

## **APPENDIX E**

### **Transcript of Proceedings**

**Docket R15-01: Draft Environmental Impact Statement and Plans for the Proposed Potomac Yard Metrorail Station – April 30, 2015**



Capital Reporting Company  
Public Hearing No. 604 04-30-2015

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PUBLIC HEARING NO. 604

DOCKET R15-01: DRAFT ENVIRONMENTAL IMPACT  
STATEMENT AND  
PLANS FOR THE PROPOSED POTOMAC YARD METRORAIL  
STATION,  
ALEXANDRIA, VIRGINIA

Held at:

Cora Kelly Recreation Center

25 West Reed Street

Alexandria, Virginia

Thursday, April 30, 2015

7:00 p.m.

Reported by: Gervel A. Watts, CERT

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Public Hearing No. 604 04-30-2015

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

2 WMATA'S PANEL:

3 William D. Euille, City of Alexandria Mayor

4 Jim Ashe, Manager, WMATA Environmental  
5 Planning and Compliance

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1	C O N T E N T S
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3	WMATA PANEL:
4	Introduction, Mayor Bill Euille
5	Presentation, Jim Ashe
6	PUBLIC COMMENTERS:
7	Jack Summe
8	Bryan Jungwirth, Virginia Railway Express (VRE)
9	Dino Drudi
10	Aimee Custis, Coalition for Smarter Growth
11	Mark Goode
12	Paul Hertel
13	Robert Whitfield, Fairfax Taxpayers Alliance
14	Mark Anderson
15	Katy Cannady
16	David Fromm
17	Steven Teslik
18	Jerry Foley
19	Dave Cavanaugh
20	Philip Hocker
21	David Dunn
22	Ariana Sekulow

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Walter Clark, Alexander Chamber of Commerce  
John Schader  
Susan Coad  
Scott Eisele  
James Melton  
Betty King  
Andrea Fitch  
Tim Roseboom, Department of Rail and Public  
Transportation (DRPT)

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5

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

2 I N T R O D U C T I O N

3 MAYOR EUILLE: Hello. We're getting  
4 ready to start the public meeting. Just to make  
5 it official for the recording, (bangs gavel), good  
6 evening, ladies and gentlemen. I call this meeting  
7 to order.

8 I'm Bill Euille, Mayor of Alexandria and  
9 a member of the Board of Directors for WMATA or  
10 Metro. With me tonight is Jim Ashe, to my left,  
11 Metro's Manager of Environmental Planning and  
12 Compliance. Also in the audience are Elizabeth  
13 Patel of the Federal Transit Administration.  
14 Elizabeth stand and or wave your hand. She's in  
15 the back and then John Thomas, Director of Major  
16 Capital Projects. John. Okay.

17 I'd also like to recognize the following  
18 elected officials in attendance this evening. We  
19 have from the City Council, Councilwoman Dell  
20 Pepper and Councilman Tim Lovain. Also present  
21 with us, representing Congressman Don Beyer's  
22 Office is Mike Lucier. Mike.

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6

1 MR. LUCIER: Yes.

2 MAYOR EUILLE: All right. Welcome.

3 There are other events going on tonight, so I'm  
4 sure folks will come in later.

5 This hearing is convened by the Federal  
6 Transit Administration and Metro Board of  
7 Directors to gather comments on the proposed  
8 Metrorail Station at Potomac Yard in the City of  
9 Alexandria, Virginia. Notice of this hearing was  
10 made by publication in the Washington Post and El  
11 Tiempo Latino. The Draft Environmental Impact  
12 Statement document was placed at local libraries,  
13 Alexandria City Hall, Cora Kelly Recreation  
14 Center, and WMATA Headquarters for viewing by the  
15 public. The document was also posted at the  
16 project website, Metro's website, and the city's  
17 website.

18 Please note that the City of Alexandria  
19 will be hosting a public hearing on May 16th as  
20 part of its separate legislative process for the  
21 project. The Alexandria City Council will hold a  
22 Special Meeting on May 20th to consider selection

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7

1 of a preferred alternative.

2 I will cover the procedures that we will  
3 follow during the hearing.

4 First, we will hear a staff presentation  
5 on the proposal. Second, we will hear from those  
6 persons who registered in advance to speak at this  
7 public hearing. Elected officials will be heard  
8 first and will be allowed five minutes, then those  
9 who registered in advance will be heard in the  
10 order of registration and allowed three minutes  
11 each. Third, we will hear from anyone present who  
12 indicates a desire to be heard and will be allowed  
13 three minutes each. Please see Ms. Pena, whose  
14 hand is raised, if you wish to speak tonight.

15 Please note that all statements,  
16 including any personal information such as name,  
17 e-mail address, address, or telephone number you  
18 provide in the statement, are releasable to the  
19 public upon request, and may be posted on WMATA's  
20 website, without change, including any personal  
21 information provided. Also, note that the City of  
22 Alexandria is videotaping these proceedings, and

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8

1 will post the video on their website. If you wish  
2 to provide testimony for the public record but do  
3 not wish to be a part of the recorded proceedings,  
4 please see Ms. Pena, who can explain the different  
5 options available to you to provide comment.

6 If you have copies of your testimony to  
7 distribute, please provide them to Ms. Pena as  
8 well. If you would like to speak this evening but  
9 need to leave before your name is called, you may  
10 leave your comments on a digital recording device.  
11 Again, please see Ms. Pena.

12 Further testimony may be submitted and  
13 must be received by 5:00 p.m. on Monday, May 18,

14 2015 by e-mail to:

15 [writtentestimony@wmata.com](mailto:writtentestimony@wmata.com) or

16 [comments@potomacyardmetro.com](mailto:comments@potomacyardmetro.com). Alternatively,

17 statements may be faxed to 202-962-1133. Again,

18 that's 202-962-1133 or mailed to Office of the

19 Secretary, WMATA, 600 Fifth Street Northwest,

20 Washington, D.C. 20001 or to Potomac Yard

21 Metrorail Station EIS, PO Box 16531, Alexandria,

22 VA 22302.

(866) 448 - DEPO

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9

1           If you have any questions about the  
2 different ways to provide testimony, please see  
3 Ms. Pe Your comments will become part of the  
4 public record that will be examined by the Metro  
5 Board of Directors for its approval. Following a  
6 review of all testimony received for the public  
7 hearing record, Metro staff will prepare a staff  
8 report, which will be available for public comment  
9 before it's presented to the Metro Board of  
10 Directors. Changes to the options presented here  
11 tonight may be proposed in response to testimony  
12 received and subsequent staff analysis.

13           Please note that the use of profanity,  
14 which I doubt any of us will be using, will not be  
15 tolerated during this public meeting. If you have  
16 not already done so, please silence all mobile  
17 devices, and I now call on Jim Ashe for the staff  
18 presentation.

19                           STAFF PRESENTATION

20           MR. ASHE: Good evening. I'm Jim Ashe.  
21 I will provide a brief presentation that describes  
22 the project, the alternatives considered, and the

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10

1 major potential impacts.

2           The Federal Transit Administration and  
3 the City of Alexandria, in cooperation with WMATA,  
4 are proposing the construction of a new Metrorail  
5 station at Potomac Yard along the Metrorail Blue  
6 and Yellow Lines. The National Park Service or  
7 "NPS" is a cooperating agency because of the  
8 potential to impact the George Washington Memorial  
9 Parkway.

10           The project includes the construction of  
11 a station, associated track improvements, and  
12 pedestrian bridges to provide access to the  
13 station. As required by the National  
14 Environmental Policy Act or NEPA the DEIS was  
15 prepared by the FTA and the City in cooperation  
16 with WMATA and NPS. The DEIS was developed to  
17 assist decision-makers to consider the potential  
18 environmental effects of the proposed project.

19           The purpose of the project is to improve  
20 local and regional transit accessibility to and  
21 from the Potomac Yard area located adjacent to the  
22 Route 1 Corridor for current and future residents,

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11

1 employees, and businesses.

2 A new station at Potomac Yard is needed  
3 since the project area is not directly served by  
4 regional transit services. The proposed station  
5 would provide direct access to the Metrorail  
6 system and facilitate regional transit trips. The  
7 new station is also needed for additional  
8 transportation access and capacity to support the  
9 City's redevelopment plans for Potomac Yard and to  
10 provide a transportation alternative to the  
11 constrained roadway network in the area.

12 The DEIS identified potential effects to  
13 the built and natural environment from the No  
14 Build and Build Alternatives. The environmental  
15 considerations addressed in the DEIS were  
16 identified during project scoping and presented  
17 for public review and comment at the public and  
18 agency scoping meetings held on February 10, 2011.  
19 The resources reviewed in the DEIS are listed on  
20 this slide.

21 More than 35 alternatives were  
22 identified during project scoping. After initial

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12

1 review and screening, the DEIS evaluated a No-  
2 Build Alternative and four Build Alternatives,  
3 identified as A, B, B-CSX Design Option, and D.

4           The first of these, the No-Build  
5 Alternative includes all the planned  
6 transportation projects expected to be complete by  
7 2040, with the exception of the Metrorail station  
8 at Potomac Yard. These include the full Potomac  
9 Yard street network, local bus service expansions,  
10 and a pedestrian and bicycle bridge over the CSX  
11 and Metrorail lines connecting the Potomac Greens  
12 neighborhood to Potomac Yard.

13           The No-Build Alternative does not  
14 improve the regional transit accessibility and is  
15 not consistent with the city and regional plans,  
16 which call for a new Metrorail station in this  
17 area. The No-Build Alternative would also not  
18 address noise impacts from the existing rail  
19 corridor. The No-Build Alternative would not  
20 address the effects of proposed Potomac Yard  
21 redevelopment on traffic in the Route 1 corridor  
22 or visual effects of the redevelopment on the

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13

1 George Washington Memorial Parkway.

2           The new Metrorail station for  
3 Alternative A would be located along the existing  
4 Metrorail tracks between the CSX railroad tracks  
5 and the north end of the Potomac Greens  
6 neighborhood.

7           Two options for construction access are  
8 considered in the DEIS. Option 1 includes  
9 construction access from Potomac Greens Drive,  
10 Potomac Avenue, and the George Washington Memorial  
11 Parkway. These routes are shown as the dark  
12 orange and crosshatched orange lines on the map.  
13 Option 2 would include construction access from  
14 Potomac Greens Drive and Potomac Avenue only, with  
15 no access from the Parkway.

16           Although both construction access  
17 options were studied in the DEIS, the National  
18 Park Service has indicated that commercial  
19 vehicles are prohibited from the George Washington  
20 Memorial Parkway under NPS management policies and  
21 Federal regulations. The park superintendent has  
22 the discretion to issue permits for commercial

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Public Hearing No. 604 04-30-2015

14

1 vehicles using the parkway if access to private  
2 lands is otherwise not available. The proposed  
3 construction areas for Alternative A are  
4 accessible from routes other than the George  
5 Washington Parkway; however, since potential  
6 impacts would occur to residential communities  
7 along these other routes, construction access from  
8 the parkway was studied as an option in the  
9 DEIS.

10           The new Metrorail station for  
11 Alternative B would be located between the George  
12 Washington Memorial Parkway and the CSX railroad  
13 tracks, north of the Potomac Greens neighborhood,  
14 and east of the existing Potomac Yard Shopping  
15 Center. Alternative B would require permanent use  
16 of George Washington Memorial Parkway land.

17           Two options for construction access are  
18 considered in the DEIS. Option 1 includes  
19 construction access from Potomac Greens Drive,  
20 Potomac Avenue, and the George Washington Memorial  
21 Parkway. These routes are shown as the dark  
22 orange and crosshatched orange lines on the map.

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Public Hearing No. 604 04-30-2015

15

1 Option 2 includes construction access from Potomac  
2 Greens Drive and Potomac Avenue only, with no  
3 access from the parkway.

4           As with Build Alternative A, the  
5 National Park Service has indicated that  
6 commercial vehicles are prohibited from the George  
7 Washington Memorial Parkway under NPS management  
8 policies and Federal regulations. The park  
9 superintendent has the discretion to issue permits  
10 for commercial vehicles using the parkway if  
11 access to private lands is otherwise not  
12 available.

13           The proposed construction areas for  
14 Build Alternative B are accessible from routes  
15 other than the George Washington Parkway; however,  
16 since potential impacts would occur to residential  
17 communities along these other routes, construction  
18 access from the parkway was also studied as an  
19 option in the DEIS.

20           B-CSX Design Option is a variation of  
21 Alternative B that would be located east of the  
22 existing Potomac Yard Movie Theater, on land

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Public Hearing No. 604 04-30-2015

16

1 currently occupied by the CSX railroad tracks.  
2 This option requires that the CSX tracks be  
3 relocated to the west to accommodate the new  
4 Metrorail station. This Design Option was  
5 developed in an effort to avoid use of the George  
6 Washington Memorial Parkway property and the  
7 Greens Scenic Area Easement.

8           Construction staging areas for B-CSX  
9 Design Option are shown in the light orange shaded  
10 areas on the slide. These include portions of  
11 Potomac Yard Park, Rail Park, and the existing  
12 parking lot near the movie theater. Construction  
13 access would be provided via Potomac Avenue and  
14 Potomac Greens Drive.

15           Alternative D would be located west of  
16 the CSX railroad tracks near the existing Potomac  
17 Yard Shopping Center. The alternative includes an  
18 elevated station and tracks starting north of Four  
19 Mile Run, a new bridge over Four Mile Run,  
20 crossing over the CSXT tracks into Potomac Yard,  
21 and then re-crossing the CSXT tracks to reconnect  
22 with the existing Metrorail line.

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Public Hearing No. 604 04-30-2015

17

1           The construction staging areas for Build  
2 Alternative D are shown in the light orange shaded  
3 areas on the slide. These include portions of  
4 George Washington Memorial Parkway land, Potomac  
5 Greens Park, Rail Park, and Potomac Yard Park.  
6 Construction access would be provided from Potomac  
7 Greens Drive, Potomac Avenue, and the George  
8 Washington Memorial Parkway.

9           The National Park Service has indicated  
10 that commercial vehicles are prohibited from the  
11 George Washington Memorial Parkway under National  
12 Park Service management policies and Federal  
13 regulations. The park superintendent has the  
14 discretion to issue permits for commercial  
15 vehicles using the parkway if access to private  
16 lands is otherwise not available.

17           The proposed construction areas for  
18 Build Alternative D in the area near Four Mile Run  
19 are not accessible from routes other than the  
20 George Washington Parkway.

21           I hereby enter the property acquisition  
22 listing into the hearing record. A copy is

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Public Hearing No. 604 04-30-2015

18

1 available with Ms. Pena. The general plans from  
2 the DEIW are available for inspection on the table  
3 to your left.

4 Potential impacts are documented in the  
5 DEIS. Key resources impacted include local plans  
6 and zoning, parklands, visual resources, cultural  
7 resources, including the George Washington  
8 Memorial Parkway, noise and vibration, wetlands  
9 and waterways, and floodplains.

10 This project could result in adverse  
11 effects to view sheds from Potomac Greens, Potomac  
12 Yard, and the George Washington Memorial Parkway  
13 and the Mount Vernon Memorial Highway, which are  
14 listed on the National Register of Historic  
15 Places.

16 Noise and vibration impacts to the  
17 surrounding community are predicted under the  
18 alternatives. Metrorail door chimes, train  
19 announcements, station announcements, and brake  
20 noise are not expected to exceed FTA or WMATA  
21 criteria; however, these sources will be evaluated  
22 more closely during final design when the station

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Public Hearing No. 604 04-30-2015

19

1 features are finalized.

2           The project could impact the Greens  
3 Scenic Area Easement, the scenic easement  
4 administered by the National Park Service on city-  
5 owned land. Some secondary and cumulative impacts  
6 are projected.

7           Temporary Construction impacts are  
8 detailed in the DEIS also. Temporary construction  
9 impacts include removal of trees and vegetation  
10 within construction staging and access areas and  
11 filled or leveled ground. Construction Access  
12 would result in temporary impacts to local parks,  
13 wetland areas, floodplains, and a city- designated  
14 resource protection area. Construction could  
15 impact the Greens Scenic Area Easement.

16           Construction will create temporary  
17 impacts to the Potomac Greens community, and the  
18 Potomac Yard area, and could cause temporary  
19 impacts to the George Washington Memorial Parkway  
20 land, specifically the parkway's southbound  
21 roadway. Potential impacts include traffic, noise  
22 and vibration, and dust associated with

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Public Hearing No. 604 04-30-2015

20

1 construction activities.

2           The City of Alexandria will manage the  
3 capital-funding plan. The City of Alexandria will  
4 fund the station using revenue generated by new  
5 development in Potomac Yard. The station fund  
6 collects revenue from new tax revenues generated  
7 by Potomac Yard development, two special tax  
8 districts, and developer contributions.

9           The project has been approved for a \$50  
10 million loan through the Virginia Transportation  
11 Infrastructure Bank. The City will continue to  
12 pursue other regional, state, and federal sources.

13           In addition to seeking comments about  
14 the DEIS, the project invites comments on the  
15 Section 106 process. The project team has  
16 identified the Area of Potential Effects and the  
17 consulting parties, and developed a preliminary  
18 assessment of effects. FTA anticipates sending a  
19 formal determination of effects to the State  
20 Historic Preservation Office in the near future. A  
21 Memorandum of Agreement to minimize and mitigate  
22 adverse effects would likely follow.

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Public Hearing No. 604 04-30-2015

21

1           The comment period on the DEIS will  
2 remain open until 5:00 p.m. on May 18, 2015. A  
3 Public Hearing Staff Report will then be prepared  
4 that includes all of the comments submitted during  
5 the comment period and responses to those  
6 comments.

7           The Public Hearing Staff Report will be  
8 available for public review and comment for a 10-  
9 day period before it is presented to the WMATA  
10 Board. A Public Hearing Staff Report Supplement  
11 will then be prepared, including comments received  
12 on the Draft Public Hearing Staff Report, and also  
13 the WMATA staff recommendation regarding the  
14 project. This recommendation will be made after  
15 the City's action.

16           Following tonight's public hearing, the  
17 City of Alexandria will choose a preferred  
18 alternative as part of its separate legislative  
19 process. The City Council will host its own  
20 public hearing on May 16th and will hold a Special  
21 Meeting on May 20th to consider selection of a  
22 preferred alternative.

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Public Hearing No. 604 04-30-2015

22

1           A Final EIS will then be prepared that  
2 documents the preferred alternative, any  
3 refinements and mitigation measures to minimize  
4 adverse impacts, comments received on the DEIS,  
5 and responses to those comments.

6           This concludes the staff presentation.

7           MAYOR EUILLE: Well, thank you very  
8 much. We're now ready to move the public comment  
9 portion of this hearing. And again, I would like  
10 to remind everyone of the rules. We will hear  
11 first from those persons who registered in advance  
12 to speak at this public hearing. Elected  
13 officials will be heard first and will be allowed  
14 five minutes to speak, then those who registered  
15 in advance will be heard in the order of  
16 registration and allowed three minutes each.

17           Third, we will hear from anyone present  
18 who indicates a desire to be heard and will be  
19 allowed three minutes each. Please see Ms. Pena,  
20 whose hand is raised over here to your left, if  
21 you wish to speak tonight and have not yet  
22 registered.

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Public Hearing No. 604 04-30-2015

23

1           As a reminder, the City of Alexandria is  
2 videotaping these proceedings, and will post the  
3 video on their website. If you wish to provide  
4 testimony for the public record but do not wish to  
5 be a part of the recorded proceedings, please see  
6 Ms. Pena who can explain the different options  
7 available to you to provide comment.

8           If you would prefer to give your verbal  
9 comments in private via a digital recording device  
10 to be entered into the hearing record, please also  
11 see Ms. Pena. If you would like to have a  
12 microphone brought to you rather than speak up  
13 front, please stand up and/or wave your hand when  
14 your name is called, and we'll bring one to you.

15           There is a timer here that will count  
16 down how much time you have left to speak. It  
17 will give you a warning beep when you have 20  
18 seconds left and will beep continuously when your  
19 time is up.

20           Before you begin your remarks, I will  
21 ask you to state your name and the organization  
22 you represent, if any. Please note that all

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Public Hearing No. 604 04-30-2015

24

1 statements, including any personal information  
2 such as name, e-mail address, address, or  
3 telephone number you provide in the statement, are  
4 releasable to the public, upon request, and may be  
5 posted on WMATA's website, without change,  
6 including any personal information provided.

7           Speakers who need to leave before their  
8 turn comes up, may alternatively give their  
9 comments via a digital recording device to be  
10 entered into the record. Once again, please see  
11 Ms. Peif you would like to take advantage of this  
12 option. And with that, we will begin the public  
13 hearing testimony and the first speaker will be  
14 Mr. Jack Summe, to be followed by Bryan Jungwirth.

15           MS. PENA: I just want to make sure the  
16 mic is on.

17           MAYOR EUILLE: Okay.

18                           PUBLIC COMMENTS

19           MR. SUMME: I'm Jack Summe; I'm speaking  
20 on behalf of myself and my family. Good evening.  
21 I'm Jack Summe. I live at 1855 Potomac Greens  
22 Drive, Alexandria, Virginia. My family and I have

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Public Hearing No. 604 04-30-2015

25

1 lived in this location since April of 2011 and we  
2 plan to live there for a long time to come.

3           We purchased our townhouse so that we  
4 would be close to my place of employment near the  
5 Pentagon, in an area that is quiet, family  
6 friendly and safe. I also want to state that I  
7 only represent myself and my family in presenting  
8 this statement; however, I would like to point out  
9 that I live directly across the small residential  
10 street in Potomac Greens from the park that would  
11 become the Metro station under Alternative A,  
12 essentially placing a high traffic metro center in  
13 what many would call my front yard. That is why  
14 I'm here today.

15           I want to state my enthusiastic support  
16 for the building of a Metrorail station in the  
17 Potomac Yard area and I stand in strong support  
18 for Alternative B of the four proposals. That  
19 means I oppose Alternatives A, B-CSX and D of the  
20 four proposed locations. To reiterate, I support  
21 Alternative B of the four proposals and I stand in  
22 opposition to the other three proposals.

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Public Hearing No. 604 04-30-2015

26

1           Hopefully, in line with the reasoning  
2 for the construction of a Potomac Yard Metrorail  
3 station, my criteria for supporting Alternative B  
4 is simply because it provides the greatest and  
5 most readily available access to both the  
6 commercial and residential areas of Potomac Yard  
7 and Potomac Greens.

8           Alternative A, on the other hand, has  
9 several detractors. Because of its more southern  
10 location, it provides less readily available  
11 access to the commercial areas in Potomac Yard. In  
12 my view, it would also have a significant negative  
13 impact on the members of community, Potomac  
14 Greens. It would take away a quaint and lovely  
15 park that is used continuously by family and  
16 others for an open green space for children and  
17 pets to play. Further, it would bring the  
18 potential of dumping a large, non-resident  
19 population directly into an otherwise quiet,  
20 peaceful, and safe community.

21           Finally, a modern, efficient Metrorail  
22 station in that close proximity to more

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Public Hearing No. 604 04-30-2015

27

1 traditional townhome community would seem out of  
2 place and contrary to the aesthetics of the  
3 Potomac Greens neighborhood. Conversely,  
4 Alternative B represents the best of both worlds  
5 in that it dislocates the station farther north  
6 along the Metrorail, away from the very close  
7 proximity to Potomac Greens. It provides,  
8 essentially, direct access to the commercial areas  
9 of Potomac Yard and allows a residential  
10 pedestrian access from Potomac Greens without  
11 directly intruding upon a quiet and peaceful  
12 neighborhood.

13           From my perspective, Alternative B  
14 clearly meets the intent of a Metrorail station in  
15 Potomac Yard by providing direct access to all  
16 adjacent commercial and residential areas while  
17 moving the bustle and activity of a Metrorail  
18 station north and away from the effected  
19 residential areas.

20           I also understand that Alternative B is  
21 one of the least expensive of the alternatives and  
22 would be less problematic to build. I understand

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Public Hearing No. 604 04-30-2015

28

1 that Alternatives B-CSX and D both represent more  
2 costly and time-consuming alternatives that should  
3 be rejected.

4 I want to thank the Panel for this  
5 opportunity to allow me to speak, and I ask for  
6 your support for Alternative B. Thank you.

7 MAYOR EUILLE: Thank you. Bryan  
8 Jungwirth, to be followed by Dino Drudi.

9 MR. JUNGWIRTH: Good evening. My name  
10 is Bryan Jungwirth, I'm the Government Relations  
11 and Public Affairs Director for the Virginia  
12 Railway Express and I'm speaking tonight to share  
13 the areas of concerns regarding the Potomac Yard  
14 Metrorail station alternatives considered in the  
15 Draft EIS, especially the Build Alternative B-CSX  
16 design option.

17 As you may know, VRE is a commuter rail  
18 provider; we operate 30 trains a day within the  
19 CSX right-of-way, between Alexandria and  
20 Washington, D.C., and we carry about 19,000 riders  
21 each weekday. It's a safe, reliable, and  
22 efficient alternative to driving for long distance

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Public Hearing No. 604 04-30-2015

29

1 commuters.

2           Currently, VRE service removes the  
3 equivalent of a lane of traffic on both I-95 and  
4 I66 travel corridors in the morning and evening  
5 rush hours. On-time performance is at near record  
6 highs with approximately 95 percent of the trains  
7 arriving at their final destination within five  
8 minutes of their scheduled arrival time. This is  
9 very important to VRE riders as a top influencing  
10 factor in their decision to ride on VRE. Any  
11 actions that have the potential to degrade VRE  
12 operations are of great concern.

13           We believe the CSX design option will  
14 have a negative effect on VRE commuter rail  
15 operations due to the impact of construction  
16 activities within and adjacent to the CSX right-  
17 of-way, combined with similar negative impacts to  
18 Amtrak city trains, which also use the CSX right-  
19 of-way, freight traffic and we believe the  
20 railroad operations will therefore, be  
21 significantly affected.

22           The Draft EIS indicates the realigned

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

30

1 CSX tracks would be constructed first and railroad  
2 traffic shifted to the new alternative or into the  
3 new alignment. Once the CSX tracks are complete,  
4 construction of the Metrorail station would begin.  
5 Primary access to the construction area is from  
6 the western side of the CSX right- of-way, across  
7 the active CSX track. While the DEIS does not  
8 indicate the length of the construction period for  
9 realigning the CSX track versus the Metrorail  
10 construction, the total construction period is  
11 estimated at two years.

12           Although the DEIS indicates the CSX  
13 design option will require extensive preplanned  
14 outages on the CSX track, it fails to evaluate the  
15 outages on railroad operations and the effects of  
16 daily unplanned stoppages of train traffic to  
17 allow construction workers, vehicles and equipment  
18 to cross the CSX right-of-way to access the  
19 Metrorail station construction site or the  
20 potential for the imposition of slow orders for  
21 trains operating within the CSX right-of-way for  
22 the duration of the construction period.

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

31

1           The uncertainty of the types and levels  
2 of potential construction impacts associated with  
3 the CSX design option and the lack of detailed  
4 evaluation of those impacts on railroad operations  
5 are serious concerns for VRE. The segment of  
6 track is used by all VRE trains and any activities  
7 that effect travel on the rail corridor can have a  
8 devastating effect on our operations.

9           Queueing of the trains through the  
10 construction site will become commonplace during  
11 the duration of the construction, due to the slow  
12 orders and so forth.

13           MAYOR EUILLE: Time's up.

14           MR. JUNGWIRTH: Okay. Thanks. I'll  
15 provide the rest in a written statement.

16           MAYOR EUILLE: All right. Next, we have  
17 Dino Drudi, followed by Aimee Custis.

18           MR. DRUDI: Thank you, Mayor Euille and  
19 Mr. Ashe. And thank you, Mr. Ashe, for that very  
20 succinct prof the entirety of the project and the  
21 EIS.

22           I have been a Metro rider for nearly all

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

32

1 of the time that I have lived here. When I was a  
2 student at Catholic U and the Brookland Station  
3 opened, I rode the Metro the first day and it has  
4 been my primary method of getting around since  
5 that time.

6 I also spoke against the in-fill station  
7 at NoMA, calling it a bad idea whose time has  
8 come. That station had a cost estimate -- a cost  
9 overrun of something on the order of 30 to 40  
10 percent, and there is no reason to believe that  
11 whatever alternative they choose, other than the  
12 No-Build Alternative, which is the right  
13 alternative to choose, will not have a cost  
14 overrun of at least that magnitude.

15 The Metro Way bus can function perfectly  
16 well to distribute -- to fill the need for mass  
17 transit in that locale. From Crystal City to  
18 Braddock Road, it can distribute all the people  
19 who would use that Metro station throughout the  
20 developments to be built. It is far less  
21 expensive to enhance slightly the Metro Way Bus  
22 Rapid Transit System to perform the function that

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

33

1 the proposed Metro station is desired to perform.

2 WMATA has a problem; it is over-  
3 allocated. It's trying to do too much with its  
4 resources and as a consequence, it can't do things  
5 well. Ten or 15 years ago, WMATA walked on water;  
6 it was the best public transit system in the  
7 country. Hardly anyone would say that now.

8 Distractions like this will take  
9 resources and management attention away from  
10 fixing the safety problems. The cell reception,  
11 which are way late on throughout the system. The  
12 SmarTrip card, which is going away because it's  
13 not manufactured anymore. Metrorail, five to ten  
14 years ago, reached its capacity. It has a plan to  
15 add capacity, but that plan is unproved, it's  
16 speculative. No new Metro station should be built  
17 with Metro at and beyond its design capacity.  
18 Thank you.

19 MAYOR EUILLE: Thank you. Aimee Custis,  
20 to be followed by Mike Goode. Excuse me, Mark  
21 Goode. Sorry.

22 MS. CUSTIS: Good evening, Mayor Euille.

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

34

1 Good evening, Metro riders and Alexandria  
2 residents. I'm Aimee Custis, the Communications  
3 Manager for the Coalition for Smarter Growth. The  
4 Coalition for Smarter Growth is the leading  
5 organization working locally in the Washington,  
6 D.C. metro area, dedicated to making the case for  
7 Smart Growth.

8 Our mission is to promote walkable,  
9 inclusive, and transit-oriented communities and  
10 the land use and transportation policies to make  
11 those communities flourish. The Coalition for  
12 Smarter Growth has closely tracked the planning  
13 process for the Potomac Yard Metro station and  
14 reviewed the NEPA documentation. The study has  
15 been extensive and rigorously analyzed all  
16 available alternatives.

17 The Coalition for Smarter Growth  
18 supports Alternative B as the best alternative  
19 from a smart growth transportation, economic  
20 development, and environmental perspective. We  
21 recognize that Alternative B will have an impact  
22 on National Park Service land, a related easement,

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

35

1 and a limited amount of wetlands; however, we  
2 support the mitigation measures being proposed and  
3 believe that the mitigation, together with the  
4 environmental benefits of Alternative B support  
5 the selection of this alternative.

6           Alternative B will located closer to  
7 planned mixed-use redevelopment than Alternative A  
8 and is less costly and with fewer engineering and  
9 third party challenges than the other  
10 alternatives. Alternative is critical to  
11 supporting over 7 million square feet of planned  
12 transit-oriented development at the old Potomac  
13 Rail Yard. That will maximize transit, walking  
14 and bicycling trips and reduce regional auto  
15 trips.

16           This will not only help address regional  
17 and Alexandria transportation challenges, but will  
18 also help reduce air pollution and greenhouse gas  
19 emissions. Climate changes are the greatest  
20 environmental, human health, economic and national  
21 security challenge over the next decades and we  
22 need to do everything we can to reduce emissions,

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

36

1 including those from transportation.

2           Alternative B is also critical to  
3 supporting economic development in Alexandria and  
4 increasing the commercial tax base, reducing  
5 pressure on residential property taxes. Studies  
6 have shown that compact redevelopment is more  
7 efficient, yielding more taxes per unit of  
8 development. It also supports market trends.

9 Right now, 84 percent of office development in the  
10 pipeline is within one-quarter mile of Metro  
11 stations in our region. And so far, in 2015, 92  
12 percent of office leases over 20,000 square feet  
13 have been within one-half mile of Metro.

14           You may have read recently that the CEO  
15 of Marriott announced the company's intention to  
16 move its headquarters from a suburban office park  
17 in the next five years. They'll be going to a  
18 Metro station. This new Metro station is a wise  
19 investment. The NoMA in-fill station in D.C.

20           cost just over \$103 million in 2004 and  
21 has sparked 3.8 million square feet of  
22 development, 183 million square feet of retail,

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

37

1 and over 3,000 residential units and 622 hotel  
2 rooms, collectively valued at \$4.7 billion.

3 Alternative B will do the most for  
4 Potomac Yard as a walkable transit-oriented hub  
5 and will maximize transportation and environmental  
6 benefits.

7 MAYOR EUILLE: Thank you.

8 MS. CUSTIS: Thank you.

9 MAYOR EUILLE: Mark Goode, to be  
10 followed by Paul Hertel.

11 MR. GOODE: Good evening. My name is  
12 Mark Goode, and I live at 1816 Potomac Greens in  
13 Alexandria. I'm speaking for myself and my wife.

14 I'd like to confine my remarks this  
15 evening to the issue of noise relating to traffic  
16 that would travel to and from the proposed site  
17 through my neighborhood, Potomac Greens, under  
18 Alternative B. To keep my remarks focused on  
19 facts, based on the suggestions of city planners  
20 who have commented that the traffic and activity  
21 of the proposed Potomac Yard site would be  
22 equivalent to the existing Braddock Metro rail

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

38

1 site, I elected to perform an audio site survey, a  
2 practice common to your own engineers, and  
3 compared the traffic noise pattern of Braddock  
4 station with the current noise levels of the  
5 Potomac Greens neighborhood.

6 I documented the instrumentation I used  
7 for the audio site survey, the methodology, the  
8 interpretation of the assessed results and a 13-  
9 page White Paper that I have submitted to the

10 City, and have available tonight for  
11 those who might be interested. Here are the key  
12 findings: 1) Alternative B proposes building  
13 a covered walkway and a drop-off/pickup point at  
14 the northern-most end of our currently lightly  
15 traveled neighborhood. This drop-off/pickup point  
16 would generate significant increased traffic in  
17 our neighborhood. How much? Between one and-a-  
18 half and eight times the current level of noise.  
19 2) The level of noise would adversely impact  
20 the quality of life of our neighborhood and  
21 potentially impact the value of our homes. 3)  
22 I measured noise from traffic, not trains, that

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

39

1 exceeded 80 decibels. This presents an immediate  
2 health hazard to residents of the neighborhood.  
3 Neurologists have studies and documented the  
4 impact of noise levels that exceed 80 decibels on  
5 humans. It stimulates what is known as an  
6 auditory startle reflex, which includes increased  
7 heart rate, flow of adrenaline, and tightening of  
8 muscles. Repeated exposures to those noise levels  
9 produce stress and anxiety and other mental health  
10 problems, which our neighborhood does not need.

11           These problems can be remedied with two  
12 simple courses of action. First, remove the  
13 Potomac Greens drop-off point and covered walkway  
14 from the plan. Replace it with a planned  
15 pedestrian and bicycle bridge located at the  
16 traffic circle that sits on the boundary between  
17 Potomac Greens neighborhood and the Old Town  
18 Greens neighborhood. This would facilitate  
19 pedestrian and bicycle access to the Metrorail  
20 station while removing any need for any rail  
21 commuter to ever drive through that neighborhood.

22           Second, build a visual and audio berm

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

40

1 north of Potomac Greens neighborhood and south of  
2 the planned Alternative B site. The neighborhood-  
3 acing site would be a gently sloping hill, planted  
4 with native shrubbery and topped with a tree line.  
5 The station-facing side would be a concrete wall,  
6 perpendicular to the ground, which would act as an  
7 audio reflector to bounce audio waves generated by  
8 the station, away from the neighborhood.

9           This barrier would provide two forms of  
10 relief: an effective audio barrier to preserve the  
11 current 50 dB audio sound level of the  
12 neighborhood and an effective visual barrier so  
13 that when residents standing on Potomac Greens  
14 look north, they see Virginia hillside and not an  
15 alien ship that has landed in a colonial  
16 neighborhood. Thank you.

17           MAYOR EUILLE: Thank you. Paul Hertel,  
18 to be followed by Robert Whitfield.

19           MR. HERTEL: Mr. Mayor, my name is Paul  
20 Hertel. I'm here speaking on my own behalf. Let  
21 me start with what some of the deficiencies I  
22 think are in the EIS. It does not include the

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

41

1 agreement between the City of Alexandria and the  
2 Park Services regarding compensation for using  
3 scenic easement and federal parkland to build on  
4 Option B.

5           The construction of the George  
6 Washington Memorial Parkway included easements to  
7 obscure the railroad yard to ensure the creation  
8 of a beautiful vista as one entered the City of  
9 Alexandria. The current arrangement is not  
10 included in the EIS, except for a monetary amount  
11 devoted to the trail and Dangerfield Island.

12           Fixing up Dangerfield Island is  
13 laudable, but it's not part of the purpose of the  
14 George Washington Memorial Highway, and in no way  
15 compensates for the degradation of the parkway  
16 that will transpire.

17           Second, the mitigation needed for  
18 cleaning up the wetlands: Potomac Yard was one of  
19 the most active railroad yards in the United  
20 States, with a significantly polluted soil and the  
21 water from the yard runs off into the wetlands.  
22 There is no discussion about it or the

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

42

1 ramifications in the EIS.

2 Third, the discussion about the current  
3 unprojected conditions on the blue line: The  
4 current conditions on the blue lines are already  
5 deplorable, and there is no discussion on the  
6 effects of an additional station.

7 Let me then go onto the meaning of the  
8 George Washington Memorial Parkway. It is in no  
9 small measure, thanks to George Washington, that  
10 one end, and the city the bears his name on the  
11 other, and his significance in the American  
12 culture that created the need for the George  
13 Washington Memorial Parkway. And when it was  
14 created, Alexandria lobbied hard to have it run  
15 through Alexandria and promised to maintain it in  
16 such a condition because Alexandria was in a most  
17 dilapidated form. It saved and created Alexandria  
18 that we know today.

19 As a matter of fact, the George  
20 Washington Memorial Parkway is not a neglected  
21 step, but rather the impetus, because the entire  
22 historic district was created to protect the

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

43

1 George Washington Memorial Parkway. And that was  
2 Alexandria's promise because we had become so bad  
3 that the Federal Government threatened to move it.  
4 It is what puts us on the map.

5           And then let me go to the -- on the  
6 analysis portions between Option A and Option B.  
7 When you look at it, we're really talking 500  
8 feet. In Option B, it not within a quarter-mile  
9 radius, not even close. The lending pad is barely  
10 within a quarter-mile, but yet the report keeps  
11 maintaining falsehood. And not only that, the  
12 report does not include the 28 -- the \$14 million  
13 that will be lost from the revenue that is  
14 currently generated from the sales taxes over at  
15 the Potomac Yard Shopping Center.

16           MAYOR EUILLE: Thank.

17           MR. HERTEL: So Option B would actually  
18 cost \$28 million a year to maintain.

19           MAYOR EUILLE: Thank you. Robert  
20 Whitfield, Mark Anderson. I want to acknowledge  
21 the presence of Councilmember Paul Smedberg, City  
22 Manager Mark Jinks, and Transportation Director

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

44

1 Yon Lambert. Robert.

2 MR. WHITFIELD: Good evening. I'm  
3 Robert Whitfield, with the Fairfax County  
4 Taxpayers Alliance. And I've only started to look  
5 at the documentation in recent weeks. I would  
6 only note that when the Dulles Rail Project was  
7 proposed and the environmental impact statements  
8 were prepared in 2004, what actually happened was  
9 radically different, in terms of the financing  
10 structure. And I'm told the EIS doesn't even  
11 consider the financial aspects and the economic  
12 consequences. And so that's a deficiency of NEPA  
13 and I will provide further comments when I have  
14 looked at what the city's materials are.

15 I was a former geotech engineer 40 years  
16 ago and I am aware, somewhat, of the environmental  
17 problems and the potential remediation costs. I  
18 will be looking very carefully at what -- who is  
19 responsible for those remediation costs and what  
20 happens if they end up being more than have been  
21 projected. So I would defer further comment until  
22 I have read the documents.

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

45

1           MAYOR EUILLE: Thank you. Mark  
2 Anderson, to be followed by Katy Cannady.

3           MR. ANDERSON: Good evening, Mayor.  
4 Good evening, Mr. Ashe. As the process continues  
5 toward determining whether or not a new Metro  
6 station should be built between Braddock Metro and  
7 Ronald Reagan National Airport, I wanted to raise  
8 the following questions in the hopes that the  
9 answers will be known prior to the final decision  
10 being made in this project.

11           The purpose of the National  
12 Environmental Policy Act, NEPA, in other words, is  
13 to ensure that environmental factors are weighed  
14 equally when compared to other factors in the  
15 decision-making process undertaken by federal  
16 agencies. If this were the case, then why would  
17 city staff select Option B, based on the best  
18 economic benefit for the City of Alexandria,  
19 according to the Staff Report, then it would  
20 appear Option B-CSX is the best choice for the  
21 environment.

22           Just last week, the Washington Post

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

46

1 reported that the Washington area population  
2 increase is slowing down, according to census  
3 figures. Alexandrian and Arlington have seen more  
4 people move out rather than move in. Have the  
5 decision-makers taken this into account in their  
6 assessment?

7           The Fuels Institute, a non-profit,  
8 research-oriented think tank, founded by the  
9 National Association of Convenience Stores,  
10 dedicated to evaluating the market issues related  
11 to consumer vehicles and the fuels that power  
12 them, recently released a report indicating that  
13 the driving pool is saturated and that  
14 transportation demand has stabilized after a  
15 century of continuous growth.

16           The Draft EIS seems to indicate that a  
17 Metro station will remove cars from the roadways,  
18 when, in fact, it would appear that this is  
19 already being accomplished naturally. Was this  
20 data taken into account when developing the Draft  
21 EIS?

22           And finally, the Draft EIS states that,

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

47

1 "The project is proposed to improve local and  
2 regional transit accessibility to and from the  
3 Potomac Yard area." Do we really need more  
4 options in addition to the following that already  
5 exists?

6 WMATA buses Metro Way, DASH, the Reagan  
7 Metro stop, the Braddock Metro stop, Capital  
8 Bikeshare, Zip Car, taxi services, Uber, and  
9 others, too many to name. How much is enough.

10 Thank you.

11 MAYOR EUILLE: Thank you. Mark  
12 Anderson, to be -- excuse me. Katy Cannady, to be  
13 followed by David Froman.

14 MS. CANNADY: Can I still talk?

15 MAYOR EUILLE: Yeah.

16 MS. CANNADY: Good. I'm Katy Cannady.

17 I live in the Potomac West Mall Area Plan, which  
18 is very near to the Potomac Yard, so I followed  
19 this process ever since the railroad pulled out.

20 First, I want to say something about the  
21 gentleman who is concerned about losing his  
22 neighborhood park. It's a tragedy when we lose

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

48

1 parkland. We don't have enough anywhere in the  
2 city, but Option B impinges on the parkway. So  
3 much so that we will have to add to its cost, the  
4 millions of dollars that we will have to pay the  
5 Park Service to compensate for the damage we are  
6 doing to the George Washington Parkway.

7           Even if you don't care at all about  
8 American history, and I do, it's a wonderful  
9 drive, the nicest one in the city. Everyone is  
10 the city who travels it enjoys it and we should  
11 not even consider impinging upon it.

12           For all intents and purposes, the only  
13 real options are A, B, and no-build. And we have  
14 not discussed, as we should, the wonderful thing  
15 that we will have even with no-build and that's  
16 the Metro Way. We shouldn't just call it the  
17 Metro Way; it is a true bus Rapid Transit. It  
18 runs on its own lanes, either on the Yard or on  
19 Route 1. It's only in mixed traffic for a very  
20 short area near the Braddock Metro. This is a  
21 true BRT. They give you all the speed of a Metro  
22 because they don't have to compete with other

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

49

1 traffic.

2           Now that Arlington has given up on  
3 streetcars, they will extend the BRT across their  
4 part of the Yard, all the way into Crystal City.  
5 This is by far the best solution. It's good  
6 transit. It does not affect anybody's parkland  
7 and it's just better. But if the city feels it  
8 must have a Metro, A costs much less, and it's  
9 only, at most, three blocks away from B. And  
10 every one of those blocks is going to cost us a  
11 few million dollars. Is that really worth it?

12           Overall, it will cost all a great deal  
13 because there's more financing. It's just an idea  
14 whose time has not come. We need -- Metro was  
15 great in its day; I commuted on it for years, but  
16 we need new solutions and a true working BRT would  
17 serve the Yard, serve the residents nearby and not  
18 impinge on anybody's parkland. And to me, that's  
19 what matters most.

20           MAYOR EUILLE: David Froman, Steve  
21 Teslik.

22           MR. FROMM: Fromm.

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

50

1           MAYOR EUILLE: I'm reading what's typed  
2 here, Dave. I apologize. It is Fromm; I know you  
3 personally.

4           MR. FROMM: My name is David Fromm.  
5 Thank you, Mayor Euille.

6           MAYOR EUILLE: We'll correct that for  
7 the record.

8           MR. FROMM: I'm representing myself and  
9 I live in the Del Ray neighborhood. We've been  
10 looking forward to getting a Metro for a long,  
11 long time and it's interesting to see it's finally  
12 getting near fruition, at least in terms of  
13 permissions to build it.

14           In looking at the different plans, in  
15 Site A has been in, you know, the Area Plan for  
16 forever. And if you didn't know it was coming,  
17 you didn't do your due diligence when you bought  
18 your property.

19           Site B, though, does work for the  
20 economics of the vision for the city. And while I  
21 appreciate that it impinges into the parkland, and  
22 there are historic reasons not to do that, but I

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

51

1 would say that if you build at Site B, then it is  
2 incumbent upon you to fully restore the wetlands  
3 and the land around it. And that's going to cost  
4 money, so plan on it. And what you build there  
5 should not look modern, it should be maybe  
6 something if you were going down a country road in  
7 George Washington's time, this is the kind of  
8 building you might see. So that you don't  
9 actually perceive that there's a Metro; there's  
10 just a building there that is, perhaps, more  
11 historically appropriate. It may cost more to  
12 build. If it's made out of stone, it would  
13 provide that wall that was being requested by the  
14 earlier speaker. So I think that if you're going  
15 to make a commitment to Option B, Mayor Euille and  
16 the City Council, then you also need to really  
17 stand up and commit that you're going to spend the  
18 money to restore the lands, to build the  
19 appropriate historical building effectively so  
20 that when it's all done, it looks right.

21           This is very similar to -- I mean, when  
22 things are rebuilt in the historic district, we

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

52

1 don't require them to be historic through the  
2 entire construction process. They have to be  
3 historic when it's done. And so I think we should  
4 take the same approach with Option B. Thank you.

5           MAYOR EUILLLE: Thank you. Steven  
6 Teslik, Jerry Foley.

7           MR. TESLIK: Yes. Steven Teslik, a  
8 resident of Potomac Greens. Again, like my  
9 friend, Mark, I want to raise the following  
10 questions to you, in hopes that the answers will  
11 be known prior to the final decision being made on  
12 this project.

13           The EIS mentions traffic congestion on  
14 Route 1 and that the new Metro station will help  
15 pull cars off the road. The question is how can  
16 that be the case when the cars on Route 1 are  
17 actually going through the area on the way to  
18 Washington, D.C., Pentagon and Crystal City.

19           This is my second question. Metro has  
20 endorsed the ideas of a new metro station on the  
21 system. How does this new asset factor into the  
22 long-term maintenance and funding for a station

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

53

1 when Metro is faced with over 10,000 in  
2 maintenance backlog, the need to enhance an  
3 improve safety within the system; the second phase  
4 of the silver line Metro extension being 13 months  
5 behind schedule, and not expected to begin service  
6 until 2020; and Phase 1 of the silver line, now  
7 pegged at \$2.9 billion and continued replacement  
8 of older Metro cars with a new 7000 series?

9 My third question: The EIS made  
10 reference to the existing Potomac Yard Shopping  
11 Center as consideration for the proposed station.  
12 Isn't that Center going to disappear? Isn't the  
13 movie theatre going to disappear? If not, when  
14 did that change?

15 Also, what is the yearly tax revenue  
16 that the city receives from the shopping center  
17 and the movie theatre? What will the city do to  
18 make up for that lost revenue when the shopping  
19 center disappears?

20 Fourth question. The Washington Post  
21 reported that the new office building construction  
22 has leveled off and the rents have fallen. The

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

54

1 National Gateway Building located on Glebe and  
2 Route 1 has over 360,000 available square feet for  
3 new offices and has had this since the building  
4 was first completed some five years ago. What  
5 data are you using to prove that the new "City"  
6 that would be constructed will actually be  
7 occupied?

8           And my final question is continuing to  
9 use NEPA as the basis for EIS, Alternative B,  
10 chosen by the City of Alexandria staff, would  
11 permanently fill in 1.22 acres of wetlands  
12 regulated by the Army Corps of Engineers under the  
13 Clean Water Act. The B-CSX option would impact  
14 this area far less in one-tenth of an acre. Why  
15 is B-CSX not the correct location for the new  
16 station based on this data point?

17           And on my personal view, it's either  
18 than or else, please put the monies into a more  
19 efficient bus system that's already available,  
20 which if it needed changes with the development of  
21 that area, would be much easier to change.

22           MAYOR EUILLE: Thank you. Jerry Foley,

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

55

1 David Cavanaugh.

2 MR. JERRY FOLEY: Good evening. I'm  
3 Jerry Foley. I reside in Old Town. Well, when I  
4 first heard about this plan, I asked will there be  
5 restrooms, you know, and I was glad to hear that.  
6 You know, at least we're doing something  
7 civilized. And I had thought about Plan B, but  
8 after I'm hearing other people speak, I'm  
9 beginning to ask is this really needed?

10 And the expense that is one thing that  
11 has a lot to be concerned with and it seems to be  
12 what we're really more concerned about, like  
13 people, say, from Potomac Greens wanting to  
14 Potomac Yards. So why don't we just go to a much  
15 cheaper plan and build an over-the-street walkway  
16 for people coming from Potomac Greens into Potomac  
17 Yard area?

18 It just would make it easier for a lot  
19 of people to walk over these tracks and that would  
20 save a lot of money, I think, wouldn't it? So,  
21 well, I just would like to that to be considered.

22 MAYOR EUILLE: Thank you. David

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

56

1 Cavanaugh, Philip Hocker.

2 MR. CAVANAUGH: Hello, I'm Dave  
3 Cavanaugh and I'm representing myself. I'm a  
4 citizen of Alexandria. The Potomac Yard property  
5 is underutilized and I support efforts to locate a  
6 Metrorail station at Potomac Yard.

7 The DEIS and the alternative proposals  
8 have significantly changed since it was released  
9 for public comment on April 3. City and federal  
10 officials have mutually agreed that only  
11 Alternatives A and B are financially feasible. In  
12 addition, the National Park Service has given  
13 notice it would not object to the City's preferred  
14 Alternative B and they have reached an agreement  
15 on a package of land trades to help mitigate some  
16 of the damage to the parkway.

17 In effect, the recent announced  
18 agreements have negated the DEIS that's currently  
19 out for public comment. I ask that the following  
20 steps be taken:

21 The DEIS be amended to incorporate the  
22 new information dramatically changing the

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

57

1 alternatives being considered and measures for  
2 mitigating impacts to the parkway.

3           2) The mayor or city manager make a  
4 public announcements on terms of a proposed  
5 agreement with the National Park Service and other  
6 cooperating federal agencies.

7           3) The city staff should delay  
8 announcing their preferred alternative until they  
9 have considered comments from citizens.

10           4) The city should provide more detailed  
11 information on the proposed agreement with the  
12 National Park Service and the commitment of \$12  
13 million for improvement of the Mount Vernon Trail  
14 and Dangerfield Island.

15           The city staff selection of a preferred  
16 site prior to the deadline for comments is an  
17 attempt to derail public involvement and limit  
18 consideration of other alternatives. During a  
19 month we celebrate Earth Day, it is ironic that  
20 city and federal officials take steps in the  
21 middle of a DEIS to short-circuit public  
22 involvement. This is an important project for the

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

58

1 future of Alexandria and it's something that we  
2 should move ahead on but in an appropriate way.  
3 Thank you.

4           MAYOR EUILLE: Thank you. Philip  
5 Hocker, David Dunn.

6           MR. HOCKER: Thank you. My name is Phil  
7 Hocker. I've lived in Potomac West since 1987 and  
8 I'm an architect. I'm not representing any  
9 organization. I have to say, Mr. Mayor,  
10 congratulations on running a smooth hearing. I  
11 think you must be sitting there -- you can't say  
12 this -- you probably can't even respond when I say  
13 this, but it must challenge you to realize that  
14 there are two people who would like to have your  
15 job instead of having you continue. Thank you.

16           I believe that Alternative -- and I  
17 thank you for starting the clock until now. I  
18 think that's sort of more than fair.

19           I really think that Alternative A should  
20 be pursued. The problems with Alternative A are  
21 the result, frankly, of ill-advised history of  
22 planning decisions made by the City over the last

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

59

1 30 years. The Alternative A site was identified  
2 in the 1970s as the expected site for the station  
3 between Braddock Road and the airport. The buyers  
4 in Potomac Greens certainly, as been noted before,  
5 should've been fully aware that this was coming.

6 Will a construction be a problem? I'm  
7 an architect, I've managed construction, yes,  
8 it'll be a problem for a while, but after that,  
9 their homes will be much more valuable if  
10 Alternative A is built. Alternative B faces a  
11 number of risks and problems, legal and financial,  
12 that are not fully identified. Others have spoken  
13 to that, but I think the point that's been made  
14 that for the EIS to be released and then shortly  
15 afterward for city staff to release a separate  
16 document that includes a very sketchy outline of a  
17 deal with the Park Service means that the EIS is  
18 not complete, and frankly, actually, one might say  
19 pointedly, bypasses some important information  
20 that should be included.

21 If I were the National Park Service,  
22 before I agreed to give up land that is theirs

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

60

1 now, in return for promises from the City, I would  
2 want some commitment or some sense that I could  
3 rely on those promises, unlike, for example, the  
4 Eisenhower Connector. The City has some history  
5 of making promises to other agencies and then not  
6 coming through. In this case, it shouldn't  
7 happen.

8 I think the City does have a moral debt  
9 to the parkway and we should fulfill it. There's  
10 no need to take parkland for this to deal with the  
11 problems the city planning decisions have created.  
12 Over time, the problems that people anticipate  
13 with Alternative A will settle out. The revenues  
14 to the city will level out over time. The highest  
15 and best use for the areas immediately around,  
16 whichever location is selected, will be built out  
17 and the City tax revenues will work out.

18 If there are short-term zoning issues,  
19 frankly, those are issues of the City's creation.  
20 The City's creation long since the Alternative A  
21 location was identified. So I would hope that the  
22 Potomac Greens folks would look past the next

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

61

1 couple of years and hope that after that time we  
2 have a station there that will meet everybody's  
3 needs. However, I think that the no-build  
4 alternative is a very important choice, and I  
5 think that if the folks who were part of the tax  
6 district to help pay for the station don't want to  
7 be part of paying for it, if the folks who will be  
8 living next to it don't want the benefit from  
9 living next to it, then maybe we should just not  
10 build it.

11 Thank you very much for your  
12 consideration.

13 MAYOR EUILLE: Thank you. David Dunn,  
14 Ariana Sekulow.

15 MR. DUNN: Hi, Mr. Mayor. Thank you for  
16 letting me speak. My name is David Dunn. I live  
17 in the neighborhoods. In fact, I kind of have a  
18 unique perspective, living in our area. For the  
19 last 20 years, I've lived in Potomac Crossing,  
20 Potomac Greens, and Old Town Greens.

21 I'd just like to say that I really,  
22 really know the neighborhood and it's been a

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

62

1 really great location for me to live in the fact  
2 that I'm someone that requires a vehicle to go to  
3 work, and living, essentially, one, now two  
4 traffic lights from Washington, D.C. has really  
5 been a great thing. I can enjoy all of the  
6 attributes of my city as well as commute to work  
7 in relatively easy fashion, going to Arlington.

8           As far as a Metro is concerned, I  
9 believe a no-build alternative would probably be  
10 the best alternative. Having grown up around  
11 there, I see the Metro Way as, once completed,  
12 being a fine commuter rapid transit between  
13 Braddock Road and Crystal City.

14           I have a number of concerns with the  
15 build alternatives and I guess the most important  
16 one is a walkway at the most northern end of our  
17 neighborhood that will certainly cause a lot of  
18 issues with traffic density. I believe that we'll  
19 have to probably get parking permits for our  
20 vehicles. Obviously, anyone that has Google Maps  
21 will know that the east side of the train tracks,  
22 the best place to Kiss and Ride, will be our

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

63

1 neighborhood. The Potomac Greens area, the Old  
2 Town Greens area, Potomac Crossing will certainly  
3 be impacted to a huge degree on Slater's Lane as  
4 well. You may or may not know that Slater's Lane  
5 has progressively gotten worse and worse during  
6 rush hour traffic. And I haven't seen anyone talk  
7 about improvements to how Slater's Lane accesses  
8 the George Washington Memorial Parkway. I also  
9 have a number of issues with mitigation. I  
10 believe that that the GW Parkway should not be  
11 encroached on, as many other people have talked  
12 about.

13 I believe that the visual aesthetics of  
14 the George Washington Memorial Parkway should  
15 outweigh a majority of other reasons. Again,  
16 that's really all I have to say that I can think  
17 about right now, but I do stand for a no-build  
18 alternative. And if an alternative is considered  
19 -- a build alternative is considered that we think  
20 about the folks in the neighborhood and what this  
21 will do to commuter, as well as pedestrian  
22 density. Thank you.

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

64

1           MAYOR EUILLE: Thank you. The next  
2 speaker is Walter Clark. I apologize. I'm sorry.  
3 Arianna Sekulow, then Walter Clark. My apologies.

4           MS. SEKULOW: No, that's okay. Hi, Mr.  
5 Mayor and Mr. Ashe. My name is Arianna Sekulow; I  
6 am representing myself and my family. Some of you  
7 may not be aware that the Potomac Greens  
8 neighborhood is a horseshoe, there's only one  
9 entrance, in and out, at Slater's Lane. So what  
10 has concerned me most about this project from the  
11 beginning are issues of safety and crime.

12           I live on the northern-most block of  
13 Carpenter Road, near the City Park located in  
14 Potomac Greens. Within that one block, bordered  
15 by Lyles Lane, down Carpenter Road and back around  
16 to Potomac Greens Drive, by my count, there are at  
17 least 25 children, 21 of whom are under five years  
18 old.

19           This area will feel the greatest effects  
20 from the Metro project with construction noise,  
21 pollution, both light and other forms, emissions,  
22 vibrations, the movement of heavy equipment, et

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

65

1 cetera. I am worried for the safety of all the  
2 children in the neighborhood, and especially the  
3 25. There are more on the west side of Potomac  
4 Greens Drive who will be closest to the  
5 construction for the next two years -- bless you -  
6 - as well as when the Metro station is completed.

7 Another issue of concern is the  
8 pedestrian bridge in its current location,  
9 connected to Alternative B. Originally, as  
10 required by an agreement between the developers of  
11 the neighborhood and the city, the pedestrian  
12 bridge was to be located more towards the entrance  
13 of Potomac Greens near the traffic circle and was  
14 never to be part of the Metro station. It was  
15 intended to connect Potomac Greens with Potomac  
16 Yards, as has been stated many times.

17 Now, the new proposed location of the  
18 bridge and its connection with the Metro station  
19 will give individuals open access, 24 hours a day.  
20 Our neighborhood will now have a means for  
21 criminals, and other people, to enter and exit our  
22 neighborhood from the north, something they do not

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

66

1 have right now. In the event of a crime,  
2 emergency personnel would have to drive to the  
3 northern end of the community, and quite literally  
4 run after a perpetrator.

5 I work at home and when I venture out in  
6 the daytime, either by myself or with my two  
7 girls, who are three and-a-half and 14 months old,  
8 I'm lucky that I get to do it in my community.  
9 During the day, there is almost no one around.  
10 Those who are out are parents and/or childcare  
11 providers and dog walkers. It's a quiet, isolated  
12 neighborhood and there is often no one around my  
13 children and me as we play outside. If somebody  
14 wanted to commit a crime, it would be easy.

15 With easy access from a Metro stop and a  
16 bridge, it's not a stretch to think that crime  
17 will become a persistent problem. It would be  
18 great to believe that nothing nefarious will  
19 occur, but that's not realistic. Historically,  
20 where there is a Metro stop, there is an increase  
21 in crime. My Association covenants also indicate  
22 that the residents of Potomac Greens will be

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

67

1 responsible for 50 percent of the maintenance and  
2 upkeep of the bridge when it is complete.

3           So what will be the cost of the bridge  
4 to construct?

5           What will be the annual maintenance cost  
6 since the bridge will have both escalators and  
7 elevators, according to renderings?

8           Will it be possible to make the bridge  
9 secure by using a keypad or a fob access?

10           What are the plans to keep the  
11 neighborhood and the children safe?

12           These are all important questions that  
13 need to be answered before the first pylon is  
14 driven into the ground. And as we are talking  
15 about a no-build option, perhaps, it's possible to  
16 consider it and to take some of the money that  
17 we're considering for this Metro station and put  
18 it into Alexandria City schools. Thank you.

19           MAYOR EUILLE: Thank you. Walter Clark,  
20 last speaker.

21           MR. CLARK: Good afternoon. Thank you  
22 very much for having me. I'm Walter Clark; I'm

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

68

1 the 2015 Chair of the Alexandria Chamber of  
2 Commerce and I'm here representing the Chamber of  
3 Commerce this evening.

4 As a part of the Alexandria Chamber of  
5 Commerce 2015 legislative agenda, which is made up  
6 of some of the business leaders and citizens of  
7 Alexandria and business owners, the Chamber Board  
8 of Directors identified the Potomac Yard Metro as  
9 a primary focus item of the legislative term. And  
10 briefly, to review that, Alexandria primary  
11 opportunity to realize economic development  
12 necessary to balance and grow the tax-based lies  
13 within Potomac Yard.

14 Redevelopment of the Potomac Yard will  
15 create a vibrant mixed-use community, residents,  
16 hotels, office, retail and open space, all  
17 significant economic benefit to the city. It will  
18 enable the city to compete for existing and future  
19 federal and other large commercial users.

20 Their presence in Alexandria will help  
21 rebalance our tax base. The Potomac Yard and  
22 Potomac Yard North coordinate development district

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

69

1 plans contemplate and depend on the Metro service.  
2 Constructing a new Metro station at the Potomac  
3 Yard is critical to the successful redevelopment.

4 We formally endorse the City's  
5 professional staff recommended position of  
6 locating the new Potomac Yard Metro at Alternative  
7 B, as soon as possible. If Alexandria is to make  
8 itself competitive in a significant future  
9 commercial real estate, opportunities of building  
10 the Potomac Yard Metro and selecting Alternative B  
11 is the most critical course of action.

12 The Chamber would also like to applaud  
13 the City on identifying the multiple funding  
14 sources in order to pay for the Potomac Yard  
15 Metro. We would like to endorse the current  
16 financing plan that had been proposed and would  
17 encourage you to continue to apply that financing  
18 strategy to future transportation projects around  
19 the city.

20 I thank you very much for your hard  
21 work. Thank you.

22 MAYOR EUILLE: Thank you. We also have

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

70

1 another speaker, John Schrader.

2 MR. SCHRADER: Hi, I'm John Schrader. I  
3 live at 1840 Potomac Greens. And if you look on  
4 the neighborhood map, you'll see we're right in  
5 that last row of the townhouses on the lead end,  
6 very much impacted by several of the build  
7 options.

8 My wife and I chose to live in  
9 Alexandria, we reside at 1840 Potomac Greens  
10 Drive. After spending almost 30 years in the  
11 military, for the first time, we got to choose  
12 where we were going to live and we chose  
13 Alexandria. And in Alexandria, we chose the  
14 Potomac Greens neighborhood. We acknowledge the  
15 potential station was in the future and it was  
16 explained to us when we bought our home. What was  
17 not exactly clear were the proposed locations. It  
18 was very difficult - more difficult than some  
19 might let on, to find out where and when things  
20 were going to happen.

21 Since then, we've experienced every  
22 combination of getting from Point A to Point B in

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

71

1 the metro area. We believe that the multiple  
2 means to get around make a metro station rather  
3 unnecessary. Any time I wish to catch a metro  
4 train, I have several ways to rapidly and cheaply  
5 get to Braddock Road.

6 Our Homeowners' Association even  
7 provides a rush hour shuttle service to the  
8 station as they're required to do something with  
9 money set aside for transportation funding from  
10 our fees. So from our perspective, why a Metro?

11 Noting that the good of the many  
12 outweighs the needs of the few, Alternative B is  
13 the only option that we can support. Alternative  
14 A and D clearly do not meet our expectations of  
15 having chosen Alexandria as our home.

16 Today, I can look out my kitchen window  
17 and see trees and parks and even some close  
18 neighbors across the way in the new developments.  
19 Alternative A means instead of sipping my morning  
20 coffee and looking out my window on an attractive  
21 vista, I will see thousands of my closest friends;  
22 conversely, they can see me, not something either

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

72

1 of us want.

2           Alternative B is the answer if there is  
3 truly a compelling need and believable business  
4 case to grow our city. Mitigating constructing  
5 impact is extremely important. Beyond the traffic  
6 and noise of construction, Potomac Greens Drive is  
7 a single access road and any drop-off or Kiss and  
8 Ride is ill advised. The notion that the station  
9 is good for the neighborhood is certainly suspect,  
10 but any access from Potomac Greens should be  
11 strictly limited to residents. We believe that we  
12 would use a Metro station if it were there, but  
13 the impact on the neighborhood is vastly  
14 overstated and has very little impact on me.

15           And finally, one of the issues everyone  
16 says my property values will go up. I have to  
17 tell you, I don't care because I plan to be here a  
18 very, very long time. Thank you for your time.

19           MAYOR EUILLE: Thank you. Susan Coad.

20           MS. COAD: Thank you for allowing me to  
21 speak. My name is Susan Coad. I live at the  
22 Eclipse, which is in Alexandria. We're just north

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

73

1 of Four Mile Run, and we are a high rise that is a  
2 condo, which has 465 units, approximately 1,000  
3 residents. We are very interested in seeing the  
4 Metro go in and we're very happy with what  
5 Alexandria is doing, in terms of the parks that  
6 are just south of us on Potomac Avenue and what  
7 we'll be doing, in terms of the mixed-use  
8 development at the new Potomac Yard.

9           We understand that the shopping center  
10 that is there is not really not going to be taken  
11 away, but there will be shopping areas still. I'm  
12 sure that's all to be determined yet. In  
13 opposition to what people have suggested here  
14 about worrying about the crime and the noise, we  
15 would, on the other hand, really like to see the  
16 Metro move closer to us. And the reason is, many  
17 of our residents are commuters, Metro commuters  
18 and the closest Metro is a mile away right now. So  
19 we would love to have, you know, we don't to walk  
20 eight-tenths of a mile to get on the Metro, when  
21 we're going towards D.C., we would go a mile to go  
22 into D.C. to Crystal City.

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

74

1           But if this Metro were moved closer to  
2 us, it would be better for us and it would make  
3 our residents happy. Now, across the street from  
4 us there's another residential building, which  
5 also has a similar population, the Camden. And  
6 then someone mentioned the National Gateway  
7 Building, which is also across the street from us  
8 and it was available for five years and hadn't  
9 been filled in. But my understanding is the  
10 reason for that was that it was built for the EPA  
11 -- and I forget how you describe it -- but it was  
12 leads and all that stuff for the EPA, and the EPA  
13 decided not to be there, so there was a lawsuit  
14 going on for five years and that's why it wasn't  
15 rented. I don't know if that has something to do  
16 with your consideration, but anyway, we would love  
17 to have the Metro move closer to us. Maybe there  
18 is a way Arlington would help out with that  
19 because the streetcar has been cancelled and maybe  
20 that money can go to help out. That's my  
21 suggestion.

22           MAYOR EUILLE: Thank you. Any other

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

75

1 speakers who did not sign up. Written testimony,  
2 please see Ms. Pena. Hold on one second.

3 MR. EISELE: Six minutes. All right.

4 MAYOR EUILLE: No, no. Thirty seconds,  
5 actually. All right. We've got it corrected now.  
6 You did not sign in, right?

7 MR. EISELE: I did not sign up.

8 MAYOR EUILLE: So you need to -- does he  
9 need to do that before he speaks?

10 MS. PENA: No.

11 MAYOR EUILLE: Okay.

12 MR. EISELE: Go to her after?

13 MAYOR EUILLE: Yeah. Give your name and  
14 everything and then check in afterwards. Thank  
15 you.

16 MR. EISELE: Okay. My name is Scott  
17 Eisele. I live at 200 East Glebe Road. Sorry to  
18 be here late and keep everyone late. I wasn't on  
19 planning on speaking, but after hearing a lot of  
20 things, I just figured I'd voice my comments as  
21 well. I've lived in the area for 10 years. Lived  
22 on East Glebe for six years, and I've been aware

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

76

1 of the Metro station almost since I've moved to  
2 the area. I know it's been slow moving, but I  
3 felt it's been easy to get informed on the process  
4 and I periodically will check and see what's going  
5 on and I'm grateful for the websites. I think  
6 either the A or the B alternatives are great.

7 My only objection to the D alternative  
8 is the cost, but I am definitely pro-build. I  
9 think there are benefits to property value. The  
10 one concern, I guess I would have is East Glebe  
11 Road is already busy. I understand overall  
12 traffic is projected to go down; however, with  
13 locally, the traffic would likely go up on East  
14 Glebe with more people going to the Metro. And I  
15 don't want to add any large costs to the project,  
16 but just a consideration of gee, can you do speed  
17 bumps or some sort of traffic mitigating measure  
18 to maintain traffic on East Glebe? Similar sort  
19 of concern with parking, you know, parking  
20 restriction, similar to what they have at Braddock  
21 with three-hour blocks. Otherwise, that was mu  
22 comment. Thanks. And I think a build option is

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

77

1 good.

2 MAYOR EUILLE: Thank you. Any others?

3 Yes. Go ahead.

4 MS. FITCH: No, I respect the elders.

5 Please go ahead.

6 MR. MELTON: I will do the paperwork

7 later on, but I just want to make a brief

8 statement. I'm Jim Melton at 105 Harvard Street.

9 I've lived there since 1975.

10 What I want to say is that after I've  
11 heard everybody speak, or most the people who were  
12 speaking, I haven't heard any comments about all  
13 of the people who will use this station who are  
14 coming from other parts of the area: coming from  
15 Huntington and so forth, or coming through the  
16 city who will see the new station but won't get  
17 off. I'm thinking they're probably are not for  
18 this station because if they're coming through the  
19 city, they want to get to work, quickly and this  
20 new station will slow them down.

21 Now, we may not think that that would be  
22 a significant point, but for many people who use

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

78

1 the Metro -- and I use it just about every day --  
2 it's important to get on the Metro to get to one  
3 place that you want to go to quickly.

4 I will repeat myself again, I think when  
5 the new station is built, and it probably will be  
6 built, I think it's going to arouse some  
7 resentment that the thousands of people who will  
8 use it coming through the city were never asked  
9 their opinions about whether they wanted the  
10 station or not. Thank you.

11 MS. KING: Hello. My name is Betty King  
12 and I have lived in Hume Springs Arlandria for 31  
13 years now, and I'm speaking only for myself. But  
14 I was looking forward to a new Metro station. And  
15 in fact, I was hoping for Alternative D, one of  
16 those farther north because of all the people who  
17 live in Arlandria and Len Haven, who have no  
18 convenient access. Someone, you know, in Potomac  
19 Greens can get down to Braddock pretty easily, but  
20 we have very little access to the Metro. So it  
21 would become a walkable to us, a little over a  
22 half-a-mile. I think someone said about .7 miles.

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

79

1 So I just wanted to say that some of us, you know,  
2 I think that Alternative D is good because any  
3 Kiss and Ride would be on the, you know, Potomac  
4 Yard side and we wouldn't have to go over those  
5 little bridges or whatever. Thank you.

6 MAYOR EUILLE: Thank you.

7 MS. FITCH: Thank you for letting me  
8 speak. My name is Andrea Fitch and I reside in  
9 Del Ray. I actually bought my house in the early  
10 '90s. In fact, the late Nancy Dunning was my  
11 listing agent and in her being the listing agent,  
12 I had the unique opportunity to kind of get some  
13 sense of what was going to be envisioned for  
14 Potomac Yard, and that included the relocation of  
15 the train tracks and Metro stations and whatnot.

16 I personally, as a resident, and I'm  
17 here to represent myself, I am in support of  
18 Alternative B. I have been in commercial real  
19 estate for all of my career and I understand the  
20 economic impact, and something like this is very  
21 important.

22 I have family that actually hails from

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

80

1 Europe, so I think one of the things that has kept  
2 me a continued resident -- I was born and raised  
3 here, actually -- but it has kept me here is  
4 because, like my mother, who is from Europe, it's  
5 this concept of the convenience of being able to  
6 get to places and not be so dependent upon  
7 vehicles and cars, which we know has a very  
8 negative impact on the environment, not only in  
9 the fact that we still are burdened and dependent  
10 upon oil, but we're not finding more progressive  
11 ways of getting out that conundrum, if you will.

12           But, nonetheless, Alternative B, to me,  
13 makes the most sense because it straddles both the  
14 Potomac Yard, as well as the north section of its  
15 development. It will allow us, in terms of a  
16 city, to gain capacity for development that  
17 actually turns into taxpayer money, in terms of  
18 the businesses that are going to there with the  
19 redevelopment of that shopping center.

20           I mean I know when I went to the  
21 previous forums that were open to the public, I do  
22 understand that Target is already committed to

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

81

1 anchoring themselves in the redevelopment of North  
2 Potomac.

3           So you already have a prominent -- and I  
4 think even this Target, as we call it, is actually  
5 the most highly trafficked Target in all of North  
6 America. So of course, they're going to want to  
7 keep it here. So the development is there and I  
8 think Virginia, unlike Maryland, who is hemming  
9 and hawing, we're demonstrating the fact that  
10 we're going to be progressive and that we're going  
11 to look at ways to be different, be more  
12 efficient, be environmentally conscientious, and I  
13 think that's something that is really to be  
14 applauded here.

15           The one thing that I do add as a caution  
16 is, and one of our neighbors brought it up, was  
17 the fiscal, the overruns, the cost overruns. The  
18 city is being a financial to this and I think  
19 instead of turning everything over to WMATA is to  
20 allow some kind of consortium of oversight that  
21 includes the city to be part of the decision-  
22 making in the design build component of this

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

82

1 station being brought online. And I think that it  
2 would behoove us -- it would be unprecedented, but  
3 I think if the city could somehow be part of that  
4 process, I think we, as neighbors, would feel more  
5 confident that the cost overruns will not happen.  
6 Thank you.

7 MAYOR EUILLE: Thank you.

8 MR. ROSEBOOM: Good evening. My name is  
9 Tim Roseboom; I'm with the Department of Rail and  
10 Public Transportation. I had not signed up to  
11 speak. I didn't originally intend to speak, but  
12 I'd like to associate myself and our agency with  
13 the comments of VRE, Mr. Bryan Jungwirth. We are  
14 in support of Alternative B. We will be  
15 submitting written comments through the state in  
16 favor of Alternative B. We are also opposed to  
17 Alternative B-CSX. Thank you.

18 MAYOR EUILLE: Thank you. Others?

19 (No response.)

20 Well, we're supposed to be here until 10:30, so  
21 you're welcome to continue to sit with me and my  
22 colleague here until then, but we can also pull

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

83

1 the plug or stop the train, one or the other.

2 According to my watch, it's 8:25, so

3 I'll wait until 8:30 to officially conclude.

4 Those who are getting up to leave, we thank you

5 for being present with us this evening.

6 I'm just going to recite this one more

7 time, additional comments may be submitted to, and

8 this is an e-mail address at

9 writtentestimony@wmata.com or

10 comments@potomacyardmetro.com or in writing to

11 Board Secretary, 600 Fifth St, Northwest,

12 Washington, D.C. 20001 or to Potomac Yard

13 Metrorail Station EIS, PO Box 16531, Alexandria,

14 VA 22302. Comments must be received by 5:00 p.m.,

15 May 18th.

16 (Whereupon, at 8:30 p.m., the hearing

17 was adjourned.)

18 \* \* \* \* \*

19

20

21

22

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

84

1 CERTIFICATE OF NOTARY PUBLIC

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

15 *Gervel A. Watts*  
16  
17

18 \_\_\_\_\_  
19 GERVEL A. WATTS  
20 Notary Public in and for the  
21 Commonwealth of Virginia



21 My commission expires: October 31, 2016

22 Registration No.: 346197

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Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 1

<p><u>          </u> <b>\$</b> <b>\$103</b> 36:20 <b>\$12</b> 57:12 <b>\$14</b> 43:12 <b>\$2.9</b> 53:7 <b>\$28</b> 43:18 <b>\$4.7</b> 37:2 <b>\$50</b> 20:9  <u>          </u> <b>1</b> <b>1</b> 10:22 12:21 13:8 14:18 38:12 48:19 52:14,16 53:6 54:2 <b>1,000</b> 73:2 <b>1.22</b> 54:11 <b>10</b> 11:18 21:8 75:21 <b>10,000</b> 53:1 <b>10:30</b> 82:20 <b>105</b> 77:8 <b>106</b> 20:15 <b>13</b> 38:8 53:4 <b>14</b> 66:7 <b>15</b> 33:5 <b>16531</b> 8:21 83:13 <b>16th</b> 6:19 21:20 <b>18</b> 8:13 21:2 <b>1816</b> 37:12 <b>183</b> 36:22 <b>1840</b> 70:3,9 <b>1855</b> 24:21 <b>18th</b> 83:15 <b>19,000</b> 28:20 <b>1970s</b> 59:2</p>	<p><b>1975</b> 77:9 <b>1987</b> 58:7  <u>          </u> <b>2</b> <b>2</b> 13:13 15:1 38:19 57:3 <b>20</b> 23:17 61:19 <b>20,000</b> 36:12 <b>200</b> 75:17 <b>20001</b> 8:20 83:12 <b>2004</b> 36:20 44:8 <b>2011</b> 11:18 25:1 <b>2015</b> 1:17 8:14 21:2 36:11 68:1,5 <b>2016</b> 84:21 <b>2020</b> 53:6 <b>202-962-1133</b> 8:17,18 <b>2040</b> 12:7 <b>20th</b> 6:22 21:21 <b>21</b> 64:17 <b>22302</b> 8:22 83:14 <b>24</b> 65:19 <b>25</b> 1:15 64:17 65:3 <b>28</b> 43:12  <u>          </u> <b>3</b> <b>3</b> 38:21 56:9 57:7 <b>3,000</b> 37:1 <b>3.8</b> 36:21 <b>30</b> 1:17 28:18 32:9 59:1 70:10 <b>31</b> 78:12 84:21 <b>346197</b> 84:22</p>	<p><b>35</b> 11:21 <b>360,000</b> 54:2  <u>          </u> <b>4</b> <b>4</b> 57:10 <b>40</b> 32:9 44:15 <b>465</b> 73:2  <u>          </u> <b>5</b> <b>5:00</b> 8:13 21:2 83:14 <b>50</b> 40:11 67:1 <b>500</b> 43:7  <u>          </u> <b>6</b> <b>600</b> 8:19 83:11 <b>604</b> 1:5 <b>622</b> 37:1  <u>          </u> <b>7</b> <b>7</b> 35:11 78:22 <b>7:00</b> 1:18 <b>7000</b> 53:8  <u>          </u> <b>8</b> <b>8:25</b> 83:2 <b>8:30</b> 83:3,16 <b>80</b> 39:1,4 <b>84</b> 36:9  <u>          </u> <b>9</b> <b>90s</b> 79:10 <b>92</b> 36:11 <b>95</b> 29:6  <u>          </u> <b>A</b> <b>able</b> 80:5</p>	<p><b>access</b> 10:12 11:5,8 13:7,9,13,15,16 14:1,7,17,19 15:1,3,11,18 16:13 17:6,15 19:10,11 26:5,11 27:8,10,15 30:5,18 39:19 65:19 66:15 67:9 72:7,10 78:18,20 <b>accesses</b> 63:7 <b>accessibility</b> 10:20 12:14 47:2 <b>accessible</b> 14:4 15:14 17:19 <b>accommodate</b> 16:3 <b>accomplished</b> 46:19 <b>according</b> 45:19 46:2 67:7 83:2 <b>account</b> 46:5,20 <b>acing</b> 40:3 <b>acknowledge</b> 43:20 70:14 <b>acquisition</b> 17:21 <b>acre</b> 54:14 <b>acres</b> 54:11 <b>across</b> 25:9 30:6 49:3 71:18 74:3,7 <b>act</b> 10:14 40:6 45:12 54:13 <b>action</b> 21:15 39:12 69:11 84:10,14 <b>actions</b> 29:11 <b>active</b> 30:7 41:19</p>
--	--	---	--

(866) 448 - DEPO

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 2

<p><b>activities</b> 20:1 29:16 31:6</p> <p><b>activity</b> 27:17 37:20</p> <p><b>actually</b> 43:17 44:8 51:9 52:17 54:6 59:18 75:5 79:9,22 80:3,17 81:4</p> <p><b>add</b> 33:15 48:3 76:15 81:15</p> <p><b>addition</b> 47:4 56:12</p> <p><b>additional</b> 11:7 20:13 42:6 83:7</p> <p><b>address</b> 7:17 12:18,20 24:2 35:16 83:8</p> <p><b>addressed</b> 11:15</p> <p><b>adjacent</b> 10:21 27:16 29:16</p> <p><b>adjourned</b> 83:17</p> <p><b>administered</b> 19:4</p> <p><b>Administration</b> 5:13 6:6 10:2</p> <p><b>adrenaline</b> 39:7</p> <p><b>advance</b> 7:6,9 22:11,15</p> <p><b>advantage</b> 24:11</p> <p><b>adverse</b> 18:10 20:22 22:4</p> <p><b>adversely</b> 38:19</p> <p><b>advised</b> 72:8</p> <p><b>aesthetics</b> 27:2 63:13</p> <p><b>Affairs</b> 28:11</p> <p><b>affect</b> 49:6</p>	<p><b>affected</b> 29:21</p> <p><b>afternoon</b> 67:21</p> <p><b>afterward</b> 59:15</p> <p><b>afterwards</b> 75:14</p> <p><b>against</b> 32:6</p> <p><b>agencies</b> 45:16 57:6 60:5</p> <p><b>agency</b> 10:7 11:18 82:12</p> <p><b>agenda</b> 68:5</p> <p><b>agent</b> 79:11</p> <p><b>ago</b> 33:5,14 44:16 54:4</p> <p><b>agreed</b> 56:10 59:22</p> <p><b>agreement</b> 20:21 41:1 56:14 57:5,11 65:10</p> <p><b>agreements</b> 56:18</p> <p><b>ahead</b> 58:2 77:3,5</p> <p><b>Aimee</b> 3:10 31:17 33:19 34:2</p> <p><b>air</b> 35:18</p> <p><b>airport</b> 45:7 59:3</p> <p><b>Alexander</b> 4:1</p> <p><b>Alexandria</b> 1:11,16 2:3 5:8 6:9,13,18,21 7:22 8:21 10:3 20:2,3 21:17 23:1 24:22 28:19 34:1 35:17 36:3 37:13 41:1,9 42:14,15,16,17 45:18 54:10 56:4 58:1 67:18 68:1,4,7,10,20 69:7 70:9,13</p>	<p>71:15 72:22 73:5 83:13</p> <p><b>Alexandrian</b> 46:3</p> <p><b>Alexandria's</b> 43:2</p> <p><b>alien</b> 40:15</p> <p><b>alignment</b> 30:3</p> <p><b>Alliance</b> 3:13 44:4</p> <p><b>allocated</b> 33:3</p> <p><b>allow</b> 28:5 30:17 80:15 81:20</p> <p><b>allowed</b> 7:8,10,12 22:13,16,19</p> <p><b>allowing</b> 72:20</p> <p><b>allows</b> 27:9</p> <p><b>already</b> 9:16 42:4 46:19 47:4 54:19 76:11 80:22 81:3</p> <p><b>alternative</b> 7:1 11:10 12:2,5,13,17,19 13:3 14:3,11,15 15:4,14,21 16:15,17 17:2,18 21:18,22 22:2 25:11,18,21 26:3,8 27:4,13,20 28:6,15,22 30:2 32:11,12,13 34:18,21 35:4,5,6,7,10 36:2 37:3,18 38:12 40:2 54:9 56:7,14 57:8 58:16,19,20 59:1,10 60:13,20 61:4 62:9,10 63:18,19 65:9 69:6,10 71:12,13,19 72:2</p>	<p>76:7 78:15 79:2,18 80:12 82:14,16,17</p> <p><b>alternatively</b> 8:16 24:8</p> <p><b>alternatives</b> 9:22 11:14,21 12:2 18:18 25:19 27:21 28:1,2,14 34:16 35:10 56:11 57:1,18 62:15 76:6</p> <p><b>am</b> 44:16 64:6 65:1 76:8 79:17 84:8,11</p> <p><b>amended</b> 56:21</p> <p><b>America</b> 81:6</p> <p><b>American</b> 42:11 48:8</p> <p><b>amount</b> 35:1 41:10</p> <p><b>Amtrak</b> 29:18</p> <p><b>analysis</b> 9:12 43:6</p> <p><b>analyzed</b> 34:15</p> <p><b>anchoring</b> 81:1</p> <p><b>and/or</b> 23:13 66:10</p> <p><b>and-a</b> 38:17</p> <p><b>and-a-half</b> 66:7</p> <p><b>Anderson</b> 3:14 43:20 45:2,3 47:12</p> <p><b>Andrea</b> 4:7 79:8</p> <p><b>announced</b> 36:15 56:17</p> <p><b>announcements</b> 18:19 57:4</p> <p><b>announcing</b> 57:8</p>
---	--	---	--

(866) 448 - DEPO

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Capital Reporting Company  
Public Hearing No. 604 04-30-2015

<p><b>annual</b> 67:5  <b>answer</b> 72:2  <b>answered</b> 67:13  <b>answers</b> 45:9  52:10  <b>anticipate</b> 60:12  <b>anticipates</b> 20:18  <b>anxiety</b> 39:9  <b>anybody's</b> 49:6,18  <b>anymore</b> 33:13  <b>anyone</b> 7:11 22:17  33:7 62:20 63:6  <b>anyway</b> 74:16  <b>anywhere</b> 48:1  <b>apologies</b> 64:3  <b>apologize</b> 50:2  64:2  <b>appear</b> 45:20  46:18  <b>appears</b> 84:4  <b>applaud</b> 69:12  <b>applauded</b> 81:14  <b>apply</b> 69:17  <b>appreciate</b> 50:21  <b>approach</b> 52:4  <b>appropriate</b>  51:11,19 58:2  <b>approval</b> 9:5  <b>approved</b> 20:9  <b>approximately</b>  29:6 73:2  <b>April</b> 1:17 25:1  56:9  <b>architect</b> 58:8  59:7</p>	<p><b>area</b> 1:3 10:21  11:3,11 12:17  16:7 17:18  19:3,14,15,18  20:16 25:5,17  30:5 34:6 46:1  47:3,17 48:20  50:15 52:17  54:14,21 55:17  61:18 63:1,2  64:19 71:1 75:21  76:2 77:14  <b>areas</b> 14:3 15:13  16:8,10  17:1,3,17  19:10,13 26:6,11  27:8,16,19 28:13  60:15 73:11  <b>Ariana</b> 3:22 61:14  <b>Arianna</b> 64:3,5  <b>Arlandria</b>  78:12,17  <b>Arlington</b> 46:3  49:2 62:7 74:18  <b>Army</b> 54:12  <b>arouse</b> 78:6  <b>arrangement</b> 41:9  <b>arrival</b> 29:8  <b>arriving</b> 29:7  <b>Ashe</b> 2:4 3:4 5:10  9:17,20 31:19  45:4 64:5  <b>aside</b> 71:9  <b>aspects</b> 44:11  <b>assessed</b> 38:8  <b>assessment</b> 20:18  46:6  <b>asset</b> 52:21</p>	<p><b>assist</b> 10:17  <b>associate</b> 82:12  <b>associated</b> 10:11  19:22 31:2  <b>Association</b> 46:9  66:21 71:6  <b>attempt</b> 57:17  <b>attendance</b> 5:18  <b>attention</b> 33:9  <b>attorney</b> 84:12  <b>attractive</b> 71:20  <b>attributes</b> 62:6  <b>audience</b> 5:12  <b>audio</b> 38:1,7 39:22  40:7,10,11  <b>auditory</b> 39:6  <b>AUTHORITY</b> 1:3  <b>auto</b> 35:14  <b>available</b> 8:5 9:8  14:2 15:12 17:16  18:1,2 21:8 23:7  26:5,10 34:16  38:10 54:2,19  74:8  <b>Avenue</b> 13:10,14  14:20 15:2 16:13  17:7 73:6  <b>avoid</b> 16:5  <b>aware</b> 44:16 59:5  64:7 75:22  <b>away</b> 26:14  27:6,18 33:9,12  40:8 49:9  73:11,18  <hr/> <b>B</b>  <hr/> <b>backlog</b> 53:2</p>	<p><b>bad</b> 32:7 43:2  <b>balance</b> 68:12  <b>bangs</b> 5:5  <b>Bank</b> 20:11  <b>barely</b> 43:9  <b>barrier</b> 40:9,10,12  <b>base</b> 36:4 68:21  <b>based</b> 37:19 45:17  54:16  <b>basis</b> 54:9  <b>B-CSX</b> 12:3 15:20  16:8 25:19  28:1,15 45:20  54:13,15 82:17  <b>bears</b> 42:10  <b>beautiful</b> 41:8  <b>become</b> 9:3 25:11  31:10 43:2 66:17  78:21  <b>beep</b> 23:17,18  <b>begin</b> 23:20 24:12  30:4 53:5  <b>beginning</b> 55:9  64:11  <b>behalf</b> 24:20 40:20  <b>behind</b> 53:5  <b>behoove</b> 82:2  <b>believable</b> 72:3  <b>believe</b> 29:13,19  32:10 35:3 58:16  62:9,18 63:10,13  66:18 71:1 72:11  <b>benefit</b> 45:18 61:8  68:17  <b>benefits</b> 35:4 37:6  76:9</p>
--	---	--	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

<p><b>berm</b> 39:22</p> <p><b>best</b> 27:4 33:6 34:18 45:17,20 49:5 60:15 62:10,22</p> <p><b>better</b> 49:7 74:2</p> <p><b>Betty</b> 4:6 78:11</p> <p><b>Beyer's</b> 5:21</p> <p><b>beyond</b> 33:17 72:5</p> <p><b>bicycle</b> 12:10 39:15,19</p> <p><b>bicycling</b> 35:14</p> <p><b>Bikeshare</b> 47:8</p> <p><b>Bill</b> 3:3 5:8</p> <p><b>billion</b> 37:2 53:7</p> <p><b>bless</b> 65:5</p> <p><b>block</b> 64:12,14</p> <p><b>blocks</b> 49:9,10 76:21</p> <p><b>blue</b> 10:5 42:3,4</p> <p><b>Board</b> 5:9 6:6 9:5,9 21:10 68:7 83:11</p> <p><b>bordered</b> 64:14</p> <p><b>born</b> 80:2</p> <p><b>bought</b> 50:17 70:16 79:9</p> <p><b>bounce</b> 40:7</p> <p><b>boundary</b> 39:16</p> <p><b>Box</b> 8:21 83:13</p> <p><b>Braddock</b> 32:18 37:22 38:3 45:6 47:7 48:20 59:3 62:13 71:5 76:20 78:19</p> <p><b>brake</b> 18:19</p>	<p><b>bridge</b> 12:10 16:19 39:15 65:8,12,18 66:16 67:2,3,6,8</p> <p><b>bridges</b> 10:12 79:5</p> <p><b>brief</b> 9:21 77:7</p> <p><b>briefly</b> 68:10</p> <p><b>bring</b> 23:14 26:17</p> <p><b>Brookland</b> 32:2</p> <p><b>brought</b> 23:12 81:16 82:1</p> <p><b>BRT</b> 48:21 49:3,16</p> <p><b>Bryan</b> 3:8 24:14 28:7,10 82:13</p> <p><b>build</b> 11:14 12:2 15:4,14 17:1,18 27:22 28:15 39:22 41:3 50:13 51:1,4,12,18 55:15 61:10 62:15 63:19 70:6 76:22 81:22</p> <p><b>building</b> 25:16 38:12 51:8,10,19 53:21 54:1,3 69:9 74:4,7</p> <p><b>built</b> 11:13 32:20 33:16 45:6 59:10 60:16 74:10 78:5,6</p> <p><b>bumps</b> 76:17</p> <p><b>burdened</b> 80:9</p> <p><b>bus</b> 12:9 32:15,21 48:17 54:19</p> <p><b>buses</b> 47:6</p> <p><b>business</b> 68:6,7 72:3</p> <p><b>businesses</b> 11:1</p>	<p>80:18</p> <p><b>bustle</b> 27:17</p> <p><b>busy</b> 76:11</p> <p><b>buyers</b> 59:3</p> <p><b>bypasses</b> 59:19</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p><b>Camden</b> 74:5</p> <p><b>cancelled</b> 74:19</p> <p><b>Cannady</b> 3:15 45:2 47:12,14,16</p> <p><b>capacity</b> 11:8 33:14,15,17 80:16</p> <p><b>Capital</b> 5:16 47:7</p> <p><b>capital-funding</b> 20:3</p> <p><b>Car</b> 47:8</p> <p><b>card</b> 33:12</p> <p><b>care</b> 48:7 72:17</p> <p><b>career</b> 79:19</p> <p><b>carefully</b> 44:18</p> <p><b>Carpenter</b> 64:13,15</p> <p><b>carry</b> 28:20</p> <p><b>cars</b> 46:17 52:15,16 53:8 80:7</p> <p><b>case</b> 34:6 45:16 52:16 60:6 72:4</p> <p><b>catch</b> 71:3</p> <p><b>Catholic</b> 32:2</p> <p><b>cause</b> 19:18 62:17</p> <p><b>caution</b> 81:15</p> <p><b>Cavanaugh</b> 3:19 55:1 56:1,2,3</p>	<p><b>celebrate</b> 57:19</p> <p><b>cell</b> 33:10</p> <p><b>census</b> 46:2</p> <p><b>center</b> 1:14 6:14 14:15 16:17 25:12 43:15 53:11,12,16,19 73:9 80:19</p> <p><b>century</b> 46:15</p> <p><b>CEO</b> 36:14</p> <p><b>CERT</b> 1:21</p> <p><b>certainly</b> 59:4 62:17 63:2 72:9</p> <p><b>CERTIFICATE</b> 84:1</p> <p><b>certify</b> 84:4</p> <p><b>cetera</b> 65:1</p> <p><b>Chair</b> 68:1</p> <p><b>challenge</b> 35:21 58:13</p> <p><b>challenges</b> 35:9,17</p> <p><b>Chamber</b> 4:1 68:1,2,4,7 69:12</p> <p><b>change</b> 7:20 24:5 53:14 54:21</p> <p><b>changed</b> 56:8</p> <p><b>changes</b> 9:10 35:19 54:20</p> <p><b>changing</b> 56:22</p> <p><b>cheaper</b> 55:15</p> <p><b>cheaply</b> 71:4</p> <p><b>check</b> 75:14 76:4</p> <p><b>childcare</b> 66:10</p> <p><b>children</b> 26:16 64:17 65:2 66:13 67:11</p>
---	--	---	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 5

<p><b>chimes</b> 18:18  <b>choice</b> 45:20 61:4  <b>choose</b> 21:17  32:11,13 70:11  <b>chose</b> 70:8,12,13  <b>chosen</b> 54:10  71:15  <b>circle</b> 39:16 65:13  <b>citizen</b> 56:4  <b>citizens</b> 57:9 68:6  <b>city</b> 2:3 5:19  6:8,13,18,21  7:21 10:3,15  12:15 19:4,13  20:2,3,11  21:17,19 23:1  29:18 32:17  37:19 38:10  41:1,8 42:10  43:21 45:17,18  48:2,9,10 49:4,7  50:20 51:16  52:18 53:16,17  54:5,10 56:9  57:3,7,10,15,20  58:22 59:15  60:1,4,8,11,14,1  7 62:6,13 64:13  65:11 67:18  68:17,18  69:13,19 72:4  73:22 77:16,19  78:8 80:16  81:18,21 82:3  <b>city's</b> 6:16 11:9  21:15 44:14  56:13 60:19,20  69:4  <b>civilized</b> 55:7  <b>Clark</b> 4:1 64:2,3</p>	<p>67:19,21,22  <b>Clean</b> 54:13  <b>cleaning</b> 41:18  <b>clear</b> 70:17  <b>clearly</b> 27:14  71:14  <b>Climate</b> 35:19  <b>clock</b> 58:17  <b>close</b> 25:4 26:22  27:6 43:9 71:17  <b>closely</b> 18:22  34:12  <b>closer</b> 35:6 73:16  74:1,17  <b>closest</b> 65:4 71:21  73:18  <b>Coad</b> 4:3  72:19,20,21  <b>Coalition</b> 3:10  34:3,4,11,17  <b>coffee</b> 71:20  <b>colleague</b> 82:22  <b>collectively</b> 37:2  <b>collects</b> 20:6  <b>colonial</b> 40:15  <b>combination</b>  70:22  <b>combined</b> 29:17  <b>comes</b> 24:8  <b>coming</b> 50:16  55:16 59:5 60:6  77:14,15,18 78:8  <b>comment</b> 8:5 9:8  11:17 21:1,5,8  22:8 23:7 44:21  56:9,19 76:22</p>	<p><b>commented</b> 37:20  <b>COMMENTERS</b>  3:6  <b>comments</b> 6:7  8:10 9:3  20:13,14  21:4,6,11 22:4,5  23:9 24:9,18  44:13 57:9,16  75:20 77:12  82:13,15 83:7,14  <b>comments@poto  macyardmetro.  com</b> 8:16 83:10  <b>Commerce</b> 4:1  68:2,3,5  <b>commercial</b>  13:18,22 15:6,10  17:10,14 26:6,11  27:8,16 36:4  68:19 69:9 79:18  <b>commission</b> 84:21  <b>commit</b> 51:17  66:14  <b>commitment</b>  51:15 57:12 60:2  <b>committed</b> 80:22  <b>common</b> 38:2  <b>commonplace</b>  31:10  <b>Commonwealth</b>  84:18  <b>Communications</b>  34:2  <b>communities</b> 14:6  15:17 34:9,11  <b>community</b> 18:17  19:17 26:13,20  27:1 66:3,8</p>	<p>68:15  <b>commute</b> 62:6  <b>commuted</b> 49:15  <b>commuter</b> 28:17  29:14 39:21  62:12 63:21  <b>commuters</b> 29:1  73:17  <b>compact</b> 36:6  <b>company's</b> 36:15  <b>compared</b> 38:3  45:14  <b>compelling</b> 72:3  <b>compensate</b> 48:5  <b>compensates</b>  41:15  <b>compensation</b>  41:2  <b>compete</b> 48:22  68:18  <b>competitive</b> 69:8  <b>complete</b> 12:6  30:3 59:18 67:2  <b>completed</b> 54:4  62:11 65:6  <b>Compliance</b> 2:4  5:12  <b>component</b> 81:22  <b>concept</b> 80:5  <b>concern</b> 29:12  65:7 76:10,19  <b>concerned</b> 47:21  55:11,12 62:8  64:10  <b>concerns</b> 28:13  31:5 62:14  <b>conclude</b> 83:3</p>
---	--	--	---

(866) 448 - DEPO

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 6

<p><b>concludes</b> 22:6</p> <p><b>concrete</b> 40:5</p> <p><b>condition</b> 42:16</p> <p><b>conditions</b> 42:3,4</p> <p><b>condo</b> 73:2</p> <p><b>confident</b> 82:5</p> <p><b>confine</b> 37:14</p> <p><b>congestion</b> 52:13</p> <p><b>congratulations</b> 58:10</p> <p><b>Congressman</b> 5:21</p> <p><b>connect</b> 65:15</p> <p><b>connected</b> 65:9</p> <p><b>Connector</b> 60:4</p> <p><b>connecting</b> 12:11</p> <p><b>connection</b> 65:18</p> <p><b>conscientious</b> 81:12</p> <p><b>consequence</b> 33:4</p> <p><b>consequences</b> 44:12</p> <p><b>consider</b> 6:22 10:17 21:21 44:11 48:11 67:16</p> <p><b>consideration</b> 53:11 57:18 61:12 74:16 76:16</p> <p><b>considerations</b> 11:15</p> <p><b>considered</b> 9:22 13:8 14:18 28:14 55:21 57:1,9 63:18,19</p> <p><b>considering</b> 67:17</p>	<p><b>consistent</b> 12:15</p> <p><b>consortium</b> 81:20</p> <p><b>constrained</b> 11:11</p> <p><b>construct</b> 67:4</p> <p><b>constructed</b> 30:1 54:6</p> <p><b>constructing</b> 69:2 72:4</p> <p><b>construction</b> 10:4,10 13:7,9,13,16 14:3,7,17,19 15:1,13,17 16:8,12 17:1,6,17 19:7,8,10,11,14, 16 20:1 26:2 29:15 30:4,5,8,10,17,1 9,22 31:2,10,11 41:5 52:2 53:21 59:6,7 64:20 65:5 72:6</p> <p><b>consulting</b> 20:17</p> <p><b>consumer</b> 46:11</p> <p><b>contemplate</b> 69:1</p> <p><b>continue</b> 20:11 58:15 69:17 82:21</p> <p><b>continued</b> 53:7 80:2</p> <p><b>continues</b> 45:4</p> <p><b>continuing</b> 54:8</p> <p><b>continuous</b> 46:15</p> <p><b>continuously</b> 23:18 26:15</p> <p><b>contrary</b> 27:2</p> <p><b>contributions</b> 20:8</p>	<p><b>conundrum</b> 80:11</p> <p><b>convened</b> 6:5</p> <p><b>convenience</b> 46:9 80:5</p> <p><b>convenient</b> 78:18</p> <p><b>conversely</b> 27:3 71:22</p> <p><b>cooperating</b> 10:7 57:6</p> <p><b>cooperation</b> 10:3,15</p> <p><b>coordinate</b> 68:22</p> <p><b>copies</b> 8:6</p> <p><b>copy</b> 17:22</p> <p><b>Cora</b> 1:14 6:13</p> <p><b>Corps</b> 54:12</p> <p><b>correct</b> 50:6 54:15</p> <p><b>corrected</b> 75:5</p> <p><b>corridor</b> 10:22 12:19,21 31:7</p> <p><b>corridors</b> 29:4</p> <p><b>cost</b> 32:8,13 36:20 43:18 48:3 49:10,12 51:3,11 67:3,5 76:8 81:17 82:5</p> <p><b>costly</b> 28:2 35:8</p> <p><b>costs</b> 44:17,19 49:8 76:15</p> <p><b>Council</b> 5:19 6:21 21:19 51:16</p> <p><b>Councilman</b> 5:20</p> <p><b>Councilmember</b> 43:21</p> <p><b>Councilwoman</b> 5:19</p>	<p><b>counsel</b> 84:8,12</p> <p><b>count</b> 23:15 64:16</p> <p><b>country</b> 33:7 51:6</p> <p><b>County</b> 44:3</p> <p><b>couple</b> 61:1</p> <p><b>course</b> 69:11 81:6</p> <p><b>courses</b> 39:12</p> <p><b>covenants</b> 66:21</p> <p><b>cover</b> 7:2</p> <p><b>covered</b> 38:13 39:13</p> <p><b>create</b> 19:16 68:15</p> <p><b>created</b> 42:12,14,17,22 60:11</p> <p><b>creation</b> 41:7 60:19,20</p> <p><b>crime</b> 64:11 66:1,14,16,21 73:14</p> <p><b>criminals</b> 65:21</p> <p><b>criteria</b> 18:21 26:3</p> <p><b>critical</b> 35:10 36:2 69:3,11</p> <p><b>cross</b> 30:18</p> <p><b>crosshatched</b> 13:12 14:22</p> <p><b>crossing</b> 16:20 61:19 63:2</p> <p><b>Crystal</b> 32:17 49:4 52:18 62:13 73:22</p> <p><b>CSX</b> 12:10 13:4 14:12 16:1,2,16 28:19 29:13,16,18 30:1,3,6,7,9,12,1</p>
--	---	--	---

(866) 448 - DEPO

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 7

<p>4,18,21 31:3  <b>CSXT</b> 16:20,21  <b>cultural</b> 18:6  <b>culture</b> 42:12  <b>cumulative</b> 19:5  <b>current</b> 10:22  38:4,18 40:11  41:9 42:2,4 65:8  69:15  <b>currently</b> 16:1  29:2 38:14 43:14  56:18  <b>Custis</b> 3:10 31:17  33:19,22 34:2  37:8</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>D.C</b> 8:20 28:20  34:6 36:19 52:18  62:4 73:21,22  83:12  <b>daily</b> 30:16  <b>damage</b> 48:5  56:16  <b>Dangerfield</b>  41:11,12 57:14  <b>dark</b> 13:11 14:21  <b>DASH</b> 47:6  <b>data</b> 46:20 54:5,16  <b>Dave</b> 3:19 50:2  56:2  <b>David</b> 3:16,21  47:13 49:20 50:4  55:1,22 58:5  61:13,16  <b>day</b> 21:9 28:18  32:3 49:15 57:19  65:19 66:9 78:1</p>	<p><b>daytime</b> 66:6  <b>dB</b> 40:11  <b>deadline</b> 57:16  <b>deal</b> 49:12 59:17  60:10  <b>debt</b> 60:8  <b>decades</b> 35:21  <b>decibels</b> 39:1,4  <b>decided</b> 74:13  <b>decision</b> 29:10  45:9 52:11 81:21  <b>decision-makers</b>  10:17 46:5  <b>decision-making</b>  45:15  <b>decisions</b> 58:22  60:11  <b>dedicated</b> 34:6  46:10  <b>defer</b> 44:21  <b>deficiencies</b> 40:21  <b>deficiency</b> 44:12  <b>definitely</b> 76:8  <b>degradation</b> 41:15  <b>degrade</b> 29:11  <b>degree</b> 63:3  <b>DEIS</b> 10:14,16  11:12,15,19 12:1  13:8,17 14:9,18  15:19 18:5 19:8  20:14 21:1 22:4  30:7,12  56:7,18,21 57:21  <b>DEIW</b> 18:2  <b>Del</b> 50:9 79:9  <b>delay</b> 57:7</p>	<p><b>Dell</b> 5:19  <b>demand</b> 46:14  <b>demonstrating</b>  81:9  <b>density</b> 62:18  63:22  <b>Department</b> 4:8  82:9  <b>depend</b> 69:1  <b>dependent</b> 80:6,9  <b>deplorable</b> 42:5  <b>deposition</b> 84:7  <b>derail</b> 57:17  <b>describe</b> 74:11  <b>describes</b> 9:21  <b>design</b> 12:3 15:20  16:4,9 18:22  28:16 29:13  30:13 31:3 33:17  81:22  <b>designated</b> 19:13  <b>desire</b> 7:12 22:18  <b>desired</b> 33:1  <b>destination</b> 29:7  <b>detailed</b> 19:8 31:3  57:10  <b>determination</b>  20:19  <b>determined</b> 73:12  <b>determining</b> 45:5  <b>detractors</b> 26:9  <b>devastating</b> 31:8  <b>developed</b> 10:16  16:5 20:17  <b>developer</b> 20:8  <b>developers</b> 65:10</p>	<p><b>developing</b> 46:20  <b>development</b>  20:5,7 34:20  35:12  36:3,8,9,22  54:20 68:11,22  73:8 80:15,16  81:7  <b>developments</b>  32:20 71:18  <b>device</b> 8:10 23:9  24:9  <b>devices</b> 9:17  <b>devoted</b> 41:11  <b>different</b> 8:4 9:2  23:6 44:9 50:14  81:11  <b>difficult</b> 70:18  <b>digital</b> 8:10 23:9  24:9  <b>dilapidated</b> 42:17  <b>diligence</b> 50:17  <b>Dino</b> 3:9 28:8  31:17  <b>direct</b> 11:5  27:8,15  <b>direction</b> 84:6  <b>directly</b> 11:3 25:9  26:19 27:11  <b>Director</b> 5:15  28:11 43:22  <b>Directors</b> 5:9 6:7  9:5,10 68:8  <b>disappear</b>  53:12,13  <b>disappears</b> 53:19  <b>discretion</b> 13:22  15:9 17:14</p>
---	--	---	--

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

<p><b>discussed</b> 48:14  <b>discussion</b> 41:22  42:2,5  <b>dislocates</b> 27:5  <b>distance</b> 28:22  <b>Distractions</b> 33:8  <b>distribute</b> 8:7  32:16,18  <b>district</b> 42:22  51:22 61:6 68:22  <b>districts</b> 20:8  <b>DOCKET</b> 1:7  <b>document</b> 6:12,15  59:16  <b>documentation</b>  34:14 44:5  <b>documented</b> 18:4  38:6 39:3  <b>documents</b> 22:2  44:22  <b>dog</b> 66:11  <b>dollars</b> 48:4 49:11  <b>Don</b> 5:21  <b>done</b> 9:16 51:20  52:3  <b>door</b> 18:18  <b>doubt</b> 9:14  <b>Draft</b> 1:7 6:11  21:12 28:15  29:22  46:16,20,22  <b>dramatically</b>  56:22  <b>drive</b> 13:9,14  14:19 15:2 16:14  17:7 24:22 39:21  48:9 64:16 65:4</p>	<p>66:2 70:10 72:6  <b>driven</b> 67:14  <b>driving</b> 28:22  46:13  <b>drop-off</b> 39:13  72:7  <b>drop-off/pickup</b>  38:13,15  <b>DRPT</b> 4:9  <b>Drudi</b> 3:9 28:8  31:17,18  <b>due</b> 29:15 31:11  50:17  <b>Dulles</b> 44:6  <b>dumping</b> 26:18  <b>Dunn</b> 3:21 58:5  61:13,15,16  <b>Dunning</b> 79:10  <b>duration</b> 30:22  31:11  <b>during</b> 7:3 9:15  11:16,22 18:22  21:4 31:10 57:18  63:5 66:9  <b>dust</b> 19:22</p> <hr/> <p style="text-align: center;">E</p> <p><b>earlier</b> 51:14  <b>early</b> 79:9  <b>Earth</b> 57:19  <b>easement</b> 16:7  19:3,15 34:22  41:3  <b>easements</b> 41:6  <b>easier</b> 54:21 55:18  <b>easily</b> 78:19  <b>east</b> 14:14 15:21</p>	<p>62:21 75:17,22  76:10,13,18  <b>easy</b> 62:7 66:14,15  76:3  <b>Eclipse</b> 72:22  <b>economic</b> 34:19  35:20 36:3 44:11  45:18 68:11,17  79:20  <b>economics</b> 50:20  <b>effect</b> 29:14 31:7,8  56:17  <b>effected</b> 27:18  <b>effective</b> 40:10,12  <b>effectively</b> 51:19  <b>effects</b> 10:18 11:12  12:20,22 18:11  20:16,18,19,22  30:15 42:6 64:19  <b>efficient</b> 26:21  28:22 36:7 54:19  81:12  <b>effort</b> 16:5  <b>efforts</b> 56:5  <b>eight</b> 38:18  <b>eight-tenths</b> 73:20  <b>EIS</b> 8:21 22:1  28:15 29:22  31:21 40:22  41:10 42:1 44:10  46:16,21,22  52:13 53:9 54:9  59:14,17 83:13  <b>Eisele</b> 4:4  75:3,7,12,16,17  <b>Eisenhower</b> 60:4  <b>either</b> 48:18 54:17  66:6 71:22 76:6</p>	<p><b>EI</b> 6:10  <b>elders</b> 77:4  <b>elected</b> 5:18 7:7  22:12 38:1  <b>elevated</b> 16:18  <b>elevators</b> 67:7  <b>Elizabeth</b> 5:12,14  <b>else</b> 54:18  <b>e-mail</b> 7:17 8:14  24:2 83:8  <b>emergency</b> 66:2  <b>emissions</b>  35:19,22 64:21  <b>employed</b> 84:9,12  <b>employee</b> 84:11  <b>employees</b> 11:1  <b>employment</b> 25:4  <b>enable</b> 68:18  <b>encourage</b> 69:17  <b>encroached</b> 63:11  <b>endorse</b> 69:4,15  <b>endorsed</b> 52:20  <b>engineer</b> 44:15  <b>engineering</b> 35:8  <b>engineers</b> 38:2  54:12  <b>enhance</b> 32:21  53:2  <b>enjoy</b> 62:5  <b>enjoys</b> 48:10  <b>ensure</b> 41:7 45:13  <b>enter</b> 17:21 65:21  <b>entered</b> 23:10  24:10 41:8</p>
---	---	---	--

Capital Reporting Company  
Public Hearing No. 604 04-30-2015  
Page 9

<p><b>enthusiastic</b> 25:15 <b>entire</b> 42:21 52:2 <b>entirety</b> 31:20 <b>entrance</b> 64:9 65:12 <b>environment</b> 11:13 45:21 80:8 <b>environmental</b> 1:7 2:4 5:11 6:11 10:14,18 11:14 34:20 35:4,20 37:5 44:7,16 45:12,13 <b>environmentally</b> 81:12 <b>envisioned</b> 79:13 <b>EPA</b> 74:10,12 <b>equally</b> 45:14 <b>equipment</b> 30:17 64:22 <b>equivalent</b> 29:3 37:22 <b>escalators</b> 67:6 <b>especially</b> 28:15 65:2 <b>essentially</b> 25:12 27:8 62:3 <b>estate</b> 69:9 79:19 <b>estimate</b> 32:8 <b>estimated</b> 30:11 <b>et</b> 64:22 <b>Euille</b> 2:3 3:3 5:3,8 6:2 22:7 24:17 28:7 31:13,16,18 33:19,22 37:7,9 40:17 43:16,19 45:1 47:11,15</p>	<p>49:20 50:1,5,6 51:15 54:22 55:22 58:4 61:13 64:1 67:19 69:22 72:19 74:22 75:4,8,11,13 77:2 79:6 82:7,18 <b>EUILLLE</b> 52:5 <b>Europe</b> 80:1,4 <b>evaluate</b> 30:14 <b>evaluated</b> 12:1 18:21 <b>evaluating</b> 46:10 <b>evaluation</b> 31:4 <b>evening</b> 5:6,18 8:8 9:20 24:20 28:9 29:4 33:22 34:1 37:11,15 44:2 45:3,4 55:2 68:3 82:8 83:5 <b>event</b> 66:1 <b>events</b> 6:3 <b>everybody</b> 77:11 <b>everybody's</b> 61:2 <b>everyone</b> 22:10 48:9 72:15 75:18 <b>everything</b> 35:22 75:14 81:19 <b>exactly</b> 70:17 <b>examined</b> 9:4 <b>example</b> 60:3 <b>exceed</b> 18:20 39:4 <b>exceeded</b> 39:1 <b>except</b> 41:10 <b>exception</b> 12:7 <b>excuse</b> 33:20</p>	<p>47:12 <b>existing</b> 12:18 13:3 14:14 15:22 16:11,16,22 37:22 53:10 68:18 <b>exists</b> 47:5 <b>exit</b> 65:21 <b>expansions</b> 12:9 <b>expectations</b> 71:14 <b>expected</b> 12:6 18:20 53:5 59:2 <b>expense</b> 55:10 <b>expensive</b> 27:21 32:21 <b>experienced</b> 70:21 <b>expires</b> 84:21 <b>explain</b> 8:4 23:6 <b>explained</b> 70:16 <b>exposures</b> 39:8 <b>Express</b> 3:8 28:12 <b>extend</b> 49:3 <b>extension</b> 53:4 <b>extensive</b> 30:13 34:15 <b>extremely</b> 72:5 <hr/><p style="text-align: center;">F</p><hr/><b>faced</b> 53:1 <b>faces</b> 59:10 <b>facilitate</b> 11:6 39:18 <b>fact</b> 42:19 46:18 61:17 62:1 78:15 79:10 80:9 81:9</p>	<p><b>factor</b> 29:10 52:21 <b>factors</b> 45:13,14 <b>facts</b> 37:19 <b>fails</b> 30:14 <b>fair</b> 58:18 <b>Fairfax</b> 3:13 44:3 <b>fallen</b> 53:22 <b>falsehood</b> 43:11 <b>family</b> 24:20,22 25:5,7 26:15 64:6 79:22 <b>farther</b> 27:5 78:16 <b>fashion</b> 62:7 <b>favor</b> 82:16 <b>faxed</b> 8:17 <b>feasible</b> 56:11 <b>features</b> 19:1 <b>February</b> 11:18 <b>federal</b> 5:13 6:5 10:2 13:21 15:8 17:12 20:12 41:3 43:3 45:15 56:9 57:6,20 68:19 <b>feel</b> 64:19 82:4 <b>feels</b> 49:7 <b>fees</b> 71:10 <b>feet</b> 35:11 36:12,21,22 43:8 54:2 <b>felt</b> 76:3 <b>fewer</b> 35:8 <b>Fifth</b> 8:19 83:11 <b>figured</b> 75:20 <b>figures</b> 46:3 <b>fill</b> 32:16 54:11</p>
---	--	---	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 10

<p><b>filled</b> 19:11 74:9</p> <p><b>final</b> 18:22 22:1 29:7 45:9 52:11 54:8</p> <p><b>finalized</b> 19:1</p> <p><b>finally</b> 26:21 46:22 50:11 72:15</p> <p><b>financial</b> 44:11 59:11 81:18</p> <p><b>financially</b> 56:11 84:13</p> <p><b>financing</b> 44:9 49:13 69:16,17</p> <p><b>finding</b> 80:10</p> <p><b>findings</b> 38:12</p> <p><b>fine</b> 62:12</p> <p><b>first</b> 7:4,8 12:4 22:11,13 24:13 30:1 32:3 39:12 47:20 54:4 55:4 67:13 70:11</p> <p><b>fiscal</b> 81:17</p> <p><b>Fitch</b> 4:7 77:4 79:7,8</p> <p><b>five</b> 7:8 22:14 29:7 33:13 36:17 54:4 64:17 74:8,14</p> <p><b>fixing</b> 33:10 41:12</p> <p><b>floodplains</b> 18:9 19:13</p> <p><b>flourish</b> 34:11</p> <p><b>flow</b> 39:7</p> <p><b>fob</b> 67:9</p> <p><b>focus</b> 68:9</p> <p><b>focused</b> 37:18</p> <p><b>Foley</b> 3:18 52:6</p>	<p>54:22 55:2,3</p> <p><b>folks</b> 6:4 60:22 61:5,7 63:20</p> <p><b>foregoing</b> 84:3,5</p> <p><b>forever</b> 50:16</p> <p><b>forget</b> 74:11</p> <p><b>form</b> 42:17</p> <p><b>formal</b> 20:19</p> <p><b>formally</b> 69:4</p> <p><b>former</b> 44:15</p> <p><b>forms</b> 40:9 64:21</p> <p><b>forth</b> 31:12 77:15</p> <p><b>forums</b> 80:21</p> <p><b>forward</b> 50:10 78:14</p> <p><b>founded</b> 46:8</p> <p><b>Fourth</b> 53:20</p> <p><b>frankly</b> 58:21 59:18 60:19</p> <p><b>freight</b> 29:19</p> <p><b>friend</b> 52:9</p> <p><b>friendly</b> 25:6</p> <p><b>friends</b> 71:21</p> <p><b>Froman</b> 47:13 49:20</p> <p><b>Fromm</b> 3:16 49:22 50:2,4,8</p> <p><b>front</b> 23:13 25:13</p> <p><b>fruition</b> 50:12</p> <p><b>FTA</b> 10:15 18:20 20:18</p> <p><b>fuels</b> 46:7,11</p> <p><b>fulfill</b> 60:9</p> <p><b>full</b> 12:8</p>	<p><b>fully</b> 51:2 59:5,12</p> <p><b>function</b> 32:15,22</p> <p><b>fund</b> 20:4,5</p> <p><b>funding</b> 52:22 69:13 71:9</p> <p><b>future</b> 10:22 20:20 58:1 68:18 69:8,18 70:15</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p><b>gain</b> 80:16</p> <p><b>gas</b> 35:18</p> <p><b>Gateway</b> 54:1 74:6</p> <p><b>gather</b> 6:7</p> <p><b>gavel</b> 5:5</p> <p><b>gee</b> 76:16</p> <p><b>general</b> 18:1</p> <p><b>generate</b> 38:16</p> <p><b>generated</b> 20:4,6 40:7 43:14</p> <p><b>gentleman</b> 47:21</p> <p><b>gentlemen</b> 5:6</p> <p><b>gently</b> 40:3</p> <p><b>George</b> 10:8 13:1,10,19 14:4,11,16,20 15:6,15 16:5 17:4,7,11,20 18:7,12 19:19 41:5,14 42:8,9,12,19 43:1 48:6 51:7 63:8,14</p> <p><b>geotech</b> 44:15</p> <p><b>Gervel</b> 1:21 84:2,17</p> <p><b>getting</b> 5:3 32:4</p>	<p>50:10,12 70:22 80:11 83:4</p> <p><b>girls</b> 66:7</p> <p><b>given</b> 49:2 56:12</p> <p><b>glad</b> 55:5</p> <p><b>Glebe</b> 54:1 75:17,22 76:10,14,18</p> <p><b>Goode</b> 3:11 33:20,21 37:9,11,12</p> <p><b>Google</b> 62:20</p> <p><b>gotten</b> 63:5</p> <p><b>Government</b> 28:10 43:3</p> <p><b>grateful</b> 76:5</p> <p><b>great</b> 29:12 49:12,15 62:1,5 66:18 76:6</p> <p><b>greatest</b> 26:4 35:19 64:19</p> <p><b>green</b> 26:16</p> <p><b>greenhouse</b> 35:18</p> <p><b>Greens</b> 12:11 13:5,9,14 14:13,19 15:2 16:7,14 17:5,7 18:11 19:2,15,17 24:21 25:10 26:7,14 27:3,7,10 37:12,17 38:5 39:13,17,18 40:1,13 52:8 55:13,16 59:4 60:22 61:20 63:1,2 64:7,14,16 65:4,13,15 66:22 70:3,9,14</p>
---	--	--	---

(866) 448 - DEPO

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Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 11

<p>72:6,10 78:19 <b>ground</b> 19:11 40:6 67:14 <b>grow</b> 68:12 72:4 <b>grown</b> 62:10 <b>growth</b> 3:10 34:3,4,7,12,17,1 9 46:15 <b>guess</b> 62:15 76:10 <b>GW</b> 63:10</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p><b>hails</b> 79:22 <b>half</b> 38:18 <b>half-a-mile</b> 78:22 <b>Hall</b> 6:13 <b>hand</b> 5:14 7:14 22:20 23:13 26:8 73:15 <b>happen</b> 60:7 70:20 82:5 <b>happened</b> 44:8 <b>happens</b> 44:20 <b>happy</b> 73:4 74:3 <b>hard</b> 42:14 69:20 <b>Hardly</b> 33:7 <b>Harvard</b> 77:8 <b>Haven</b> 78:17 <b>haven't</b> 63:6 77:12 <b>having</b> 58:15 62:10 67:22 71:15 <b>hawing</b> 81:9 <b>hazard</b> 39:2 <b>headquarters</b> 6:14 36:16</p>	<p><b>health</b> 35:20 39:2,9 <b>hear</b> 7:4,5,11 22:10,17 55:5 <b>heard</b> 7:7,9,12 22:13,15,18 55:4 77:11,12 <b>hearing</b> 1:5 6:5,9,19 7:3,7 9:7 17:22 21:3,7,10,12,16, 20 22:9,12 23:10 24:13 55:8 58:10 75:19 83:16 84:3 <b>heart</b> 39:7 <b>heavy</b> 64:22 <b>held</b> 1:13 11:18 <b>Hello</b> 5:3 56:2 78:11 <b>help</b> 35:16,18 52:14 56:15 61:6 68:20 74:18,20 <b>hemming</b> 81:8 <b>hereby</b> 17:21 84:3 <b>hereto</b> 84:13 <b>Hertel</b> 3:12 37:10 40:17,19,20 43:17 <b>Hi</b> 61:15 64:4 70:2 <b>high</b> 25:12 73:1 <b>highest</b> 60:14 <b>highly</b> 81:5 <b>highs</b> 29:6 <b>Highway</b> 18:13 41:14 <b>hill</b> 40:3 <b>hillside</b> 40:14</p>	<p><b>historic</b> 18:14 20:20 42:22 50:22 51:22 52:1,3 <b>historical</b> 51:19 <b>historically</b> 51:11 66:19 <b>history</b> 48:8 58:21 60:4 <b>Hocker</b> 3:20 56:1 58:5,6,7 <b>hold</b> 6:21 21:20 75:2 <b>home</b> 66:5 70:16 71:15 <b>Homeowners</b> 71:6 <b>homes</b> 38:21 59:9 <b>hope</b> 60:21 61:1 <b>Hopefully</b> 26:1 <b>hopes</b> 45:8 52:10 <b>hoping</b> 78:15 <b>horseshoe</b> 64:8 <b>host</b> 21:19 <b>hosting</b> 6:19 <b>hotel</b> 37:1 <b>hotels</b> 68:16 <b>hour</b> 63:6 71:7 <b>hours</b> 29:5 65:19 <b>house</b> 79:9 <b>hub</b> 37:4 <b>huge</b> 63:3 <b>human</b> 35:20 <b>humans</b> 39:5 <b>Hume</b> 78:12 <b>Huntington</b> 77:15</p>	<hr/> <p style="text-align: center;">I</p> <hr/> <p><b>I66</b> 29:4 <b>I-95</b> 29:3 <b>I'd</b> 5:17 37:14 61:21 75:20 82:12 <b>idea</b> 32:7 49:13 <b>ideas</b> 52:20 <b>identified</b> 11:12,16,22 12:3 20:16 59:1,12 60:21 68:8 <b>identifying</b> 69:13 <b>ill</b> 72:8 <b>I'll</b> 31:14 83:3 <b>ill-advised</b> 58:21 <b>I'm</b> 5:8 6:3 9:20 24:19,21 25:14 28:10,12 34:2 37:13 40:20 44:2,10 47:16 50:1,8 55:2,8 56:2,3 58:8 59:6 62:2 64:2 66:8 67:22 68:2 70:2 73:11 76:5 77:8,17 78:13 79:16 82:9 83:6 <b>immediate</b> 39:1 <b>immediately</b> 60:15 <b>impact</b> 1:7 6:11 10:8 19:2,15 26:13 29:15 34:21 38:19,21 39:4 44:7 54:13 72:5,13,14 79:20 80:8 <b>impacted</b> 18:5</p>
--	--	---	--

(866) 448 - DEPO

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

<p>63:3 70:6</p> <p><b>impacts</b> 10:1 12:18 14:6 15:16 18:4,16 19:5,7,9,12,17,1 9,21 22:4 29:17 31:2,4 57:2</p> <p><b>impetus</b> 42:21</p> <p><b>impinge</b> 49:18</p> <p><b>impinges</b> 48:2 50:21</p> <p><b>impinging</b> 48:11</p> <p><b>important</b> 29:9 57:22 59:19 61:4 62:15 67:12 72:5 78:2 79:21</p> <p><b>imposition</b> 30:20</p> <p><b>improve</b> 10:19 12:14 47:1 53:3</p> <p><b>improvement</b> 57:13</p> <p><b>improvements</b> 10:11 63:7</p> <p><b>include</b> 12:8 13:13 16:10 17:3 18:5 19:9,21 40:22 43:12</p> <p><b>included</b> 41:6,10 59:20 79:14</p> <p><b>includes</b> 10:10 12:5 13:8 14:18 15:1 16:17 21:4 39:6 59:16 81:21</p> <p><b>including</b> 7:16,20 18:7 21:11 24:1,6 36:1</p> <p><b>inclusive</b> 34:9</p> <p><b>incorporate</b> 56:21</p> <p><b>increase</b> 46:2</p>	<p>66:20</p> <p><b>increased</b> 38:16 39:6</p> <p><b>increasing</b> 36:4</p> <p><b>incumbent</b> 51:2</p> <p><b>indicate</b> 30:8 46:16 66:21</p> <p><b>indicated</b> 13:18 15:5 17:9</p> <p><b>indicates</b> 7:12 22:18 29:22 30:12</p> <p><b>indicating</b> 46:12</p> <p><b>individuals</b> 65:19</p> <p><b>in-fill</b> 32:6 36:19</p> <p><b>influencing</b> 29:9</p> <p><b>information</b> 7:16,21 24:1,6 56:22 57:11 59:19</p> <p><b>informed</b> 76:3</p> <p><b>Infrastructure</b> 20:11</p> <p><b>initial</b> 11:22</p> <p><b>inspection</b> 18:2</p> <p><b>instead</b> 58:15 71:19 81:19</p> <p><b>Institute</b> 46:7</p> <p><b>instrumentation</b> 38:6</p> <p><b>intend</b> 82:11</p> <p><b>intended</b> 65:15</p> <p><b>intent</b> 27:14</p> <p><b>intention</b> 36:15</p> <p><b>intents</b> 48:12</p> <p><b>interested</b> 38:11</p>	<p>73:3 84:13</p> <p><b>interesting</b> 50:11</p> <p><b>interpretation</b> 38:8</p> <p><b>Introduction</b> 3:3 5:2</p> <p><b>intruding</b> 27:11</p> <p><b>investment</b> 36:19</p> <p><b>invites</b> 20:14</p> <p><b>involvement</b> 57:17,22</p> <p><b>ironic</b> 57:19</p> <p><b>Island</b> 41:11,12 57:14</p> <p><b>Isn't</b> 53:12</p> <p><b>isolated</b> 66:11</p> <p><b>issue</b> 13:22 15:9 17:14 37:15 65:7</p> <p><b>issues</b> 46:10 60:18,19 62:18 63:9 64:11 72:15</p> <p><b>item</b> 68:9</p> <p><b>it'll</b> 59:8</p> <p><b>it's</b> 9:9 28:21 33:3,12,15 41:13 47:22 48:8,19 49:5,7,8,13 50:11 51:12,20 52:3 54:17 58:1 61:22 66:11,16 67:15 76:2,3 78:2,6 80:4 83:2</p> <p><b>I've</b> 44:4 58:7 59:7 61:19 75:21,22 76:1 77:9,10</p> <hr/> <p><b>J</b></p> <hr/> <p><b>Jack</b> 3:7</p>	<p>24:14,19,21</p> <p><b>James</b> 4:5</p> <p><b>Jerry</b> 3:18 52:6 54:22 55:2,3</p> <p><b>Jim</b> 2:4 3:4 5:10 9:17,20 77:8</p> <p><b>Jinks</b> 43:22</p> <p><b>job</b> 58:15</p> <p><b>John</b> 4:2 5:15,16 70:1,2</p> <p><b>Jungwirth</b> 3:8 24:14 28:8,9,10 31:14 82:13</p> <hr/> <p><b>K</b></p> <hr/> <p><b>Katy</b> 3:15 45:2 47:12,16</p> <p><b>Kelly</b> 1:14 6:13</p> <p><b>key</b> 18:5 38:11</p> <p><b>keypad</b> 67:9</p> <p><b>King</b> 4:6 78:11</p> <p><b>Kiss</b> 62:22 72:7 79:3</p> <p><b>kitchen</b> 71:16</p> <p><b>known</b> 39:5 45:9 52:11</p> <hr/> <p><b>L</b></p> <hr/> <p><b>lack</b> 31:3</p> <p><b>ladies</b> 5:6</p> <p><b>Lambert</b> 44:1</p> <p><b>land</b> 14:16 15:22 17:4 19:5,20 34:10,22 51:3 56:15 59:22</p> <p><b>landed</b> 40:15</p> <p><b>lands</b> 14:2 15:11</p>
--	--	---	--

Capital Reporting Company  
Public Hearing No. 604 04-30-2015  
Page 13

<p>17:16 51:18  <b>lane</b> 29:3 63:3,4,7  64:9,15  <b>lanes</b> 48:18  <b>large</b> 26:18 68:19  76:15  <b>last</b> 45:22 58:22  61:19 67:20 70:5  <b>late</b> 33:11 75:18  79:10  <b>later</b> 6:4 77:7  <b>Latino</b> 6:11  <b>laudable</b> 41:13  <b>lawsuit</b> 74:13  <b>lead</b> 70:5  <b>leaders</b> 68:6  <b>leading</b> 34:4  <b>leads</b> 74:12  <b>leases</b> 36:12  <b>least</b> 27:21 32:14  50:12 55:6 64:17  <b>leave</b> 8:9,10 24:7  83:4  <b>legal</b> 59:11  <b>legislative</b> 6:20  21:18 68:5,9  <b>Len</b> 78:17  <b>lending</b> 43:9  <b>length</b> 30:8  <b>less</b> 26:10 27:22  32:20 35:8 49:8  54:14  <b>letting</b> 61:16 79:7  <b>level</b> 38:18,19  40:11 60:14  <b>leveled</b> 19:11</p>	<p>53:22  <b>levels</b> 31:1 38:4  39:4,8  <b>libraries</b> 6:12  <b>lies</b> 68:12  <b>life</b> 38:20  <b>light</b> 16:9 17:2  64:21  <b>lightly</b> 38:14  <b>lights</b> 62:4  <b>likely</b> 20:22 76:13  <b>limit</b> 57:17  <b>limited</b> 35:1 72:11  <b>line</b> 16:22 26:1  40:4 42:3 53:4,6  <b>lines</b> 10:6 12:11  13:12 14:22 42:4  <b>listed</b> 11:19 18:14  <b>listing</b> 17:22 79:11  <b>literally</b> 66:3  <b>little</b> 72:14  78:20,21 79:5  <b>live</b> 24:21 25:2,9  37:12 47:17 50:9  61:16 62:1 64:12  70:3,8,12 72:21  75:17 78:17  <b>lived</b> 25:1 32:1  58:7 61:19 75:21  77:9 78:12  <b>living</b> 61:8,9,18  62:3  <b>loan</b> 20:10  <b>lobbied</b> 42:14  <b>local</b> 6:12 10:20  12:9 18:5 19:12  47:1</p>	<p><b>locale</b> 32:17  <b>locally</b> 34:5 76:13  <b>locate</b> 56:5  <b>located</b> 10:21 13:3  14:11 15:21  16:15 35:6 39:15  54:1 64:13 65:12  <b>locating</b> 69:6  <b>location</b> 25:1  26:10 54:15  60:16,21 62:1  65:8,17  <b>locations</b> 25:20  70:17  <b>long</b> 25:2 28:22  50:10,11 60:20  72:18  <b>long-term</b> 52:22  <b>lose</b> 47:22  <b>losing</b> 47:21  <b>lost</b> 43:13 53:18  <b>lot</b> 16:12  55:11,18,20  62:17 75:19  <b>Lovain</b> 5:20  <b>love</b> 73:19 74:16  <b>lovely</b> 26:14  <b>Lucier</b> 5:22 6:1  <b>lucky</b> 66:8  <b>Lyles</b> 64:15  <hr style="width: 100%;"/> <b>M</b>  <hr style="width: 100%;"/> <b>magnitude</b> 32:14  <b>mailed</b> 8:18  <b>maintain</b> 42:15  43:18 76:18  <b>maintaining</b> 43:11</p>	<p><b>maintenance</b>  52:22 53:2  67:1,5  <b>major</b> 5:15 10:1  <b>majority</b> 63:15  <b>Mall</b> 47:17  <b>manage</b> 20:2  <b>managed</b> 59:7  <b>management</b>  13:20 15:7 17:12  33:9  <b>manager</b> 2:4 5:11  34:3 43:22 57:3  <b>manufactured</b>  33:13  <b>map</b> 13:12 14:22  43:4 70:4  <b>Maps</b> 62:20  <b>Mark</b> 3:11,14  33:20 37:9,12  43:20,22 45:1  47:11 52:9  <b>market</b> 36:8 46:10  <b>Marriott</b> 36:15  <b>Maryland</b> 81:8  <b>mass</b> 32:16  <b>materials</b> 44:14  <b>matter</b> 42:19  <b>matters</b> 49:19  <b>maximize</b> 35:13  37:5  <b>may</b> 6:19,22 7:19  8:9,12,13,17  9:11 21:2,20,21  24:4,8 28:17  36:14 51:11 63:4  64:7 77:21</p>
---	--	--	--

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 14

<p>83:7,15 <b>maybe</b> 51:5 61:9 74:17,19 <b>mayor</b> 2:3 3:3 5:3,8 6:2 22:7 24:17 28:7 31:13,16,18 33:19,22 37:7,9 40:17,19 43:16,19 45:1,3 47:11,15 49:20 50:1,5,6 51:15 52:5 54:22 55:22 57:3 58:4,9 61:13,15 64:1,5 67:19 69:22 72:19 74:22 75:4,8,11,13 77:2 79:6 82:7,18 <b>mean</b> 51:21 80:20 <b>meaning</b> 42:7 <b>means</b> 25:19 59:17 65:20 71:2,19 <b>measure</b> 42:9 76:17 <b>measured</b> 38:22 <b>measures</b> 22:3 35:2 57:1 <b>meet</b> 61:2 71:14 <b>meeting</b> 5:4,6 6:22 9:15 21:21 <b>meetings</b> 11:18 <b>meets</b> 27:14 <b>Melton</b> 4:5 77:6,8 <b>member</b> 5:9 <b>members</b> 26:13 <b>Memorandum</b> 20:21</p>	<p><b>Memorial</b> 10:8 13:1,10,20 14:12,16,20 15:7 16:6 17:4,8,11 18:8,12,13 19:19 41:6,14 42:8,13,20 43:1 63:8,14 <b>mental</b> 39:9 <b>mentioned</b> 74:6 <b>mentions</b> 52:13 <b>method</b> 32:4 <b>methodology</b> 38:7 <b>metro</b> 5:10 6:6 9:4,7,9 25:11,12 31:22 32:3,15,19,21 33:1,16,17 34:1,6,13 36:10,13,18 37:22 45:5,6 46:17 47:6,7 48:16,17,20,21 49:8,14 50:10 51:9 52:14,19,20 53:1,4,8 62:8,11 64:20 65:6,14,18 66:15,20 67:17 68:8 69:1,2,6,10,15 71:1,2,3,10 72:12 73:4,16,17,18,20 74:1,17 76:1,14 78:1,2,14,20 79:15 <b>METROPOLITAN</b> N 1:3 <b>Metrorail</b> 1:9 6:8 8:21 10:4,5 11:5 12:7,11,16 13:2,4 14:10</p>	<p>16:4,22 18:18 25:16 26:2,21 27:6,14,17 28:14 30:4,9,19 33:13 39:19 56:6 83:13 <b>Metro's</b> 5:11 6:16 <b>mic</b> 24:16 <b>microphone</b> 23:12 <b>middle</b> 57:21 <b>Mike</b> 5:22 33:20 <b>mile</b> 16:19 17:18 36:10,13 73:1,18,20,21 <b>miles</b> 78:22 <b>military</b> 70:11 <b>million</b> 20:10 35:11 36:20,21,22 43:12,18 49:11 57:13 <b>millions</b> 48:4 <b>minimize</b> 20:21 22:3 <b>minutes</b> 7:8,10,13 22:14,16,19 29:8 75:3 <b>mission</b> 34:8 <b>mitigate</b> 20:21 56:15 <b>mitigating</b> 57:2 72:4 76:17 <b>mitigation</b> 22:3 35:2,3 41:17 63:9 <b>mixed</b> 48:19 <b>mixed-use</b> 35:7 68:15 73:7 <b>mobile</b> 9:16</p>	<p><b>modern</b> 26:21 51:5 <b>Monday</b> 8:13 <b>monetary</b> 41:10 <b>money</b> 51:4,18 55:20 67:16 71:9 74:20 80:17 <b>monies</b> 54:18 <b>month</b> 57:19 <b>months</b> 53:4 66:7 <b>moral</b> 60:8 <b>morning</b> 29:4 71:19 <b>mother</b> 80:4 <b>Mount</b> 18:13 57:13 <b>move</b> 22:8 36:16 43:3 46:4 58:2 73:16 74:17 <b>moved</b> 74:1 76:1 <b>movement</b> 64:22 <b>movie</b> 15:22 16:12 53:13,17 <b>moving</b> 27:17 76:2 <b>mu</b> 76:21 <b>multiple</b> 69:13 71:1 <b>muscles</b> 39:8 <b>mutually</b> 56:10 <b>myself</b> 24:20 25:7 37:13 50:8 56:3 64:6 66:6 78:4,13 79:17 82:12 <hr/><b>N</b><hr/><b>Nancy</b> 79:10</p>
---	--	--	--

(866) 448 - DEPO

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 15

<p><b>national</b> 10:6,13 13:17 15:5 17:9,11 18:14 19:4 34:22 35:20 45:7,11 46:9 54:1 56:12 57:5,12 59:21 74:6</p> <p><b>native</b> 40:4</p> <p><b>natural</b> 11:13</p> <p><b>naturally</b> 46:19</p> <p><b>nearby</b> 49:17</p> <p><b>nearly</b> 31:22</p> <p><b>necessary</b> 68:12</p> <p><b>nefarious</b> 66:18</p> <p><b>negated</b> 56:18</p> <p><b>negative</b> 26:12 29:14,17 80:8</p> <p><b>neglected</b> 42:20</p> <p><b>neighborhood</b> 12:12 13:6 14:13 27:3,12 37:17 38:5,15,17,20 39:2,10,17,18,21 40:1,2,8,12,16 47:22 50:9 61:22 62:17 63:1,20 64:8 65:2,11,20,22 66:12 67:11 70:4,14 72:9,13</p> <p><b>neighborhoods</b> 61:17</p> <p><b>neighbors</b> 71:18 81:16 82:4</p> <p><b>neither</b> 84:8</p> <p><b>NEPA</b> 10:14 34:14 44:12 45:12 54:9</p> <p><b>network</b> 11:11</p>	<p>12:9</p> <p><b>Neurologists</b> 39:3</p> <p><b>nicest</b> 48:9</p> <p><b>no-build</b> 12:4,13,17,19 32:12 48:13,15 61:3 62:9 63:17 67:15</p> <p><b>noise</b> 12:18 18:8,16,20 19:21 37:15 38:3,4,18,19,22 39:4,8 64:20 72:6 73:14</p> <p><b>NoMA</b> 32:7 36:19</p> <p><b>nonetheless</b> 80:12</p> <p><b>non-profit</b> 46:7</p> <p><b>non-resident</b> 26:18</p> <p><b>nor</b> 84:9,13</p> <p><b>north</b> 13:5 14:13 16:18 27:5,18 40:1,14 65:22 68:22 72:22 78:16 80:14 81:1,5</p> <p><b>northern</b> 62:16 66:3</p> <p><b>northern-most</b> 38:14 64:12</p> <p><b>Northwest</b> 8:19 83:11</p> <p><b>Notary</b> 84:1,18</p> <p><b>note</b> 6:18 7:15,21 9:13 23:22 44:6</p> <p><b>noted</b> 59:4</p> <p><b>nothing</b> 66:18</p> <p><b>notice</b> 6:9 56:13</p>	<p><b>Noting</b> 71:11</p> <p><b>notion</b> 72:8</p> <p><b>NPS</b> 10:7,16 13:20 15:7</p> <hr/> <p style="text-align: center;"><b>O</b></p> <hr/> <p><b>object</b> 56:13</p> <p><b>objection</b> 76:7</p> <p><b>obscure</b> 41:7</p> <p><b>Obviously</b> 62:20</p> <p><b>occupied</b> 16:1 54:7</p> <p><b>occur</b> 14:6 15:16 66:19</p> <p><b>October</b> 84:21</p> <p><b>office</b> 5:22 8:18 20:20 36:9,12,16 53:21 68:16</p> <p><b>officer</b> 84:2</p> <p><b>offices</b> 54:3</p> <p><b>official</b> 5:5</p> <p><b>officially</b> 83:3</p> <p><b>officials</b> 5:18 7:7 22:13 56:10 57:20</p> <p><b>of-way</b> 29:17,19 30:6</p> <p><b>oil</b> 80:10</p> <p><b>okay</b> 5:16 24:17 31:14 64:4 75:11,16</p> <p><b>old</b> 35:12 39:17 55:3 61:20 63:1 64:18 66:7</p> <p><b>older</b> 53:8</p> <p><b>one-half</b> 36:13</p> <p><b>one-quarter</b> 36:10</p>	<p><b>one-tenth</b> 54:14</p> <p><b>online</b> 82:1</p> <p><b>On-time</b> 29:5</p> <p><b>onto</b> 42:7</p> <p><b>open</b> 21:2 26:16 65:19 68:16 80:21</p> <p><b>opened</b> 32:3</p> <p><b>operate</b> 28:18</p> <p><b>operating</b> 30:21</p> <p><b>operations</b> 29:12,15,20 30:15 31:4,8</p> <p><b>opinions</b> 78:9</p> <p><b>opportunities</b> 69:9</p> <p><b>opportunity</b> 28:5 68:11 79:12</p> <p><b>oppose</b> 25:19</p> <p><b>opposed</b> 82:16</p> <p><b>opposition</b> 25:22 73:13</p> <p><b>option</b> 12:3 13:8,13 14:8,18 15:1,19,20 16:2,4,9 24:12 28:16 29:13 30:13 31:3 41:4 43:6,8,17 45:17,20 48:2 51:15 52:4 54:13 67:15 71:13 76:22</p> <p><b>options</b> 8:5 9:10 13:7,17 14:17 23:6 47:4 48:13 70:7</p> <p><b>orange</b> 13:12 14:22 16:9 17:2</p>
--	---	--	--

(866) 448 - DEPO

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Capital Reporting Company  
Public Hearing No. 604 04-30-2015

<p><b>order</b> 5:7 7:10 22:15 32:9 69:14</p> <p><b>orders</b> 30:20 31:12</p> <p><b>organization</b> 23:21 34:5 58:9</p> <p><b>originally</b> 65:9 82:11</p> <p><b>others</b> 26:16 47:9 59:12 77:2 82:18</p> <p><b>otherwise</b> 14:2 15:11 17:16 26:19 76:21 84:13</p> <p><b>outages</b> 30:14,15</p> <p><b>outcome</b> 84:14</p> <p><b>outline</b> 59:16</p> <p><b>outside</b> 66:13</p> <p><b>outweigh</b> 63:15</p> <p><b>outweighs</b> 71:12</p> <p><b>overall</b> 49:12 76:11</p> <p><b>overrun</b> 32:9,14</p> <p><b>overruns</b> 81:17 82:5</p> <p><b>oversight</b> 81:20</p> <p><b>overstated</b> 72:14</p> <p><b>over-the-street</b> 55:15</p> <p><b>owned</b> 19:5</p> <p><b>owners</b> 68:7</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p><b>p.m</b> 1:18 8:13 21:2 83:14,16</p> <p><b>package</b> 56:15</p> <p><b>pad</b> 43:9</p>	<p><b>page</b> 38:9</p> <p><b>pages</b> 84:5</p> <p><b>Panel</b> 2:2 3:2 28:4</p> <p><b>Paper</b> 38:9</p> <p><b>paperwork</b> 77:6</p> <p><b>parents</b> 66:10</p> <p><b>park</b> 10:6 13:18,21 15:5,8 16:11 17:5,9,12,13 19:4 25:10 26:15 34:22 36:16 41:2 47:22 48:5 56:12 57:5,12 59:17,21 64:13</p> <p><b>parking</b> 16:12 62:19 76:19</p> <p><b>parkland</b> 41:3 48:1 49:6,18 50:21 60:10</p> <p><b>parklands</b> 18:6</p> <p><b>parks</b> 19:12 71:17 73:5</p> <p><b>parkway</b> 10:9 13:1,11,15,20 14:1,5,8,12,16,2 1 15:3,7,10,15,18 16:6 17:4,8,11,15,20 18:8,12 19:19 41:6,15 42:8,13,20 43:1 48:2,6 56:16 57:2 60:9 63:8,10,14</p> <p><b>parkway's</b> 19:20</p> <p><b>parties</b> 20:17 84:9,12</p>	<p><b>party</b> 35:9</p> <p><b>past</b> 60:22</p> <p><b>Patel</b> 5:13</p> <p><b>pattern</b> 38:3</p> <p><b>Paul</b> 3:12 37:10 40:17,19 43:21</p> <p><b>pay</b> 48:4 61:6 69:14</p> <p><b>paying</b> 61:7</p> <p><b>Pe</b> 9:3</p> <p><b>peaceful</b> 26:20 27:11</p> <p><b>pedestrian</b> 10:12 12:10 27:10 39:15,19 63:21 65:8,11</p> <p><b>pegged</b> 53:7</p> <p><b>Peif</b> 24:11</p> <p><b>Pena</b> 7:13 8:4,7,11 18:1 22:19 23:6,11 24:15 75:2,10</p> <p><b>Pentagon</b> 25:5 52:18</p> <p><b>people</b> 32:18 46:4 55:8,13,16,19 58:14 60:12 63:11 65:21 73:13 76:14 77:11,13,22 78:7,16</p> <p><b>Pepper</b> 5:20</p> <p><b>per</b> 36:7</p> <p><b>perceive</b> 51:9</p> <p><b>percent</b> 29:6 32:10 36:9,12 67:1</p> <p><b>perfectly</b> 32:15</p> <p><b>perform</b> 32:22</p>	<p>33:1 38:1</p> <p><b>performance</b> 29:5</p> <p><b>perhaps</b> 51:10 67:15</p> <p><b>period</b> 21:1,5,9 30:8,10,22</p> <p><b>periodically</b> 76:4</p> <p><b>permanent</b> 14:15</p> <p><b>permanently</b> 54:11</p> <p><b>permissions</b> 50:13</p> <p><b>permits</b> 13:22 15:9 17:14 62:19</p> <p><b>perpendicular</b> 40:6</p> <p><b>perpetrator</b> 66:4</p> <p><b>persistent</b> 66:17</p> <p><b>personal</b> 7:16,20 24:1,6 54:17</p> <p><b>personally</b> 50:3 79:16</p> <p><b>personnel</b> 66:2</p> <p><b>persons</b> 7:6 22:11</p> <p><b>perspective</b> 27:13 34:20 61:18 71:10</p> <p><b>pets</b> 26:17</p> <p><b>phase</b> 53:3,6</p> <p><b>Phil</b> 58:6</p> <p><b>Philip</b> 3:20 56:1 58:4</p> <p><b>pipeline</b> 36:10</p> <p><b>placed</b> 6:12</p> <p><b>places</b> 18:15 80:6</p> <p><b>placing</b> 25:12</p> <p><b>plan</b> 20:3 25:2</p>
--	--	--	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015  
Page 17

<p>33:14,15 39:14 47:17 50:15 51:4 55:4,7,15 69:16 72:17</p> <p><b>planned</b> 12:5 35:7,11 39:14 40:2</p> <p><b>planners</b> 37:19</p> <p><b>planning</b> 2:4 5:11 34:12 58:22 60:11 75:19</p> <p><b>plans</b> 1:9 11:9 12:15 18:1,5 50:14 67:10 69:1</p> <p><b>planted</b> 40:3</p> <p><b>play</b> 26:17 66:13</p> <p><b>please</b> 6:18 7:13,15 8:4,7,11 9:2,13,16 22:19 23:5,10,13,22 24:10 54:18 75:2 77:5</p> <p><b>plug</b> 83:1</p> <p><b>PO</b> 8:21 83:13</p> <p><b>point</b> 25:8 38:13,15 39:13 54:16 59:13 70:22 77:22</p> <p><b>pointedly</b> 59:19</p> <p><b>policies</b> 13:20 15:8 17:12 34:10</p> <p><b>Policy</b> 10:14 45:12</p> <p><b>polluted</b> 41:20</p> <p><b>pollution</b> 35:18 64:21</p> <p><b>pool</b> 46:13</p> <p><b>population</b> 26:19 46:1 74:5</p>	<p><b>portion</b> 22:9</p> <p><b>portions</b> 16:10 17:3 43:6</p> <p><b>position</b> 69:5</p> <p><b>possible</b> 67:8,15 69:7</p> <p><b>post</b> 6:10 8:1 23:2 45:22 53:20</p> <p><b>posted</b> 6:15 7:19 24:5</p> <p><b>potential</b> 10:1,8,17 11:12 14:5 15:16 18:4 19:21 20:16 26:18 29:11 30:20 31:2 44:17 70:15</p> <p><b>potentially</b> 38:21</p> <p><b>Potomac</b> 1:9 6:8 8:20 10:5,21 11:2,9 12:8,11,12,20 13:5,9,10,14 14:13,14,19,20 15:1,2,22 16:11,13,14,16,2 0 17:4,5,6,7 18:11 19:17,18 20:5,7 24:21 25:10,17 26:2,6,7,11,13 27:3,7,9,10,15 28:13 34:13 35:12 37:4,12,17,21 38:5 39:13,17 40:1,13 41:18 43:15 47:3,17,18 52:8 53:10 55:13,14,16 56:4,6 58:7 59:4 60:22 61:19,20</p>	<p>63:1,2 64:7,14,16 65:3,13,15 66:22 68:8,13,14,21,22 69:2,6,10,14 70:3,9,14 72:6,10 73:6,8 78:18 79:3,14 80:14 81:2 83:12</p> <p><b>power</b> 46:11</p> <p><b>practice</b> 38:2</p> <p><b>predicted</b> 18:17</p> <p><b>prefer</b> 23:8</p> <p><b>preferred</b> 7:1 21:17,22 22:2 56:13 57:8,15</p> <p><b>preliminary</b> 20:17</p> <p><b>prepare</b> 9:7</p> <p><b>prepared</b> 10:15 21:3,11 22:1 44:8</p> <p><b>preplanned</b> 30:13</p> <p><b>presence</b> 43:21 68:20</p> <p><b>present</b> 5:20 7:11 22:17 83:5</p> <p><b>presentation</b> 3:4 7:4 9:18,19,21 22:6</p> <p><b>presented</b> 9:9,10 11:16 21:9</p> <p><b>presenting</b> 25:7</p> <p><b>presents</b> 39:1</p> <p><b>Preservation</b> 20:20</p> <p><b>preserve</b> 40:10</p> <p><b>pressure</b> 36:5</p> <p><b>pretty</b> 78:19</p>	<p><b>previous</b> 80:21</p> <p><b>primary</b> 30:5 32:4 68:9,10</p> <p><b>prior</b> 45:9 52:11 57:16</p> <p><b>private</b> 14:1 15:11 17:15 23:9</p> <p><b>probably</b> 58:12 62:9,19 77:17 78:5</p> <p><b>problem</b> 33:2 59:6,8 66:17</p> <p><b>problematic</b> 27:22</p> <p><b>problems</b> 33:10 39:10,11 44:17 58:20 59:11 60:11,12</p> <p><b>pro-build</b> 76:8</p> <p><b>procedures</b> 7:2</p> <p><b>proceedings</b> 7:22 8:3 23:2,5 84:8</p> <p><b>process</b> 6:20 20:15 21:19 34:13 45:4,15 47:19 52:2 76:3 82:4</p> <p><b>produce</b> 39:9</p> <p><b>prof</b> 31:20</p> <p><b>profanity</b> 9:13</p> <p><b>professional</b> 69:5</p> <p><b>progressive</b> 80:10 81:10</p> <p><b>progressively</b> 63:5</p> <p><b>prohibited</b> 13:19 15:6 17:10</p> <p><b>project</b> 6:16,21 9:22 10:10,18,19 11:3,16,22 18:10 19:2 20:9,14,15</p>
---	--	---	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015  
Page 18

<p>21:14 31:20 44:6 45:10 47:1 52:12 57:22 64:10,20 76:15</p> <p><b>projected</b> 19:6 44:21 76:12</p> <p><b>projects</b> 5:16 12:6 69:18</p> <p><b>prominent</b> 81:3</p> <p><b>promise</b> 43:2</p> <p><b>promised</b> 42:15</p> <p><b>promises</b> 60:1,3,5</p> <p><b>promote</b> 34:8</p> <p><b>property</b> 16:6 17:21 36:5 50:18 56:4 72:16 76:9</p> <p><b>proposal</b> 7:5</p> <p><b>proposals</b> 25:18,21,22 56:7</p> <p><b>proposed</b> 1:9 6:7 9:11 10:18 11:4 12:20 14:2 15:13 17:17 25:20 33:1 35:2 37:16,21 44:7 47:1 53:11 57:4,11 65:17 69:16 70:17</p> <p><b>proposes</b> 38:12</p> <p><b>proposing</b> 10:4</p> <p><b>protect</b> 42:22</p> <p><b>protection</b> 19:14</p> <p><b>prove</b> 54:5</p> <p><b>provide</b> 7:18 8:2,5,7 9:2,21 10:12 11:5,10 23:3,7 24:3 31:15 40:9 44:13 51:13 57:10</p>	<p><b>provided</b> 7:21 16:13 17:6 24:6</p> <p><b>provider</b> 28:18</p> <p><b>providers</b> 66:11</p> <p><b>provides</b> 26:4,10 27:7 71:7</p> <p><b>providing</b> 27:15</p> <p><b>proximity</b> 26:22 27:7</p> <p><b>public</b> 1:5 3:6 4:8 5:4 6:15,19 7:7,19 8:2 9:4,6,8,15 11:17 21:3,7,8,10,12,1 6,20 22:8,12 23:4 24:4,12,18 28:11 33:6 56:9,19 57:4,17,21 80:21 82:10 84:1,3,18</p> <p><b>publication</b> 6:10</p> <p><b>pull</b> 52:15 82:22</p> <p><b>pulled</b> 47:19</p> <p><b>purchased</b> 25:3</p> <p><b>purpose</b> 10:19 41:13 45:11</p> <p><b>purposes</b> 48:12</p> <p><b>pursue</b> 20:12</p> <p><b>pursued</b> 58:20</p> <p><b>puts</b> 43:4</p> <p><b>pylon</b> 67:13</p> <hr/> <p style="text-align: center;">Q</p> <p><b>quaint</b> 26:14</p> <p><b>quality</b> 38:20</p> <p><b>quarter-mile</b> 43:8,10</p> <p><b>question</b> 52:15,19</p>	<p>53:9,20 54:8</p> <p><b>questions</b> 9:1 45:8 52:10 67:12</p> <p><b>Queueing</b> 31:9</p> <p><b>quickly</b> 77:19 78:3</p> <p><b>quiet</b> 25:5 26:19 27:11 66:11</p> <p><b>quite</b> 66:3</p> <hr/> <p style="text-align: center;">R</p> <hr/> <p><b>R15-01</b> 1:7</p> <p><b>radically</b> 44:9</p> <p><b>radius</b> 43:9</p> <p><b>rail</b> 4:8 12:18 16:11 17:5 28:17 29:14 31:7 35:13 37:22 39:20 44:6 82:9</p> <p><b>railroad</b> 13:4 14:12 16:1,16 29:20 30:1,15 31:4 41:7,19 47:19</p> <p><b>Railway</b> 3:8 28:12</p> <p><b>raise</b> 45:7 52:9</p> <p><b>raised</b> 7:14 22:20 80:2</p> <p><b>ramifications</b> 42:1</p> <p><b>rapid</b> 32:22 48:17 62:12</p> <p><b>rapidly</b> 71:4</p> <p><b>rate</b> 39:7</p> <p><b>rather</b> 23:12 42:21 46:4 71:2</p> <p><b>Ray</b> 50:9 79:9</p> <p><b>reached</b> 33:14 56:14</p>	<p><b>readily</b> 26:5,10</p> <p><b>reading</b> 50:1</p> <p><b>ready</b> 5:4 22:8</p> <p><b>Reagan</b> 45:7 47:6</p> <p><b>real</b> 48:13 69:9 79:18</p> <p><b>realigned</b> 29:22</p> <p><b>realigning</b> 30:9</p> <p><b>realistic</b> 66:19</p> <p><b>realize</b> 58:13 68:11</p> <p><b>really</b> 43:7 47:3 49:11 51:16 55:9,12 58:19 61:21,22 62:1,4 63:16 73:10,15 81:13</p> <p><b>reason</b> 32:10 73:16 74:10</p> <p><b>reasoning</b> 26:1</p> <p><b>reasons</b> 50:22 63:15</p> <p><b>rebalance</b> 68:21</p> <p><b>rebuilt</b> 51:22</p> <p><b>received</b> 8:13 9:6,12 21:11 22:4 83:14</p> <p><b>receives</b> 53:16</p> <p><b>recent</b> 44:5 56:17</p> <p><b>recently</b> 36:14 46:12</p> <p><b>reception</b> 33:10</p> <p><b>recite</b> 83:6</p> <p><b>recognize</b> 5:17 34:21</p> <p><b>recommendation</b> 21:13,14</p>
--	--	--	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 19

<p><b>recommended</b> 69:5</p> <p><b>reconnect</b> 16:21</p> <p><b>record</b> 8:2 9:4,7 17:22 23:4,10 24:10 29:5 50:7 84:7</p> <p><b>recorded</b> 8:3 23:5 84:5</p> <p><b>recording</b> 5:5 8:10 23:9 24:9</p> <p><b>Recreation</b> 1:14 6:13</p> <p><b>re-crossing</b> 16:21</p> <p><b>redevelopment</b> 11:9 12:21,22 35:7 36:6 68:14 69:3 80:19 81:1</p> <p><b>reduce</b> 35:14,18,22</p> <p><b>reduced</b> 84:6</p> <p><b>reducing</b> 36:4</p> <p><b>Reed</b> 1:15</p> <p><b>reference</b> 53:10</p> <p><b>refinements</b> 22:3</p> <p><b>reflector</b> 40:7</p> <p><b>reflex</b> 39:6</p> <p><b>regarding</b> 21:13 28:13 41:2</p> <p><b>region</b> 36:11</p> <p><b>regional</b> 10:20 11:4,6 12:14,15 20:12 35:14,16 47:2</p> <p><b>Register</b> 18:14</p> <p><b>registered</b> 7:6,9 22:11,14,22</p>	<p><b>registration</b> 7:10 22:16 84:22</p> <p><b>regulated</b> 54:12</p> <p><b>regulations</b> 13:21 15:8 17:13</p> <p><b>reiterate</b> 25:20</p> <p><b>rejected</b> 28:3</p> <p><b>related</b> 34:22 46:10 84:9</p> <p><b>relating</b> 37:15</p> <p><b>Relations</b> 28:10</p> <p><b>relative</b> 84:11</p> <p><b>relatively</b> 62:7</p> <p><b>releasable</b> 7:18 24:4</p> <p><b>release</b> 59:15</p> <p><b>released</b> 46:12 56:8 59:14</p> <p><b>reliable</b> 28:21</p> <p><b>relief</b> 40:10</p> <p><b>relocated</b> 16:3</p> <p><b>relocation</b> 79:14</p> <p><b>rely</b> 60:3</p> <p><b>remain</b> 21:2</p> <p><b>remarks</b> 23:20 37:14,18</p> <p><b>remediation</b> 44:17,19</p> <p><b>remedied</b> 39:11</p> <p><b>remind</b> 22:10</p> <p><b>reminder</b> 23:1</p> <p><b>removal</b> 19:9</p> <p><b>remove</b> 39:12 46:17</p> <p><b>removes</b> 29:2</p>	<p><b>removing</b> 39:20</p> <p><b>renderings</b> 67:7</p> <p><b>rented</b> 74:15</p> <p><b>rents</b> 53:22</p> <p><b>repeat</b> 78:4</p> <p><b>Repeated</b> 39:8</p> <p><b>Replace</b> 39:14</p> <p><b>replacement</b> 53:7</p> <p><b>report</b> 9:8 21:3,7,10,12 43:10,12 45:19 46:12</p> <p><b>reported</b> 1:21 46:1 53:21</p> <p><b>represent</b> 23:22 25:7 28:1 79:17</p> <p><b>representing</b> 5:21 50:8 56:3 58:8 64:6 68:2</p> <p><b>represents</b> 27:4</p> <p><b>request</b> 7:19 24:4</p> <p><b>requested</b> 51:13</p> <p><b>require</b> 14:15 30:13 52:1</p> <p><b>required</b> 10:13 65:10 71:8</p> <p><b>requires</b> 16:2 62:2</p> <p><b>research-oriented</b> 46:8</p> <p><b>resentment</b> 78:7</p> <p><b>reside</b> 55:3 70:9 79:8</p> <p><b>resident</b> 52:8 79:16 80:2</p> <p><b>residential</b> 14:6 15:16 25:9 26:6 27:9,16,19 36:5</p>	<p>37:1 74:4</p> <p><b>residents</b> 10:22 34:2 39:2 40:13 49:17 66:22 68:15 72:11 73:3,17 74:3</p> <p><b>resource</b> 19:14</p> <p><b>resources</b> 11:19 18:5,6,7 33:4,9</p> <p><b>respect</b> 77:4</p> <p><b>respond</b> 58:12</p> <p><b>response</b> 9:11 82:19</p> <p><b>responses</b> 21:5 22:5</p> <p><b>responsible</b> 44:19 67:1</p> <p><b>rest</b> 31:15</p> <p><b>restore</b> 51:2,18</p> <p><b>restriction</b> 76:20</p> <p><b>restrooms</b> 55:5</p> <p><b>result</b> 18:10 19:12 58:21</p> <p><b>results</b> 38:8</p> <p><b>retail</b> 36:22 68:16</p> <p><b>return</b> 60:1</p> <p><b>revenue</b> 20:4,6 43:13 53:15,18</p> <p><b>revenues</b> 20:6 60:13,17</p> <p><b>review</b> 9:6 11:17 12:1 21:8 68:10</p> <p><b>reviewed</b> 11:19 34:14</p> <p><b>ride</b> 29:10 62:22 72:8 79:3</p> <p><b>rider</b> 31:22</p>
--	---	--	---

(866) 448 - DEPO

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 20

<p><b>riders</b> 28:20 29:9 34:1</p> <p><b>right-of-way</b> 28:19 30:18,21</p> <p><b>rigorously</b> 34:15</p> <p><b>rise</b> 73:1</p> <p><b>risks</b> 59:11</p> <p><b>road</b> 32:18 51:6 52:15 59:3 62:13 64:13,15 71:5 72:7 75:17 76:11</p> <p><b>roadway</b> 11:11 19:21</p> <p><b>roadways</b> 46:17</p> <p><b>Robert</b> 3:13 40:18 43:19 44:1,3</p> <p><b>rode</b> 32:3</p> <p><b>Ronald</b> 45:7</p> <p><b>rooms</b> 37:2</p> <p><b>Roseboom</b> 4:8 82:8,9</p> <p><b>Route</b> 10:22 12:21 48:19 52:14,16 54:2</p> <p><b>routes</b> 13:11 14:4,7,21 15:14,17 17:19</p> <p><b>row</b> 70:5</p> <p><b>rules</b> 22:10</p> <p><b>run</b> 16:19 17:18 42:14 66:4 73:1</p> <p><b>running</b> 58:10</p> <p><b>runs</b> 41:21 48:18</p> <p><b>rush</b> 29:5 63:6 71:7</p> <hr/> <p style="text-align: center;">S</p> <hr/>	<p><b>safe</b> 25:6 26:20 28:21 67:11</p> <p><b>safety</b> 33:10 53:3 64:11 65:1</p> <p><b>sales</b> 43:14</p> <p><b>saturated</b> 46:13</p> <p><b>save</b> 55:20</p> <p><b>saved</b> 42:17</p> <p><b>scenic</b> 16:7 19:3,15 41:3</p> <p><b>Schader</b> 4:2</p> <p><b>schedule</b> 53:5</p> <p><b>scheduled</b> 29:8</p> <p><b>schools</b> 67:18</p> <p><b>Schrader</b> 70:1,2</p> <p><b>scoping</b> 11:16,18,22</p> <p><b>Scott</b> 4:4 75:16</p> <p><b>screening</b> 12:1</p> <p><b>second</b> 7:5 39:22 41:17 52:19 53:3 75:2</p> <p><b>secondary</b> 19:5</p> <p><b>seconds</b> 23:18 75:4</p> <p><b>Secretary</b> 8:19 83:11</p> <p><b>section</b> 20:15 80:14</p> <p><b>secure</b> 67:9</p> <p><b>security</b> 35:21</p> <p><b>seeing</b> 73:3</p> <p><b>seeking</b> 20:13</p> <p><b>seem</b> 27:1</p> <p><b>seems</b> 46:16 55:11</p>	<p><b>seen</b> 46:3 63:6</p> <p><b>segment</b> 31:5</p> <p><b>Sekulow</b> 3:22 61:14 64:3,4,5</p> <p><b>select</b> 45:17</p> <p><b>selected</b> 60:16</p> <p><b>selecting</b> 69:10</p> <p><b>selection</b> 6:22 21:21 35:5 57:15</p> <p><b>sending</b> 20:18</p> <p><b>sense</b> 60:2 79:13 80:13</p> <p><b>separate</b> 6:20 21:18 59:15</p> <p><b>series</b> 53:8</p> <p><b>serious</b> 31:5</p> <p><b>serve</b> 49:17</p> <p><b>served</b> 11:3</p> <p><b>service</b> 10:6 12:9 13:18 15:5 17:9,12 19:4 29:2 34:22 48:5 53:5 56:12 57:5,12 59:17,21 69:1 71:7</p> <p><b>services</b> 11:4 41:2 47:8</p> <p><b>settle</b> 60:13</p> <p><b>several</b> 26:9 70:6 71:4</p> <p><b>shaded</b> 16:9 17:2</p> <p><b>share</b> 28:12</p> <p><b>sheds</b> 18:11</p> <p><b>She's</b> 5:14</p> <p><b>shifted</b> 30:2</p> <p><b>ship</b> 40:15</p>	<p><b>shopping</b> 14:14 16:17 43:15 53:10,16,18 73:9,11 80:19</p> <p><b>short</b> 48:20</p> <p><b>short-circuit</b> 57:21</p> <p><b>shortly</b> 59:14</p> <p><b>short-term</b> 60:18</p> <p><b>should've</b> 59:5</p> <p><b>shown</b> 13:11 14:21 16:9 17:2 36:6</p> <p><b>shrubbery</b> 40:4</p> <p><b>shuttle</b> 71:7</p> <p><b>sign</b> 75:1,6,7</p> <p><b>signed</b> 82:10</p> <p><b>significance</b> 42:11</p> <p><b>significant</b> 26:12 38:16 68:17 69:8 77:22</p> <p><b>significantly</b> 29:21 41:20 56:8</p> <p><b>silence</b> 9:16</p> <p><b>silver</b> 53:4,6</p> <p><b>similar</b> 29:17 51:21 74:5 76:18,20</p> <p><b>simple</b> 39:12</p> <p><b>simply</b> 26:4</p> <p><b>single</b> 72:7</p> <p><b>sipping</b> 71:19</p> <p><b>sit</b> 82:21</p> <p><b>site</b> 30:19 31:10 37:16,21 38:1,7 40:2,3 50:15,19 51:1 57:16</p>
---	---	---	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

Page 21

<p>59:1,2  <b>sits</b> 39:16  <b>sitting</b> 58:11  <b>six</b> 75:3,22  <b>sketchy</b> 59:16  <b>Slater's</b> 63:3,4,7  64:9  <b>slide</b> 11:20 16:10  17:3  <b>slightly</b> 32:21  <b>sloping</b> 40:3  <b>slow</b> 30:20 31:11  76:2 77:20  <b>slowing</b> 46:2  <b>small</b> 25:9 42:9  <b>smart</b> 34:7,19  <b>Smarter</b> 3:10  34:3,4,12,17  <b>SmarTrip</b> 33:12  <b>Smedberg</b> 43:21  <b>smooth</b> 58:10  <b>soil</b> 41:20  <b>solution</b> 49:5  <b>solutions</b> 49:16  <b>somebody</b> 66:13  <b>somehow</b> 82:3  <b>someone</b> 62:2 74:6  78:18,22  <b>somewhat</b> 44:16  <b>sorry</b> 33:21 64:2  75:17  <b>sort</b> 58:18  76:17,18  <b>sound</b> 40:11  <b>sources</b> 18:21</p>	<p>20:12 69:14  <b>south</b> 40:1 73:6  <b>southbound</b> 19:20  <b>southern</b> 26:9  <b>space</b> 26:16 68:16  <b>sparked</b> 36:21  <b>speak</b> 7:6,14 8:8  22:12,14,21  23:12,16 28:5  55:8 61:16 72:21  77:11 79:8 82:11  <b>speaker</b> 24:13  51:14 64:2 67:20  70:1  <b>speakers</b> 24:7 75:1  <b>speaking</b> 24:19  28:12 37:13  40:20 75:19  77:12 78:13  <b>speaks</b> 75:9  <b>special</b> 6:22 20:7  21:20  <b>specifically</b> 19:20  <b>speculative</b> 33:16  <b>speed</b> 48:21 76:16  <b>spend</b> 51:17  <b>spending</b> 70:10  <b>spoke</b> 32:6  <b>spoken</b> 59:12  <b>Springs</b> 78:12  <b>square</b> 35:11  36:12,21,22 54:2  <b>St</b> 83:11  <b>stabilized</b> 46:14  <b>staff</b> 7:4  9:7,12,17,19  21:3,7,10,12,13</p>	<p>22:6 45:17,19  54:10 57:7,15  59:15 69:5  <b>staging</b> 16:8 17:1  19:10  <b>stand</b> 5:14 23:13  25:17,21 51:17  63:17  <b>standing</b> 40:13  <b>start</b> 5:4 40:21  <b>started</b> 44:4  <b>starting</b> 16:18  58:17  <b>startle</b> 39:6  <b>state</b> 20:12,19  23:21 25:6,15  82:15  <b>stated</b> 65:16  <b>statement</b> 1:8 6:12  7:18 24:3 25:8  31:15 77:8  <b>statements</b> 7:15  8:17 24:1 44:7  <b>states</b> 41:20 46:22  <b>station</b> 1:10 6:8  8:21 10:5,11,13  11:2,4,7 12:7,16  13:2 14:10  16:4,18 18:19,22  20:4,5 25:11,16  26:3,22  27:5,14,18 28:14  30:4,19  32:2,6,8,19  33:1,16 34:13  36:18,19 38:4  39:20 40:8 42:6  45:6 46:17  52:14,20,22  53:11 54:16 56:6</p>	<p>59:2 61:2,6  65:6,14,18 67:17  69:2 70:15  71:2,8 72:8,12  76:1  77:13,16,18,20  78:5,10,14 82:1  83:13  <b>station-facing</b>  40:5  <b>stations</b> 36:11  79:15  <b>step</b> 42:21  <b>steps</b> 56:20 57:20  <b>Steve</b> 49:20  <b>Steven</b> 3:17 52:5,7  <b>stimulates</b> 39:5  <b>stone</b> 51:12  <b>stop</b> 47:7 66:15,20  83:1  <b>stoppages</b> 30:16  <b>Stores</b> 46:9  <b>straddles</b> 80:13  <b>strategy</b> 69:18  <b>street</b> 1:15 8:19  12:9 25:10  74:3,7 77:8  <b>streetcar</b> 74:19  <b>streetcars</b> 49:3  <b>stress</b> 39:9  <b>stretch</b> 66:16  <b>strictly</b> 72:11  <b>strong</b> 25:17  <b>structure</b> 44:10  <b>student</b> 32:2  <b>studied</b> 13:17 14:8</p>
---	--	---	---

(866) 448 - DEPO

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

<p>15:18  <b>studies</b> 36:5 39:3  <b>stuff</b> 74:12  <b>submitted</b> 8:12  21:4 38:9 83:7  <b>submitting</b> 82:15  <b>subsequent</b> 9:12  <b>suburban</b> 36:16  <b>successful</b> 69:3  <b>succinct</b> 31:20  <b>suggested</b> 73:13  <b>suggestion</b> 74:21  <b>suggestions</b> 37:19  <b>Summe</b> 3:7  24:14,19,21  <b>superintendent</b>  13:21 15:9 17:13  <b>Supplement</b> 21:10  <b>support</b> 11:8  25:15,17,20 28:6  35:2,4 56:5  71:13 79:17  82:14  <b>supporting</b> 26:3  35:11 36:3  <b>supports</b> 34:18  36:8  <b>supposed</b> 82:20  <b>sure</b> 6:4 24:15  73:12  <b>surrounding</b>  18:17  <b>survey</b> 38:1,7  <b>Susan</b> 4:3  72:19,21  <b>suspect</b> 72:9</p>	<p><b>system</b> 11:6 32:22  33:6,11 52:21  53:3 54:19</p> <hr/> <p style="text-align: center;">T</p> <hr/> <p><b>table</b> 18:2  <b>talk</b> 47:14 63:6  <b>talked</b> 63:11  <b>talking</b> 43:7 67:14  <b>tank</b> 46:8  <b>Target</b> 80:22  81:4,5  <b>tax</b> 20:6,7 36:4  53:15 60:17 61:5  68:21  <b>tax-based</b> 68:12  <b>taxes</b> 36:5,7 43:14  <b>taxi</b> 47:8  <b>taxpayer</b> 80:17  <b>Taxpayers</b> 3:13  44:4  <b>team</b> 20:15  <b>telephone</b> 7:17  24:3  <b>temporary</b>  19:7,8,12,16,18  <b>ten</b> 33:5,13  <b>term</b> 68:9  <b>terms</b> 44:9 50:12  57:4 73:5,7  80:15,17  <b>Teslik</b> 3:17 49:21  52:6,7  <b>testimony</b> 8:2,6,12  9:2,6,11 23:4  24:13 75:1  84:4,10</p>	<p><b>thank</b> 22:7  28:4,6,7  31:18,19  33:18,19 37:7,8  40:16,17  43:16,19 45:1  47:10,11 50:5  52:4,5 54:22  55:22  58:3,4,6,15,17  61:11,13,15  63:22 64:1  67:18,19,21  69:20,21,22  72:18,19,20  74:22 75:14 77:2  78:10 79:5,6,7  82:6,7,17,18  83:4  <b>thanks</b> 31:14 42:9  76:22  <b>that's</b> 8:18 44:12  48:15 49:18 51:3  54:19 56:18  58:18 59:13  63:16 64:4 66:19  73:12 74:14,20  81:13  <b>theater</b> 15:22  16:12  <b>theatre</b> 53:13,17  <b>theirs</b> 59:22  <b>themselves</b> 81:1  <b>thereafter</b> 84:5  <b>therefore</b> 29:20  <b>there's</b> 49:13 51:9  60:9 64:8 74:4  <b>They'll</b> 36:17  <b>they're</b> 71:8  77:17,18 81:6</p>	<p><b>third</b> 7:11 22:17  35:9 42:2 53:9  <b>Thirty</b> 75:4  <b>Thomas</b> 5:15  <b>thousands</b> 71:21  78:7  <b>threatened</b> 43:3  <b>three-hour</b> 76:21  <b>throughout</b> 32:19  33:11  <b>Thursday</b> 1:17  <b>Tiempo</b> 6:11  <b>tightening</b> 39:7  <b>Tim</b> 4:8 5:20 82:9  <b>time-consuming</b>  28:2  <b>timer</b> 23:15  <b>Time's</b> 31:13  <b>today</b> 25:14 42:18  71:16  <b>tolerated</b> 9:15  <b>tonight</b> 5:10 6:3  7:14 9:11 22:21  28:12 38:10  <b>tonight's</b> 21:16  <b>top</b> 29:9  <b>topped</b> 40:4  <b>total</b> 30:10  <b>toward</b> 45:5  <b>towards</b> 65:12  73:21  <b>Town</b> 39:17 55:3  61:20 63:2  <b>townhome</b> 27:1  <b>townhouse</b> 25:3</p>
--	---	--	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

<p><b>townhouses</b> 70:5 <b>track</b> 10:11 30:7,9,14 31:6 <b>tracked</b> 34:12 <b>tracks</b> 13:4 14:13 16:1,2,16,18,20, 21 30:1,3 55:19 62:21 79:15 <b>trades</b> 56:15 <b>traditional</b> 27:1 <b>traffic</b> 12:21 19:21 25:12 29:3,19 30:2,16 37:15,20 38:3,16,22 39:16 48:19 49:1 52:13 62:4,18 63:6 65:13 72:5 76:12,13,17,18 <b>trafficked</b> 81:5 <b>tragedy</b> 47:22 <b>trail</b> 41:11 57:13 <b>train</b> 18:18 30:16 62:21 71:4 79:15 83:1 <b>trains</b> 28:18 29:6,18 30:21 31:6,9 38:22 <b>transit</b> 1:3 5:13 6:6 10:2,20 11:4,6 12:14 32:17,22 33:6 35:13 47:2 48:17 49:6 62:12 <b>transit-oriented</b> 34:9 35:12 37:4 <b>transpire</b> 41:16 <b>transportation</b> 4:9 11:8,10 12:6 20:10 34:10,19</p>	<p>35:17 36:1 37:5 43:22 46:14 69:18 71:9 82:10 <b>travel</b> 29:4 31:7 37:16 <b>traveled</b> 38:15 <b>travels</b> 48:10 <b>tree</b> 40:4 <b>trees</b> 19:9 71:17 <b>trends</b> 36:8 <b>trips</b> 11:6 35:14,15 <b>true</b> 48:17,21 49:16 84:7 <b>truly</b> 72:3 <b>trying</b> 33:3 <b>turn</b> 24:8 <b>turning</b> 81:19 <b>turns</b> 80:17 <b>typed</b> 50:1 <b>types</b> 31:1 <b>typewriting</b> 84:6 <hr/><b>U</b> <b>Uber</b> 47:8 <b>uncertainty</b> 31:1 <b>understand</b> 27:20,22 73:9 76:11 79:19 80:22 <b>understanding</b> 74:9 <b>undertaken</b> 45:15 <b>underutilized</b> 56:5 <b>unique</b> 61:18 79:12</p>	<p><b>unit</b> 36:7 <b>United</b> 41:19 <b>units</b> 37:1 73:2 <b>unlike</b> 60:3 81:8 <b>unnecessary</b> 71:3 <b>unplanned</b> 30:16 <b>unprecedented</b> 82:2 <b>unprojected</b> 42:3 <b>unproved</b> 33:15 <b>upkeep</b> 67:2 <b>upon</b> 7:19 24:4 27:11 48:11 51:2 80:6,10 <b>users</b> 68:19 <hr/><b>V</b> <b>VA</b> 8:22 83:14 <b>valuable</b> 59:9 <b>value</b> 38:21 76:9 <b>valued</b> 37:2 <b>values</b> 72:16 <b>variation</b> 15:20 <b>vastly</b> 72:13 <b>vegetation</b> 19:9 <b>vehicle</b> 62:2 <b>vehicles</b> 13:19 14:1 15:6,10 17:10,15 30:17 46:11 62:20 80:7 <b>venture</b> 66:5 <b>verbal</b> 23:8 <b>Vernon</b> 18:13 57:13 <b>versus</b> 30:9 <b>via</b> 16:13 23:9</p>	<p>24:9 <b>vibrant</b> 68:15 <b>vibration</b> 18:8,16 19:22 <b>vibrations</b> 64:22 <b>video</b> 8:1 23:3 <b>videotaping</b> 7:22 23:2 <b>view</b> 18:11 26:12 54:17 <b>viewing</b> 6:14 <b>Virginia</b> 1:11,16 3:8 6:9 20:10 24:22 28:11 40:14 81:8 84:18 <b>vision</b> 50:20 <b>vista</b> 41:8 71:21 <b>visual</b> 12:22 18:6 39:22 40:12 63:13 <b>voice</b> 75:20 <b>VRE</b> 3:8 28:17 29:2,9,10,11,14 31:5,6 82:13 <hr/><b>W</b> <b>wait</b> 83:3 <b>walk</b> 55:19 73:19 <b>walkable</b> 34:8 37:4 78:21 <b>walked</b> 33:5 <b>walkers</b> 66:11 <b>walking</b> 35:13 <b>walkway</b> 38:13 39:13 55:15 62:16 <b>wall</b> 40:5 51:13</p>
--	--	--	---

Capital Reporting Company  
Public Hearing No. 604 04-30-2015

<p><b>Walter</b> 4:1 64:2,3 67:19,22</p> <p><b>warning</b> 23:17</p> <p><b>Washington</b> 1:3 6:10 8:20 10:8 13:1,10,19 14:5,12,16,20 15:7,15 16:6 17:4,8,11,20 18:7,12 19:19 28:20 34:5 41:6,14 42:8,9,13,20 43:1 45:22 46:1 48:6 52:18 53:20 62:4 63:8,14 83:12</p> <p><b>Washington's</b> 51:7</p> <p><b>wasn't</b> 74:14 75:18</p> <p><b>watch</b> 83:2</p> <p><b>water</b> 33:5 41:21 54:13</p> <p><b>waterways</b> 18:9</p> <p><b>Watts</b> 1:21 84:2,17</p> <p><b>wave</b> 5:14 23:13</p> <p><b>waves</b> 40:7</p> <p><b>ways</b> 9:2 71:4 80:11 81:11</p> <p><b>website</b> 6:16,17 7:20 8:1 23:3 24:5</p> <p><b>websites</b> 76:5</p> <p><b>week</b> 45:22</p> <p><b>weekday</b> 28:21</p> <p><b>weeks</b> 44:5</p>	<p><b>weighed</b> 45:13</p> <p><b>welcome</b> 6:2 82:21</p> <p><b>we'll</b> 23:14 50:6 62:18 73:7</p> <p><b>we're</b> 5:3 22:8 43:7 55:6,12 67:17 70:4 72:22 73:4,21 80:10 81:9,10 82:20</p> <p><b>west</b> 1:15 16:3,15 47:17 58:7 65:3</p> <p><b>western</b> 30:6</p> <p><b>wetland</b> 19:13</p> <p><b>wetlands</b> 18:8 35:1 41:18,21 51:2 54:11</p> <p><b>we've</b> 50:9 70:21 75:5</p> <p><b>whatever</b> 32:11 79:5</p> <p><b>whatnot</b> 79:15</p> <p><b>Whereupon</b> 83:16</p> <p><b>whether</b> 45:5 78:9</p> <p><b>whichever</b> 60:16</p> <p><b>White</b> 38:9</p> <p><b>Whitfield</b> 3:13 40:18 43:20 44:2,3</p> <p><b>whom</b> 64:17 84:2</p> <p><b>whose</b> 7:13 22:20 32:7 49:14</p> <p><b>wife</b> 37:13 70:8</p> <p><b>William</b> 2:3</p> <p><b>window</b> 71:16,20</p> <p><b>wise</b> 36:18</p> <p><b>wish</b> 7:14 8:1,3 22:21 23:3,4</p>	<p>71:3</p> <p><b>WMATA</b> 2:4 3:2 5:9 6:14 8:19 10:3,16 18:20 21:9,13 33:2,5 47:6 81:19</p> <p><b>WMATA's</b> 2:2 7:19 24:5</p> <p><b>wonderful</b> 48:8,14</p> <p><b>work</b> 50:19 60:17 62:3,6 66:5 69:21 77:19</p> <p><b>workers</b> 30:17</p> <p><b>working</b> 34:5 49:16</p> <p><b>worlds</b> 27:4</p> <p><b>worried</b> 65:1</p> <p><b>worrying</b> 73:14</p> <p><b>worse</b> 63:5</p> <p><b>worth</b> 49:11</p> <p><b>writing</b> 83:10</p> <p><b>written</b> 31:15 75:1 82:15</p> <p><b>writtentestimony</b> <b>@wmata.com</b> 8:15 83:9</p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>yard</b> 1:9 6:8 8:20 10:5,21 11:2,9 12:8,9,12,20 14:14 15:22 16:11,17,20 17:5 18:12 19:18 20:5,7 25:13,17 26:2,6,11 27:9,15 28:13 34:13 35:13 37:4,21</p>	<p>41:7,18,21 43:15 47:3,18 48:18 49:4,17 53:10 55:17 56:4,6 68:8,13,14,21,22 69:3,6,10,14 73:8 79:4,14 80:14 83:12</p> <p><b>yards</b> 41:19 55:14 65:16</p> <p><b>yearly</b> 53:15</p> <p><b>Yellow</b> 10:6</p> <p><b>yet</b> 22:21 43:10 73:12</p> <p><b>yielding</b> 36:7</p> <p><b>Yon</b> 44:1</p> <p><b>you'll</b> 70:4</p> <hr/> <p style="text-align: center;"><b>Z</b></p> <hr/> <p><b>Zip</b> 47:8</p> <p><b>zoning</b> 18:6 60:18</p>
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