

IDYLWOOD TYSONS 230 kV RELIABILITY PROJECT

ENERGY INFRASTRUCTURE FOCUS GROUP

October 5, 2017 Meeting Summary

On Thursday, October 5, 2017, the third meeting of the Energy Infrastructure Focus Group (FG) for the Idylwood Tysons 230 kV Reliability Project was held from 8:00 a.m. to 12:00 p.m. at the Westin, Falls Church (Tysons Corner), Virginia. The FG series is sponsored by Dominion Energy Virginia (Dominion) and facilitated by Environmental Resources Management (ERM).

PARTICIPANTS

Dominion consulted with community leaders, environmental groups, business groups and others to identify participants who represent a cross section of public and private interests and who bring unique, diverse and technical perspectives to the process. The following organizations were represented at the third meeting:

- Dranesville District Representative
- Home Performance Coalition
- Tysons Partnership, Inc.
- Greater Tysons Green Civic Association
- NOVA Parks
- Fairfax County Park Authority Board
- Dunn Loring Citizens Association
- McLean Citizens Association Planning and Zoning Committee
- VDOT Route 6 Planning Task Force
- VDOT - NOVA District
- Fairfax County DOT
- Fairfax County Park Authority

PROJECT TEAM PRESENTERS/ATTENDEES

Dominion Energy Virginia:

- Wes Keck, Project Manager
- Amanda Mayhew, Routing/Siting Manager
- Tiffany Taylor-Minor, Communications Consultant
- Mark Gill, Transmission Planning
- W. Chase Bland, Project Engineer
- Deborah Johnson, External Affairs Manager
- Charles Penn, Media Relations

Consultants:

- Patty Rusten, Environmental Resources Management (ERM), Facilitator
- Lindsey Pollock, ERM, Co-facilitator
- Jon Berkin, ERM, Routing Specialist
- Dave Potter, ERM, Routing Specialist
- Ken Wagner, Dewberry, Transportation Specialist

- Matt Thomas, PE, Dewberry, Transportation Specialist
- Don Koonz, PDC Associates, Underground Routing Specialist

MEETING AGENDA

The following agenda was used at the FG meeting (though modified slightly to account for discussion and related altered timing):

- FG#2 Summary and Q&A
- Dominion Welcome, Project Update, Consultation Update
- Bus Tour and Open House Recaps, Community Engagement Update
- Open House Feedback Review
- Review of Potential Preferred Routes
- Update on Surveys and Traffic Review
- Underground Construction Review
- Substation Changes
- Regulatory Next Steps
- Summary and Next Steps

MEETING SUMMARY & DISCUSSION POINTS

Below, please find notes taken during subject matter expert presentations and related Q&A and commentary that resulted during each portion of the focus group meeting.

FOCUS GROUP #2 SUMMARY AND Q&A

Patty Rusten opened the meeting by welcoming participants and thanking them for participating in the focus group and attending the bus tour and open houses.

DOMINION WELCOME, PROJECT UPDATE, CONSULTATION UPDATE

Wes Keck kicked off the project update by introducing Don Koonz to provide the safety moment, which focused on complacency. Koonz discussed how easy it is to fall into bad habits with activities or hobbies you work on every day. Take the time to stop and think before you do something. It can help avoid any potential issues.

Wes shared his initial skepticism of focus group processes, but believes it has been a great process that brought credibility, great feedback and trust to the project. The team was able to take a deeper dive into the project before open houses which helped bring in great comments and feedback, including a conversation with the Navy Federal Credit Union about a potential hybrid route. Even though the hybrid route didn't pan out, it was meaningful feedback at open houses that led to this option being explored.

Wes provided an overview of the overhead routes that have been rejected and why. He mentioned they haven't found any ideal overhead options, but they have found underground options.

Amanda Mayhew updated the group on meetings that took place since the last focus group. She said thanks to the focus group, the team learned that the Metropolitan Washington Airports Authority (MWAA) managed the Dulles Toll Road and after a meeting with them, Dominion was able to locate additional route options north of the toll road. The second open house connected the project team to Tysons Corner Center representatives and a meeting has been arranged. Also scheduled in the near future is a bus tour with the SCC where the team plans to show SCC members why the overhead routes

will not work. Based on the SCC process, Amanda also noted that letters will be sent to various agency representatives and other key stakeholders with project information and solicitation for feedback.

COMMUNITY ENGAGEMENT UPDATE

Tiffany Taylor-Minor provided an update on the bus tour and open houses that took place since the last focus group.

For the bus tour, half of the focus group members participated and provided feedback that the tour was beneficial and helped the members see the constraints for the overhead routes. One participant made the comment that you can look at maps all day but when you see it in person, it helps change your mind. Dominion plans on taking SCC on a similar route to show the members what the focus group saw.

For the open house, project team members expected several hundred people to attend, but only 100 attended between the two separate open houses. Focus group members were impressed that Dominion had all of their subject matter resources available for the public. One question that came up at the open house was “Why are we doing this/is this necessary?” Focus group members agreed that Dominion needs to reiterate the need for the project on all of their materials. One participant mentioned an upcoming Fairfax County annual report that will include information to help support Dominion’s need.

In addition to the bus tour and open house overview, Deborah Johnson, External Affairs at Dominion Energy, asked the focus group members to communicate to their local officials about their experience.

OPEN HOUSE FEEDBACK REVIEW

Patty Rusten and John Berkin walked the focus group members through the open house feedback forms. The feedback requested was designed to align with what was asked of focus group members during the second focus group. The group compared the results of both groups of feedback and concluded that feedback was similar.

Comparison data from the presentation may be found below:

Top Priority Considerations	
Focus Group Feedback	Open House Feedback*
<ul style="list-style-type: none"> • Stream/park environmental impacts • Residential impacts • Multiple beltway crossings/visual impact and maintenance • Tree clearing near residential and greenfield areas • Visual of road crossing and related employment impacts (corporate branding based on large commercial district) 	<ul style="list-style-type: none"> • Construction noise • Traffic • EMF • Residential street with children and bus stops • Aesthetically displeasing (Overhead) • Environmental and usage impact to W&OD <p style="font-size: small; margin-top: 10px;"><i>*Lots of positive feedback about multiple routes, in addition to constraint comments</i></p>

Preferences for overhead structure finish options:

Focus Group Finish Preferences	Open House Finish Preferences
1. Weathering - 2	1. Weathering – 2
2. Galvanized – 2	2. Galvanized – 2
3. No preference – 2	3. No preference – 2
4. No answer – 6	

*NOTE: Many open house and focus group participants did not provide feedback.

Overall, there was a lot of positive feedback in regard to the underground route options. Both groups were fairly neutral in regard to the overhead finishes.

Focus group members continue to encourage Dominion to meet one on one with local groups.

REVIEW OF POTENTIAL PREFERRED ROUTES

Jon Berkin walked the focus group members through a more in depth review of the routing constraints and opportunities associated with both the overhead and underground routes.

Jon first discussed the results of the analysis of several variations of the Underground Routes 01, 04, 05, and 06 that were designed to avoid the Washington & Old Dominion (W&OD) trail. Not only would these variations increase the length and thereby the cost of each of these underground routes, but they also would conflict with a planned expansion of I-66 in this area.

Jon next reviewed the constraints associated with the four overhead routes, including a few constraints that were identified during the open houses for the project. Overhead Routes 01, 02, and 04 would require a large amount of new right-of-way, have significant impacts on residences, wetlands, parks, and conservation easements. Consequently, Dominion has rejected these routes. While Overhead Route 03 has less environmental impacts of the four Overhead Routes, there are still significant issues with this route. The construction of this route would require 10 crossings of limited access roadways (VDOT and MWAA), seven of which would be new crossings and nine would be non-perpendicular, which would not conform to VDOT and MWAA regulations for utility crossings. A full list of constraints identified by the focus group and open house participants was included within the presentation – see sample slide here:

Overhead Route Constraints

Constraints Identified by Focus Group

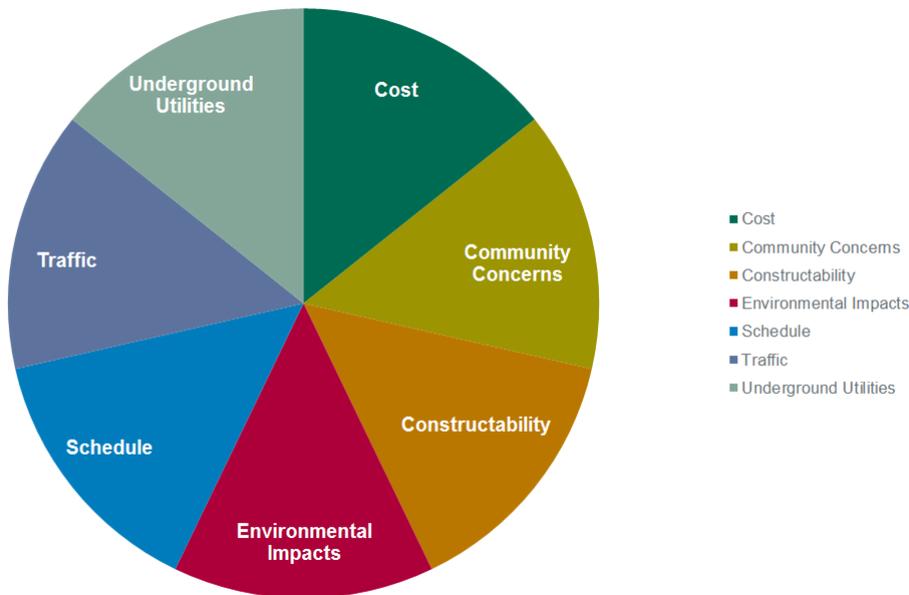
- Stream/park environmental impacts
- Widened ROW
- Residential impacts
- Tree clearing near residential and greenfield areas
- Existing lines through Fairfax Park Authority
- Tower height (related to residential and VDOT)
- Visual of road crossing and related employment impacts (corporate branding based on large commercial district)
- Potomac School/Potomac School Road – aboveground line height
- Rail and road clearance
- Tree clearing along highways and limited access roads; related waivers
- Multiple beltway crossings/visual impact and maintenance issues
- Proposed pedestrian and bicycle bridge; new bridge connector
- Conceptual plans near Cloverleaf
- Crossings not perpendicular to highway
- Noise
- Future road expansion
- Commercial impacts

Additional Constraints

- Structures inside of VDOT sound wall
- Structures on VDOT ROW
- Need for expanded ROW at crossings of park and county conservation easements
- Need for a temporary transmission line during construction
- Coordination with NOVA Parks
- **EMF***
- **Emergency response impacts (traffic/access)***
- **Aesthetics***
- **School bus stops***
- **Pedestrian trail near Tysons Mall***
- **Pedestrian bridge near I-495***

**NEW based on open house feedback*

Jon discussed the team’s goal to balance constraints and opportunities in order to find the route with the least impact. He referenced the pie chart below, as overarching considerations:



UPDATE ON SURVEYS AND TRAFFIC REVIEW

Dewberry consultants, Ken Wagner & Matt Thomas, reviewed traffic and W&OD survey maps with focus group members. The surveys helped determine what impacts could occur if the project had to close lanes or trails. On the projected map, the impact levels were color coordinated in red (high), yellow (moderate), or green (low). Surveys were completed by helicopter and boots on the ground to pick up

manholes or missed utility tickets. Dewberry is preparing base maps for the next stage of the project and will have a detailed report that will include the different types of movements and turns.

One FG member recommended the traffic maps show the level of service or level of congestion for critical intersections (in addition to showing the level of congestion for the links) since the current map showed limited congestion for some routes traversing very congested intersections (e.g. Route 123 & Tysons Boulevard). The congestion for these routes was not included as the emphasis was on link congestion and not intersection operations. The Dewberry representative noted that when the project team has narrowed down the underground potential routes to one or two options, then a more extensive review would be conducted, including an actual traffic counts at each of the critical intersections to determine the best method of traffic control.

UNDERGROUND CONSTRUCTION REVIEW

Don Koonz spent time reviewing underground routes, construction methods, restoration and operations. Don shared the statistics for reliability, typical life expectancy, construction time, and construction personnel needed for overhead and underground lines.

SUBSTATION CHANGES

For the first time since the focus group series began, Chase Bland shared details with the focus group participants about the two substations connected with the project: Idylwood Substation and Tysons Substation. Members were shown photos of the current substations and what changes will take place at each one. One key takeaway is that construction at Tysons and Idylwood will exist within property lines. The main conversation around substations was where the new line will come out of or into the two substations.

REGULATORY NEXT STEPS

Amanda provided a high level overview of the SCC review process. The project team still plans to file the project application with the SCC at the end of October. Once that happens, the application will be posted online for public view and SCC will send guidance on the public process.

Focus group members asked many questions about the public hearings and how those will be facilitated. Amanda let the members know that SCC will coordinate the local public hearing and formal evidentiary hearing. Another area of conversation was SCC's work with additional agencies and discussion around their role in the process. Finally, the conversation ended on rates rising after the project is complete.

SUMMARY AND NEXT STEPS

Patty Rusten ended the focus group by asking for feedback about expectations for long term communication needs between the company and the participants and closing the loop on various requests.

Overall, focus group members would like to stay up to date on key project communications. Patty reminded the members that Tiffany would be the key contact moving forward. One participant asked how he could help and Patty and Tiffany stated that the participants could participate in hearings or tell their story to the media about participating in the process.

Finally, Patty helped close the loop by asking participants if their expectations were met, whether the meetings have been valuable to their respective organizations, and if anything happened that they

didn't expect. A participant reiterated how much he appreciated the bus tour and how helpful it was for him.

Overall, the focus group members seemed very pleased and appreciative of the process. They found this experience to be an outlet to share information, generate ideas, communicate with the company, provide more thorough details, and represent a broad group of stakeholders.

QUESTIONS

The following questions were asked by the focus group participants during the meeting. The questions and their answers are organized by topic, below.

DOMINION WELCOME, PROJECT UPDATE, CONSULTATION UPDATE:

Q: Will homeowners have an opportunity for input?

A: There are plenty of public participation opportunities during the SCC permit process for homeowners and members of the public. In addition, Dominion is always available to attend meetings with stakeholders.

- Public hearing & evidentiary hearing

Q: How long does the regulatory process last?

A: Depends; usually 12-18 months

- Dominion is planning to file in late October or early November
- Completing work upfront like the Focus Groups and Open Houses to help move the process along faster

COMMUNITY ENGAGEMENT UPDATE:

Observations (Tiffany asked for feedback regarding bus tours & open houses):

Bus Tour

- Observation – you can look at maps all day but when you see it in person, it helped change my mind
 - Saw how narrow roads are and the potential property intrusion
 - The tour really showed how tight these areas are
- Observation – a participant sent an alternative on the bus tour who reported great information afterward; he appreciated the feedback from his team member.
 - A participant noted that he doesn't have a copy of the map and would really appreciate a map to reference
 - Send FG members maps

Open Houses

- Observation – impressed that Dominion had all of their resources available and amazed at how few people attended
- Observation – overheard people ask why are we doing this? Is this necessary?
 - Wes didn't hear that comment by the time people reached him, but he was located towards the end of the displays
 - Hoping attendees received their answer by the time they reached him
 - Mark Gill also heard questions why are we doing this? The attendees asking weren't necessarily arguing the need.

- Observation – Was able to help explain why this project is necessary; believes people who might not know much about this type of project were the ones asking this question.
- Observation - Fairfax County will be releasing their annual report that includes information on the growth in Tyson
 - An official document that tracks the growth in Tyson and projected plans
 - Dominion keeps track of this report
 - Focus Group members recommended including a link to their report on website to help support the need for this project
- Observation – Attendees were drilling the cost
- Observation – Keep reiterating the message of why this is needed
- A participant was able to walk his concerned friend through the different stations at the Open House and his friend felt much better/more informed afterward

OPEN HOUSE FEEDBACK REVIEW:

Q: A participant asked if a meeting was coming up with business owners.

A: Another participant suggested adding this project as an agenda item at the next meeting and give Dominion an opportunity to present and provide additional input to the Tysons Partnership

Q: Would a chamber meeting be useful?

A: Not necessarily since Tysons Partnership & the local chamber work very closely together (also chamber members in the focus group)

Q: Has Dominion shared what the implications would be if we don't do it?

A: Does it mean the lights will go out more often?

- If people are asking about the need, Dominion should share the flip side if this project doesn't get completed

Q: What about alternatives to reduce demand?

A: It isn't demand; it is reliability

- That loop is already dancing around a 300 megawatt threshold; subtracting that load out; but the remaining load is still not reliable

Q: What if you considered a massive efficiency program/building – what would that do?

- Hasn't heard that discussion yet
- Comprehensive plan that looks out 30 something years; we can't go to the SCC with 15 years; even a 5 year window is almost too late
 - **If the utility doesn't take leadership in this area, we are going to continue to be in the same situation**
- **All of those cranes you see in Tysons, there is still lots yet to come**
- Unsure how you would modify the growth in a reasonable amount of time
- There is a new proposal in Tysons for a 600 foot tall building and the 450 foot building under construction was supposed to be the tallest
- **All new buildings are required to stick to a certain level of efficiency**
- New Dominion Richmond building example – it isn't lowering the demand, it just shifts it.

Additional Comments:

- Sent information to Tysons Partnership to invite/encourage them to attend the Open Houses

- Participant believes the group was looking at this project as another Dominion project and not the scale of the project
- Continues to encourage one on one meetings with these organizations

REVIEW OF POTENTIAL PREFERRED ROUTES:

Q: What is Dominion’s ROW standard?

A: Company standard is 80 ft ROW (single) and 100 ft (double)

Q: Would this require any blasting (HDD construction method)?

A: No blasting occurs during HDD operations.

Q: Would it require an excessively lengthy amount of closing time (W&OD Trail)?

A: Potential issues with this method include:

- Extra workspace
- Need 3,800 feet for pole or pipe
 - Cable reels needed to haul on roads

Q: What does the parenthetical mean on the first constraint table?

A: Multi-units

Q: What part of the ROW is the w/in X feet?

A: Center line

Q: Does the routing study have a recommendation?

A: What we can tell you is it eliminates OH 1, 2, & 4 and recommends OH 3

- Want a route with the minimal environmental impacts of underground routes
- Decision will strongly rely on costs

Additional Comments:

- I-66 Widening project (underground concerns)
- Mentioned potential diversions on the bus tour
- Even with drilling, the trail would have to stay open with detours
- Pedestrian trails and connecting bridge along I-495 are another constraint

UPDATE ON SURVEYS AND TRAFFIC REVIEW:

Q: Is this for underground and/or overhead? (Red routes)

A: Concentrated on Underground

Q: Is this for bike traffic?

A: Bikes, walking/running

Q: This is straight traffic, it doesn’t include land usage?

A: These maps don’t include land usage but Dewberry has that information.

Q: On the Gallows section where it is depicted orange, what makes that orange?

A: Multifamily and multiple entrance points

Q: Doesn't commercial usage tend to be higher?

A: It depends. There tend to be other roads you can use as a reroute

Q: Why is the upper portion of Gallows road so high?

A: Less roads to choose from; locked in; limited

Q: What does neutral impact mean?

A: Construction will take place along the edge of the roadway; therefore, traffic isn't a related component; same with W&OD trail since it doesn't have a traffic component

Q: How could you consider I-495 as neutral?

A: Construction would take place on the side of the road

UNDERGROUND CONSTRUCTION REVIEW:

Q: What would cause an overhead line to end?

A: Materials degrade to a point where you can't replace

Q: Is each construction point 18-24 months for underground?

A: No, 18-24 months is the entire length of time

Q: Is it a week or a month for construction time?

A: It depends, but you could easily see construction for a couple weeks

Q: How long are those pipe segments? (HDD Drill)

A: 40 feet. There are limits to the HDD drill because you need a big enough space to pull back the pipe.

Q: What is the material of the pipe?

A: HDP

Q: Does Dominion contract with companies that own the equipment?

A: Yes

Q: What situation would lead to closing a road?

A: We don't close roads, just a lane. Manholes are strategically placed to avoid the need to close an entire road or intersection.

Q: Do you create walkways for people to walk around construction?

A: Create a detour to have pedestrians use the other side

SUBSTATION CHANGES:

Q: What are the white dots on the images?

A: Those are existing poles

Q: Does this station have room for future demand? (Existing Tysons Substation) Can future demand be anticipated in the existing property?

A: Group is looking for a future substation south of route 7

Q: What are the transmission lines connected to?

A: The new transmission line segments transition from underground to overhead within each substation via means of a terminating point often referred to as a pothead. Terminating ends will then land into new 230kV GIS Terminal equipment also located at both station ends.

Q: What is a backbone?

A: A backbone is an H-frame structure used to terminate an overhead transmission line within a substation. These structures are typically designed to support the transmission line conductor and shield wire, as well as transmission switching devices.

Q: Where does the feed come from?

A: Reston & Swinks Mill

Q: Where do they get their feed?

A: Network stations with multiple

Q: Is Swinks Mill on the Tyson Loop?

A: Yes. Swinks Mill substation is located along Tysons Loop at the end of Spencer Court between Georgetown Pike and Old Dominion Drive.

Q: What kind of gas is being used?

A: We will use SF6 or Sulfer Hexaflouride gas for any GIS equipment.

Q: Where does it get its feed? (Existing Idylwood Substation)

A: Multiple sources (Share the network map at the end of the meeting)

REGULATORY NEXT STEPS:

Q: Where will Open House be held?

A: SCC will plan one local public hearing and one evidentiary hearing in Richmond

- SCC will pick the location of the local public hearing
- This will be a SCC hosted hearing, so Dominion will not be presenting to the public

Q: Is the public hearing the same style as your Open House?

A: No, it is hearing style with an official recorder

- You don't need to attend both hearings; once you make your comment, it is public record for the project

Q: Best guess when/where local hearing will be?

A: The SCC determines the public hearing location. They usually use a school nearby to the project area so it is likely that the hearing will be at one of the two open house locations. Shrevewood Elementary (Falls Church) or the Kilmer Middle School (Vienna).

Q: How are the SCC meetings run?

A: ALG presides (Castelli or Lerner)

Q: It looks like SCC works with other agencies, is that a choke point?

A: DEQ coordinates the inter-agency review

- Collects all comments from all of the agencies
- Produces a summarized report of all agency comments
- It is a lengthy process due to agency review
- The summary report will recommend their preferred route
- Dominion will have an opportunity to respond to report

Q: Expected timeframe of other agency review?

A: Agencies have a defined timeframe

- Dominion has developed a schedule with outside and inside council for this project
 - Right now, the schedule calls for application filing on October 24

Q: Does the County have approval authority?

A: Dominion will work with the County on the line portion of the project though they do not have approval authority for it. The County will have approval authority of the Tysons Substation expansion.

Q: With transmission lines, is it preemptive though?

A: Depends on the size of the project

Q: If changes have to be made due to public hearing comments, will there be another public hearing?

A: After the Company submits its application to the State Corporation Commission (SCC), the SCC will schedule a public hearing near the location of the project to receive comments from the public (comments from the public may also be sent to the SCC electronically during the application review process). After the public hearing, participants in the case before the SCC will submit evidence regarding their review of the project, after which the Company will submit additional evidence in response thereto. Changes to the project may or may not be made and/or proposed during this review and evidentiary process. After the evidentiary submissions, the SCC will hold an evidentiary hearing at its offices in Richmond. This hearing is open to the public and public comments are welcome.

Q: What is it about this project that requires a 2202 permit process?

A: Any type of transmission

Q: What is the possibility that the SCC could go rogue?

A: Warrant & Wheeler project reference; SCC refused Dominion's & the community preferred route; ruling came out in Dominion/community favor

- SCC has its own interpretation of need
- Dominion met with SCC early on to receive some guidance
- Dominion feels as though they have exhausted the overhead possibilities and can present a solid case for underground routes
- Usually SCC tours after the application is filed; however, it was recommended to tour beforehand to help reinforce underground preference

Q: Is there any implication that this project could impact electricity rates?

A: Yes. As detailed on Dominion Energy’s website regarding how electricity rates are calculated (<https://www.dominionenergy.com/home-and-small-business/rates-and-regulation/rates-101>), all customers’ bills contain transmission charges related to moving electricity from generation sources to substations. Costs related to new transmission projects, such as this one, are accounted for in these charges, which then are shared among Dominion Energy’s customers.

Q: Could there be an increase in rates? Would it be local or all of Dominion’s customers?

A: Here to Outer Banks, this will impact Dominion customer rates.

- Not necessarily true due to state regulations

SUMMARY AND NEXT STEPS:

Observations

- Long term communication
 - Kept up to date
 - Email/any communication to share
 - Links to information
 - **Q: How can I help?**
 - **A:** Participate in hearings or provide something in writing; Opportunity to talk with the media
- Closing of the loop
 - How were your expectations met?
 - General impression – Company side was very receptive to our comments; Dominion is the expert, but they seemed generally interested in our feedback; the focus group wasn’t a waste of my time
 - Organization Value
 - I participated in this project a few years ago and this time around has been handled much more thorough; VDOT appreciated it
 - Happen that you didn’t expect
 - Bus trip – I am more of a visual person, so I really appreciated the bus tour
 - I thought this was very informational and were able to work with the group
 - I thought the open houses were well run
 - Everyone was able to add their own response and the broad disciplines were well represented at each meeting
 - Stakeholders in all of these buckets were accessible
 - Came into this not having a clue what it would be like. I have an engineering background in a different discipline, so I appreciated easing into this project unopposed. It gave us an avenue to ease into the process and gave us an opportunity for dialogue

“PARKING LOT” TASKS/REQUESTS

The group reviewed the list of items on the parking lot and they are noted below:

Task/Request	Responsibility
Send Project Overview Map for reference	Dominion Team
Fairfax County Annual Report – resource for project need	Dominion Team
Share Dominion Energy network map	Dominion Team
Keep focus group members up to date	Dominion Team

MEETING EVALUATION

At the conclusion of the focus group meeting, participants were asked to complete a meeting evaluation form in which they were asked the following questions (responses in italics):

1. What do you think worked well for this meeting?

- *Presentations and ample time for discussion and information sharing. Some flexibility built in but time schedule met.*
- *Dominion and ERM staff openness/experience; Diversity of groups/organizations included*
- *Good, open session; all questions answered; very responsive facilitator*
- *Strict agenda/moderator keeping the meeting on track; breadth of material, coverage, and follow up; facility; comfort*
- *I liked the summaries of the SCC process, which gave us a better understanding of what would happen and when. Jon Berkin's comprehensive summary of the various elements of consideration was the best presentation. I liked the details he presented and he knew the answers to all the questions and comments offered.*

2. What would you do differently?

- *I hope focus group members are updated after the group meetings so they can respond to community inquiries.*
- *Sharing maps of routes earlier (i.e. 1st meeting) with each member: to make it easier (more accurate) to share information with our organizations*
- *More time for small group discussions*
- *Healthier food items*

3. What do you feel worked well for the Focus Group process? If possible, please provide suggestions for improvement.

- *Overall format of meetings, including bus tour increased desire of group to provide input. Composition of group was a plus as was knowledge & ability of presenters. Table group arrangement facilitated discussion and providing input.*
- *Facilitator was great! Staff was not defensive when tough questions were posed.*
- *Worked well; discussion among all members of group, Dominion/ERM staff*
- *Good: Plenty of expertise in the room and lots of dialogue in large sessions. Could use: Handouts in sessions – maps, etc. would be better.*
- *Strict agenda and moderator; level of detail*
- *I thought that the Dominion personnel were very well informed and happy to deal with any questions asked by members. A very knowledgeable and courteous group. I know I've said this before, but future focus groups could benefit from earlier information to educate members before the first meeting. I felt that I was going to the first meeting "cold". This could include more details of the technical aspects, i.e., the sources of electrical power to the Tysons station; the area of distribution from same; and a layman's description of the SCC process.*

4. Other feedback:

- *This was the proper way to handle a project of this magnitude. Community input is important to a project like this which impacts the community.*
- *Keep us informed over two year process*
- *Kudos!*

- *Awesome parting gifts; well organized; transparent; if possible, when sending meeting invites, send an outlook invite*
- *I thought that the Dominion personnel were very well informed and happy to deal with any questions asked by members. I know Dominion has done this many times before and probably knew the best solution long before we met for the first time, but had to show the SCC that they had an open mind and considered all the alternatives. In spite of this, we were not given the impression that Dominion had already arrived at the best solution and was genially interested in our feedback. This is much appreciated!*

NEXT STEPS

- Dominion to submit application for Certificate of Public Convenience and Necessity.

###