

VIRGINIA AVENUE ENVIRONMENTAL ASSESSMENT

SECTION 106 PUBLIC MEETING

National's Park
1500 South Capitol Street, Southeast
Washington, D.C.
November 30, 2011
7:00 p.m.

Reported by: Gervel A. Watts, CERT*D

1 A P P E A R A N C E S

2 SPEAKERS:

3 FAISAL HAMEED, DDOT
STEPHEN PLANO, Parsons Brinckerhoff
4 JOHN UNDELAND, StrataComm

5 TESTIFYING WITNESSES:

6 ROBERT LEE
HARRY SIMITH
7 BETH PURCELL
FRED MILLAR
8 KATIE MACK
FRAN WEINARAUB
9 JOHN HIRSCHMANN
MAUREEN HARRINGTON
10 MICHAEL CRAWFORD
MARK BAKER
11 MICHAEL QUADRINO
DAVID PERRY
12 ROBERT KRUGHOFF
ANN DARCONTE
13 PAT TAYLOR
BRENT JOHNSON

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1 P R O C E E D I N G S

2 MR. PLANO: Can we have everybody take their
3 seat, please? We're ready to begin.

4 MR. HAMEED: Can someone in the back tell me
5 if they can hear me? Yes? Great.

6 Okay. Good evening, everyone. Thank you for
7 coming to our second Virginia Avenue Tunnel Environment
8 Assessment Meeting. At any point where you can't hear
9 me, just let me know and I will try to project more or
10 start to yell.

11 Quickly, about the meeting format, we had the
12 Open House for the first half-an-hour of this evening.
13 We're going to run through the presentation for the
14 next 20 minutes or so, and after that we will have our
15 Q & A session. We would like for you to hold your
16 questions until we are finished, and after that we can
17 have the Q & A session.

18 Quickly, about the logistics and the
19 facilities, can you let everybody know where the men's
20 room and ladies rooms are or any other things we need
21 to mention?

22 MR. UNDELAND: Out the door here, proceed

1 along the hallway and through the glass doors are the
2 restrooms.

3 MR. HAMEED: Okay. So for today's
4 presentation, we are briefly going to run over the EA
5 process. We are going to talk about the National
6 Environmental and Policy Act process and the Section
7 106 of the National Historic Preservation Act process,
8 the "purpose and need" for this project and then we are
9 also going to talk about, which you may have already
10 seen on the boards, some of the project concepts that
11 have been developed so far. In the end, we'll talk
12 about the project schedule and also, after that, we
13 have the Q & A session.

14 Briefly, about the project's history, CSX has
15 been going to the public and talking with agencies for
16 quite some time now and there have been --

17 UNIDENTIFIED SPEAKER: I know you asked if we
18 could hear you, but do you mind saying who you are,
19 please?

20 MR. HAMEED: Oh, sorry. That was the first
21 thing I was supposed to do. I apologize. I'm Faisal
22 Hameed with the District Department of Transportation.

1 Since you pointed that out, I should let you know
2 there's the rest of the team here. We have our chief
3 engineer, Nick Nicholson somewhere. He needs to wave
4 his hand. There he is, in the back. We have a
5 representative from the Federal Highway Administration,
6 Mike Hicks is here, and we have a number of people from
7 DDOT, Jennie and Leslie. Wherever you are, if you can
8 raise your hands? Thank you.

9 We have a few members from the CSX team here,
10 Keith Brinker, if you could raise your hands? We also
11 have the consultant teams working on the project from
12 Parsons Brinkerhoff. Steve Plano is the project
13 manager and he will be presenting shortly. We have
14 Jason Yazawa from Parsons Brinkerhoff and we have other
15 people from Parsons and Parsons Brinkerhoff. Can you
16 wave your hands?

17 Actually, everyone is wearing a tag like this
18 so you can tell who's from the project team. Did I
19 miss anyone? I guess not.

20 Going back to the project history, CSX, like
21 I said, has been going out and talking with different
22 agencies and working with the community for quite some

1 years. Even though the project has been in the making
2 for quite some time, but officially, the environmental
3 assessment process did not start until the summer this
4 year.

5 The reason behind that was even though CSX
6 had this project where they did want to reconstruct the
7 Virginia Avenue Tunnel Project, there wasn't an
8 official involvement from DDOT or Federal Highway
9 Administration until there was as federal action
10 identified, and that was this year. Since it requires
11 highway approvals, it had to go through the National
12 Environmental Policy Act process and it required an
13 environmental assessment to figure out what the level
14 of impact there are for the project. And that's how we
15 started this project this year.

16 We had our first public spoken meeting in
17 September and we had over 125 participants in that and
18 we received quite a number of comments based on that
19 too.

20 Based on the first step of the NEPA process,
21 we actually completed the scoping process and we are
22 developing the purpose and need segment, which you will

1 actually see today. And you will also see some of the
2 concepts that we've developed so far. The next step
3 after this is actually refining the alternatives and
4 we'll go over it in the latter part of the presentation
5 of what the next steps are.

6 After that, we complete the environmental
7 assessment process and have a decision. We will have
8 another public meeting after this, where we come back
9 with defined concepts and then we will release the
10 environment assessment document once it's complete, we
11 will have at least 30 days for public comments and have
12 a public hearing after the release of the entire
13 document. The decision will be made after the release
14 of the document and the public hearing.

15 I briefly talked about the NEPA and the
16 Section 106 overview. The NEPA federal agency for this
17 project is the Federal Highway Administration, along
18 with DDOT from the local side.

19 We have the National Capital Planning
20 Commission and the National Park Service as property
21 agencies for the EA process. We are also currently
22 doing a Section 106 National Historic Preservation Act

1 process with the environmental assessment.

2 We have invited consulting parties. Jason,
3 is that correct?

4 MR. YAZAWA: Yes.

5 MR. HAMEED: So we sent out letters to
6 different consulting parties. We are identifying them
7 as we go through the steps of the process as we move
8 along with EA process. We will complete the 106
9 process and currently, for those of you who are
10 familiar with the National Historic Preservation Act,
11 compared with the NEPA or the EA process. I know that
12 these are a lot of technical or jargon words, but
13 eventually it will start to make sense as we start to
14 go through the presentation.

15 In other words, along with all the
16 environmental impacts that may be caused by the
17 project, we'll also be looking at what other facts
18 there are to historic resources in this area.

19 Our next slide is to talk about the purpose
20 and need. We do not have detailed purpose and need
21 statement developed. This is just the summary of what
22 we have, which we are sharing with you today. After

1 that, Steve will also talk about some of the initial
2 concepts that we've developed so far.

3 It will be a little hard to see the monitor
4 with the presentation slides, but I think we tried to
5 set it up as best we could. You can actually see them
6 on the boards. Whatever I'm going to show on the
7 slides are exactly what's shown on the boards. After
8 Steve is done, we will talk about the next steps for
9 the project and then we'll have a Q & A session.

10 So with that, Steve?

11 MR. PLANO: Thanks, Faisal. Can everybody
12 hear me in the back? Okay. Good.

13 Just real briefly on the purpose and need,
14 the Federal Highway, as Faisal mentioned, has an input
15 into the project, primarily through possible affects to
16 I295. So they're our lead agency, and as Faisal
17 mentioned, National Park Service, NCPC are cooperating
18 agencies.

19 The needs of the project, we have them
20 bulletized for you up here. And as he mentioned, when
21 we actually write the environmental assessment, we'll
22 have a detailed purpose in each chapter, but just in

1 bullet form. We're looking to correct the deficiency
2 of the existing tunnel. We're looking to address
3 freight transportation in the quarter, in terms of
4 demand.

5 We're also looking to maintain freight
6 traffic during construction. This is a must. So like
7 any highway and any roadway project, maintaining what's
8 out there while you're under construction is very
9 important. Currently with that, though, it's very
10 important to have community objectives and input in the
11 process.

12 So we've listed some items, including
13 minimizing the construction that impacts the community
14 while this is occurring. We also want to include the
15 community enhancements and improve the aesthetic
16 condition on Virginia Avenue and the ultimate condition
17 if one of these concepts is selected.

18 Most importantly, keep the communication
19 open. We're at the beginning of the process. We're
20 committed to communicating all the way through the
21 process. So know that we'll be back as many times as
22 you want and we'll keep the communication lines open

1 with you.

2 I'm going to briefly run through the project
3 concepts. As Faisal mentioned, they're on the boards
4 around the room. As we go through the presentation, it
5 will be a typical cross-section for the concepts and
6 there also be a map on the other screen. All of those
7 boards are also along the wall as you came in.

8 The project concepts in general, the first
9 one would be Number 1, a no-build. We'll also look at
10 a no- build condition, a baseline condition as a point
11 of comparison so that any of those other alternatives
12 can be compared to no planned construction, which is
13 really what this means.

14 So the no-build condition is the tunnel would
15 basically remain as is; the maintenance would go on as
16 is, but there would be no planned construction of it.
17 Then we have a series of concepts that we're
18 considering right now in the process that we'll
19 continue to look at, and at some point, we'll probably
20 come back in February as our target to actually screen
21 these down to a set of alternatives that will analyze
22 the environmental assessment in detail.

1 The first few, two through seven are really
2 rebuilds of the tunnel. I'll go through each one of
3 these item-by-item, concept-by-concept. So you have
4 the no-build. You have a family of rebuilds, 2
5 through 7 and then at the end, 8 through 11 are really
6 concepts. So you have a family of rebuilds and you
7 rerouted have a family of rerouting concepts. We'll
8 walk through each one of these.

9 Concept 1 is no planned construction. It's
10 really a cross-section of the tunnel. You have the map
11 on this side. You have the cross-section to my left,
12 your right. What we're showing here is really what the
13 tunnel is now. It was completed around 1907, the last
14 part of the construction. So it's quite old. It's
15 about 3,800 feet long. It's a single-track tunnel,
16 single stack tunnel and it's about five feet below
17 ground. So it's an existing condition. It's a no-plan
18 construction. Keep it as is.

19 Concept 2 would be to rebuild the tunnels.
20 Just to orient you on the slide, on the left-hand side
21 of the typical section over on my left, you have the
22 freeway and then what we have in the middle is the

1 tunnel, and just to the right of that, you see the open
2 trench. With all these concepts let me just note that
3 major track work would occur. We would do all the
4 temporary rerouting, pedestrians, autos - all those
5 would be in place before the construction. So we would
6 do our best to maintain traffic out there. We'll work
7 on a traffic plan before the next meeting.

8 So after that, the first thing we would do
9 would be to construct the temporary track, the
10 "runaround track" as it's known. Once that's done, we
11 would divert all the train traffic over that temporary
12 track, then we would reconstruct the current tunnel,
13 the existing tunnel and it would be a new double track,
14 double-stack tunnel. So it would be two tracks and it
15 would accommodate trains two high.

16 MS. TAYLOR: What do you mean by two tracks
17 high?

18 MR. PLANO: We'll have time for questions
19 after. Thank you. Ultimately, what would happen at the
20 end, we would close the temporary track once we reroute
21 back into the tunnel, and after a tree furbish, we will
22 restore Virginia Avenue.

1 So that's the sequence we would go through on
2 this in terms of construction. Do the temporary
3 rebuild, move the traffic, and then ultimately replace
4 back to what you see out here today.

5 As we go through these sections, they're all
6 oriented the same way. So I spent a little more time
7 on that section just so you can get oriented.

8 Concept 3 is really just a mirror image of
9 what you just saw. So instead of the temporary track
10 being on the south side, it would be on the north side,
11 close to the freeway. So that whole sequence I just
12 went through with the construction, it would be the
13 same construction sequence. It would be the same
14 process, but it's just that the temporary track and the
15 open trench would be on the highway side as opposed to
16 the other side.

17 So after we looked at those, we came up with
18 Concept 4, which is really -- it's a bit of a hybrid.
19 We would have the temporary runaround track on both
20 sides. It would primarily be on the south side, but in
21 certain cases we would place it over on the north side.
22 That would be between 5th and 8th. What we were trying

1 to do is try to build where we had the most space. So
2 it's a bit of a hybrid. So far what you've seen is a
3 temporary track on the south side, temporary track on
4 the north side, or one that goes between the north and
5 south side. And this would be a little bit more
6 complicated in terms of sequencing. So those three all
7 kind of go together in terms of how they are laid out.

8 Concept 5 is a bit different in that in the
9 orientation, again, it's the same. What we would do
10 with this one, first all, it would not have an open
11 trench. We would construct a permanent single-track,
12 double-stack tunnel on the south side. So where you
13 saw the temporary trench before, we would actually
14 build, on the far right of that side, a new single-
15 track tunnel, double- stacked/double-high. We would
16 cover and divert all the train traffic over to that
17 while we go back and refurbish the existing tunnel, but
18 the existing tunnel would be refurbished as a single
19 track, double-high tunnel.

20 In the other concepts, it was a doublewide
21 tunnel. It would just be a singlewide, but double-high
22 tunnel. So in effect, we would have two single-track,

1 double-high tunnels.

2 Concept 6, we're still in that first family
3 of rebuilds of the tunnel. What this would involve
4 would be reconstructing the tunnel while using it. And
5 the best analogy I can come up with is I renovated a
6 townhouse and I lived in it while I was renovating it.
7 That's what this would be. We would try to construct
8 the tunnel, doublewide, double high while it was still
9 in operation. Okay?

10 Now, we have 7(a) and 7(b). With 7(a) and
11 7(b), it would involve rebuilding the tunnel, but there
12 would be no temporary trench. Now, 7(a) would be
13 rerouting the trains through Union Station, which you
14 see over on my right and your left.

15 So basically, we would reroute the trains
16 through Union Station, rebuild the tunnel. So instead
17 of a temporary trench where the trains would be running
18 in those first concepts, the trains would be running
19 through Union Station while we rebuild the tunnel.

20 7(b) is a variation of that. It's the same
21 concept except the rerouting would be on a regional
22 basis. Instead of Union Station, it would be on the

1 map that you see, and you can see the extent of that
2 map here, it would involve pretty extensive diversions.

3 Set those aside in your mind for a second.
4 Concept 8 is most comprehensible when you look at the
5 cross-section. You see the existing tunnel at the top.
6 What this would involve would be building a new tunnel
7 underneath the existing tunnel.

8 The new tunnel, again, would be doublewide.
9 So it would be two tracks and it would be double-high.
10 The diameter of that tunnel right now is about 44 feet.
11 It's very large. It would have to be quite deep. So
12 it would it would be about 80 feet deep. You can see
13 the relationship of how far down it would be from the
14 existing tunnel.

15 Now, freight trains and freight tracks are
16 very flat and they go up at certain grades, but they
17 can't up too fast because of the requirements. To do
18 that, we have a nine-mile-long tunnel, but we thought
19 it was important to look at a concept like this and see
20 what would happen. So we looked at this and we got it
21 down deep enough to where we need it to be. We looked
22 at how far it would extend out and it would be nine

1 miles long.

2 The portal location -- just to orient you on
3 the map -- in Virginia, it would be near the Potomac
4 Yard in Alexandria, and on the other end it would meet
5 with Metro Station. So it's quite a long tunnel.

6 Okay. We're entering into that second family
7 of concepts that I talked about at the beginning. So
8 instead of the rebuild, now we're in the reroutes. A
9 couple of these you're probably familiar with, if
10 you're familiar with the NCPC study that was done a few
11 years ago.

12 So Concept 9 was in the NCPC study. It's
13 known as the Indian Head alignment. Just to orient
14 you, on the map, the green color would be existing rail
15 lines that we would utilize. The orange would be a new
16 corridor, new rail lines. But even with the existing
17 rail lines, it would require some major rebuilds. So
18 the lines were there.

19 We would have to do some major rebuilds on it
20 and then also build new railroad. You can see the
21 extent of that, based on the scale of the map. This
22 was considered in the NCPC study. We've included it in

1 our family of concepts at this point. It would
2 basically be rerouting most of the traffic through
3 there. There would still be some local traffic through
4 the Virginia Avenue Tunnel.

5 Now, you notice on that slide there are some
6 prices listed for a couple of these. They're in the
7 NCPC study. We just included that for information
8 purposes. We don't have prices yet for the other
9 concepts, but that will be developed as we move through
10 the process.

11 Concept 10, known as the Dahlgren Alignment,
12 is a similar approach. It's a regional reroute on a
13 bit of a different alignment. Both Concepts 9 and 10
14 would require new bridges over the Potomac. There are
15 30 plus miles of new railroad. Again, the color-coding
16 is the same. The green is existing rail but major
17 rebuild and the orange would be our new corridor.

18 Concept 11 is our last one. This would be a
19 rerouting on a regional basis. You can see the extent
20 of the rerouting. A lot of the rerouting would be in
21 other areas of the east coast. So it's kind of our
22 last rerouting alternative and concept. So this would

1 require some pretty extensive diversions of traffic,
2 but it was something we felt we should consider in our
3 family of concepts at this time. Just to summarize
4 quickly, Concept 1 was a no-build; 2 through 7 were
5 rebuilds; 7 through 11 are reroutes, and they are
6 different types of extents, in terms of differences.

7 Okay. I'm going to turn it back to Faisal.
8 He's going to talk about the project schedule and other
9 things and then we'll quickly get into the Q & A
10 session.

11 MR. HAMEED: This is our proposed schedule
12 right now. We are at the Public Concept Meeting, which
13 is today. After this, we will evaluate these concepts
14 further. I'm sorry; is that better?

15 We are already at the Public Concepts
16 meeting. After this, we will reevaluate these concepts
17 further and we'll have another public meeting somewhere
18 in the February timeframe of next year. We are
19 collecting data on a number of things, including
20 environmental issues, traffic and others. Once we have
21 the refined alternatives, we can start analyzing the
22 impacts on those resources by these concepts.

1 Like I said in the beginning, we're doing the
2 Section 106 process concurrently. We will be starting
3 the consultation process for Section 106 soon. As I
4 said, it has been initiated and we've sent the
5 consulting parties letters already. We will be
6 collecting the data from the historical resources, the
7 archeological issues and other things.

8 We do want to have our environmental
9 assessment document prepared somewhere close to spring
10 and summer timeframe next year and then we will release
11 the document for public review and have a public
12 hearing two weeks after that. We hope to have that by
13 the summer next year. Then we can make a final
14 decision based on what we get from the community, based
15 on the assessments that have been done, and the
16 agencies' input sometime around the same timeframe in
17 the summer.

18 We don't have the exact dates or days right
19 now. It all depends on how much input and what kind of
20 impacts we discover as we move forward. Like I said,
21 this is still a proposed schedule.

22 One of the important things about the project

1 is that the public involvement, the agency involvement
2 and the comments we receive -- actually, the public
3 meeting is one way of providing comments. We have a
4 project website.

5 We have a number of ways for you to provide
6 comments. Today you can leave us your comments by
7 using the drop-box, which is located in the back. I
8 think there are forms available in the back for the
9 comments. Please make sure that you do that.

10 If you don't want to leave your comments with
11 us today, you can mail them later, or you can fax them
12 or e-mail them to us. There is a court reporter or
13 verbatim reporter right here. She's not officially
14 from a court; that's what she's called. It's to make
15 sure that if people do not want to write comments and
16 they just want to have verbal comments, they can go and
17 get their comments recorded. You can e-mail us your
18 comments if you want and send it to
19 virginiaavenuetunnel.com. You can also go to our
20 website.

21 You should be able to send us comments
22 anytime during the process. It would be very helpful

1 if you give the comments on the concepts today. I know
2 we had the Open House in the beginning and we have the
3 big maps in the back to talk about those things, but if
4 you feel you were not able to digest all the
5 information and were not able to submit the comments
6 today, like I said, definitely send them later through
7 mail, e-mail or fax.

8 With that, I think I will hand it over to
9 Steve to talk about the ground rules of the Q & A
10 session. One last thing before I finish. We will be
11 doing conceptual engineering during the environmental
12 assessment phase. Once we are done, we have a decision.

13 A detail design will follow after that and
14 then sometime later there will be construction. So
15 this is the very first phase of making the decision.
16 This is not the final design or the construction phase.
17 This is only the start of the process. So I just
18 wanted to make sure everybody knew that.

19 MR. UNDELAND: Good evening. My name is John
20 Undeland. I'm part of the CSX Federal Highway DDOT
21 team. Now we're at the part of the program of the
22 program where we want to hear from you. Before we get

1 into that, I just want to go over a few ground rules so
2 that this goes smoothly and we all get a chance to
3 speak.

4 First of all, we're going to take questions
5 from those of you who signed up. As you came into the
6 room here, you had the opportunity to sign up. Those
7 who weren't aware of that, if you would like to sign
8 up, we are still open for signing.

9 Once you did sign up, you got a number. So
10 we're going to call you in order of those who signed
11 up. Please promptly come to the mic. I'm going to be
12 announcing the next speaker, then the following two
13 speakers. We're here at the ballpark, right? So I'm
14 going to call you up as who's at bat, who's on deck,
15 and who's in the hole. If you do miss your
16 opportunity, we will simply put your name at the back
17 of the list. You will have a chance to speak.

18 When you do come to the mic, please state
19 your name very clearly and if you are representing any
20 organization, identify what that organization is as
21 well so that our court reporter can get that clearly.

22 To keep the program moving and ensure that

1 everyone gets a chance to speak who would like to
2 speak, we're going to hold your questions and comments
3 to a two- minute max. You don't have to go two
4 minutes, but we're going to hold you to a two-minute
5 max. If you have a two-part question, we're going to
6 ask that you do ask both parts of it initially.

7 You will have a light system here just like
8 you are doing testimony, or what-have-you, to alert you
9 as you're giving your remarks or questions as to where
10 you are with the time.

11 We are in a ballpark, but we're going to
12 certainly ask that you not applaud, please, and no
13 booing, certainly, just out of respect for your fellow
14 speakers. We will wrap things up here at 8:30. As
15 Faisal mentioned, there are additional ways to comment
16 if you don't wish to comment here.

17 Our first speaker is Rob Lee, to be followed
18 by Harry Smith and then Beth Purcell.

19 MR. SIMITH: Simith.

20 MR. UNDELAND: Simith. I'm sorry. I'm going
21 to butcher some names, so forgive me in advance.

22 MR. LEE: Good evening, my name is Rob Lee.

1 I live on I Street, Southeast. My question is really
2 simple. How do we determine the right-of-way that the
3 Virginia Avenue Tunnel construction will progressing
4 upon over the construction process for the replacement
5 build?

6 The 1900 law was fairly ambiguous in
7 specifically stating that it was only four train tracks
8 for the railroads to be able to build across at the
9 measurements that they were at the turn of the century.
10 The existing tunnel is about 48 feet across.

11 The majority of the concepts, 2 through 7 are
12 designed between 80 and about 100 feet in length. So
13 it goes back to my original question. That's a pretty
14 wide margin, especially since my house sits right on
15 the -- I'm within 20 feet. How we do determine that
16 right of way?

17 MR. HAMEED: Thank you. Again, I'm Faisal
18 Hameed with DDOT. That is actually a question that
19 we're still looking at, especially with the right-of-
20 way distinction between what is owned by or what is in
21 the jurisdiction of CSX and what is in the jurisdiction
22 of DDOT. We're still trying to answer that question.

1 It is because of that law that you just referred to and
2 because some of the right-of-way information that we
3 have.

4 We have been working with CSX for the past
5 few weeks and we still haven't determined that. So at
6 that point, we do not have the answer to that question,
7 but we would like to get that answered.

8 In terms of private property impacts, we do
9 have, I believe, on those maps -- and I don't know it
10 was clearly designated on those boards that we have --
11 but we do have the private property information and it
12 shows anywhere that there is an impact on private
13 property. I believe -- and Phil, correct me if I'm
14 wrong -- we are not going into any private property in
15 any of those alternatives.

16 MR. SHERIDAN: That is correct, with the
17 exception of the Marine property. But for the
18 privately- held property, the concepts that are under
19 evaluation today at present do not appear to show any
20 impacts, based on our research at the D.C. Surveyor's
21 Office on where those property lines are.

22 MR. UNDELAND: Next speaking is Harry,

1 followed by Beth Purcell and Fred Millar.

2 MR. SIMITH: Yes, sir. My name is Harry
3 Simith and I've got what I think is a fairly simple
4 question. It may be a misunderstanding on my part, but
5 as I understand the NEPA process, the environmental
6 assessment process is to work out the alternatives and
7 so on, but also to determine whether or not a larger
8 environmental impact study needs to be done.

9 Is that correct? And if so, where does that
10 fall in your schedule?

11 MR. HAMEED: Actually, you are correct. In
12 NEPA, there are different levels of action. We
13 typically do an environment assessment and you are not
14 sure what is the level of -- is there a significant
15 impact in NEPA terms or not. So you go through the
16 environmental assessment process, a name under NEPA,
17 and at the end, you determine is it a significant
18 impact or not. If it's not a significant impact, then
19 you make a decision and issue what is called upon the
20 finding of no significant impact.

21 If it's determined that there are significant
22 impacts, then that document is out at that point. Our

1 bigger environmental document, called an Environment
2 Impact Statement, is initiated at that point, but the
3 end time for doing the environment assessment is to
4 find out is are there significant impacts for this
5 action or not.

6 MR. SIMITH: So is that part of your final
7 decision? I didn't see it on any of your slides. You
8 went from EA to final NEPA decision. Is EIS part of
9 that final decision?

10 MR. HAMEED: Yes. That is the final. Is it
11 going to be EIS or we did not find any significant
12 impact. So that will be the final step.

13 MR. SIMITH: Okay. Thank you.

14 MR. UNDELAND: Beth Purcell, followed by Fred
15 Millar and Katie Mack.

16 MS. PURCELL: Hi. Good evening. Thank you.
17 I'm Beth Purcell of the Capitol Hill Restoration
18 Society. My question to you all relates to Concepts 2
19 through 8. My question is will there be an engineering
20 study of the noise vibration projected to occur during
21 construction and also after the rebuild is completed?
22 And if so, would that study be posted online and when?

1 MR. HAMEED: Yes. Actually, as we go through
2 the first step, we start an EA process and that is to
3 collect data. So we go out -- especially for noise
4 analysis -- we have to go out and collect data on noise
5 on what's called sensitive receptors. So we are
6 collecting that data right now.

7 Well, we are going to start collecting that
8 data. Then based on that data, we'll analyze how much
9 the impact will be due to noise, during construction
10 and after construction. And that will be part of the
11 EA document and it will be released to the public as we
12 get that information.

13 MS. PURCELL: Okay. And will you also be
14 projecting vibration afterwards with the double-stack
15 double track?

16 MR. HAMEED: This is actually a little
17 different project from the typical highway projects
18 that we do. It is a railroad, so there are two things
19 that we have to analyze. Some of the details we would
20 have to work out, but I believe, yes, we will do that.

21 MS. PURCELL: You will have the vibration
22 study before and after?

1 MR. HAMEED: Yes.

2 MS. PURCELL: Good. Thank you.

3 MR. HAMEED: Thank you. Fred Millar, Katie
4 Mack, and Fran Weinaraub.

5 MR. MILLAR: Hi. My name is Fred Millar.
6 I'm with the Sierra Club. My first question is are you
7 willing to state publically, whether you are, in fact,
8 using the long ridiculous route of which you would call
9 our next CSX route, which is in Concept 11 over there,
10 to go around D.C. with hazardous cargos?

11 In other words, instead of using the nearby
12 route, 50 miles north of D.C., which is the Norfolk
13 southern line -- CSX said in court, "We will use our
14 next available route, which goes out through
15 Cincinnati, Cleveland, Albany -- I'm sorry -- Buffalo,
16 Syracuse, Albany and then drops down south through the
17 New York City metropolitan area on the way to Northern
18 New Jersey.

19 Will you say that, publically, of whether
20 that is in fact the route that you're using with the
21 hazardous cargos that you claim you are now rerouting
22 around D.C. "voluntarily" since the federal government

1 chose not regulate you on that?

2 The second question is would you develop an
3 honest map -- I mean, maps are real important here in
4 railroad politics, as you can see -- would you develop
5 an honest map that shows not just the ludicrous
6 alternative, which is the one that the National Capitol
7 Planning Commission has suggested, the gold-plated one
8 that would cost \$10 billion or whatever, but instead,
9 one that uses interchange agreements with your sister
10 railroad, Norfolk Southern, where it only goes 50 miles
11 west of D.C.?

12 It seems like not having that map is just a
13 continuation of a pattern of misleading the public
14 about what the real alternatives are. It looks really
15 arrogant and it looks really misleading. I don't think
16 you want to have that to be your major public image in
17 terms of how you treat people there.

18 You know, this is all based on the history
19 of, starting back in 2005, we tried to force CSX to go
20 around Washington, D.C. with cargos that the federal
21 government calls weapons of mass destruction. We
22 passed this 11 to 1 in D.C. Council. Who sued us in

1 court? CSX, followed by the rest of the railroad
2 industry with the Bush administration basically coming
3 in as an amicus with CSX. Those are my two questions.

4 MR. HAMEED: Thank you. I actually work
5 for DDOT, so I --

6 MR. MILLAR: I'm sorry; you work for who?

7 MR. HAMEED: I work for DDOT, D.C. Department
8 of Transportation. So I will have to defer that
9 question to CSX.

10 Steve, are you going to answer that question?
11 It's mostly about what CSX is doing.

12 MR. FLIPPIN: We have Tom Murta here with us.

13 MR. HAMEED: Can you introduce yourself
14 first?

15 MR. MURTA: My name is Tom Murta, I'm with
16 CSX. Mr. Millar, excellent question. There are a
17 couple of things; you talked about the voluntary
18 reroute and we did put that into effect many years ago.
19 In 2009, the Federal Department of Transportation had a
20 regulation come into play that required the railroads
21 to do route risk models, based on safety and security,
22 using 27 factors that they promulgated. Because of

1 D.C.'s unique characteristics as the Nation's Capitol,
2 certain extremely hazardous materials don't go through
3 D.C.; they have to be routed on other lines.

4 As far as using the Norfolk Southern route as
5 compared to CSX, I can't really address that because
6 that requires Norfolk Southern to be in the room with
7 us to discuss whether or not they would be willing to
8 do that interchange with us.

9 MR. MILLAR: Well, first of all, let me
10 clarify. When I said it was a misleading pattern, in
11 your own documents for this meeting, you actually said
12 that the rerouting that you're doing around Washington,
13 D.C. has something to do with federal regulations. And
14 in fact, we have made decisions to reroute, but my
15 understanding is that those decisions are secret and we
16 don't know where you're rerouting to.

17 So going back to my first question, are you
18 willing to say publically tonight that you are using
19 either your own route, out through Cincinnati and
20 Albany and everything, or some other route which might
21 be the Norfolk Southern route but you can't say because
22 they're not here?

1 MR. MURTA: Well, we don't publically talk
2 about what routes we use. There are reasons for that,
3 as you can understand.

4 MR. MILLAR: No. I don't understand why you
5 wouldn't want to say that you're avoiding Washington,
6 D.C. and using a route that's much safer. Now, if your
7 route is kind of ridiculous in that it involves
8 endangering lots of other major cities, lots of other
9 major target cities that are outlined, then maybe you
10 wouldn't want to talk about it.

11 MR. MURTA: It's not a matter of endangering
12 anybody. It's looking at safety and security and the b
13 best route for the product.

14 MR. MILLAR: All right. Fair enough.

15 MR. UNDELAND: Thank you. These are very
16 good questions. The next speaker is Katie Mack,
17 followed by Fran Weinaraub and John Hirschmann.

18 MS. MACK: Hello. I'm Katie Mack. I'm a
19 resident at 13th and Potomac Avenue, Southeast. I
20 would first like to thank you for involving the public
21 in your planning process.

22 Second, is a concern, followed up by a

1 question. My concern is the blowing of the train horns
2 at all hours of the night. I appreciate seeing in your
3 Q & A that you have looked into a waiver to halt that.
4 And my question is I'm curious as to the status of
5 that, the likelihood and the timeline of approval for
6 that to happen.

7 MR. HAMEED: I would defer to CSX because
8 this relates to CSX. Steve or Keith, who wants to
9 answer that question?

10 First, introduce yourself and what you do at
11 CSX, please.

12 MR. FLIPPIN: Steve Flippin, D.C. Community
13 Affair. We also have John Wright here with operations,
14 who has the job of adhering to the operational rules.
15 As you know, the horns are a safety procedure that we
16 have to blow.

17 With this, because we would be doing
18 something to the tunnel, there are opportunities there
19 for us to change that operating procedure at the
20 Virginia Avenue tunnel, specifically.

21 MR. WRIGHT: We're looking at that and
22 certainly pursuing it. I think we will have an answer

1 before the final decisions will be made. So yes, our
2 intentions are to strongly pursue that and see if we
3 can find a waiver. We think that we can make it safe,
4 but we've got to make sure we go through a few things
5 and obviously have every sign off. So we can't commit
6 to it tonight, but you will have an answer before the
7 final decision.

8 MS. MACK: Is it likely or unlikely? I'm
9 just curious about if this has been looked into in
10 previous projects elsewhere.

11 MR. WRIGHT: We have areas where we've
12 stopped blowing horns. So yeah, it should be a strong
13 possibility. I don't want to commit to it, obviously
14 because I don't have the final authority regarding
15 this.

16 MS. MACK: Thank you.

17 MR. UNDELAND: Thank you. Fran Weinaraub,
18 John Hirschmann, and Maureen Harrington.

19 MS. WEINARAUB: Yes. I'm Fran Weinaraub. I
20 live at 409 First Street, Southeast. I've lived on
21 Capitol Hill for 40 years. My question is who is
22 looking out for the District resident and their

1 property?

2 Virginia Avenue is already closed. I can't
3 walk down that street. Who do we go to? I mean, I
4 haven't heard D.C. Council take this up, but where do
5 all the rules get enforced. Is that you?

6 Are you looking out for giving up this land
7 that belong to the residents. I don't understand that
8 process. Has that already happened?

9 MR. HAMEED: Are you referring to the land on
10 Virginia Avenue itself?

11 MS. WEINARAUB: Yes, Virginia Avenue itself.
12 Isn't that District property?

13 MR. HAMEED: Yes. Actually, the existing
14 tunnel lies somewhere underneath Virginia Avenue itself
15 too. Our understanding is that D.C. owns and operates
16 Virginia

17 Avenue. We are looking for keeping that
18 right-of-way and part of the alternative development
19 process is that: how can the tunnel reconstruction
20 occur while maintaining that?

21 At this point, DDOT has no intention to do
22 away with right-of-way. But at the same time, we do

1 understand that a timely construction has to occur
2 because of the needs from CSX, and that's what we're
3 trying to accomplish here by doing this process.

4 Actually, that was one of the main reasons we
5 asked to do an environmental assessment for this
6 project and not approve it with just a simple approval.
7 We wanted to see all the impacts of this project on
8 everything, including the right-of-way, the roadway
9 itself, the community traffic, noise, and air quality -
10 all those issues.

11 Like I said, we just started the process, so
12 we do not have the answers, but that is part of the
13 D.C. Department of Transportation's job. It's not only
14 to protect the interest of the agencies and the
15 department itself, but also the residents. So yes, it
16 is DDOT who is going to --

17 MS. WEINARAUB: So you haven't given any
18 permits yet?

19 MR. HAMEED: No. We haven't given any
20 permits yet.

21 MS. WEINARAUB: And there's no historical
22 assessment that has to go in here?

1 MR. HAMEED: That is the Section 106 that I
2 referred to earlier. The National Historic
3 Preservation Act, Section 106 process is actually going
4 to be in place.

5 So we will evaluate all the cultural
6 resources in that area and then also analyze -- or
7 "assessment of the facts" as it's called -- on those
8 resources because of this action. So there will be a
9 complete study that will be done on this project just
10 for historic resources and archeological resources.

11 MS. WEINARAUB: Independently by the
12 District, not them doing it, right? You doing it.

13 MR. HAMEED: We are working with CSX. Like I
14 said in the beginning, this project is sort of unique.
15 It is not a DDOT project. It is not a Federal Highway
16 project because typically, our projects are the ones
17 that we come up with the funds, the Federal Highway
18 funds. This is being necessitated because there is an
19 approval that is needed from -- or there are approvals
20 needed from DDOT and Federal Highway because CSX is
21 going to use our federal highway and there are permits
22 needed and there are various access points that are

1 being impacted.

2 So that's the reason that DDOT is involved,
3 but it's not our project in the sense that we have any
4 D.C.

5 dollars involved in it. We do not have any
6 typical federal aid highway program that we use dollars
7 involved in this either.

8 So it is being funded through CSX, but we are
9 ensuring that everything that is developed by CSX and
10 the consulting team actually meets the requirements of
11 the law, be in federal or local, and the requirements
12 of the Department. So we are not doing anything,
13 internally, at DDOT, but everything that has been
14 produced is meeting the requirements of the law. As
15 for the historic preservation purposes, the person in
16 charge for doing that, Henry Ward, does meet the
17 requirements, as it says in the regulations for the
18 secretary of (inaudible) qualifications. So all of
19 those things are being done as part of the requirement
20 for the law.

21 MR. UNDELAND: Thank you. John Hirschmann,
22 followed by Maureen Harrington and Michael Crawford.

1 MR. HIRSCHMANN: I have a few questions. One
2 has to do with maintenance of traffic. I'm
3 particularly concerned about whether the exit ramp,
4 coming off 6th Street, Southeast will be maintained
5 throughout the construction, whether it will be able to
6 turn both north and south at that point.

7 I understand you may not be able to continue
8 to go east on Virginia Avenue under some of the
9 concepts being proposed, but I'm more concerned about
10 this than I would have been before 9/11, since a lot of
11 commercial traffic can no longer go through the Capitol
12 grounds.

13 The second question pertains to whether the
14 contractors are going to be highly incentivized to get
15 the project done as quickly as possible and
16 disincentivized to drag it out. I think that everyone
17 would agree that the faster we get this over and done
18 with, the happier everybody will live.

19 And the third question is really a follow-up
20 on a previous question posed by someone else. Is the
21 D.C. Council, as the legislative is distinct from the
22 executive branch of the D.C. Government going to be

1 involved in this process at any point, in terms of
2 either oversight or a more formal review?

3 MR. HAMEED: Would you repeat your last
4 question, please?

5 MR. HIRSCHMANN: Will D.C. Council be
6 involved at any point as the legislative is distinct
7 from the executive branch in oversight or perhaps, a
8 more formal approval of this project before it gets the
9 final go ahead?

10 MR. HAMEED: Okay. Your first question about
11 the 6th exit is that so far we have not agreed upon any
12 ramp closures with CSX. Again, that was one of the
13 reasons we wanted to do a complete study on this
14 project to analyze which ramps, if any, should be
15 closed.

16 From the Department of Transportation's
17 perspective, we would not like any ramps to be closed.
18 But again, we also need to understand what the impacts
19 are from the construction and how it impacts the
20 duration of construction by closing those streets or
21 those ramps or not, and that is what the document is
22 going to do in those analyses we produce.

1 The second question regarding contractors
2 working quickly during the construction. Again, it is
3 a CSX project. It will be handled by CSX in terms of
4 funding the project, but I can tell you from the
5 Department of Transportation's perspective, again, we
6 do want the project to be constructed, when it gets to
7 that phase, quickly because we do realize there are
8 going to be impacts on traffic and we do want to
9 minimize that. That's why, again, we have not agreed
10 upon the timeframe for construction.

11 There is no timeframe for construction right
12 now because we wanted to do a detailed study to find
13 out what time span we're talking about. We do not have
14 the answer today, but I can tell you that, at least
15 from my department's perspective, that is one of our
16 first priorities. We want minimal interruption for
17 traffic, minimum interruption for community, and a
18 shorter duration for construction. Like I said, we are
19 very early on in the process, so we do not know the
20 answers, but that's the intent, moving forward, with
21 this project.

22 MR. HIRSCHMANN: Can I suggest strongly that

1 the D.C. Government will have, by far, the most
2 leverage on this situation before it gives its sign-
3 offs? I strongly hope it does not give any sign-offs
4 to make sure that this project is incentivized as
5 reasonably as possible.

6 MR. HAMEED: Thank you. I can say that the
7 mere fact that we are here in the EA process actually
8 speaks to that. The project was brought to us many
9 months ago and we did not sign-off with just a simple
10 check. We decided that we would have to do all these
11 analyses before we make any decision. So we will move
12 forward with that understanding.

13 Your last question about the formal
14 involvement of D.C. Council; unfortunately, I don't
15 have the answer to that. Typically, it is the
16 executive side, the departments that approve projects.
17 At some point it will not just be DDOT approving it, it
18 will also be DCRA giving the permits. Typically, D.C.
19 Council does not get involved in these things. I don't
20 have the answer of who will take that action to D.C.
21 Council.

22 Steve, do you want to speak to that from the

1 legislative side? Is that something that is typically
2 done for CSX projects?

3 MR. FLIPPIN: Again, very unique project in
4 that we're having to be involved, where we're having
5 other right-of-way outside of our own because right-of-
6 way was over the top of our tunnel. Council has been
7 alerted and kept informed of the project, but I'm not
8 aware of any action that would be required of Council
9 on this project.

10 MR. HAMEED: We actually also engage with
11 various members of Council. I know there is somebody
12 from Councilman Harrell's Office who is also here. So
13 we try to make sure council members also know.

14 We also try to engage the council members on
15 this. I know somebody from the D.C. Council's Office.
16 Unfortunately, we were in such a rush that I couldn't
17 get her name. Actually, she's standing right there in
18 the back.

19 MR. FLIPPIN: Linda O'Brien.

20 MR. HAMEED: Linda O'Brien. Now I know the
21 name. Someone from Tommy Bell's office is also here.

22 MR. UNDELAND: Thank you. Maureen

1 Harrington, followed by Michael Crawford and Mark
2 Baker.

3 MS. HARRINGTON: Hi. I'm Maureen Harrington.
4 I'm wondering what sort of emergency evacuation
5 planning is being done and when that's going to be
6 released to the public, the information about the
7 planning, especially during the construction period.
8 I'm also especially thinking about the circumstances
9 regarding the events that unfolded with CSX's Baltimore
10 tunnel fire back in 2001. The communication there was
11 far from ideal and I don't want to see something like
12 that happen here in the Nation's Capitol.

13 MR. HAMEED: So this was in regards to CSX
14 evacuation or D.C.? Can you clarify that?

15 MS. HARRINGTON: Yeah. If there is a
16 derailment in the tunnel or if there is any other sort
17 of problem that would require an evacuation, especially
18 during the period of construction because things are
19 going to be a lot more out in the open and a lot of the
20 access routes are going to be blocked off or difficult
21 to navigate. How is that being factored in?

22 MR. HAMEED: I would have to defer to CSX.

1 MR. BRINKER: I'm Keith Brinker with CSX. As
2 part of the NEPA process, we will develop emergency
3 response plans during the construction.

4 To address your question regarding derailment
5 response procedures, we have a set of core
6 environmental consultants and contractors that we
7 utilize within our system and they are readily
8 available to respond to such incidences.

9 MR. UNDELAND: Okay. We're about halfway
10 through our Q & A period and we're about halfway
11 through our list, so we're doing well.

12 Michael Crawford, followed by Mark Baker and
13 Michael Quadrino.

14 MR. CRAWFORD: Good evening. I'm Michael
15 Crawford. I live at 309 I Street. Essentially, I have
16 some comments for the folks from CSX.

17 First of all, I would like to thank everyone
18 for being here and I would like to thank the
19 information that you have given us. I would like to
20 urge you to continue and to actually expand this type
21 of interaction. I want to make some comments and
22 specific suggestions on how that might be done. I also

1 want to congratulate CSX. I've been looking at your
2 website and noticing that you are an extremely
3 profitable company. You had an excess of \$400 million
4 in profits in the last quarter. Every time I look at a
5 different announcement you're breaking records and I
6 think that's good. It's good for your shareholders and
7 it's good for people have faith, and it's good for you
8 guys because you're doing an excellent job, but one of
9 the things that occurred to me is that there is a lot
10 of anxiety in this community about what might happen.
11 I also noticed on your website that you plan to
12 increase your profitability in the future. It occurred
13 to me that resources exist, not only to control damage
14 on this project, but to enter into a different way of
15 doing this, which is to decrease anxiety in the
16 community and to make Virginia Avenue better,
17 afterwards, than it is right now.

18 So I would urge you to do two things. First
19 of all, I want to make four very quick concrete
20 suggestions; 1) to have a live contact person with some
21 sort of office hours where we could see a face and get
22 our questions answered, starting now, if you're willing

1 to; 2) To provide plain language responses to questions
2 about vibrations, environmental impact, you know, stuff
3 you guys know about. I think if you got the
4 information out there, we would feel better; 3) to make
5 a prior, credible, and even binding commitment to put
6 some resources aside so we don't have to worry about
7 whether or not you're going to hold to your
8 commitments. I think that would be very positive.

9 And lastly, as I said, to go beyond simply
10 mitigating the damage and commit to really making
11 Virginia Avenue much better than what it is. I think
12 that would work for the community and I really think it
13 would work for CSX. I think the resources exist to do
14 it, and I urge you to do it. Thanks very much.

15 MR. HAMEED: Steve, do you want to comment?

16 MR. DOBSON: Hi. I'm Chip Dobson of CSX. I
17 appreciate your comments. I want to take a stab at
18 responding to some of them. If I didn't get them all
19 or if I didn't get them in the right order, I
20 apologize. I think your first one was in reference to
21 live contact. We are taking those steps. Now,
22 understand, some of the things from through the NEPA

1 process -- maybe I think I'll let Faisal comment -- the
2 NEPA process has to be done in that controlled manner,
3 and we view this as one of those opportunities.

4 Now, on a more ongoing basis, with increased
5 activity here, we recognize the need for that. We have
6 recently reassigned one of our CSX police officers to
7 this area. He is in the process of making that
8 transition now. He is in the back of this room now.
9 Please stand up, Andrew.

10 Andrew Ford is with CSX. He is a prior
11 Philadelphia City police officer. He has been with the
12 CSX Police Department for about three years now, and
13 he's going to be reassigned as a police officer with
14 CSX in this area. They were out looking today for an
15 office in the neighborhood that he will operate out of
16 it. Now, later, during construction we may expand the
17 capabilities or the people that are there to pull in
18 some other aspects of that to have more of a storefront
19 type of a presence. It's still under development, but
20 that's the first concrete part.

21 I think your next comment was about
22 vibrations. We understand the vibrations are one of the

1 things that need to be evaluated. That is underway.
2 When we have the right data, as supervised by Federal
3 Highways and D.C. DOT, that will be part of the NEPA
4 process and that will be made available as part of
5 that.

6 I think your next comment was about
7 resources. This is a large undertaking and I think CSX
8 recognizes the need to do this well. To do it well
9 from an engineering perspective; to do it well from a
10 safety perspective, that if the tunnel is
11 reconstructed, there is an opportunity, you know, as
12 the street is put back together, to improve the
13 streetscape and do some things. We are open and
14 receptive to that as the details of the plan are
15 developed.

16 I think you had on more comment, but I'm not
17 sure what that --

18 MR. FLIPPIN: It was a combination of what
19 you just answered.

20 MR. CRAWFORD: With regard to vibrations, I
21 was just saying to provide simple-language information
22 that DDOT has about the effects of this that could be

1 made available and would lower some of the concerns
2 that we have.

3 MR. DOBSON: Okay. I just needed that little
4 memory jog. I think we're trying to do that.
5 Yesterday we put a round of the questions, team
6 questions that we've received to date that were posted
7 on our website. The material that you have seen here
8 tonight will be posted on our website very shortly
9 after this meeting.

10 We want to continue to have robust
11 communications. We know the website is a good means.
12 We also understand it's not the only means and will
13 continue to work those issues with the guidance of
14 Federal Highways and DDOT to continue that robust
15 communication.

16 MR. UNDELAND: Good discussion. Mark Baker,
17 followed by Michael Quadrino and R. Taylor.

18 MR. BAKER: Good evening. My name is Mark
19 Baker. I'm a homeowner, with my wife and two small
20 children at 413 L Street, which is in the Capitol
21 Quarter community.

22 I have some safety questions I wanted to get

1 to, regarding my children, but if I can, I wanted to
2 begin with the alternatives presented in your NEPA
3 process. As I understand, in the exchange that
4 happened a few minutes ago, my concern is the hazardous
5 materials rerouting route, which I think we can all
6 presume that's the route we're using, is the most cost
7 effective route, is not presented as a NEPA alternative
8 in the process thus far; is that correct?

9 The silence is concerning.

10 MR. UNDELAND: By the format, we'd like you
11 to ask all your questions upfront. We're not trying to
12 ignore it.

13 MR. BAKER: No, no. That's fine. I was
14 hoping to get an answer to that because my concern is
15 that what's being presented as rerouting alternatives
16 around the city are nothing but book ends, and your
17 most cost effective manner of routing around this city
18 is not being presented; thus, the NEPA process in the
19 alternatives format is not a true alternative.

20 All the real alternatives are not being
21 presented. Perhaps, the NEPA process is being driven
22 towards a predetermined conclusion which concerns me as

1 a neighbor.

2 Turning to the other issues regarding my
3 children; as I see the drafts -- which I do appreciate
4 -- are far more informative than anything we've seen
5 previously. There are a couple of things missing.
6 Number 1, I don't see anything regarding the safety
7 that's going to be put around an open trench. When you
8 have small children, open trenches harboring trains are
9 a terrifying concept. I also don't see what routes are
10 going to be open north and south.

11 Considering we travel by foot to most places
12 we go, including parks on the Hill, et cetera, we need
13 to know that all those north/south routes are going to
14 be open and safe. I see my time has come to a
15 conclusion, and as a former appellate attorney, I know
16 that I need to stop speaking.

17 MR. HAMEED: I will actually answer Question
18 Number 2 first and then I will refer to Steve or Chip
19 from CSX to answer the first question.

20 With regard to safety, the cross-street
21 traffic -- I guess that's what you were trying to say
22 with regard to the street that cross with Virginia

1 Avenue. I will tell you that that is part of what DDOT
2 wants to accomplish as part of this process as well.
3 We want to maintain cross-street traffic on all streets
4 in some of these alternatives. I understand that there
5 may be an open trench during construction, but that
6 still requires a lot of safety considerations and also
7 do some kind of structures to maintain the cross-street
8 traffic, and that's what we will be analyzing during
9 the process.

10 Like I said, we are collecting the data on
11 the traffic, how much traffic there is, and how much
12 traffic it will be in the next few years during
13 construction.

14 MR. BAKER: I feel like I need to follow up
15 on that because when you say "traffic," I assume you're
16 talking about vehicular traffic.

17 MR. HAMEED: No. I'm talking about all modes
18 of traffic.

19 MR. BAKER: Oh, okay. Thank you.

20 MR. HAMEED: We are the Department of
21 Transportation. We include auto, or bicycles, or
22 pedestrians, or transit. We are DDOT.

1 So we always consider all modes. Walking,
2 actually, is a big consideration for us. Part of
3 moving forward with the process, that's something we
4 want to ensure. Again, I keep on taking everyone back
5 to the reason we moved forward with an EA process.
6 That was one of the main reasons.

7 We wanted to analyze all impacts on traffic,
8 be it foot traffic, or bicycle traffic or pedestrian,
9 and also transit traffic. So that's what we want to
10 ensure, moving forward with the process, of whichever
11 alternative moves forward, there are cross-street
12 traffic allowed in those. The timing of that and how
13 long that would be, we also need to analyze and come to
14 a conclusion on. How the safety structures are going
15 to work, you know, these are preliminary concepts.
16 Actually, most of them -- I think Steve tried to point
17 out in the presentation of how do we look during
18 construction.

19 We will also be looking at how it will look
20 after construction. We don't have those today because,
21 again, it's all work in progress. So you will start to
22 see that information as it develops, as we get that

1 data. Again, that is the answer to Question Number 2.

2 That is one of our biggest concerns, maintaining cross-
3 traffic.

4 I will defer to CSX for Question Number 1 to
5 answer that question.

6 MR. DOBSON: Again, Chip Dobson from CSX.
7 Your first question seems to relate the reroutes that
8 were shown here and hazardous materials.

9 MR. BAKER: Let me be clear. I'm not
10 concerned -- I mean, yes, obviously I'm concerned about
11 hazardous materials, but in its context, I'm not
12 regarding hazardous materials as a matter in and of
13 itself. I'm concerned with how that route is being
14 utilized.

15 I'm sorry. Let me be clearer. I want to
16 know what route is being utilized to transfer hazardous
17 materials and whether or not that has been presented
18 because I would presume that the hazardous materials
19 route is the most cost effective route for CSX to move
20 goods around the city.

21 MR. DOBSON: I see. So in terms of what
22 determines the route of hazardous materials I think it

1 what was mentioned here a while ago.

2 MR. BAKER: It's a means to an end. It's not
3 hazardous materials in and of itself, it's what is the
4 route by which hazardous materials are moved?

5 I mean, I think that would be interesting to
6 see it as a cost comparison versus the other
7 alternatives and whether or not it is being included as
8 an alternative.

9 MR. DOBSON: Well, the factors that determine
10 the routes for hazardous materials, what I think Tom
11 Murta explained a few questions ago is that it's a
12 number of federal things that go into a model that then
13 dictates it. It is not a cost-driven model, as you
14 were talking about.

15 The routes that are depicted in 7(a) and 7(b)
16 were taken to the people who design our operations and
17 said if you had to reroute a large volume of trains,
18 what would be the best route?

19 Quite frankly, 7(a) and 7(b) is one concept.
20 Not saying that every train would have to go through
21 Union Station or every train would have to go on one of
22 those routes, but those are the routes that are most

1 represented of where they could go.

2 MR. UNDELAND: We're going to need to move
3 on. If you would like to --

4 MR. BAKER: That's okay. My question was
5 answered. Thank you.

6 MR. UNDELAND: Our next speaker is Michael
7 Quadrino, followed by R. Taylor and then David Perry.

8 MR. HAMEED: Sir, if you feel like your
9 question was not completely answered, can you please
10 make sure that you submit that in writing as well?

11 We will then address that and you will get an
12 answer to that question.

13 MR. BAKER: Thank you.

14 MR. MURTA: I'd like to address that. Tom
15 Murta again. The DOT routing, the risk model, had
16 nothing to do with economic factors. It was based on
17 safety and security and economics were not part of that
18 regulation. To take a commodity out of route and
19 reroute, it's more expense. You have train crews and
20 you have train miles, locomotive usage, car usage. So
21 it becomes much more expensive.

22 The project we're talking about here is not

1 about Hazmat through the District of Columbia, it's
2 about freight movements in general through the District
3 of Columbia, with hazmat being a very small portion of
4 overall freight movement.

5 MR. BAKER: I understand that. I'm trying to
6 find apples to apples comparison whereby, you move
7 freight around the city without using the Virginia
8 tunnel. And to me, the easiest way to make that
9 comparison is to find out how you move hazardous
10 materials, which as I understand it, District of
11 Columbia law prohibits hazardous material within two
12 miles of the Capitol building.

13 MR. MURTA: It limits a very small
14 percentage. Less than a 10th of a percent of the
15 hazardous materials that are moved by rail
16 transportation are covered in the reroute around the
17 District of Columbia. There are very few commodities.
18 Those are toxic-by-inhalation hazard, exposes 1.1, 1.2,
19 1.3 that is (inaudible) through fuel, which is a very
20 small percentage of all rail transportation, and even a
21 very small percentage of hazardous materials.

22 MR. BAKER: So I guess my question is when

1 you do route those hazardous materials, where does it
2 go?

3 MR. MURTA: It depends on who the consignee
4 is. Who bought it from whom and where does it have to
5 go for final destination.

6 MR. UNDELAND: I'm sorry. We are going to
7 have to move on. We have a number of speakers to get
8 to.

9 MR. BAKER: Okay. I'll put it in writing to
10 try to get clarity.

11 MR. UNDELAND: Okay. Please do. All right.
12 Michael Quadrino, followed by R. Taylor and David
13 Perry.

14 MR. QUADRINO: Okay. I'm Mike Quadrino, a
15 local resident. I'm going to ask basic questions
16 because this is a new topic for me.

17 Can you talk a little bit about each party
18 and what their goals are in this process?

19 CSX is a private company, owner/operator of
20 the railroad. DDOT, I believe is looking out for the
21 transportation needs of the city. I'm also curious to
22 know who Parsons is working for in this project. And

1 then DDOT, you talk a lot about maintaining the right-
2 of- way -- and I think you kind of answered it about
3 three questions ago -- but does that mean you don't
4 want traffic on any streets to be impeded or would you
5 have to close one street at a time and do detours to
6 get around?

7 Can you talk more specifically about the
8 goals in maintaining the right-of-way? That's it.

9 MR. HAMEED: I'll start. Maintaining the
10 right- of-way, that was an overall project,
11 construction done and what happens to the right-of-way.

12 So all our intent is to maintain what DDOT
13 owns today, what we believe to keep as it is.

14 MR. QUADRINO: What about during
15 construction?

16 MR. HAMEED: We do know that during
17 construction there will be some impacts through that
18 right-of-way. We don't know right now the exact
19 construction mechanism of how the construction will be
20 done and that's what's being analyzed. That's why you
21 see that many concepts.

22 MR. QUADRINO: Assuming it's going to be

1 Options 1 through 7 -- because I think once you get to
2 Concept 8, you're talking about very expensive
3 operations for CSX that I mentioned they really don't
4 want to pursue -- so if you're talking about Concepts 1
5 through 7 where it's going to be open-trench
6 construction, you're talking about what the impacts
7 during construction would be for those options,
8 correct?

9 MR. HAMEED: Yes. Actually, that's exactly
10 what I was getting at. So during construction, in some
11 of those options that you see, Virginia Avenue itself
12 is shown as trenched. So there is an open section in
13 that. Then I also talked about cross-streets because
14 it's not just Virginia Avenue itself. There are
15 streets that go across Virginia Avenue. As I said
16 earlier, we do want to ensure that cross traffic on
17 those cross-streets does continue -- are maintained
18 during construction.

19 Now, after the construction is done, then it
20 will come back to, at the very least as it is, if not
21 better, but during construction, that is what we want
22 to ensure. Even during the development of these

1 alternatives, we are seriously looking what can
2 minimize the reconstruction or the opening of the
3 trench in that right-of-way.

4 Again, we do not have any of those answers.
5 If we were to accept the answer in the first place, we
6 would have just signed off, but we wanted to analyze
7 everything to understand, ourselves, what is the right
8 thing to do. The maintenance of traffic plans will be
9 developed as we move forward. We do not know which
10 alternative we will be moving forward with, but as we
11 move forward, that will be one of the key things and
12 that will also tell us how long the construction is.

13 Again, we have not agreed with CSX. We have
14 not given any permits and we have not agreed about the
15 time of construction. We have not agreed upon any
16 closures of lanes or streets at this point. This will
17 be done when we go through the process and make a
18 decision based on all the impacts and all the
19 information we get. So we will be getting that
20 information and making that decision as we go through
21 the process.

22 I'm sorry. I forgot your first question.

1 MR. QUADRINO: My question was what was the
2 nature of each party that --

3 MR. HAMEED: Oh, that's right. As I said,
4 it's sort of a unique process because it's not a DDOT
5 project; it's a CSX project, so there aren't any DDOT
6 funds involved in this.

7 CSX is the applicant in this case, or the
8 sponsor of this project. Before we can issue them any
9 permits or approvals, we had certain requirements,
10 including complying with the National Environmental
11 Policy Act, the National Historic Preservation Act and
12 they had to produce those documents, those processes
13 for us. And that's typically the case with most of the
14 DOTs today in the country. Most of the work is done by
15 consultants. We hire consultants and that's what CSX
16 has done. They have hired some consulting firms that
17 have special expertise in those areas to do that
18 analysis for them.

19 Parsons Brinkerhoff is the lead legal firm on
20 this project, with Steve Plano as the project manager,
21 and he has years and years of experience on developing
22 these sorts of projects. Now, along with Parsons

1 Brinkerhoff -- and I believe that Parsons Brinkerhoff
2 is a full service firm and they have a number of people
3 with expertise in that team, but they also have
4 Parsons, which is a separate company, helping them with
5 engineering and other issues. Along with that, they
6 have Clark -- actually Clark and Parsons is a joint
7 venture in this case, helping them on design issues. I
8 believe MacKissic and MacKissic is also involved in the
9 public involvement component; is that correct, Keith?

10 MR. BRINKER: Yes.

11 MR. HAMEED: So that's why you see a number
12 of consulting firms here. Since it's such a big
13 project and it has so many issues to consider, that's
14 why expertise from all these different resources are
15 being brought here. And then, of course, we have a
16 number of people from CSX here today. So that's the
17 relationship that is existing today.

18 MR. QUADRINO: So they all work for CSX right
19 now?

20 MR. HAMEED: In terms of payment, yes.

21 MR. QUADRINO: Sure.

22 MR. HAMEED: In terms of following the

1 regulations, they have to --

2 MR. QUADRINO: No. Sure. I understand.

3 MR. UNDELAND: All right. I'm going to ask
4 our speakers to tighten up on our remarks because we're
5 short on time with the speakers, as well as our
6 question answerers.

7 Our next speaker is R. Taylor. Did we
8 completely butcher your name? Our speaker after that
9 is David Perry, followed by Ann Darconte and Pat
10 Taylor. Thank you.

11 MR. PERRY: My name is David Perry and I'm a
12 Board member of Barracks Row Main Street and a long-
13 time resident of the Hill. The question that I would
14 like to ask relates to the consideration that will be
15 given to the projected construction cost, relative to
16 the selection of the preferred alternative.

17 Let me give you an illustration. Suppose
18 when you do further engineering analysis of the
19 runaround track on the north side of the existing
20 tunnel versus the runaround track on the south side of
21 the existing tunnel, and in the course of that
22 analysis, it turns out that there would be many more

1 adverse impacts by having the runaround track on the
2 south side, closer to the new housing on the south side
3 of Virginia Avenue.

4 Now, if you put it on the north side, many
5 fewer adverse impacts -- but let's just say for
6 purposes of argument that in order to maintain the
7 structural integrity of the freeway, you would have to
8 put in a 800 or 900-foot long slurry wall which would
9 cost millions, or potentially tens of millions of
10 dollars more than putting in the runaround track on the
11 south side freeway.

12 When you're doing that assessment of one
13 alternative that has fewer negative impacts for the
14 community versus one that costs you guys considerably
15 more money, how does that trade off get made in the
16 course of selecting the preferred alternative?

17 MR. HAMEED: Actually, that is one of the
18 standard cases that you do when you document. Cost is
19 one of the many factors considered. It's never the
20 only factor.

21 So when we analyze cost, along with all the
22 impacts. So if the impact of that alternative, which

1 is the cheapest one, are much higher than the others,
2 that doesn't necessarily mean that the cheapest
3 alternative is going to get selected.

4 Typically, all the impacts are considered at
5 the same time. That's exactly why you do the NEPA
6 document because you see all the impacts together,
7 including the cost impacts, and then you weigh all of
8 them to make a decision.

9 In terms of cost, it is not the only driver.
10 It may be the expensive alternative that gets selected
11 because it had less impacts involved, and it can be the
12 other way around. But to answer your question, it is
13 one of the many factors, not the only factor.

14 MR. PERRY: If I could just have one follow-
15 up, please? Just to go back to something you said
16 initially to all of us, this project is very, very
17 atypical in as much as it's not a public project with
18 public money.

19 You're not spending FHWA or DDOT money;
20 you're only sitting as judge and jury, but the private
21 party is going to be the one putting up the money.
22 Does that in and of itself have any impact on the

1 decision-making process that you make, presuming that
2 you are the ones who ultimately do make the call as to
3 which alternative becomes the preferred alternative?

4 MR. HAMEED: Like I said, we will make the
5 decision, considering all impacts, at least from our
6 perspective. I can tell you now, though, cost is not
7 going to be the only factor. If it's expensive, we'll
8 just have to work with CSX and get that to that level
9 because at the end of the day, they need approvals.
10 That's why you're here. And if we are not comfortable
11 with that decision, whether it's cheaper or expensive,
12 we are not going to approve that alternative or make
13 that decision.

14 MR. UNDELAND: Our next speaker is Ann
15 Darconte, following Pat Taylor and Brent Johnson.

16 MR. TAYLOR: I know I don't look like Ann,
17 but I think my name was the one you couldn't read. My
18 name is Robert Krughoff. You and CSX has talked about
19 the hope of what exists afterwards, in terms of the
20 streetscape and the whole neighborhood, will actually
21 be better than what is there now.

22 I think back to what the Federal Highway

1 Administration and D.C. Government did with Garfield
2 Park when they just had to close off the ramp for a
3 little while, a very short while at 3rd Street, and
4 they did a lot to improve Garfield Park. They really
5 invested in Garfield Park, improving the tennis courts,
6 the basketball courts, volleyball, landscaping, et
7 cetera. That was relatively a small cost, relative to
8 the whole project, but a very big deal for the
9 neighborhood and I'm hoping that you're thinking about
10 things like that, which, again, I think a lot of great
11 things could be done with a relatively small
12 investment.

13 I'm wondering what kind of process you might
14 use to decide which of those things you should do, both
15 the city and CSX. I'm wondering what things should
16 have the highest priority.

17 I'm also worried about one other specific
18 thing. I've talked to neighbors who actually live on F
19 Street, down near New Jersey Avenue, and they're always
20 concerned about the sound of a horn from the train.
21 For them, it's an annoyance, but to me it's just a
22 beautiful and romantic sound, but one of the

1 suggestions has been to tunnel on beyond where the
2 train now comes up out of the ground between first and
3 2nd Street. The tunnel west of there, another seven
4 blocks or something, that would be quieter for the
5 neighbors. It would certainly provide, possibly, some
6 green space down south of Virginia Avenue now. I'm
7 just wondering if you might think about doing that, I
8 would think that would be relevant and less expensive
9 than some of the other things you're going to do. My
10 time is up. Thank you.

11 MR. HAMEED: Thank you. In terms of the
12 streetscape, we are not at that stage, but it is
13 definitely going to be part of the mitigations that is
14 going to come out. Part of the process is to look at
15 the impacts and then whatever the impacts are, propose
16 mitigations based on that.

17 Like I said in the beginning, at the bare
18 minimum, if one of the alternatives that you see here
19 in the first seven get selected. At the bare minimum,
20 CSX would have to put the streetscape back to its
21 existing condition. I know it's not in the greatest
22 shape in the world right now, but that will be the bare

1 minimum.

2 On top of that, there will be mitigations. I
3 cannot say what those mitigations or enhancements will
4 be at this time, but we will be developing them as we
5 move forward. I know at some point CSX had shared an
6 idea of what it would eventually look like. Again, we
7 are going through the process. That was something that
8 CSX has proposed. We will work with that with them to
9 make sure those mitigations and enhancements are to
10 occur. And when we meet next time, we will actually
11 have some better understanding of what those
12 alternatives and what the final product will look like.
13 We will not have all the answers in a month or two
14 months. We will be working with you and the agencies
15 and CSX to develop those.

16 Your second question about turning farther,
17 actually, we asked CSX to take a hard look at that, not
18 just on the western side, but also on the eastern side.
19 I believe that's Concept 8, where they're showing if
20 the tunnel were to go farther, how far they would have
21 to go. I will let Phil actually answer that question
22 because he's working on the engineering side and he can

1 give you a detailed answer on how the tunnel would work
2 or not work.

3 MR. SHERIDAN: Phil Sheridan again. I think
4 you're asking a slightly different question. One of
5 the studies on Alternative 8 was to actually put a
6 deeper tunnel in. I think what you're asking is for us
7 to essentially extend the portion of the tunnel that's
8 covered, to the west, to possibly bring the tunnel so
9 that the portal is outside of the residential areas.

10 MR. KRUGHOFF: And to also create some green
11 space and other things down in that direction. It
12 wouldn't be much, but something.

13 MR. SHERIDAN: Certainly, one of the
14 immediate constraints is the existing New Jersey Avenue
15 overpass over the railroads and the functions. You
16 move into what's called the New Jersey yard, and the
17 structure would have to become marketedly wider in that
18 area to accommodate the function that occur west of New
19 Jersey Avenue. So it's something that -- I don't know
20 how practical it would be, but we'll certainly take a
21 look at it as we advance the process.

22 MR. UNDELAND: The next speaker is Pat

1 Taylor, followed by Brent Johnson.

2 MR. KRUGHOFF: No. The real Ann should be
3 coming up now.

4 MS. DARCONTE: The real Ann Darconte has
5 stood up. I am a resident of Capitol Quarter. I
6 wanted to thank you all. I'm very pleased, frankly,
7 with the format that we have tonight. I think this is
8 much more reasonable and is working better for
9 everyone. I also wanted to say that looking at all the
10 different concepts, just like in life, we look at the
11 extremes when we make a decision and all of the things
12 that fall in between. I would say to you that some of
13 these extreme concepts. Some of them are much more
14 reasonable than others. I don't think I'm so naive to
15 think that when I built my house and moved in that they
16 were going to move the railroad anymore than they were
17 going to tear down the highway that separates north and
18 south.

19 So being reasonable, I'm going to tell you
20 that I would support Concept Number 5. Concept Number
21 5 is one where there is a second tunnel built. The
22 reason that I support that concept is because in modern

1 day, with the kinds of materials that are available, it
2 seems to me that a second tunnel could be built in a
3 way that would reduce the vibrations and protect those
4 closest to that tunnel. I also think from the
5 standpoint of having two trains in a single tunnel at a
6 particular time, I worry about the potential for an
7 accident and how to evacuate that. So I like the fact
8 that they're potentially two tunnels here.

9 Third, I would say that it also seems to me
10 in building Concept 5, rather than having to tear up
11 the entire street at one time -- which is an
12 inconvenience of people who live right there -- that it
13 seems like it's a concept that says let's cut part and
14 cover part and slowly move our way down the street,
15 which I think would be much less problematic for the
16 people who live there.

17 With that said, I would also say, focusing on
18 the positives here, I have a couple of questions. One
19 is, is there a distinctive difference in the time it
20 would take to build that second tunnel in Concept 5
21 than it would be to expand the original tunnel and
22 create two tunnels with the ditch that we talked about

1 for so long? Would there be a significant time or
2 dollar difference in building it?

3 Second, would there be a significant noise
4 difference?

5 And lastly, I know we'll get to this when we
6 have a concept and we have specifics, but I'd like to
7 make sure that there's pest control involved in
8 anything that gets done for our neighborhood. Thank
9 you.

10 MR. HAMEED: Thank you. The answer to your
11 question about the cost and timing is that we are
12 working on those details. We do not have the answer,
13 but we will as we move forward. The first step is to
14 collect the data and come up with these concepts. The
15 next step is exactly what you were saying, getting
16 those details, the cost, the timing. So we will be
17 developing that soon and then we will share that with
18 the community.

19 MR. UNDELAND: All right. Pat Taylor and
20 then Brent Johnson.

21 MS. TAYLOR: I'm Pat Taylor and I live on
22 Capitol Hill. I want to urge DDOT to really push for

1 one of their rerouting alternatives, 9 or 10, to take
2 this line out of the District. The reason is -- and
3 you know this very well because we've worked together
4 on the Anacostia Bridge's planning project -- the
5 railroad line run from M Street, where it crosses the
6 river, an extension of M Street, and then it runs right
7 up along the Anacostia, on the east side of the
8 Anacostia. It divides a neighborhood and it kind of
9 creates a blighted area. If that railroad line could
10 be removed, there would be the potential for having a
11 much nicer neighborhood and for reuniting the east side
12 of that neighborhood with the west side still on that
13 side of the Anacostia. It would be a really big
14 improvement. I understand it's expensive, but it would
15 be very desirable.

16 MR. HAMEED: Thanks, Pat. It's good to see
17 you again. It's been many years. Actually, yes, in
18 that study we did look at some of those concepts.
19 Again, going back to some of the concepts that you have
20 here, one of the main reasons, again, I'm going to go
21 back to Concept 8, that's why we encouraged CSX to take
22 a real hard look of what it takes to have good access

1 to the waterfront to the community.

2 So we are analyzing that, but we also
3 understand, again, it all comes back to jurisdiction
4 and who owns what. So CSX still owns that part of the
5 property. So working with CSX, we will do our best to
6 come up with a solution to that. At this point, I
7 can't promise it will be the solution, but again, the
8 city, DDOT, would love to have more access to the
9 waterfront. We would love to have less separation
10 between the community and the waterfront and the parks,
11 but again, we have to work with our counterparts, CSX
12 to get to that solution. I don't know if by the end of
13 this process we will have that or not, but we, from our
14 perspective, are really pushing for that.

15 MR. UNDELAND: All right. We have one final
16 speaker, Brent Johnson.

17 MR. JOHNSON: Hi. My name is Brent Johnson.
18 I live at 312 I Street. I have two questions that can
19 hopefully be answered by somebody from CSX.

20 1) How plausible is it to do Concepts 2
21 through 7 in block chunks and whether that will speed
22 up the construction on that particular chunk?

1 2) Since I do live on that block, the
2 access to my garage goes right onto Virginia Avenue, so
3 the project would clearly end it as it is now. How
4 plausible is it for you to take the difference between
5 where you're going to end the project and where the
6 house begins and cut an alley to the street so I can
7 get to my garage? Thanks.

8 MR. HAMEED: Keith, Chip, or Steve, who wants
9 to answer. Introduce yourself first and what you do at
10 CSX.

11 MR. GULLUCKSON: Good evening. I'm Chuck
12 Gulluckson with CSX. Yes, as part of the NEPA process,
13 we're certainly going to look at the construction phase
14 and see what can be done. It's certainly our desire to
15 lessen impacts on anybody in that area, for certain.
16 That's why we're here. We certainly are going to look
17 at that to see what can be done as far as that
18 construction stage and such.

19 Also, at the same time, as part of the
20 maintenance of traffic, looking at transit, looking at
21 access and emergency access, all those things are being
22 looked at and are going to be brought in through the

1 NEPA process so that we can address all those things.

2 MR. JOHNSON: Thank you.

3 MR. UNDELAND: All right. Thank you all for
4 coming out tonight and learning more about the project
5 here and sharing your input. We've had great
6 discussion tonight. The presentation and materials
7 will be posted on the website. Please visit the
8 website, virginiaavenuetunnel.com, and we look forward
9 to seeing you at the next public meeting. Thank you.

10 (Whereupon, at 8:34 p.m., the
11 proceedings were concluded.)

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1 CERTIFICATE OF NOTARY PUBLIC

2 I, GERVEL A. WATTS, the officer before whom the
3 foregoing deposition was taken, do hereby certify that
4 the testimony that appears in the foregoing pages was
5 recorded by me and thereafter reduced to typewriting
6 under my direction; that said deposition is a true
7 record of the proceedings; that I am neither counsel
8 for, related to, nor employed by any of the parties to
9 the action in which this deposition was taken; and
10 further, that I am not a relative or employee of any
11 counsel or attorney employed by the parties hereto, nor
12 financially or otherwise interested in the outcome of
13 this action.

14

15

16

GERVEL A. WATTS
Notary Public in and for the
District of Columbia

17

18

My Commission expires: January 31, 2014

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