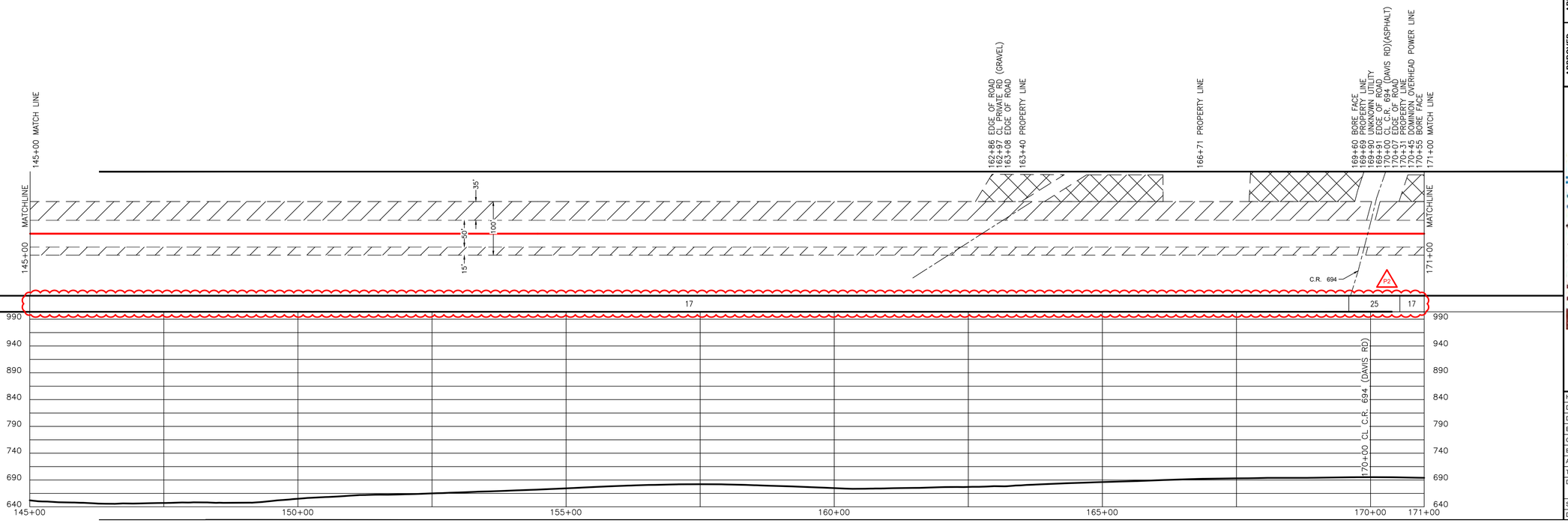
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
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P1	TRC	11/07/25	ISSUED FOR FERC
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P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

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VA-PI-015.000		
VA-PI-014.000.RC		
VA-PI-016.000		

AERIAL PHOTOGRAPHY DATE: 2023

APPROVED FOR FERC CONSTRUCTION					
REV.	BY	DATE	REV.	BY	DATE
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APPROVED FOR BIDDING					
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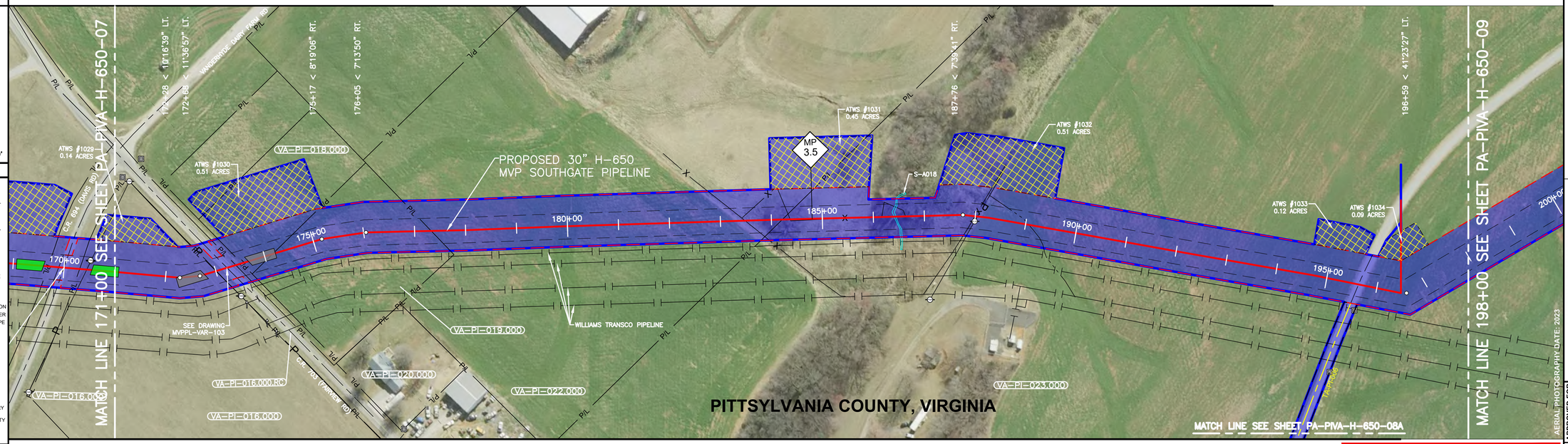
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PITTSYLVANIA COUNTY, VIRGINIA
STA. 145+00 TO STA. 171+00

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TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-07
SHEET: 7 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:44:25 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		VA-PI-016.000	VA-PI-016.000.RC	VA-PI-018.000	VA-PI-019.000	VA-PI-022.000	VA-PI-023.000	
		171+00	173+00	173+53	174+16	177+33	184+21	198+00
		200 LF	C.R. 703 (FAIRVIEW N) 53 LF	63 LF	317 LF	688 LF	1379 LF	
DESIGN	PIPE / COATING							
	DISTANCE							
	CLASS LOCATION / HCA							
ENVIRONMENTAL	CONSTRUCTION EXCLUSION							
	WETLAND / STREAM					S-A018 3 LF		
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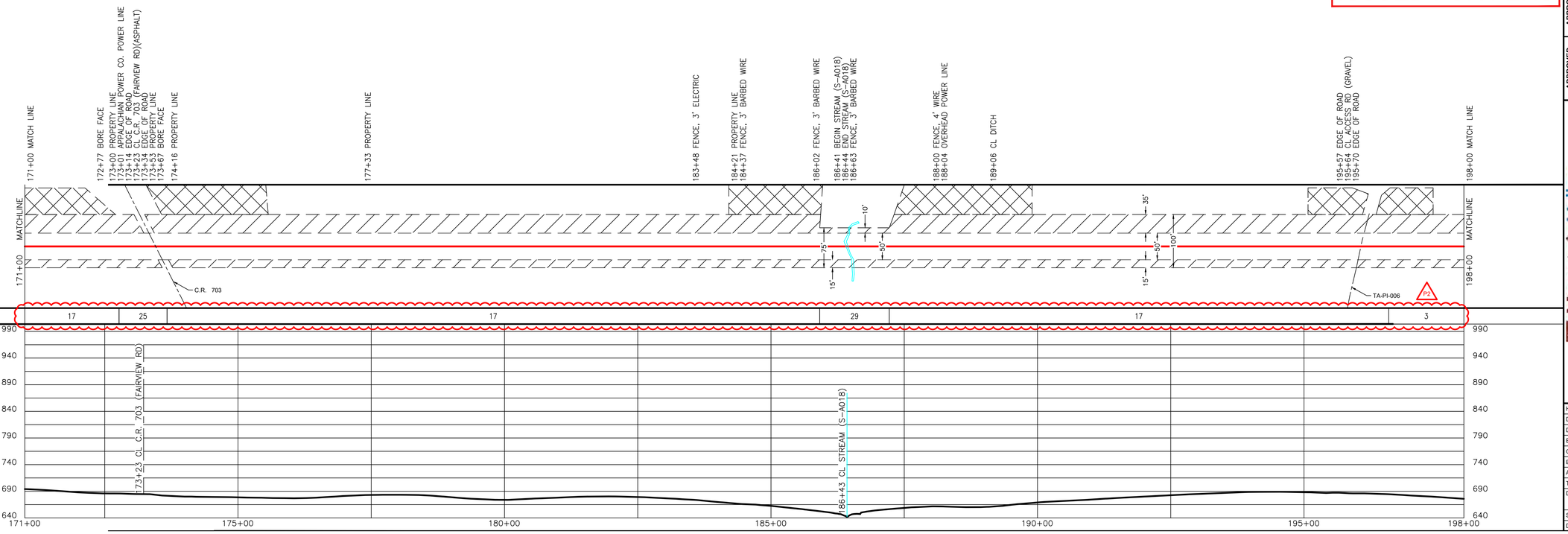
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REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC: EIR 1

MATERIAL SUMMARY

DESCRIPTION	QTY.

APPROVED FOR CONSTRUCTION			APPROVED FOR BIDDING			APPROVED FOR FERC		
MK. NO.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 171+00 TO STA. 198+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-08
SHEET: 8 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:45:55 AM	

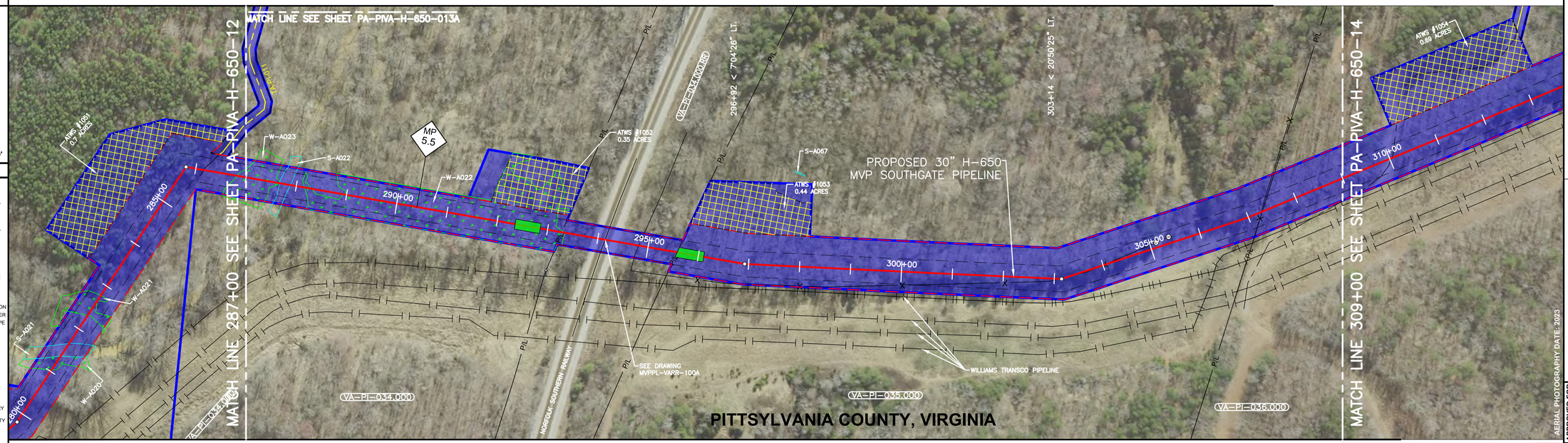
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RIGHT-OF-WAY & OWNERSHIP DATA		VA-PI-034.000		VA-PI-034.000.RR		VA-PI-035.000		VA-PI-036.000	
		287+00	629 LF	293+29	229 LF	295+58	1171 LF	307+29	171 LF	309+00
DESIGN	PIPE / COATING									
	DISTANCE									
	CLASS LOCATION / HCA									
ENVIRONMENTAL	CONSTRUCTION EXCLUSION									
	WETLAND / STREAM		W-A023 66 LF	S-A022 21 LF		W-A022 13 LF		W-A022 440 LF		
	PIPELINE DEPTH EXCEPTION									
	EXCEPTION DISTANCE									



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TANK
- TOWER LEG
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

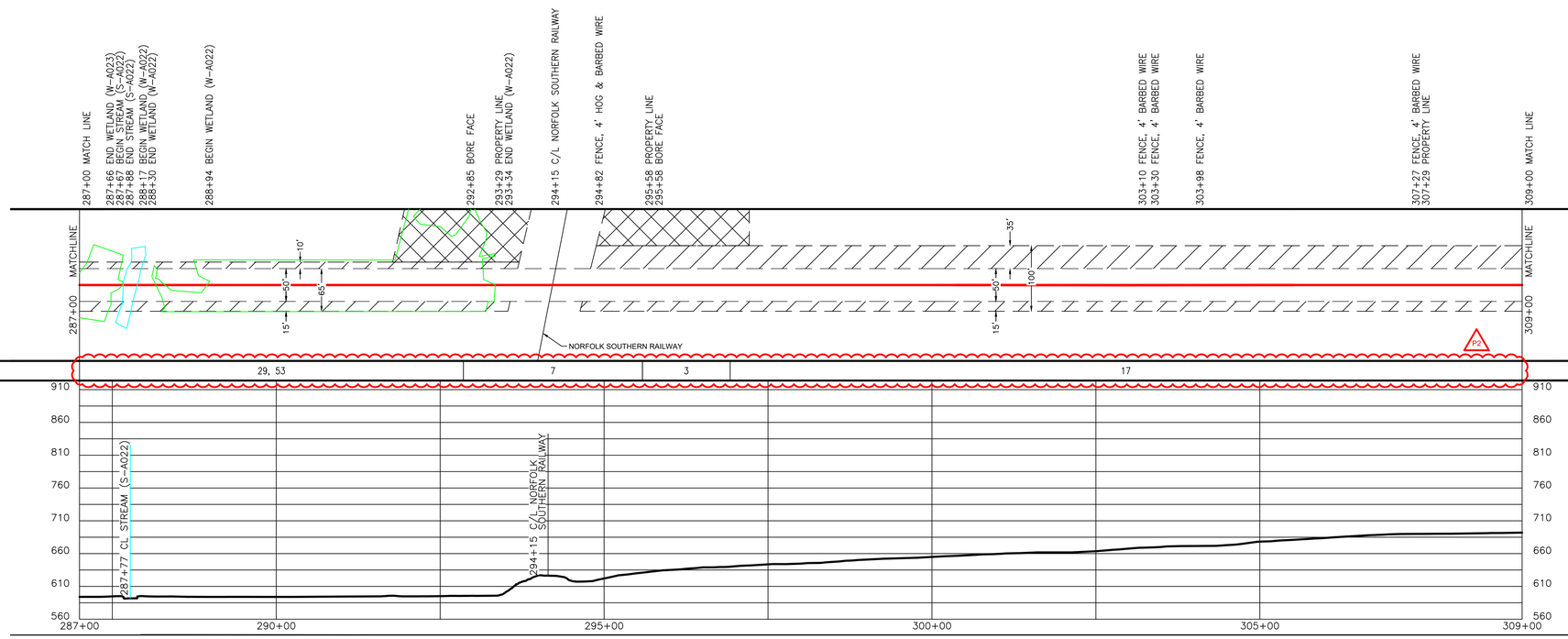
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
13 - PARALLEL TO POWER LINES
17 - PARALLEL TO FOREIGN LINES
25 - ROAD X-ING BORED WITH PARALLEL PIPELINES
27 - RAILROAD X-ING BORED WITH PARALLEL PIPELINES
29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC: EIR 1

MATERIAL SUMMARY

DESCRIPTION	MK. NO.	QTY.

AERIAL PHOTOGRAPHY DATE: 2023

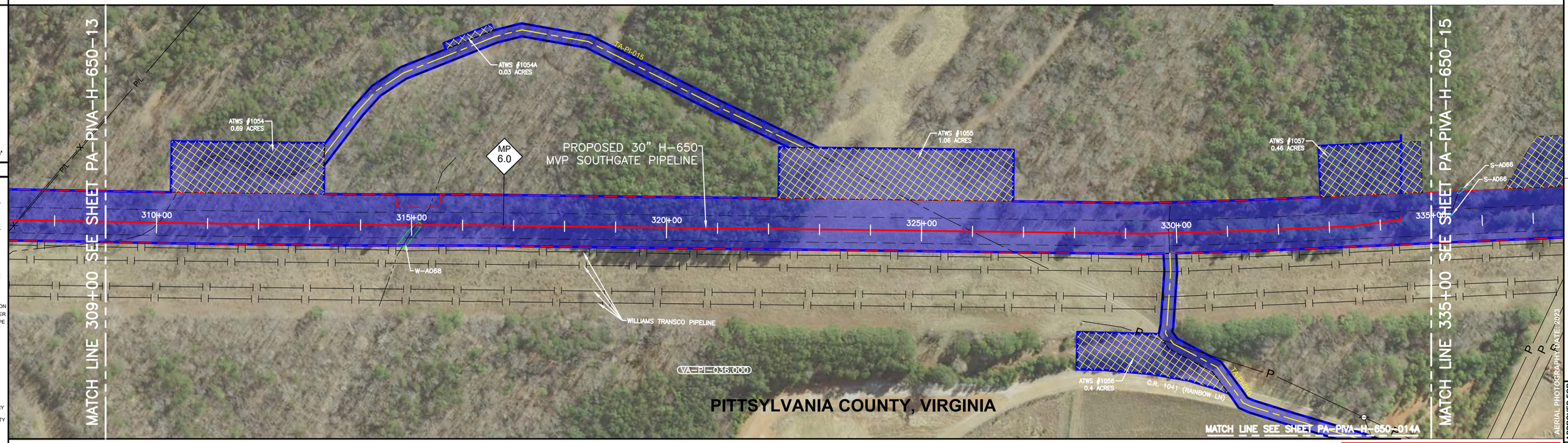
APPROVED FOR FERC CONSTRUCTION			APPROVED FOR BIDDING			APPROVED FOR FERC		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 287+00 TO STA. 309+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-13
SHEET: 13 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:48:27 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		309+00	VA-PI-036.000 2600 LF 335+00
DESIGN	PIPE / COATING		
	DISTANCE		
	CLASS LOCATION / HCA		
ENVIRONMENTAL	CONSTRUCTION EXCLUSION		
	WETLAND / STREAM	W-A068 13 LF	
	PIPELINE DEPTH EXCEPTION		
	EXCEPTION DISTANCE		



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
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- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

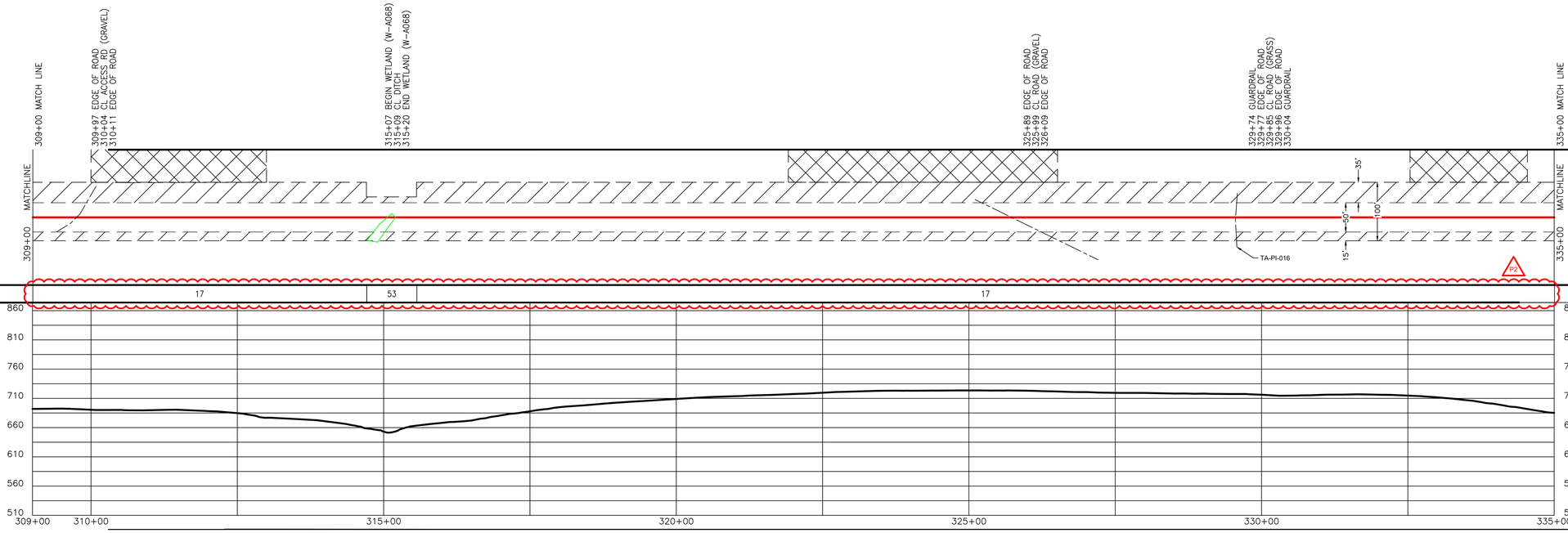
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
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7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
13 - PARALLEL TO POWER LINES
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25 - ROAD X-ING BORED WITH PARALLEL PIPELINES
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29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK. NO.	QTY.	DESCRIPTION

AERIAL PHOTOGRAPH DATE: 2023

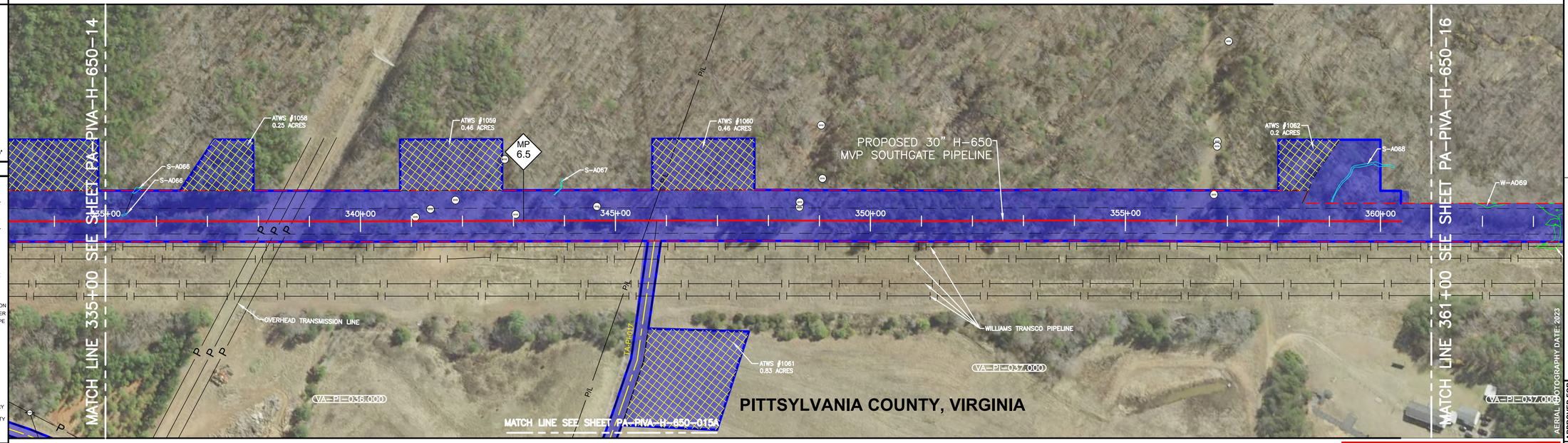
APPROVED FOR CONSTRUCTION			APPROVED FOR BIDDING			APPROVED FOR FERC		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 309+00 TO STA. 335+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-14**
SHEET: 14 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:48:40 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		335+00	VA-PI-036.000 1066 LF 345+66 VA-PI-037.000 1534 LF 361+00
DESIGN	PIPE / COATING		
	DISTANCE		
	CLASS LOCATION / HCA		
ENVIRONMENTAL	CONSTRUCTION EXCLUSION		
	WETLAND / STREAM		
	PIPELINE DEPTH EXCEPTION		
	EXCEPTION DISTANCE		



LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

PI SYMBOL · MAILBOX · TANK

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

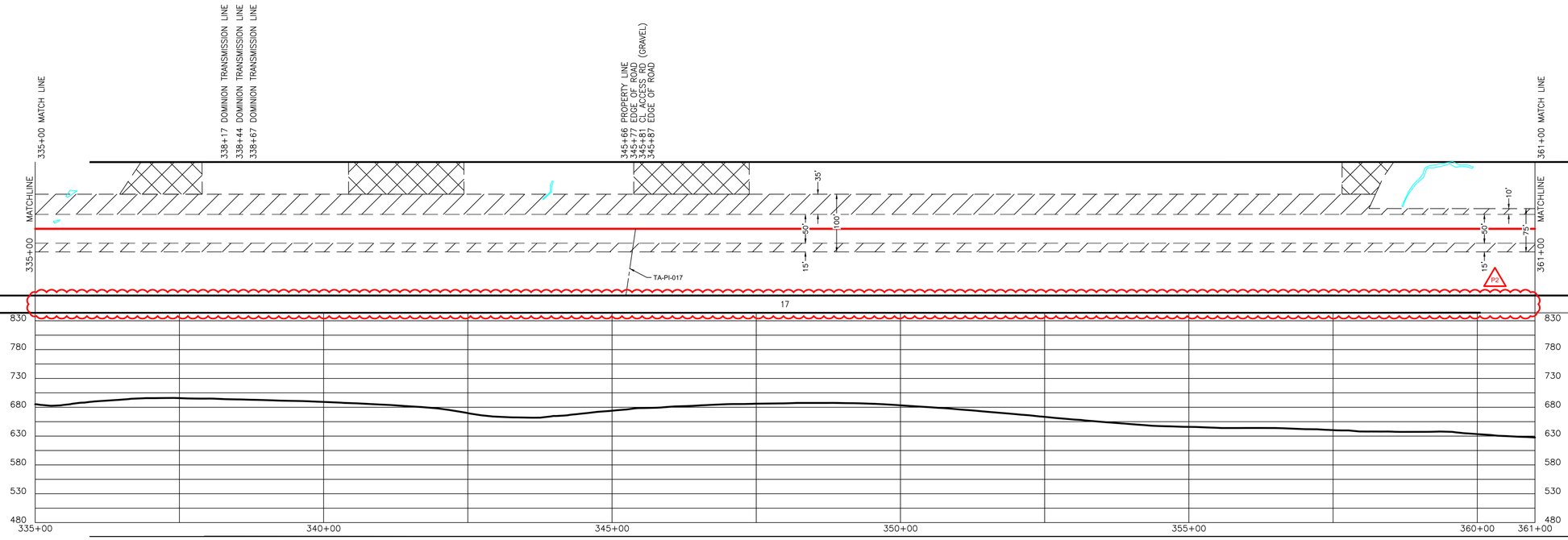
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK. NO.	QTY.	DESCRIPTION

AERIAL PHOTOGRAPHY DATE: 2023

APPROVED FOR CONSTRUCTION	REV.	BY	DATE
	-	-	-

APPROVED FOR BIDDING	REV.	BY	DATE
	-	-	-

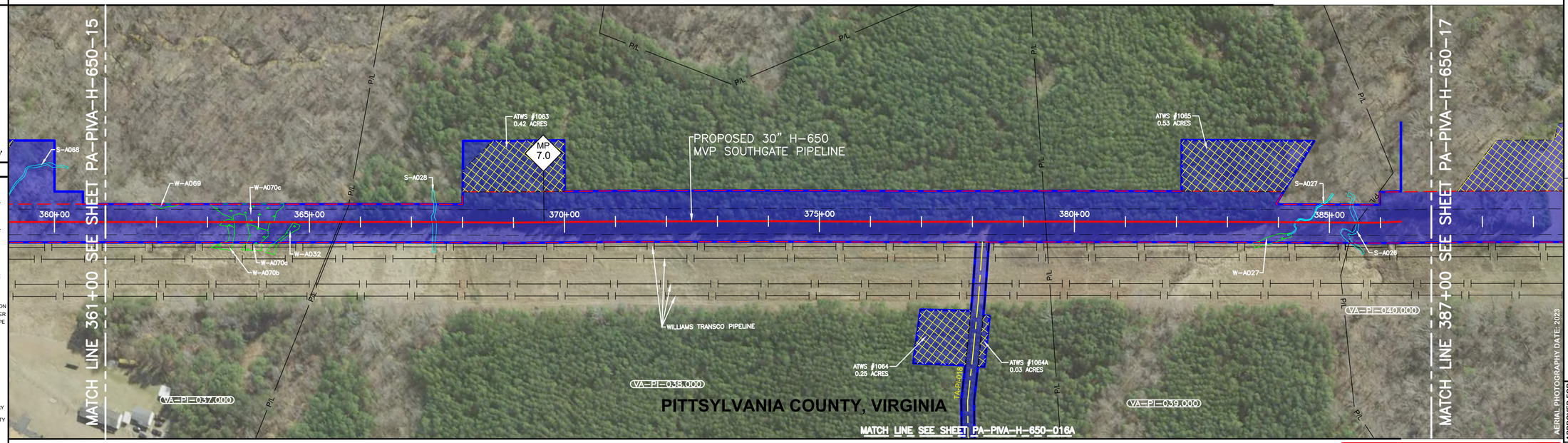
APPROVED FOR FERC	REV.	BY	DATE
	-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 335+00 TO STA. 361+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-15**
SHEET: 15 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:48:54 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		361+00	VA-PI-037.000	365+64	VA-PI-038.000	379+43	VA-PI-039.000	385+54	VA-PI-040.000	387+00
			464 LF		1379 LF		611 LF		146 LF	
DESIGN	PIPE / COATING									
	DISTANCE									
	CLASS LOCATION / HCA									
ENVIRONMENTAL	CONSTRUCTION EXCLUSION									
	WETLAND / STREAM		W-A070c 22 LF		W-A070c 51 LF		S-A028 9 LF		S-A027 4 LF; S-A027 1 LF; S-A026 6 LF	
	PIPELINE DEPTH EXCEPTION									
	EXCEPTION DISTANCE									



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
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- WELL - WATER
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- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

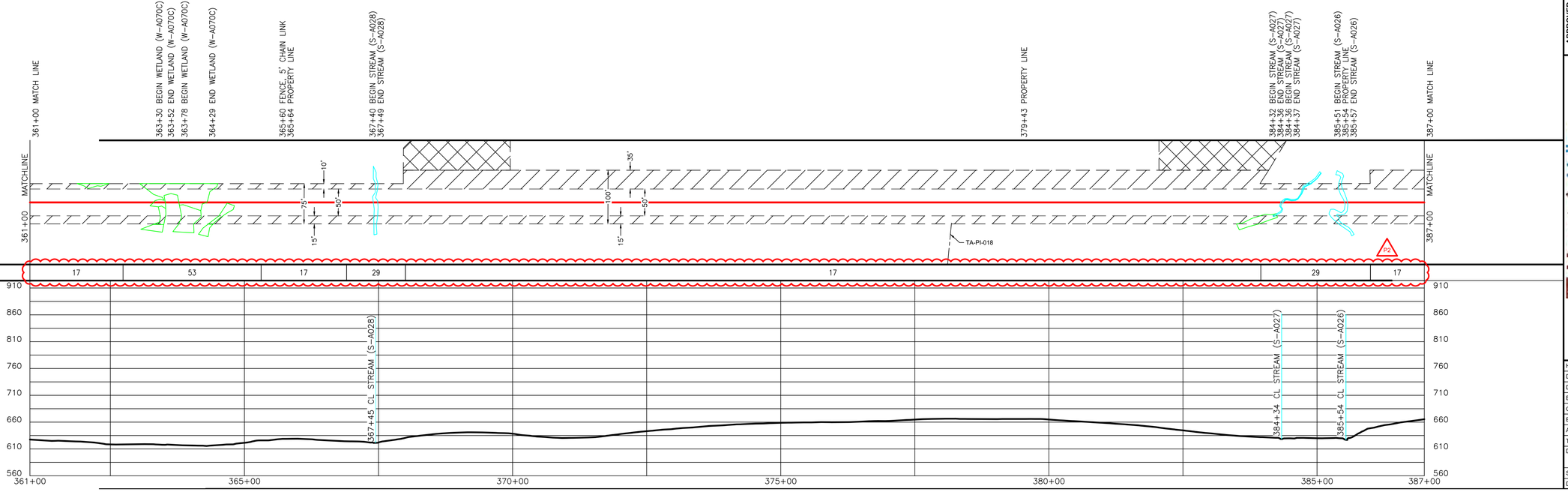
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

- 3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
- 5 - ROAD X-ING BORED
- 7 - RAILROAD X-ING BORE
- 9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
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- 27 - RAILROAD X-ING BORED WITH PARALLEL PIPELINES
- 29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
- 51 - TYPICAL WATERBODY CONVENTIONAL BORE
- 53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK. NO.	QTY.	DESCRIPTION

AERIAL PHOTOGRAPHY DATE: 2023

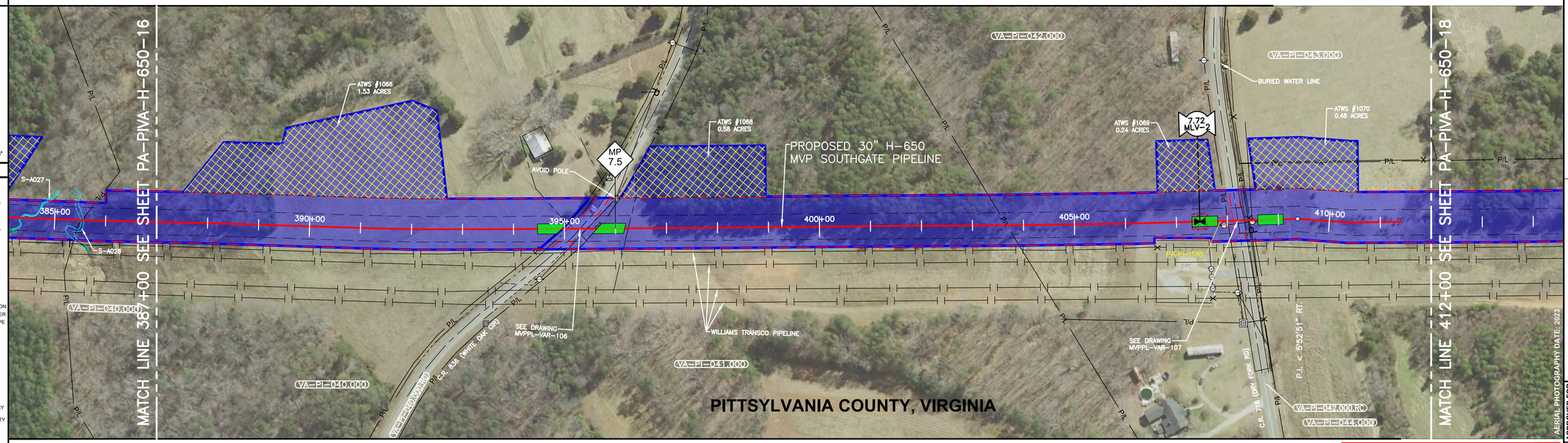
APPROVED FOR CONSTRUCTION			APPROVED FOR BIDDING			APPROVED FOR FERC		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 361+00 TO STA. 387+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-16
SHEET: 16 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:49:08 AM	

RIGHT-OF-WAY & OWNERSHIP DATA	387+00	VA-PI-040.000 796 LF	394+96	VA-PI-040.000.RC C.R. 836 (WHITE OAK CIR) 68 LF	395+64	VA-PI-041.000 803 LF	403+67	VA-PI-042.000 434 LF	408+01	VA-PI-042.000.RC C.R. 718 (DRY FORK RD) 40 LF	408+41	VA-PI-044.000 359 LF	412+00
DESIGN: PIPE / COATING													
DESIGN: DISTANCE													
DESIGN: CLASS LOCATION / HCA													
ENVIRONMENTAL: CONSTRUCTION EXCLUSION													
ENVIRONMENTAL: WETLAND / STREAM													
ENVIRONMENTAL: PIPELINE DEPTH EXCEPTION													
ENVIRONMENTAL: EXCEPTION DISTANCE													



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
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- C/L ROAD
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- PROPOSED TEST STATION
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- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
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- WELL - WATER
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- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
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- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

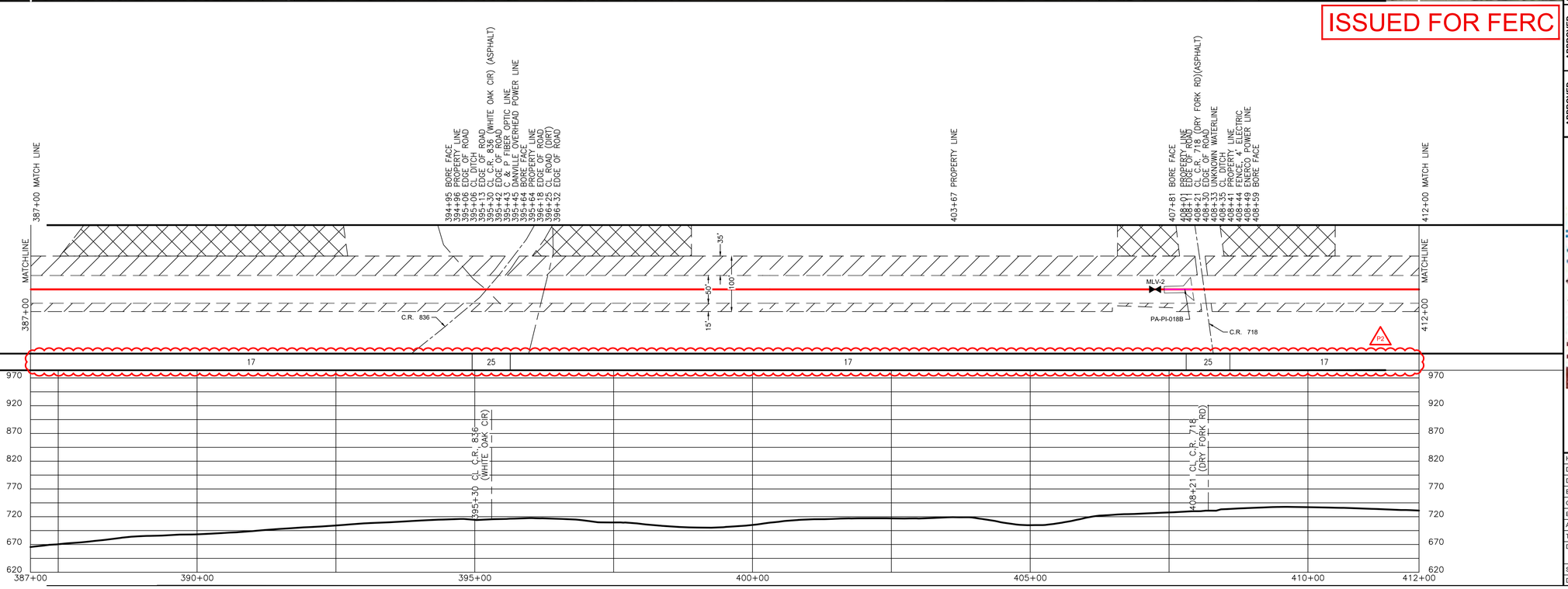
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
MK. NO.	DESCRIPTION	QTY.

AERIAL PHOTOGRAPHY DATE: 2023

APPROVED FOR CONSTRUCTION			
REV.	BY	DATE	
-	-	-	

APPROVED FOR BIDDING			
REV.	BY	DATE	
-	-	-	

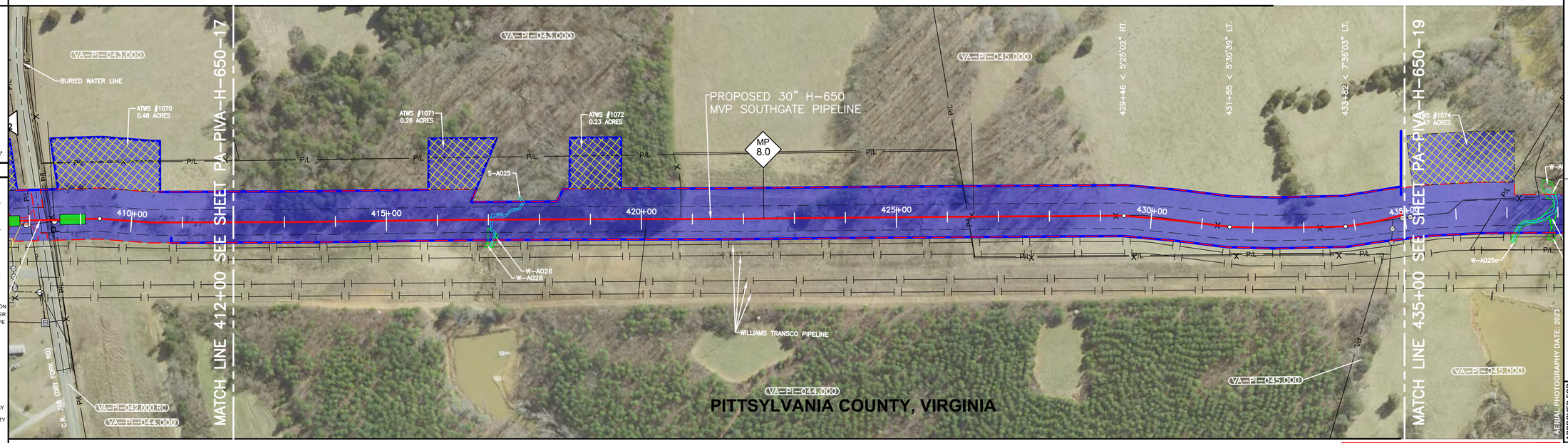
APPROVED FOR FERC			
REV.	BY	DATE	
-	-	-	

Mountain Valley PIPELINE

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 387+00 TO STA. 412+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-17
SHEET: 17 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:49:22 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		412+00	VA-PI-044.000	426+41	VA-PI-045.000	435+00
DESIGN	PIPE / COATING					
	DISTANCE		1441 LF		859 LF	
	CLASS LOCATION / HCA					
ENVIRONMENTAL	CONSTRUCTION EXCLUSION					
	WETLAND / STREAM		S-A025 5 LF			
	PIPELINE DEPTH EXCEPTION					
	EXCEPTION DISTANCE					



PLAN VIEW

0' 50' 100' 200'

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

PI SYMBOL · MAILBOX · TANK

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

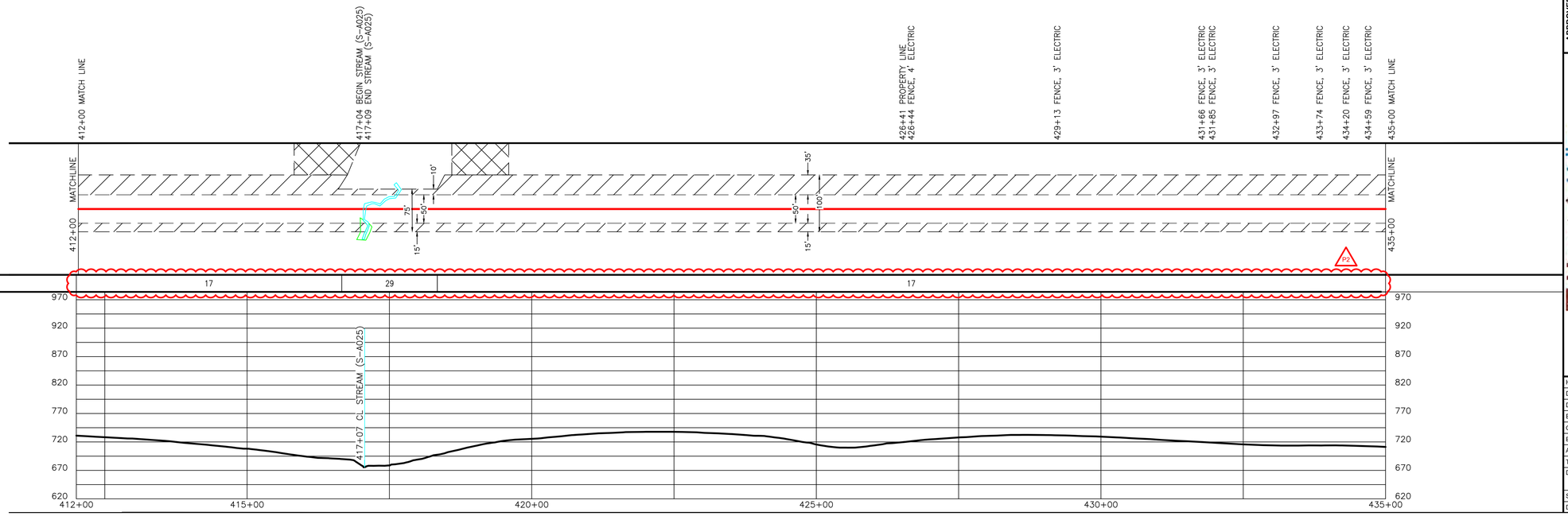
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
13 - PARALLEL TO POWER LINES
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29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	06/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK. NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION

REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING

REV.	BY	DATE
-	-	-

APPROVED FOR FERC

REV.	BY	DATE
-	-	-

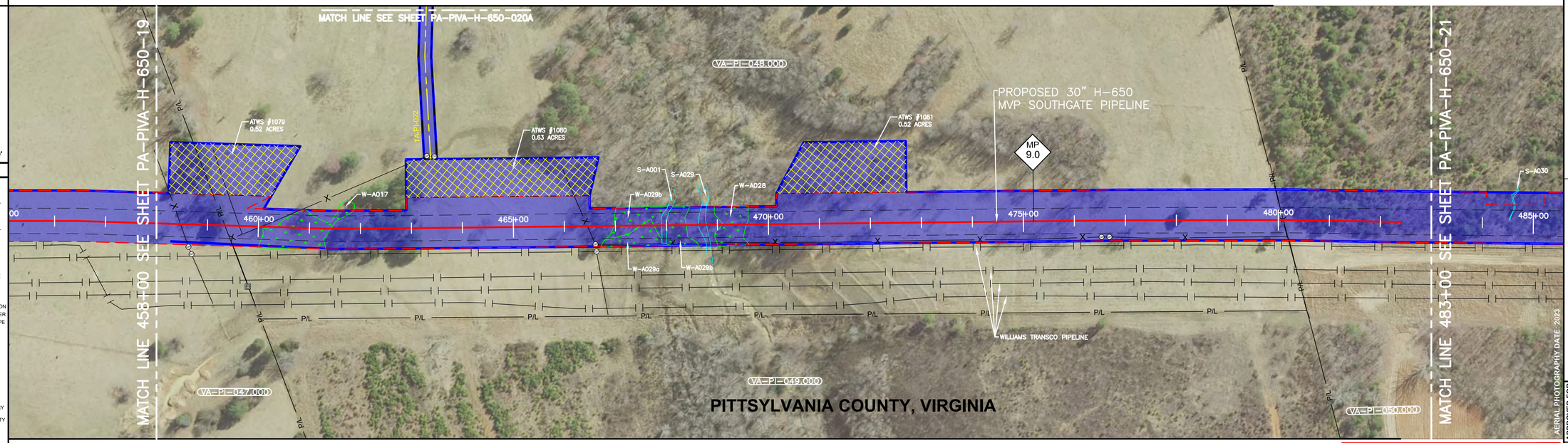
Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 412+00 TO STA. 435+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-18**
SHEET: 18 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:49:35 AM	

| RIGHT-OF-WAY & OWNERSHIP DATA | | |

RIGHT-OF-WAY & OWNERSHIP DATA		VA-PI-047.000		VA-PI-048.000		VA-PI-050.000	
		458+00	459+34		480+10		483+00
		134 LF		2076 LF		290 LF	
DESIGN	PIPE / COATING						
	DISTANCE						
	CLASS LOCATION / HCA						
ENVIRONMENTAL	CONSTRUCTION EXCLUSION						
	WETLAND / STREAM	W-A017 117 LF		W-A029b 52 LF; W-A029a 26 LF; W-A029b 15 LF; S-A001 9 LF; W-A029b 39 LF; S-A029 16 LF; W-A028 47 LF			
	PIPELINE DEPTH EXCEPTION						
	EXCEPTION DISTANCE						



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
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- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

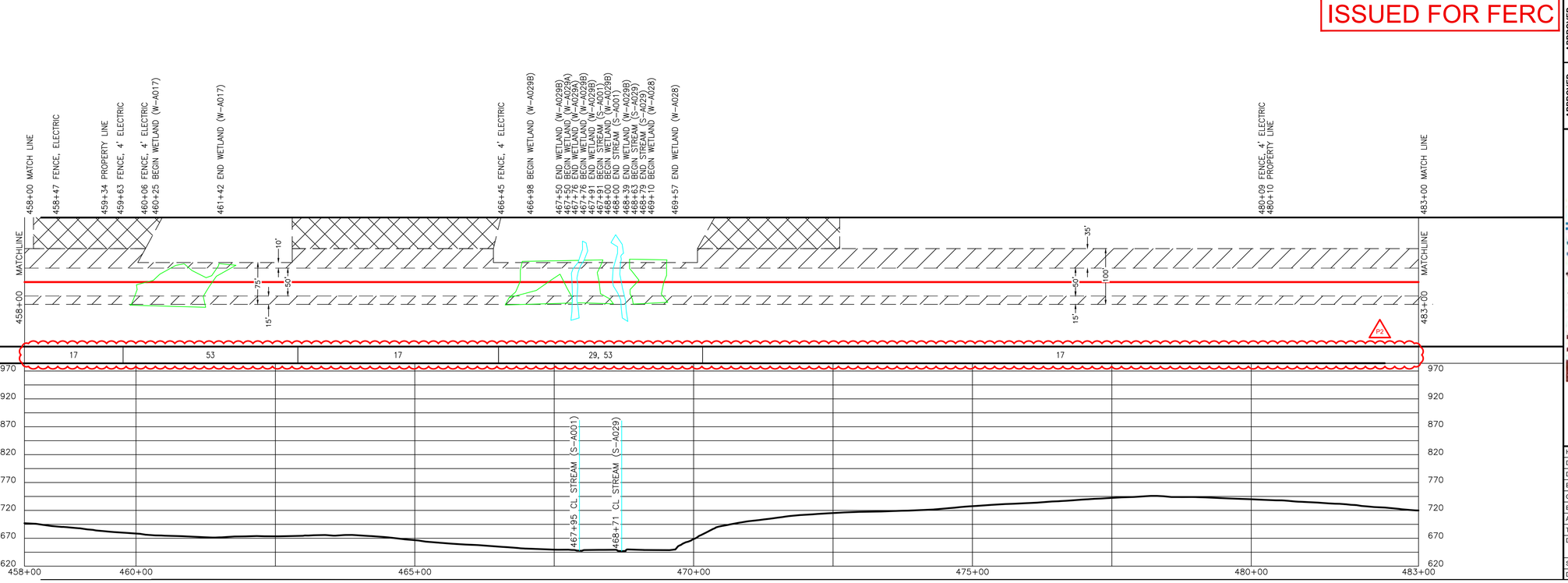
DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

ISSUED FOR FERC



CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

- 3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
- 5 - ROAD X-ING BORED
- 7 - RAILROAD X-ING BORE
- 9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
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- 13 - PARALLEL TO POWER LINES
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- 25 - ROAD X-ING BORED WITH PARALLEL PIPELINES
- 27 - RAILROAD X-ING BORED WITH PARALLEL PIPELINES
- 29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
- 51 - TYPICAL WATERBODY CONVENTIONAL BORE
- 53 - TYPICAL WETLAND X-ING

PROFILE

TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

DESCRIPTION	MK. NO.	QTY.

AERIAL PHOTOGRAPHY DATE: 2023

APPROVED FOR CONSTRUCTION

REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING

REV.	BY	DATE
-	-	-

APPROVED FOR FERC

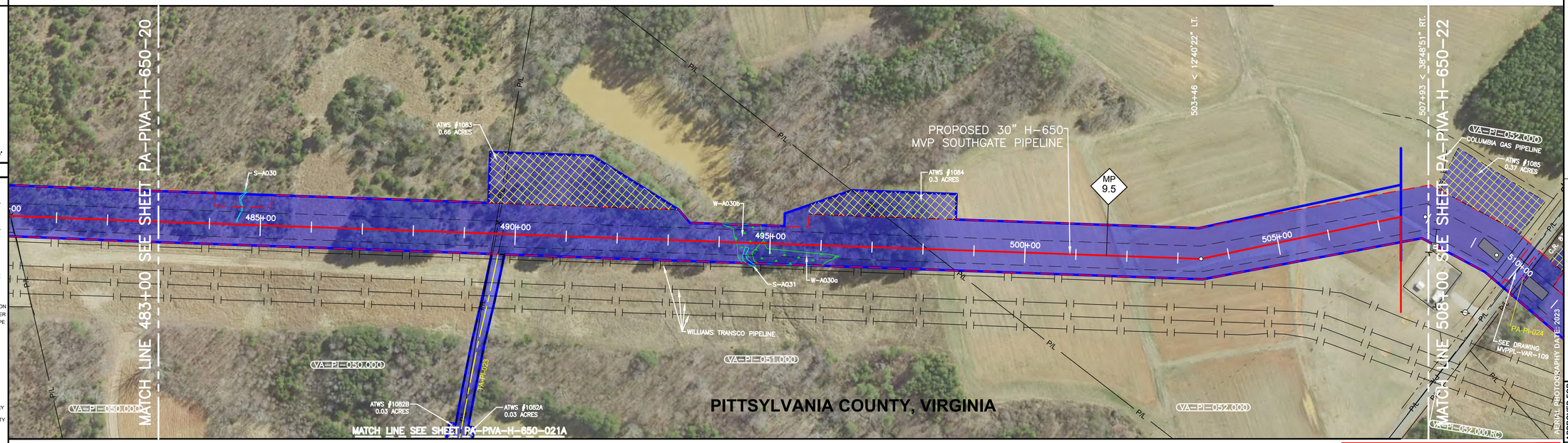
REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 458+00 TO STA. 483+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-20
SHEET: 20 OF 67	REV. P3
DATE OF PLOT: 5/8/2025 8:50:02 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		483+00	VA-PI-050.000 659 LF	489+59	VA-PI-051.000 850 LF	498+09	VA-PI-052.000 991 LF	508+00
DESIGN	PIPE / COATING							
	DISTANCE							
	CLASS LOCATION / HCA							
ENVIRONMENTAL	CONSTRUCTION EXCLUSION							
	WETLAND / STREAM			W-A030b 48 LF	W-A030a 8 LF			
	PIPELINE DEPTH EXCEPTION							
	EXCEPTION DISTANCE							



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
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- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

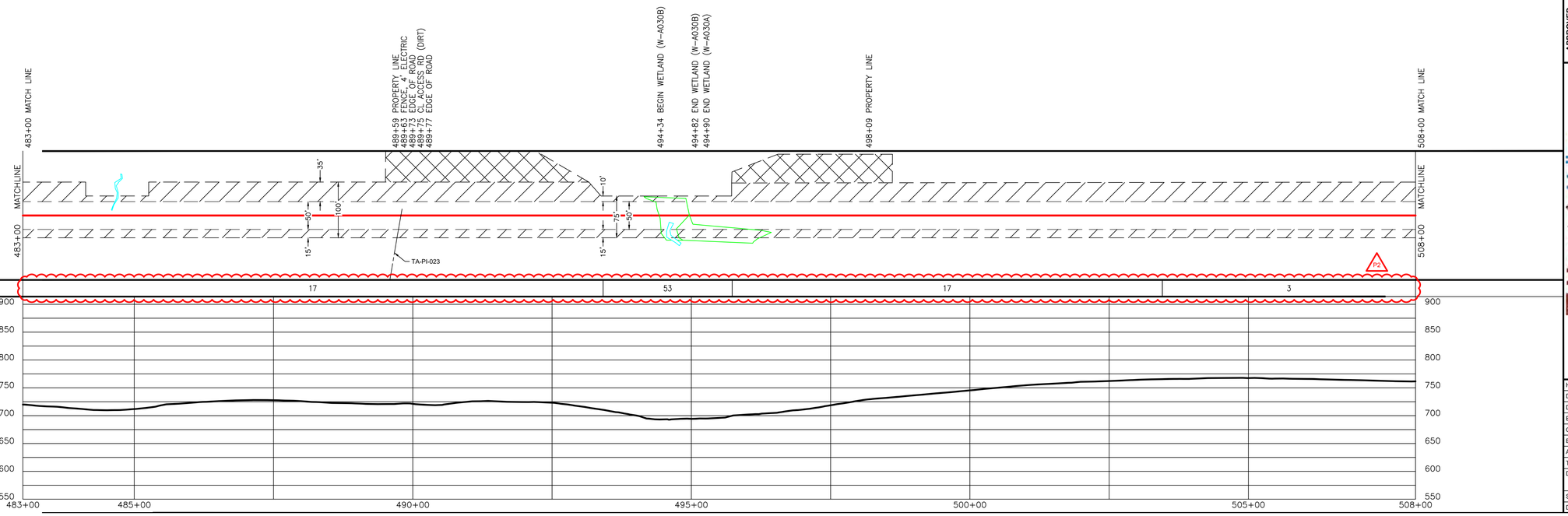
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

DESCRIPTION	QTY.	MK. NO.

APPROVED FOR CONSTRUCTION

REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING

REV.	BY	DATE
-	-	-

APPROVED FOR FERC

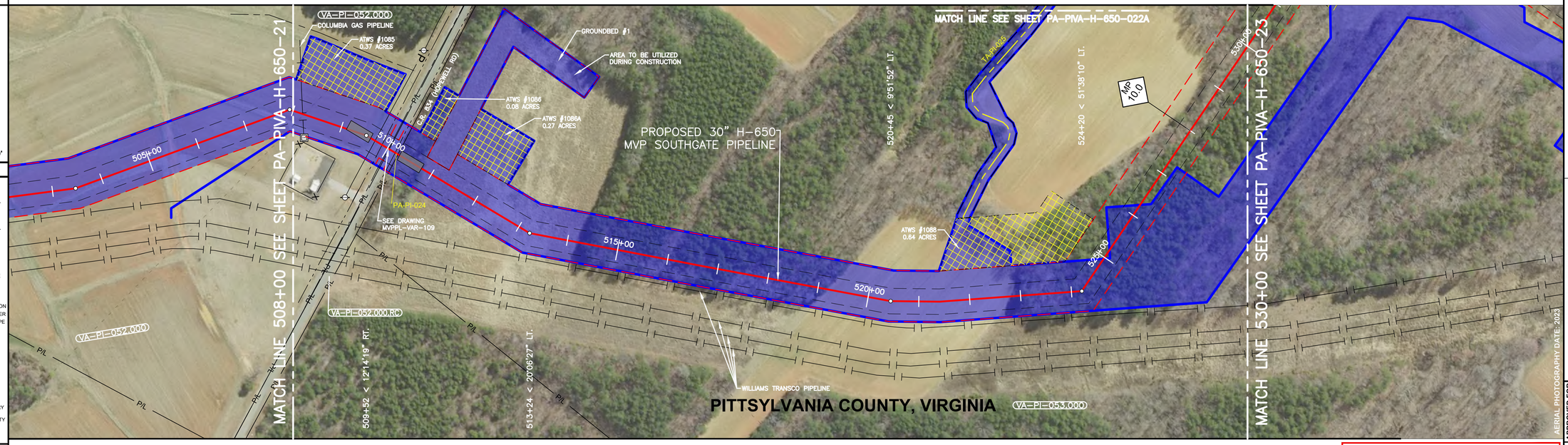
REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 483+00 TO STA. 508+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-21
SHEET: 21 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:50:16 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		VA-PI-052.000	VA-PI-052.000.RC	VA-PI-053.000
		508+00	510+04	510+24
		204 LF	C.R. 834 (HOPEWELL RD) 20 LF	1976 LF
				530+00
DESIGN	PIPE / COATING			
	DISTANCE			
	CLASS LOCATION / HCA			
ENVIRONMENTAL	CONSTRUCTION EXCLUSION			
	WETLAND / STREAM			
	PIPELINE DEPTH EXCEPTION			
	EXCEPTION DISTANCE			



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
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REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

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- ACCESS ROAD
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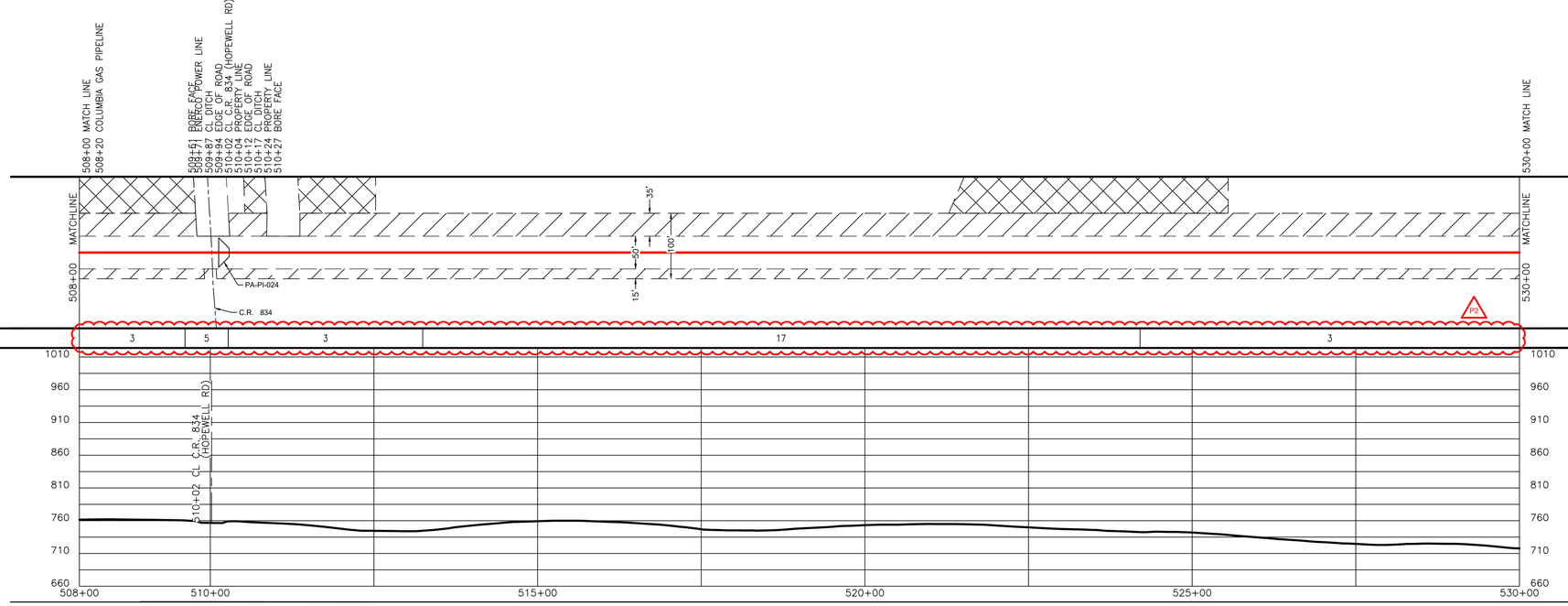
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

- 3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
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- 51 - TYPICAL WATERBODY CONVENTIONAL BORE
- 53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
MK NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION			APPROVED FOR BIDDING			APPROVED FOR FERC		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

AERIAL PHOTOGRAPHY DATE: 2023

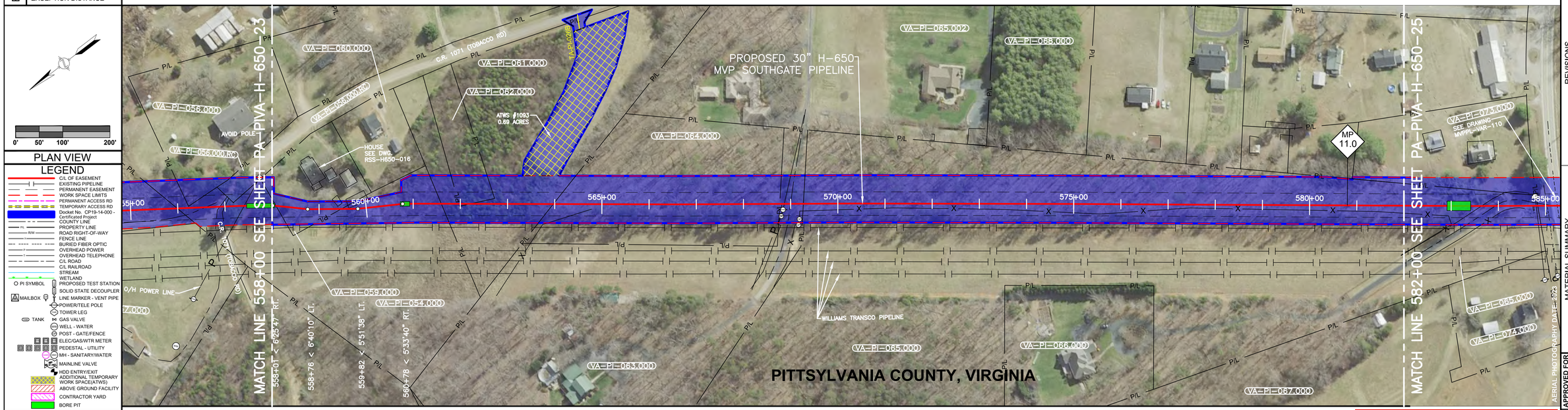
Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 508+00 TO STA. 530+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-22**
SHEET: 22 OF 67	REV: P3
DATE OF PLOT:5/8/2025 8:50:30 AM	

| | | |

RIGHT-OF-WAY & OWNERSHIP DATA		558+00	VA-PI-054.000	558+08	VA-PI-059.000	559+47	VA-PI-054.000	561+60	VA-PI-061.000	561+97	VA-PI-062.000	562+21	VA-PI-061.000	563+97	VA-PI-064.000	568+77	VA-PI-063.000	569+27	VA-PI-065.000	582+00
			8 LF		139 LF		213 LF		37 LF		24 LF		176 LF		480 LF		50 LF		1273 LF	
DESIGN	PIPE / COATING																			
	DISTANCE																			
	CLASS LOCATION / HCA																			
ENVIRONMENTAL	CONSTRUCTION EXCLUSION																			
	WETLAND / STREAM																			
	PIPELINE DEPTH EXCEPTION																			
	EXCEPTION DISTANCE																			



LEGEND

- C/L OF EASEMENT
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- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

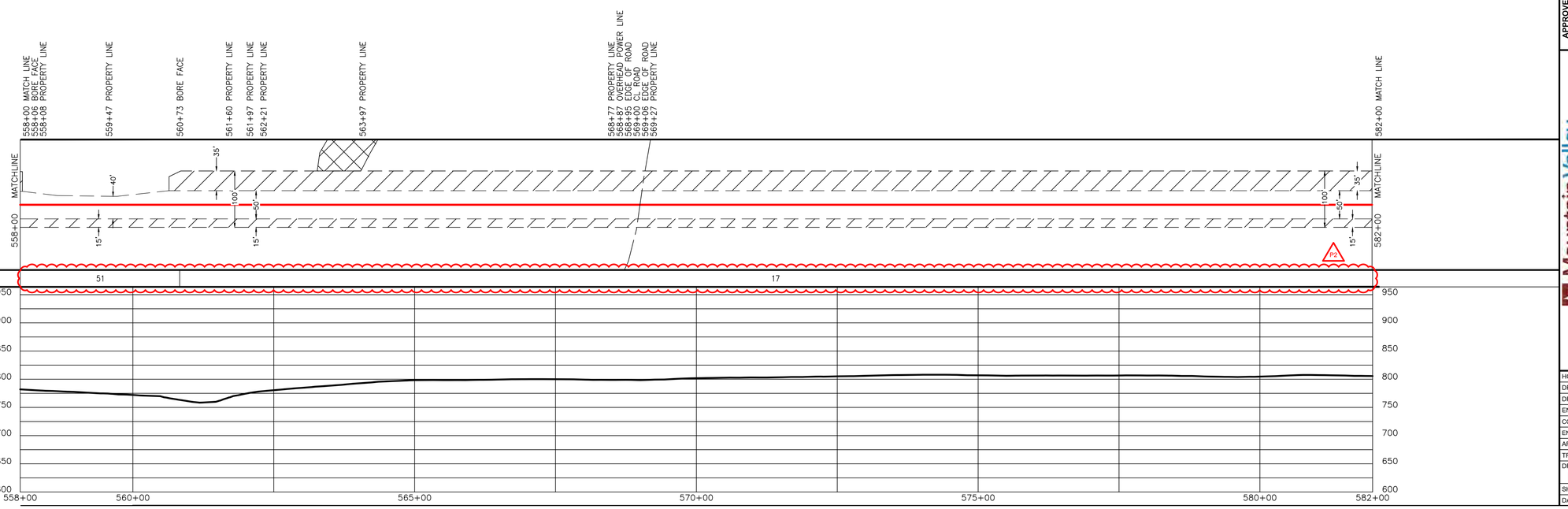
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/04/2025	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

DESCRIPTION	MK. NO.	QTY.

APPROVED FOR CONSTRUCTION		
REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING		
REV.	BY	DATE
-	-	-

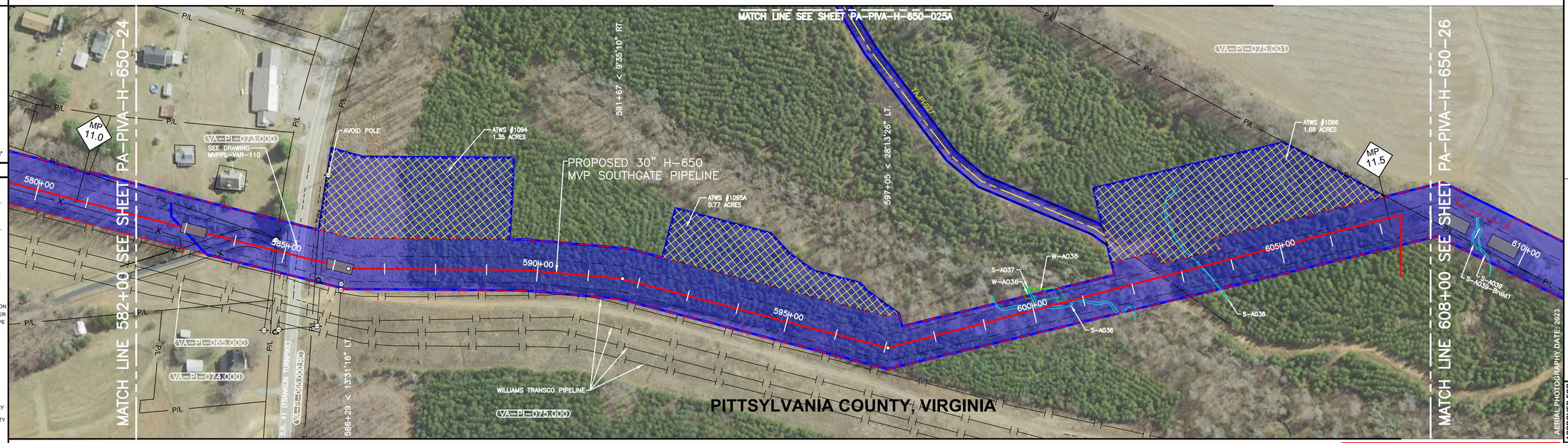
APPROVED FOR FERC		
REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 558+00 TO STA. 582+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-24**
SHEET: 24 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:50:58 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		VA-PI-065.000	VA-PI-065.000.RC	VA-PI-075.000		VA-PI-075.001	
		582+00	S.R. 41 (FRANKLIN TURNPIKE)			607+91	
		284 LF	80 LF	2227 LF		9 LF	608+00
DESIGN	PIPE / COATING						
	DISTANCE						
	CLASS LOCATION / HCA						
ENVIRONMENTAL	CONSTRUCTION EXCLUSION						
	WETLAND / STREAM			S-A036 22 LF	S-A036 4 LF	S-A036 9 LF	S-A038 2 LF
	PIPELINE DEPTH EXCEPTION						
	EXCEPTION DISTANCE						



PLAN VIEW

0' 50' 100' 200'

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

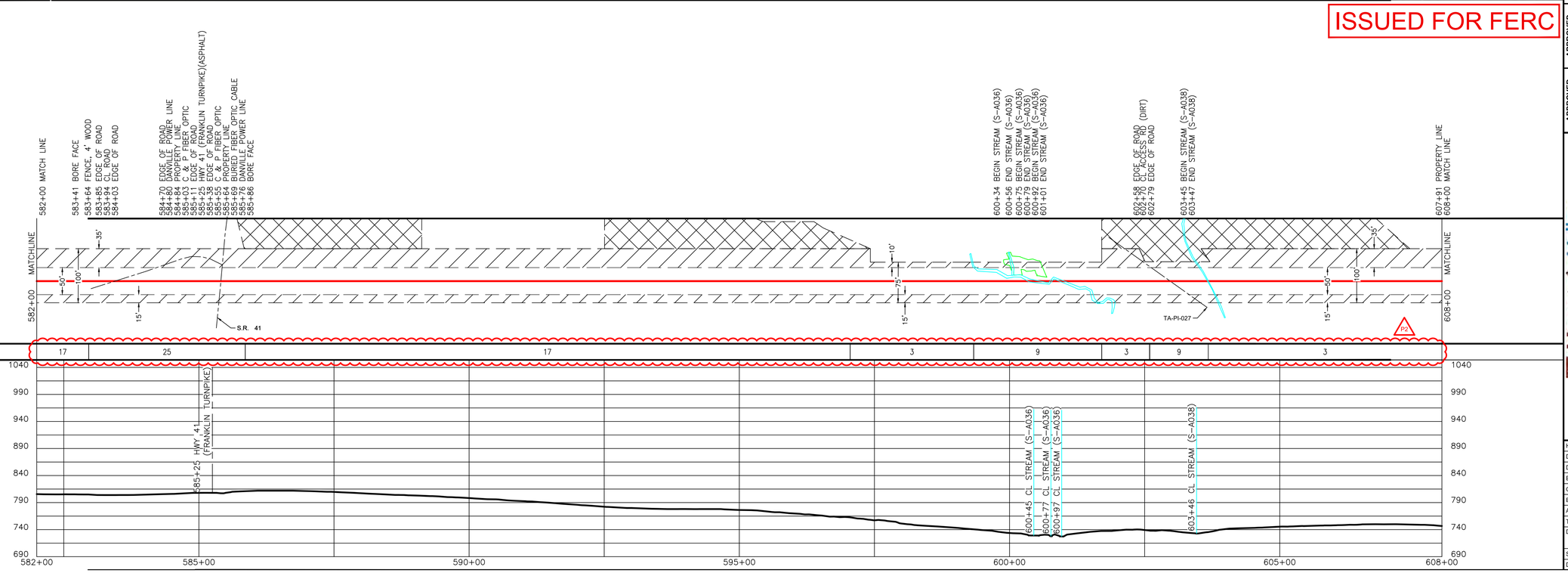
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
13 - PARALLEL TO POWER LINES
17 - PARALLEL TO FOREIGN LINES
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/2025	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	08/2025	ISSUED FOR FERC; EIR 1

MATERIAL SUMMARY			
DESCRIPTION	MK. NO.	QTY.	

APPROVED FOR CONSTRUCTION			
REV.	BY	DATE	
-	-	-	

APPROVED FOR BIDDING			
REV.	BY	DATE	
-	-	-	

APPROVED FOR FERC		
REV.	BY	DATE
-	-	-

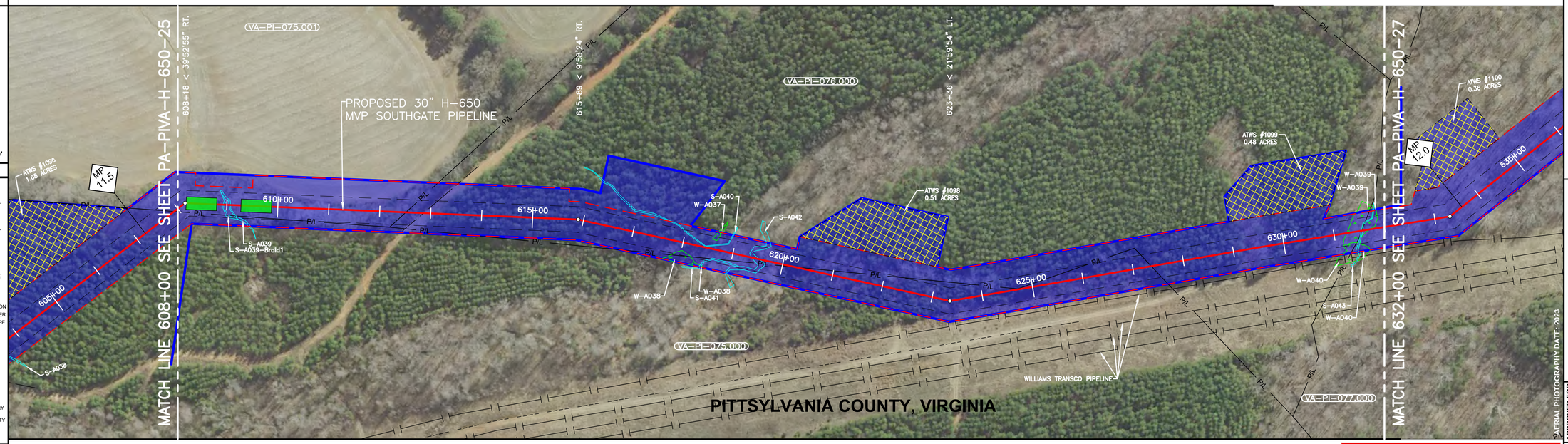
AERIAL PHOTOGRAPHY DATE: 2023

Mountain Valley PIPELINE

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 582+00 TO STA. 608+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-25
SHEET: 25 OF 67	REV. P3
DATE OF PLOT: 5/8/2025 8:51:10 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		608+00	VA-PI-075.001 451 LF	612+51	VA-PI-076.000 773 LF	620+24	VA-PI-075.000 712 LF	627+36	VA-PI-076.000 419 LF	631+55	VA-PI-077.000 45 LF	632+00
DESIGN	PIPE / COATING											
	DISTANCE											
	CLASS LOCATION / HCA											
ENVIRONMENTAL	CONSTRUCTION EXCLUSION											
	WETLAND / STREAM		S-A039-Braid1 2 LF; S-A039 3 LF				S-A042 16 LF		W-A039 29 LF; S-A043 3 LF; W-A039 14 LF			
	PIPELINE DEPTH EXCEPTION											
	EXCEPTION DISTANCE											



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
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- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
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- GAS VALVE
- WELL - WATER
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- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

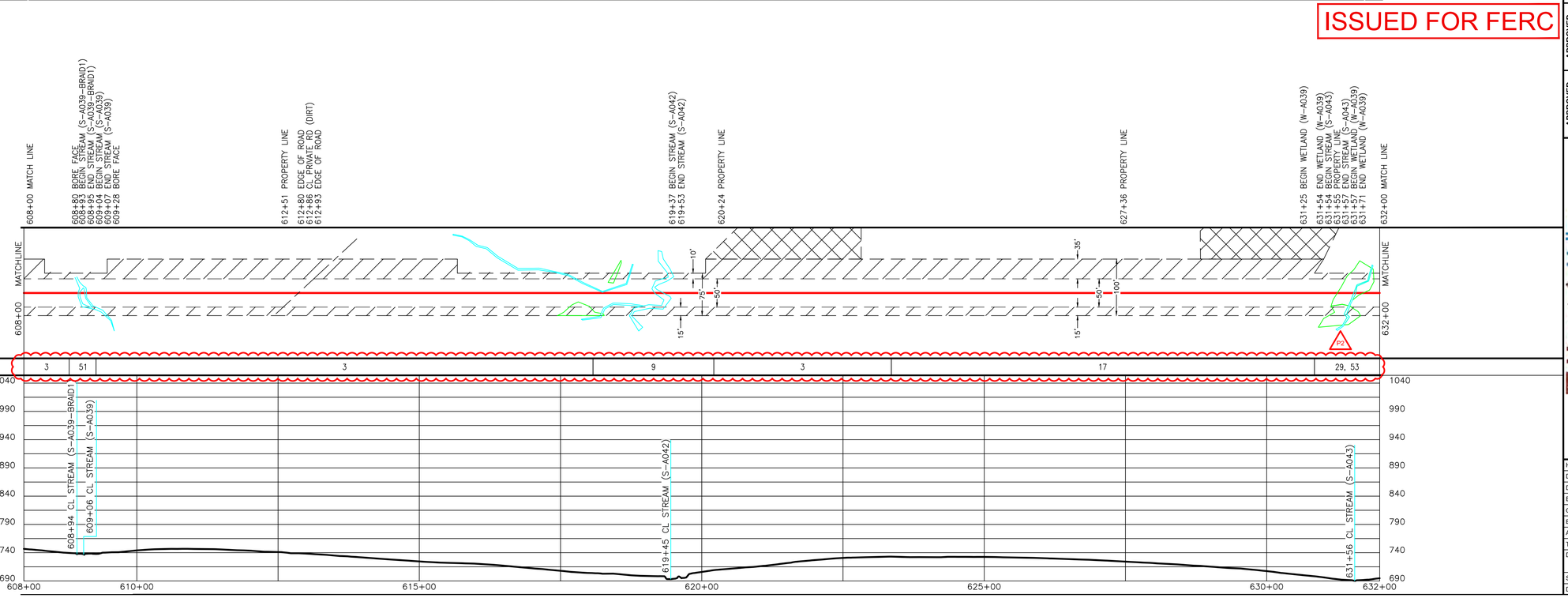
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

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PROFILE

ISSUED FOR FERC



AERIAL PHOTOGRAPHY DATE: 2023

REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
DESCRIPTION	MK. NO.	QTY.

APPROVED FOR CONSTRUCTION		
REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING		
REV.	BY	DATE
-	-	-

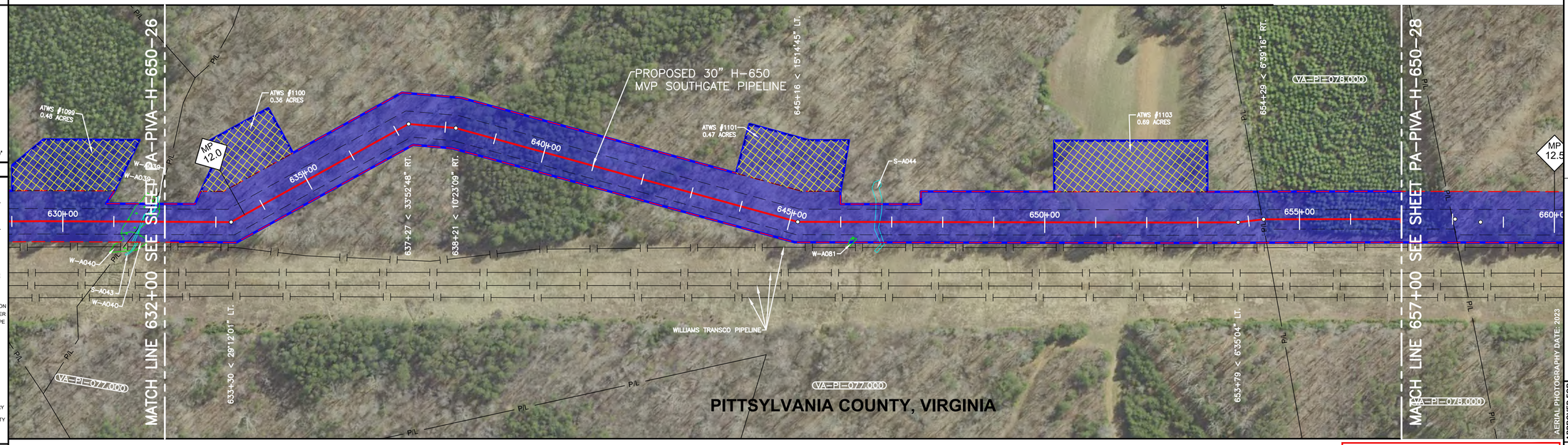
APPROVED FOR FERC		
REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 608+00 TO STA. 632+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-26**
SHEET: 26 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:51:24 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		632+00	VA-PI-077.000	654+27	VA-PI-078.000 657+00
DESIGN	PIPE / COATING				
	DISTANCE		2227 LF		273 LF
	CLASS LOCATION / HCA				
ENVIRONMENTAL	CONSTRUCTION EXCLUSION				
	WETLAND / STREAM		S-A044 9 LF		
	PIPELINE DEPTH EXCEPTION				
	EXCEPTION DISTANCE				



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
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- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
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- PROPERTY LINE
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- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
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- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

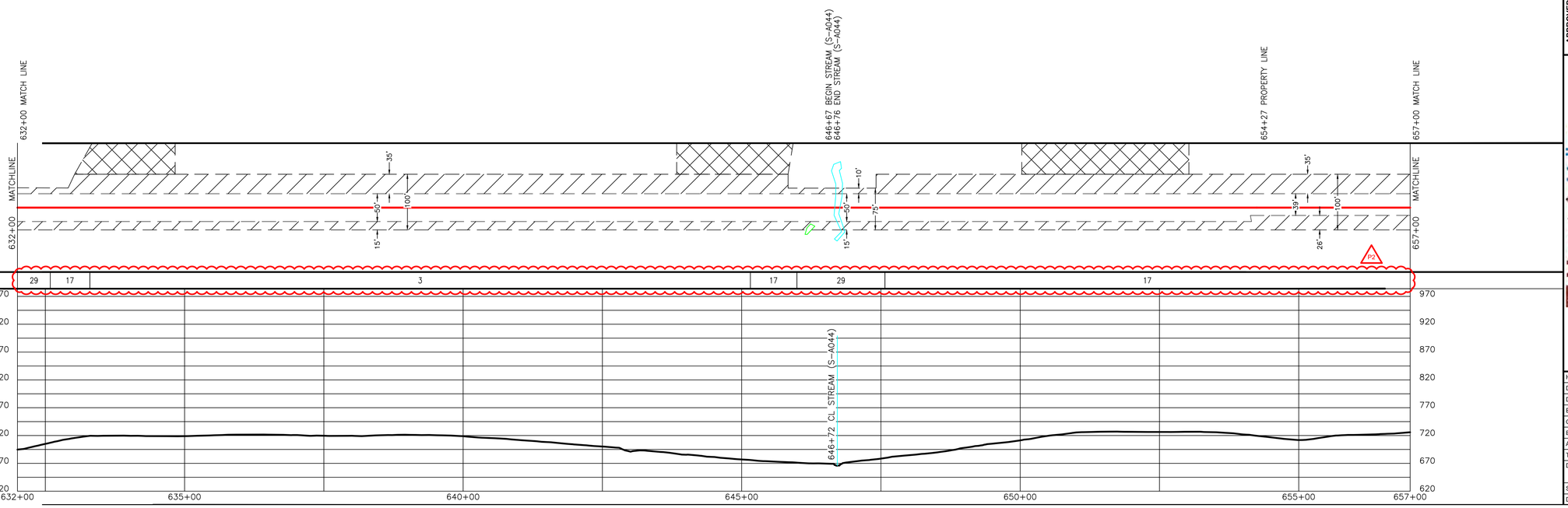
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK NO.	QTY.	DESCRIPTION

AERIAL PHOTOGRAPHY DATE: 2023

APPROVED FOR CONSTRUCTION	REV.	BY	DATE
	-	-	-

APPROVED FOR BIDDING	REV.	BY	DATE
	-	-	-

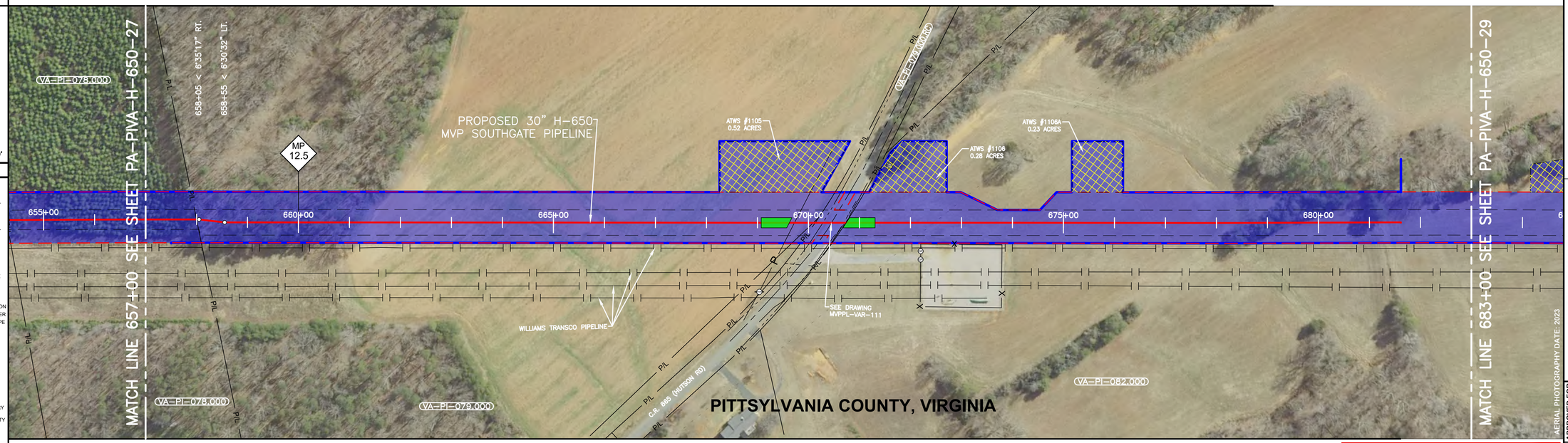
APPROVED FOR FERC	REV.	BY	DATE
	-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 632+00 TO STA. 657+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-27**
SHEET: 27 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:51:37 AM	

RIGHT-OF-WAY & OWNERSHIP DATA	657+00	VA-PI-078.000	658+00	VA-PI-079.000	670+10	VA-PI-079.000	670+13	VA-PI-079.000.RC	670+73	VA-PI-082.000	683+00
		100 LF		1210 LF		3 LF		C.R. 865 (HUTSON RD) 60 LF		1227 LF	
DESIGN — PIPE / COATING											
DESIGN — DISTANCE											
DESIGN — CLASS LOCATION / HCA											
ENVIRONMENTAL — CONSTRUCTION EXCLUSION											
ENVIRONMENTAL — WETLAND / STREAM											
ENVIRONMENTAL — PIPELINE DEPTH EXCEPTION											
ENVIRONMENTAL — EXCEPTION DISTANCE											



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
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- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

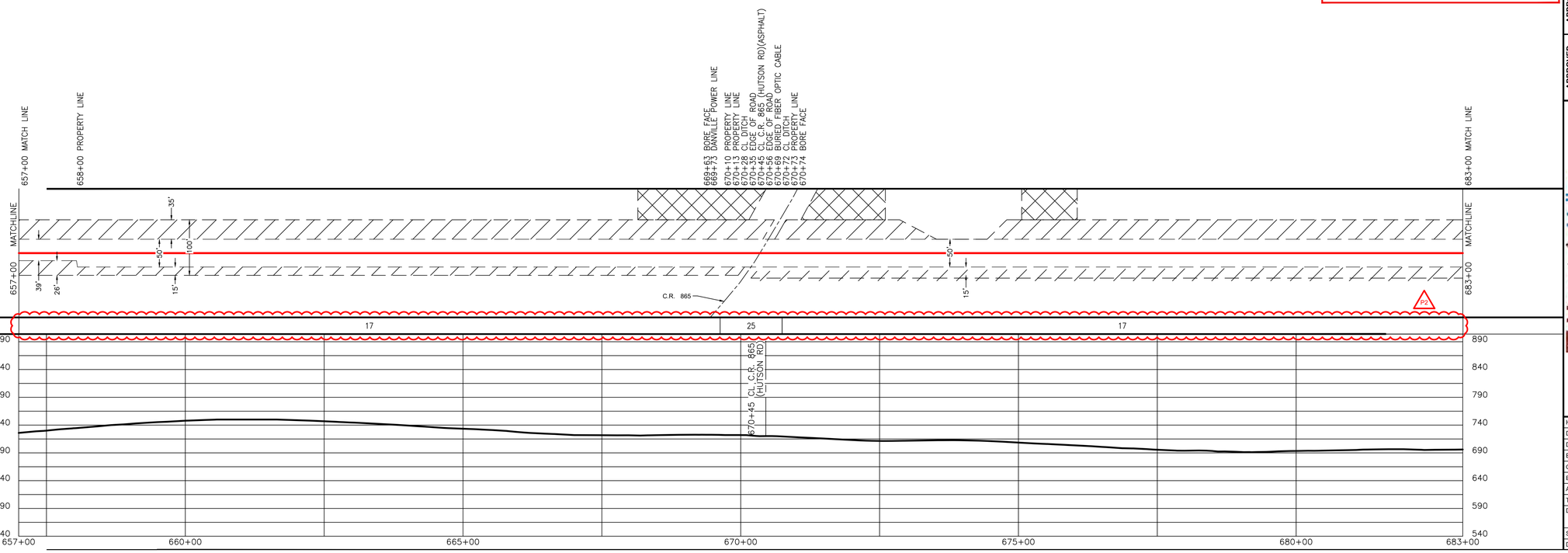
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
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53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC: EIR 1

MATERIAL SUMMARY		
MK NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION			APPROVED FOR BIDDING			APPROVED FOR FERC		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

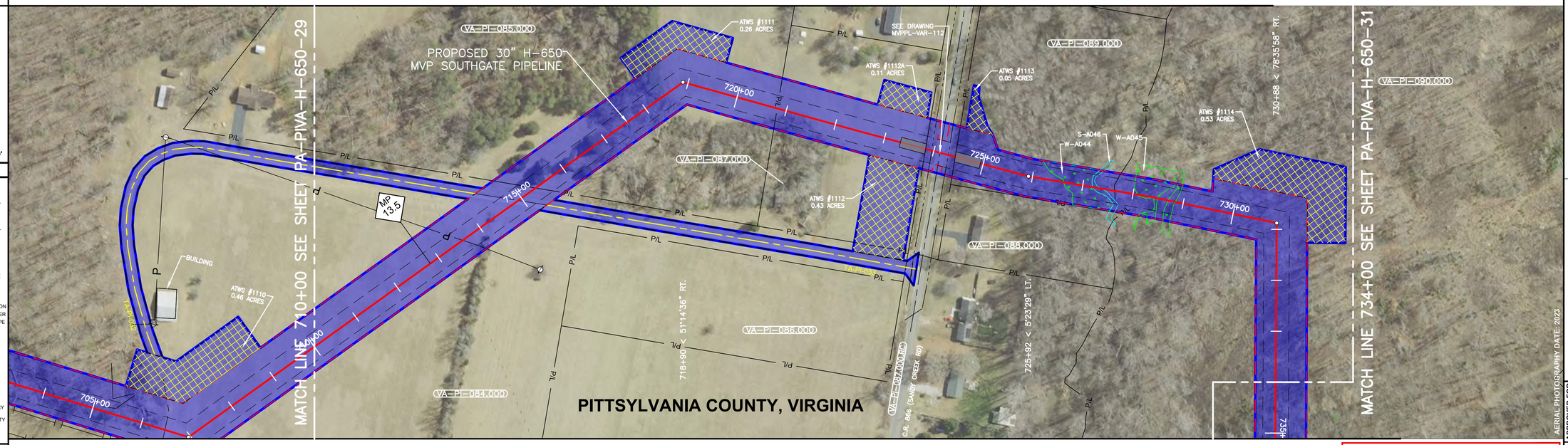
Mountain Valley PIPELINE

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 657+00 TO STA. 683+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-28
SHEET: 28 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:51:51 AM	

| | | |

RIGHT-OF-WAY & OWNERSHIP DATA	710+00	VA-PI-084.000 534 LF	715+34	VA-PI-085.000 548 LF	720+82	VA-PI-087.000 301 LF	723+83	VA-PI-087.000.RC C.R. 866 (SANDY CREEK RD) 61 LF	724+44	VA-PI-089.000 320 LF	727+64	VA-PI-090.000 636 LF	734+00
DESIGN — PIPE / COATING													
DESIGN — DISTANCE													
DESIGN — CLASS LOCATION / HCA													
ENVIRONMENTAL — CONSTRUCTION EXCLUSION													
ENVIRONMENTAL — WETLAND / STREAM									W-A044 57 LF	S-A046 19 LF	W-A045 40 LF	W-A045 14 LF	
ENVIRONMENTAL — PIPELINE DEPTH EXCEPTION													
ENVIRONMENTAL — EXCEPTION DISTANCE													



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
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REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
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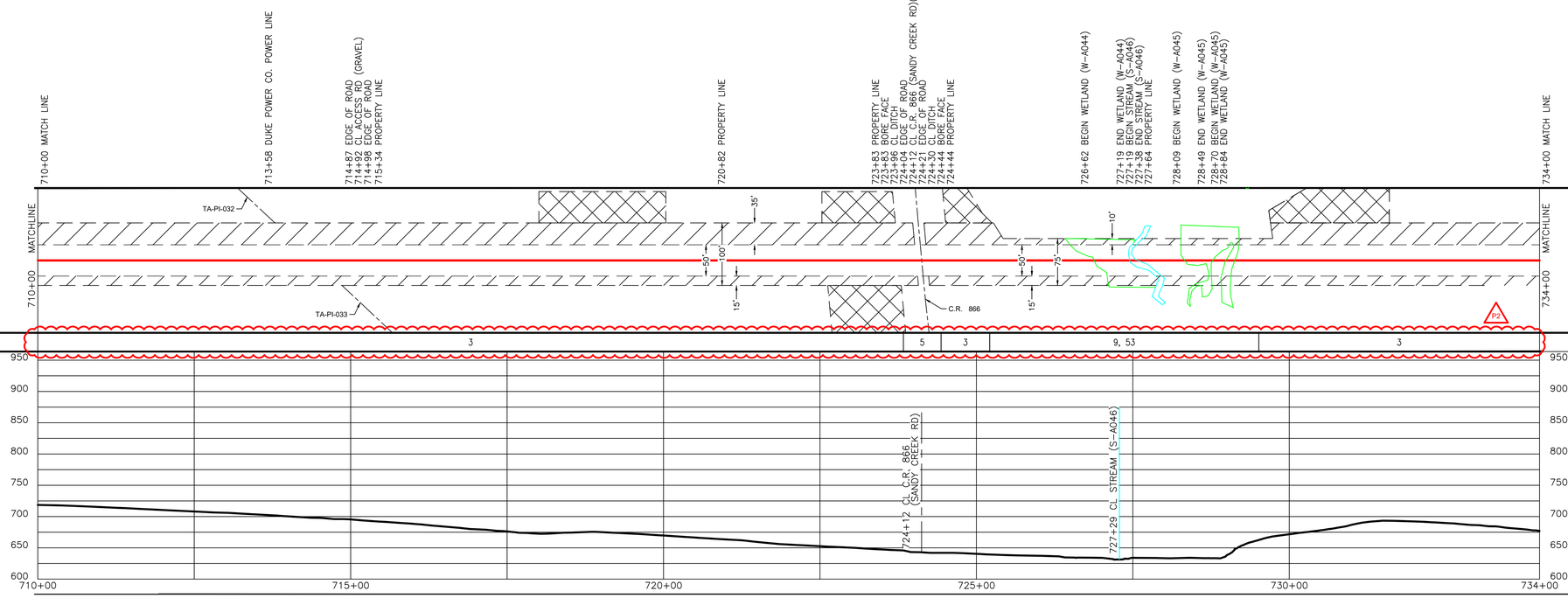
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

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PROFILE

ISSUED FOR FERC



REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK NO.	QTY.	DESCRIPTION

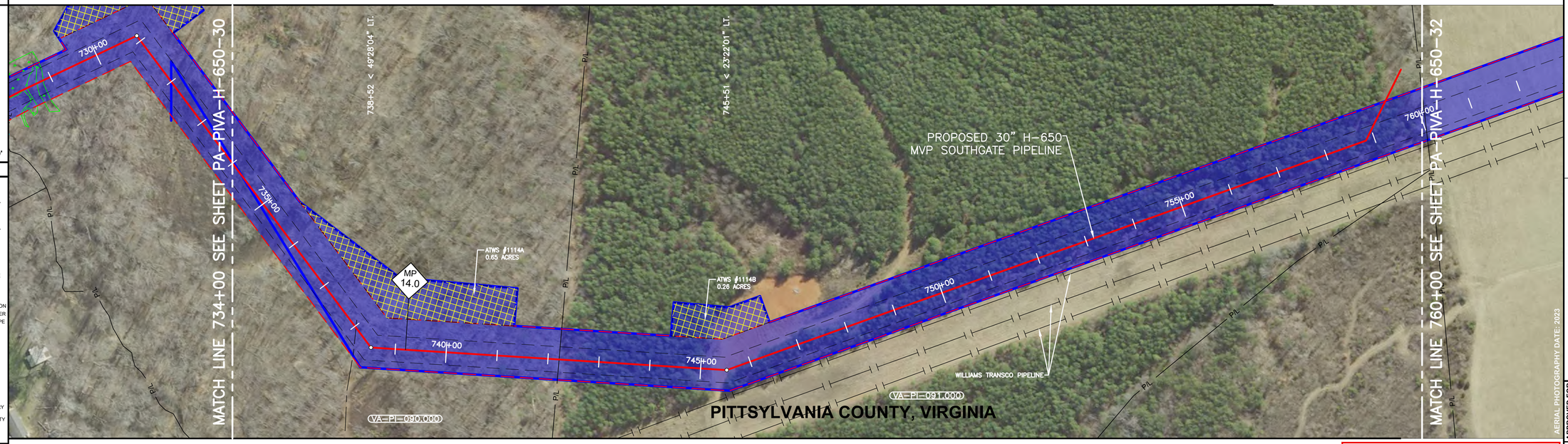
APPROVED FOR FERC			APPROVED FOR BIDDING			APPROVED FOR CONSTRUCTION		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

Mountain Valley PIPELINE

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 710+00 TO STA. 734+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-30
SHEET: 30 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:52:16 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		734+00	VA-PI-090.000 822 LF	742+22	VA-PI-091.000 1778 LF	760+00
DESIGN	PIPE / COATING					
	DISTANCE					
	CLASS LOCATION / HCA					
ENVIRONMENTAL	CONSTRUCTION EXCLUSION					
	WETLAND / STREAM					
	PIPELINE DEPTH EXCEPTION					
	EXCEPTION DISTANCE					



0' 50' 100' 200'

PLAN VIEW

LEGEND

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- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

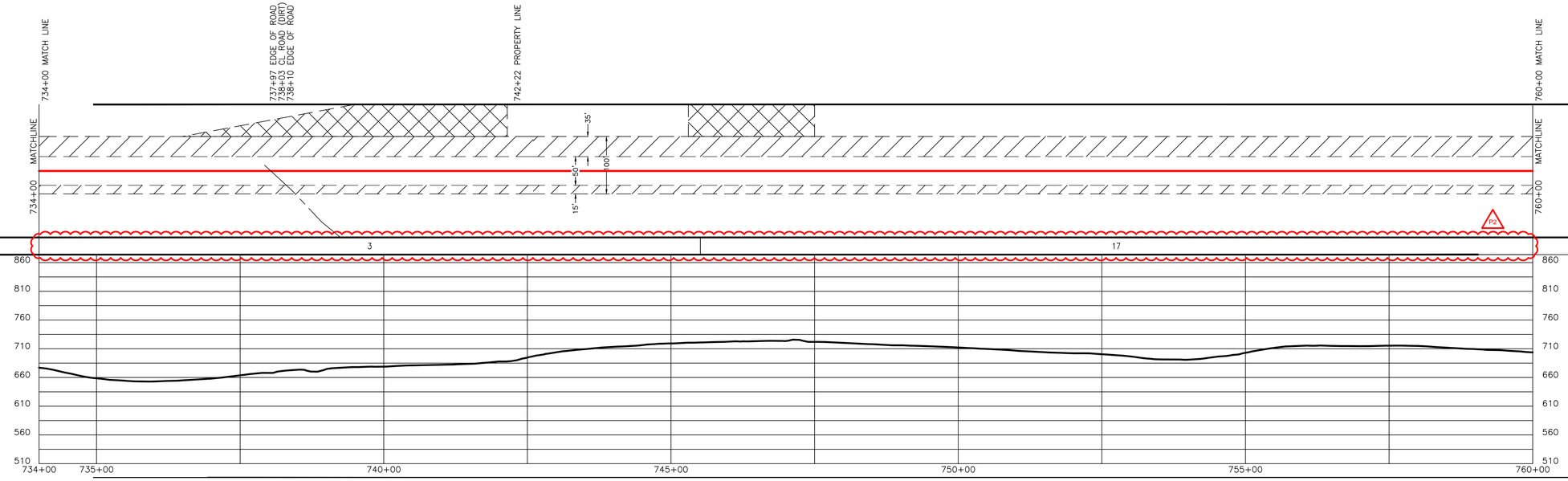
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

- 3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
- 5 - ROAD X-ING BORED
- 7 - RAILROAD X-ING BORE
- 9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
- 12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
- 13 - PARALLEL TO POWER LINES
- 17 - PARALLEL TO FOREIGN LINES
- 25 - ROAD X-ING BORED WITH PARALLEL PIPELINES
- 27 - RAILROAD X-ING BORED WITH PARALLEL PIPELINES
- 29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
- 51 - TYPICAL WATERBODY CONVENTIONAL BORE
- 53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

AERIAL PHOTOGRAPHY DATE: 2023

APPROVED FOR CONSTRUCTION

REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING

REV.	BY	DATE
-	-	-

APPROVED FOR FERC

REV.	BY	DATE
-	-	-

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK. NO.	QTY.	DESCRIPTION

Mountain Valley PIPELINE, LLC

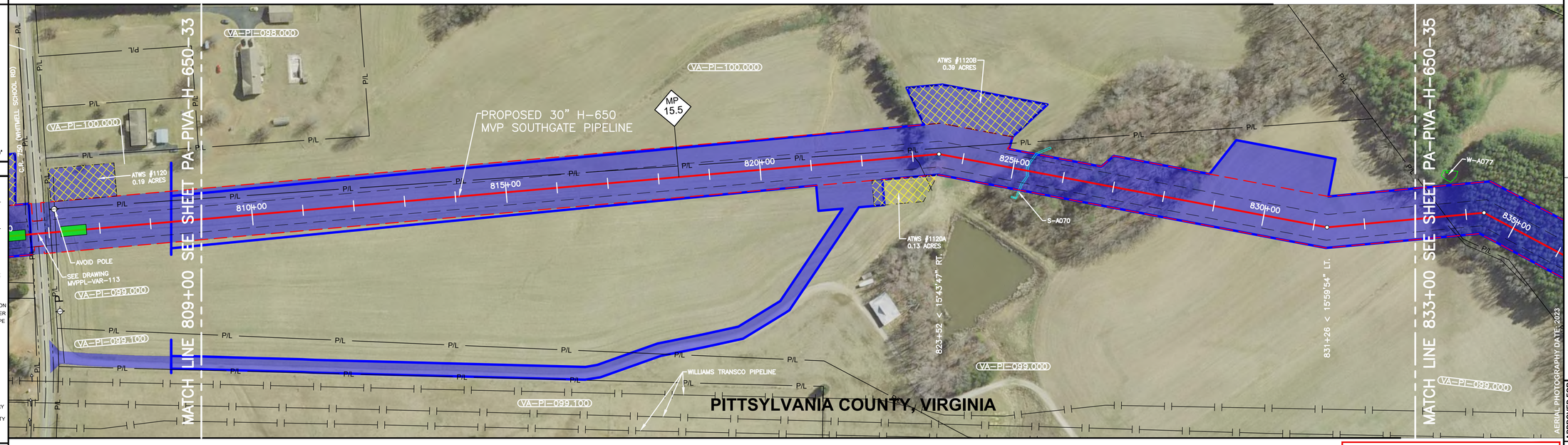
PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 734+00 TO STA. 760+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-31
SHEET: 31 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:52:29 AM	

| | | |

| RIGHT-OF-WAY & OWNERSHIP DATA | | |

RIGHT-OF-WAY & OWNERSHIP DATA		809+00	VA-PI-099.000		833+00
			2400 LF		
DESIGN	PIPE / COATING				
	DISTANCE				
	CLASS LOCATION / HCA				
ENVIRONMENTAL	CONSTRUCTION EXCLUSION				
	WETLAND / STREAM			S-A070 4 LF	
	PIPELINE DEPTH EXCEPTION				
	EXCEPTION DISTANCE				



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

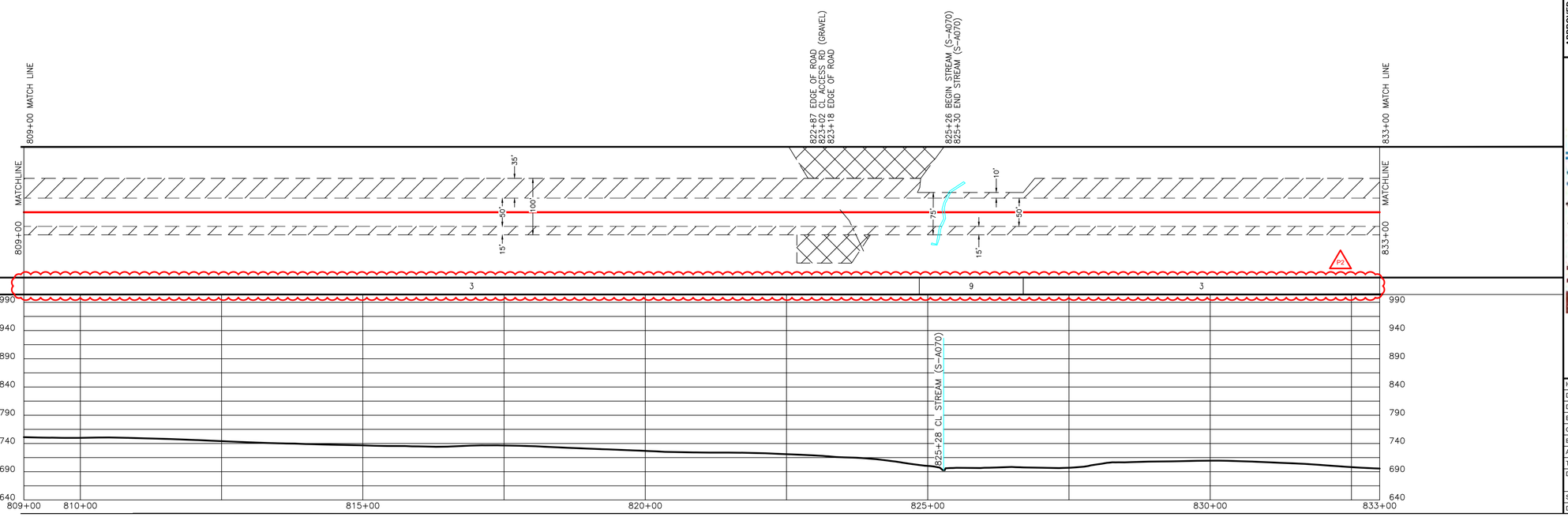
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/2025	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
MK NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION		
REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING		
REV.	BY	DATE
-	-	-

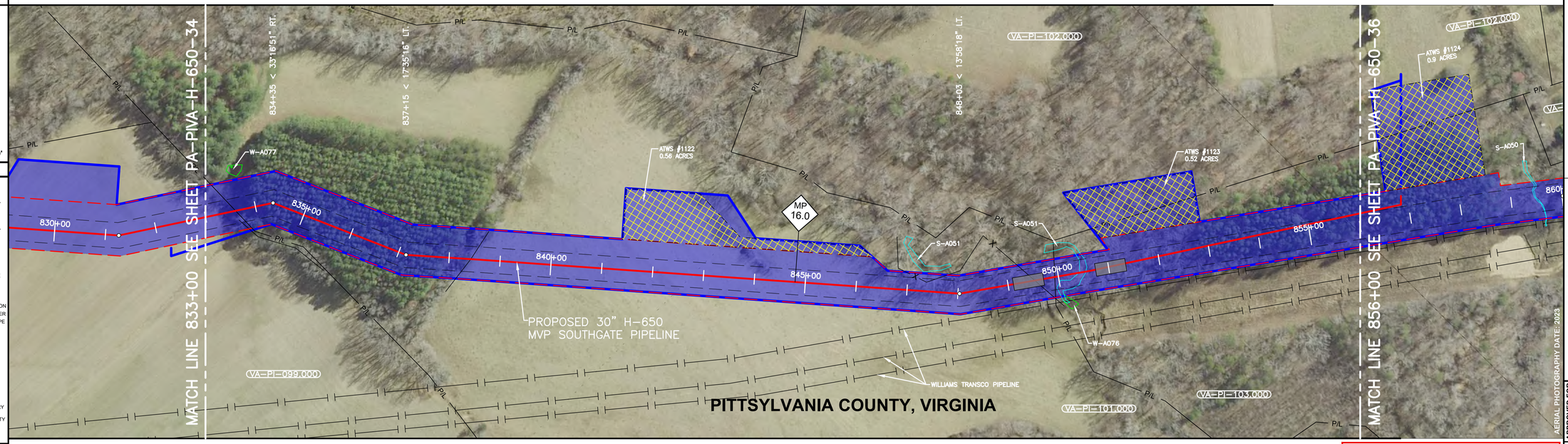
APPROVED FOR FERC		
REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 809+00 TO STA. 833+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-34**
SHEET: 34 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:53:10 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		833+00	VA-PI-099.000	833+60	VA-PI-101.000	849+93	VA-PI-103.000	856+00
			60 LF		1633 LF		607 LF	
DESIGN	PIPE / COATING							
	DISTANCE							
	CLASS LOCATION / HCA							
ENVIRONMENTAL	CONSTRUCTION EXCLUSION							
	WETLAND / STREAM					S-A051 14 LF		
	PIPELINE DEPTH EXCEPTION							
	EXCEPTION DISTANCE							



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

PI SYMBOL · MAILBOX · TANK

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

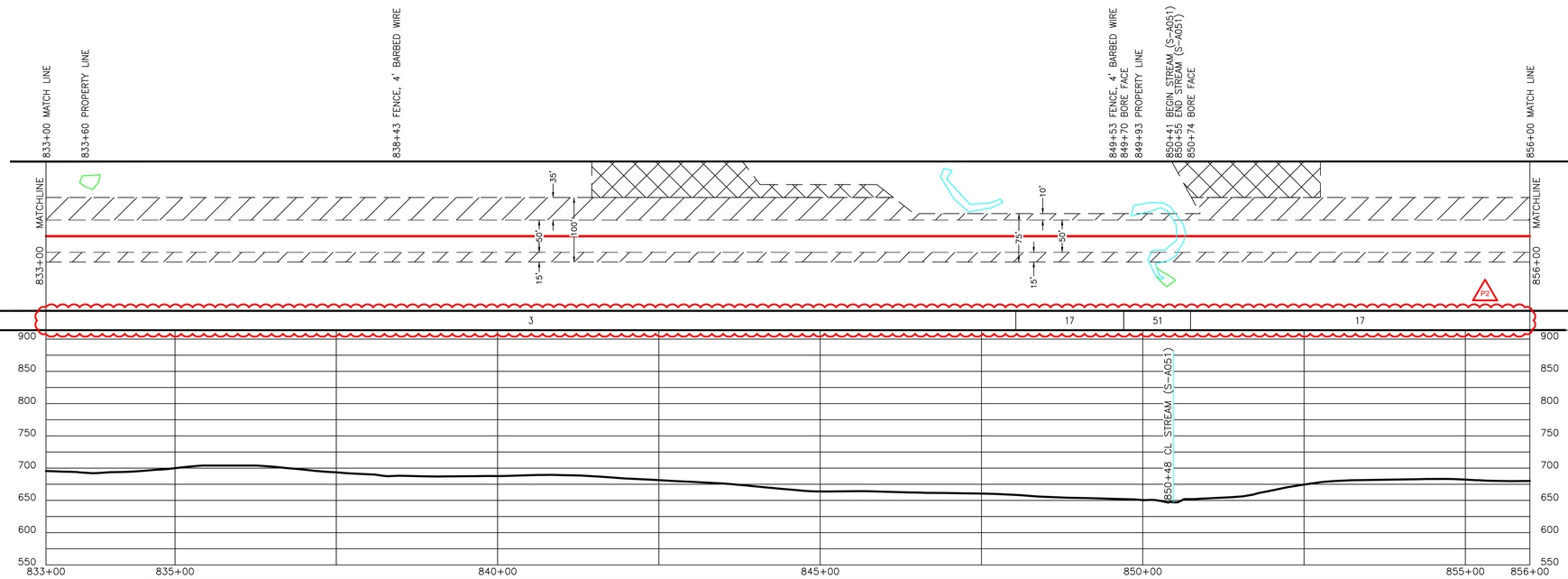
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	10/2025	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
MK NO.	QTY.	DESCRIPTION

AERIAL PHOTOGRAPHY DATE: 2023

APPROVED FOR CONSTRUCTION		
REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING		
REV.	BY	DATE
-	-	-

APPROVED FOR FERC		
REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE, LLC

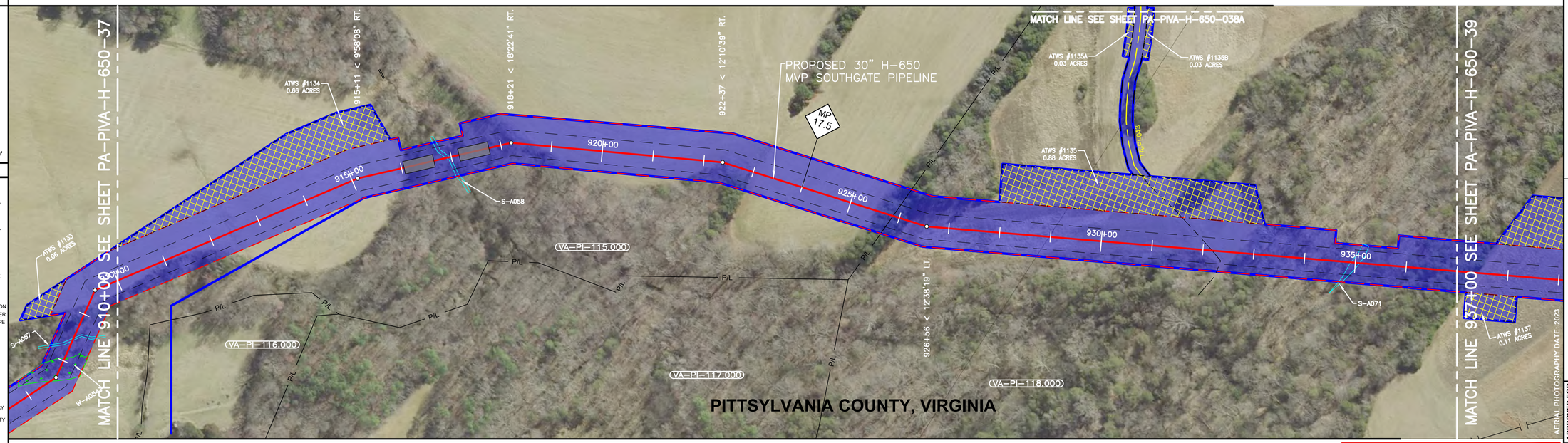
PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 833+00 TO STA. 856+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-35
SHEET: 35 OF 67	REV: P3
DATE OF PLOT: 5/8/2025 8:53:26 AM	

| | | |

| | | |

RIGHT-OF-WAY & OWNERSHIP DATA		910+00	VA–PI–115.000	925+87	VA–PI–118.000	937+00
DESIGN	PIPE / COATING					
	DISTANCE		1587 LF		1113 LF	
	CLASS LOCATION / HCA					
ENVIRONMENTAL	CONSTRUCTION EXCLUSION					
	WETLAND / STREAM		S–A058 8 LF		S–A071 18 LF	
	PIPELINE DEPTH EXCEPTION					
	EXCEPTION DISTANCE					



AERIAL PHOTOGRAPHY DATE: 2023

0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TANK
- TOWER LEG
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

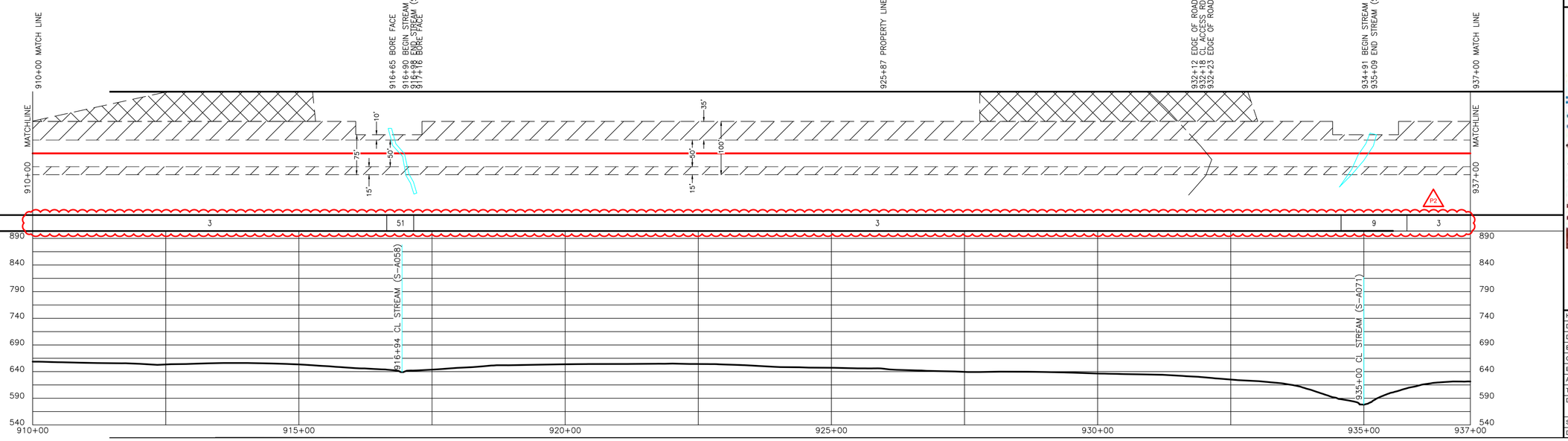
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
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29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
MK. NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION		
REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING		
REV.	BY	DATE
-	-	-

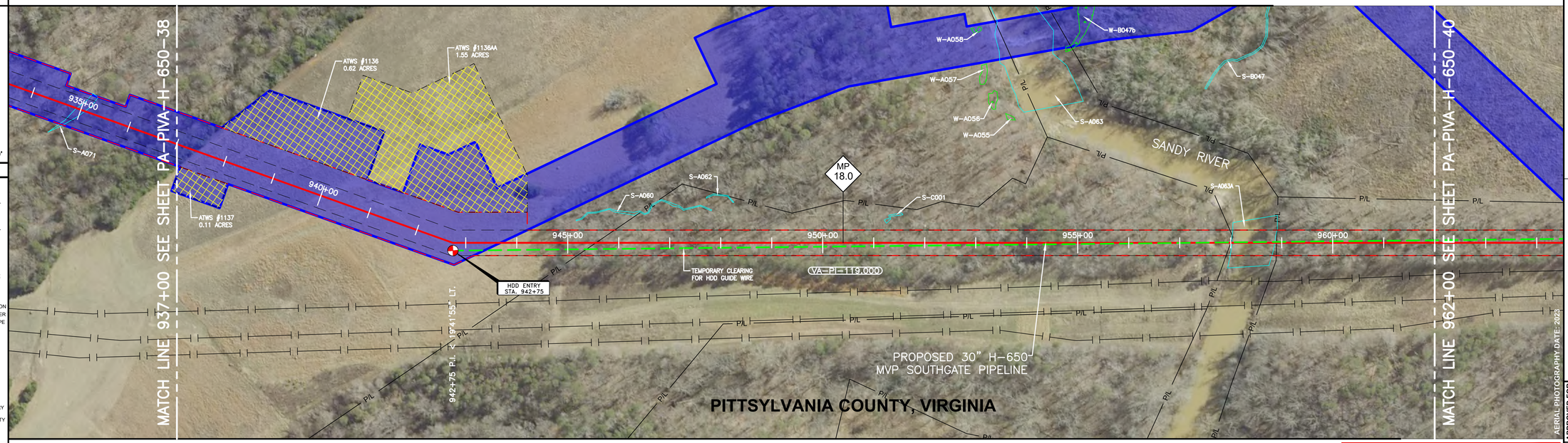
APPROVED FOR FERC		
REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 910+00 TO STA. 937+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-38**
SHEET: 38 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:54:04 AM	

RIGHT-OF-WAY & OWNERSHIP DATA	937+00	VA-PI-118.000 855 LF	945+55	VA-PI-119.000 1245 LF	958+00	90 LF	958+90	VA-PI-120.000 310 LF	962+00
DESIGN — PIPE / COATING									
DESIGN — DISTANCE									
DESIGN — CLASS LOCATION / HCA									
ENVIRONMENTAL — CONSTRUCTION EXCLUSION									
ENVIRONMENTAL — WETLAND / STREAM						S-A063A 84 LF			
ENVIRONMENTAL — PIPELINE DEPTH EXCEPTION									
ENVIRONMENTAL — EXCEPTION DISTANCE									



PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
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- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
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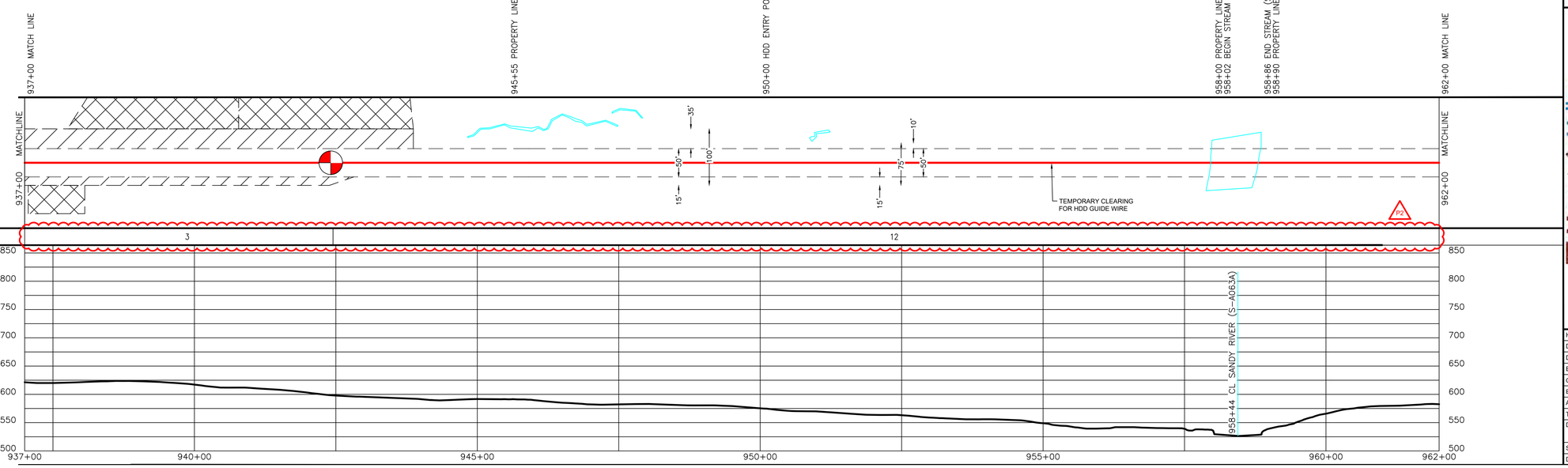
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
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53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
MK. NO.	QTY.	DESCRIPTION

AERIAL PHOTOGRAPHY DATE: 2023

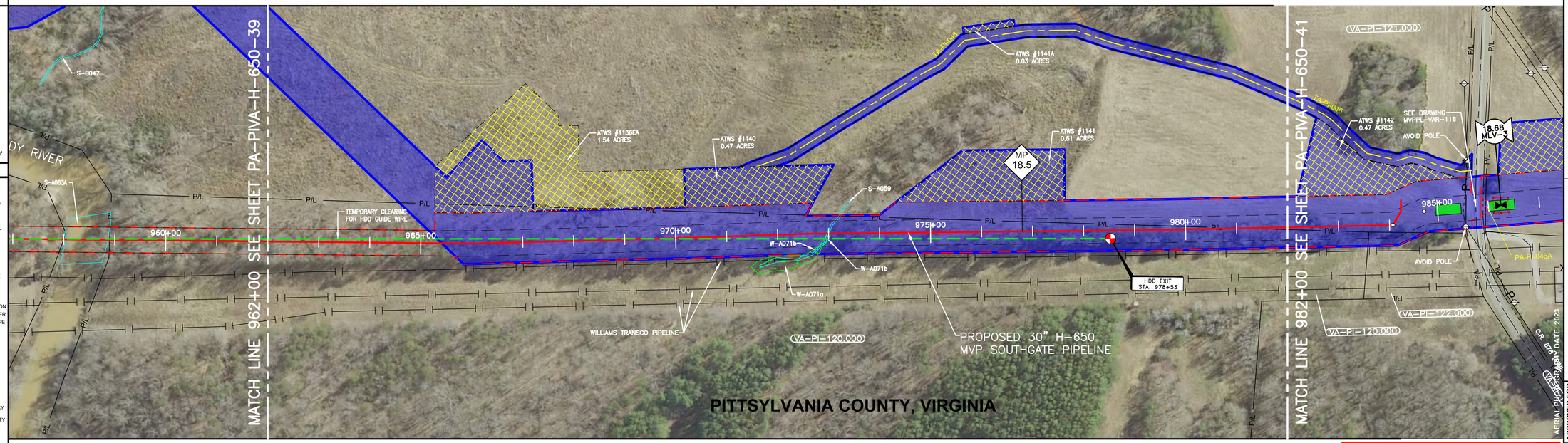
APPROVED FOR CONSTRUCTION			APPROVED FOR BIDDING			APPROVED FOR FERC		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

Mountain Valley PIPELINE LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 937+00 TO STA. 962+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-39**
SHEET: 39 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:54:18 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		962+00	VA-PI-120.000	981+12	VA-PI-121.000	982+00
			1912 LF		88 LF	
DESIGN	PIPE / COATING					
	DISTANCE					
	CLASS LOCATION / HCA					
ENVIRONMENTAL	CONSTRUCTION EXCLUSION					
	WETLAND / STREAM		S-A059 3 LF			
	PIPELINE DEPTH EXCEPTION					
	EXCEPTION DISTANCE					



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
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- TOWER LEG
- TANK
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- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

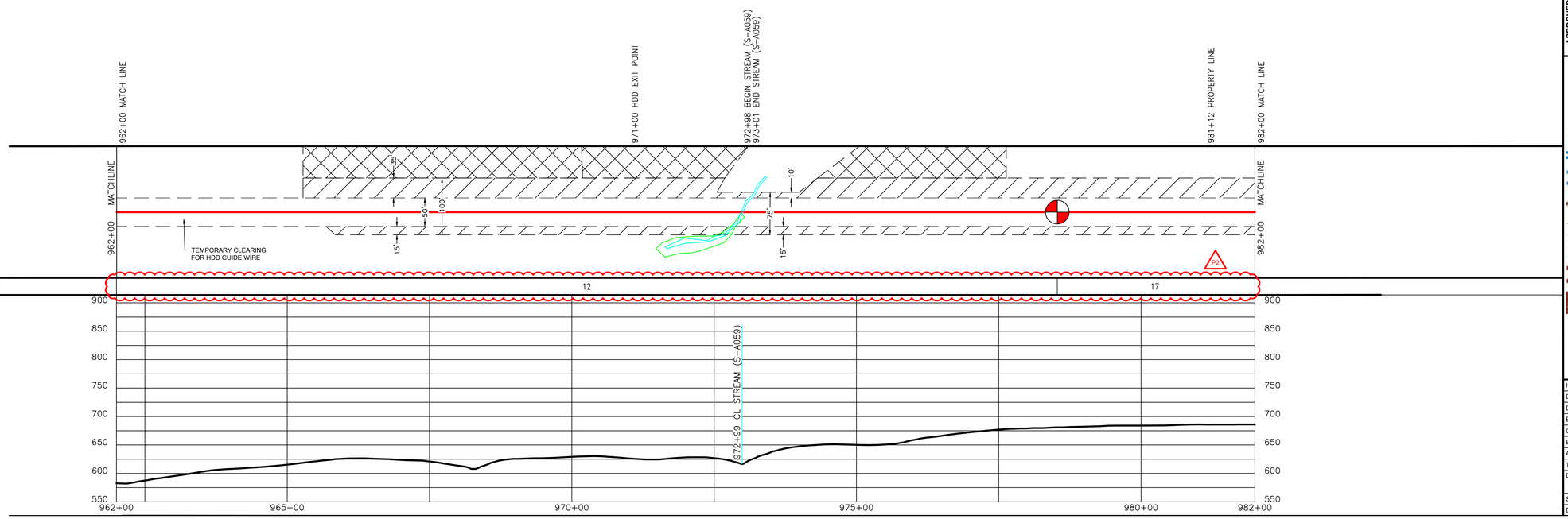
- PROPOSED PIPELINE
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- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

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12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
13 - PARALLEL TO POWER LINES
17 - PARALLEL TO FOREIGN LINES
25 - ROAD X-ING BORED WITH PARALLEL PIPELINES
27 - RAILROAD X-ING BORED WITH PARALLEL PIPELINES
29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK. NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION

REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING

REV.	BY	DATE
-	-	-

APPROVED FOR FERC

REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE

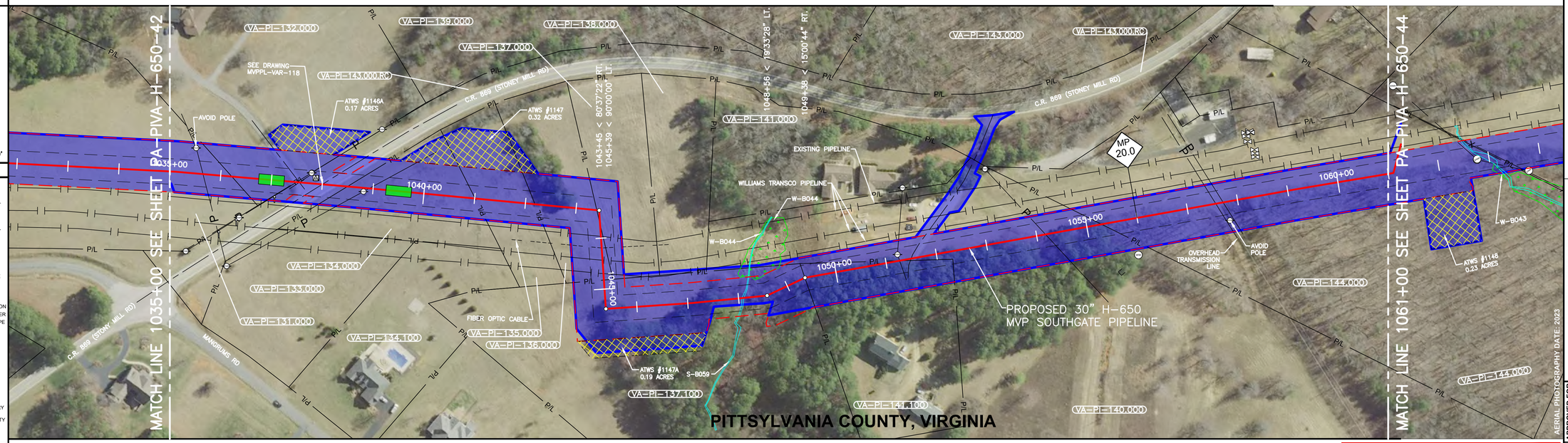
PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 962+00 TO STA. 982+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-40**
SHEET: 40 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:54:32 AM	

| RIGHT-OF-WAY & OWNERSHIP DATA | | |

| | | |

RIGHT-OF-WAY & OWNERSHIP DATA		1035+00	VA-PI-131.000	1036+22	VA-PI-132.000	1037+48	VA-PI-143.000.RC	1038+50	VA-PI-134.000	1041+01	VA-PI-135.000	1042+19	VA-PI-136.000	1043+41	VA-PI-137.000	1043+72	VA-PI-136.000	1044+82	VA-PI-137.100	1049+38	VA-PI-141.100	1051+26	VA-PI-140.000	1055+29	VA-PI-144.000	1061+00
			122 LF		126 LF		C.R. 869 (STONEY MILL RD) 102 LF		251 LF		118 LF		122 LF		31 LF		110 LF		456 LF		188 LF		403 LF		571 LF	
DESIGN	PIPE / COATING																									
	DISTANCE																									
	CLASS LOCATION / HCA																									
ENVIRONMENTAL	CONSTRUCTION EXCLUSION																									
	WETLAND / STREAM														S-B059 4 LF											
	PIPELINE DEPTH EXCEPTION																									
	EXCEPTION DISTANCE																									



PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

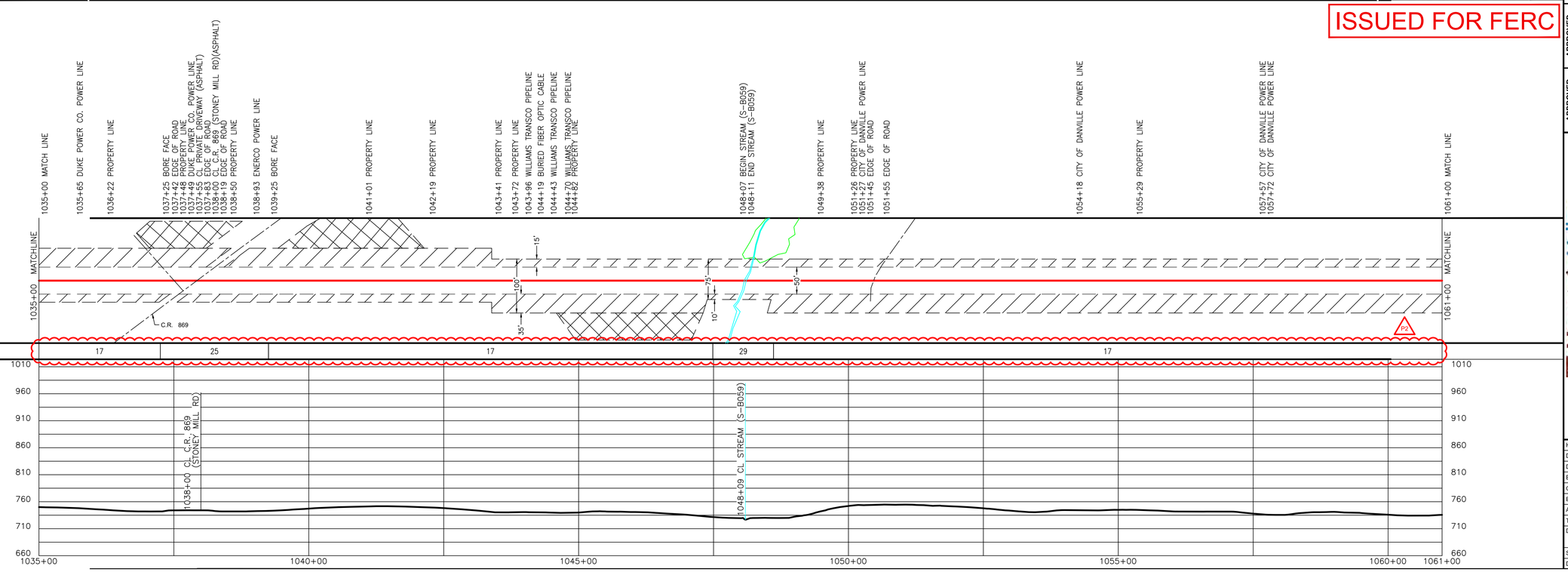
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
13 - PARALLEL TO POWER LINES
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29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/04/2025	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
MK. NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION			APPROVED FOR BIDDING			APPROVED FOR FERC		
REV.	BY	DATE	REV.	BY	DATE	REV.	BY	DATE
-	-	-	-	-	-	-	-	-

Mountain Valley PIPELINE, LLC

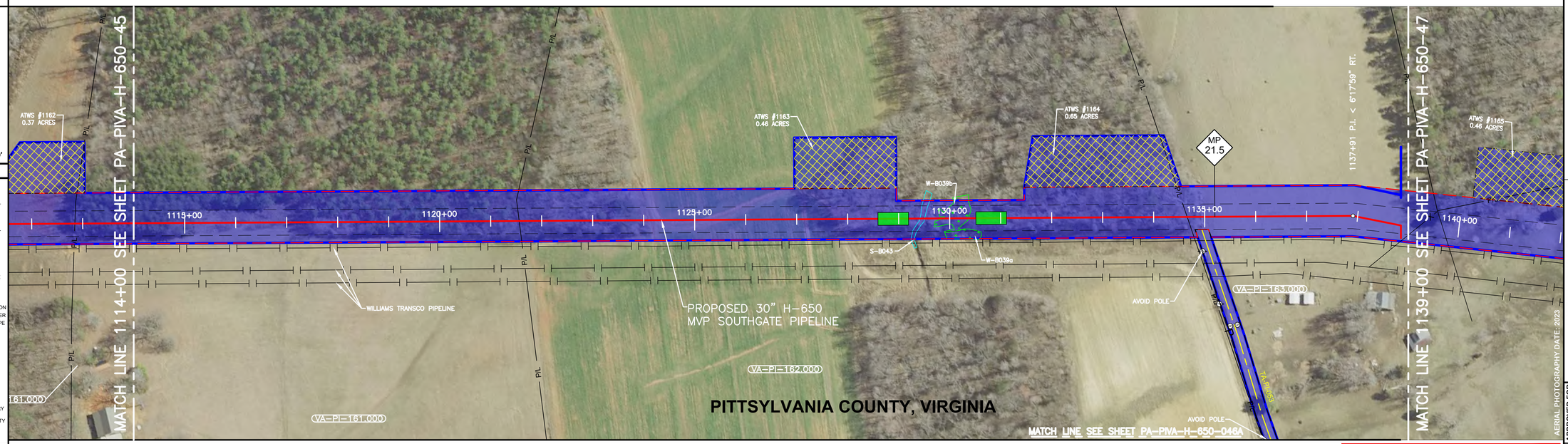
PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 1035+00 TO STA. 1061+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	
PA-PIVA-H-650-43	
SHEET: 43 OF 67	REV. P3
DATE OF PLOT:5/8/2025 8:58:07 AM	

| RIGHT-OF-WAY & OWNERSHIP DATA | | |

| | | |

RIGHT-OF-WAY & OWNERSHIP DATA		1114+00	VA-PI-161.000	1121+56	VA-PI-162.000	1134+66	VA-PI-163.000	1139+00
			756 LF		1310 LF		434 LF	
DESIGN	PIPE / COATING							
	DISTANCE							
	CLASS LOCATION / HCA							
ENVIRONMENTAL	CONSTRUCTION EXCLUSION							
	WETLAND / STREAM				S-B043 9 LF		W-B039b 49 LF	
	PIPELINE DEPTH EXCEPTION							
	EXCEPTION DISTANCE							



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TANK
- TOWER LEG
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

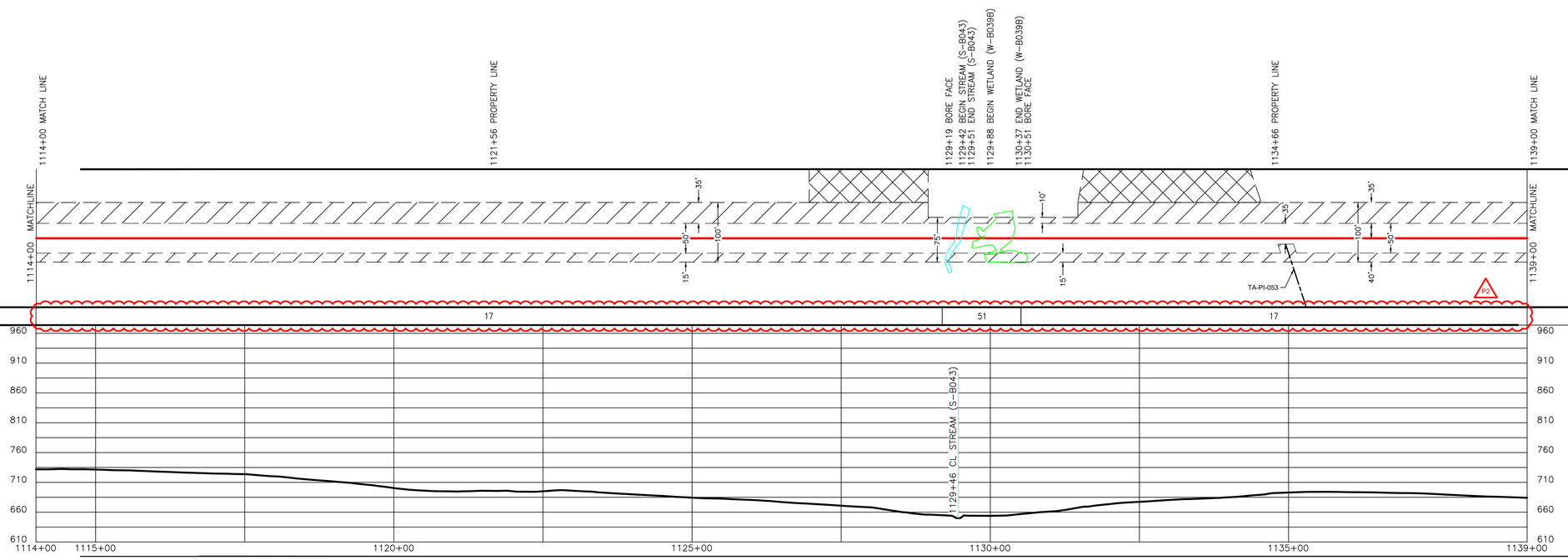
CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
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29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC



AERIAL PHOTOGRAPHY DATE: 2023

REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	10/2025	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC; EIR 1

MATERIAL SUMMARY		
MK. NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION		
REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING		
REV.	BY	DATE
-	-	-

APPROVED FOR FERC		
REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 1114+00 TO STA. 1139+00

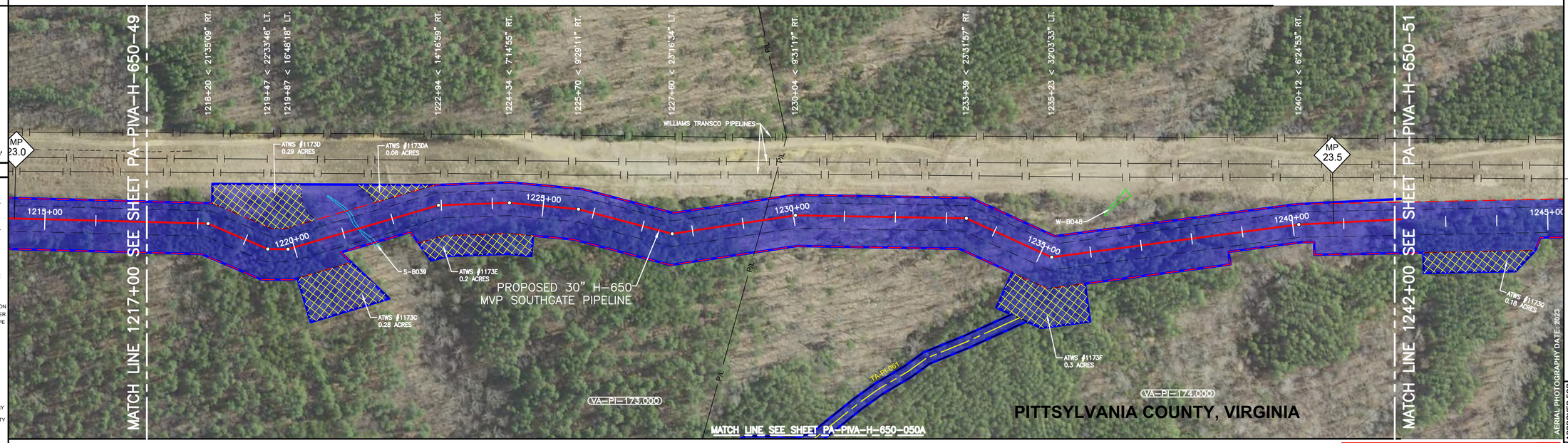
HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-46
SHEET: 46 OF 67	REV. P3
DATE OF PLOT: 5/8/2025 9:01:57 AM	

| RIGHT-OF-WAY & OWNERSHIP DATA | | |

| RIGHT-OF-WAY & OWNERSHIP DATA | | |

| | | |

RIGHT-OF-WAY & OWNERSHIP DATA		1217+00	VA-PI-173.000	1229+40	VA-PI-174.000	1242+00
DESIGN	PIPE / COATING					
	DISTANCE		1240 LF		1260 LF	
	CLASS LOCATION / HCA					
ENVIRONMENTAL	CONSTRUCTION EXCLUSION					
	WETLAND / STREAM		S-B039 4 LF			
	PIPELINE DEPTH EXCEPTION					
	EXCEPTION DISTANCE					



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

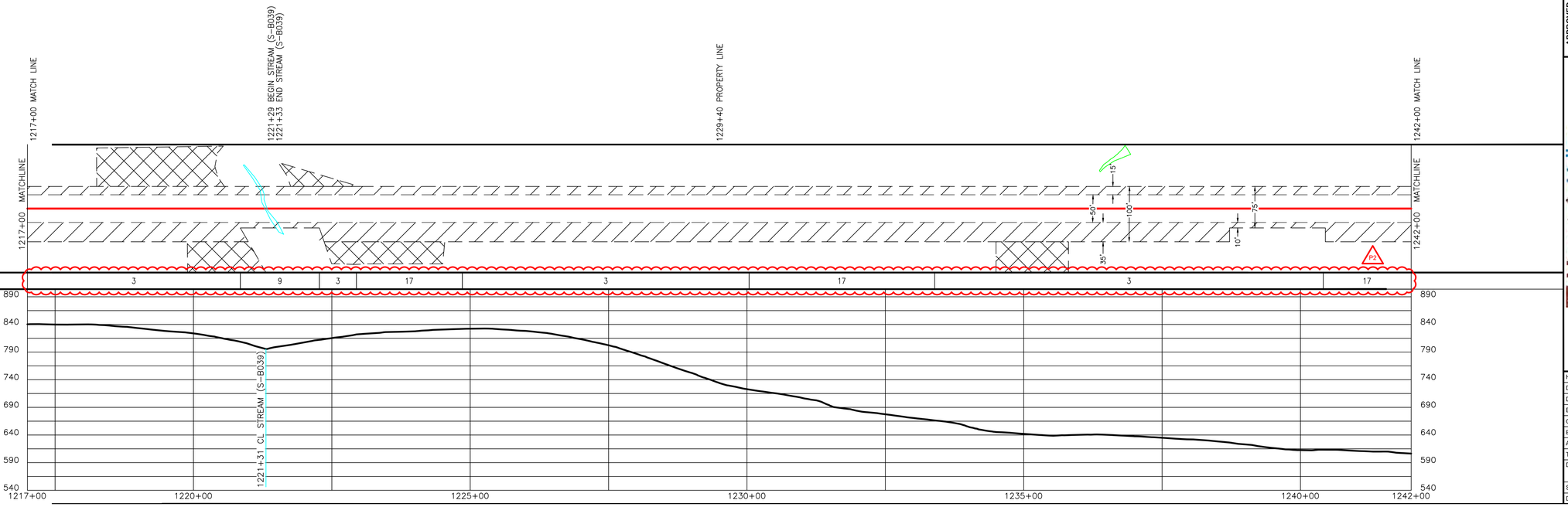
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
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29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

REVISIONS			
REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY		
MK. NO.	QTY.	DESCRIPTION

AERIAL PHOTOGRAPHY DATE: 2023

APPROVED FOR CONSTRUCTION		
REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING		
REV.	BY	DATE
-	-	-

APPROVED FOR FERC		
REV.	BY	DATE
-	-	-

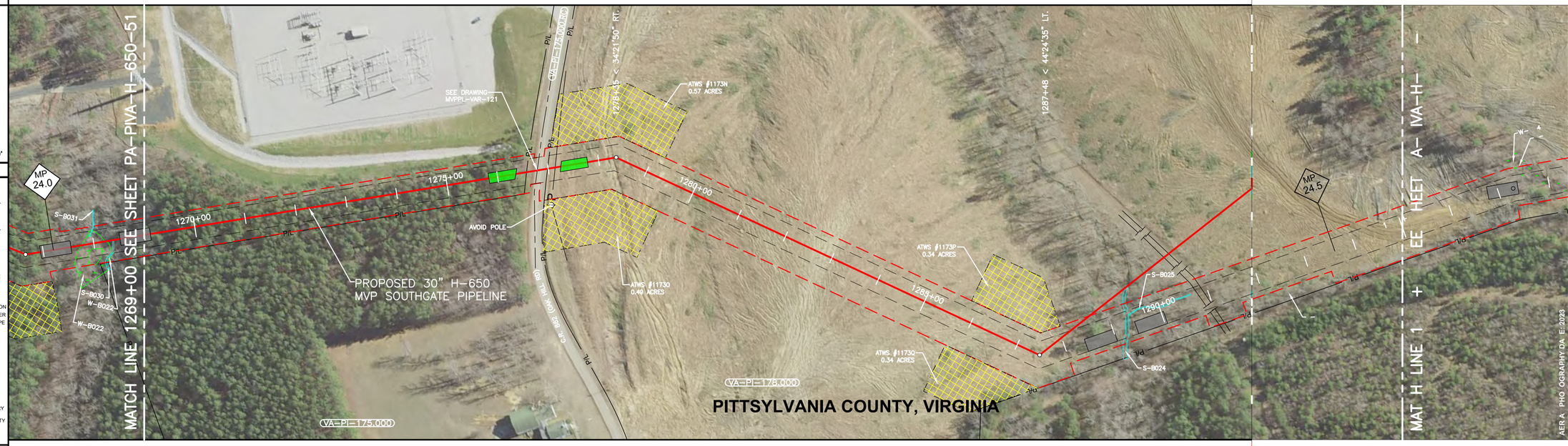
Mountain Valley PIPELINE, LLC

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 1217+00 TO STA. 1242+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-50**
SHEET: 50 OF 67	REV. P3
DATE OF PLOT:5/8/2025 9:02:55 AM	

| | | |

RIGHT-OF-WAY & OWNERSHIP DATA	1269+00	VA-PI-175.000 757 LF	1276+57	VA-PI-175.000.RC C.R. 862 (OAK HILL RD) 42 LF 1276+99	VA-PI-178.000 1801 LF
DESIGN: PIPE / COATING					
DESIGN: DISTANCE					
DESIGN: CLASS LOCATION / HCA					
ENVIRONMENTAL: CONSTRUCTION EXCLUSION					
ENVIRONMENTAL: WETLAND / STREAM					S-B024 6 LF
ENVIRONMENTAL: PIPELINE DEPTH EXCEPTION					
ENVIRONMENTAL: EXCEPTION DISTANCE					



PLAN VIEW

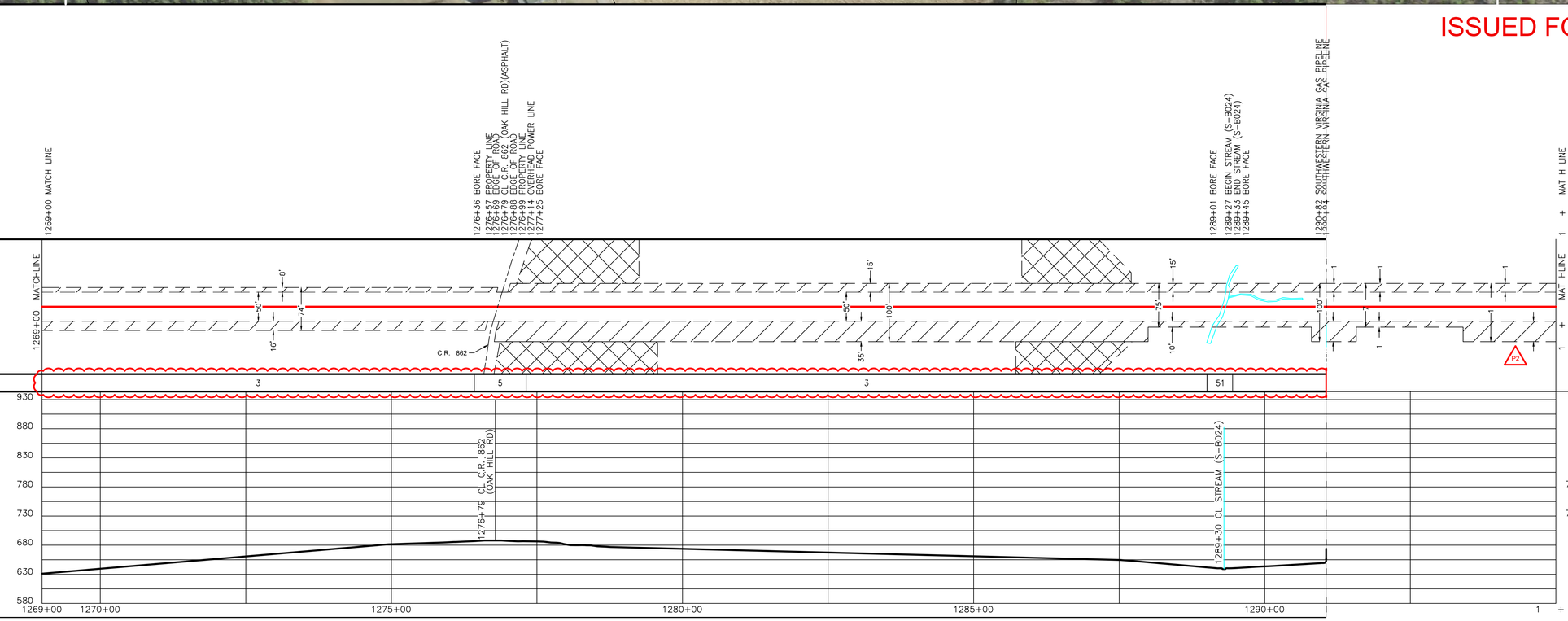
LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
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- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING



WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
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51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC

REVISIONS

REV	BY	DATE	DESCRIPTION
P1	TRC	11/04/2025	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MAINLINE SUMMARY

MK NO	Q Y	DESCRIPTION

APPROVED FOR CONSTRUCTION

REV	BY	DATE

APPROVED FOR BIDDING

REV	BY	DATE

APPROVED FOR FERC

REV	BY	DATE

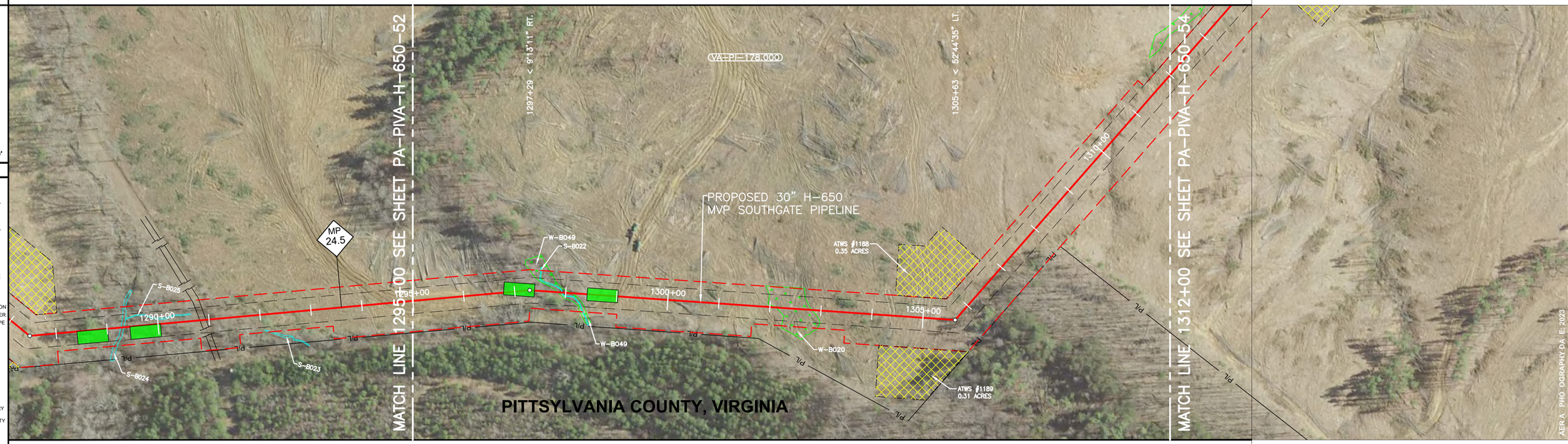
AERIAL PHOTOGRAPHY DATE: 2023

Mountain Valley PIPELINE

MVP SOUTHGATE PROJECT
PITTSYLVANIA COUNTY, VA
STA. 1269+00 TO STA. 1295+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-52
SHEET: 52 OF 67	REV. P3
DATE OF PLOT:5 8 2025 9:03:23 AM	

RIGHT-OF-WAY & OWNERSHIP DATA		1295+00	VA-PI-178.000 1700 LF							1312+00	
DESIGN	PIPE / COATING										
	DISTANCE										
	CLASS LOCATION / HCA										
ENVIRONMENTAL	CONSTRUCTION EXCLUSION										
	WETLAND / STREAM			W-B049 9 LF	S-B022 1 LF	W-B049 18 LF			W-B020 70 LF		
	PIPELINE DEPTH EXCEPTION										
	EXCEPTION DISTANCE										



0' 50' 100' 200'

PLAN VIEW

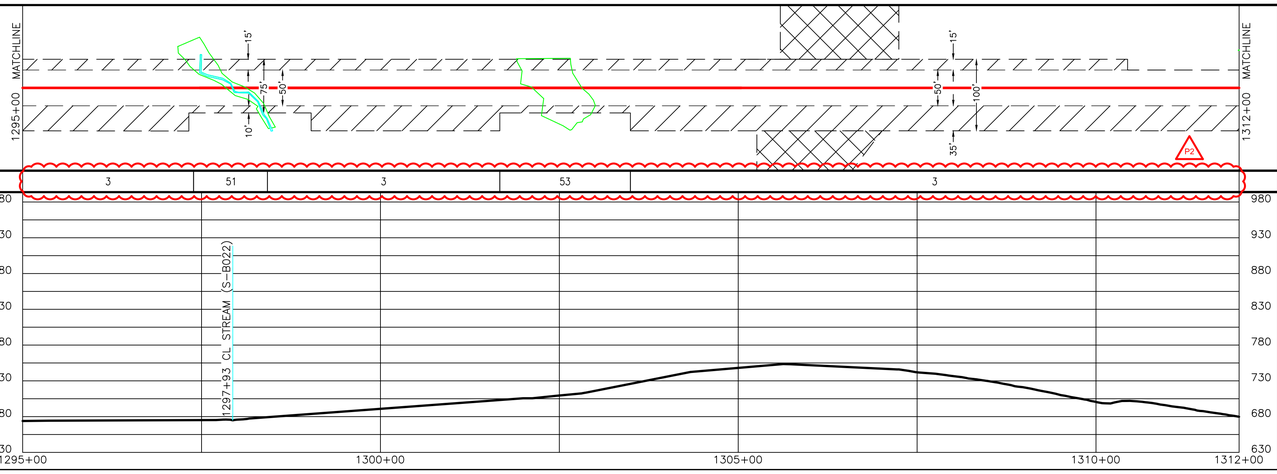
LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
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- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING



WORK SPACE

- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

- 3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
- 5 - ROAD X-ING BORED
- 7 - RAILROAD X-ING BORE
- 9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
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- 51 - TYPICAL WATERBODY CONVENTIONAL BORE
- 53 - TYPICAL WETLAND X-ING

PROFILE

ISSUED FOR FERC

REVISIONS

REV	BY	DATE	DESCRIPTION
P1	TRC	11/04/2025	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MAINLINE A PHOTOGRAPHY DATE: 2023

MK NO	Q'Y	DESCRIPTION

APPROVED FOR CONSTRUCTION

REV	BY	DATE

APPROVED FOR BIDDING

REV	BY	DATE

APPROVED FOR FERC

REV	BY	DATE

Mountain Valley PIPELINE, LLC

MAINLINE A PHOTOGRAPHY DATE: 2023 PROJECT SUMMARY

MVP SOUTHGATE PROJECT

PITTSYLVANIA COUNTY, VIRGINIA

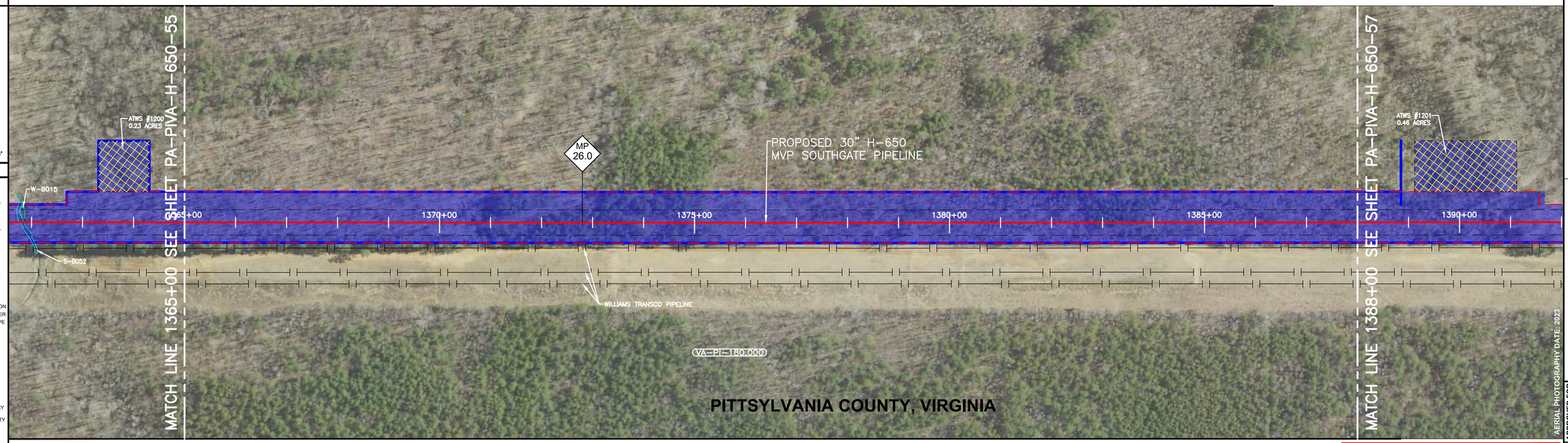
STA. 1295+00 TO STA. 1312+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	PA-PIVA-H-650-53
SHEET: 53 OF 67	REV: P3
DATE OF PLOT:5 8 2025 9:03:35 AM	

| | | 1312+00 | | |

| RIGHT-OF-WAY & OWNERSHIP DATA | | |

RIGHT-OF-WAY & OWNERSHIP DATA		1365+00	VA-PI-180.000 2300 LF	1388+00
DESIGN	PIPE / COATING			
	DISTANCE			
	CLASS LOCATION / HCA			
ENVIRONMENTAL	CONSTRUCTION EXCLUSION			
	WETLAND / STREAM			
	PIPELINE DEPTH EXCEPTION			
	EXCEPTION DISTANCE			



0' 50' 100' 200'

PLAN VIEW

LEGEND

- C/L OF EASEMENT
- EXISTING PIPELINE
- PERMANENT EASEMENT
- WORK SPACE LIMITS
- PERMANENT ACCESS RD
- TEMPORARY ACCESS RD
- Docket No. CP19-14-000 - Certificated Project
- COUNTY LINE
- PROPERTY LINE
- ROAD RIGHT-OF-WAY
- FENCE LINE
- BURIED FIBER OPTIC
- OVERHEAD POWER
- OVERHEAD TELEPHONE
- C/L ROAD
- C/L RAILROAD
- STREAM
- WETLAND
- PI SYMBOL
- PROPOSED TEST STATION
- SOLID STATE DECOUPLER
- MAILBOX
- LINE MARKER - VENT PIPE
- POWER/TELE POLE
- TOWER LEG
- TANK
- GAS VALVE
- WELL - WATER
- POST - GATE/FENCE
- ELEC/GAS/WTR METER
- PEDESTAL - UTILITY
- MH - SANITARY/WATER
- MAINLINE VALVE
- HDD ENTRY/EXIT
- ADDITIONAL TEMPORARY WORK SPACE(ATWS)
- ABOVE GROUND FACILITY
- CONTRACTOR YARD
- BORE PIT

REFERENCE DRAWINGS

DRAWING NO.	DESCRIPTION

HORIZONTAL STATIONING

WORK SPACE

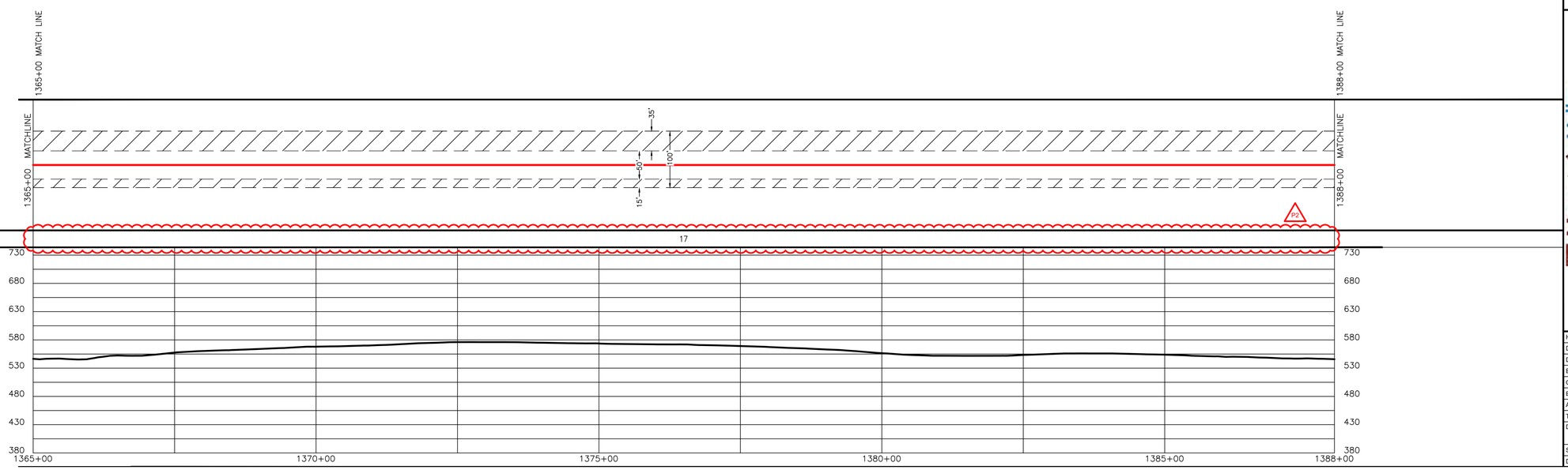
- PROPOSED PIPELINE
- EXISTING PIPELINE
- ACCESS ROAD
- TEMPORARY WORK SPACE
- PERMANENT EASEMENT
- TEMPORARY WORK SPACE(TWS)
- ADD. TEMPORARY WORK SPACE(ATWS)

CONSTRUCTION METHOD

CONSTRUCTION METHOD KEY

3 - NON-PARALLEL CONSTRUCTION WITH TOP SOIL SEGREGATION
5 - ROAD X-ING BORED
7 - RAILROAD X-ING BORE
9 - WATERBODY X-ING OPEN CUT - FLUME/DAM & PUMP
12 - HORIZONTAL DIRECTIONAL DRILL (HDD)
13 - PARALLEL TO POWER LINES
17 - PARALLEL TO FOREIGN LINES
25 - ROAD X-ING BORED WITH PARALLEL PIPELINES
27 - RAILROAD X-ING BORED WITH PARALLEL PIPELINES
29 - WATERBODY X-ING WITH PARALLEL PIPELINES OPEN CUT - FLUME/DAM & PUMP
51 - TYPICAL WATERBODY CONVENTIONAL BORE
53 - TYPICAL WETLAND X-ING

PROFILE



ISSUED FOR FERC

TRC

REVISIONS

REV.	BY	DATE	DESCRIPTION
P1	TRC	11/07/25	ISSUED FOR FERC
P2	TRC	04/2025	ISSUED FOR FERC
P3	TRC	05/2025	ISSUED FOR FERC EIR 1

MATERIAL SUMMARY

MK. NO.	QTY.	DESCRIPTION

APPROVED FOR CONSTRUCTION

REV.	BY	DATE
-	-	-

APPROVED FOR BIDDING

REV.	BY	DATE
-	-	-

APPROVED FOR FERC

REV.	BY	DATE
-	-	-

Mountain Valley PIPELINE

PIPELINE ALIGNMENT - H-650 LINE
MVP SOUTHGATE AMENDMENT PROJECT
PITTSYLVANIA COUNTY, VIRGINIA
STA. 1365+00 TO STA. 1388+00

HORZ. SCALE: 1" = 100'	
DRAWN BY: TRC	07/08/20
DRAFTING CK:	
ENGINEERING CK:	
CONSTRUCTION CK:	
ENVIRONMENTAL CK:	
AFE/P.O.NO.:	
TRC PROJECT NO.:	300423
DRAWING NO.:	**PA-PIVA-H-650-56**
SHEET: 56 OF 67	REV. P3
DATE OF PLOT:5/8/2025 9:04:16 AM	

| | | |

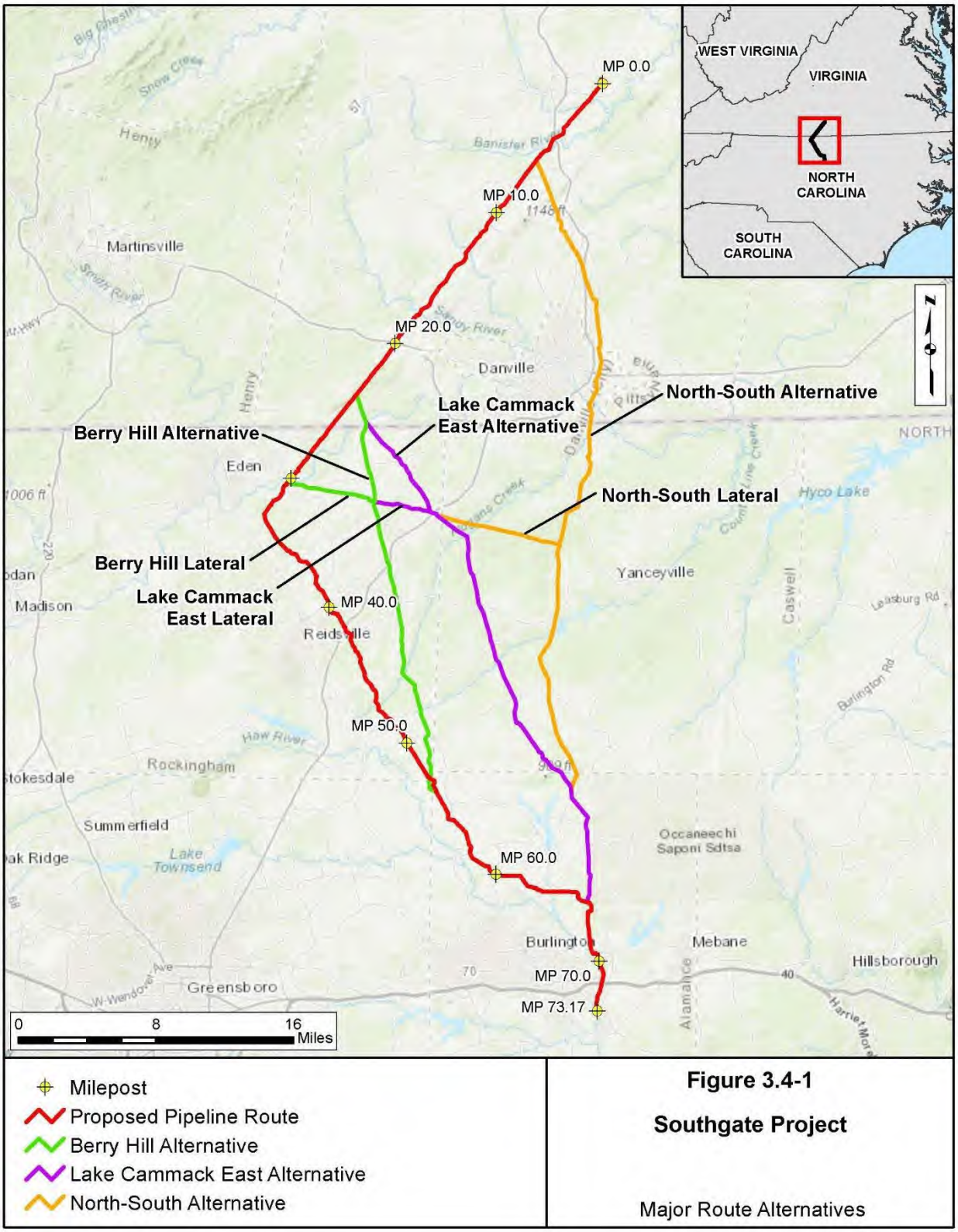
ATTACHMENT 4

MICROSOFT EXCEL TABLES (provided under separate cover)

ATTACHMENT 5

ROUTE ALTERNATIVE AND VARIATION FIGURES

Major Route Alternatives:



Route Variations Not Adopted:

Nicholson Variation:

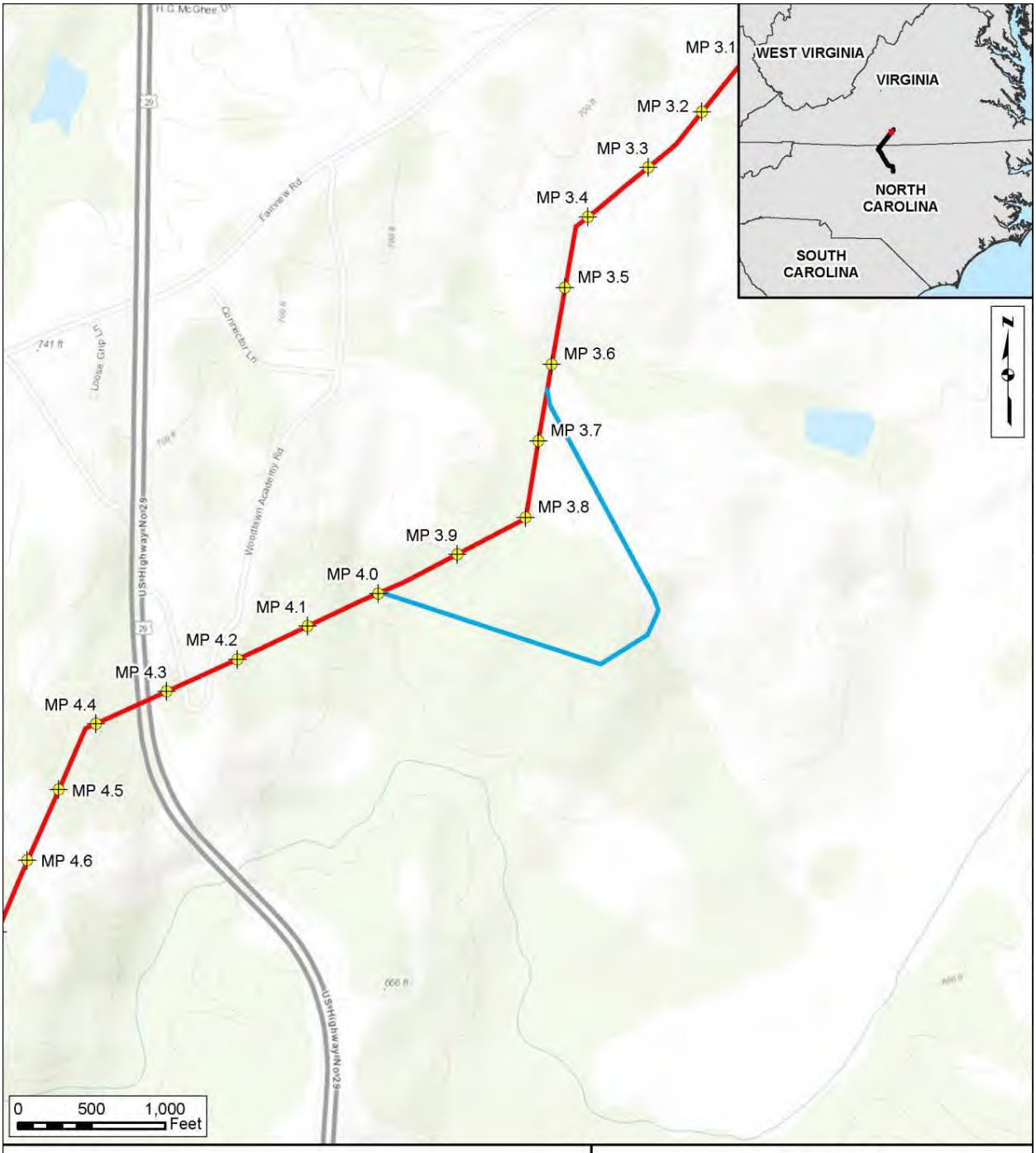


Figure 3.4-8

Southgate Project

Minor Route Variations
Nicholson Variation

Whitehead Variation:

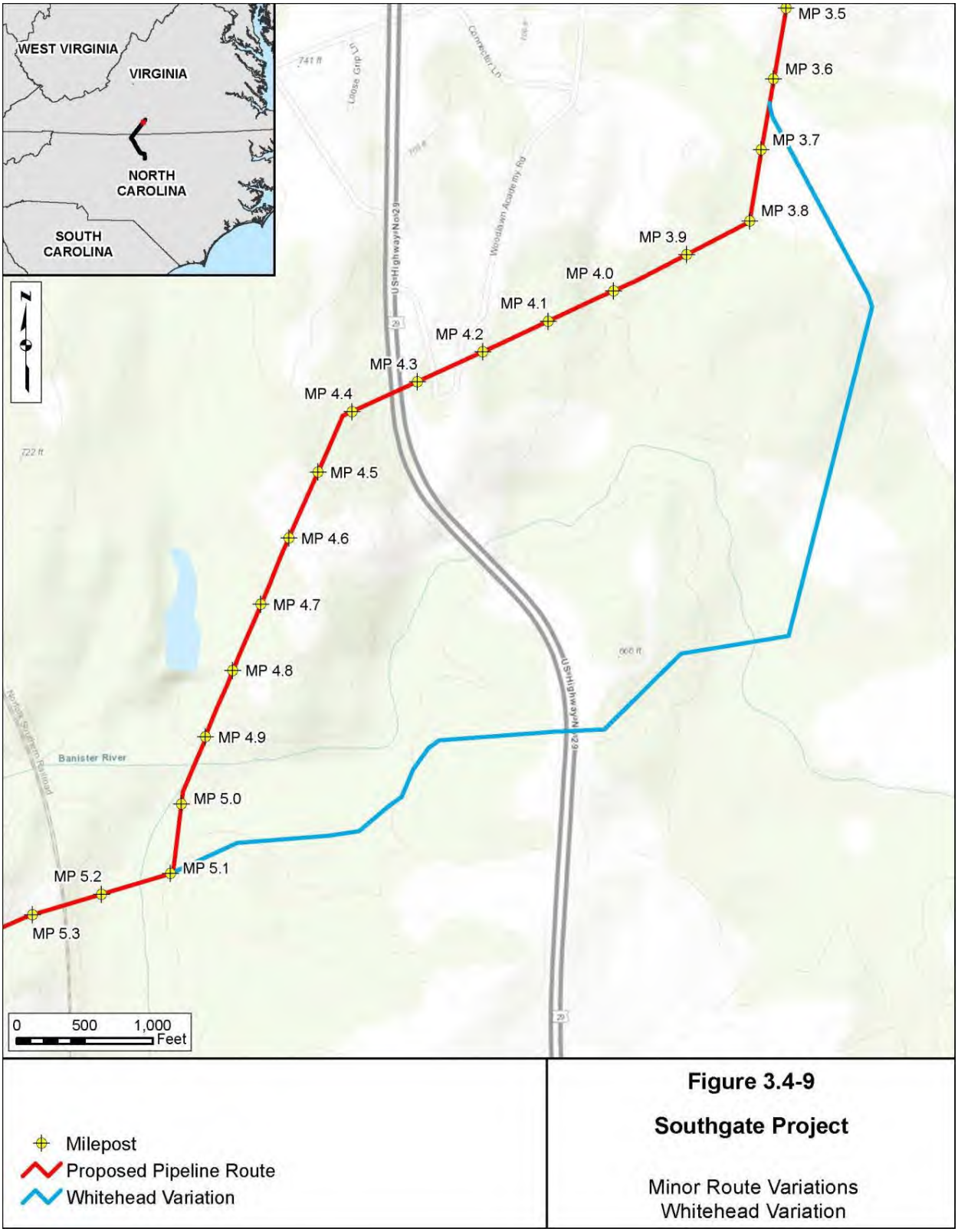


Figure 3.4-9

Southgate Project

Minor Route Variations
Whitehead Variation

Taylor East and Taylor West Variations:



Route Variations Adopted into Proposed Route:

Robert Pollok-Hill View Farms Variation:

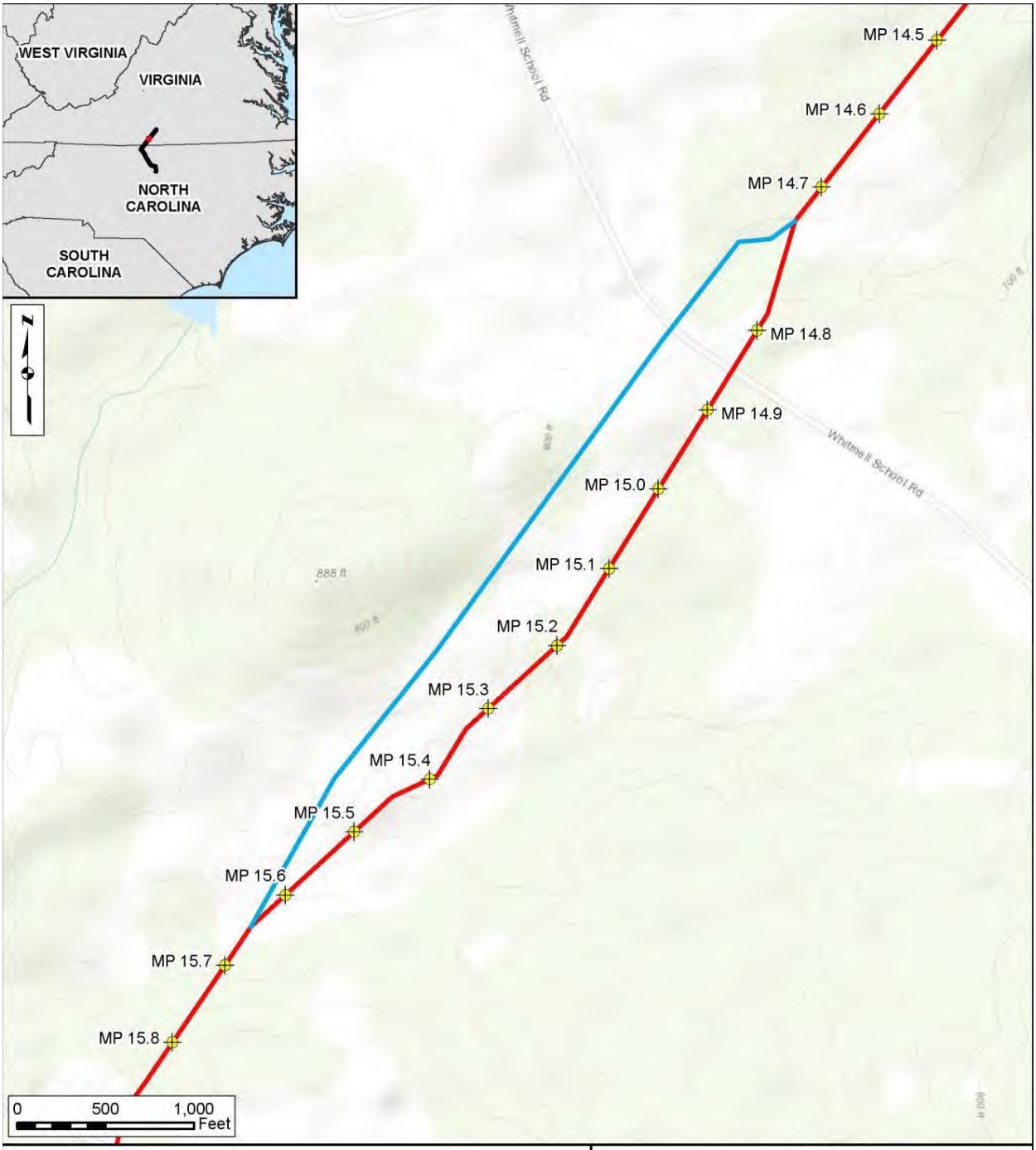
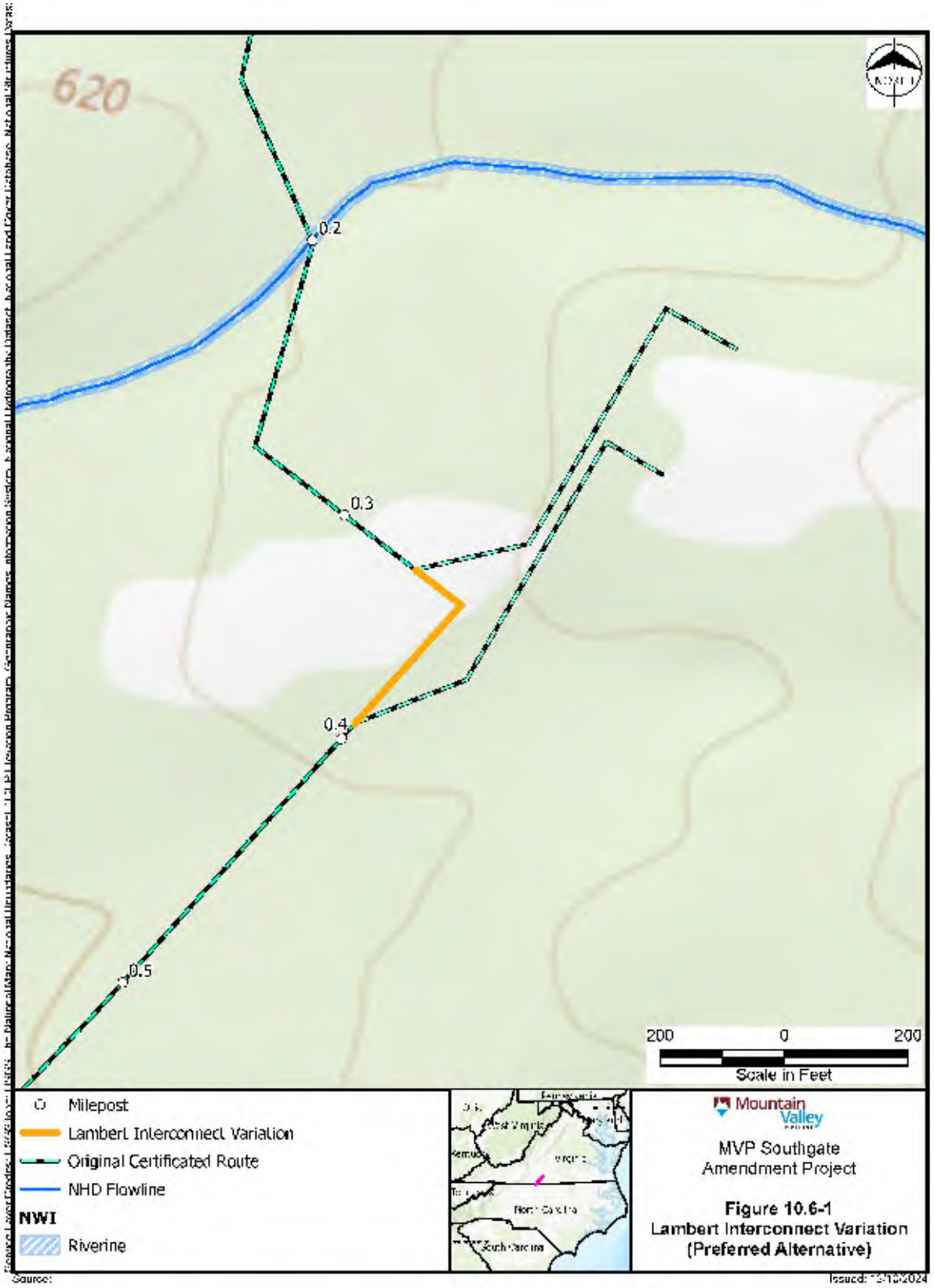


Figure 3.4-10

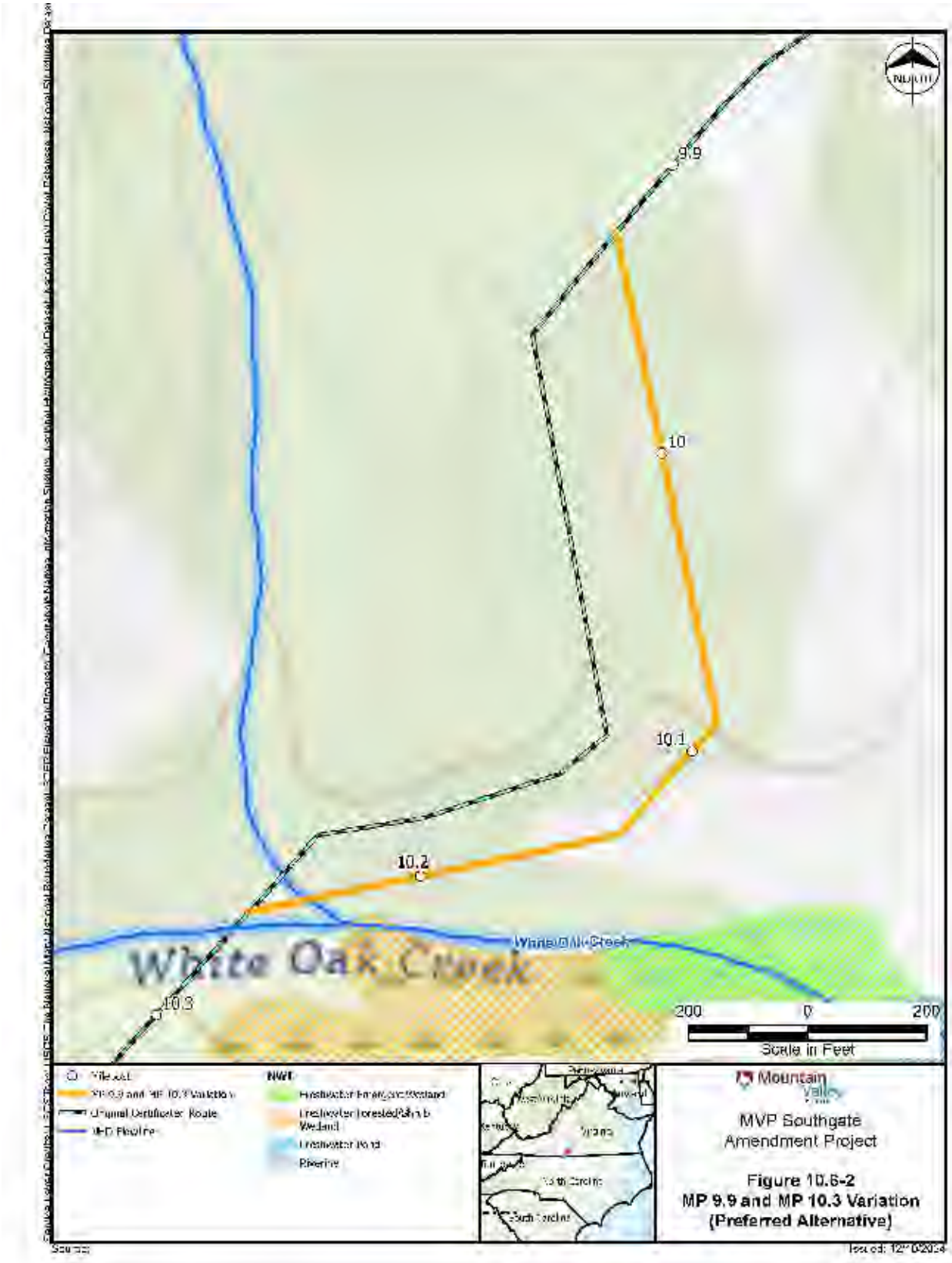
Southgate Project

Minor Route Variations
Robert Pollok-Hill Farms Variation

Lambert Interconnect Variation:



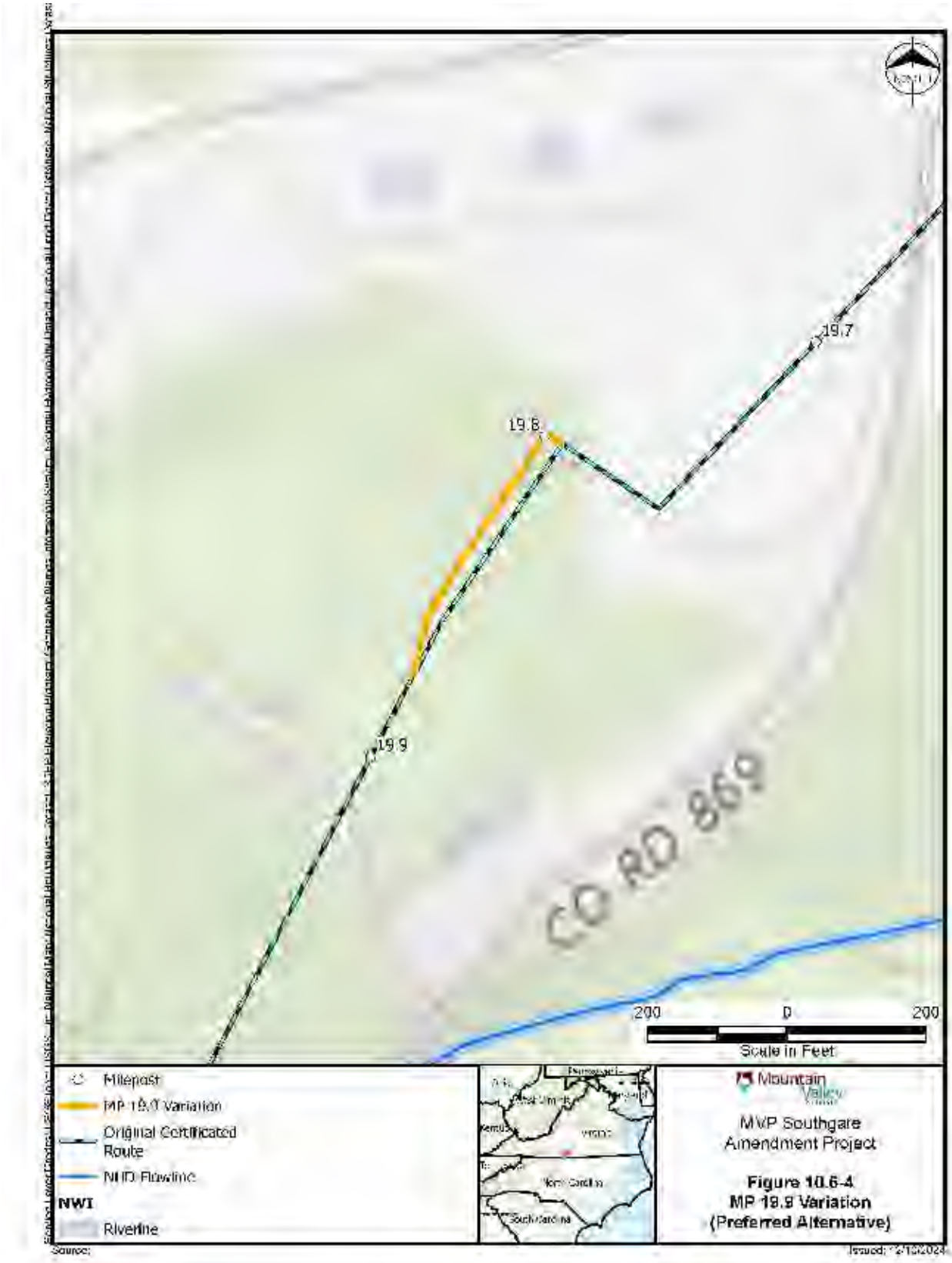
MP 9.9 to MP 10.3 Variation:



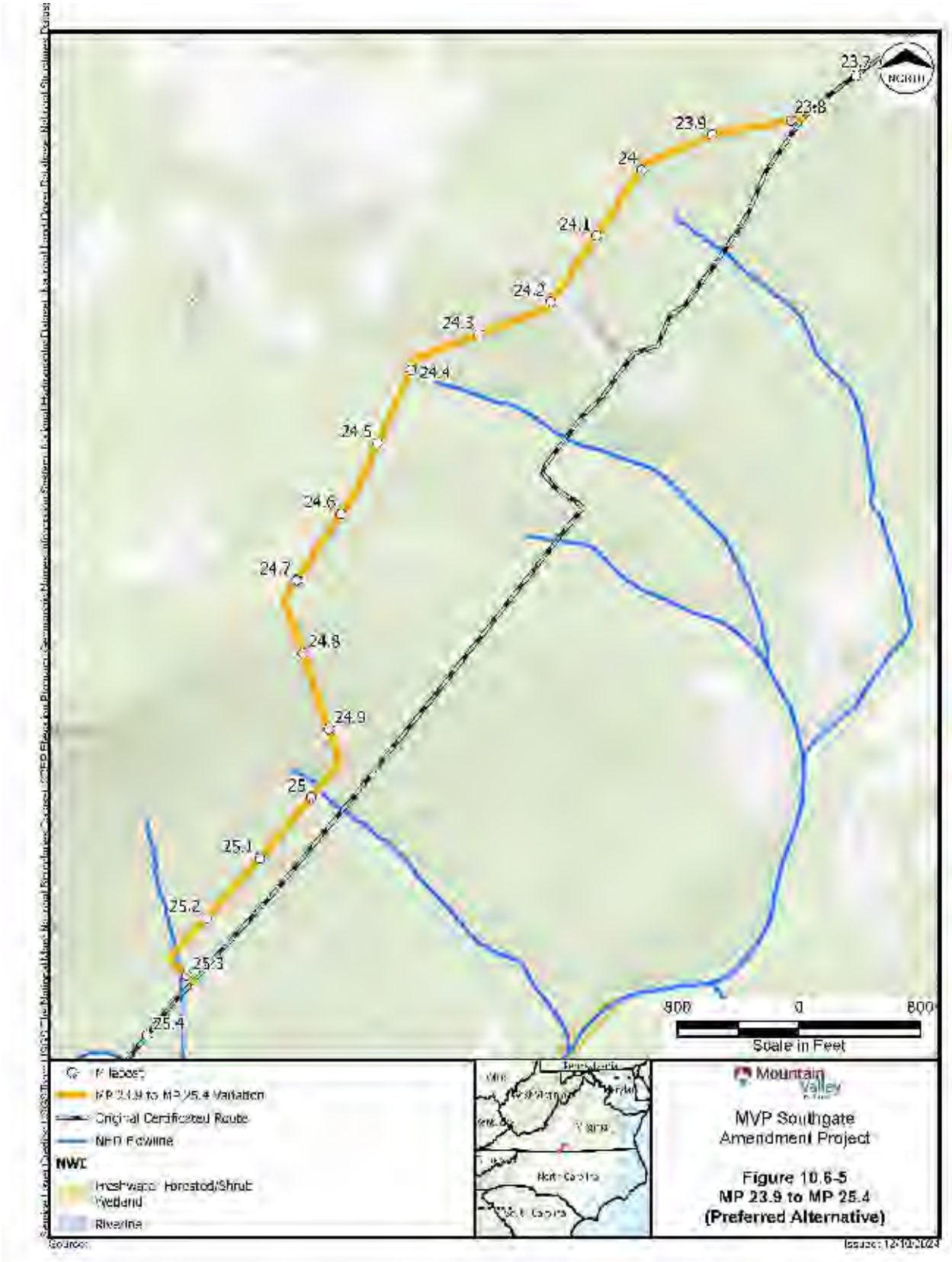
Sandy River Variation:



MP 19.9 Variation:



MP 23.9 to MP 25.4 Variation:



ATTACHMENT 6

CREDIT RESERVATION LETTERS

EXHIBIT A

CREDIT RESERVATION LETTER

April 8, 2025

Jeffrey Klinefelter
VP, MVP Construction & Engineering
2200 Energy Drive
Canonsburg, PA 15317

Re: Stream and Wetland Mitigation Credit Reservation
Project Name: Mountain Valley Pipeline, LLC - Southgate Amendment Project
Project Location: Pittsylvania County, VA, Lat/Long: 36.830743° N, 79.344083° W
Project HUC: Banister (03010105) and Upper Dan (03010103)

Dear Mr. Klinefelter,

We appreciate the opportunity to provide stream and wetland mitigation credits for the Mountain Valley Pipeline, LLC (Mountain Valley) Southgate Amendment Project (Amendment Project). As we have discussed, we expect the Copper Hill Mitigation Bank NAO-2023-02173 (Bank) to have 4.57 wetland credits and 5800 stream credits (USM) available to provide compensatory mitigation for unavoidable stream and wetland impacts authorized by U.S. Army Corps of Engineers (USACE) permits pursuant to 33 C.F. R. 332.8(a)(1) and Virginia Department of Environmental Quality (VDEQ) Virginia Water Protection Permits pursuant to § 62.1-44.15:21.

As of the date of this letter, the Bank Sponsor anticipates the submittal of the MBI for initial review by April 15, 2025. We anticipate the MBI for the Bank will receive approval from USACE – Norfolk District and VDEQ by January 2026 and that its primary service area will include the Project area; namely, Roanoke sub-basin (HUC: 03010101). The Bank Sponsor anticipates initial release of 0.87 wetland credits and 700 stream credits.

It is anticipated that construction will commence upon approval of the MBI. Upon completion (As-built) the Bank Sponsor anticipates initial release of 0.43 wetland credits.

It is anticipated that the 1st year monitoring report will be submitted in the winter 2026, and that an accelerated release of 2.61 wetland credits will be available mid-2027.

Pursuant to the Agreement, Bank Sponsor has reserved 3.13 wetland credits out of the Bank's initial and accelerated credit releases for Mountain Valley's use on the Amendment Project.

David M. Jordan

EXHIBIT A

CREDIT RESERVATION LETTER

April 8, 2025

Jeffrey Klinefelter
VP, MVP Construction & Engineering
2200 Energy Drive
Canonsburg, PA 15317

Re: Stream and Wetland Mitigation Credit Reservation
Project Name: Mountain Valley Pipeline, LLC - Southgate Amendment Project
Project Location: Pittsylvania County, VA, Lat/Long: 36.830743° N, 79.344083° W
Project HUC: Banister (03010105) and Upper Dan (03010103)

Dear Mr. Klinefelter,

We appreciate the opportunity to provide stream and wetland mitigation credits for the Mountain Valley Pipeline, LLC (Mountain Valley) Southgate Amendment Project (Amendment Project). As we have discussed, we expect the Beaverdam Creek Mitigation Bank NAO-2023-00944 (Bank) to have 3.32 wetland credits and 5800 stream credits (USM) available to provide compensatory mitigation for unavoidable stream and wetland impacts authorized by U.S. Army Corps of Engineers (USACE) permits pursuant to 33 C.F. R. 332.8(a)(1) and Virginia Department of Environmental Quality (VDEQ) Virginia Water Protection Permits pursuant to § 62.1-44.15:21.

As of the date of this letter, the Bank Sponsor has submitted the MBI for initial review on February 22, 2025. We anticipate the MBI for the Bank will receive approval from USACE – Norfolk District and VDEQ by December 2025 and that its primary service area will include the Project area; namely, Roanoke sub-basin (HUC: 03010101). The Bank Sponsor anticipates initial release of 0.65 wetland credits and 700 stream credits.

It is anticipated that construction will commence upon approval of the MBI. Upon completion (As-built) the Bank Sponsor anticipates initial release of 0.32 wetland credits.

It is anticipated that the 1st year monitoring report will be submitted in the winter 2026, and that an accelerated release of 1.90 wetland credits will be available mid-2027.

Pursuant to the Agreement, Bank Sponsor has reserved 2.87 wetland credits and 45 stream credits out of the Bank's initial and accelerated credit releases for Mountain Valley's use on the Amendment Project.

David M. Jordan

ATTACHMENT 7

USFWS CORRESPONDENCE

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Virginia Field Office
6669 Short Lane
Gloucester, VA 23061

February 7, 2025

John Tessier
MVP Southgate Permitting Lead
625 Liberty Avenue, Suite 1700
Pittsburgh, PA 15222

Re: Mountain Valley LLC – MVP Pipeline
Southgate Amendment Project, Pittsylvania County, VA, Project # 025-0003478

Dear John Tessier:

The U.S. Fish and Wildlife Service (Service) has reviewed your October 18, 2024 letter, received on October 21, 2024, and the GIS shapefiles received on December 3, 2024 for the referenced project. Mountain Valley Pipeline, LLC (Mountain Valley) is proposing to amend an application filed with the Federal Energy Regulatory Commission (FERC) to construct and operate the Mountain Valley Pipeline (MVP) Southgate Project, referred to as the MVP Southgate Amendment Project. The Amendment Project is the construction and operation of an approximately 31.5- mile, 30-inch-diameter natural gas pipeline; 26.5 miles of the proposed pipeline is in Pittsylvania County, Virginia (VA), and 5 miles in Rockingham County, North Carolina (NC). Along that proposed route, Mountain Valley also proposes to construct 1 interconnection facility in VA and 3 interconnection facilities in NC. The following comments are provided under provisions of the Endangered Species Act (16 USC 1536), as amended (ESA) and the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c, 54 Stat. 250), as amended.

General comments

We appreciate Mountain Valley using the Service's Information for Planning and Consultation (IPaC) website (https://ipac.ecosphere.fws.gov/) to identify which listed species may occur along the proposed pipeline route. Additionally, we understand that Mountain Valley has been working with staff in other field offices where IPaC identified species for which any additional technical assistance is needed. Below are the specific comments from our Virginia Field Office. Our recommendations are based on the pipeline route alignment provided on October 18, 2024 and the GIS shapefiles provided on December 3, 2024. Once the action area of the project is finalized and additional information is provided about the proposed action, an additional review that includes all attendant facilities, staging areas, etc. will be necessary. Action area refers to all areas directly or indirectly affected by the proposed action and not only the immediate area involved in the action.

Endangered Species Act

Species specific recommendations
Bats

- Northern long-eared bat (*Myotis septentrionalis;* NLEB): endangered. According to the Range-wide Indiana Bat and Northern Long-eared Bat Survey Guidelines (survey guidelines), a NLEB or tricolored bat mist-net capture/acoustic detection should be buffered by 3 miles. Within those 3 miles, a 1.5-mile buffer is designated as the inner tier of that occurrence. If a reproductive female or juvenile bat is captured (or acoustically detected) and not radio-tracked back to a roost tree, it is assumed that the roost tree is located somewhere in that 1.5-mile buffer. That buffer represents the true maternity colony home area of that species. A portion of the project area in Virginia intersects a 1.5-mile inner tier buffer of a recent NLEB acoustic detection. The portion of the project area in Virginia that intersects this buffer begins at milepost 5.7 and ends at approximately milepost 7.9. Due to the recent detection of the NLEB in this area, the Service will assume NLEB presence in the portion of the project area that intersects the species true maternity colony home area (mileposts 5.7 through 7.9).

  We have reviewed the survey report entitled "Bat surveys for the MVP Southgate Project in Alamance and Rockingham Counties, North Carolina and Pittsylvania County, Virginia," dated October 19, 2018. VDWR permitted bat biologists completed mist-net surveys in Virginia for the MVP Southgate Project between July 23 and August 15, 2018. No NLEBs were captured during this survey. Per the survey guidelines, negative survey results obtained using the guidance are valid for a minimum of 5 years. Therefore, the 2018 presence/absence survey has expired. The Service recommends that NLEB surveys be conducted in Virginia within project areas determined to have suitable NLEB habitat outside mileposts 5.7 through 7.9 in accordance with the most recent version of the survey guidelines[1]. Alternatively, Mountain Valley may identify surveys or other information applicable to the project area to establish presence/absence or Mountain Valley may assume presence.

- Tricolored bat (*Perimyotis subflavus;* TCB): proposed endangered. A female juvenile TCB was captured in Virginia during the 2018 mist-net survey conducted by Mountain Valley, discussed above. The portion of the project that intersects the inner tier of this capture begins at approximately milepost 0.5 and ends at approximately milepost 3.6. Furthermore, the portion of the project area that goes through Virginia (mile post 0 to approximately 26.8) intersects several additional inner tiers for recent TCB occurrences. Due to the recent detections of the TCB throughout the project area in Virginia, the Service will assume TCB presence in Virginia from milepost 0 to 26.8.

  The Service does not recommend that TCB surveys be conducted in Virginia because presence of the species is assumed. We recommend the application of a time of year restriction (TOYR; 4/1-11/15) when conducting any activities that may impact bats.

- Hibernacula: We have reviewed the survey report entitled "Potential Bat Hibernacula Survey at MVP," dated November 2020. A potential hibernacula survey was conducted in Virginia by permitted bat biologists for the MVP Southgate Project between July 27 and August 11, 2020. No suitable hibernacula were identified during the Phase 1 habitat assessment. Because no suitable hibernacula were identified during the Phase 1 habitat assessment, the Service does not

[1] https://www.fws.gov/media/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines

recommend that a new hibernacula survey be conducted in Virginia. Our office accepts the results of the 2020 survey.

Fish

Roanoke logperch (*Percina rex*): endangered; potential suitable habitat occurs in the Sandy River (a tributary to the Dan River) in Pittsylvania County. No individuals have been captured during surveys in this river. However, it is possible for isolated populations to occur even when a dam is present, such as the dam on the mainstem Dan River. The Service recommends avoiding direct impacts to the stream through the use of a trenchless crossing method (e.g., horizontal directional drilling [HDD]). The Service recommends a habitat assessment be conducted for RLP in the Sandy River but does not recommend a species survey in any identified suitable habitat. The habitat assessment should be conducted in all areas of the Sandy River to be directly or indirectly impacted by project activities. An approved surveyor should conduct this habitat assessment in the action area to identify suitable habitat. A list of qualified surveyors can be found on our website at: *https://www.fws.gov/media/collection-approved-surveyor-lists-project-review-process-virginia*. This list does not include all individuals qualified or authorized to survey for this species. If you select someone not on the pre-approved surveyor list, provide the proposed surveyor's qualifications and proposed survey design to this office for review and approval prior to initiating the survey. Send copies of the habitat assessment results to this office. Alternatively, Mountain Valley may identify surveys, assessments, or other information applicable to the project area.

Freshwater mussels

- Atlantic pigtoe (*Fusconaia masoni*): threatened; the species and potential habitat occurs in the Dan River in Pittsylvania County. Critical habitat is designated in the Dan River in this county.

- Green floater (*Lasmigona subviridis*): proposed threatened; potential habitat occurs in perennial streams in the Dan River watershed in Pittsylvania County. This species occurs in Dan River and critical habitat is designated in the Dan River in this county. This species also occurs in the Banister River (a tributary to the Dan River) in Halifax County.

- We have reviewed the survey report entitled "Freshwater mussel (*Unionidae*) surveys along the proposed MVP Southgate Project in Virginia," dated May 16, 2019. Surveyors approved for the proposed pipeline conducted abbreviated surveys at each crossing in the Banister River and Sandy River on April 8, 2019 and April 9, 2019, respectively. For the Banister River, an abbreviated survey (originally planned for 430 meters [m] of stream reach but truncated due to land access restrictions; 240 meters [m] of stream reach surveyed[2]) found suitable habitat for mussels and common freshwater mussels, but no federally listed or proposed mussel species were identified. For the Sandy River, an abbreviated survey (originally planned for 430 m of stream reach but truncated due to land access restrictions; 370 m of stream reach[3]) found no freshwater mussels but did not indicate if there was suitable habitat for mussels present. Because freshwater mussel surveys are valid for 2 years and it has been more than 5 years since the surveys were conducted, we recommend new habitat assessments and surveys to be conducted if suitable habitat is identified. Due to the known occurrence of green floater in the Banister River, we recommend a full habitat assessment/survey to be conducted for any project crossing of the Banister River, which is the project crossing and 200 m upstream and 800 m downstream of the project crossing. In the Sandy River, we recommend an abbreviated habitat assessment/survey, which is the project crossing and 100 m upstream and 400 m downstream of the project crossing. We also recommend abbreviated habitat assessments/surveys (as described in previous sentence)

[2] Area of direct impact (30 m), upstream buffer (75 m), and downstream buffer (135 m)

[3] Area of direct impact (30 m), upstream buffer (40 m), and downstream buffer (300 m)

of the following perennial streams because there is potential suitable habitat for green floater: Little Cherrystone Creek (S-A004), Cherrystone Creek (S-A008), White Oak Creek (S-A021, S-A022), Sandy Creek (S-A045), Silver Creek (S-A051), and Trotters Creek (S-B029).

An approved surveyor should conduct these habitat assessments in the recommended area (e.g., abbreviated or full) to identify suitable habitat and survey for the species if suitable habitat is identified in the recommended area. Surveys are not needed if the approved surveyor determines that no suitable habitat is present. A list of qualified surveyors can be found on our website at: *https://www.fws.gov/media/collection-approved-surveyor-lists-project-review-process-virginia*. This list does not include all individuals qualified or authorized to survey for this species. If you select someone not on the pre-approved surveyor list, provide the proposed surveyor's qualifications and proposed survey design to this office for review and approval prior to initiating the survey. Send copies of all habitat assessments and/or survey results to this office. Alternatively, Mountain Valley may identify surveys or other information applicable to the project area to establish presence/absence or Mountain Valley may assume presence.

Insect

- Monarch butterfly (*Danaus plexippus*): proposed threatened; potential habitat occurs in Pittsylvania County. Previously a candidate species, the Service published a rule in the Federal Register on December 12, 2024 (FWS-R3-ES-2024-0137) to list the monarch butterfly as a threatened species with a Section 4(d) rule. As this species is newly proposed listed, we will provide survey recommendations when we receive guidance from the Service's national species lead. We recommend visiting the Service's Save the Monarch website for additional information: https://www.fws.gov/initiative/pollinators/save-monarch.

Preliminary project recommendations

1. If a utility crossing of a waterbody is necessary, we recommend that you first consider the use of a trenchless crossing method (e.g., conventional bore, guided conventional bore, microtunneling, Direct Pipe®, and/or HDD methodologies), in particular for the Sandy River as indicated above. Directional boring under streams significantly minimizes impacts to aquatic resources and riparian buffers. If a trenchless crossing method is selected, conduct analysis of risk for an inadvertent release. If trenching is determined to be the only viable method, every effort should be made to ensure that impacts to in-stream features are minimized and stabilized upon completion of the project.
2. We recommend avoiding removal of riparian canopy or stabilizing vegetation near streams.
3. We recommend maintaining an adequate forested buffer when any facilities (staging areas, temporary workspaces, access roads, etc.) are located near streams.
4. We recommend avoiding the use of surface water sources for trenchless methods and hydrostatic testing and instead using municipal source waters. If surface water sources will be used, provide information on the locations and approximate volume of water to be withdrawn.
5. We recommend conducting a hydrological analysis of sedimentation to define the aquatic action area and to understand the potential for indirect impacts as a result of the proposed project.

Migratory Birds and Eagles

For development of the Bald Eagle Conservation Plan, we recommend that Mountain Valley visit the Service's Eagle Management website (https://www.fws.gov/program/eagle-management) and coordinate with the Service's Northeast Regional Eagle Coordinator, Shaughn Galloway at shaughn_galloway@fws.gov. The Service also provides a regional project self-screening form for projects in the northeastern U.S. to help projects comply with the Bald and Golden Eagle Protection Act (https://www.fws.gov/media/northeast-bald-eagle-project-screening-form).

For development of the Migratory Bird Conservation Plan, visit the Service's Migratory Bird Treaty Act Page (https://www.fws.gov/law/migratory-bird-treaty-act-1918) or contact the U.S. Fish & Wildlife Service's Northeast Regional Migratory Bird Permit Office at PermitsR5MB@fws.gov.

If you have any questions, please contact Jennifer Stanhope of this office at (804) 804-905-9781 or Jennifer_stanhope@fws.gov.

Sincerely,

Troy Andersen
Field Supervisor
Virginia Ecological Services

cc: U.S. Corps of Engineer, Roanoke, VA (Attn: Jennifer Serafin)
VDWR, Richmond, VA (Attn: Hannah Schul)
VDCR-DNH, Richmond, VA (Attn: Rene' Hypes)