

# Loudoun Reliability Engagement Group

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## Ninth Meeting Full Summary Report

The ninth meeting of the Loudoun Reliability Engagement Group was held on Wednesday, September 13, 2023, from 11:00 a.m. to 1:30 p.m. at Founders Hall in Ashburn, VA.

### Member Organizations in Attendance

- Bike Loudoun
- Goose Creek Association
- Loudoun Chamber of Commerce
- Loudoun Coalition of Homeowners and Condominium Associations
- Loudoun County Board of Supervisors, Supervisor Turner's Office
- Loudoun County Department of Economic Development
- Loudoun County Preservation and Conservation Coalition
- Loudoun Habitat for Humanity
- Loudoun Wildlife Conservancy
- Piedmont Environmental Council

### Absent Organizations

- Black History Committee (Friends of Thomas Balch Library)
- League of Women Voters of Loudoun County
- Loudoun County Department of Equity & Inclusion
- Loudoun Water
- Loudoun Wildlife Conservancy
- NAACP Loudoun Branch
- Rotary Club of Ashburn
- VA Asian Chamber of Commerce
- NAIOP - Commercial Developers

### Dominion Energy Team

- Rob Richardson, Dominion Energy
- Stefan Haas, Dominion Energy
- Kathleen Leonard, Dominion Energy
- Erica Bridges, Dominion Energy
- Tim Sargeant, Dominion Energy
- Kristi Moore, ERM
- Carter Jones, ERM
- Roya Smith, ERM
- Steve Holden, ERM

## Meeting Summary

### 1. Introductions, Agenda Overview & Open House Recap

Kristi Moore, ERM, began the meeting by welcoming everyone and leading the group through introductions. She reviewed the agenda and provided a recap of the last LREG meeting.

### 2. Open House Discussion

Rob Richardson gave an overview of the two open houses conducted in August for the Aspen to Golden project. The project team met with the public to discuss Aspen to Golden and solicit feedback. The team heard that residents preferred to place the route on one side or another of Route 7. Adjustments made to the routing were not dramatic but still valuable.

More attendees were at the August open houses than at the June open house. Consistent with the in-person and virtual open house events in June, Spanish and Vietnamese translation was available.

Open house attendees asked about undergrounding, property values, EMF, and preferred routes along the Dulles Greenway and W&OD Trail.

Numerous Lansdowne on the Potomac HOA residents attended the in-person open house. Many comments shared throughout the evening noted a preference to place the lines south of Route 7.

Rob stated that some people were upset over the route and its impacts, including viewshed and potential effects on property values.

Rob reiterated that routing options are limited in the area due to the numerous land-use constraints; therefore, routing adjustments were also limited.

Kristi then turned the conversation to the LREG members who attended the open house to gather their input and feedback.

QUESTIONS/COMMENTS	ANSWERS
<p>The open houses have been phenomenal. Many more attendees were at the August open house than at the first open house in June. I heard someone ask why this isn't going down Route 28 instead of Loudoun County Parkway. People didn't seem to understand that the routes shown at the open house were not final and could still be modified.</p>	
<p>I was there to hear what other HOA members were asking. I thought that the materials, especially the underground, were appropriate. What was missing was "how did we get here?". The project wasn't developed in isolation, and county-level decisions had been made to make this project necessary.</p>	
<p>Many people seemed to have the same comments and questions. It might be helpful to find ways to answer the common themes and questions proactively. The rationale for how we ended up with what this project looks like is critical.</p>	<p><i>Rob Richardson noted that there is value in having people ask the questions to project team members instead of self-help with digital or online resources.</i></p>
<p><b>Have you met with impacted HOAs directly?</b></p>	<p><i>Rob Richardson: We have met with Belmont and One Loudoun HOA boards and will meet with Lansdowne HOA residents directly later this month.</i></p>
<p><b>You all are being disingenuous by saying that routes outside Route 7 are still available. You should let people know that isn't an option.</b></p>	<p><i>Kristi Moore: From the beginning of outreach in June, we stated that options outside Route 7 were considered infeasible.</i></p>
<p><b>A couple more data centers have been announced on the south side of Route 7, which will likely influence the routing of Aspen to Golden. The open house forum is helpful for discussion and raising awareness.</b></p>	
<p><b>It's important to proactively reach out to HOAs to give them the option to learn more about the project and its potential impacts.</b></p>	

### 3. Aspen to Golden Route Adjustments

Roya Smith, ERM, provided an update on routing adjustments for the Aspen to Golden project. She noted that north vs. south of Route 7 was the primary discussion topic of the open houses. She said feedback from the community is critical from a routing analysis perspective when the team prepares to submit the routing study to the SCC. Roya stated the routing team is looking more heavily at the south side of Route 7, mostly because of the proliferation of data centers there. A route north of Route 7 would necessitate unnecessary crossings. A route south of Route 7 also accommodates future growth by shortening future interconnections.

QUESTIONS/COMMENTS	ANSWERS
Will we be back here in four years or so to add more transmission lines if the area continues to grow?	Roya Smith: *showing a map of zoning for the area* We are aware of future developments along Aspen to Golden and are working to accommodate them.
Will this line satisfy transmission capacity, or will it be needed in the future?	Rob Richardson: As long as the data centers continue to be built, there will be a need for energy infrastructure. It's a tough question to answer.
Can Dominion Energy advise the County on the amount of transmission capacity left in an area or on a line so that they can make more informed decisions on data center approvals?	Rob Richardson: There are so many variables that if you try to project and plan for every potential future load demand on the system, you will end up with an inaccurate picture.
	Roya addressed why the project cannot parallel Route 28. Space and constructability constraints make it infeasible to place a transmission line there.
Why is there a deference given to avoid Loudoun Water's future development versus future private development?	N/A Loudoun Water is a political subdivision of the State. As such, Dominion has no authority to take Loudoun Water's land through condemnation proceedings. Deference is given to Loudoun Water because their property can only be crossed with their permission. Refer to Code of Virginia § 25.1-102.
If Toll Brothers has their mixed-use development, will the route cross over Route 7 and then back down to the south side?	Rob Richardson: The area in question is a challenge. Many constraints in the area still need to be worked through.
What is the green line along Broad Run? Any line should be as far from Broad Run as possible to mitigate the impact on wildlife and greenspace.	Roya Smith: It's one of the variations being evaluated to cross Loudoun Water's property. Rob Richardson: Loudoun Water is a state-level agency that cannot be condemned, so the project has to cross their land as they prefer. The routes around Loudoun Water are still in development.
Are you doing any planning beyond five years? Are your future forecasts based on regression modeling or the on-the-ground existing build-out?	

## 4. Twin Creeks to Apollo Update

Roya shared an update on the Twin Creeks to Apollo project. She noted that it's a delivery point request versus a reliability project. As presented in June 2023, Roya noted the 230 kV project intends to collocate with the Aspen to Golden 500/230 kV project for the majority of its length to minimize impacts on scenic and sensitive resources in the project area, including the Scenic Creek Valley Buffer and Goose Creek. The project would tie into five new substations proposed to serve data centers between Twin Creeks and Apollo substations. The line is less than 2 miles long.

QUESTIONS/COMMENTS	ANSWERS
Regarding crossing Goose Creek, will there be enough clearance of the lines to avoid clearing trees underneath the lines?	Roya: The right-of-way clearing must meet engineering and reliability standards and will be addressed in the SCC application.
Given the increased impacts of climate change, is there any risk of those substations getting flooded?	Rob: Substations are designed to minimize floodplain impacts.

## 5. Aviator to Takeoff Introduction

Kristi introduced Steve Holden and Stefan Haas, the router and project manager, for Aviator to Takeoff.

Stefan discussed the project overview and need. He noted that it is a double-circuit 230 kV, 3-mile transmission line between the approved Aviator substation and the proposed Takeoff substation. System reliability to support increased load demand in the area is driving this project. This project closes a transmission line loop around Dulles Airport, improving overall reliability.

QUESTIONS/COMMENTS	ANSWERS
	Rob Richardson: This entire project is off of Metropolitan Washington Airports Authority (MWAA) property. Dominion has worked with them for two-plus years to show that this project can avoid all of their constraints, and MWAA still has declined to allow transmission lines on their property.
How much is the project going to cost?	Stefan Haas: The project will cost around \$100 million for the lines and Takeoff substation.
Will these substations need a connection to the 500kV network?	Stefan Haas: No, the substation will not need a connection to the 500kV network.
These routes travel through primarily commercial and industrial areas between Route 50 and Dulles Airport.	

Steve then gave a quick profile of all the routing options being evaluated. Steve pointed out where the routes impact Fairfax County property and noted that we still await approval to cross their land. Not having that approval will severely limit the routing options.

Existing utilities, above and below ground along Route 50, make routing there infeasible. Additionally, there are plans to make Route 50 limited access, and the presence of transmission lines would make that a greater challenge.

Rob Richardson pointed out where Dominion had proposed to route the line along MWAA property, which would avoid impacting the 20 or so properties in the commercial and industrial area.

QUESTIONS/COMMENTS	ANSWERS
Having the most direct crossing of Cub Run would be preferred to minimize impacts to the riparian area.	
Why did MWAA say no?	Rob Richardson: They receive requests for easements on their property daily and do not grant them.
The next decision point is Fairfax County on whether the project can cross their land. After that, we begin individual landowner and public outreach. Part of that outreach will include an open house.	
What is the date of the SCC application filing date?	Rob Ricardson: 30 days before the end of the year. At the next LREG meeting, we can discuss the filing.
Is there any possibility that this project can help mitigate stormwater runoff impacts near the project site?	Rob: We can take that back for discussion.
Any update on a parallel bike and pedestrian trail for Aspen to Golden?	Rob Richardson: We are early in the process, and a trail is not part of the SCC application. I will commit to having the conversation with Loudoun County. Once we have SCC approval, the easement negotiation begins.
How many substations are in Loudoun County, and how many are being built?	There are currently about 35 substations serving Ashburn/Data Center Alley. We're projecting to double this number in 4-5 years.

Kristi concluded the meeting by reminding stakeholders in attendance that they should keep an eye out for a future Doodle poll for a preferred LREG meeting date sometime in early December.

## 6. Key takeaways

- Overview and discussion of the two open houses hosted for the project in August.
- Update on Twin Creeks to Apollo routing.
- Aviator to Takeoff is introduced to the LREG participants,
  - Dominion had proposed to route the line along MWAA property, avoiding impacting the 20 or so properties in the commercial and industrial area.
- Have Stan Blackwell attend a future LREG meeting to discuss the planning process.