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Virginia Avenue Tunnel Project 05-21-2012

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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

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

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3 SPEAKERS:

4 JAMIE HENSON, DDOT  
5 STEVE PLANO, PARSONS BRINCKERHOFF  
6 JOHN UNDELAND, StrataComm (Moderator)  
7 STEVE FLIPPIN, CSX  
8 CHIP DOBSON, CSX  
9 KEITH BRINKER, CSX  
10 MICHAEL HICKS, U.S. Federal Highway  
11 Administration  
12 CHUCK GULLAKSON, CSX  
13 JOHN WALSH, CSX

14 TESTIFYING WITNESSES:

15 BRIAN HUSEMAN  
16 LAURA SALMON  
17 ANDREW SHIELDS  
18 ANN VAN CAMP  
19 HARRY SIMMETH  
20 LISA DALE JONES  
21 DAVID GARBER  
22 MONTY EDWARDS  
FRED MILLAR  
SHAUNA HOLMES  
RON MCBEE  
MAUREEN HARRINGTON

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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

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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

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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

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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

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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

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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



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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

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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

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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

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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-

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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

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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

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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

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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



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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

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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.

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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

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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

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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

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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

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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

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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



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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

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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

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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

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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

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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?

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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](mailto:contact@virginiaavenuetunnel.com). You can also get  
19 there by navigating through the website at  
20 [virginiaavenuetunnel.com](http://virginiaavenuetunnel.com)

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

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

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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

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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



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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.

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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

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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,

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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

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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

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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

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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.

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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



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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

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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

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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.

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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

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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

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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

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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

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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



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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?

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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

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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,

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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?

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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

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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

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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.

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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.



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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

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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,

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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

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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

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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-

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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

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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

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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



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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

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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

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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.

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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.

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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

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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

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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.

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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.



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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?

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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

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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.

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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,

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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

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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.

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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.

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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



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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

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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

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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.

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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?

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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?

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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

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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

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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



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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

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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

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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

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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.)

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1 CERTIFICATE OF NOTARY PUBLIC

2 I, GERVEL A. WATTS, the officer before whom  
3 the foregoing deposition was taken, do hereby certify  
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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  
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12 parties hereto, nor financially or otherwise interested  
13 in the outcome of this action.

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

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22 My Commission expires: January 31, 2014

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