

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

1

VIRGINIA AVENUE TUNNEL PROJECT

Environmental Impact Statement

And

Section 106 Coordination

Public Meeting

Nationals Park

1500 South Capitol Street, Southeast

Washington, D.C.

May 21, 2012

6:30 p.m.

Reported by: Gervel A. Watts, CERT*D

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

2

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

A P P E A R A N C E S

SPEAKERS:

JAMIE HENSON, DDOT
STEVE PLANO, PARSONS BRINCKERHOFF
JOHN UNDELAND, StrataComm (Moderator)
STEVE FLIPPIN, CSX
CHIP DOBSON, CSX
KEITH BRINKER, CSX
MICHAEL HICKS, U.S. Federal Highway
Administration
CHUCK GULLAKSON, CSX
JOHN WALSH, CSX

TESTIFYING WITNESSES:

BRIAN HUSEMAN
LAURA SALMON
ANDREW SHIELDS
ANN VAN CAMP
HARRY SIMMETH
LISA DALE JONES
DAVID GARBER
MONTY EDWARDS
FRED MILLAR
SHAUNA HOLMES
RON MCBEE

MAUREEN HARRINGTON

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

3

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

2 MR. HENSON: Good evening. My name is Jamie
3 Henson. I'm a planner with the District's Department
4 of Transportation. Before we start, I'd like to say
5 thank you. Thank you for coming and taking time out of
6 your busy schedules to come and engage in this very
7 important process of evaluating the potential impacts
8 of the Virginia Avenue Tunnel. We're very grateful.

9 Your willingness to come out and engage in
10 this process is not lost on us and we don't want to
11 waste your time. So we're going to try to focus and
12 move through a presentation that gives you information
13 that you need to help make decisions and move forward
14 in a way that is equitable and includes input from
15 everybody involved. So with that, thank you very much
16 for coming.

17 Again, my name is Jamie Henson. I'm a
18 planner with DDOT. Tonight's meeting is about the
19 Virginia Avenue Tunnel Project. Before we get into
20 that, there are two things, two main points from
21 tonight.

22 First of all, we're going to talk through the

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

4

1 process of moving concepts forward. That's the second
2 thing that we'll discuss. The first thing that we'll
3 discuss will be the transition of this project from an
4 environmental assessment to an environmental impact
5 statement process. Those are the two basic things.

6 There's more information that we'll give you,
7 but those are the two take-aways from tonight. If you
8 don't remember anything else, two things, we're moving
9 from an EA to what we call an EIS, a more stringent
10 level of review and then we're going from 11 different
11 concepts down to three, plus a no build alternative.

12 It's also a coordination meeting for Section
13 106 of the Historic Preservation Act. It's a
14 coordination meeting for that as well. Let me give you
15 an overview of what we're going to discuss tonight.

16 First all, we'll go over a little bit of the
17 history, most of which -- I recognize plenty of faces
18 in the crowd -- know. We going to go over a little bit
19 of Section 106, a NEPA overview, discuss the purpose
20 and need briefly; the results of the concepts
21 evaluations and then some construction information,
22 maintenance of traffic, site security lighting, noise

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

5

1 and vibrations, storm water management and soil, and
2 then some potential post construction for how the road
3 might look, and then a great demonstration on the
4 sounds of transit, which is really amazing. Hopefully
5 you'll enjoy that as much as I have. We will go over
6 the schedule and then question and answer period.

7 As I mentioned earlier, hopefully you've
8 signed up to have a question and answer. I can't
9 remember. Did we decide two or three minutes for the
10 questions?

11 MR. UNDELAND: Two.

12 MR. HENSON: Two minutes. Thank you. We'll
13 go through that detail later. Project History: This
14 project has been a glimmer for quite a while now.
15 There have been upwards of 50 community meetings;
16 however, with this process, the start is environmental
17 assessment.

18 The first meeting was September 14th of this
19 past year. It was a scoping meeting, where we invited
20 the community to come visit and talked through
21 potential that they saw what we needed to review.

22 There were about 70 people and organizations

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

6

1 represented. We had a second meeting in November,
2 where we introduced 11 different concepts for how the
3 Virginia Avenue Tunnel might be rebuilt or not rebuilt.
4 There were about 50 individuals and organizations that
5 attended that meeting, which was here.

6 With that, I'm going to talk through NEPA.
7 We initiated the NEPA process a summer ago - a little
8 less than a year ago. Our initial classification was
9 Environmental Assessment - that is, one of our middle
10 levels of assessment. We initiated the scoping in the
11 fall, as we mentioned, developed a purpose and need
12 statement, which I will go over momentarily, and
13 developed potential project concepts.

14 Then recently, about a month or two ago, in
15 consultation with the Federal Highway Administration
16 and learning more about the project, this project
17 shifted classification from Environmental Assessment to
18 what we refer to as EIS, an Environmental Impact
19 Statement, where we went from thinking there might be
20 potential impacts of the EA, to saying that we're
21 pretty confident there's going to be an impact. So we
22 want to define that impact and make sure that those

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

1 potential impacts are mitigated.

2 The Notice of Intent for that EIS was issued
3 May 1st of this year and was issued in the Federal
4 Register.

5 Purpose and Need: The Federal Highway
6 Administration, otherwise known as FHWA, is to
7 determine the significance of anticipated impacts is
8 what our Federal role is, and the needs of this
9 particular project to correct the deficiency that
10 Virginia Avenue Tunnel has because it's a 100-year-old
11 tunnel; to address freight transportation, demand and
12 need for additional capacity in the corridor; to
13 maintain freight traffic during construction.

14 The objectives are to minimize construction
15 duration and impacts on the community, including
16 traffic, pedestrian and access; to provide community
17 enhancements; to improve the conditions of the
18 community and the roadway facility, and the also to
19 keep open communication through the NEPA process and
20 construction process as well.

21 The Federal Highway Administration is the
22 lead Federal Agency. The Federal Railroad

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

8

1 Administration is what we refer to as a cooperating
2 agency. So these are a list of the agencies, federal
3 as well as local, that are participating in our
4 process: The National Capital Planning Commission,
5 National Park Service, Marine Barracks Washington,
6 Department of the Navy, as well as DDOT, and we are
7 what we refer to as the lead local agency.

8 So the definition of EIS is a process used in
9 which the proposed action is expected to have
10 significant impact. Whereas, the EA, where we started,
11 we felt that there might be impacts or significant
12 impacts; now we're saying we're pretty sure there's
13 going to be a significant impact.

14 What this process ensures is that there's
15 more illumination of the process, whereas an EA, we can
16 go through the process, come to an end, have a public
17 hearing, get impact from the community and it's done.
18 This process is much more deliberative. So we prepared
19 a Notice of Intent.

20 This process has a draft Environmental Impact
21 Statement and then a review associated with it. Then
22 there is a public hearing for the draft Environmental

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

9

1 Impact Statement. We then take the information from
2 that and then go to a final Environmental Impact
3 Statement and there is a time period for review and
4 then there is a record decision.

5 So there's much more process around this than
6 the Environmental Assessment. I know it's a little bit
7 of jargon, but nonetheless, the idea here is that there
8 is a higher level of scrutiny that is now being applied
9 to this project, which is the real take away from this.
10 If some of you have questions that in the question and
11 answer, we'll be glad to go into more detail if you'd
12 like.

13 Section 106 Overview: Section 106 is part of
14 the National Historic Preservation Act of 1966.
15 Basically, it's pushing us -- requiring us, I should
16 say -- to evaluate the impacts on potential historic
17 resources in the area. That process was initiated and
18 parallel to the NEPA process in November.

19 We've invited participants to a set of
20 consulting party meetings established and areas of
21 potential effect, which we will go through momentarily.
22 As part of the process, we'll identify historic

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

10

1 properties; determine the effects, and as necessary,
2 resolve adverse effects as they are found.

3 With that, I'm going to introduce Steve
4 Plano, of Parsons Brinkerhoff to talk through in a
5 little more detail around the 106 process, as well as
6 to discuss the concepts that are being retained.

7 MR. PLANO: Okay. Thanks, Jamie. My name is
8 Steve Plano. I'm with Parsons Brinkerhoff. I'm the
9 NEPA manager for the project. I'm in charge of the
10 Environmental Impact Statement.

11 One of the things as a consultant that you're
12 supposed to do really well is prep your agency/client
13 ahead a time. I did not prep Jamie properly. We're
14 not doing the sounds of transit tonight. We will be
15 doing it at a separate meeting. I just want to clarify
16 that. It is a really cool program. He's right about
17 that.

18 MR. HENSON: I was excited.

19 MR. PLANO: I know. My apologies to you. We
20 also have comment cards that we want you to fill out,
21 located in the back of the room. There is a typo on
22 the comment card. It still has the EA on it. Rest

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

11

1 assured, we're doing an Environmental Impact Statement.

2 So those are my two confessions for the night.

3 Let me walk you through a little bit of what
4 we did today. We had consulting parties meeting, which
5 is part of the 106 process. A number of you here were
6 in that meeting. We looked at an area of potential
7 effect for cultural resources, historic sites.

8 We had some revisions to that area of
9 potential effect. That will change. We're working
10 with the consulting parties. It grew today. We're
11 going to moving forward with that larger area of
12 potential effect.

13 Let's talk about the concepts' evaluation. A
14 number of you were here at the last meeting in
15 November. We described a number of concepts at that
16 time. Almost a dozen different concepts from no-build
17 through out-of-corridor type alternatives.

18 So one of the purposes for tonight is to
19 really tell you the results of our initial screening on
20 that and what we're moving forward with in the EIS.
21 Regardless of an EIS or an EA, we start out with the
22 purpose and need as Jamie described. So what's the

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

12

1 purpose and need for the project. You saw that on the
2 slide.

3 Then we developed concepts that we feel
4 address that purpose and need - that transportation
5 problem. Then we worked together as a team and
6 winnowed it down to those concepts/alternatives that
7 were carried forward for detailed analysis. So that's
8 the step we're at today. I'm going to walk you through
9 that process a little bit.

10 In terms of retained concepts, the ones that
11 we're looking at retaining, of course, we're retaining
12 the no-build required under NEPA. That's our baseline
13 condition, our point of comparison. So really, what
14 would it be out there if we did nothing. And that's
15 true of all transportation projects: highway, transit,
16 rail, freight. It really doesn't matter. There's a
17 baseline condition.

18 We wouldn't do anything with the tunnel or we
19 wouldn't do anything with the highway if it were a
20 highway project. Of course, other things happen in the
21 area, all their market influences and other things are
22 happening. But from our standpoint it would be a no-

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

13

1 build situation.

2 We'd also have rebuilding of the Virginia
3 Avenue Tunnel, temporary south side runaround. That's
4 Number 2 from the prior numbers. We kept the numbers
5 the same. Number 5, which is also rebuilding the
6 Virginia Avenue Tunnel with permanent twin tunnels.
7 And I'll go through each of these in a minute.

8 And then lastly, rebuilding of Virginia
9 Avenue Tunnel online. So in the existing condition -
10 the existing tunnel that we have out there. So let's
11 walk through each of these.

12 The no-build situation is basically what we
13 have today. There's an existing tunnel out there.
14 It's a single-track tunnel, one vehicle high. So it's
15 a single stack tunnel. The walls are about eight and a
16 half feet thick. It's in need of ongoing maintenance
17 out there. It's in a condition, as we've noted in our
18 purpose and need, that it has deficiencies and
19 certainly needs some renovation and repair.

20 So the no-build would be basically not doing
21 anything to the tunnel. If something unanticipated
22 came up, an unplanned event, emergency maintenance, of

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

14

1 course, that would happen, but it would be basically
2 what we have out there today.

3 Concept 2: The temporary south side
4 runaround. You can see on the right side of the slide
5 we would have an open trench situation where we would
6 build a temporary situation where the trains would
7 runaround in an open trench.

8 We would have to divert that traffic into
9 that open trench because the operations would have to
10 be maintained throughout the process. There can't be a
11 break in service.

12 So the temporary track would be built in an
13 open trench situation and then after the trains were
14 diverted over there in a temporary condition, then work
15 on the tunnel would begin and once that was done, the
16 diversion would go back and then the trench would be
17 filled back in.

18 We'll show you some slides later on the
19 streetscape and how it would look after we're done. So
20 it would be moving the trains over; working on the
21 tunnel; moving them back; filling the trench back in.

22 The permanent twin tunnels are a little bit

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

15

1 different, if you remember from the last meeting.
2 Basically, we would build that temporary situation on
3 the right side, but it would become a permanent
4 situation. It would be a single track, double-stack
5 tunnel. That would be built first. We run the trains
6 over on that side and then as we're working on the
7 existing tunnel, we would cover the tunnel on the right
8 side. So the ultimate condition would basically be two
9 single-track, double-stack tunnels.

10 So instead of having both tracks in one
11 tunnel, we'd have two separate tunnels. We'd be
12 building one on the right side of the slide and then
13 renovating the existing tunnel out there for a double-
14 stack situation and there would be the wall in between.
15 So there would be less excavation in between, in terms
16 of the overall project.

17 Concept 6, which is really the rebuild
18 online. Again, it would be an open trench situation
19 because regardless of which alternative we're looking
20 at, which concept, we would be pulling the roof off the
21 existing tunnel. If you think back to the existing
22 condition slide, the no-build, there's only about five

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

16

1 feet of clearance there. So to do what we need to do,
2 we're going to go a little bit deeper and create the
3 double-stack situation.

4 So this, I think I jokingly referred to it in
5 November as working in house while living -- or living
6 in your house while you're trying to renovate it. So
7 it would be a little longer duration, in terms of
8 building this. It would be a little more complicated
9 for rail operations, but you wouldn't have the
10 temporary open trench situation like in the other two
11 alternatives.

12 So we think we have three pretty different
13 alternatives within the corridor. And those are the
14 ones that we propose taking forward and doing detailed
15 analysis on, in addition to the no-build situation.

16 This is a list of the concepts that we've
17 eliminated at this point, from further consideration.
18 You saw all of those at the previous meeting. They
19 were up on the website after the meeting. You can run
20 your eyes down those.

21 There are rebuild alternatives that we've
22 eliminated. One was the serpentine that we tried to

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

17

1 look at running the trench back and forth. That really
2 didn't work out for us. There are some others outside
3 the corridor, some of the NCPC alternatives. Those
4 were eliminated too. So what we've winnowed it down to
5 was the four I just went through: the builds, plus the
6 no build. So this is a list of alternatives and
7 concepts that have been eliminated.

8 Let's talk a little bit about construction
9 information that Jamie mentioned earlier. We looked at
10 preliminary maintenance of traffic for all the build
11 alternatives that we have left. They're very similar
12 in terms of how the maintenance of traffic will work.

13 Just a general statement with Concept 6,
14 it'll be a little bit easier, with a little bit more
15 room, in terms of width, but generally, the principles
16 that we're looking at that you see on this slide are
17 things that we want to move forward with on maintenance
18 of traffic. We know that's a concern of the
19 neighborhood.

20 We know that access, not only for people
21 driving through the neighborhood, driving into and out
22 of the neighborhood, local residents, access to

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

18

1 businesses and homes, is vital. So the principles that
2 we laid out here are consistent across any of the
3 alternatives that might be carried forward for a
4 selective build alternative.

5 Let's talk a little about how the maintenance
6 of traffic would work. I'm just going to kind of walk
7 you through from west to east. From Second to Fourth
8 Street -- and as I walk through these slides, the
9 colors are very consistent.

10 So if you see a green color on the slide,
11 it's pedestrian, walking, bicycle access, maintaining
12 that. If you see red, it's vehicular access. There is
13 kind of a beige color here, that's really more of a
14 very specific access to a business or a property or a
15 community center that were maintained.

16 So if you look at Second to Fourth Streets,
17 what we're proposing at Second Street is maintaining
18 the pedestrian access. Also, you can see the crossings
19 for vehicles, pedestrians and bikes at the other
20 locations at Third and Fourth; a loading dock access,
21 for Capital Quarter, you can see the beige color for
22 maintaining access so people can get in and out.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

19

1 Again, very consistent across these
2 alternatives, probably a little bit easier for Number
3 6, in terms of comparison.

4 From Fourth to Sixth Streets, you can also
5 see the maintenance of vehicular and pedestrian access.
6 I Street, Southeast would be closed at Fourth, except
7 for local traffic to Capital Quarter. We'd be looking
8 at detouring Sixth Street off-ramp traffic to two-way,
9 via Virginia Avenue and then obviously, emergency
10 vehicle and shuttle bus access where the senior center
11 would be maintained. So we're not only looking at the
12 big picture, but very site-specific access, maintenance
13 in the corridor.

14 Moving onto Sixth to Seventh Streets, you can
15 see the two-way system on the north side of the
16 Expressway that we'd be looking at. You can see the
17 beige arrows that would be part of the maintenance of
18 traffic with maintain two-way traffic so that although
19 you'd have to divert around, you could get to where
20 you're going to.

21 Again, it's a temporary situation, but it
22 will be for a number of months that people would have

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

20

1 to do the diversions. DDOT is working very closely
2 with us. We're also working very closely with other
3 projects in the area to make sure that various
4 maintenance of traffic plans are coordinated. I know
5 that is a concern of the community as well. So we'll
6 work very closely with you and the agencies on that;
7 make sure that we have enough overlap and consideration
8 so that we don't get into log jams for commuters and
9 also for folks living in the community.

10 Moving onto Eight to Ninth Streets, again,
11 you see vehicles and pedestrians and bicyclists access.
12 Property access and driveway access, a little bit of
13 property access -- and the beige color is probably a
14 little hard to see for Dogma. Also, L Street Southeast
15 would be converted to two-way, between Eight and Ninth
16 Streets.

17 Again, these are conceptual maintenance of
18 traffic plans that are subject to revision as we go
19 through, subject to change as we go through
20 construction. Things may changes. Projects in the
21 area may get delayed or expedited. We'll continue to
22 work that that as we're going through it, and of

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

21

1 course, let you know ahead of time.

2 At 11th Street, at the eastern-end of the
3 corridor, you can see the red and green crossing for
4 pedestrians and vehicles maintained. The beige strips,
5 I forgot to mention in the beginning, that's generally
6 the limits of where the Virginia Avenue Tunnel is.

7 Again, just in general, the concepts will be
8 very similar. The principles are going to be
9 maintained, working with you and DDOT. We'll continue
10 to communicate with you because we know the maintenance
11 of traffic and access is vital.

12 So as Jamie mentioned, there are some other
13 things that we're looking at, at this point in the
14 project. It's very conceptual at this time. As you
15 know, we just began the EIS process with the Notice of
16 Intent.

17 All the information that we've worked on
18 before will be included, even though we were in an EA
19 before, but we're just getting into detailed analysis
20 of the various alternatives and concepts.

21 So some of the things that we know we've
22 heard from you and others and some of the things that

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

22

1 we know we'll be looking at in detail: site security
2 and lighting in the corridor of how that's going to
3 work. We know we'll be looking at perimeter fencing
4 from the safety standpoint, what it looks like. We'll
5 be working closely with you. We know that aesthetics
6 will be important, even in a temporary situation
7 because you live and work in the area.

8 Noise and Vibration: We do have a noise
9 expert here today, which we were trying to do some
10 noise work today, but you can't do that in the rain.
11 But those studies are just getting underway, in terms
12 of the inventory stage, but we will be doing the noise
13 with vibration modeling and doing existing conditions
14 and running those conditions through the model and
15 looking at what the impacts may be, and as appropriate,
16 any mitigation that may be necessary.

17 Also, there's been some work out in the
18 corridor, some soil sampling and ground water sampling
19 and some testing. We'll continue to do that work and
20 let you know ahead of time.

21 If you do see something that's not the way
22 you like it out there, we do want to hear from you

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

23

1 because we want to take care of things that you're
2 concerned about as quickly as possible. And that's a
3 situation we're going to continue all the way through
4 the project.

5 If a build alternative is selected and it's
6 carried through, during construction we want to make
7 sure we're doing things appropriately in the field. So
8 we want to maintain this communication all the way
9 through.

10 Storm Water Management: Obviously we've been
11 doing what the regulations say, what we need to do from
12 a storm water standpoint. So we'll be following
13 through on that.

14 We really haven't gotten to this in detail.
15 We've heard from some folks about how important it is.
16 We want to let you know that we will be looking at it.
17 This is obviously not an all-inclusive list; these are
18 the things that we know are of immediate concern to
19 some folks out in the community. So we want to let you
20 know that we were looking at those.

21 One thing in particular we know we're hearing
22 from you, from the noise standpoint, and we do want to

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

24

1 share that sounds of transit work with you. It's an
2 interactive display and it can show you what noise
3 impacts may be from a project. You can actually model
4 what the sounds of street noises are, trains. And
5 we'll share that with you as soon as possible in
6 another setting.

7 Basically, from a noise standpoint, there are
8 criteria we use. There's perception -- and this is
9 really not just about noise. They are perceptions of
10 what impacts would be and there are criteria that we
11 abide by. We'll obviously look at the criteria. We
12 understand the perception aspect and we'll work with
13 you on kind of combining those and make sure we'll
14 communicate with you.

15 Sometimes the noise may increase and not go
16 over the criteria and you can't tell. Sometimes your
17 perception is that the noise has increased, but it's
18 not really a criteria. We'll work with you to let you
19 know. Some of this stuff is very technical.

20 I'm not a noise person. I'm continually
21 reminded by noise people on what those things are. So
22 definitely, if you have questions as you go through the

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

25

1 process with us, let us know. We will get the experts
2 to answer those questions for you.

3 We'll look at rail noise, but we'll also look
4 at some highway noise conditions out there in the
5 baseline because in the modeling standpoint, there is
6 an existing noise condition out there.

7 All I'll say is that I hope we get better
8 weather for the rest of the week because we want to get
9 these studies underway. So whatever you can do to make
10 the weather better, we'd appreciate it. But we will be
11 doing it in the best weather we can because that's what
12 we need to do.

13 In addition, vibration is something of note
14 and concern to you. We will be doing some vibration
15 modeling in the corridor. Again, we will be looking at
16 what the criteria says, doing some comparisons. We
17 want to know what's happening now. We want to predict
18 what's going to happen.

19 Then even during construction, we'll be
20 working with you to look at situations and monitor
21 those in case there's something that maybe you think is
22 happening out there and we can test it, versus the

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

26

1 baseline condition.

2 We know vibration is a concern. I think I
3 know that it's a concern for the after operation, after
4 the tunnel is rehabbed, but also during the
5 construction. We understand both the construction and
6 the permanent impact side. So we'll look at both in
7 the EIS.

8 Assuming a build alternative is selected,
9 everything proceeds, obviously at the end of the day,
10 you want to know what it's going to look like. We
11 wanted to share some concepts with you tonight.

12 Basically, from DDOT's standpoint -- I think
13 I can speak for them or Jamie can correct me -- we want
14 to return the street to the way it is today, at least.

15 So we wanted to share some concepts with you,
16 just some things we're considering right now. We
17 definitely want to get your input on these and we want
18 to get your input from a 106 standpoint too.

19 So regardless who's listening or who's out
20 there in the community, we want your input on how we
21 proceed on some of these concepts. So we have several.

22 Option A is basically returning the street

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

27

1 situation the way it is. And you can see kind of a
2 cross-section of what it would look like. When we're
3 done, the tunnel will still be underground. It will
4 still be a tunnel at the street level. You'll see what
5 you see today and then whatever we decide, in terms of
6 enhancements or look. So this is kind of a simplistic,
7 pretty much the way it is today.

8 Option B, we're showing some bike lanes out
9 in the street. We know biking and pedestrian activity
10 is a big interest in D.C., big interest in the
11 neighborhood. These would be bike lanes right out in
12 the existing curb-to-curb section.

13 In Option C, looking at a shared use path on
14 one side. Again, these are very conceptual. We want
15 to work with you. These are just some things we're
16 going back and forth with on now.

17 We don't know what the answer is, but we want
18 to work with you on these and we look forward to some
19 of your input on what's the best approach for you. But
20 we wanted to let you know that we're looking at
21 maintenance of traffic.

22 We're looking at these analysis things, but

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

28

1 also trying to think ahead of what the ultimate
2 condition will be and make it as best as we can for
3 you.

4 Just a brief summary on the schedule, now
5 that we've switched to an EIS, the schedule has changed
6 a little bit. We're looking at a public hearing,
7 sometime in the summer of 2012. We're going to do a
8 public hearing anyways, but this will be the EIS Public
9 Hearing.

10 We'll have the draft EIS in the fall and then
11 the formal public hearing in the winter and then
12 ultimately a record of decision in 2013. We don't have
13 actual months or dates pinned down for this, but these
14 are the target months we're looking at, target seasons.

15 It's a pretty aggressive schedule. We're
16 working on several cylinders all at once, but will
17 continue to work with you, all the way through the
18 process and get your input and address your concerns as
19 quickly as possible.

20 Okay. Right on time. With that, we want to
21 take your questions. Jamie and I will field the
22 questions. John Undeland is kind of our moderator or

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

29

1 MC, I guess, for lack of a better term. We're doing
2 two minutes. I think we have a warning sign at one
3 minute.

4 If one of us can't answer the question, we
5 have technical experts here who will hopefully be able
6 to answer your question. If that doesn't work, we will
7 still take your question and get back to you. I think
8 we have a list.

9

10 MR. UNDELAND: Thanks Stephen. To reiterate,
11 thanks to all of you for coming out. This is your part
12 of the program now. Before we get going, I did just
13 want to hit on a few ground rules to enable us to get
14 through your questions thoroughly, but also to give as
15 many folks a chance to speak as possible.

16 We're going to be taking the numbers. When
17 you folks signed in, who wanted to speak, you got a
18 number. We're going to be taking those in order. Only
19 those who did get a number, who asked to speak, will be
20 called. We're going to have you come up to the
21 microphone here.

22 Do you see the little box in front of you?

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

30

1 That's going to give you an indication of when you're
2 down to one minute from the two-minute total and down
3 to 30 seconds and then wrap up. If you miss your turn,
4 we'll just put you at the back of the line.

5 Again, it is a two-minute maximum. We ask
6 that when you're receiving your answer from other folks
7 that if you would just be neutral in your response. No
8 applauding or booing or anything of that nature. You
9 need to respect the folks who are presenting.

10 Lastly, we're ending the comments at 8:00.
11 As Steve mentioned, we do have ways to comment. There
12 are drop boxes in the back for comments you want to
13 fill out tonight. There are also envelopes back there
14 if you want to go home and think about it and submit
15 comments. You can mail those in.

16 We've got a court reporter over here if you
17 want to give oral comments. You can also e-mail at
18 contact@virginiaavenuetunnel.com. You can also get
19 there by navigating through the website at
20 virginiaavenuetunnel.com

21 With that, we'll start with our first speaker.

22 MR. HUSEMAN: Hi. My name is Brian Huseman,

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

31

1 H-U-S-E-M-A-N. I'm vice-president of the Capital
2 Quarter Homeowners Association Board of Directors. I'm
3 a resident of the () and
4 I ask that this be included in the court transcript.

5 First of all, I would like to applaud the
6 NEPA agencies for making this an Environmental Impact
7 Statement instead of an EA. I think it was nonsensical
8 that this project was not worth the highest level of
9 scrutiny and we thank you for this more rigorous
10 review.

11 First of all, I'm very disappointed that the
12 rerouting option was not included in the final four EIS
13 concepts. I think that you presented those for the
14 Hobson's choice, as far as there was only one option
15 here where there are not trains running in an open
16 trench within feet of our homes. I would urge that one
17 of the rerouting options be included in the final EIS
18 in the next phase.

19 I'm also extremely disappointed in one of the
20 FAQs that was released on Friday evening about the home
21 value of the homes. During construction, I think that
22 DDOT Federal Highways essentially should be ashamed

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

32

1 that they simply ignored the concept that home values
2 will be affected during construction. That FAQ said
3 that it was a subjective viewpoint or that it was not
4 objective criteria for that and I think we all know
5 that's completely inaccurate.

6 So I have a three-part question. One, I want
7 to ask about the right-of-way under any of these
8 concepts, especially Concept Number 5. I don't think
9 there's any possible reading of the 1901 Federal
10 Statute that would allow CSX to build a brand new
11 tunnel within its existing right-of-way. So I'd like
12 to find out what the views of the agencies are about
13 that.

14 Number two; I would like to know why there
15 was not some sort of combination concept that was
16 given, such as Concept Number 2 but with trains
17 temporarily rerouted during the construction period.

18 Number three; I would like to know what the
19 comment period is for residents so that we can make
20 sure that our comments are most relevant during the
21 next phase. Thank you.

22 MR. UNDELAND: Steve or Jamie, would you like

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

33

1 to address the question?

2 MR. HENSON: On the right-of-way question --
3 let me sure I've got it right just for clarity. The
4 first was the right-of-way question.

5 Second, you talked about a combined concept
6 or a hybrid. Can you be a little more specific on
7 that?

8 MR. HUSEMAN: The only concepts that were put
9 forward were the exact same concepts that were
10 presented in the earlier stage. So I would like to
11 know how come some sort of combination or hybrid was
12 not included.

13 MR. HENSON: Okay. Thank you. And then the
14 third is how long the comment period is?

15 MR. HUSEMAN: Yes.

16 MR. HENSON: Okay. Good. At the moment,
17 DDOT is working with CSX. The right-of-way is very
18 complicated element of this. There is a congressional
19 act, obviously, and I think that the way, at the moment
20 -- and I'll let some other folks elaborate on this --
21 is that we understand that each of us have rights in
22 that right-of-way.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

34

1 The question, frankly, is not yet determined.
2 So we're in the process of determining how the right-
3 of-way will work, but the answer we don't have the
4 answer yet. I'll pause there and see if we need to
5 have a little clarity on that.

6 MR. PLANO: I don't think so.

7 MR. HENSON: Okay. Second, the combined
8 concept or potential hybrid between any number,
9 frankly, of the 11 alternatives I think is the spirit
10 of the question. Is that right?

11 MR. HUSEMAN: Yes.

12 MR. HENSON: We basically, at this point,
13 these are the concepts that we feel best adhere to the
14 purpose and need. That's not saying that there is
15 potential for some of these to be mixed and matched at
16 the end of the day, but there may be.

17 With 11 different concepts that we've brought
18 out to the public, we really had a higher level of
19 specificity in those than we might typically on other
20 projects. So we really try to look at a variety of
21 hybrid type concepts.

22 For example, I think Steve called it the

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

35

1 serpentine, kind of went back and forth and across.
2 That would kind of be a hybrid between the north or the
3 south. So we've somewhat introduced that concept, but
4 at the moment, we feel that these are most appropriate
5 to address the purpose and need.

6 The comment period, Steve, I'll actually
7 defer to you. I can't remember. I'll let you talk on
8 the nuance of that. I don't want to be incorrect.

9 MR. PLANO: Brian, are you talking about the
10 comment period now?

11 MR. HUSEMAN: Yes.

12 MR. PLANO: The comment period now, I don't
13 think we've specified. So we can take comments all the
14 way through the process.

15 MR. HUSEMAN: But the question though is
16 during what time period will they be most relevant and
17 effective to influencing the next stage of the review?

18 MR. PLANO: I think we said last time 30
19 days. Obviously, the sooner they come in they can
20 influence us more, but that's not to say that we won't
21 take comments all the way through the process on the
22 concept, especially if we were to do a hybrid concept,

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

36

1 we would need to present that to you and take comments
2 at that time too.

3 So I don't want anybody to think that they
4 can't make comments all the way through the process is
5 really my point. Then later on when we come back,
6 we're sharing impact analyses.

7 Obviously the comments at that point would
8 influence, in terms of developing mitigation strategies
9 too. We want to be as open as possible, also recognize
10 the fact that when the comment come in, the sooner they
11 come in at that point, you know, we'll fit them into
12 the schedule and the process better. We don't want to
13 limit you is the bottom line.

14 MR. UNDELAND: Can we have the second speaker
15 come up and the third speaker sort of on deck?

16 MS. SALMON: Hi. I'm Laura Salmon. I'm
17 president of the Capital Quarter Homeowners
18 Association. Thank you very much for the information
19 you've presented tonight and the opportunity to comment
20 on this.

21 Now that we've winnowed down the options to
22 basically three that aren't just leave it alone, I'm

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

37

1 wondering if it would be possible to share more
2 detailed, block-by-block information than the overall
3 chart.

4 It's difficult to tell, for example, if you
5 take the block of Virginia Avenue between Third and
6 Fourth Streets, where the end of the tunnel is; where
7 this construction access is and where the safety
8 barrier is.

9 If you can kind of blow up -- and I would
10 assume that certainly the blocks are of interest to
11 Capital Quarter -- between Third and Fourth, between
12 Fourth and Fifth, and between Fifth and Sixth for the
13 senior center.

14 I'm assuming that the Marines would want to
15 see what happens in front of their barracks and that
16 D.O.T. would like to see what happens in front of their
17 new building, so that we could begin to understand what
18 we'll be living with on a day-by-day basis and how
19 close it is to our homes.

20 The other thing that I would like to ask is
21 that we start talking about specific construction
22 techniques, especially what construction techniques can

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

38

1 be used to minimize, for example, noise and vibration
2 from a new permanent tunnel if that option is going to
3 be chosen. Thank you.

4 MR. HENSON: Laura, thank you for those
5 questions. I think that it is a great lead in to the
6 next element of this process. So the way that I'm
7 envisioning the next meeting is that we'll have
8 actually addressed both of questions at that point. So
9 having more info, block-by-block.

10 One of the reasons that we wanted to winnow
11 this down to three, plus a no build is so that we can
12 go ahead and look more in depth at what these would
13 look like. So more of a block-by-block view and then
14 also to begin to address potential construction
15 techniques that could minimize -- how they would
16 minimize the noise, vibration, as well as potential
17 construction time as well.

18 I'll add that in as a throw away -- not a
19 throw away. Excuse me. That's not what I meant. But
20 as an addition to what you were asking as well.

21 MR. PLANO: Laura, I just wanted to also add
22 that I think you're also thinking about construction

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

39

1 staging areas, in addition to maintenance of traffic.
2 That is definitely our next stop. Having said that, we
3 always try to look at construction staging and
4 sequencing on a project.

5 We'll lay that out as best we can. It could
6 be subject to change when contracts are let. We try to
7 go as far as we can without precluding or influencing
8 the contract so much. We'll try to get that balance of
9 the best approach and work with you on that.

10 MR. UNDELAND: All right. If we can get the
11 third speaker come forward. As a housekeeping item, if
12 we can ask you to say your name and spell your last
13 name. That would be helpful.

14 MR. SHIELDS: Hi. I'm Andrew Shields, (
15) S-H-I-E-L-D-S.

16 CSX lobbying has wildly overstated the
17 benefits to this tunnel. Regardless of what happens
18 here on Virginia Avenue, the Howard Street Tunnel is
19 still your major bottleneck. Ships going to the Port
20 of Baltimore are going to pass four major ports to stop
21 at Baltimore to send rail south. It doesn't make any
22 sense.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

40

1 Single tracking at Howard still forces the
2 rail between Virginia Avenue and Howard Tunnel to be
3 underutilized. This process is never incorporated in
4 any of the input from the community, as far as we can
5 tell.

6 We were suggesting hybridized options since
7 jump; talking about rerouting around the residential
8 portion, during the residential portion of the project
9 and getting back to temporary tracking further down
10 where the Marine barracks are and non-residential
11 areas.

12 The twin tunnel option is going to require a
13 massive increase of the right-of-way, over the existing
14 right-of-way. As far as I can tell, you only have 45
15 feet at the moment. The twin tunnel is going to give
16 you 67 feet at the end of the day. That's incredible
17 land seizure, especially given that the 1901 statute
18 says you're not allowed to dig anything up, and
19 certainly, you're not allowed to lay any more temporary
20 tracks.

21 Given all these statements, CSX, especially
22 given the constraint of the Howard Street Tunnel is

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

41

1 still going to exist. Can CSX achieve any of the
2 benefits that it's set to achieve at the outset of this
3 process?

4 MR. HENSON: So I won't comment on the CSX
5 benefits, in particular, as it relates to Howard
6 Street. I'll let CSX answer or not answer, as they
7 wish, on that.

8 MR. DOBSON: Chip Dobson from CSX; project
9 coordinator for the Virginia Avenue Tunnel. In
10 general, a couple of things, to address what you said
11 about the CSX flow of traffic. CSX flow of traffic
12 through this area is obviously north and south.

13 Yes, the Howard Street Tunnel is not double-
14 stack capable; however, when you look at the Virginia
15 Avenue Tunnel that we're referring to, you know, there
16 are three areas where those benefits are derived. One
17 is from a new construction tunnel that has reliability
18 for decades to come.

19 There is the double-track aspect, which keeps
20 trains flowing through the District without having to
21 stop to wait for opposite traffic, realizing the
22 proximity to the west, the close proximity of

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

42

1 additional passenger train traffic going into and out
2 of Washington Union Station, Amtrak and VRE.

3 The aspect of the double-stack capability
4 speaks a lot to flow of traffic from ports, Baltimore
5 and south, the flow of traffic to and from the
6 Midwestern United States, which is a tremendous area --
7 it's a tremendous population area with a lot of freight
8 traffic flowing, both from the west, out of Chicago,
9 the largest rail area in the country. So that's really
10 what the overall benefits are from those three aspects.

11 MR. HENSON: If I got it correct, your second
12 comment or question is that we have not incorporated
13 input from the community, correct?

14 MR. SHIELDS: Yeah.

15 MR. HENSON: Okay. One of the ways that
16 think we're addressing that, at least at minimum, is
17 also transitioning this from EA to an EIS.

18 Now, there's also -- I can understand the
19 case that you're saying that we haven't responded on
20 the alternatives, but we have moved up the level of
21 analysis from EA to EIS. So we've at least partly
22 addressed some of the concerns. I'm trying to, at

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

43

1 least, define some of things we've done.

2 We have not necessarily kept every single
3 concept that some parts of the community have wanted.

4 You're absolutely right.

5 MR. SHIELDS: But you also haven't integrated
6 or even addressed certain ideas that we have presented
7 to you, such as partial reroutes. You threw out the
8 entirety of Option 7 without justification.

9 The justification in the fact, I believe says
10 something about how it would increase the duration of
11 the project which makes no sense whatsoever. So a
12 partial reroute around the most effected blocks was
13 never addressed and it was dismissed out of hand.

14 MR. HENSON: Sure. Let me assure you, it was
15 definitely not dismissed out of hand. There is quite
16 an effort to look at that particular alternative. That
17 would obviously be a concern of the community tonight
18 that that concept did not move forward. With that, I
19 will ask to see if we can get a little more feedback on
20 the discussion on Alternative 7.

21 Well, we might as well now. This is one of
22 the pressing questions.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

44

1 MR. DOBSON: Again, Chip Dobson from CSX.
2 Specific to Concept 7, as was presented the last time,
3 just a quick review. Concept 7 was the idea of
4 reconstructing the tunnel in place, where it is now,
5 using open trench construction as opposed to as you
6 have over there, Concepts 2, 5, and 6. Instead of
7 accommodating traffic through the existing Virginia
8 Avenue Tunnel during construction, that Concept 7 was
9 the idea that during construction, rerouting the
10 traffic away from the tunnel area.

11 To your particular piece of rerouting it
12 around part of the area, I mean, I think I would be
13 happy to discuss that with you later in detail. To my
14 knowledge, that has not been brought up before. I'm
15 not sure how you reroute either -- if you're thinking
16 of rerouting a portion of the traffic or around a
17 portion of the area, the portion of the traffic was
18 looked at and essentially, you still end up with what
19 is Concept 6. It's otherwise under Concept 7. It's
20 rerouting all the traffic during construction.

21 So what we looked at in the detailed analysis
22 that we presented to Federal Highways and DDOT was we

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

45

1 took a scenario of the least impactful combination of
2 available reroutes. They were 1) through Washington
3 Union Station, over the existing Amtrak tracks to then
4 reconnect with CSX north and south of the Union Station
5 area.

6 The issue there is that for a variety of
7 reasons and validated by Amtrak officials, you're not
8 going to get more than two freight trains per day
9 through Washington Union Station.

10 When the bridge was under emergency repair
11 several years ago, that's what was done, with limited
12 success, for a short period of time. That was used as
13 the basis and that was validated.

14 There's basically the volume of traffic
15 through Washington Union Station, the routes that are
16 available, equipment capability issues, limit that at
17 very maximum to two trains in a 24-hour period. So we
18 took that and said okay, we could possibly do that.
19 Then the next, in terms of mileage, least impactful
20 route is out to the west interchange on Norfolk
21 Southern Railroad.

22 Looking at the realities of railroad capacity

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

46

1 and routing, you know, up to but no more than about a
2 third of the current traffic through the Virginia
3 Avenue Tunnel could be accommodated for the overall
4 capacity on those Norfolk Southern routes.

5 So it's either going to go through Union
6 Station, up to two trains a day; possibly up to one-
7 third on Norfolk Southern. The rest could be rerouted
8 on a variety of CSX routes, but generally, if you look,
9 there are two rail route maps over there, one that
10 shows the eastern half of the United States and one
11 shows about 100 miles out from Washington, D.C.

12 Given the geography of the CSX network,
13 depending upon the origin and destinations, you're
14 adding some multiple, hundreds of miles for each train.
15 The other reality factor is that a percentage of the
16 traffic the currently goes through the Virginia Avenue
17 Tunnel on CSX is contractually high priority, time-
18 sensitive traffic.

19 We did an analysis by train, by carload, and
20 realistically, for the couple of trains a day that
21 could not go through Union Station, industry indicators
22 and contractual agreements would have that that traffic

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

47

1 would, in all likelihood, revert to by the shipper, not
2 by CSX, revert to truck traffic.

3 So the sum total of that impact on a monthly
4 basis is going to equate to somewhere upwards of 3.5
5 million gallons of diesel fuel to accommodate all of
6 that rerouting, either on train or on truck. That's
7 3.5 million gallons per month of diesel fuel used to do
8 that.

9 So the rerouting, Concept 7, would cut down
10 some on the duration of the project, say as compared to
11 Concepts 2 or 5, but it's sort of that in that
12 construction work that is sort of a fixed cost and
13 variable cost.

14 There are parts where it doesn't matter if
15 you're doing a temporary tunnel, twin tunnels or a
16 single tunnel, you still got to do things. So it does
17 not cut it in half, but any means.

18 So you're still left with open trench
19 construction and that extensive fuel use every month
20 and the use of hundreds of trucks per day and all the
21 loads for all those trucks were based on the origins
22 and destinations of the individual shipments were in

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

48

1 excess of 750 miles.

2 The metric that we used was the most amenable
3 to making that work, which was 750 miles, where in
4 reality, many of them -- all of them are 750 or in
5 excess. So that's really the level of detail that we
6 looked at.

7 One of the comments previously was just don't
8 look for the answer, look for the family of answers.
9 And that's what we took on as the feedback and that's
10 how we worked the analysis and presented that in depth
11 and in detail to DDOT and Federal Highways.

12 MR. HENSON: The only thing I'll add to what
13 Chip said is that that will be documented in the DEIS
14 when it comes out in the fall. So you'll see that when
15 it comes out.

16 You also had another question and then I'll
17 defer back to our previous answer. I think you
18 mentioned 45 to 67 feet, correct?

19 MR. SHIELDS: Yes.

20 MR. HANSON: And I'll refer back to a
21 previous answer that the right-of-way, we're still
22 working to determine what the right-of-way would be and

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

49

1 how that arrangement would work.

2 MR. UNDELAND: Thank you. I hope that
3 extensive answer answered a good bit of your questions.
4 After the formal session here, if you want to catch
5 people, please do.

6 Our fourth speaker is?

7 MS. VAN CAMP: Hi. My name is Ann Van Camp.
8 Its V-A-N space C-A-M-P. I live (
9
10) I have three
11 questions.

12 I'm glad we moved to the EIS. We're
13 obviously all very pleased about that. So thank you
14 for that. I've been reading up a little on it. I'm
15 totally not an expert on EIS, but one of the things
16 that I understand you're expected to measure are the
17 social and economic impacts on the human environment.

18 I was wondering if you have some way that you
19 could explain how you measure that. You can measure
20 lots of other things, but how do you measure the social
21 and economic human impact that we are all going to
22 going through?

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

50

1 Secondly, someone else had already mentioned
2 this but I would like to also ask if you could please
3 give us a little bit more detail on what this is going
4 to look like during construction.

5 We see this kind of very clean drawings of
6 what the tunnel might look like right now and then we
7 see a clean picture of a pretty street afterwards, but
8 we all know that it is going to be pretty ugly during
9 the construction period and we'd like to have a little
10 more detail on that.

11 Third, I would just like to ask that the
12 noise analysis that you plan to do isn't just about
13 rail noise. It's going to be a lot of noise with that
14 construction.

15 We'd like to know if you measure the sound of
16 a backhoe at 7:00 in the morning because we kind of
17 know what that sounds like. So I hope that you will
18 take that into consideration. Thank you.

19 MR. HENSON: I'm going to go out of order
20 just a bit. I will defer to social and economic
21 impacts to Steve, momentarily. What will it look like
22 during construction? Again, I think that will be

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

51

1 something that we look at and talk through at the next
2 meeting. Once we've gotten three concepts chosen, the
3 idea is that now we'll go into more depth.

4 So that's another one of the things similar
5 to what we talked about earlier with Laura. That will
6 be one of the elements that we'll hopefully be able
7 have more information about next time.

8 You had the question about noise, from rail
9 as well as construction. All of that will be analyzed
10 and then it will include the noise from the road as the
11 background as well. Steve, I will now defer to you.

12 MR. PLANO: Generally, when we talk about
13 socio-economics, it's a host of things. Everything
14 from looking at the neighborhood and what the impacts
15 would be from a visual standpoint, cohesion during
16 construction the maintenance of traffic and what the
17 impact would be to the social environment.

18 From an economic standpoint, if we were doing
19 a large highway job where there were a number of
20 displacements, we would look at what the impacts would
21 be in terms of things like loss for the tax base for a
22 local region. We would look at those types of impacts,

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

52

1 but also potential property impacts.

2 So we would be looking at a whole host of
3 those things, all kind of under the umbrella of socio-
4 economic. But it's basically community type things.
5 It's your neighborhood. It's how it's going to look or
6 how it's going to look when it's done. How it's going
7 to look during construction.

8 I think you made a great comment, from a
9 construction standpoint, I think maybe at the next
10 meeting or a small community meeting, we can get back
11 and start sharing some potential construction scenarios
12 and what types of equipment would be out there and
13 those types of things.

14 I think that was a great comment. We'll
15 definitely do our homework and get back to you on some
16 of those. Does that help answer your question?

17 Socio-economics is kind of a broad brush, but
18 there is a host of things underneath it.

19 MS. VAN CAMP: Okay. Thank you.

20 MR. UNDELAND: All right. Our fifth
21 speaker, state your name and spell your last name,
22 please?

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

53

1 MR. SIMMETH: Yes. My name is Harry Simmeth,
2 S-I-M-M-E-T-H. (
3)

4 I've got a lot of questions that I'd like to
5 ask, but I think most of the most important ones have
6 been asked. So I'm going to ask a more technical one.

7 There seems to be almost a fascination with
8 open trench technology. Now, let me rephrase that.
9 There must be some requirement -- some technology
10 necessity that everything is either don't build or
11 build an open trench.

12 When a lot of the Metro system was built
13 here, it was built cut and cover. Dig a hole; start
14 working in it and overlay the street with metal or some
15 other object to cut down the noise and cut down the
16 danger of somebody falling the hole or whatever.

17 What is the technical requirement or is there
18 some other requirement that's driving CSX towards open
19 trench construction?

20 MR. HENSON: I can tell you a lot more on
21 that and we can get folks that have a lot more
22 understanding on the engineering design of that. One

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

54

1 of the concepts we actually push CSX to look at was a
2 deep bore tunnel, similar to what D.C. water will be
3 building down to Blue Plains, basically up along and
4 underneath the Anacostia River and various places.

5 A deep bore tunnel, in order to miss the
6 tunnel for D.C. water to miss other sewer tunnels, to
7 miss bridges, to miss rivers, and then hit grade, would
8 have to begin below Reagan National Airport and would
9 come out just on the other side of Deanwood. So that
10 was, in essence, infeasible.

11 So the only real option left -- and we looked
12 at ways to try to tunnel it from various points in the
13 city and there was no place in the city where we felt
14 like we could do it fast enough, under bridges, roads,
15 rivers and back up above bridges roads and rivers in a
16 way that we could do it. So that's kind of the high
17 level.

18 Now, if there are more technical questions
19 that you have because I'm surely not smart enough to go
20 explain the technicality on its own.

21 MR. SIMMETH: I understand. I wasn't talking
22 about the deep bore option because that looks like

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

55

1 pretty science fiction stuff to start with. What I was
2 talking about was what is the possibility or the
3 technical feasibility of covering over the trench,
4 during construction, particularly, if there's a
5 temporary trench that the trains are running through?

6 MR. HENSON: Oh, I'm sorry.

7 MR. SIMMETH: I understand you have to open
8 it up, but then are you going to leave it open for
9 three years?

10 MR. HENSON: I'm sorry. I misunderstood.
11 Forgive me. That, I will defer to someone else. I
12 can't talk about construction techniques.

13 MR. GULLAKSON: Hi. I'm Chuck Gullakson with
14 CSX's engineering department. There are a number of --
15 and we have discussed that internally and looked at
16 that as an option and what the complications are.

17 The challenge at this location is that the
18 Virginia Avenue Tunnel itself and the level of tracks
19 are very shallow compared to the street.

20 As you saw on some of the concept drawings
21 that we have labeled here, much of that tunnel is only
22 five feet of cover from the roof to the street level.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

56

1 In some places it gets up to as much as 12 and 13 feet,
2 but the bulk of that is about in the five-foot range.

3 So you run into a couple of issues to try to
4 cover the tunnel during construction because you're so
5 constrained, the equipment inside does not have enough
6 room to work because you have such a low amount of
7 cover.

8 Typically, too, if you want to -- with that,
9 if you were to cover the entire tunnel, that only
10 leaves you only a couple of ways to get out of the
11 tunnel. That's basically each end.

12 So what ends up happening is that you just
13 end up working right on top of yourself and it
14 lengthens the overall duration of the project. If
15 everything has to come in and out only two holes,
16 openings, if you will, then you're in the way of your
17 equipment the entire time. So it ends up lengthening
18 the time for construction.

19 Be sure to understand, too, as we have shown
20 on our maintenance of traffic drawings, the cross
21 streets will have a bridge deck to go across to carry
22 the traffic across at each of the cross streets.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

57

1 That's what we have in the preliminary maintenance of
2 traffic plan.

3 MR. UNDELAND: All right. Our sixth
4 commenter, please step forward and state your name.

5 MS. JONES: My Lisa Dale Jones, J-O-N-E-S. (
6

7) My question has to do with the noise, the
8 social impact that we were talking about.

9 First of all, we've noticed that the trains -
10 - I'm curious of why the trains currently have to blow
11 their horns. There's no grade crossing. So I'm
12 wondering, are there going to be more trains going
13 through when this is done, which means more horns
14 blowing or is there some way we can get a waiver so
15 that they don't have to blow their horns because it is
16 pretty loud and there will be more trains, I'm
17 assuming, when this is all done and there is no grade
18 crossing.

19 During construction, I know that you are
20 going to be doing noise and vibration studies along the
21 area where the tracks are going to be, but I'm
22 wondering, during construction if there's going to be

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

58

1 heavy equipment moving in and out, using streets
2 further into Capitol Hill and the historic district.
3 If that during construction you're going to have heavy
4 trucks taking dirt out.

5 Whatever it's going to be, will you be doing
6 noise and vibration studies along the whole route that
7 those are going to take because you have historic
8 buildings along that whole route that could be
9 affected.

10 So my questions have to do with the horns on
11 the trains, why are we hearing them at all and will
12 there be more trains going through, and therefore, more
13 horns?

14 And will be noise and vibration studies done
15 on the whole route that construction could affect and
16 not just the area along the tunnel?

17 MR. HENSON: So again, I will answer your
18 latter question first and then I'll defer to Steve
19 Flippin, I'm guessing, who will address the horn issue.
20 I know that's been a hot button issue for the
21 neighborhood.

22 As part of the construction maintenance plan,

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

59

1 what DDOT will require is that we will require the
2 contractor to submit to us an access plan that shows us
3 exactly where construction vehicles will come in and
4 out. And we'll be very diligent to make sure that we
5 minimize noise impacts, noise vibrations to residents
6 and make sure that it's accounted for that way.

7 The goal is not to have heavy construction
8 trucks any closer to historic resources, in particular,
9 than necessary. With that, I'll defer to Steve on the
10 horn issue.

11 MR. FLIPPIN: Steve Flippin with CSX. I do
12 our community affairs and I'm also local here in D.C.
13 Horns are something that I hear about all the time, so
14 I definitely can relate.

15 Horns are a safety measure. They're there to
16 alert people that a train is coming. Also, if there
17 are individuals in the tunnel, then they're used to
18 alert them into the tunnel. They're required to blow
19 as they enter the tunnel and as they leave to let
20 people know the train is coming.

21 As we go through this project, we are looking
22 at redoing the signaling so that we can potentially

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

60

1 eliminate the horn, as it would blow, coming in and out
2 of the tunnel because of new technology that we
3 developed and because of the signaling that would be
4 added for this new tunnel.

5 MR. UNDELAND: Our seventh speaker, could you
6 come up to the microphone and indentify yourself?

7 MR. GARBER: My name is David Garber, G-A-R-
8 B-E-R. I'm the ANC Commissioner for this District. My
9 first question is about the timelines for each of these
10 concepts.

11 I'm wondering if you can go over the
12 individual timelines for each of the presented
13 concepts, including the construction phasing for each
14 of them. And if not now, when that information is
15 going to be made public so that the community can have
16 the best information possible.

17 My second question is what guarantee does the
18 community have that in Concept 5 that the new permanent
19 tunnel on the south side of the existing one won't be a
20 Phase I with construction delayed on the reconstruction
21 of the existing tunnel.

22 And thirdly, I'm curious about the process

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

61

1 for keeping or eliminating the no-build concept, and
2 who is involved in that decision and how is an
3 objective decision made. Thank you.

4 MR. HENSON: Sorry. Hold on, David. Don't
5 get too far. I may need you to clarify just a bit.
6 Let me start with the last one. You talked about
7 eliminating the no-build. How do we know which options
8 to eliminate? Is that kind of the essence of the
9 question?

10 MR. GARBER: Well, it sounded like what you
11 were talking about mostly tonight have been the three
12 other concepts, besides the no-build, when it is, in
13 fact, still one of the four options presented.

14 So I'm curious about keeping or eliminating
15 the no-build option because that's one that we haven't
16 really talked about. It's as legitimate right now as
17 any other concept. So I'm curious about how that
18 decision is going to be made.

19 MR. HENSON: Right. The way that NEPA, kind
20 of at a basic level is that you keep the no-build in
21 order to make sure there's some level of a baseline to
22 compare to. There will be no getting rid of the no-

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

62

1 build because that's always an option. So we'll keep
2 that because NEPA requires us to, basically. The
3 process law requires us to keep that. So there will be
4 no getting rid of it.

5 Now, there'll be a time where, maybe that's
6 not chosen as a preferred alternative, but it will stay
7 until the end, until that decision is made.

8 So you talked about Concept 5. My notes are
9 failing me here. You talked about how do we know if
10 the tunnel on the south is built that there won't be a
11 delay in Phase I; is that what I'm hearing?

12 MR. GARBER: Well, that there won't be a
13 delay in completing the rebuild of the existing tunnel
14 because that option is basically doing that first
15 tunnel and then doing the second tunnel. I'm curious
16 as to what guarantee the community has that that's
17 going to happen at the same time or that it would be
18 extended.

19 MR. HENSON: Ultimately, there will be some
20 level of agreement that DDOT will have to enter into
21 with CSX, and that's in the future, where we would talk
22 through that. I don't have the answer for that, but we

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

63

1 don't have any interest in lengthening the time that
2 the community is going to be disrupted.

3 That's one of the reasons why we transitioned
4 this from EA to an EIS because we knew that it was
5 going to be a long -- it's more than a short-term
6 construction project. So we knew that that was going
7 to be an impact. So that was one of our indications to
8 the community that we think that this is important and
9 it needs to be addressed.

10 Let me get back to your first question, the
11 timeline for each concept. On that, I'll defer because
12 I'm not the expert to talk through relative timelines
13 or when. Obviously, the more detail we get, the more
14 we're able to talk to that, but at the moment, I'm not
15 sure how well we are or not able to talk through
16 timelines.

17 Again, these are conceptual timelines.
18 You're not going to hear that this is a 26-month
19 process and this is a 23-month process and this is 18
20 months. This is kind of a more basic level, three
21 years, maybe two and a half.

22 MR. GARBBER: No, I understand that. For the

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

64

1 community, I think hearing those numbers will help us
2 to be able to analyze these concepts so we can tell you
3 all which ones are preferred from us.

4 MR. HENSON: Understandable. It's a very
5 reasonable question. I'm not sure if we have that
6 information or not. Keith, you're welcome to take a
7 stab at it.

8 MR. BRINKER: Good evening. I'm Keith
9 Brinker with CSX. We've looked at general construction
10 timelines for the various concepts. Generally, the
11 online corridor Concepts 2 and 5 is estimated at two
12 and a half, three and a half-year timeframe.

13 Concept 6 is a little longer. That's
14 estimated at three plus years. I mean, to get into a
15 greater details is what we'll be doing in the EIS
16 document. What we've got to understand better is the
17 construction methodologies, the way the project will
18 progress will be some of the questions tonight, and
19 we'll have answers to those questions as we continue.

20 MR. GARBER: Okay. Thank you. Just to
21 clarify, the concern is about the overall timeline and
22 then also the phasing timeline within each of the

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

65

1 options.

2 MR. FLIPPIN: That answered the question.

3 MR. BRINKER: Thank you.

4 MR. UNDELAND: Our eighth speaker. Thank
5 you.

6 MR. EDWARDS: Thank you. My name is Monty
7 Edwards. I'm representing the committee of 100 on the
8 Federal City. E-D-W-A-R-D-S.

9 My concern is about the noise and vibration
10 study. From what we've heard tonight, the focus seems
11 to be on the noise and vibration associated with
12 construction. I would like to ask that the study also
13 embrace and a noise and vibration study post-
14 construction, recognizing that these will be, by in
15 large, projections.

16 1) We know that there will be more frequent
17 trains. 2) We know that with two-way traffic you will
18 eliminate the stopping of the trains. So there will be
19 faster trains.

20 So my question is do you have experience above
21 grade with trains passing each other and the harmonic
22 vibrations and what happens there? What happens in the

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

66

1 different tunnel configurations in terms of the
2 harmonic vibrations of two trains that are meeting each
3 other? Do they cancel out?

4 Do they reinforce each other? I think we
5 need to know how many trains you're protecting when
6 it's completed and how many trains you're projecting,
7 per day, five years after completion and the speed of
8 those trains that are projected to traverse, both
9 southwest and the tunnel. And the impact of the
10 vibration and noise, not only in the immediate study
11 area you've defined, but west of the tunnel where it's
12 open, we're already experiencing the noise of the horns
13 and other problems. Thank you.

14 MR. HENSON: Don't go anywhere. You had a
15 lot of questions, so let me repeat those back first.
16 I'm still writing.

17 So Question 1, you mentioned that we talked
18 through noise and vibration of construction. You're
19 concerned about permanent noise and vibration.

20 The second question was related to the actual
21 noise that was about potential faster trains, harmonic
22 vibration when trains go past each other at a higher

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

67

1 speed, potentially.

2 Third was a combination of a number of trains
3 five years out and how that would work with the speed
4 of the trains and then talk through how that might
5 impact areas west of the site.

6 MR. EDWARDS: That's correct. Five years
7 out, I'm looking at, primarily, frequency of trains and
8 the speed at which they will go through the tunnel.

9 MR. HENSON: Okay. All right. I'll divide
10 this up because I can't answer any of these. Forgive
11 me. Mike, can I put you on the spot on the first one
12 for noise vibration post-construction? That ends up
13 going toward a scope question -- either you or Steve.
14 I can't answer that.

15 MR. HICKS: I'm Mike Hicks with Federal
16 Highway. When we look at EIS, we look at the immediate
17 impact of EIS. I don't know. I'm not really sure, in
18 terms of post-construction for a five-year period. I
19 guess we could consider something like that. But
20 again, it would an estimate. I mean, I don't know
21 whether CSX knows the volume of the train traffic at
22 that late a date. I mean, I'm not really sure.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

68

1 MR. EDWARDS: I appreciate it would be a
2 projection, but I think CSX is in the best position to
3 make that kind of projection.

4 MR. HICKS: Well, it's Federal Highway. I
5 certainly can't answer that question. In the NEPA
6 document, I don't know that we would look that far out.
7 I don't know really know that I have a good answer to
8 that question at this point. That's a good question,
9 but I don't really have an answer. We could discuss, I
10 guess, internally, to see what we could come up.

11 MR. EDWARDS: Thank you.

12 MR. HENSON: On the issue, I'll defer to the
13 CSX team. Steve or Chip?

14 MR. FLIPPIN: We're going to split this up a
15 little bit and let Chuck speak to some of the technical
16 issues and I'll talk about growth.

17 As you know, freight growth is based on
18 consumption. As you also are aware, the number of
19 people that reside in the District and regions around
20 the District continues to grow. The census numbers
21 continue to increase and with that, the demand for
22 freight movement continues as well.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

69

1 We predict what the freight growth is going
2 to look like for us on hopes that we're able to
3 continue to maintain the traffic we have and grow
4 traffic, and that's based on capacity that we have.
5 But again, it's all a projection and it's based on
6 assumption.

7 Again, for this market, that consumption is
8 going to continue to grow. Right now USDOT predicts
9 that every person, on average, consumes 40 tons of
10 freight. With the expected census numbers for the next
11 15 years, you're looking at another 57 million tons of
12 freight that are going to move through the Washington
13 region.

14 Whether they're going to move by train or
15 truck, as I talked about earlier, those are the choices
16 that you have here, by being able to fix some of this
17 capacity when you're encouraging it to move by rail so
18 that we can continue to call for that solution, which
19 reduces emissions and lower logistic costs and has all
20 the benefits that freight rail brings over trucks.

21 MR. EDWARDS: When you give that projected
22 number, could you also give the assumptions that went

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

70

1 into that projected number?

2 MR. FLIPPIN: We do. We've done that in
3 presentations that did.

4 MR. EDWARDS: Thank you.

5 MR. FLIPPIN: So you can look at both the
6 census numbers that have been projected and the USDOT
7 numbers that were used to figure out freight. We'd be
8 glad to give that in a more formal part of this as
9 well. Chuck, do you want to talk about the other two,
10 harmonic vibration and speed?

11 MR. GULLAKSON: Chuck Gullakson, once again, with
12 CSX engineering. There are actually several factors,
13 as I'm sure you're aware of. In fact, that's one
14 reason why we're out of course taking soil borings and
15 geotechnical information is to get an understanding of
16 the type of soil condition out there. That, in turn,
17 of course, affects the design of the tunnel.

18 We're looking at various designs, be it
19 piling types of wall construction, support of
20 excavation and the flooring itself, along with the
21 track structure too. That all will develop as a design
22 advances for each of the concepts. We're looking at

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

71

1 all those factors to determine what type of vibration
2 would potentially get involved with each of these
3 concepts.

4 We also have Ahmed El-Aassar, who is here in
5 the room with us. He's definitely our noise and
6 vibration expert. He can certainly speak to more of
7 that. He's got his hand raised back there in the back.
8 So he can certainly speak much more about the science
9 and such about noise and vibration.

10 Also, concerning the speed, that's also being
11 developed in concert with the same design work that
12 would be done in concert with the EIS process for
13 these.

14 MR. EDWARDS: I appreciate speed would be a
15 projection, but again, can you give the range and the
16 assumptions that underlie the projected speeds?

17 MR. GULLAKSON: That will come out as part of
18 this process in EIS.

19 MR. EDWARDS: Thank you.

20 MR. UNDELAND: We've only got 10 minutes,
21 folks. So if we could keep it moving. Thank you. The
22 next speaker, please.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

72

1 MR. MILLAR: Hi. My name is Fred Millar. I
2 initiated the rerouting ordinance in D.C. that would
3 try to force CSX to reroute the most dangerous cargos
4 away from the Nation's Capitol. The last name is M-I-
5 L-L-A-R.

6 I have a couple of hazmat questions.
7 Earlier, we tried to push CSX to reroute the most
8 dangerous cargos. In fact, they were, in effect,
9 bullied into rerouting "voluntarily" some of the cargos
10 around D.C. It would be useful to know what the routes
11 are that they are using for that.

12 As you know, in the first meeting that you
13 had here -- well, in the second meeting, you did not
14 show, neither the agency, nor CSX brought a map of the
15 real reroute, which is the Norfolk Southern line, 50
16 miles west of D.C. Now you have a couple, but they are
17 very inconspicuous over there. We've never really been
18 presented with that as a real option.

19 Here's my question. I've heard tonight that
20 in the EIS you will have to consider that, in fact.
21 That will be one of the considerations in the EIS, a
22 rerouting onto Norfolk Southern.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

73

1 If you've already developed a bunch of
2 arguments about why you can't do that, I would urge to
3 quickly put that onto the web pages in the frequently
4 asked questions and so forth so that the community can
5 start to consider that, please.

6 Secondly, we would like to know how many
7 cargos are you currently rerouting and which of the
8 ones that you are rerouting and on which lines, whether
9 it's the CSX lines through Cleveland or whether they're
10 the lines through Hagerstown, and so forth, on the
11 Norfolk Southern line.

12 Then lastly, what are the cargos that you're
13 still bring through here and which will continue to go
14 through D.C. during the construction if any of those
15 options were adopted, the open trench and so forth?

16 What are the impact zones of those cargos?
17 In other words, we've been constantly trying to get the
18 railroads to show us what the worst-case scenarios are.
19 If you're rerouting the most dangerous cargos, that's
20 fine, but what are the ones that are remaining -- for
21 example, could it include ethanol that would be going
22 to the Alexandria unloading docks that exist there?

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

74

1 We just want to know what's going on there
2 and what are you impact zones, you know, having a nice
3 map showing, say, the 10 most dangerous cargos would be
4 very helpful. Thank you.

5 MR. HENSON: As I mentioned earlier, on the
6 diversion routing, that will be more detailed on the
7 DEIS.

8 When the DEIS comes out in the fall, four to
9 six months, give or take, that will be much more clear
10 in that. Chip gave a discussion of that earlier, but
11 the in-depth discussion of that will be in the draft
12 EIS.

13 How many cargos are rerouted? You know, I
14 can't speak towards CSX's dealing with hazardous or
15 what are considered hazardous cargos. That's really
16 not germane to this discussion, but CSX is welcome to
17 comment on their cargos and what they do and don't do.
18 This process is really about the capacity for Virginia
19 Avenue Tunnel and rebuilding that tunnel.

20 MR. MILLAR: Let me just tell you why it's
21 relevant. When we first approached CSX about
22 rerouting, they said we will never reroute any of our

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

75

1 hazmat cargos over to that competitor railroad, Norfolk
2 Southern. And then it turns out that once we got into
3 Court with them, their expert had to admit that they
4 actually do interchange cargos 1.5 million times a
5 year.

6 So the question is not a hazmat question, per
7 se. It's a question about a realistic, viable
8 alternative that is already being used and we need to
9 see that vividly.

10 MR. HENSON: Right. Why can't it be used
11 again is the essence of your question.

12 MR. MILLAR: Right.

13 MR. HENSON: Again, I'll defer back to the
14 previous answer that it will be much more clearly
15 articulated in the DEIS.

16 Now, you did mention impact zones of cargo.
17 CSX is welcome to answer that, or not, at this time.

18 MR. BRINKER: Again, Keith Brinker with CSX.
19 Some of the questions that you're asking of a Homeland
20 Security nature and is very sensitive information, is
21 what I'm sure is obvious to the audience and also to
22 you, Mr. Millar.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

76

1 We got with us, John Walsh, who is in our
2 Infrastructure Protection Group. John, I'd like you to
3 come up to the podium and answer the question or
4 provide a response, please.

5 MR. WALSH: Hello. My name is John Walsh
6 from the Infrastructure Protection team. Mr. Millar,
7 to answer your question -- or to your point, actually,
8 CSX, at the present time, we do not route toxic by
9 inhalation or poison by inhalation hazard products
10 through the District of Columbia.

11 We do not route explosives through the
12 District of Columbia. We do not route liquid propane
13 gas through the District of Columbia. I'm not quite
14 sure of the answer you're looking for.

15 MR. MILLAR: What about some of the others
16 like, perhaps, ethanol and others that could have quite
17 -- if people are living with two blocks of the line, it
18 seems to me that you guys need to say what are the most
19 dangerous cargos that we are continuing to bring
20 through. I'm only talking about for emergency response
21 purposes.

22 I'm not looking at from the terrorist aspect,

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

77

1 necessarily. That's something that would be relevant,
2 but I'm just saying that people ought to have a sense
3 of what are the remaining hazmat cargos that are still
4 coming through, insofar a lot of those are -- for
5 example, the ones that caused the Howard Street Tunnel
6 fire in Baltimore in 2001 and so forth.

7 I mean, that was not one of the ones that you
8 just mentioned. That was some other kind of
9 combination of chemicals, as I understand it.

10 MR. WALSH: Right. Just to get back to your
11 point again about the TIH or the poison by inhalation
12 hazard cars. For us to identify, I don't think this is
13 the appropriate forum. I'm not a service design or
14 service planning expert. I handle Homeland Security
15 issues. So I can't tell you for a fact where the
16 rerouting occurs.

17 I can tell you for a fact that it does not
18 traverse through the District of Columbia. I think you
19 would appreciate our concern not to advertise where
20 someone who may have malintent could readily find
21 chlorine cars or hydrous ammonia cars.

22 So that's something that I would welcome you

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

78

1 to address, if you prefer to fill out a comment card
2 and expect to get some sort of further feedback, but at
3 this time, as it pertains to this project, it doesn't
4 pertain to the project because that's currently not
5 traversing through the tunnel.

6 MR. FLIPPIN: Just so you're aware, CSX does
7 work with emergency responders in every community.
8 Those emergency responders do have access to top 10
9 chemicals that would go through any area.

10 Again, with CSX and the District, we do not
11 carry highly poison by inhalation, toxic by inhalation,
12 flammable, or explosives.

13 Again, the emergency responders do have that
14 information. We also help provide them training of how
15 to deal with situations and that's something that CSX
16 does on a regular and routine basis.

17 MR. WALSH: Just to touch on Steve's point,
18 we produce studies at the request of all the first
19 responders. You can contact our headquarters in
20 Jacksonville. We've got the top commodities going
21 through that area.

22 We do online training for first responders.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

79

1 We do face-to-face training for first responders. Our
2 hazmat team has a safety train that travels our system.
3 We train fire departments. We send out community
4 awareness and resource guides to the 13,000
5 jurisdictions that we operate through, every other
6 year.

7 MR. MILLAR: In Alexandria, when they were
8 talking about the ethanol out floating, the local fire
9 department identified the hazard zones for the
10 residents because they were concerned. It seems like
11 the federal and local agencies ought to be able to do
12 the same thing at least --

13 MR. UNDELAND: I'm sorry. This is a very
14 good and important discussion, but I'm going to ask
15 that it be moved on to after the meeting. We've just
16 got five minutes left before 8:00. Can our eighth
17 speaker come up, please? Is that our ninth speaker?

18 MS. HOLMES: No. I would be the tenth
19 speaker.

20 MR. UNDELAND: Oh, tenth. I'm sorry. I beg
21 your pardon.

22 MS. HOLMES: Hello. I'm Shauna Holmes.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

80

1 That's S-H-A-U-N-A, and Holmes as in Sherlock. I'm
2 with the Capitol Hill Restoration Society.

3 My question is really about information. We
4 have heard a lot this evening. A number of us heard a
5 lot this afternoon about what would be available later.
6 It seems like the answers to many of these questions
7 that have been asked tonight is, "This is going to be
8 in the DEIS," which I appreciate, but your timeline
9 over here shows that that is not expected to come out
10 until the fall of this year.

11 In the meantime, I'm hoping that we could
12 identify or agree on some information products that
13 could be available to the public and the community.
14 For instance, the purpose and need statement. That
15 would be a helpful document for us to see.

16 There are reports that are being generated
17 during the various reviews that are going on and the
18 results of tests and studies on noise and vibration and
19 other such things.

20 If and when that kind of information becomes
21 available before the DEIS, is there a way, a means, a
22 venue, something for making that information available

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

81

1 to the public and the community?

2 A second part is that with the 11th Street
3 Bridge FEIS, some of those forecasts ranged up to 2030.
4 So I guess I don't understand why, with the EIS for
5 this project, there cannot be projections and forecasts
6 for something, you know, even as little as five years
7 from the completion of the project. Perhaps that could
8 be explained.

9 MR. HICKS: Shauna, thanks for your question.
10 I'll answer two of them. Now, the first question --
11 let me see --

12 MS. HOLMES: Information.

13 MR. HENSON: Making information available as
14 it comes out rather than waiting for the draft.

15 MR. HICKS: Okay. On that question, Federal
16 Highway has to review -- when they put a draft document
17 together, the Federal Highway reviews the document and
18 approves it before it goes out for public distribution.
19 So until we get that review done we won't circulate the
20 document for public distribution because that has to do
21 with traffic.

22 You have to remember, when we do a NEPA

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

82

1 document, we normally forecast 20 years, in terms of
2 traffic. This is different. You have to remember,
3 Federal Highway is Federal Highways. This is a rail
4 project. So that's why, in terms of when there was a
5 discussion about -- what was it, the noise?

6 I'm not really sure right now of how we're
7 going to handle that information. In terms of our own
8 regulations, we don't have anything that addresses
9 that, because again, I deal with highway transportation
10 project and this is a railroad type project. So I'm
11 not really sure how we're going to handle that aspect
12 of it.

13 MS. HOLMES: Okay. May I ask a second part
14 then? In the South Capitol Street FEIS, during
15 construction and after construction --

16 THE REPORTER: Ma'am, please come to the
17 microphone.

18 MS. HOLMES: Will there be any projections
19 for post-construction impacts or is the FEIS going to
20 be limited only to construction impacts that aren't
21 usually the case?

22 MR. HICKS: Well, you're talking about

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

83

1 permanent impacts now. When you talk about post-
2 construction, that's a permanent impact.

3 MS. HOLMES: Noise, vibrations, et cetera.

4 MR. HICKS: We will look at the impacts, both
5 permanent and temporary. Construction is a temporary
6 impact, but there will be, I guess, permanent impacts
7 as well. We will consider those in the document.

8 MS. HOLMES: Thank you.

9 MR. HENSON: Does that answer your question?

10 MS. HOLMES: Yes.

11 MR. MCBEE: I'm speaker Number 11, Ron McBee.
12 That's M-C, capital B as in boy, E-E. I live in
13 southwest. I'm also an ANC Commissioner in 6D and 6D-
14 03. I have two quick questions.

15 One really is about the information that came
16 here. You've excluded Concept 3, 4, 7, 8, 9, 10, and
17 11 as options. I'm looking for some of the information
18 that you used to make those decisions.

19 I'm trying to be able to look at that data.
20 Where is that data contained or was this information
21 then transformed into a decision that was made here?
22 Obviously, that's where we're at tonight.

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

84

1 Secondly, earlier, somebody up here talked
2 about our hybrid. I think a hybrid is looking at many
3 different solutions to the problem. I think that one
4 of things I heard Chip talk about is time-sensitive
5 materials that had to go through the tunnel.

6 My father was a railroad man. He worked in
7 the rail yard. They built trains. So I don't know why
8 CSX could not, in fact, separate those time items that
9 have to get through quickly that might come through our
10 passenger line at Union Station.

11 The second part of this question is that if
12 that was able to be done, what kind of cost savings and
13 time savings on building the tunnel without having to
14 do a build-around in the tunnel could we be saving?

15 That's what I'm looking at. Is there some
16 cost savings on the other side? You talked about the
17 expense of the diesel fuel.

18 So I'm wondering if there is some cost
19 savings, both without having to build the temporary
20 track inside the tunnel for the line to go through.
21 Have you looked at that?

22 Is there some cost data associated with it?

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

85

1 MR. UNDELAND: Before we get to the answer
2 of that question, you are going to be our last speaker.
3 We are out of time. As I said before, after we break,
4 the folks up here, and others, will be available to
5 handle questions one-on-one.

6 MR. HENSON: All right, Ron, let me see if I
7 understand your questions. The first one was how do we
8 make the decision, basically, to exclude the seven or
9 eight that were excluded. That's one.

10 The second one is why not use Union Station
11 as a reroute. Is that the essence of the second one?
12 I was struggling on that one just a bit.

13 MR. MCBEE: Well, yeah. I think that's true.
14 It was part of the NCPC.

15 MR. HENSON: Right.

16 MR. MCBEE: I understand that maybe,
17 possibly, you can limit that to use it for part of your
18 time-sensitive shipment of your materials.

19 And secondly, if you were not able -- if you
20 did not have to build the temporary tunnel inside, what
21 kind of cost savings and time savings could be talking
22 about for construction?

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

1 MR. HENSON: Okay. The first one, the
2 criteria for making the decision was the purpose and
3 need statement. So literally, we put together what
4 amounted to a matrix with the elements of the purpose
5 and need and then attempted to evaluate them in a
6 qualitative manner, based on the information that we
7 had.

8 What was most consistent with the purpose and
9 need statement, those concepts were kept and those that
10 were least consistent with the purpose and need
11 statement, those concepts were eliminated. So that's
12 kind of the simple answer. And again, I hate to keep
13 referring to the DEIS, but the DEIS will indeed go into
14 much more detail.

15 I will also say this about the DEIS, to an
16 extent, it's a blessing and a curse. Mike mentioned
17 some of the extra process that has to come with it. So
18 if this was an EA, this process would wrap up much
19 quicker. You would have answers more quickly, but
20 because there a lot more reviews that have to go
21 through, I don't understand all the details. Instead
22 of maybe a few months, you end up with only six months

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

87

1 before we can release it.

2 Also note that -- I believe it was Shauna's
3 question -- we'll also have another meeting, we're
4 thinking late summer, where we'll talk through the
5 concepts in more detail, as we've discussed tonight.
6 So there's that element.

7 As far as the time-sensitive shipments
8 through Union Station -- and I don't want to rehash too
9 much of the discussion that Chip went into a good bit
10 of detail about Alternative 7 -- but basically, there
11 is only one train in and one train out of Union Station
12 per day, for a total of two. From the way that CSX has
13 described it, that will not work for their operations.

14 On cost data, I will defer on that one. I
15 would not like to discuss Alternative 7 because Chip
16 went into detail about that already and it's actually
17 past our time. So if there is any discussion of cost
18 that CSX would like to make, you may.

19 MR. DOBSON: Again, Chip Dobson from CSX. In
20 terms of the amount of volume when we looked -- if I
21 wasn't clear before -- at the volume of traffic that
22 could go through Washington Union Station, that

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

88

1 analysis was actually done on a carload basis.

2 So there were two trains, but it was two
3 trains at capacity. So two was the number and the
4 analysis was done, assuming that each of those was a
5 fully-loaded, you know, train and basically maxed out,
6 in terms of the length and the amount of high priority
7 cargo. So that was truly the maximum.

8 The other aspect is, you know, we did take a
9 look, while there was some savings -- obviously if you
10 construct a tunnel and you don't have to accommodate
11 trains through the tunnel area itself, that does give
12 you some savings, but in terms of the magnitude -- I
13 mean, I talked about the fuel, which wasn't as much as
14 -- I mean, it was partially a cost issue, but partially
15 an environmental and an impact issue.

16 That more than outweighed any cost savings
17 from the construction aspect and then there would be
18 additional labor and other associated costs that would
19 be associated with not only the truck operations, you
20 know, it wouldn't fall to CSX, but other costs that
21 would take place like additional equipment, in terms of
22 railcars, probably locomotive and other costs

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

89

1 associated with it.

2 Now, because those other things were fairly
3 compelling, it wasn't a full analysis, but the basis of
4 it was that an additional amount of fuel and the
5 impacts to that.

6 MR. MCBEE: You know, the other issue that I
7 was looking at is if you didn't have to do the build-
8 around, you know, internally have the line there, time-
9 wise, too, would there be a cost savings with the
10 timeline?

11 So would the tunnel take two and a half years
12 as opposed to three and a half years, in terms of
13 construction?

14 MR. DOBSON: Well, yeah. I think we did view
15 that there was a range of construction with a
16 preliminary -- I don't want to attach specific number
17 because there wasn't one, but there was a range of
18 construction. So it would be faster, but that's what I
19 spoke to.

20 Basically, it's not half the length because
21 basically, there's some fixed, sort of construction
22 time and some variables. So you are able to shrink

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

90

1 some of those variable type things, but not the fixed.
2 And that does impact, not only the amount of time the
3 construction would take place along the existing tunnel
4 area but also it does impact to some cost savings, but
5 the magnitude of that was not significant, compared to
6 the other things.

7 MR. MCBEE: Right. My last comment is really
8 just a comment. I would hope that the Federal Highway
9 could find a way to release the state of preliminary
10 before it becomes final. Is there a preliminary
11 release so that we can see some of the information that
12 you have instead of waiting for this DEIS be finalized?

13 MR. UNDELAND: It's called a draft for a
14 reason. It's not final.

15 MR. MCBEE: That's right. And that's why --

16 MR. UNDELAND: I'm sorry. I am going to
17 have to end things tonight. I'm very sorry that not
18 everyone got a chance to speak. We do want to hear
19 from you. As I mentioned, there are folks here who can
20 --

21 MS. HARRINGTON: I just have two quick
22 questions if I could. I'm sorry. I know you're in a

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

91

1 hurry. My name is Maureen Harrington, H-A-R-R-I-N-G-T-
2 O-N. (
3) I just wanted to follow-up
4 on a point that Brian Huseman made. Are you all going
5 to be considering, and hopefully, somehow addressing
6 the affect on home values that are for properties
7 adjacent to this construction?

8 I'm wondering if any of you would seriously
9 be willing to go on record as saying that you would pay
10 the same price for a home in front of this construction
11 as you would for the identical home with this
12 construction not going on. It is going to have an
13 effect on home values for a long time. This is going
14 to be very relevant if we have to move.

15 Then also, as far as the right-of-way, since
16 at least two of these options would, as far as I can
17 tell, significantly expand the CSX right-of-way, who
18 makes that decision when, on what basis will there be
19 input for public participation?

20 MR. UNDELAND: Well, there is opportunity
21 for public input all the way along. Your questions
22 have been recorded. We will be providing a record of

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

1 this on our website when those have been compiled.

2 Thank you all. There were many people here
3 tonight. Thank you for your attention. Please go to
4 virginiaavenuetunnel.com for more information for the
5 materials that we did present tonight. We continue to
6 encourage your input. Thank you.

7 (Whereupon, at 8:14 p.m., the
8 proceedings were concluded.)

9 * * * * *

10

11

12

13

14

15

16

17

18

19

20

21

22

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

1 CERTIFICATE OF NOTARY PUBLIC

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

14

15

16

17

18

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

19

20

21

22 My Commission expires: January 31, 2014

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<hr/> <p>0</p> <hr/> <p>03 83:14</p> <hr/> <p>1</p> <hr/> <p>1 45:2 65:16 66:17</p> <p>1.5 75:4</p> <p>10 71:20 74:3 78:8 83:16</p> <p>100 46:11 65:7</p> <p>100-year-old 7:10</p> <p>106 1:6 4:13,19 9:13 10:5 11:5 26:18</p> <p>11 4:10 6:2 34:9,17 83:11,17</p> <p>11th 21:2 81:2</p> <p>12 56:1</p> <p>13 56:1</p> <p>13,000 79:4</p> <p>14th 5:18</p> <p>15 69:11</p> <p>1500 1:11</p> <p>18 63:19</p> <p>1901 32:9 40:17</p> <p>1966 9:14</p> <p>1st 7:3</p> <hr/> <p>2</p> <hr/> <p>2 13:4 14:3 32:16 44:6 47:11 64:11 65:17</p> <p>20 82:1</p> <p>2001 77:6</p> <p>2012 1:13 28:7</p> <p>2013 28:12</p> <p>2014 93:22</p>	<p>2030 81:3</p> <p>21 1:13</p> <p>23-month 63:19</p> <p>24-hour 45:17</p> <p>26-month 63:18</p> <hr/> <p>3</p> <hr/> <p>3 83:16</p> <p>3.5 47:4,7</p> <p>30 30:3 35:18</p> <p>31 93:22</p> <hr/> <p>4</p> <hr/> <p>4 83:16</p> <p>40 69:9</p> <p>45 40:14 48:18</p> <hr/> <p>5</p> <hr/> <p>5 13:5 32:8 44:6 47:11 60:18 62:8 64:11</p> <p>50 5:15 6:4 72:15</p> <p>57 69:11</p> <hr/> <p>6</p> <hr/> <p>6 15:17 17:13 19:3 44:6,19 64:13</p> <p>6:30 1:14</p> <p>67 40:16 48:18</p> <p>6D 83:13</p> <hr/> <p>7</p> <hr/> <p>7 43:8,20 44:2,3,8,19 47:9 83:16 87:10,15</p> <p>7:00 50:16</p> <p>70 5:22</p>	<p>750 48:1,3,4</p> <hr/> <p>8</p> <hr/> <p>8 83:16</p> <p>8:00 30:10 79:16</p> <p>8:14 92:7</p> <hr/> <p>9</p> <hr/> <p>9 83:16</p> <hr/> <p>A</p> <hr/> <p>abide 24:11</p> <p>able 29:5 51:6 63:14,15 64:2 69:2,16 79:11 83:19 84:12 85:19 89:22</p> <p>absolutely 43:4</p> <p>access 7:16 17:20,22 18:11,12,14,18,2 0,22 19:5,10,12 20:11,12,13 21:11 37:7 59:2 78:8</p> <p>accommodate 47:5 88:10</p> <p>accommodated 46:3</p> <p>accommodating 44:7</p> <p>accounted 59:6</p> <p>achieve 41:1,2</p> <p>across 18:2 19:1 35:1 56:21,22</p> <p>act 4:13 9:14 33:19</p> <p>action 8:9 93:9,13</p> <p>activity 27:9</p>	<p>actual 28:13 66:20</p> <p>actually 24:3 35:6 38:8 54:1 70:12 75:4 76:7 87:16 88:1</p> <p>add 38:18,21 48:12</p> <p>added 60:4</p> <p>adding 46:14</p> <p>addition 16:15 25:13 38:20 39:1</p> <p>additional 7:12 42:1 88:18,21 89:4</p> <p>address 7:11 12:4 28:18 33:1 35:5 38:14 41:10 58:19 78:1</p> <p>addressed 38:8 42:22 43:6,13 63:9</p> <p>addresses 82:8</p> <p>addressing 42:16 91:5</p> <p>adhere 34:13</p> <p>adjacent 91:7</p> <p>Administration 2:7 6:15 7:6,21 8:1</p> <p>admit 75:3</p> <p>adopted 73:15</p> <p>advances 70:22</p> <p>adverse 10:2</p> <p>advertise 77:19</p> <p>aesthetics 22:5</p> <p>affairs 59:12</p> <p>affect 58:15 91:6</p>
--	--	--	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>affected 32:2 58:9 affects 70:17 afternoon 80:5 afterwards 50:7 agencies 8:2 20:6 31:6 32:12 79:11 agency 7:22 8:2,7 72:14 agency/client 10:12 aggressive 28:15 ago 6:7,8,14 45:11 agreement 62:20 agreements 46:22 ahead 10:13 21:1 22:20 28:1 38:12 Ahmed 71:4 Airport 54:8 alert 59:16,18 Alexandria 73:22 79:7 all-inclusive 23:17 allow 32:10 allowed 40:18,19 alone 36:22 already 50:1 66:12 73:1 75:8 87:16 alternative 4:11 15:19 18:4 23:5 26:8 43:16,20 62:6 75:8 87:10,15 alternatives 11:17 16:11,13,21 17:3,6,11 18:3 19:2 21:20 34:9 42:20</p>	<p>am 90:16 93:7,10 amazing 5:4 amenable 48:2 ammonia 77:21 amount 56:6 87:20 88:6 89:4 90:2 amounted 86:4 Amtrak 42:2 45:3,7 Anacostia 54:4 analyses 36:6 analysis 12:7 16:15 21:19 27:22 42:21 44:21 46:19 48:10 50:12 88:1,4 89:3 analyze 64:2 analyzed 51:9 ANC 60:8 83:13 Andrew 2:12 39:14 Ann 2:12 49:7 answer 5:6,8 9:11 25:2 27:17 29:4,6 30:6 34:3,4 41:6 48:8,17,21 49:3 52:16 58:17 62:22 67:10,14 68:5,7,9 75:14,17 76:3,7,14 81:10 83:9 85:1 86:12 answered 49:3 65:2 answers 48:8 64:19 80:6 86:19</p>	<p>anticipated 7:7 anybody 36:3 anything 4:8 12:18,19 13:21 30:8 40:18 82:8 anyways 28:8 anywhere 66:14 apologies 10:19 appears 93:4 applaud 31:5 applauding 30:8 applied 9:8 appreciate 25:10 68:1 71:14 77:19 80:8 approach 27:19 39:9 approached 74:21 appropriate 22:15 35:4 77:13 appropriately 23:7 approves 81:18 area 9:17 11:6,8,11 12:21 20:3,21 22:7 41:12 42:6,7,9 44:10,12,17 45:5 57:21 58:16 66:11 78:9,21 88:11 90:4 areas 9:20 39:1 40:11 41:16 67:5 aren't 36:22 82:20 arguments 73:2 arrangement 49:1 arrows 19:17</p>	<p>articulated 75:15 ashamed 31:22 aspect 24:12 41:19 42:3 76:22 82:11 88:8,17 aspects 42:10 assessment 4:4 5:17 6:9,10,17 9:6 associated 8:21 65:11 84:22 88:18,19 89:1 Association 31:2 36:18 assume 37:10 assuming 26:8 37:14 57:17 88:4 assumption 69:6 assumptions 69:22 71:16 assure 43:14 assured 11:1 attach 89:16 attempted 86:5 attended 6:5 attention 92:3 attorney 93:11 audience 75:21 available 45:2,16 80:5,13,21,22 81:13 85:4 Avenue 1:3 3:8,19 6:3 7:10 13:3,6,9 19:9 21:6 37:5 39:18 40:2 41:9,15 44:8 46:3,16 55:18</p>
--	--	---	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

74:19 average 69:9 aware 68:18 70:13 78:6 awareness 79:4 away 9:9 38:18,19 44:10 72:4	becomes 80:20 90:10 beg 79:20 begin 14:15 37:17 38:14 54:8 beginning 21:5 beige 18:13,21 19:17 20:13 21:4 believe 43:9 87:2 benefits 39:17 41:2,5,16 42:10 69:20 B-E-R 60:8 besides 61:12 best 25:11 27:19 28:2 34:13 39:5,9 60:16 68:2 better 25:7,10 29:1 36:12 64:16 bicycle 18:11 bicyclists 20:11 bike 27:8,11 bikes 18:19 biking 27:9 bit 4:16,18 9:6 11:3 12:9 14:22 16:2 17:8,14 19:2 20:12 28:6 49:3 50:3,20 61:5 68:15 85:12 87:9 blessing 86:16 block 37:5 block-by-block 37:2 38:9,13 blocks 37:10 43:12	76:17 blow 37:9 57:10,15 59:18 60:1 blowing 57:14 Blue 54:3 Board 31:2 booing 30:8 bore 54:2,5,22 borings 70:14 bottleneck 39:19 bottom 36:13 box 29:22 boxes 30:12 boy 83:12 brand 32:10 break 14:11 85:3 Brian 2:11 30:22 35:9 91:4 bridge 45:10 56:21 81:3 bridges 54:7,14,15 brief 28:4 briefly 4:20 BRINCKERHOF F 2:4 bring 73:13 76:19 brings 69:20 Brinker 2:6 64:8,9 65:3 75:18 Brinkerhoff 10:4,8 broad 52:17 brought 34:17 44:14 72:14	brush 52:17 build 4:11 13:1 14:6 15:2 17:6,10 18:4 23:5 26:8 32:10 38:11 53:10,11 62:1 84:19 85:20 89:7 build-around 84:14 building 15:12 16:8 37:17 54:3 84:13 buildings 58:8 builds 17:5 built 14:12 15:5 53:12,13 62:10 84:7 bulk 56:2 bullied 72:9 bunch 73:1 bus 19:10 business 18:14 businesses 18:1 busy 3:6 button 58:20
<hr/> B <hr/>			<hr/> C <hr/>
background 51:11 backhoe 50:16 balance 39:8 Baltimore 39:20,21 42:4 77:6 barracks 8:5 37:15 40:10 barrier 37:8 base 51:21 based 47:21 68:17 69:4,5 86:6 baseline 12:12,17 25:5 26:1 61:21 basic 4:5 61:20 63:20 basically 9:15 13:12,20 14:1 15:2,8 24:7 26:12,22 34:12 36:22 45:14 52:4 54:3 56:11 62:2,14 85:8 87:10 88:5 89:20,21 basis 37:18 45:13 47:4 78:16 88:1 89:3 91:18 become 15:3			Camp 2:12 49:7 52:19 C-A-M-P 49:8 cancel 66:3 capability 42:3 45:16 capable 41:14 capacity 7:12 45:22 46:4 69:4,17 74:18

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>88:3 capital 8:4 18:21 19:7 31:1 36:17 37:11 83:12 Capitol 1:11 58:2 72:4 80:2 82:14 card 10:22 78:1 cards 10:20 care 23:1 cargo 75:16 88:7 cargos 72:3,8,9 73:7,12,16,19 74:3,13,15,17 75:1,4 76:19 77:3 carload 46:19 88:1 carried 12:7 18:3 23:6 carry 56:21 78:11 cars 77:12,21 case 25:21 42:19 82:21 catch 49:4 caused 77:5 census 68:20 69:10 70:6 center 18:15 19:10 37:13 CERT*D 1:20 certain 43:6 certainly 13:19 37:10 40:19 68:5 71:6,8 CERTIFICATE 93:1 certify 93:3 cetera 83:3</p>	<p>challenge 55:17 chance 29:15 90:18 change 11:9 20:19 39:6 changed 28:5 changes 20:20 charge 10:9 chart 37:3 chemicals 77:9 78:9 Chicago 42:8 Chip 2:6 41:8 44:1 48:13 68:13 74:10 84:4 87:9,15,19 chlorine 77:21 choice 31:14 choices 69:15 chosen 38:3 51:2 62:6 Chuck 2:8 55:13 68:15 70:9,11 circulate 81:19 city 54:13 65:8 clarify 10:15 61:5 64:21 clarity 33:3 34:5 classification 6:8,17 clean 50:5,7 clear 74:9 87:21 clearance 16:1 clearly 75:14 Cleveland 73:9 close 37:19 41:22</p>	<p>closed 19:6 closely 20:1,2,6 22:5 closer 59:8 cohesion 51:15 color 18:10,13,21 20:13 colors 18:9 Columbia 76:10,12,13 77:18 93:19 combination 32:15 33:11 45:1 67:2 77:9 combined 33:5 34:7 combining 24:13 comes 48:14,15 74:8 81:14 coming 3:5,16 29:11 59:16,20 60:1 77:4 comment 10:20,22 30:11 32:19 33:14 35:6,10,12 36:10,19 41:4 42:12 52:8,14 74:17 78:1 90:7,8 commenter 57:4 comments 30:10,12,15,17 32:20 35:13,21 36:1,4,7 48:7 Commission 8:4 93:22 Commissioner 60:8 83:13</p>	<p>committee 65:7 commodities 78:20 communicate 21:10 24:14 communication 7:19 23:8 community 5:15,20 7:15,16,18 8:17 18:15 20:5,9 23:19 26:20 40:4 42:13 43:3,17 52:4,10 59:12 60:15,18 62:16 63:2,8 64:1 73:4 78:7 79:3 80:13 81:1 commuters 20:8 compare 61:22 compared 47:10 55:19 90:5 comparison 12:13 19:3 comparisons 25:16 compelling 89:3 competitor 75:1 compiled 92:1 completed 66:6 completely 32:5 completing 62:13 completion 66:7 81:7 complicated 16:8 33:18 complications 55:16</p>
--	---	---	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>concept 14:3 15:17,20 17:13 32:1,8,15,16 33:5 34:8 35:3,22 43:3,18 44:2,3,8,19 47:9 55:20 60:18 61:1,17 62:8 63:11 64:13 83:16</p> <p>concepts 4:1,11,20 6:2,13 10:6 11:13,15,16 12:3,10 16:16 17:7 21:7,20 26:11,15,21 31:13 32:8 33:8,9 34:13,17,21 44:6 47:11 51:2 54:1 60:10,13 61:12 64:2,10,11 70:22 71:3 86:9,11 87:5</p> <p>concepts/ alternatives 12:6</p> <p>conceptual 20:17 21:14 27:14 63:17</p> <p>concern 17:18 20:5 23:18 25:14 26:2,3 43:17 64:21 65:9 77:19</p> <p>concerned 23:2 66:19 79:10</p> <p>concerning 71:10</p> <p>concerns 28:18 42:22</p> <p>concert 71:11,12</p> <p>concluded 92:8</p>	<p>condition 12:13,17 13:9,17 14:14 15:8,22 25:6 26:1 28:2 70:16</p> <p>conditions 7:17 22:13,14 25:4</p> <p>confessions 11:2</p> <p>confident 6:21</p> <p>configurations 66:1</p> <p>congressional 33:18</p> <p>consider 67:19 72:20 73:5 83:7</p> <p>consideration 16:17 20:7 50:18</p> <p>considerations 72:21</p> <p>considered 74:15</p> <p>considering 26:16 91:5</p> <p>consistent 18:2,9 19:1 86:8,10</p> <p>constantly 73:17</p> <p>constrained 56:5</p> <p>constraint 40:22</p> <p>construct 88:10</p> <p>construction 4:21 5:2 7:13,14,20 17:8 20:20 23:6 25:19 26:5 31:21 32:2,17 37:7,21,22 38:14,17,22 39:3 41:17 44:5,8,9,20 47:12,19 50:4,9,14,22 51:9,16</p>	<p>52:7,9,11 53:19 55:4,12 56:4,18 57:19,22 58:3,15,22 59:3,7 60:13,20 63:6 64:9,17 65:12,14 66:18 70:19 73:14 82:15,20 83:2,5 85:22 88:17 89:13,15,18,21 90:3 91:7,10,12</p> <p>consultant 10:11</p> <p>consultation 6:15</p> <p>consulting 9:20 11:4,10</p> <p>consumes 69:9</p> <p>consumption 68:18 69:7</p> <p>contact 78:19</p> <p>contact@virginia avenuetunnel.co m 30:18</p> <p>contained 83:20</p> <p>continually 24:20</p> <p>continue 20:21 21:9 22:19 23:3 28:17 64:19 68:21 69:3,8,18 73:13 92:5</p> <p>continues 68:20,22</p> <p>continuing 76:19</p> <p>contract 39:8</p> <p>contractor 59:2</p> <p>contracts 39:6</p> <p>contractual 46:22</p> <p>contractually 46:17</p>	<p>converted 20:15</p> <p>cool 10:16</p> <p>cooperating 8:1</p> <p>coordinated 20:4</p> <p>coordination 1:6 4:12,14</p> <p>coordinator 41:9</p> <p>correct 7:9 26:13 42:11,13 48:18 67:6</p> <p>corridor 7:12 16:13 17:3 19:13 21:3 22:2,18 25:15 64:11</p> <p>cost 47:12,13 84:12,16,18,22 85:21 87:14,17 88:14,16 89:9 90:4</p> <p>costs 69:19 88:18,20,22</p> <p>counsel 93:8,11</p> <p>country 42:9</p> <p>couple 41:10 46:20 56:3,10 72:6,16</p> <p>course 12:11,20 14:1 21:1 70:14,17</p> <p>court 30:16 31:4 75:3</p> <p>cover 15:7 53:13 55:22 56:4,7,9</p> <p>covering 55:3</p> <p>create 16:2</p> <p>criteria 24:8,10,11,16,18 25:16 32:4 86:2</p> <p>cross 56:20,22</p>
--	--	---	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>crossing 21:3 57:11,18</p> <p>crossings 18:18</p> <p>cross-section 27:2</p> <p>crowd 4:18</p> <p>CSX 2:5,6,8 32:10 33:17 39:16 40:21 41:1,4,6,8,11 44:1 45:4 46:8,12,17 47:2 53:18 54:1 59:11 62:21 64:9 67:21 68:2,13 70:12 72:3,7,14 73:9 74:16,21 75:17,18 76:8 78:6,10,15 84:8 87:12,18,19 88:20 91:17</p> <p>CSX's 55:14 74:14</p> <p>cultural 11:7</p> <p>curb-to-curb 27:12</p> <p>curious 57:10 60:22 61:14,17 62:15</p> <p>current 46:2</p> <p>currently 46:16 57:10 73:7 78:4</p> <p>curse 86:16</p> <p>cut 47:9,17 53:13,15</p> <p>cylinders 28:16</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>D.C 1:12 27:10 46:11 54:2,6 59:12 72:2,10,16</p>	<p>73:14</p> <p>D.O.T 37:16</p> <p>Dale 2:13 57:5</p> <p>danger 53:16</p> <p>dangerous 72:3,8 73:19 74:3 76:19</p> <p>data 83:19,20 84:22 87:14</p> <p>date 67:22</p> <p>dates 28:13</p> <p>David 2:14 60:7 61:4</p> <p>day 26:9 34:16 40:16 45:8 46:6,20 47:20 66:7 87:12</p> <p>day-by-day 37:18</p> <p>days 35:19</p> <p>DDOT 2:4 3:18 8:6 20:1 21:9 31:22 33:17 44:22 48:11 59:1 62:20</p> <p>DDOT's 26:12</p> <p>deal 78:15 82:9</p> <p>dealing 74:14</p> <p>Deanwood 54:9</p> <p>decades 41:18</p> <p>decide 5:9 27:5</p> <p>decision 9:4 28:12 61:2,3,18 62:7 83:21 85:8 86:2 91:18</p> <p>decisions 3:13 83:18</p> <p>deck 36:15 56:21</p> <p>deep 54:2,5,22</p>	<p>deeper 16:2</p> <p>defer 35:7 48:17 50:20 51:11 55:11 58:18 59:9 63:11 68:12 75:13 87:14</p> <p>deficiencies 13:18</p> <p>deficiency 7:9</p> <p>define 6:22 43:1</p> <p>defined 66:11</p> <p>definitely 24:22 26:17 39:2 43:15 52:15 59:14 71:5</p> <p>definition 8:8</p> <p>DEIS 48:13 74:7,8 75:15 80:8,21 86:13,15 90:12</p> <p>delay 62:11,13</p> <p>delayed 20:21 60:20</p> <p>deliberative 8:18</p> <p>demand 7:11 68:21</p> <p>demonstration 5:3</p> <p>department 3:3 8:6 55:14 79:9</p> <p>departments 79:3</p> <p>depending 46:13</p> <p>deposition 93:3,6,9</p> <p>depth 38:12 48:10 51:3</p> <p>derived 41:16</p> <p>described 11:15,22 87:13</p> <p>design 53:22 70:17,21 71:11</p>	<p>77:13</p> <p>designs 70:18</p> <p>destinations 46:13 47:22</p> <p>detail 5:13 9:11 10:5 22:1 23:14 44:13 48:5,11 50:3,10 63:13 86:14 87:5,10,16</p> <p>detailed 12:7 16:14 21:19 37:2 44:21 74:6</p> <p>details 64:15 86:21</p> <p>determine 7:7 10:1 48:22 71:1</p> <p>determined 34:1</p> <p>determining 34:2</p> <p>detouring 19:8</p> <p>develop 70:21</p> <p>developed 6:11,13 12:3 60:3 71:11 73:1</p> <p>developing 36:8</p> <p>diesel 47:5,7 84:17</p> <p>different 4:10 6:2 11:16 15:1 16:12 34:17 66:1 82:2 84:3</p> <p>difficult 37:4</p> <p>dig 40:18 53:13</p> <p>diligent 59:4</p> <p>direction 93:6</p> <p>Directors 31:2</p> <p>dirt 58:4</p> <p>disappointed 31:11,19</p> <p>discuss 4:2,3,15,19</p>
---	--	---	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>10:6 44:13 68:9 87:15</p> <p>discussed 55:15 87:5</p> <p>discussion 43:20 74:10,11,16 79:14 82:5 87:9,17</p> <p>dismissed 43:13,15</p> <p>displacements 51:20</p> <p>display 24:2</p> <p>disrupted 63:2</p> <p>distribution 81:18,20</p> <p>district 41:20 58:2 60:8 68:19,20 76:10,12,13 77:18 78:10 93:19</p> <p>District's 3:3</p> <p>diversion 14:16 74:6</p> <p>diversions 20:1</p> <p>divert 14:8 19:19</p> <p>diverted 14:14</p> <p>divide 67:9</p> <p>Dobson 2:6 41:8 44:1 87:19 89:14</p> <p>dock 18:20</p> <p>docks 73:22</p> <p>document 64:16 68:6 80:15 81:16,17,20 82:1 83:7</p> <p>documented 48:13</p>	<p>Dogma 20:14</p> <p>done 8:17 14:15,19 27:3 43:1 45:11 52:6 57:13,17 58:14 70:2 71:12 81:19 84:12 88:1,4</p> <p>double 15:13 41:13</p> <p>double-stack 15:4,9 16:3 42:3</p> <p>double-track 41:19</p> <p>dozen 11:16</p> <p>draft 8:20,22 28:10 74:11 81:14,16 90:13</p> <p>drawings 50:5 55:20 56:20</p> <p>driveway 20:12</p> <p>driving 17:21 53:18</p> <p>drop 30:12</p> <p>duration 7:15 16:7 43:10 47:10 56:14</p> <p>during 7:13 23:6 25:19 26:4 31:21 32:2,17,20 35:16 40:8 44:8,9,20 50:4,8,22 51:15 52:7 55:4 56:4 57:19,22 58:3 73:14 80:17 82:14</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>EA 4:9 6:20 8:10,15 10:22 11:21 21:18 31:7</p>	<p>42:17,21 63:4 86:18</p> <p>earlier 5:7 17:9 33:10 51:5 69:15 72:7 74:5,10 84:1</p> <p>easier 17:14 19:2</p> <p>east 18:7</p> <p>eastern 46:10</p> <p>eastern-end 21:2</p> <p>economic 49:17,21 50:20 51:18 52:4</p> <p>Edwards 2:14 65:6,7 67:6 68:1,11 69:21 70:4 71:14,19</p> <p>E-D-W-A-R-D-S 65:8</p> <p>E-E 83:12</p> <p>effect 9:21 11:7,9,12 72:8 91:13</p> <p>effected 43:12</p> <p>effective 35:17</p> <p>effects 10:1,2</p> <p>effort 43:16</p> <p>eight 13:15 20:10,15 85:9</p> <p>eighth 65:4 79:16</p> <p>EIS 4:9 6:18 7:2 8:8 11:20,21 21:15 26:7 28:5,8,10 31:12,17 42:17,21 49:12,15 63:4 64:15 67:16,17 71:12,18 72:20,21 74:12</p>	<p>81:4</p> <p>either 44:15 46:5 47:6 53:10 67:13</p> <p>El-Aassar 71:4</p> <p>elaborate 33:20</p> <p>element 33:18 38:6 87:6</p> <p>elements 51:6 86:4</p> <p>eliminate 60:1 61:8 65:18</p> <p>eliminated 16:17,22 17:4,7 86:11</p> <p>eliminating 61:1,7,14</p> <p>else 4:8 50:1 55:11</p> <p>e-mail 30:17</p> <p>embrace 65:13</p> <p>emergency 13:22 19:9 45:10 76:20 78:7,8,13</p> <p>emissions 69:19</p> <p>employed 93:8,11</p> <p>employee 93:11</p> <p>enable 29:13</p> <p>encourage 92:6</p> <p>encouraging 69:17</p> <p>engage 3:6,9</p> <p>engineering 53:22 55:14 70:12</p> <p>enhancements 7:17 27:6</p> <p>enjoy 5:5</p> <p>ensures 8:14</p> <p>enter 59:19 62:20</p> <p>entire 56:9,17</p>
--	---	--	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>entirety 43:8</p> <p>envelopes 30:13</p> <p>environment 49:17 51:17</p> <p>environmental 1:4 4:4 5:16 6:9,17,18 8:20,22 9:2,6 10:10 11:1 31:6 88:15</p> <p>envisioning 38:7</p> <p>equate 47:4</p> <p>equipment 45:16 52:12 56:5,17 58:1 88:21</p> <p>equitable 3:14</p> <p>especially 32:8 35:22 37:22 40:17,21</p> <p>essence 54:10 61:8 75:11 85:11</p> <p>essentially 31:22 44:18</p> <p>established 9:20</p> <p>estimate 67:20</p> <p>estimated 64:11,14</p> <p>et 83:3</p> <p>ethanol 73:21 76:16 79:8</p> <p>evaluate 9:16 86:5</p> <p>evaluating 3:7</p> <p>evaluation 11:13</p> <p>evaluations 4:21</p> <p>evening 3:2 31:20 64:8 80:4</p> <p>event 13:22</p>	<p>everybody 3:15</p> <p>everyone 90:18</p> <p>everything 26:9 51:13 53:10 56:15</p> <p>exact 33:9</p> <p>exactly 59:3</p> <p>example 34:22 37:4 38:1 73:21 77:5</p> <p>excavation 15:15 70:20</p> <p>except 19:6</p> <p>excess 48:1,5</p> <p>excited 10:18</p> <p>exclude 85:8</p> <p>excluded 83:16 85:9</p> <p>Excuse 38:19</p> <p>exist 41:1 73:22</p> <p>existing 13:9,10,13 15:7,13,21 22:13 25:6 27:12 32:11 40:13 44:7 45:3 60:19,21 62:13 90:3</p> <p>expand 91:17</p> <p>expect 78:2</p> <p>expected 8:9 49:16 69:10 80:9</p> <p>expedited 20:21</p> <p>expense 84:17</p> <p>experience 65:20</p> <p>experiencing 66:12</p> <p>expert 22:9 49:15 63:12 71:6 75:3</p>	<p>77:14</p> <p>experts 25:1 29:5</p> <p>expires 93:22</p> <p>explain 49:19 54:20</p> <p>explained 81:8</p> <p>explosives 76:11 78:12</p> <p>Expressway 19:16</p> <p>extended 62:18</p> <p>extensive 47:19 49:3</p> <p>extent 86:16</p> <p>extra 86:17</p> <p>extremely 31:19</p> <p>eyes 16:20</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>faces 4:17</p> <p>face-to-face 79:1</p> <p>facility 7:18</p> <p>fact 36:10 43:9 61:13 70:13 72:8,20 77:15,17 84:8</p> <p>factor 46:15</p> <p>factors 70:12 71:1</p> <p>failing 62:9</p> <p>fairly 89:2</p> <p>fall 6:11 28:10 48:14 74:8 80:10 88:20</p> <p>falling 53:16</p> <p>family 48:8</p> <p>FAQ 32:2</p> <p>FAQs 31:20</p>	<p>fascination 53:7</p> <p>fast 54:14</p> <p>faster 65:19 66:21 89:18</p> <p>father 84:6</p> <p>feasibility 55:3</p> <p>federal 2:7 6:15 7:3,5,8,21,22 8:2 31:22 32:9 44:22 48:11 65:8 67:15 68:4 79:11 81:15,17 82:3 90:8</p> <p>feedback 43:19 48:9 78:2</p> <p>feel 12:3 34:13 35:4</p> <p>feet 13:16 16:1 31:16 40:15,16 48:18 55:22 56:1</p> <p>FEIS 81:3 82:14,19</p> <p>felt 8:11 54:13</p> <p>fencing 22:3</p> <p>FHWA 7:6</p> <p>fiction 55:1</p> <p>field 23:7 28:21</p> <p>fifth 37:12 52:20</p> <p>figure 70:7</p> <p>fill 10:20 30:13 78:1</p> <p>filled 14:17</p> <p>filling 14:21</p> <p>final 9:2 31:12,17 90:10,14</p> <p>finalized 90:12</p> <p>financially 93:12</p>
---	---	---	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>fine 73:20 fire 77:6 79:3,8 first 3:22 4:2,16 5:18 15:5 30:21 31:5,11 33:4 57:9 58:18 60:9 62:14 63:10 66:15 67:11 72:12 74:21 78:18,22 79:1 81:10 85:7 86:1 fit 36:11 five 15:22 55:22 66:7 67:3,6 79:16 81:6 five-foot 56:2 five-year 67:18 fix 69:16 fixed 47:12 89:21 90:1 flammable 78:12 Flippin 2:5 58:19 59:11 65:2 68:14 70:2,5 78:6 floating 79:8 flooring 70:20 flow 41:11 42:4,5 flowing 41:20 42:8 focus 3:11 65:10 folks 20:9 23:15,19 29:15,17 30:6,9 33:20 53:21 71:21 85:4 90:19 follow-up 91:3 force 72:3 forces 40:1</p>	<p>forecast 82:1 forecasts 81:3,5 foregoing 93:3,4 Forgive 55:11 67:10 forgot 21:5 formal 28:11 49:4 70:8 forth 17:1 27:16 35:1 73:4,10,15 77:6 forum 77:13 forward 3:13 4:1 11:11,20 12:7 16:14 17:17 18:3 27:18 33:9 39:11 43:18 57:4 fourth 18:7,16,20 19:4,6 37:6,11,12 49:6 frankly 34:1,9 Fred 2:15 72:1 freight 7:11,13 12:16 42:7 45:8 68:17,22 69:1,10,12,20 70:7 frequency 67:7 frequent 65:16 frequently 73:3 Friday 31:20 front 29:22 37:15,16 91:10 fuel 47:5,7,19 84:17 88:13 89:4 full 89:3 fully-loaded 88:5</p>	<p>future 62:21 <hr/> G <hr/> gallons 47:5,7 G-A-R 60:7 Garber 2:14 60:7 61:10 62:12 63:22 64:20 gas 76:13 general 17:13 21:7 41:10 64:9 generally 17:15 21:5 46:8 51:12 64:10 generated 80:16 geography 46:12 geotechnical 70:15 germane 74:16 Gervel 1:20 93:2,18 gets 56:1 getting 21:19 22:11 40:9 61:22 62:4 given 32:16 40:17,21,22 46:12 gives 3:12 glad 9:11 49:12 70:8 glimmer 5:14 goal 59:7 gotten 23:14 51:2 grade 54:7 57:11,17 65:21 grateful 3:8 great 5:3 38:5</p>	<p>52:8,14 greater 64:15 green 18:10 21:3 grew 11:10 ground 22:18 29:13 Group 76:2 grow 68:20 69:3,8 growth 68:16,17 69:1 guarantee 60:17 62:16 guess 29:1 67:19 68:10 81:4 83:6 guessing 58:19 guides 79:4 Gullakson 2:8 55:13 70:11 71:17 guys 76:18 <hr/> H <hr/> Hagerstown 73:10 half 13:16 46:10 47:17 63:21 64:12 89:11,12,20 half-year 64:12 hand 43:13,15 71:7 handle 77:14 82:7,11 85:5 HANSON 48:20 happen 12:20 14:1 25:18 62:17 happens 37:15,16 39:17 65:22</p>
--	---	---	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>happy 44:13 hard 20:14 harmonic 65:21 66:2,21 70:10 H-A-R-R-I-N-G-T 91:1 Harrington 2:17 90:21 91:1 Harry 2:13 53:1 hate 86:12 haven't 23:14 42:19 43:5 61:15 having 15:10 38:9 39:2 41:20 74:2 84:13,19 hazard 76:9 77:12 79:9 hazardous 74:14,15 hazmat 72:6 75:1,6 77:3 79:2 headquarters 78:19 hear 22:22 59:13 63:18 90:18 heard 21:22 23:15 65:10 72:19 80:4 84:4 hearing 8:17,22 23:21 28:6,8,9,11 58:11 62:11 64:1 heavy 58:1,3 59:7 Hello 76:5 79:22 help 3:13 52:16 64:1 78:14 helpful 39:13 74:4 80:15</p>	<p>Henson 2:4 3:2,3,17 5:12 10:18 33:2,13,16 34:7,12 38:4 41:4 42:11,15 43:14 48:12 50:19 53:20 55:6,10 58:17 61:4,19 62:19 64:4 66:14 67:9 68:12 74:5 75:10,13 81:13 83:9 85:6,15 86:1 hereby 93:3 Here's 72:19 hereto 93:12 He's 10:16 71:5,7 Hi 30:22 36:16 39:14 49:7 55:13 72:1 Hicks 2:7 67:15 68:4 81:9,15 82:22 83:4 high 13:14 46:17 54:16 88:6 higher 9:8 34:18 66:22 highest 31:8 highly 78:11 highway 2:7 6:15 7:5,21 12:15,19,20 25:4 51:19 67:16 68:4 81:16,17 82:3,9 90:8 Highways 31:22 44:22 48:11 82:3 Hill 58:2 80:2 historic 4:13</p>	<p>9:14,16,22 11:7 58:2,7 59:8 history 4:17 5:13 hit 29:13 54:7 Hobson's 31:14 Hold 61:4 hole 53:13,16 holes 56:15 Holmes 2:15 79:18,22 80:1 81:12 82:13,18 83:3,8,10 home 30:14 31:20 32:1 91:6,10,11,13 Homeland 75:19 77:14 Homeowners 31:2 36:17 homes 18:1 31:16,21 37:19 homework 52:15 hope 25:7 49:2 50:17 90:8 hopefully 5:4,7 29:5 51:6 91:5 hopes 69:2 hoping 80:11 horn 58:19 59:10 60:1 horns 57:11,13,15 58:10,13 59:13,15 66:12 host 51:13 52:2,18 hot 58:20 house 16:5,6 housekeeping</p>	<p>39:11 Howard 39:18 40:1,2,22 41:5,13 77:5 human 49:17,21 hundreds 46:14 47:20 hurry 91:1 Huseman 2:11 30:22 33:8,15 34:11 35:11,15 91:4 H-U-S-E-M-A-N 31:1 hybrid 33:6,11 34:8,21 35:2,22 84:2 hybridized 40:6 hydrous 77:21</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>I'd 3:4 32:11 53:4 76:2 idea 9:7 44:3,9 51:3 ideas 43:6 identical 91:11 identified 79:9 identify 9:22 77:12 80:12 ignored 32:1 I'll 13:7 25:7 33:20 34:4 35:6,7 38:18 41:6 48:12,16,20 58:18 59:9 63:11 67:9 68:12,16 75:13 81:10</p>
---	---	---	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>illumination 8:15</p> <p>I'm 3:3,17 6:6 10:3,8,9 12:8 18:6 24:20 31:1,2,11,19 36:16,22 37:14 38:6 39:14 42:22 44:14 49:12,14 50:19 53:6 54:19 55:6,10,13 57:10,11,16,21 58:19 59:12 60:8,11,22 61:14,17 62:11,15 63:12,14 64:5,8 65:7 66:16 67:7,15,17,22 70:13 75:21 76:13,20,22 77:2,13 79:13,14,20,22 80:1,11 82:6,10 83:11,13,17,19 84:15,18 90:16,17,22 91:8</p> <p>immediate 23:18 66:10 67:16</p> <p>impact 1:4 4:4 6:18,21,22 8:10,13,17,20 9:1,2 10:10 11:1 26:6 31:6 36:6 47:3 49:21 51:17 57:8 63:7 66:9 67:5,17 73:16 74:2 75:16 83:2,6 88:15 90:2,4</p> <p>impactful 45:1,19</p> <p>impacts 3:7 6:20 7:1,7,15 8:11,12 9:16 22:15</p>	<p>24:3,10 49:17 50:21 51:14,20,22 52:1 59:5 82:19,20 83:1,4,6 89:5</p> <p>important 3:7 22:6 23:15 53:5 63:8 79:14</p> <p>improve 7:17</p> <p>inaccurate 32:5</p> <p>include 51:10 73:21</p> <p>included 21:18 31:4,12,17 33:12</p> <p>includes 3:14</p> <p>including 7:15 60:13</p> <p>inconspicuous 72:17</p> <p>incorporated 40:3 42:12</p> <p>incorrect 35:8</p> <p>increase 24:15 40:13 43:10 68:21</p> <p>increased 24:17</p> <p>incredible 40:16</p> <p>indeed 86:13</p> <p>indentify 60:6</p> <p>in-depth 74:11</p> <p>indication 30:1</p> <p>indications 63:7</p> <p>indicators 46:21</p> <p>individual 47:22 60:12</p> <p>individuals 6:4 59:17</p>	<p>industry 46:21</p> <p>infeasible 54:10</p> <p>influence 35:20 36:8</p> <p>influences 12:21</p> <p>influencing 35:17 39:7</p> <p>info 38:9</p> <p>information 3:12 4:6,21 9:1 17:9 21:17 36:18 37:2 51:7 60:14,16 64:6 70:15 75:20 78:14 80:3,12,20,22 81:12,13 82:7 83:15,17,20 86:6 90:11 92:4</p> <p>Infrastructure 76:2,6</p> <p>inhalation 76:9 77:11 78:11</p> <p>initial 6:8 11:19</p> <p>initiated 6:7,10 9:17 72:2</p> <p>input 3:14 26:17,18,20 27:19 28:18 40:4 42:13 91:19,21 92:6</p> <p>inside 56:5 84:20 85:20</p> <p>insofar 77:4</p> <p>instance 80:14</p> <p>instead 15:10 31:7 44:6 86:21 90:12</p> <p>integrated 43:5</p> <p>Intent 7:2 8:19</p>	<p>21:16</p> <p>interactive 24:2</p> <p>interchange 45:20 75:4</p> <p>interest 27:10 37:10 63:1</p> <p>interested 93:12</p> <p>internally 55:15 68:10 89:8</p> <p>introduce 10:3</p> <p>introduced 6:2 35:3</p> <p>inventory 22:12</p> <p>invited 5:19 9:19</p> <p>involved 3:15 61:2 71:2</p> <p>isn't 50:12</p> <p>issue 45:6 58:19,20 59:10 68:12 88:14,15 89:6</p> <p>issued 7:2,3</p> <p>issues 45:16 56:3 68:16 77:15</p> <p>item 39:11</p> <p>items 84:8</p> <p>it'll 17:14</p> <p>it's 4:12,13 7:10 8:17 9:6,15 13:14,16,17 18:11,12 19:21 21:14 23:5 24:1,17 26:3,10 28:15 37:4 41:2 42:7 44:19 46:5 47:11 50:13 51:13 52:4,5,6 58:5 59:6 61:16</p>
--	---	--	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>63:5 64:4 66:6,11 68:4 69:5 73:9 74:20 75:7 86:16 87:16 89:20 90:13,14 I've 33:3 49:14 53:4 72:19</p> <hr/> <p style="text-align: center;">J</p> <hr/> <p>Jacksonville 78:20 Jamie 2:4 3:2,17 10:7,13 11:22 17:9 21:12 26:13 28:21 32:22 jams 20:8 January 93:22 jargon 9:7 job 51:19 John 2:5,8 28:22 76:1,2,5 jokingly 16:4 Jones 2:13 57:5 J-O-N-E-S 57:5 jump 40:7 jurisdictions 79:5 justification 43:8,9</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>Keith 2:6 64:6,8 75:18 knew 63:4,6 knowledge 44:14 known 7:6</p> <hr/> <p style="text-align: center;">L</p> <hr/> <p>labeled 55:21</p>	<p>labor 88:18 lack 29:1 laid 18:2 land 40:17 lanes 27:8,11 large 51:19 65:15 larger 11:11 largest 42:9 last 11:14 15:1 35:18 39:12 44:2 52:21 61:6 72:4 85:2 90:7 lastly 13:8 30:10 73:12 late 67:22 87:4 later 5:13 14:18 36:5 44:13 80:5 latter 58:18 Laura 2:11 36:16 38:4,21 51:5 law 62:3 lay 39:5 40:19 lead 7:22 8:7 38:5 learning 6:16 least 26:14 42:16,21 43:1 45:1,19 79:12 86:10 91:16 leave 36:22 55:8 59:19 leaves 56:10 legitimate 61:16 length 88:6 89:20 lengthening 56:17 63:1 lengthens 56:14</p>	<p>less 6:8 15:15 let's 11:13 13:10 17:8 18:5 level 4:10 9:8 27:4 31:8 34:18 42:20 48:5 54:17 55:18,22 61:20,21 62:20 63:20 levels 6:10 lighting 4:22 22:2 likelihood 47:1 limit 36:13 45:16 85:17 limited 45:11 82:20 limits 21:6 line 30:4 36:13 72:15 73:11 76:17 84:10,20 89:8 lines 73:8,9,10 liquid 76:12 Lisa 2:13 57:5 list 8:2 16:16 17:6 23:17 29:8 listening 26:19 literally 86:3 little 4:16,18 6:7 9:6 10:5 11:3 12:9 14:22 16:2,7,8 17:8,14 18:5 19:2 20:12,14 28:6 29:22 33:6 34:5 43:19 49:14 50:3,9 64:13 68:15 81:6 live 22:7 49:8</p>	<p>83:12 living 16:5 20:9 37:18 76:17 L-L-A-R 72:5 loading 18:20 loads 47:21 lobbying 39:16 local 8:3,7 17:22 19:7 51:22 59:12 79:8,11 located 10:21 location 55:17 locations 18:20 locomotive 88:22 log 20:8 logistic 69:19 long 33:14 63:5 91:13 longer 16:7 64:13 loss 51:21 lost 3:10 lot 42:4,7 50:13 53:4,12,20,21 66:15 77:4 80:4,5 86:20 lots 49:20 loud 57:16 low 56:6 lower 69:19</p> <hr/> <p style="text-align: center;">M</p> <hr/> <p>Ma'am 82:16 magnitude 88:12 90:5 mail 30:15 main 3:20</p>
--	--	--	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>maintain 7:13 19:18 23:8 69:3</p> <p>maintained 14:10 18:15 19:11 21:4,9</p> <p>maintaining 18:11,17,22</p> <p>maintenance 4:22 13:16,22 17:10,12,17 18:5 19:5,12,17 20:4,17 21:10 27:21 39:1 51:16 56:20 57:1 58:22</p> <p>major 39:19,20</p> <p>malintent 77:20</p> <p>man 84:6</p> <p>management 5:1 23:10</p> <p>manager 10:9</p> <p>manner 86:6</p> <p>map 72:14 74:3</p> <p>maps 46:9</p> <p>Marine 8:5 40:10</p> <p>Marines 37:14</p> <p>market 12:21 69:7</p> <p>massive 40:13</p> <p>matched 34:15</p> <p>materials 84:5 85:18 92:5</p> <p>matrix 86:4</p> <p>matter 12:16 47:14</p> <p>Maureen 2:17 91:1</p> <p>maxed 88:5</p> <p>maximum 30:5</p>	<p>45:17 88:7</p> <p>may 1:13 7:3 20:20,21 22:15,16 24:3,15 34:16 61:5 77:20 82:13 87:18</p> <p>maybe 25:21 52:9 62:5 63:21 85:16 86:22</p> <p>MC 29:1</p> <p>M-C 83:12</p> <p>McBee 2:16 83:11 85:13,16 89:6 90:7,15</p> <p>mean 44:12 64:14 67:20,22 77:7 88:13,14</p> <p>means 47:17 57:13 80:21</p> <p>meant 38:19</p> <p>meantime 80:11</p> <p>measure 49:16,19,20 50:15 59:15</p> <p>meeting 1:8 3:18 4:12,14 5:18,19 6:1,5 10:15 11:4,6,14 15:1 16:18,19 38:7 51:2 52:10 66:2 72:12,13 79:15 87:3</p> <p>meetings 5:15 9:20</p> <p>mention 21:5 75:16</p> <p>mentioned 5:7 6:11 17:9 21:12 30:11 48:18 50:1 66:17 74:5 77:8</p>	<p>86:16 90:19</p> <p>metal 53:14</p> <p>methodologies 64:17</p> <p>metric 48:2</p> <p>Metro 53:12</p> <p>M-I 72:4</p> <p>MICHAEL 2:7</p> <p>microphone 29:21 60:6 82:17</p> <p>middle 6:9</p> <p>Midwestern 42:6</p> <p>Mike 67:11,15 86:16</p> <p>mileage 45:19</p> <p>miles 46:11,14 48:1,3 72:16</p> <p>Millar 2:15 72:1 74:20 75:12,22 76:6,15 79:7</p> <p>million 47:5,7 69:11 75:4</p> <p>minimize 7:14 38:1,15,16 59:5</p> <p>minimum 42:16</p> <p>minute 13:7 29:3 30:2</p> <p>minutes 5:9,12 29:2 71:20 79:16</p> <p>miss 30:3 54:5,6,7</p> <p>misunderstood 55:10</p> <p>mitigated 7:1</p> <p>mitigation 22:16 36:8</p> <p>mixed 34:15</p>	<p>model 22:14 24:3</p> <p>modeling 22:13 25:5,15</p> <p>moderator 2:5 28:22</p> <p>moment 33:16,19 35:4 40:15 63:14</p> <p>momentarily 6:12 9:21 50:21</p> <p>monitor 25:20</p> <p>month 6:14 47:7,19</p> <p>monthly 47:3</p> <p>months 19:22 28:13,14 63:20 74:9 86:22</p> <p>Monty 2:14 65:6</p> <p>morning 50:16</p> <p>mostly 61:11</p> <p>move 3:12,13 17:17 43:18 69:12,14,17 91:14</p> <p>moved 42:20 49:12 79:15</p> <p>movement 68:22</p> <p>moving 4:1,8 11:11,20 14:20,21 19:14 20:10 58:1 71:21</p> <p>multiple 46:14</p> <hr/> <p style="text-align: center;">N</p> <hr/> <p>National 8:4,5 9:14 54:8</p> <p>Nationals 1:10</p> <p>Nation's 72:4</p>
--	--	--	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>nature 30:8 75:20 navigating 30:19 Navy 8:6 NCPC 17:3 85:14 necessarily 43:2 77:1 necessary 10:1 22:16 59:9 necessity 53:10 neighborhood 17:19,21,22 27:11 51:14 52:5 58:21 neither 72:14 93:7 NEPA 4:19 6:6,7 7:19 9:18 10:9 12:12 31:6 61:19 62:2 68:5 81:22 network 46:12 neutral 30:7 nice 74:2 night 11:2 ninth 20:10,15 79:17 no-build 11:16 12:12 13:12,20 15:22 16:15 61:1,7,12,15,20 noise 4:22 22:8,10,12 23:22 24:2,7,9,15,17,2 0,21 25:3,4,6 38:1,16 50:12,13 51:8,10 53:15 57:7,20 58:6,14 59:5 65:9,11,13 66:10,12,18,19,2 1 67:12 71:5,9 80:18 82:5 83:3</p>	<p>noises 24:4 nonetheless 9:7 non-residential 40:10 nonsensical 31:7 nor 72:14 93:8,12 Norfolk 45:20 46:4,7 72:15,22 73:11 75:1 normally 82:1 north 19:15 35:2 41:12 45:4 Notary 93:1,18 note 25:13 87:2 noted 13:17 notes 62:8 nothing 12:14 Notice 7:2 8:19 21:15 noticed 57:9 November 6:1 9:18 11:15 16:5 nuance 35:8</p> <hr/> <p style="text-align: center;">O</p> <hr/> <p>object 53:15 objective 32:4 61:3 objectives 7:14 obvious 75:21 obviously 19:9 23:10,17 24:11 26:9 33:19 35:19 36:7 41:12 43:17 49:13 63:13 83:22 88:9 occurs 77:16</p>	<p>officer 93:2 officials 45:7 off-ramp 19:8 of-way 34:3 Oh 55:6 79:20 okay 10:7 28:20 33:13,16 34:7 42:15 45:18 52:19 64:20 67:9 81:15 82:13 86:1 O-N 91:2 one-on-one 85:5 ones 12:10 16:14 53:5 64:3 73:8,20 77:5,7 ongoing 13:16 online 13:9 15:18 64:11 78:22 onto 19:14 20:10 72:22 73:3 open 7:19 14:5,7,9,13 15:18 16:10 31:15 36:9 44:5 47:18 53:8,11,18 55:7,8 66:12 73:15 openings 56:16 operate 79:5 operation 26:3 operations 14:9 16:9 87:13 88:19 opportunity 36:19 91:20 opposed 44:5 89:12 opposite 41:21 option 26:22</p>	<p>27:8,13 31:12,14 38:2 40:12 43:8 54:11,22 55:16 61:15 62:1,14 72:18 options 31:17 36:21 40:6 61:7,13 65:1 73:15 83:17 91:16 oral 30:17 order 29:18 50:19 54:5 61:21 ordinance 72:2 organizations 5:22 6:4 origin 46:13 origins 47:21 others 17:2 21:22 76:15,16 85:4 otherwise 7:6 44:19 93:12 ought 77:2 79:11 outcome 93:13 out-of-corridor 11:17 outset 41:2 outside 17:2 outweighed 88:16 overall 15:16 37:2 42:10 46:3 56:14 64:21 overlap 20:7 overlay 53:14 overstated 39:16 overview 4:15,19 9:13</p>
---	---	--	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>16:12 27:7 28:15 50:7,8 55:1 57:16</p> <p>previous 16:18 48:17,21 75:14</p> <p>previously 48:7</p> <p>price 91:10</p> <p>primarily 67:7</p> <p>principles 17:15 18:1 21:8</p> <p>prior 13:4</p> <p>priority 46:17 88:6</p> <p>probably 19:2 20:13 88:22</p> <p>problem 12:5 84:3</p> <p>problems 66:13</p> <p>proceed 26:21</p> <p>proceedings 92:8 93:7</p> <p>proceeds 26:9</p> <p>process 3:7,10 4:1,5 5:16 6:7 7:19,20 8:4,8,14,15,16,1 8,20 9:5,17,18,22 10:5 11:5 12:9 14:10 21:15 25:1 28:18 34:2 35:14,21 36:4,12 38:6 40:3 41:3 60:22 62:3 63:19 71:12,18 74:18 86:17,18</p> <p>produce 78:18</p> <p>products 76:9 80:12</p> <p>program 10:16</p>	<p>29:12</p> <p>progress 64:18</p> <p>project 1:3 3:19 4:3 5:13,14 6:13,16 7:9 9:9 10:9 12:1,20 15:16 21:14 23:4 24:3 31:8 39:4 40:8 41:8 43:11 47:10 56:14 59:21 63:6 64:17 78:3,4 81:5,7 82:4,10</p> <p>projected 66:8 69:21 70:1,6 71:16</p> <p>projecting 66:6</p> <p>projection 68:2,3 69:5 71:15</p> <p>projections 65:15 81:5 82:18</p> <p>projects 12:15 20:3,20 34:20</p> <p>propane 76:12</p> <p>properly 10:13</p> <p>properties 10:1 91:6</p> <p>property 18:14 20:12,13 52:1</p> <p>propose 16:14</p> <p>proposed 8:9</p> <p>proposing 18:17</p> <p>protecting 66:5</p> <p>Protection 76:2,6</p> <p>provide 7:16 76:4 78:14</p> <p>providing 91:22</p> <p>proximity 41:22</p>	<p>public 1:8 8:16,22 28:6,8,11 34:18 60:15 80:13 81:1,18,20 91:19,21 93:1,18</p> <p>pulling 15:20</p> <p>purpose 4:19 6:11 7:5 11:22 12:1,4 13:18 34:14 35:5 80:14 86:2,4,8,10</p> <p>purposes 11:18 76:21</p> <p>push 54:1 72:7</p> <p>pushing 9:15</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>qualitative 86:6</p> <p>Quarter 18:21 19:7 31:2 36:17 37:11</p> <p>question 5:6,8 9:10 29:4,6,7 32:6 33:1,2,4 34:1,10 35:15 42:12 48:16 51:8 52:16 57:7 58:18 60:9,17 61:9 63:10 64:5 65:2,20 66:17,20 67:13 68:5,8 72:19 75:6,7,11 76:3,7 80:3 81:9,10,15 83:9 84:11 85:2 87:3</p> <p>questions 5:10 9:10 24:22 25:2 28:21,22 29:14 38:5,8 43:22 49:3,11 53:4 54:18 58:10 64:18,19 66:15</p>	<p>72:6 73:4 75:19 80:6 83:14 85:5,7 90:22 91:21</p> <p>quick 44:3 83:14 90:21</p> <p>quicker 86:19</p> <p>quickly 23:2 28:19 73:3 84:9 86:19</p> <p>quite 5:14 43:15 76:13,16</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p>rail 12:16 16:9 25:3 39:21 40:2 42:9 46:9 50:13 51:8 69:17,20 82:3 84:7</p> <p>railcars 88:22</p> <p>railroad 7:22 45:21,22 75:1 82:10 84:6</p> <p>railroads 73:18</p> <p>rain 22:10</p> <p>raised 71:7</p> <p>range 56:2 71:15 89:15,17</p> <p>ranged 81:3</p> <p>rather 81:14</p> <p>readily 77:20</p> <p>reading 32:9 49:14</p> <p>Reagan 54:8</p> <p>real 9:9 54:11 72:15,18</p> <p>realistic 75:7</p> <p>realistically 46:20</p> <p>realities 45:22</p>
--	---	---	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>reality 46:15 48:4 realizing 41:21 really 5:4 10:12,16 11:19 12:13,16 15:17 17:1 18:13 23:14 24:9,18 34:18,20 36:5 42:9 48:5 61:16 67:17,22 68:7,9 72:17 74:15,18 80:3 82:6,11 83:15 90:7 reason 70:14 90:14 reasonable 64:5 reasons 38:10 45:7 63:3 rebuild 15:17 16:21 62:13 rebuilding 13:2,5,8 74:19 rebuilt 6:3 receiving 30:6 recently 6:14 recognize 4:17 36:9 recognizing 65:14 reconnect 45:4 reconstructing 44:4 reconstruction 60:20 record 9:4 28:12 91:9,22 93:7 recorded 91:22 93:5 red 18:12 21:3 redoing 59:22</p>	<p>reduced 93:5 reduces 69:19 refer 6:18 8:1,7 48:20 referred 16:4 referring 41:15 86:13 regardless 11:21 15:19 26:19 39:17 region 51:22 69:13 regions 68:19 Register 7:4 regular 78:16 regulations 23:11 82:8 rehabbed 26:4 rehash 87:8 reinforce 66:4 reiterate 29:10 relate 59:14 related 66:20 93:8 relates 41:5 relative 63:12 93:10 release 87:1 90:9,11 released 31:20 relevant 32:20 35:16 74:21 77:1 91:14 reliability 41:17 remaining 73:20 77:3 remember 4:8 5:9 15:1 35:7 81:22</p>	<p>82:2 reminded 24:21 renovate 16:6 renovating 15:13 renovation 13:19 repair 13:19 45:10 repeat 66:15 rephrase 53:8 Reported 1:20 reporter 30:16 82:16 reports 80:16 represented 6:1 representing 65:7 request 78:18 require 40:12 59:1 required 12:12 59:18 requirement 53:9,17,18 requires 62:2,3 requiring 9:15 reroute 43:12 44:15 72:3,7,15 74:22 85:11 rerouted 32:17 46:7 74:13 reroutes 43:7 45:2 rerouting 31:12,17 40:7 44:9,11,16,20 47:6,9 72:2,9,22 73:7,8,19 74:22 77:16 reside 68:19 resident 31:3</p>	<p>residential 40:7,8 residents 17:22 32:19 59:5 79:10 resolve 10:2 resource 79:4 resources 9:17 11:7 59:8 respect 30:9 responded 42:19 responders 78:7,8,13,19,22 79:1 response 30:7 76:4,20 rest 10:22 25:8 46:7 Restoration 80:2 results 4:20 11:19 80:18 retained 10:6 12:10 retaining 12:11 return 26:14 returning 26:22 revert 47:1,2 review 4:10 5:21 8:21 9:3 31:10 35:17 44:3 81:16,19 reviews 80:17 81:17 86:20 revision 20:18 revisions 11:8 rid 61:22 62:4 right-of-way 32:7,11 33:2,4,17,22</p>
--	---	---	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>40:13,14 48:21,22 91:15,17 rights 33:21 rigorous 31:9 River 54:4 rivers 54:7,15 road 5:2 51:10 roads 54:14,15 roadway 7:18 role 7:8 Ron 2:16 83:11 85:6 roof 15:20 55:22 room 10:21 17:15 56:6 71:5 route 45:20 46:9 58:6,8,15 76:8,11,12 routes 45:15 46:4,8 72:10 routine 78:16 routing 46:1 74:6 rules 29:13 run 15:5 16:19 56:3 runaround 13:3 14:4,7 running 17:1 22:14 31:15 55:5</p> <hr/> <p style="text-align: center;">S</p> <hr/> <p>safety 22:4 37:7 59:15 79:2 Salmon 2:11 36:16 sampling 22:18</p>	<p>saving 84:14 savings 84:12,13,16,19 85:21 88:9,12,16 89:9 90:4 saw 5:21 12:1 16:18 55:20 scenario 45:1 scenarios 52:11 73:18 schedule 5:6 28:4,5,15 36:12 schedules 3:6 science 55:1 71:8 scope 67:13 scoping 5:19 6:10 screening 11:19 scrutiny 9:8 31:9 se 75:7 seasons 28:14 second 4:1 6:1 18:7,16,17 33:5 34:7 36:14 42:11 60:17 62:15 66:20 72:13 81:2 82:13 84:11 85:10,11 secondly 50:1 73:6 84:1 85:19 seconds 30:3 section 1:6 4:12,19 9:13 27:12 security 4:22 22:1 75:20 77:14 seems 53:7 65:10 76:18 79:10 80:6 seizure 40:17</p>	<p>selected 23:5 26:8 selective 18:4 send 39:21 79:3 senior 19:10 37:13 sense 39:22 43:11 77:2 sensitive 46:18 75:20 separate 10:15 15:11 84:8 September 5:18 sequencing 39:4 seriously 91:8 serpentine 16:22 35:1 service 8:5 14:11 77:13,14 session 49:4 setting 24:6 seven 85:8 seventh 19:14 60:5 several 26:21 28:16 45:11 70:12 sewer 54:6 shallow 55:19 share 24:1,5 26:11,15 37:1 shared 27:13 sharing 36:6 52:11 Shauna 2:15 79:22 81:9 S-H-A-U-N-A 80:1 Shauna's 87:2 Sherlock 80:1</p>	<p>Shields 2:12 39:14 42:14 43:5 48:19 S-H-I-E-L-D-S 39:15 shifted 6:17 shipment 85:18 shipments 47:22 87:7 shipper 47:1 Ships 39:19 short 45:12 short-term 63:5 showing 27:8 74:3 shown 56:19 shows 46:10,11 59:2 80:9 shrink 89:22 shuttle 19:10 sign 29:2 signaling 59:22 60:3 signed 5:8 29:17 significance 7:7 significant 8:10,11,13 90:5 significantly 91:17 similar 17:11 21:8 51:4 54:2 Simmeth 2:13 53:1 54:21 55:7 S-I-M-M-E-T-H 53:2 simple 86:12 simplistic 27:6 simply 32:1</p>
---	--	---	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>single 13:15 15:4 40:1 43:2 47:16</p> <p>single-track 13:14 15:9</p> <p>site 4:22 22:1 67:5</p> <p>sites 11:7</p> <p>site-specific 19:12</p> <p>situation 13:1,12 14:5,6,13 15:2,4,14,18 16:3,10,15 19:21 22:6 23:3 27:1</p> <p>situations 25:20 78:15</p> <p>six 74:9 86:22</p> <p>sixth 19:4,8,14 37:12 57:3</p> <p>slide 12:2 14:4 15:12,22 17:16 18:10</p> <p>slides 14:18 18:8</p> <p>small 52:10</p> <p>smart 54:19</p> <p>social 49:17,20 50:20 51:17 57:8</p> <p>Society 80:2</p> <p>socio 52:3</p> <p>socio-economics 51:13 52:17</p> <p>soil 5:1 22:18 70:14,16</p> <p>solution 69:18</p> <p>solutions 84:3</p> <p>somebody 53:16 84:1</p> <p>somehow 91:5</p> <p>someone 50:1</p>	<p>55:11 77:20</p> <p>sometime 28:7</p> <p>somewhat 35:3</p> <p>somewhere 47:4</p> <p>sooner 35:19 36:10</p> <p>sorry 55:6,10 61:4 79:13,20 90:16,17,22</p> <p>sort 32:15 33:11 36:15 47:11,12 78:2 89:21</p> <p>sound 50:15</p> <p>sounded 61:10</p> <p>sounds 5:4 10:14 24:1,4 50:17</p> <p>south 1:11 13:3 14:3 35:3 39:21 41:12 42:5 45:4 60:19 62:10 82:14</p> <p>Southeast 1:11 19:6 20:14</p> <p>Southern 45:21 46:4,7 72:15,22 73:11 75:2</p> <p>southwest 66:9 83:13</p> <p>space 49:8</p> <p>speak 26:13 29:15,17,19 68:15 71:6,8 74:14 90:18</p> <p>speaker 30:21 36:14,15 39:11 49:6 52:21 60:5 65:4 71:22 79:17,19 83:11 85:2</p>	<p>SPEAKERS 2:3</p> <p>speaks 42:4</p> <p>specific 18:14 33:6 37:21 44:2 89:16</p> <p>specificity 34:19</p> <p>specified 35:13</p> <p>speed 66:7 67:1,3,8 70:10 71:10,14</p> <p>speeds 71:16</p> <p>spell 39:12 52:21</p> <p>spirit 34:9</p> <p>split 68:14</p> <p>spoke 89:19</p> <p>spot 67:11</p> <p>stab 64:7</p> <p>stack 13:15 15:14 41:14</p> <p>stage 22:12 33:10 35:17</p> <p>staging 39:1,3</p> <p>standpoint 12:22 22:4 23:12,22 24:7 25:5 26:12,18 51:15,18 52:9</p> <p>start 3:4 5:16 11:21 30:21 37:21 52:11 53:13 55:1 61:6 73:5</p> <p>started 8:10</p> <p>state 52:21 57:4 90:9</p> <p>statement 1:4 4:5 6:12,19 8:21 9:1,3 10:10 11:1 17:13 31:7 80:14</p>	<p>86:3,9,11</p> <p>statements 40:21</p> <p>States 42:6 46:10</p> <p>Station 42:2 45:3,4,9,15 46:6,21 84:10 85:10 87:8,11,22</p> <p>statute 32:10 40:17</p> <p>stay 62:6</p> <p>step 12:8 57:4</p> <p>Stephen 29:10</p> <p>Steve 2:4,5 10:3,8 30:11 32:22 34:22 35:6 50:21 51:11 58:18 59:9,11 67:13 68:13</p> <p>Steve's 78:17</p> <p>stop 39:2,20 41:21</p> <p>stopping 65:18</p> <p>storm 5:1 23:10,12</p> <p>StrataComm 2:5</p> <p>strategies 36:8</p> <p>street 1:11 18:8,17 19:6,8 20:14 21:2 24:4 26:14,22 27:4,9 39:18 40:22 41:6,13 50:7 53:14 55:19,22 77:5 81:2 82:14</p> <p>streets 18:16 19:4,14 20:10,16 37:6 56:21,22 58:1</p> <p>streetscape 14:19</p> <p>stringent 4:9</p>
--	--	---	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>strips 21:4</p> <p>structure 70:21</p> <p>struggling 85:12</p> <p>studies 22:11 25:9 57:20 58:6,14 78:18 80:18</p> <p>stuff 24:19 55:1</p> <p>subject 20:18,19 39:6</p> <p>subjective 32:3</p> <p>submit 30:14 59:2</p> <p>success 45:12</p> <p>suggesting 40:6</p> <p>sum 47:3</p> <p>summary 28:4</p> <p>summer 6:7 28:7 87:4</p> <p>support 70:19</p> <p>supposed 10:12</p> <p>sure 6:22 8:12 20:3,7 23:7 24:13 32:20 33:3 43:14 44:15 56:19 59:4,6 61:21 63:15 64:5 67:17,22 70:13 75:21 76:14 82:6,11</p> <p>surely 54:19</p> <p>switched 28:5</p> <p>system 19:15 53:12 79:2</p> <hr/> <p style="text-align: center;">T</p> <hr/> <p>take-aways 4:7</p> <p>taking 3:5 16:14 29:16,18 58:4</p>	<p>70:14</p> <p>talk 3:22 6:6 10:4 11:13 17:8 18:5 35:7 51:1,12 55:12 62:21 63:12,14,15 67:4 68:16 70:9 83:1 84:4 87:4</p> <p>talked 5:20 33:5 51:5 61:6,16 62:8,9 66:17 69:15 84:1,16 88:13</p> <p>talking 35:9 37:21 40:7 54:21 55:2 57:8 61:11 76:20 79:8 82:22 85:21</p> <p>target 28:14</p> <p>tax 51:21</p> <p>team 12:5 68:13 76:6 79:2</p> <p>technical 24:19 29:5 53:6,17 54:18 55:3 68:15</p> <p>technicality 54:20</p> <p>techniques 37:22 38:15 55:12</p> <p>technology 53:8,9 60:2</p> <p>temporarily 32:17</p> <p>temporary 13:3 14:3,6,12,14 15:2 16:10 19:21 22:6 40:9,19 47:15 55:5 83:5 84:19 85:20</p> <p>tenth 79:18,20</p> <p>term 29:1</p> <p>terms 12:10 15:15</p>	<p>16:7 17:12,15 19:3 22:11 27:5 36:8 45:19 51:21 66:1 67:18 82:1,4,7 87:20 88:6,12,21 89:12</p> <p>terrorist 76:22</p> <p>test 25:22</p> <p>TESTIFYING 2:10</p> <p>testimony 93:4</p> <p>testing 22:19</p> <p>tests 80:18</p> <p>thank 3:5,15 5:12 31:9 32:21 33:13 36:18 38:3,4 49:2,13 50:18 52:19 61:3 64:20 65:3,4,6 66:13 68:11 70:4 71:19,21 74:4 83:8 92:2,3,6</p> <p>thanks 10:7 29:10,11 81:9</p> <p>that's 4:1 12:7,12,14 13:3 17:18 18:13 21:5 22:2,21 23:2 25:11 30:1 32:5 34:14 35:20 38:19 40:16 42:9 45:11 47:6 48:5,9 51:4 53:18 54:16 56:11 57:1 58:20 61:15 62:1,5,16,21 63:3 64:13 67:6 68:8 69:4 70:13 71:10 73:19 74:15 77:1,22 78:4,15 80:1</p>	<p>82:4 83:2,12,22 84:15 85:9,13 86:11 89:18 90:15</p> <p>thereafter 93:5</p> <p>therefore 58:12</p> <p>there'll 62:5</p> <p>there's 4:6 6:21 8:12,14 9:5 12:16 13:13 15:22 22:17 24:8 25:21 32:9 42:18 45:14 55:4 57:11,22 61:21 87:6 89:21</p> <p>they're 17:11 59:15,17,18 69:14 73:9</p> <p>thick 13:16</p> <p>third 18:20 33:14 36:15 37:5,11 39:11 46:2,7 50:11 67:2</p> <p>thirdly 60:22</p> <p>thoroughly 29:14</p> <p>three-part 32:6</p> <p>threw 43:7</p> <p>throughout 14:10</p> <p>throw 38:18,19</p> <p>TIH 77:11</p> <p>timeframe 64:12</p> <p>timeline 63:11 64:21,22 80:8 89:10</p> <p>timelines 60:9,12 63:12,16,17 64:10</p> <p>time-sensitive 84:4</p>
---	--	---	--

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>85:18 87:7 today 11:4,10 12:8 13:13 14:2 22:9,10 26:14 27:5,7 tonight 3:21 4:7,15 10:14 11:18 26:11 30:13 36:19 43:17 61:11 64:18 65:10 72:19 80:7 83:22 87:5 90:17 92:3,5 Tonight's 3:18 tons 69:9,11 top 56:13 78:8,20 total 30:2 47:3 87:12 totally 49:15 touch 78:17 toward 67:13 towards 53:18 74:14 toxic 76:8 78:11 track 14:12 15:4 70:21 84:20 tracking 40:1,9 tracks 15:10 40:20 45:3 55:18 57:21 traffic 4:22 7:13,16 14:8 17:10,12,18 18:6 19:7,8,18 20:4,18 21:11 27:21 39:1 41:11,21 42:1,4,5,8 44:7,10,16,17,20</p>	<p>45:14 46:2,16,18,22 47:2 51:16 56:20,22 57:2 65:17 67:21 69:3,4 81:21 82:2 87:21 train 42:1 46:14,19 47:6 59:16,20 67:21 69:14 79:2,3 87:11 88:5 training 78:14,22 79:1 trains 14:6,13,20 15:5 24:4 31:15 32:16 41:20 45:8,17 46:6,20 55:5 57:9,10,12,16 58:11,12 65:17,18,19,21 66:2,5,6,8,21,22 67:2,4,7 84:7 88:2,3,11 transcript 31:4 transformed 83:21 transit 5:4 10:14 12:15 24:1 transition 4:3 transitioned 63:3 transitioning 42:17 transportation 3:4 7:11 12:4,15 82:9 travels 79:2 traverse 66:8 77:18 traversing 78:5</p>	<p>tremendous 42:6,7 trench 14:5,7,9,13,16,2 1 15:18 16:10 17:1 31:16 44:5 47:18 53:8,11,19 55:3,5 73:15 tried 16:22 72:7 truck 47:2,6 69:15 88:19 trucks 47:20,21 58:4 59:8 69:20 true 12:15 85:13 93:7 truly 88:7 try 3:11 34:20 39:3,6,8 54:12 56:3 72:3 trying 16:6 22:9 28:1 42:22 73:17 83:19 tunnel 1:3 3:8,19 6:3 7:10,11 12:18 13:3,6,9,10,13,1 4,15,21 14:15,21 15:5,7,11,13,21 21:6 26:4 27:3,4 32:11 37:6 38:2 39:17,18 40:2,12,15,22 41:9,13,15,17 44:4,8,10 46:3,17 47:15,16 50:6 54:2,5,6,12 55:18,21 56:4,9,11 58:16 59:17,18,19 60:2,4,19,21 62:10,13,15 66:1,9,11 67:8 70:17 74:19 77:5</p>	<p>78:5 84:5,13,14,20 85:20 88:10,11 89:11 90:3 tunnels 13:6 14:22 15:9,11 47:15 54:6 turn 30:3 70:16 turns 75:2 twin 13:6 14:22 40:12,15 47:15 two-minute 30:2,5 two-way 19:8,15,18 20:15 65:17 type 11:17 34:21 52:4 70:16 71:1 82:10 90:1 types 51:22 52:12,13 70:19 typewriting 93:6 typically 34:19 56:8 typo 10:21 <hr/> U <hr/> U.S 2:7 ugly 50:8 ultimate 15:8 28:1 ultimately 28:12 62:19 umbrella 52:3 unanticipated 13:21 Undeland 2:5 5:11 28:22 29:10 32:22 36:14 39:10 49:2 52:20</p>
--	--	--	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>57:3 60:5 65:4 71:20 79:13,20 85:1 90:13,16 91:20</p> <p>underground 27:3</p> <p>underlie 71:16</p> <p>underneath 52:18 54:4</p> <p>understand 24:12 26:5 33:21 37:17 42:18 49:16 54:21 55:7 56:19 63:22 64:16 77:9 81:4 85:7,16 86:21</p> <p>Understandable 64:4</p> <p>understanding 53:22 70:15</p> <p>underutilized 40:3</p> <p>underway 22:11 25:9</p> <p>Union 42:2 45:3,4,9,15 46:5,21 84:10 85:10 87:8,11,22</p> <p>United 42:6 46:10</p> <p>unloading 73:22</p> <p>unplanned 13:22</p> <p>upon 46:13</p> <p>upwards 5:15 47:4</p> <p>urge 31:16 73:2</p> <p>USDOT 69:8 70:6</p> <p>useful 72:10</p> <p>usually 82:21</p> <hr/> <p>validated 45:7,13</p>	<p>value 31:21</p> <p>values 32:1 91:6,13</p> <p>Van 2:12 49:7 52:19</p> <p>V-A-N 49:8</p> <p>variable 47:13 90:1</p> <p>variables 89:22</p> <p>variety 34:20 45:6 46:8</p> <p>various 20:3 21:20 54:4,12 64:10 70:18 80:17</p> <p>vehicle 13:14 19:10</p> <p>vehicles 18:19 20:11 21:4 59:3</p> <p>vehicular 18:12 19:5</p> <p>venue 80:22</p> <p>versus 25:22</p> <p>via 19:9</p> <p>viable 75:7</p> <p>vibration 22:8,13 25:13,14 26:2 38:1,16 57:20 58:6,14 65:9,11,13 66:10,18,19,22 67:12 70:10 71:1,6,9 80:18</p> <p>vibrations 5:1 59:5 65:22 66:2 83:3</p> <p>vice-president 31:1</p> <p>view 38:13 89:14</p>	<p>viewpoint 32:3</p> <p>views 32:12</p> <p>Virginia 1:3 3:8,19 6:3 7:10 13:2,6,8 19:9 21:6 37:5 39:18 40:2 41:9,14 44:7 46:2,16 55:18 74:18</p> <p>virginiaavenuetun nel.com 30:20 92:4</p> <p>visit 5:20</p> <p>visual 51:15</p> <p>vital 18:1 21:11</p> <p>vividly 75:9</p> <p>volume 45:14 67:21 87:20,21</p> <p>voluntarily 72:9</p> <p>VRE 42:2</p> <hr/> <p>W</p> <hr/> <p>wait 41:21</p> <p>waiting 81:14 90:12</p> <p>waiver 57:14</p> <p>walk 11:3 12:8 13:11 18:6,8</p> <p>walking 18:11</p> <p>wall 15:14 70:19</p> <p>walls 13:15</p> <p>Walsh 2:8 76:1,5 77:10 78:17</p> <p>warning 29:2</p> <p>Washington 1:12 8:5 42:2 45:2,9,15 46:11</p>	<p>69:12 87:22</p> <p>wasn't 54:21 87:21 88:13 89:3,17</p> <p>waste 3:11</p> <p>water 5:1 22:18 23:10,12 54:2,6</p> <p>Watts 1:20 93:2,18</p> <p>ways 30:11 42:15 54:12 56:10</p> <p>weather 25:8,10,11</p> <p>web 73:3</p> <p>website 16:19 30:19 92:1</p> <p>we'd 13:2 15:11 19:7,16 25:10 50:9,15 70:7</p> <p>week 25:8</p> <p>welcome 64:6 74:16 75:17 77:22</p> <p>we'll 4:2,6,16 5:12 9:11,22 14:18 20:5,21 21:9 22:1,3,4,19 23:12 24:5,11,12,13,18 25:3,19 26:6 28:10 30:4,21 36:11 37:18 38:7 39:5,8 51:3,6 52:14 59:4 62:1 64:15,19 87:3,4</p> <p>we're 3:8,11,22 4:8,10,15 6:20 8:12 10:13 11:1,9,10,20 12:8,11 14:19 15:6,19 16:2 17:16 18:17</p>
--	---	--	---

Capital Reporting Company
Virginia Avenue Tunnel Project 05-21-2012

<p>19:11 20:2,22 21:13,19 23:3,7,21 26:16 27:2,8,15,20,22 28:6,7,14,15 29:1,16,18,20 30:10 34:2 36:6 41:15 42:16 48:21 49:12 63:14 66:12 68:14 69:2 70:14,18,22 82:6,11 83:22 87:3</p> <p>west 18:7 41:22 42:8 45:20 66:11 67:5 72:16</p> <p>we've 9:19 13:17 16:16,21 17:4 21:17,21 23:10,15 28:5 30:16 34:17 35:3,13 36:21 42:21 43:1 51:2 57:9 64:9,16 65:10 70:2 71:20 72:17 73:17 78:20 79:15 87:5</p> <p>whatever 25:9 27:5 53:16 58:5</p> <p>whatsoever 43:11</p> <p>whereas 8:10,15</p> <p>Whereupon 92:7</p> <p>whether 67:21 69:14 73:8,9</p> <p>whole 52:2 58:6,8,15</p> <p>whom 93:2</p> <p>who's 26:19</p> <p>width 17:15</p>	<p>wildly 39:16</p> <p>willing 91:9</p> <p>willingness 3:9</p> <p>winnow 38:10</p> <p>winnowed 12:6 17:4 36:21</p> <p>winter 28:11</p> <p>wise 89:9</p> <p>wish 41:7</p> <p>WITNESSES 2:10</p> <p>wondering 37:1 49:18 57:12,22 60:11 84:18 91:8</p> <p>work 14:14 17:2,12 18:6 20:6,22 22:3,7,10,17,19 24:1,12,18 27:15,18 28:17 29:6 34:3 39:9 47:12 48:3 49:1 56:6 67:3 71:11 78:7 87:13</p> <p>worked 12:5 21:17 48:10 84:6</p> <p>working 11:9 14:20 15:6 16:5 20:1,2 21:9 22:5 25:20 28:16 33:17 48:22 53:14 56:13</p> <p>worst-case 73:18</p> <p>worth 31:8</p> <p>wrap 30:3 86:18</p> <p>writing 66:16</p> <hr/> <p>Y</p> <hr/> <p>yard 84:7</p>	<p>yet 34:1,4</p> <p>you'll 5:5 27:4 48:14</p> <p>yourself 56:13 60:6</p> <p>you've 5:7 36:19 66:11 73:1 83:16</p> <hr/> <p>Z</p> <hr/> <p>zones 73:16 74:2 75:16 79:9</p>	
---	---	--	--