

The Project will materially and dramatically increase the traffic congestion in the area. Additionally, the traffic flow will be negatively impacted due to the loss of an intersection as a result of the re-routing of McMillan Avenue. The aesthetics of the area will more than likely deteriorate, and noise, vibrations and air pollution in the surrounding area will increase significantly. Along with the transition of the surrounding area from commercial and residential to industrial, land use and zoning regulations will be impacted, and the public health and safety of the area will probably decline. The impacts of the Project will diminish the economic productivity and socioeconomic quality of the area.

The [REDACTED] believes that the existing character of the community cannot be maintained if the Project is allowed to proceed as proposed. Further, the [REDACTED] will be impacted financially by the Project, due to the resulting reduction in membership, the impaired access to its property due to the reconfiguration of the roads, and the overall decline in property values in the area. In the event the [REDACTED] suffers economic harm due to the Project, it may be forced to seek compensation in order to protect the interests of its members.

Sincerely,


[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: comments@navybaseictf.com
To: comments@navybaseictf.com
Date: 12/12/2013 11:56 AM
Subject: Proposed Project

New comments submitted on navybaseictf.com

First Name: [REDACTED]

Last Name: [REDACTED]

Email: [REDACTED]

Affiliation: NGO ([REDACTED])

Comment Subject: Proposed Project
Comment: December 11, 2013

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball, Special Projects Branch
69-A Hagood Avenue
Charleston, South Carolina 29403

To Whom It May Concern:

I write today on behalf of the [REDACTED] and wish to convey our complete support for the proposed Intermodal Container Transfer Facility (ICTF) on the former Charleston Navy Base.

The proposed ICTF is an essential element of our port system and will ultimately be an environmental benefit to both our region and the immediate surrounding area. Without this facility, the only way to move cargo off the new port terminal will be via truck. Such a scenario would be detrimental to both the efficiency of our Port as well as our environment.

On average, trains are four times more fuel-efficient than trucks. That means moving freight by rail instead of truck reduces greenhouse gas emissions by 75 percent. According to Environmental Protection Agency (EPA) data, freight railroads account for a meniscal 0.6% of U.S. greenhouse gas emissions from all sources and just 2.3% of emissions from transportation-related sources. Trucks, on the other hand, account for 6% from all sources and 22% from transportation-related sources.

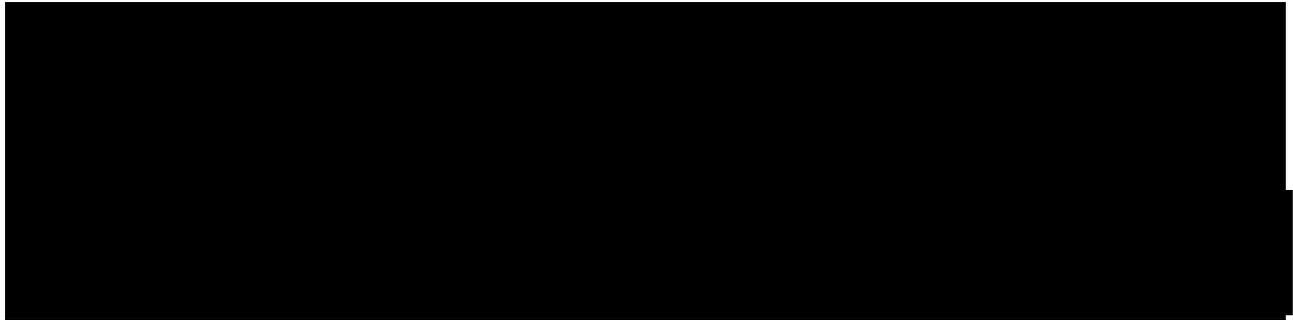
Additionally, it's estimated that new EPA locomotive emission standards have reduced Particulate Matter by 90% and NOx by 80% compared to the previous standards.

A single freight train can take the load of several hundred trucks off our already-stressed highways, thereby reducing the pressure to build new roads and lessening the strain on existing roads. Clearly, rail is the most environmentally sound way to move freight over land. The ICTF will facilitate that movement off the old Navy Base in a responsible and environmentally sensitive manner.

Thank you for your time and consideration. We enthusiastically support the proposed ICTF and are happy to answer any questions you might have regarding these comments.

Sincerely,

[Redacted signature block]



December 13, 2013

Nathaniel I. Ball
United States Army Corps of Engineers
Charleston District
69-A Hagood Avenue
Charleston, South Carolina 29403

Re: Public Notice Number SAC-2012-00960; Navy Base Intermodal Facility

Dear Mr. Ball,

I am writing on behalf of the [REDACTED] to comment on the proposed Palmetto Railway Navy Base Intermodal Facility project. First and foremost, we appreciate the Corps' efforts to involve interested parties and the public in the NEPA process at such an early phase. A representative of Charleston Waterkeeper attended the public scoping meeting on November 14, 2013. Based on that meeting and our research, we would like to take this opportunity voice our concern regarding the potential water quality impacts of the proposed project and to recommend a mitigation option to offset the wetland impacts.

As the public notice states, approximately six acres of wetlands adjacent to Shipyard and Noisette Creeks will be filled during the project. Wetland mitigation is required to offset these impacts. Because excellent mitigation opportunities exist near the proposed fill sites, the Corps should require local mitigation for local impacts. Furthermore, the Corps should consider where mitigation efforts will have the most impact when determining the specific mitigation requirements in the 404 permit.

Noisette Creek is an ideal location to focus mitigation efforts because it is within the project area and near Shipyard Creek, where most of the wetland impacts will occur. Currently, the wetlands associated with Noisette Creek are highly degraded and the creek's natural flow is significantly restricted in various areas due to development. Furthermore, filling associated with development has allowed various non-native species, such as Southeast Asian reed canary grass and Canadian thistle, to invade the watershed and crowd out the native vegetation. And although a few very small pockets of freshwater wetlands still exist in the Noisette Creek watershed, these important

ecosystems have all but disappeared in the area. Mitigation options could include reducing exotic plant populations to allow the native plant communities to re-establish, and removing the fill materials in areas where freshwater and salt marshes used to exist to re-establish these wetlands.

In addition to the purely ecological benefits of focusing mitigation efforts in Noisette Creek, it is also located near Riverfront and Woodahl Parks and the Park Circle Charleston Heights neighborhoods. As Bryan Cordell pointed out at the public meeting, Noisette Creek is used by the community for recreational purposes such as kayaking, fishing, and wildlife observation. Making Noisette Creek the focus of a mitigation project would further encourage such uses and improve the quality of life for those living in the surrounding areas.

Finally, we would also like to take this opportunity to request more information regarding stormwater discharges from the proposed facility as it becomes available during the NEPA process. The Corps and Palmetto Railways should consider that 401 water quality “[c]ertification will not be issued unless [the Department of Health and Environmental Control] is assured appropriate and practical steps including stormwater management will be taken to minimize adverse impacts on water quality and the aquatic ecosystem.” S.C. Code Ann. Regs. 61-101(F)(6).

Again, we appreciate the opportunity to be involved in public scoping and thank you for your consideration of these important issues. Please do not hesitate to contact me with any questions or concerns.

Sincerely,

A large black rectangular redaction box covers the signature area. A thin vertical line extends upwards from the top center of the box to the word "Sincerely,". A thin horizontal line extends to the right from the right side of the box. A small, faint mark is visible to the left of the box.

***Addendum #1 to Scoping Meeting Report for the
Navy Base Marine Intermodal
Container Transfer Facility
Environmental Impact Statement***

Job No. 100036005

**ADDENDUM #1 TO SCOPING MEETING REPORT FOR THE
NAVY BASE MARINE INTERMODAL
CONTAINER TRANSFER FACILITY
ENVIRONMENTAL IMPACT STATEMENT**

Prepared for:

U.S. Army Corps of Engineers
Charleston District
69 Hagood Avenue
Charleston, South Carolina 29403

Prepared by:

Atkins
7406 Fullerton Street
Suite 350
Jacksonville, Florida 32256

February 2016

Contents

	Page
List of Figures	iii
1.0 INTRODUCTION.....	1-1
1.1 PROJECT BACKGROUND.....	1-1
2.0 SCOPING	2-1
2.1 PURPOSE OF SCOPING	2-1
2.2 SCOPING PROCESS SUMMARY	2-1
2.3 PUBLIC NOTIFICATIONS.....	2-2
2.3.1 Public Notice	2-2
2.3.2 Meeting Announcements.....	2-2
2.3.3 Website.....	2-4
2.4 PUBLIC SCOPING MEETING.....	2-4
2.5 PUBLIC COMMENTS	2-5
3.0 COMMENT ANALYSIS.....	3-1
3.1 COMMENT COMPILATION.....	3-1
3.2 COMMENT SUMMARY/MAJOR ISSUES	3-2
3.2.1 NEPA.....	3-3
3.2.2 Socioeconomics.....	3-3
3.2.3 Land Use and Infrastructure	3-4
3.2.4 Physical and Cultural Resources	3-4
3.2.5 Natural Resources	3-5
3.2.6 Other Comments.....	3-5
4.0 FUTURE PUBLIC INVOLVEMENT	4-1

Appendices:

- A Public Notice
- B Public Scoping Meeting Newsletter
- C Scoping Meeting Displays
- D Transcript of Public Scoping Meeting
- E Original Comment Documents
- F Scoping Comments Matrix

Figures

Figure 1. Proposed Project Vicinity Map..... 1-3

Figure 2. Meeting Announcement for the second Public Scoping Meeting in the *Post and Courier* and
Charleston Chronicle. 2-3

Figure 3. Example of sign announcing the second Public Scoping Meeting. 2-4

1.0 INTRODUCTION

The National Environmental Policy Act (NEPA) requires an early and open process for determining the scope of the issues to be addressed as part of the preparation of an Environmental Impact Statement (EIS). During this “NEPA scoping process,” the lead federal agency solicits agency and public input regarding issues to be considered in the EIS. Accordingly, the U.S. Army Corps of Engineers (Corps), Charleston District, initiated the public scoping process with the publication of the Notice of Intent (NOI) in the *Federal Register* on October 23, 2013. The EIS is intended to assess the potential social, economic, and environmental effects of the proposed construction and operation of an Intermodal Container Transfer Facility (ICTF) at the former Charleston Naval Complex, hereafter referred to as the Navy Base ICTF. The Corps conducted a public scoping meeting on November 14, 2013, to solicit public and agency comments, and began gathering information about the Proposed Project site for the EIS in 2014. Comments gathered during the 2013 scoping period were compiled into a Scoping Meeting Report, which was completed and made public by the Corps in May 2014.

On September 8, 2015, Palmetto Railways submitted a revised proposal that included the construction of two new connections to the local rail network. A Public Notice announcing the changes to the Proposed Project and a second public scoping meeting was issued on September 25, 2015. The Corps conducted the second public scoping meeting on October 27, 2015. Comments were received during the public scoping meeting (written and oral) and during the scoping period, which ended on November 27, 2015, through email, letters, and the Proposed Project website (www.NavyBaseICTF.com).

The intent of the second public scoping meeting and scoping period was to provide information to the public regarding the Proposed Project and provide a forum for input from the public that would help identify significant issues and data needs associated with the Corps’ evaluation of the proposed action, and assist in identifying other potential alternatives. The Corps will consider the information gathered during the scoping process to develop a reasonable range of alternatives that meets the purpose of the Proposed Project, help develop the environmental analysis, and to address all potentially significant environmental effects of the Proposed Project. The results of the scoping process will be primary factors in determining the scope of the EIS. This addendum to the 2013 Scoping Meeting Report contains a description of the Navy Base ICTF EIS Proposed Project (additional information is available in Appendix A and Appendix B), documents the Navy Base ICTF EIS scoping process, and summarizes the agency and public comments received during the scoping period.

1.1 PROJECT BACKGROUND

The Navy Base ICTF, proposed by South Carolina Department of Commerce Division of Public Railways, dba Palmetto Railways (Palmetto Railways), would provide equal access to the two Class I

rail carriers (CSX Transportation and Norfolk Southern Railway) that serve the Port of Charleston and various local businesses and industries. The proposed facility would be designed to accommodate existing and projected future growth of intermodal container activity within the region. Based on the currently available information and proposed design, the proposed Navy Base ICTF would adversely impact approximately 10.1 acres of tidal salt marsh and other waters of the United States (waters of the U.S.) associated with Noisette Creek and Shipyard Creek. The EIS will assist the Corps in making a permit decision on a Department of the Army permit application. The vicinity of the Proposed Project is mapped in Figure 1.

The Proposed Project includes the placement of fill material in waters of the U.S. for the construction and operation of a 118-acre intermodal transfer facility, where containerized freight would be transferred between trucks and rail cars. This portion of the Proposed Project would include processing and classification railroad tracks, wide span gantry cranes, container stacking areas, administrative and maintenance buildings, automated gate systems, and vehicle driving lanes. The current design has nearly 32,000 track feet of processing tracks and 25,000 track feet of classification tracks. In addition, approximately 76 acres of road and rail improvements would be required to operate the proposed Navy Base ICTF.

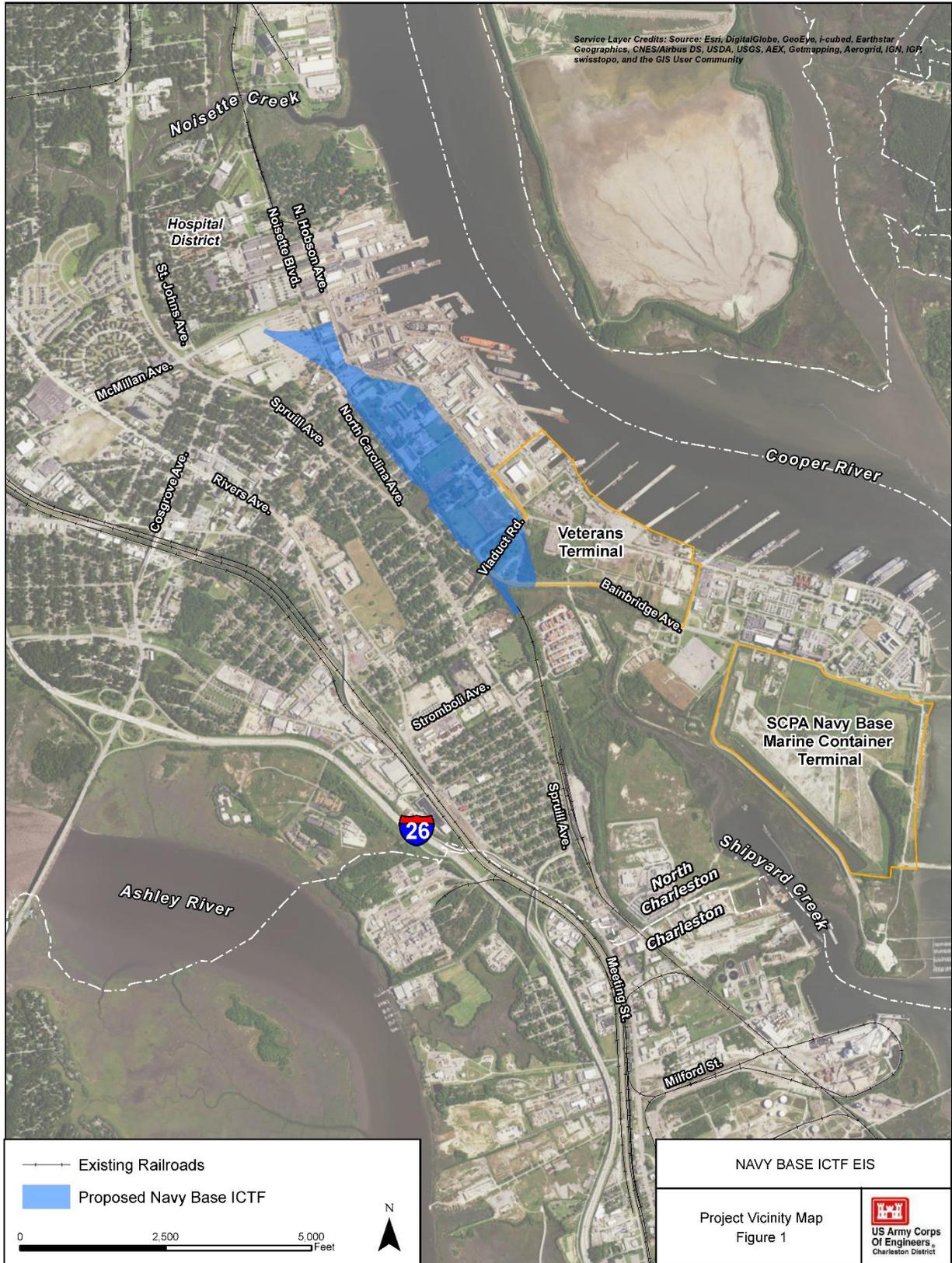


Figure 1. Proposed Project Vicinity Map.

2.0 SCOPING

2.1 PURPOSE OF SCOPING

Participation by the public, governmental agencies, tribes, and non-governmental organizations (NGOs) is critical to the NEPA process. The purpose of scoping under NEPA is to ensure participation of interested parties, such as Federal, State, Tribal, and local government agencies and officials, property owners, residents and other stakeholders to determine the scope of issues to be addressed and to identify the significant issues to be analyzed in depth related to the proposed action (40 CFR 1501.7). This participation is intended to help identify resource and other issues that are of critical importance to agencies and the public. This process also serves to deemphasize non-significant issues, narrowing the scope of the EIS process accordingly (40 CFR 1500.4(g)). Scoping results in the identification of the range of actions, alternatives, and impacts to be considered in the EIS (40 CFR 1508.25). Furthermore, the scoping process is intended to:

- Encourage interested parties to participate in the preparation of the Navy Base ICTF EIS Proposed Project design and scope;
- Provide early public access to information about the Proposed Project;
- Solicit information and comments from interested parties; and
- Facilitate effective communication between the Corps and interested parties.

2.2 SCOPING PROCESS SUMMARY

The Corps has and will continue to offer opportunities for public participation and input via public and agency meetings, the scoping process, and review and comment of the EIS. Public coordination and input during the 2013 scoping process is detailed in the 2013 Scoping Meeting Report. Public coordination and input during the 2015 scoping process consisted of the following elements:

- Distributing a local public notice on September 25, 2015, that included information about changes to the Proposed Project, drawings that identified the layout and major components of the Proposed Project, and a meeting announcement with the date, time, and location of the public scoping meeting;
- Updating and maintaining a website (originally launched on October 25, 2013) that describes the Proposed Project, the NEPA process, and provides opportunities for any member of the public to submit comments and/or to add their name to the Navy Base ICTF mailing list;
- Publishing meeting announcements in local newspapers (*The Post and Courier* and *Charleston Chronicle*) announcing the date, time, and location of the public scoping meeting;
- Maintaining a Navy Base ICTF mailing list using utility subscriber and property owner contact data to encourage adjacent property owners to learn more about the Proposed Project and to participate in the development of the EIS. This mailing list was developed in

conjunction with the 2013 Scoping Meeting. It will be maintained throughout the NEPA process and expanded to include people that request to be added to the Navy Base ICTF mailing list;

- Preparing and distributing a newsletter that detailed the changes to the Proposed Project, drawings that identify the layout and major components of the Proposed Project, and a meeting announcement with the date, time, and location of the public scoping meeting. The newsletter was distributed to the subscribership of the Navy Base ICTF mailing list;
- Holding a second public scoping meeting on October 27, 2015, to inform the public about the proposed action and to solicit verbal and written comments on the actions, alternatives, and impacts that the EIS should address;
- Reviewing and considering all comments received during the comment period from October 27, 2015, until November 27, 2015;
- Publishing the scoping reports online at www.NavyBaseICTF.com.

2.3 PUBLIC NOTIFICATIONS

2.3.1 Public Notice

On September 25, 2015, approximately 485 state and federal agencies, elected officials, interest groups, and the general public were notified by email that a local Public Notice was available on both the Charleston District's website and the Navy Base ICTF website. A hardcopy of the public notice is included in Appendix A. In addition, a newsletter was mailed to adjacent landowners, the subscribership of the Navy Base ICTF mailing list (see Appendix B), and other interested parties. The email and letter also provided information about the date, time, and location of the public scoping meeting and encouraged recipients to attend and offer their input. The purpose of the public notice was to inform state and federal agencies and other parties who might be interested or affected about changes to the proposed action, and to announce the upcoming scoping meeting. As described above, the public notice is available for review at the following locations:

- Charleston District Web Site at www.sac.usace.army.mil under the "Get Public Notices" link at the top of the page and following the link at "SAC-2012-00960";
- Navy Base ICTF EIS website at www.NavyBaseICTF.com, under Document Library.

2.3.2 Meeting Announcements

Meeting announcements that identified the date, time, and location of the public scoping meeting were published in the *Post and Courier* on October 18 and October 25, 2015 and in the *Charleston Chronicle* on October 14 and October 21, 2015 (Figure 2). Signs were also posted around the community and near the meeting venue announcing the meeting (Figure 3).

Public Scoping Meeting for the Proposed Navy Base Intermodal Facility

The US Army Corps of Engineers will hold a Public Scoping Meeting to present and discuss the revised proposal to be considered by the Environmental Impact Statement (EIS) being prepared for Palmetto Railway's proposed Intermodal Container Transfer Facility on the former Charleston Navy Complex.

Tuesday, October 27, 2015

Military Magnet Academy Cafeteria

2950 Carner Avenue

North Charleston, South Carolina

Open House 5:30 to 7:00 p.m.

Scoping Meeting 7:00 to 9:00 p.m.



At this meeting, we will be accepting written, electronic, and verbal comments. A court reporter will be present at the meeting and a translator can be provided upon request. You can also submit comments via email at comments@navybaseictf.com, or on-line at www.NavyBaseICTF.com. The deadline for submitting written comments about the revised proposal is Friday, November 27, 2015.

**For media inquiries, please contact the Corps' Corporate
Communications Office at (843) 329-8123.**

Figure 2. Meeting Announcement for the second Public Scoping Meeting in the *Post and Courier* and *Charleston Chronicle*.

SCOPING MEETING
With Comments For the Proposed
Navy Base Intermodal Facility

Tuesday, Oct. 27, 2015
Open House 5:30 – 7 p.m.
Scoping Meeting 7p.m.

Military Magnet Academy Cafeteria
2950 Carner Avenue

www.NavyBaseICTF.com



US Army Corps of Engineers
Charleston District



Figure 3. Example of sign announcing the second Public Scoping Meeting.

2.3.3 Website

A Navy Base ICTF EIS website that contains information about the Proposed Project as well as information about the NEPA process (www.NavyBaseICTF.com) was developed for the Proposed Project in conjunction with the 2013 scoping process. The website provides an opportunity for the public to sign up for the Navy Base ICTF mailing list and to submit written comments throughout the preparation of the EIS. The website was launched on October 25, 2013.

2.4 PUBLIC SCOPING MEETING

A public scoping meeting was held at the Military Magnet Academy Cafeteria, 2950 Carner Avenue, North Charleston, South Carolina 29405 on October 27, 2015. This venue was selected on the basis of convenience to the public in the primary region affected by the Proposed Project, its capacity, and accessibility. One hundred and ninety seven people signed in at the welcome station for the scoping meeting; however, several individuals elected not to sign the attendance sheet.

The meeting began with an informal open house from 5:00 P.M. to 7:00 P.M. Information stations with displays and handouts were available for viewing. Subject matter experts from the Corps and the third-party contractor (Atkins) were present to answer questions about the NEPA process and to solicit comments from meeting participants. Staff from Palmetto Railways were also present to answer questions about their proposed Project. Poster boards were used to display information about the Proposed Project, potential environmental issues, and the NEPA process. Copies of these displays are provided in Appendix C. A visual simulation showing key components of the Proposed

Project site was projected on a screen in the center of the room. In addition, a welcome station and court reporter station were available to accept oral and written comments. Comment cards were available at several locations for attendees to fill out and submit during the meeting.

The Deputy District Engineer for the Charleston District, Major Nathan Molica, began the formal part of the scoping meeting with a presentation at 7:00 P.M. Major Molica's presentation introduced the NEPA process and the Corps' role in the process, gave a general timeline for the preparation of the Draft EIS, established the purpose of the scoping meeting, and explained the opportunities for comment that were available to the public during the scoping period. The Corps project manager, Nathaniel I. Ball, described the purpose and history of the Proposed Project, and elaborated on both the changes to the Proposed Project and the Corps' role in the NEPA process. Mr. Jeff McWhorter, President and CEO of Palmetto Railways, provided additional information about the purpose of the Proposed Project and the changes to the plans since the 2013 scoping meeting. Following the presentations, members of the public were invited to make oral comments in the presence of a court reporter. A total of 18 people made oral comments. Additionally, 4 people signed up to speak but either had questions rather than comments, chose not to speak because someone else had already voiced their concerns, or chose to submit their comments in written format; 4 people signed up to speak but did not respond when their name was called.

2.5 PUBLIC COMMENTS

The 2015 scoping comment period for the Proposed Project was from September 25, 2015, to November 27, 2015. Written comments were accepted at the public scoping meeting; via the Navy Base ICTF EIS website at www.NavyBaseICTF.com; and by U.S. mail, email, and fax. Comments will be accepted and considered throughout the NEPA process. This document includes comments that were received through December 9, 2015.

A transcript of the public scoping meeting is included as Appendix D. Copies of all original comment documents received from government agencies, non-governmental organizations, and private citizens are included as Appendix E.

3.0 COMMENT ANALYSIS

All scoping correspondence items with comments that were submitted during the 2015 scoping period were reviewed and grouped according to one of three sources: public (including private citizens, citizen groups, private businesses, and non-governmental organizations [NGOs]), state agency, and federal agency. A summary of the scoping correspondence for each source is provided here.

Public

- Thirty nine comment cards were received at the public scoping meeting, including a handout of talking points;
- Eighteen individuals made verbal comments at the public scoping meeting;
- Eight individuals made anonymous comments that were captured by facilitators on a flip chart at the public scoping meeting;
- Forty-nine individual comments were submitted via the website (several emails from the website were followed up with attached letters on letterhead); and
- Eight letters were received by U.S. mail from the public and organizations.

State Agencies

- None.

Federal Agencies

- None.

Comments received after the preparation of this scoping report will be considered and addressed in the Draft EIS. Comments and analysis from the 2013 scoping period can be found in the 2013 Scoping Meeting Report.

3.1 COMMENT COMPILATION

Each comment was reviewed and then sorted into 1 of 24 categories, most of which correspond to the resource categories to be evaluated in the EIS. The Scoping Comments Matrix, presented in Appendix F, identifies each of the 24 categories, and lists all of the public and agency comments associated with a particular category. The comment categories are listed below:

- General
- Public Involvement
- NEPA Process
- Alternatives/Proposed Project Design

- Socioeconomics
- Land Use
- Cultural Resources
- Health and Safety
- Air Quality
- Noise/Vibration
- Aesthetics/Visual Resources
- Traffic/Transportation
- Environmental Justice
- Soil
- Water Quality
- Flooding/Sea Level Rise
- Waters of the U.S.
- Wildlife
- Hazardous, Toxic, and Radioactive Waste (HTRW)
- Threatened and Endangered Species
- Essential Fish Habitat (EFH)
- Mitigation
- Coastal Zone Management (CZM)
- Cumulative Impacts

3.2 COMMENT SUMMARY/MAJOR ISSUES

This section summarizes comments received for each category identified in Section 3.1. The 24 categories above were grouped into 5 larger categories (NEPA, Socioeconomics, Land Use and Infrastructure, Physical and Cultural Resources, and Natural Resources) for the purpose of summarization. Comment summaries focus on the main issues addressed within each of the categories below. This section is not meant to be an all-inclusive summary of all of the comments included in Appendices D, E, and F. The intent of this scoping report is not to provide responses to comments received, but to document the comments and ensure relevant comments are addressed appropriately in the EIS. Appendix E contains scans of original comments documents. Appendix F summarizes the number of comments by category; however, the number of comments per category should not be interpreted as an expression of importance of that particular issue because many of the comments address several issues in one statement, and many of the concerns are expressed differently by various commenters. Following are summaries of the issues expressed in the comments received during the scoping period.

3.2.1 NEPA

Comments were received regarding NEPA-specific topics such as alternatives development, studies needed for the EIS, public, agency and other stakeholder involvement, and mitigation. Comments included an anticipation of both positive and negative impacts due to the Proposed Project and suggested that additional studies may be warranted. Comments addressed opportunities for public and agency involvement, including potential cooperating agencies and stakeholder participation in the NEPA process. Concern was expressed that the Corps should consider “other reasonable courses of action” in alternative alignments and locations for all components of the Navy Base ICTF, and that a thorough cumulative impacts analysis be included in the EIS (including long range transportation plans, air emissions, noise, environmental justice, etc.). Several commenters requested that the alternatives analysis consider the former Macalloy Site as an alternative to the Navy Base site. Other commenters expressed the idea that the Proposed Project should consolidate use of existing rail lines, rather than create new rail and at-grade crossings. The City of North Charleston made the request to expand the EIS study area east to west from the Ashley to the Cooper Rivers, and north to Ashley Phosphate Road. Other commenters requested that mitigation efforts be undertaken for all resources impacted, including one comment requesting permittee-responsible compensatory mitigation for impacts to wetlands, and recommendations that mitigation take place along Noisette Creek, Filbin Creek, or Quitmann’s Marsh. The City of Charleston cited South Carolina Code 57-5-820, which states that all work to be performed by the Department of Transportation on state highways within a municipality must be with the consent and approval of the proper municipal authorities, and noted that the City’s approval would be contingent upon the successful mitigation of impacts of concern.

3.2.2 Socioeconomics

There were a number of comments that focused on socioeconomics. Concern was expressed that the Proposed Project may negatively impact Environmental Justice communities in the area, particularly that the Proposed Project would cause a decline in public health and safety resulting from environmental pollution and changes in transportation/traffic design and patterns. A request was made that the Corps identify Environmental Justice communities likely to be impacted by the Proposed Project, reach out to these communities, build upon existing relationships, and meaningfully engage Environmental Justice communities early within the NEPA process.

There were a number of comments that addressed economic impacts of the Proposed Project that relate to property values, character of the community, and job opportunities. Respondents expressed concern that property values and property acreages (because of encroachment of right-of-way) will decrease due to the Proposed Project. Comments stated there will be significant negative impacts to the character of the community as a result of environmental pollution, increased traffic, loss of Sterret Hall (a popular, local recreation center), noise pollution and the impacts to the overall aesthetic quality of the area. Several business owners submitted comments that expressed concern regarding financial impacts related to anticipated delays in service associated with increased rail traffic and at-

grade crossings that block shipping and access routes. Several comments also expressed concern regarding potential impacts to the operations center for Lowcountry Orphan Relief. Comments also reflected positive impacts to the shipping industry and other types of freight related transportation.

3.2.3 Land Use and Infrastructure

Comments relating to land use and infrastructure included traffic and transportation, land use, and zoning. Concern was expressed about an increase in traffic and change in traffic flow patterns leading to congestion, and associated health and safety issues. Concern was also raised about access to neighborhoods being blocked at various times, possibly preventing emergency and other vehicles from entering. Respondents stated that these issues would impact local businesses and/or may result in a desire for tenants to relocate from the area. Comments regarding land use and zoning included changes in the surrounding land use from commercial/residential to industrial, and that covenants and restrictions originally planned for the area (i.e., the Noisette community development that did not materialize) no longer apply and will lead to a change in the character of the community. Comments also discussed the need for a change in zoning.

3.2.4 Physical and Cultural Resources

Key areas of concern related to physical resources include air quality and noise/vibration. A large number of comments were related to the potential air quality impacts of the Proposed Project. Concern was expressed about increased air pollution due to vehicle emissions during construction and operation of the Proposed Project, especially impacts to sensitive receptors and Environmental Justice communities in the area. Several comments expressed concern that diseases such as asthma may increase as a result of increased air pollution, and that children would be especially susceptible. Comments were received about the local nature of air toxicity impacts, and that toxic sources and potentially impacted populations should be identified so potential impacts of toxic emissions can be evaluated. Another issue brought up during scoping was that mitigation measures to reduce emissions from the Proposed Project should be addressed in the EIS.

Many comments expressed concern that noise levels and vibrations will increase because of the increase in number of trains and maneuvers related to the Proposed Project. Comments questioned the type and location of mitigation that will be implemented for noise and vibration impacts, as well as legal avenues available for enforcement of previously established and potential future Quiet Zones.

Regarding cultural resources, comments expressed concern regarding potential impacts to the contiguity of the Naval Hospital District, as well as potential impacts to individual historic structures. The Historic Charleston Foundation expressed concern that the Proposed Project may impact the Naval Hospital Historic District to the point where it could be de-listed from the National Register, calling out a number of specific structures that would potentially be demolished or adversely affected. The Foundation also noted that two adjoining historic districts, the Charleston Navy Yard Officer's Quarters Historic District and the Charleston Navy Yard Historic District, may be impacted.

Several commenters noted that the Proposed Project would potentially limit access to green spaces such as Riverfront Park and Noisette Creek.

3.2.5 Natural Resources

A variety of comments were submitted with regard to water quality, flooding and sea level rise, waters of the U.S., and wildlife. Comments stated that an evaluation of baseline conditions and potential impacts on water quality needs to be performed. Several comments expressed concern that environmental impacts associated with the Proposed Project may be exacerbated when combined with storm events and flooding. Others commented that the Proposed Project provides an opportunity to help mitigate the effects of flooding due to future sea level rise and severe weather events.

One comment requested that the EIS should investigate potential impacts to a shore-based volunteer network sighting station for the critically endangered right whale that is located within the Navy Base ICTF footprint.

3.2.6 Other Comments

There were many additional comments that addressed other issues and concerns that are not summarized above. Appendix F provides a more-detailed list of all comments, and Appendix E provides scanned copies of all original comment documents.

4.0 FUTURE PUBLIC INVOLVEMENT

Opportunities for future public involvement and comment will be provided throughout the development of the EIS. We anticipate that other community and stakeholder meetings will be scheduled once the findings of the various environmental analyses are available. In addition, there will be a 45-day public review period and a public hearing for the Draft EIS, and a 30-day review period for the Final EIS.

In accordance with NEPA, a Notice of Availability will be published in the *Federal Register* for both the Draft EIS and the Final EIS. In addition, the Charleston District will forward local Public Notices to the Proposed Project email list and Navy Base ICTF mailing list and will publish meeting announcements in local newspapers. Notice will also be sent to those included on the Navy Base ICTF mailing list. A number of other opportunities for public involvement, awareness, and participation will be available including Proposed Project website updates, other formal and informal meetings with interested stakeholders, interagency meetings, and newsletters.

Appendix A
Public Notice

Public Notice
September 25, 2015
U.S. Army Corps of Engineers
Charleston District

**Scoping Meeting for the Proposed Navy Base Intermodal Facility,
North Charleston, South Carolina, Project Number SAC 2012-00960**

The U.S. Army Corps of Engineers, Charleston District (Corps) is preparing an Environmental Impact Statement (EIS) to assess the potential social, economic, and environmental effects of Palmetto Railways' proposed Navy Base Intermodal Container Transfer Facility (ICTF) at the former Charleston Naval Complex in North Charleston, South Carolina. The Corps held a scoping meeting in November 2013 and began gathering information about the project site and the surrounding area in 2014. However, the proposed project has continued to evolve as opportunities to improve operations and to avoid and minimize potential impacts have presented themselves.

On September 8, 2015, Palmetto Railways submitted a revised proposal that includes the construction of two new connections to the local rail network. The original route along Spruill Avenue has been replaced by: 1) a northern connection through the Charleston Naval Hospital Historic District, and 2) a southern connection that extends one mile south of the rail yard and connects to an out of service CSX right-of-way near the intersection of Meeting Street and Milford Street. The Corps believes these changes to the proposed project are substantial because they would result in impacts to roadways, industrial areas, and neighborhoods that were not considered during the preparation of the EIS.

The Corps has determined that a second scoping meeting is required to provide the public with additional information about the proposed ICTF and to obtain feedback about the revised proposal. This feedback will be used to expand the scope of on-going studies and to help determine whether additional issues need to be evaluated in the EIS. A newsletter that includes a map and a description of the proposed ICTF is attached to this public notice and is being distributed to adjacent property owners and interested parties that have requested to be on the project mailing list. Additional information about the proposed project, such as Palmetto Railways' revised proposal, is available now on the Documents page of the project website at www.NavyBaseICTF.com.

WHAT	Scoping Meeting	
WHEN	Tuesday, October 27, 2015	Open House 5:30-7:00 PM Scoping Meeting 7:00- 9:00 PM
WHERE	Military Magnet Academy 2950 Carner Avenue North Charleston, South Carolina 29405	
WHY	The Corps is requesting input and comments from the public to help inform the scope of work for the EIS that is being prepared for the proposed ICTF.	
COMMENT DEADLINE	November 27, 2015 (30 days after the Scoping Meeting)	

The Project Team, which includes the Corps, Palmetto Railways, and the third-party consultant (Atkins) that is preparing the EIS, will be available during the open house portion of the scoping meeting to discuss posters and displays about the proposed project and the surrounding area. At 7:00 PM the Corps and

Palmetto Railways will provide a brief presentation and interested parties will be given an opportunity to address the Corps' District Commander and to make a statement about the proposed project.

The Corps will continue to encourage input throughout the preparation of the EIS using one the following methods: participation in community meetings, email at www.comments@navybaseictf.com, on-line at www.NavyBaseICTF.com, or in writing to: U.S. Army Corps of Engineers, Regulatory Division, Attn: Nat Ball, 69-A Hagood Avenue, Charleston, SC 29403.

If there are any questions concerning this public notice, please contact Mr. Nat Ball at 843-329-8044 or toll-free at 1-866-329-8187. For inquiries from the media, please contact the Corps, Charleston District Corporate Communications Office by telephone: 843-329-8123.

Appendix B

Public Scoping Meeting Newsletter and Meeting Notices

Navy Base ICTF News

Issue No. 2

September 2015



To learn more about the proposed Navy Base ICTF project and the EIS, please visit our website:

www.NavyBaseICTF.com

Inside this issue:

[Introduction](#)

[What's New?](#)

[The Proposed Project](#)

[Project Map](#)

[Public Scoping Meeting](#)

Introduction

The U.S. Army Corps of Engineers Charleston District (Corps) is preparing an Environmental Impact Statement (EIS) to assess the potential impacts associated with the construction and operation of an Intermodal Container Transfer Facility (ICTF), as proposed by Palmetto Railways. The ICTF would be located at the former Charleston Naval Complex (CNC). A public

scoping meeting was held on November 14, 2013 to solicit input from adjacent property owners and interested parties about the proposed project. The Corps also held an open house public meeting and several community meetings to provide status updates to nearby residents. In the fall of 2014, the Corps distributed a newsletter that described changes to the proposed project, such as the removal of Viaduct Road and an increase in the overall length of the proposed rail yard.



What's New?

Based on the proposal that was submitted by Palmetto Railways and feedback that was received from the community, the Corps began gathering information about the project site and the surrounding area in 2014. However, as described in the enclosed letter from Palmetto Railways, the proposed project has continued to evolve as opportunities to improve operations and to avoid and minimize potential impacts have presented themselves. Each of the alternatives that have been considered by Palmetto Railways during the past year will be part of the suite of alternatives discussed and evaluated by the Corps in the EIS.

The most obvious change to the proposed project consists of the construction of two new connections to the local rail network. The original route along Spruill Avenue to Bexley Avenue has been replaced by: 1) a northern connection through the Charleston Naval Hospital Historic District, and 2) a southern connection that extends almost one mile south of the rail yard and connects to an out of service rail right-of-way near the intersection of Meeting Street and Milford Street. These changes to the proposed project are substantial because they would result in impacts to roadways, industrial areas, and neighborhoods that were not considered previously in the EIS. As a result, a second scoping meeting is being held on October 27, 2015. The purpose of the upcoming scoping meeting is to provide the public with additional information about the proposed project and to obtain public feedback about the revised proposal. This information will be used to expand the scope of the on-going studies and to help determine whether additional issues need to be evaluated in the EIS.

Contact:

Nat Ball
USACE Charleston
69A Hagood Avenue
Charleston, South Carolina
29403



**US Army Corps
of Engineers.**
Charleston District

The Proposed Project

According to Palmetto Railways, the purpose of the proposed project is to provide a state-of-the-art intermodal hub to serve the Port of Charleston with equal access to the two Class I rail carriers serving the area (i.e. CSX Transportation (CSX) and Norfolk Southern Railways (NS)). The proposed project includes six major components that are generally described below. Detailed drawings that were included in Palmetto Railways' revised proposal dated September 8, 2015, have been posted on the Documents page of the project website, www.NavyBaseICTF.com.

1 Northern Rail Connection

A northern track would be constructed through the Charleston Naval Hospital Historic District, and a new railroad bridge would be constructed across Noisette Creek to provide NS access to the proposed ICTF. Properties that are located east of the new rail connection would be accessed from Noisette Boulevard and properties west of the new connection would be accessed from St. Johns Avenue. In addition, St. Johns Avenue would continue to have direct access to Spruill Avenue from the portion of McMillan Avenue that would remain open.

2 Cosgrove McMillan Overpass

Cosgrove Avenue would be moved and made into an overpass from the area of Spruill Avenue, connecting to what is now McMillan Avenue near Noisette Boulevard. This overpass would separate rail traffic from vehicle traffic and provide future access to the northern end of the CNC and the proposed ICTF. McMillan Avenue would be removed from the vicinity of Kephart Street to St. John's Boulevard.

3 Intermodal Container Transfer Facility (ICTF)

The approximately 100-acre ICTF would contain the following components: railroad tracks; wide-span electric gantry cranes; container stacking areas; administrative buildings; an automated gate system; vehicle driving lanes; a sound barrier and security fence along the western border of the site; and stormwater management improvements such as dry detention ponds. The proposed sound barrier includes areas where an earthen berm and a vegetated buffer would be established between the proposed rail yard and the Chicora-Cherokee neighborhood. However, in some areas a noise wall would be the sound barrier because of constructability issues or to avoid and minimize potential impacts to waters of the U.S.

4 Hobson/Bainbridge Realignment and Viaduct Removal

The Viaduct Road overpass would be removed and Hobson Avenue and Bainbridge Avenue would be moved with an improvement of the intersection. These changes would allow trucks to move from the ICTF to I-26 via the Port Access Road. Future access to the southern end of the CNC would be obtained by using Stromboli Avenue or the Port Access Road from I-26, which is scheduled to open in 2019. The construction of the Port Access Road and the new Stromboli Avenue overpass is not part of the proposed project, and would be constructed by the South Carolina Department of Transportation.

5 Private Drayage Road Elements

An approximately one mile long private drayage road would be constructed from the ICTF to the Charleston Navy Base Container Terminal which is currently under construction and scheduled to open in 2019. This drayage road would be a dedicated private roadway used by trucks to transfer shipping containers to the ICTF. A portion of the drayage road would be elevated above the Port Access Road to avoid delays to local traffic.

6 Southern Rail Connection

A southern track would be constructed adjacent to Cooper Yard and would extend approximately one mile south to provide CSX access to the proposed ICTF. New rail right-of-way would be required in the vicinity of Herbert Street and Milford Street and a new at-grade crossing at Meeting Street would be required to connect to an existing out of service right-of-way that is located between Meeting Street and King Street. New track would be constructed within the out of service CSX right-of-way beginning near Herbert Street and connecting to existing track north of Misroon Street. The construction of this portion of new track is not part of Palmetto Railways' proposed project, but is a related activity.



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

Public Scoping Meeting

The US Army Corps of Engineers will hold a Public Scoping Meeting to present and discuss the revised proposal to be considered by the Environmental Impact Statement (EIS) being prepared for Palmetto Railway's proposed Intermodal Container Transfer Facility on the former Charleston Naval Complex.

Tuesday, October 27, 2015

Military Magnet Academy Cafeteria

2950 Carner Avenue

North Charleston, South Carolina

Open House 5:30 to 7:00 p.m.

Scoping Meeting 7:00 to 9:00 p.m.

At this meeting, we will be accepting written, electronic, and verbal comments. A court reporter will be present at the meeting and a translator can be provided upon request. You can also submit comments via email at comments@navybaseictf.com, or on-line at www.NavyBaseICTF.com. The deadline for submitting written comments about the revised proposal is Friday, November 27, 2015.



U.S. Army Corps of Engineers
Charleston District
69A Hagood Avenue
Charleston, SC 29403-5107



September 8, 2015

Ms. Tina Hadden
Regulatory Chief
U.S. Army Corps of Engineers
69-A Hagood Ave.
Charleston, S.C. 29403

Re: Improved Proposed Project for the NBIF

Dear Ms. Hadden:

In 2013, Palmetto Railways proposed the construction of an intermodal transfer facility at the former Charleston Naval Complex in North Charleston. A public scoping meeting was held on November 13, 2013 and a community meeting was held on May 6, 2014. Since that time, other opportunities have presented themselves that allow for improvements in operational characteristics and minimization of impacts. The project area remain the same, but one element has been added and several refined to better meet the project need, improve logistics and feasibility, and avoid and minimize overall project impacts.

The purpose of the Proposed Project is, in brief, to provide a state-of-the-art intermodal hub to serve the Port of Charleston with equal access to the two Class I rail carriers serving the area (*i.e.*, CSX Transportation (CSX) and Norfolk Southern Railways (NS)) to meet future demand, as the existing individual CSX and NS intermodal rail yards are reaching capacity. Rail transportation is only economically and logistically viable and feasible within certain operational parameters, and location and proximity to cargo is a crucial factor in that analysis. Another crucial factor is the accessibility for operations from a logistical perspective, such as entry and exit into the facility by each rail line. In light of additional operational considerations and opportunities for an improved project, Palmetto Railways proposes modifications to the Proposed Project. The most notable changes from the prior proposal are the

addition of a Southern Rail Connection and the realignment of the Northern Rail Connection.

The northern rail realignment will provide a connection through an existing interchange point with the North Charleston Terminal Company (NCTC) providing access for NS to the NBIF. This shift provides the benefit of improved accessibility for NS. It has no new at-grade crossings and avoids train movements along Spruill Avenue, north of McMillan Avenue, thus eliminating potential impacts to residential neighborhoods and Chicora Elementary along the western side of Spruill Avenue.

The addition of the southern rail connection provides direct access to the NBIF for CSX. While no southern route was initially proposed, further negotiations have allowed Palmetto Railways this opportunity to extend below the existing CSX Cooper Yard, loop down through an industrial area and connect into the existing CSX line. It will utilize existing CSX right-of-way at the south end of the project site and through the existing CSX Cooper Yard. This alignment travels through an industrial area, creates only one major at-grade rail crossing, and minimizes impacts to current CSX operations in Cooper Yard. It also allows for CSX to make a continuous direct move from the NBIF to its other facilities allowing trains to travel north or south out of Charleston, and could result in the elimination of existing CSX trackage utilization that interferes with certain neighborhoods. There is also an efficiency component with adding the southern connection to the northern connection—having both provides both CSX and NS the opportunity to have an alternate route to and from the facility in case of an emergency.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Jeffrey M. McWhorter
President and CEO

Ford, GM Score High Diversity Marks

By Stacy M. Brown

For the nation's automakers, diversity is measured in colors and it's better to be a solid green than a token yellow or a non-existent red.

The recently released Rainbow PUSH Automotive Project, an initiative of the Citizenship Education Fund (CEF), revealed a multi-topic assessment scorecard of diversity in the auto industry.

The scorecard provides consumers, investors and industry experts a snapshot of each automotive manufacturer's ability to build and sustain ethnic diversity as a driver of marketplace competitiveness, according to a release from the Rev. Jesse Jackson's Rainbow PUSH Coalition.

"The only way to achieve a meaningful return on investment for the dollars we spend with auto companies is to measure our progress on fair trade, because what is measured is what matters," said Jackson, the founder and president of the Rainbow PUSH Coalition.

Those who received a green certification reflect best practices for ethnic diversity while those with a yellow mark showed some indication of diversity evident goals, initiatives and accountability, according to the ranking system.

Red indicated that diversity initiatives and investments were non-existent, not disclosed or that the company did not provide enough relevant information for scoring or they didn't submit a completed survey.

The release of the diversity scorecard highlighted the Rainbow PUSH Global Automotive Summit in Detroit where auto executives, suppliers, dealers and government officials gathered to discuss ways to strengthen and create opportunities in the industry for minorities.

"Minority companies need a short-term plan for survival and a long-term critical path to success with measurable goals, targets and timetables," Jackson said.

Of the 12 automotive companies to participate in the scorecard, Ford Motor Co. received the top ratings, including green marks in five of six categories.

BMW and Mercedes Benz were the only companies to receive red indicators in each of the categories which included employment, advertising, marketing, procurement, minority dealer development and philanthropy.

Mercedes-Benz spokeswoman Donna Boland told Automotive News that the company's ratings were the result of an "unusual situation" in which the company was moving its U.S. headquarters from Montvale, N.J., to Atlanta as the survey was conducted.

As a result, the automaker was unable to know the composition of its work force since it knew many of its workers would not move with the company, Boland said.

"Unfortunately, the scorecard reflects red when data is not available," Boland said. "We'll have to live with that, but it in no way reflects our commitment or accomplishment in this area."

Boland said the company spoke with Jackson in February to discuss its situation.

"We have had conversations with Reverend Jackson and his team since then and we will be meeting with him before the end of the year to take him through



Jesse Jackson, Sr.

where we are in a variety of areas," Boland said.

Rainbow/PUSH also criticized Mercedes-Benz in 2013 for not replying to its survey.

Rainbow/PUSH officials said Jackson and Executive Director Glenda Gill will meet with automakers to discuss the results of the survey and to develop a "road map for progress in diversity and inclusion."

Ford received green marks for employment, procurement, minority dealer development and philanthropy.

"At Ford, we are proud of our inclusive business practices, and we recognize diversity as strength," said Ford spokeswoman Becky Sanch.

"Diversity and inclusion strategies are an integral part of our business and we recognize how valuable they are to drive innovation, compete in the marketplace and serve the greater community," Sanch said.

While they didn't fair as well as officials thought they may have, General Motors has continued to build a strong diversity track record.

"Our diversity and inclusion efforts are something we take seriously," said Leslie Gordon, senior manager of diversity communications at General Motors, who garnered green marks for employment, procurement, and philanthropy.

General Motors works with more than 200 certified minority and women-owned businesses in the United States and Canada.

In 1968, the company became the first automotive original equipment manufacturer to establish a formal supplier diversity program and, as a result, General Motors' affirmation of their commitment is visible among minority and women-owned businesses where the company has spent more \$70 billion since the program's inception, according to GM officials.

The scorecard awarded General Motors yellow for advertising, marketing and minority dealer development.

"We plan to meet with Rev. Jackson and we are working closely with Rainbow PUSH on programs that speak to financial education," said Gordon, who noted that important information that could have raised GM's score did not make it into the scorecard.

"For over forty years, the Rainbow PUSH Coalition has been committed to leveling the social and economic playing field in this country and around the world. The next phase of this movement will involve a comprehensive, national empowerment campaign aimed at helping to improve the quality of financial health. This exciting partnership with Chevrolet will help us get there," Jackson said.

Baltimore Mayor Shares Words of Wisdom

By D. Kevin McNeir
Special to the NNPA from The Washington Informer

When Baltimore native and Mayor Stephanie C. Rawlings-Blake, 45, stepped to the podium at D.C.'s historical National Press Club in Northwest, she looked poised, prepared and polished.

But make no mistake. She's a lot more than just a "pretty face." In her own words, she's been attending to the needs of her community, including being the youngest person ever elected to the Baltimore City Council (in 1995), and preparing herself as an attorney admitted to both the Maryland and federal bars, for as long as she can remember. She follows in the footsteps of her father, Howard "Pete" Rawlings, a former member of the Maryland House of Delegates.

The second woman to hold the office of mayor in Baltimore, Rawlings-Blake also serves as secretary of the Democratic National Committee [DNC] as well as president of the U.S. Conference of Mayors.

She spoke to members of the press and leaders of the District on Wednesday, Oct. 7 about the challenges facing her city, our nation and the DNC as America prepares to elect its next president.

"The country's current view of Baltimore has been shaped by a few things: the excellent writing and acting in the HBO series 'The Wire' and the two weeks in April following the death of Freddie Gray and the subsequent demonstrations and unrest," she said. "[But] Baltimore is much more than just what was shown on the endless loops on some of our national media."

Rawlings-Blake, who ran for and won as City Council president in 2007, found herself ascending to the mayor's post for the balance of the former chief's term when then-Mayor Sheila Dixon, following her conviction for embezzlement, resigned from office in February 2010.

Rawlings-Blake went on to seek and secure a full term as mayor in 2011. Now, with another election on the horizon, she has decided that she will not seek re-election. "I wanted to stay focused on the work at hand. But we're not on vacation. With great examples like Boehner and Obama, you can go down the history of people who have been where I am - leaders who served until the end of their term - who have been un-



Mayor Stephanie Rawlings-Blake speaks during a press conference at the National Press Club in Washington, D.C. (Nancy Shia/The Washington Informer)

filtered, unchained and unrestricted," she said.

"I have the benefit of every single thing I do not being viewed through the lens of campaigning or politics," added Rawlings-Blake who said resolutely that she would not let politics stand in the way of progress. "There's more than a year left on my term and every single day we will be pushing for progress for Baltimore's families."

The mayor addressed topics that included: police-community relations; her decision to hold public safety forums throughout the city in order to hear from the citizens of Baltimore; the invitation that she extended to the Department

of Justice COPS program so that they could conduct a collaborative review of the City's police department; and the unrest that has long plagued the city in which she was born and raised. "When I've spoken to mayors across the country, virtually all of them have the sobering sense that what happened in Baltimore could have happened in their city as well," she said. "[We] were not as prepared as we should have been and certainly could have been for the unrest."

"The unrest in Baltimore and the aftermath points to deeper underlying issues: lack of jobs; challenges with housing and education; and disparities in op-

portunity. If we are to succeed in preventing future unrest, we must attack these underlying issues. None of this was created overnight and it won't be solved overnight."

"We know that far too many people have been left out of the recovery since the great recession. Gridlock strangles Washington and the consequences of that gridlock - they're passed on to cities, that's passed on to mayors," she said.

Rawlings-Blake recently met with other mayors in Baltimore in order to define their priorities that they will soon pass on to presidential candidates, Republican and Democrat alike.

The "Mayors Compact for a Better America," she noted, now under final editing for the "exact wording of the document," will present critical areas that the mayors, after reaching consensus, have identified and want to see included as both part of the national campaign and the national conversation.

She added that while she's often asked what she intends to do after her term ends, she really doesn't have an answer yet. "There's hope now that something better is coming for those neighborhoods long ignored and abandoned," she said. "It is important work to bring hope to our communities. When we do that we focus on making sure that government does what it's supposed to do for the citizens that we serve."

THE CHARLESTON BRANCH NAACP ANNOUNCES ANNUAL AWARDS RECIPIENTS

The Charleston Branch NAACP Annual Awards will be presented to the honorees at the NAACP 98th Annual Freedom Fund Banquet Friday Evening, October 30, 2015 at the North Charleston Convention Center.

AWARD RECIPIENTS

The Trailblazer Award (for an African-American who pioneered in a role or profession): The Honorable (Retired) Lucille S. Whipper (one of the first African-American women to serve in the SC House of Representatives)



Lucille S. Whipper



Mary Thornley

The Septima P. Clark Award

(Named for a legendary African-American Educator): Dr. Mary Thornley (President of Trident Technical College who made the two year school into South Carolina's most diverse and arguably most successful institution of its kind.

The J. Arthur Brown Award (named for one of the past Presidents of the Charleston Branch NAACP during the 1960's) -

The keynote speaker for the event will be Secretary of State Hillary Clinton

Lewis Facing...

- cont. from pg. 1

Lewis said he's undaunted by a new electorate and finds confidence in the solid backing he's enjoyed from voters in the West Ashley communities of Maryville and Ashleyville. Both were added to his Dist. 3 constituency in the last redistricting alignment.

Waring, whose solid majority Black Dist. 7 includes East Oak Forest, West Oak Forest and Ardmore is banking on his track record of results oriented representation to bring his constituents to the polls in his favor against two challengers as well. With only five Blacks among council's 12-member body, losing either incumbent could mean a radical shift in the numbers game when it comes to leveraging votes on issues that concern Black constituents.

But as the city's Black population shifted to districts West of the Ashley River, minority voters gained influence. That strength catapulted Dist. 2 Councilman Rodney Williams into office in 2014. This November Black voters have the opportunity to significantly affect elections in districts 9 and 11 where incumbents Aubry Alexander and Bill

Moody respectively, are facing one challenger each.

Public Scoping Meeting for the Proposed Navy Base Intermodal Facility

The US Army Corps of Engineers will hold a Public Scoping Meeting to present and discuss the revised proposal to be considered by the Environmental Impact Statement (EIS) being prepared for Palmetto Railway's proposed Intermodal Container Transfer Facility on the former Charleston Navy Complex.

Tuesday, October 27, 2015
Military Magnet Academy Cafeteria
2950 Carner Avenue
North Charleston, South Carolina
Open House 5:30 to 7:00 p.m.
Scoping Meeting 7:00 to 9:00 p.m.



At this meeting, we will be accepting written, electronic, and verbal comments. A court reporter will be present at the meeting and a translator can be provided upon request. You can also submit comments via email at comments@navybaseictf.com, or on-line at www.NavyBaseICTF.com. The deadline for submitting written comments about the revised proposal is Friday, November 27, 2015.

For media inquiries, please contact the Corps' Corporate Communications Office at (843) 329-8123.

THE CHRONICLE
1111 King Street
P.O. Box 20548
Charleston, SC 29403
Phone: (843) 723-2785
Fax: (843) 737-5443
E-mail: chaschron@aol.com
www.charlestonchronicle.net

J. JOHN FRENCH, SR.
President/Editor/Publisher

TOLBERT SMALLS, JR.
General Manager/Advertising

VALENTINA SMALLS
Accounting/Advertising

DAMION SMALLS
Web Manager/Publishing Asst.

SIMONA A. FRENCH
Receptionist - Traffic

Contributing Writers-
Hakim Abdul-Ali
Beverly Birch
Barney Blakeney

DEADLINE:
MONDAY at 5:00pm PRIOR
TO WEDNESDAY PUBLICATION

Member:
National Newspaper Publishers Association
South Carolina Press Association
Amalgamated Publishers

NO REFUNDS ON SUBSCRIPTIONS
Published Wednesday
Printer: The Evening Post

Credo of The Black Press
The Black Press believes that America can best lead the world from racial and national antagonism when it accords to every person, regardless of race, creed or color, his or her human and legal rights. The Black Press strives to help every person in the firm belief that all persons are hurt as long as anyone is held back

Larry J. Ferguson, D.M.D.

"Anxiety Free Dentistry"

- Relaxed, comfortable environment
- Skilled dental care
- Safe, comfortable, "one-hour" in-office whitening
- Nitrous oxide gas
- One pill conscious sedation
- Same day emergency care
- Dental care credit financing available
- Free Initial Consultation Appointment

- Exceptional Service Since 1980
- Graduate of MUSC School of Dental Medicine

Larry J. Ferguson, DMD
1812 Wallace Rd. - Ste. 400
Charleston, SC 29407
(843) 571-4411

www.dentistcharleston.com

50% off in office whitening with Crown and Bridge work (located West Ashley - directly behind Office Depot & Barnes & Noble Bookstore)

TRIDENT TECHNICAL COLLEGE

For detailed information, visit www.tridenttech.edu or call 843.574.6201. EOE/AA

<p>Full-time Faculty</p> <p>Film Mathematics Mechanical Engineering Technology Program Coordinator Nursing Visual Arts Welding/Lab Technician</p> <p>Part-time Faculty</p> <p>Air Conditioning and Refrigeration Mechanics Aircraft Manufacturing Technology Anatomy and Physiology Anatomy and Physiology Lab Animation Anthropology Art Appreciation/History Astronomy Avionics Maintenance Technology Biology Lab Business Chemistry Chemistry Lab</p>	<p>Chinese Computer Programming Cosmetology Criminal Justice Developmental Mathematics Drawing Economics Electrical and Automated Technologies Engineering Engineering Technology English Environmental Technology Esthetics Film Production French Geography German Graphic Design History Homeland Security Management Industrial Maintenance Mechanic Information Systems Machine Tool Technology Mathematics Network Systems Management Nursing</p>	<p>Philosophy Photography Physics Political Science Psychology Sociology Spanish Speech Theater Visual Arts Welding</p> <p>Full-time Staff</p> <p>Law Enforcement Officer Security Specialist Trades Specialist</p> <p>Temporary Staff</p> <p>Aircraft Assembly Lab Technician Avionics Lab Technician</p>	<p>Part-time Continuing Education Instructors</p> <p>Certified Nurse Aide/CNA Classroom Environmental Health Safety Trainer Information Technology Java Medical Assisting Medical Coding Online Microsoft Office Mobile Apps Revit Web Design Welding</p>
---	---	--	--

SERVING THE LOWCOUNTRY

Local Governments prepare an Analysis of Impediments to Fair Housing Choice

The municipalities of Charleston, North Charleston and Charleston County are preparing a report that will analyze the impediments to Fair Housing Choice in the Charleston community. This collaborative effort will identify and analyze impediments to receiving equal treatment for all under the Fair Housing Act of 1968. In an effort to obtain feedback from persons throughout the Charleston community, a series of meetings are planned and the public is asked to attend. The meetings will include; gov-

ernment and elected officials, housing industry professionals, community advocates and the general public.

The Fair Housing Act makes it unlawful to discriminate in housing transactions based on race, color, national origin, religion, gender, age, disability, sexual orientation or familial status.

Training and Development Associates (TDA) of Laurinberg, NC will assist in the development of the study that is designed to assess the climate of housing opportunities available to residents of these communi-

ties. The upcoming focus groups will allow for open discussions and sharing of views and experiences related to housing policy and practices. The local jurisdictions involved in this study are recipients of the Community Development Block Grant, HOME Investment Partnerships Program, Housing Opportunities for Persons with Aids, Emergency Solutions and Rapid Rehousing Grants, which provide housing and related services to residents. For more information about

the Fair Housing Act, including summaries of recent housing discrimination cases, go to www.hud.gov/fairhousing. Dates, times and locations for the focus groups are provided below. Additional meetings are planned. Please check the websites for each of the local jurisdictions to obtain information. To provide your feedback via survey. Please complete the survey at: <https://www.surveymonkey.com/r/2ZSQ6XK>

Wednesday, October 14, 2015

2:00pm - 4:00pm

Charleston County Council Chambers

4045 Bridgeview Drive

North Charleston, SC

For more information, contact Johnna Murray, Charleston County Community Development Director at 843-202-6960.

OR

Community Advocates & General Public (#2)

Wednesday, October 28, 2015

12:30 pm - 2:00 pm

Johns Island Regional Library

3531 Maybank Highway

Johns Island, SC

For more information, contact Johnna Murray, Charleston County Community Development Director at 843-202-6960

Don't be Played, Politically Speaking

By Kurt Walker



Kurt Walker

Often when the election cycle starts, one will hear phrases and slogans reminding us of our obligation to vote. Participation in the election process is one of, or can arguably be considered ones primary civic duty. For African-Americans it has been a right that didn't come easily. Due to the systematic denial and exclusion in the process, it was only achieved through the sacrifice of blood and lives of our ancestors who fought for inclusion and the opportunity to vote, but also run for public office. One might think this writing may be a history lesson but let me quickly transition to the here and now. Several states are now attempting to hamper the participation of certain groups, mainly minorities, by placing hurdles and voting process by requiring certain identification in order to cast a ballot. Moral Monday movements like that in our border state of North Carolina have been lead by the various NAACP Chapters and other politically active organizations have risen to challenge these tactics which if left in place will impact elections by suppressing portions of the electorate. This is something we cannot allow to happen. Not in North Carolina, Alabama, and especially not here in South Carolina. I myself

live by the mantra vote but be aware of who and what you are voting for. It can be safer for you to stay home if you cast your ballot for an individual who is working counter to your interests or agenda and due to ones unfamiliarity with the issues or platforms, casts a vote for such a candidate. This is akin to playing Russian roulette with ones right to vote. Participation in the political process requires us to be knowledgeable of the issues, how the agenda is set and who will be players in the implementation of the agenda. If you find dissatisfaction with the field of candidates, don't just opt for the lesser of two evils, find you someone to advocate for and en-

courage them to run. This is where it gets tricky because this is where the conflict of interests begins.

This is the space wherein leaders become politicians and is the space where compromise and sometimes corruption takes place. This is where you have to be cautious in lending support and endorsement to those individuals and groups who appear to be working for your interests, but are covertly working counter to them. This is the place and space where individual leaders put their personal interests ahead of the communities and people they represent. Constituency is now pandered to and the promises and commitments are lost in the bureaucracy and rhetoric of smooth talking and two-faced personas. This is the part of politics that we dread.

At the end of it all we can only look within if we allow our vote to fall victim to pandering and catering, empty promises and rhetoric, but most of all to candidates that actively support or engage agendas that don't serve your political interests, or serve you with quality representation on any level, local, state or federal. You cannot hold people accountable if you do not know what to hold them accountable for.

the donations are completed and that information is made available. Norvel said the accounting should be completed in the next few weeks. He said he does not know how much has been donated.

Norvel's responses may not be enough for some who continue their criticism. Tyrone Sanders, who's wife, son, granddaughter and aunt were victims of the massacre asked why church leaders have not provided spiritual counseling to his wife and granddaughter who survived the killing or to others in his family.

And while some critics have been leery about public condemnation of Norvel and other administrators, many privately continue accusations of impropriety and distance themselves from the process.

Goff said he won't stand for any personal character assassination and reiterated the accounting and disbursement process will be completed soon.

Charleston Raise Up, Healthcare Workers Protest at MUSC Board Meeting



Protesters at MUSC Board Meeting Friday

Workers affiliated with Charleston Raise Up brought the fight for \$15 and a union to the Medical University of South Carolina on Friday. Demonstrating with Healthcare Workers United—a Charleston based labor rights group—and other community supporters, the workers raised the demand for a \$15 an hour minimum wage for all hospital workers at the regular MUSC Board of Trustees Meeting. As the meeting got under way, started board members and administrators read over the Healthcare Workers' written list of demands, which also includes reform of the employee grievance process and the reinstatement of Chris Nelson, a nurse who was fired after 10 years of service to the hospital. "As we know that poverty is correlated with illness and poor healthcare, it is unconscionable that this hospital pays thousands of workers poverty wages," said Leonard Riley Jr. of Healthcare Workers United and ILA Local 1422. "Their practices imperil the community health. They would never sell cigarettes and asbestos to the public, how do they get away with impoverishing their employees?"

The Raise Up campaign and the struggle for justice at MUSC will escalate in the coming weeks as low wage workers across South Carolina raise the demand for a minimum wage hike. Healthcare Workers united released the following statement at the meeting: Healthcare Workers United is group of healthcare workers and community allies that promotes economic equality and fairness for employees of the Medical University of South Carolina. We are guided by two assumptions: that the best assurance of excellent patient care is a stable, confident, and well-compensated workforce, and that while MUSC has done away with the

most blatant forms of its Jim Crow past, remnants of its racist and authoritarian culture continue to shape the day-to-day experiences of employees and patients.

Our accomplishments have been modest, but we were instrumental in convincing President Greenberg to provide Medical Office Assistants with the opportunity to upgrade their skills when they were displaced by the implementation of the EPIC electronic records system. We have drawn attention to supervisors who have histories of abusing and intimidating their employees, and have helped workers navigate the grievance process, an experience which employees often find confusing and disempowering. MUSC's Diversity and Inclusion initiative is a direct response to our agitation as is the hiring of Anton Gunn and Willette Burnham as diversity officers. These are moves which we applaud.

The recent act of racist terror in Charleston has created a market for diversity and antiracism. People of good will are eager to distance themselves from Dylann Roof's crude hatred. Business leaders and HR professionals embrace "diversity and inclusion" to rebrand suspect institutions as enlightened and progressive. It is critical to MUSC's diversity initiative and to the health of the hospital, however, that we not confuse the performance of antiracism with justice. The latter requires the kind of substantive reforms that we have been persistent in raising for many months, most recently during the current Diversity and Inclusion sessions.

Today, we return to the regular MUSC Board of Trustees meeting to ensure that board members are aware of three of the

demands that we have been making to hospital administrators:

1. The reinstatement of Christine Nelson, a registered nurse who was terminated after nearly twenty years of service to MUSC for speaking out against threats to patients and coworkers.
2. The implementation of a \$15 an hour minimum wage for all MUSC employees, including independent contractors. Paying less than a living wage undermines the community's health and contradicts the hospital's mission.
3. A transparent grievance procedure that levels the playing field between employee and employer.

MUSC's unwillingness to make the kinds of bold changes that are necessary to align itself with its public mission guarantees continuing disarray at the hospital and university and invites the possibility of tragedy. In the coming months we will continue to work both within and outside of the MUSC structure to work toward a healthier MUSC and a healthier Carolina. We hope the Board will join us.

Contact: Healthcare Workers United (843) 830-4471

Communications Manager 9-1-1
Counselor II (PIER)
Deputy Sheriff (SC certified only)
Detention Officer
Engineering Technician
Equipment Operator II - curbside
Equipment Operator III - dropsite
Registered Nurse - 2 positions
Telecommunicator Entry Level

For details and to apply online visit:
www.charlestoncounty.org
or call
Jobline: 843.958.4719
Office: 843.958.4700
4045 Bridgeview Drive, Suite B207
Off of Leeds Avenue in N. Charleston

EO/EMF/D/V We E-verify

Leadership At...

- cont. from pg. 1

Cash donations especially, are in question. The church has not publicly announced how much has been donated or how those funds are to be distributed.

Flanked by church leaders and officials, Goff on Wednesday denounced his critics saying some members of past congregations, using the tragedy at Emanuel, are seeking notoriety with undocumented accusations. He said he never received any personal loans from any member at Baber and incurred no church debts outside the regular confines of church protocol.

He said critics at Emanuel later will be called out by name to answer for their treachery.

Also at Wednesday's press conference attorney Wilbur Johnson, hired as legal counsel in the church's accounting of the donations, said from the outset the church has sought "to do the right thing" and to maintain a certain level of transparency. Though a narrative is occurring that indicates something inappropriate is happening, he's seen no evidence of any inappropriate conduct on the part of the church, Johnson said.

Stathis Poulos, an accountant with the global firm BDO hired to oversee the accounting process, said there literally are thousands of donations to be ac-

counted which were received over several months. The church has provided all the information his company has requested, Poulos said adding, "The biggest mistake you can do is to rush."

Norvel said the church will not rush its process although the City of Charleston recently announced it will disperse donations it has received. The city announced last month it already has begun disbursement of the \$2.3 million it received for the Emanuel Hope Fund.

Two weeks ago attorneys for the husband of Cynthia Hurd who was killed in the massacre, filed a lawsuit asking the court to prevent the church from making any disbursements from the donations until a full accounting of

JIMMY BAILEY
for
CHARLESTON CITY COUNCIL
DISTRICT 3

Learn how Jimmy can contribute to our council at
JIMMYBAILEYJR.COM

VOTE
Nov. 3

THE CHRONICLE

Subscribe to The Charleston, SC Chronicle!

Mail Check/Money Orders (do not mail cash) to:

The Charleston Chronicle • P.O. Box 20548 • Charleston, SC 29403

Please Check: ___ six (6) months - \$30 ___ 1 year - \$40 ___ 2 years - \$60

___ New ___ Renewal • My check is enclosed in the amount of _____.

(Please print your mailing address)

Name (or Business): _____

Street Address: _____

City/State/Zip Code: _____

Phone#: _____ E-mail Address: _____

MasterCard & Visa credit cards are accepted

Credit Card Number: _____

Expiration Date: _____ Security Code(CVC): _____

Billing Address (if different from above)

Street Address: _____

City/State/Zip Code: _____

Phone: 843.723.2785 Fax: 843.737.5443 E-mail: chaschron@aol.com website: www.charlestonchronicle.net

Public Scoping Meeting for the Proposed Navy Base Intermodal Facility

The US Army Corps of Engineers will hold a Public Scoping Meeting to present and discuss the revised proposal to be considered by the Environmental Impact Statement (EIS) being prepared for Palmetto Railway's proposed Intermodal Container Transfer Facility on the former Charleston Navy Complex.

Tuesday, October 27, 2015
Military Magnet Academy Cafeteria
2950 Carner Avenue
North Charleston, South Carolina
Open House 5:30 to 7:00 p.m.
Scoping Meeting 7:00 to 9:00 p.m.



At this meeting, we will be accepting written, electronic, and verbal comments. A court reporter will be present at the meeting and a translator can be provided upon request. You can also submit comments via email at comments@navybaseictf.com, or on-line at www.NavyBaseICTF.com. The deadline for submitting written comments about the revised proposal is Friday, November 27, 2015.

For media inquiries, please contact the Corps' Corporate Communications Office at (843) 329-8123.

Appendix C

Scoping Meeting Displays



Welcome to the Public Scoping Meeting

The U.S. Army Corps of Engineers (Corps) welcomes you to the
Navy Base Intermodal Container Transfer Facility
Public Scoping Meeting
October 27, 2015

We are here tonight to **give you information** about revisions to the proposed project and **give you the opportunity to participate.**

We want to hear from **you** about the proposed Intermodal Facility project.
What are your comments, questions, and concerns?

Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com



What are NEPA and Scoping?



National Environmental Policy Act

The National Environmental Policy Act (NEPA) requires all federal agencies to evaluate major federal actions and inform decision makers and the public of the likely environmental consequences of proposed actions and alternatives.

Environmental Impact Statement

An Environmental Impact Statement (EIS) is a detailed study that analyzes the potential effects, both positive and negative, that an action may have on the environment and local community.

Scoping

During the scoping process, public input is gathered to assist with the identification of issues and alternatives to be addressed in the EIS. A public scoping meeting was held on November 14, 2013 to discuss the original layout of the proposed project. This second scoping meeting is being held to discuss revisions to the proposed project.

NEPA Process



Public Involvement

The purposes of this Public Scoping Meeting are to:

- Provide information about the proposed project and how the public can participate in the NEPA process
- Gather public feedback, questions, and concerns about the proposed project and potential impacts to the human and natural environment

You may provide feedback:

- At today's Public Scoping Meeting
- Through email: comments@NavyBaseICTF.com
- Through the Public Comment Submission page at www.NavyBaseICTF.com
- Through mail:
U.S. Army Corps of Engineers,
Charleston District
c/o Nat Ball
69-A Hagood Avenue
Charleston, SC 29403

Comments should reference Public Notice number SAC-2012-00960. Please submit comments by November 27, 2015.

**Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com**



The NEPA Team and Roles



The U.S. Army Corps of Engineers (Corps), Charleston District is preparing an Environmental Impact Statement (EIS) to assess the potential social, economic and environmental effects of the proposed construction and operation of the Navy Base Intermodal Container Transfer Facility project.



Corps, Charleston District
(Lead Federal Agency)

The Corps has authority to issue permits for activities impacting Waters of the U.S. (e.g., wetlands). They will evaluate the impacts to Waters of the U.S. in the EIS and make a decision whether to approve or deny the permit.

Atkins is a neutral, third-party contractor who will prepare the EIS under the technical direction of the Corps.



Palmetto Railways
(Applicant)

Palmetto Railways is the applicant who is seeking a permit from the Corps for potential impacts to Waters of the U.S. Palmetto Railways is proposing to construct and operate an intermodal container transfer facility.

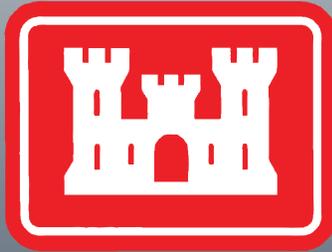


The public and local stakeholders are encouraged to participate in the NEPA process, particularly during scoping, review of the Draft EIS, at the Draft EIS public hearing, and review of the Final EIS.

Your involvement will assist us in making an informed decision. Thank you for your participation. For more information, please visit the project website at: www.NavyBaseICTF.com



Corps' Overall Project Purpose



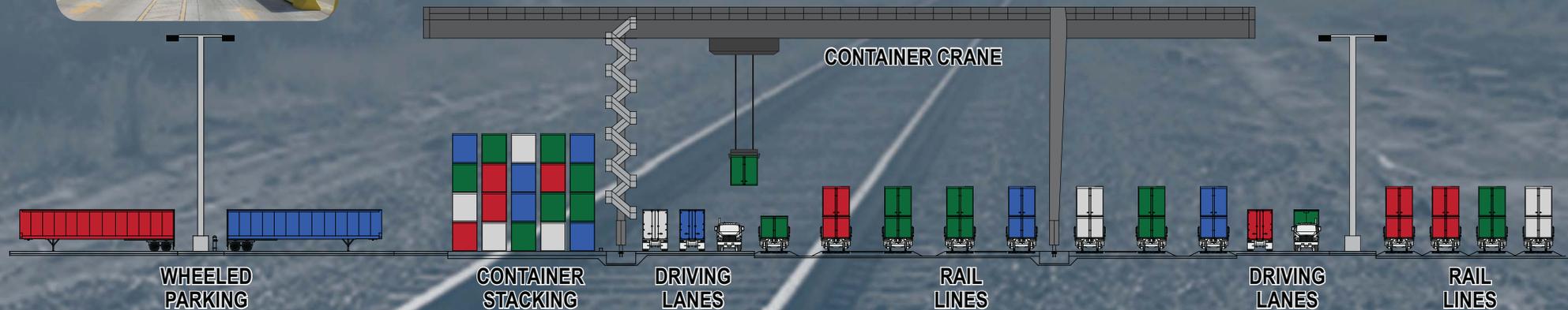
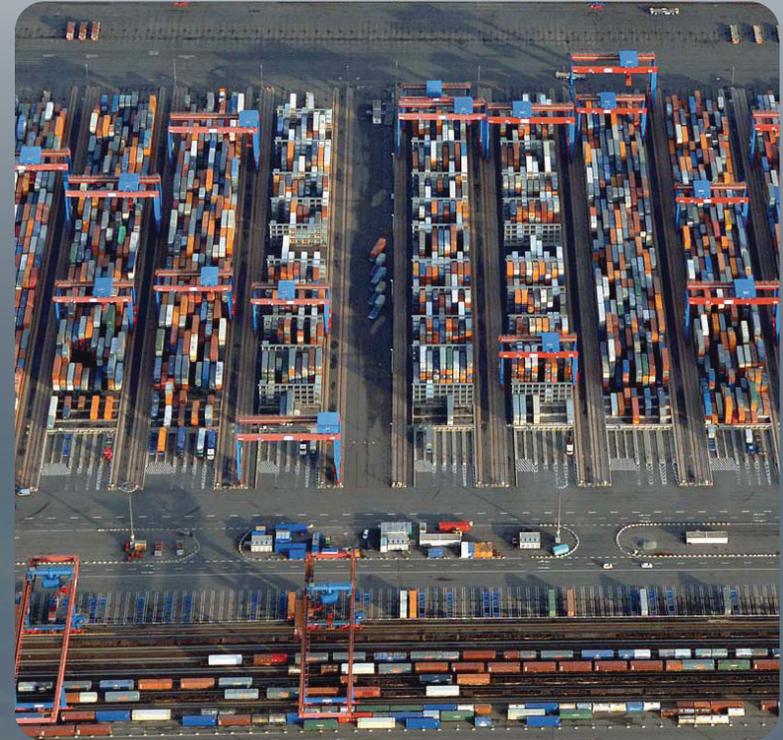
404(b)(1) Guidelines require that the Corps define the “overall project purpose” to evaluate reasonable and practicable alternatives. The Corps has defined the overall project purpose for this project as:

The overall project purpose is to provide a state-owned, “near-dock” intermodal container transfer facility (ICTF) that provides equal access to both Class I rail carriers and accommodates existing and projected future increases in intermodal container cargo transport through the Port of Charleston to enhance transportation efficiency in the State of the South Carolina.

Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com



Typical Intermodal Container Transfer Facility



Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseCTF.com



Palmetto Railways' Purpose and Need Statement



Palmetto Railways proposes to develop an Intermodal Container Transfer Facility (ICTF) that:

- Provides **equal access** to both **Class I rail carriers** that serve the greater Charleston region;
- Accommodates **existing and projected future intermodal rail traffic** within the region;
- Provides a “**near-dock facility**” to the Navy Base Marine Container Terminal;
- Includes a **private drayage road** to connect with the Navy Base Marine Container Terminal.

Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com



Proposed Project



According to Palmetto Railways, the purpose of the proposed project is to provide a state-of-the-art intermodal hub to serve the Port of Charleston with equal access to the two Class I rail carriers serving the area (i.e. CSX Transportation (CSX) and Norfolk Southern Railways (NS)). The proposed project includes six major components that are generally described below. Detailed drawings that were included in Palmetto Railways' revised proposal dated September 8, 2015, have been posted on the Documents page of the project website, www.NavyBaseICTF.com.

1 Northern Rail Connection

A northern track would be constructed through the Charleston Naval Hospital Historic District, and a new railroad bridge would be constructed across Noisette Creek to provide NS access to the proposed Intermodal Container Transfer Facility (ICTF). Properties that are located east of the new rail connection would be accessed from Noisette Boulevard and properties west of the new connection would be accessed from St. Johns Avenue. In addition, St. Johns Avenue would continue to have direct access to Spruill Avenue from the portion of McMillan Avenue that would remain open.

2 Cosgrove McMillan Overpass

Cosgrove Avenue would be moved and made into an overpass from the area of Spruill Avenue, connecting to what is now McMillan Avenue near Noisette Boulevard. This overpass would separate rail traffic from vehicle traffic and provide future access to the northern end of the Charleston Naval Complex (CNC) and the proposed ICTF. McMillan Avenue would be removed from the vicinity of Kephart Street to St. John's Avenue.

3 Intermodal Container Transfer Facility (ICTF)

The approximately 118-acre ICTF would contain the following components: railroad tracks; wide-span electric gantry cranes; container stacking areas; administrative buildings; an automated gate system; vehicle driving lanes; a sound barrier and security fence along the western border of the site; and stormwater management improvements such as dry detention ponds. The proposed sound barrier includes areas where an earthen berm and a vegetated buffer would be established between the proposed rail yard and the Chicora-Cherokee neighborhood. However, in some areas a noise wall would be the sound barrier because of constructability issues or to avoid and minimize potential impacts to waters of the U.S.

4 Hobson/Bainbridge Realignment and Viaduct Removal

The Viaduct Road overpass would be removed and Hobson Avenue and Bainbridge Avenue would be moved with an improvement of the intersection. These changes would allow trucks to move from the ICTF to I-26 via the Port Access Road. Future access to the southern end of the CNC would be obtained by using Stromboli Avenue or the Port Access Road from I-26, which is scheduled to open in 2019. The construction of the Port Access Road and the new Stromboli Avenue overpass is not part of the proposed project, and would be constructed by the South Carolina Department of Transportation.

5 Private Drayage Road Elements

An approximately one mile long private drayage road would be constructed from the ICTF to the Navy Base Marine Container Terminal which is currently under construction and scheduled to open in 2019. This drayage road would be a dedicated private roadway used by trucks to transfer shipping containers to the ICTF. A portion of the drayage road would be elevated above the Port Access Road to avoid delays to local traffic.

6 Southern Rail Connection

A southern track would be constructed adjacent to Cooper Yard and would extend approximately one mile south to provide CSX access to the proposed ICTF. New rail right-of-way would be required in the vicinity of Herbert Street and Milford Street and a new at-grade crossing at Meeting Street would be required to connect to an existing out of service right-of-way that is located between Meeting Street and King Street. New track would be constructed within the out of service CSX right-of-way beginning near Herbert Street and connecting to existing track north of Misroon Street. The construction of this portion of new track is not part of Palmetto Railways' proposed project, but is a related activity.

**Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com**

Proposed Project



**Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com**

Ongoing Studies



The following issues were identified during the original scoping meeting and studies are in progress to address these concerns.



Your involvement will assist us in making an informed decision. Thank you for your participation. For more information, please visit the project website at: www.NavyBaseICTF.com



Environmental Analysis



The following is a list of resources potentially impacted by the proposed project that will be evaluated in the EIS and may be expanded with input from you:

Water Resources and Biological Environment

- Wetlands and Waters of the U.S.
- Water resources/water quality – surface and groundwater
- Protected species
- Fish and wildlife habitat

Human Environment

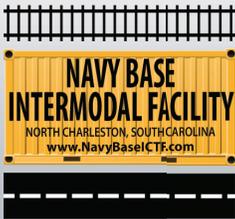
- Cultural resources
- Visual resources / aesthetics / light pollution
- Socioeconomics and environmental justice
- Public health and safety
- Land use and zoning
- Transportation - roadways and railways
- Noise and vibration
- Recreation

Physical Environment

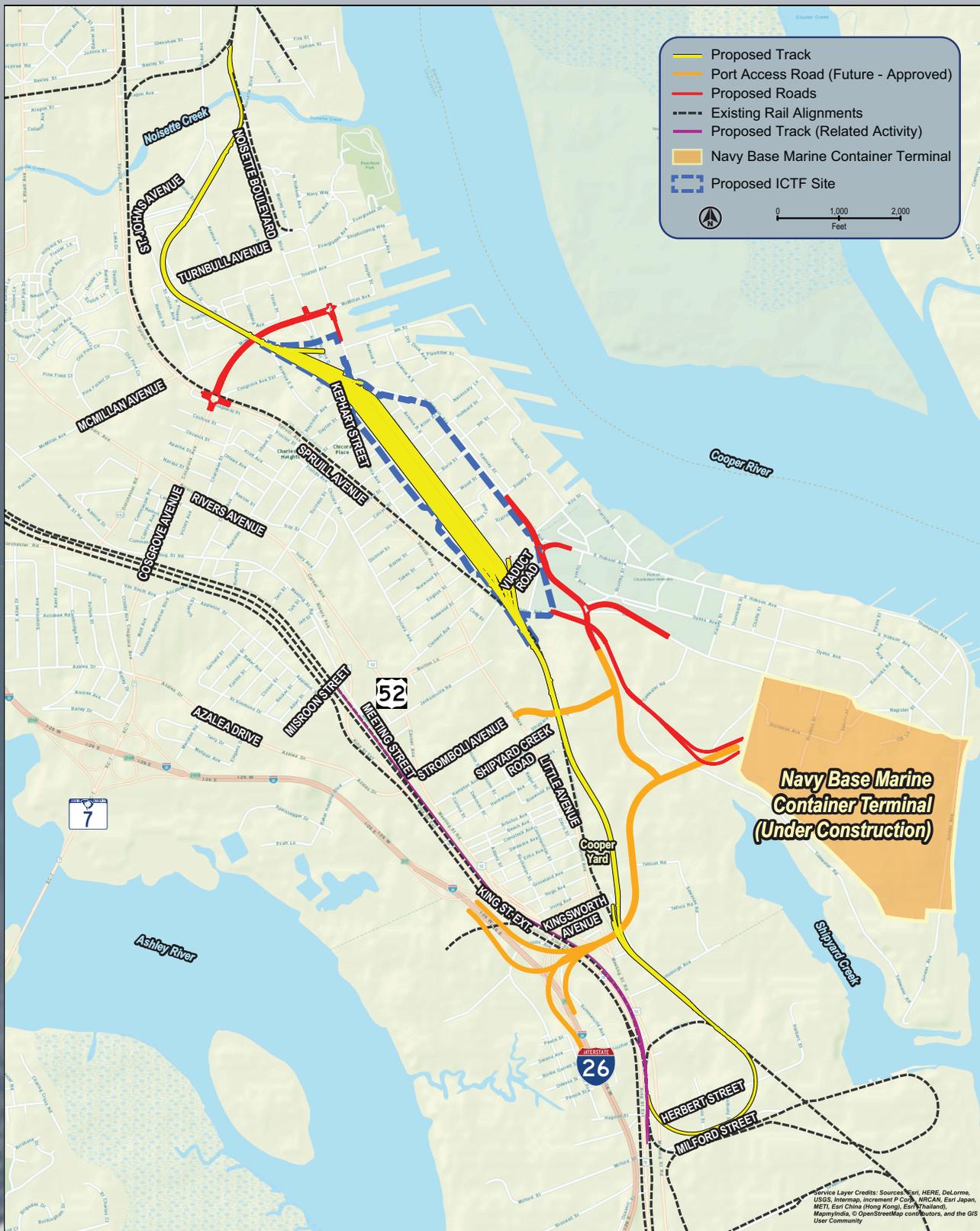
- Air quality and climate change
- Flood hazards and floodplain values
- Hazardous materials and solid waste
- Geology and soils



Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com



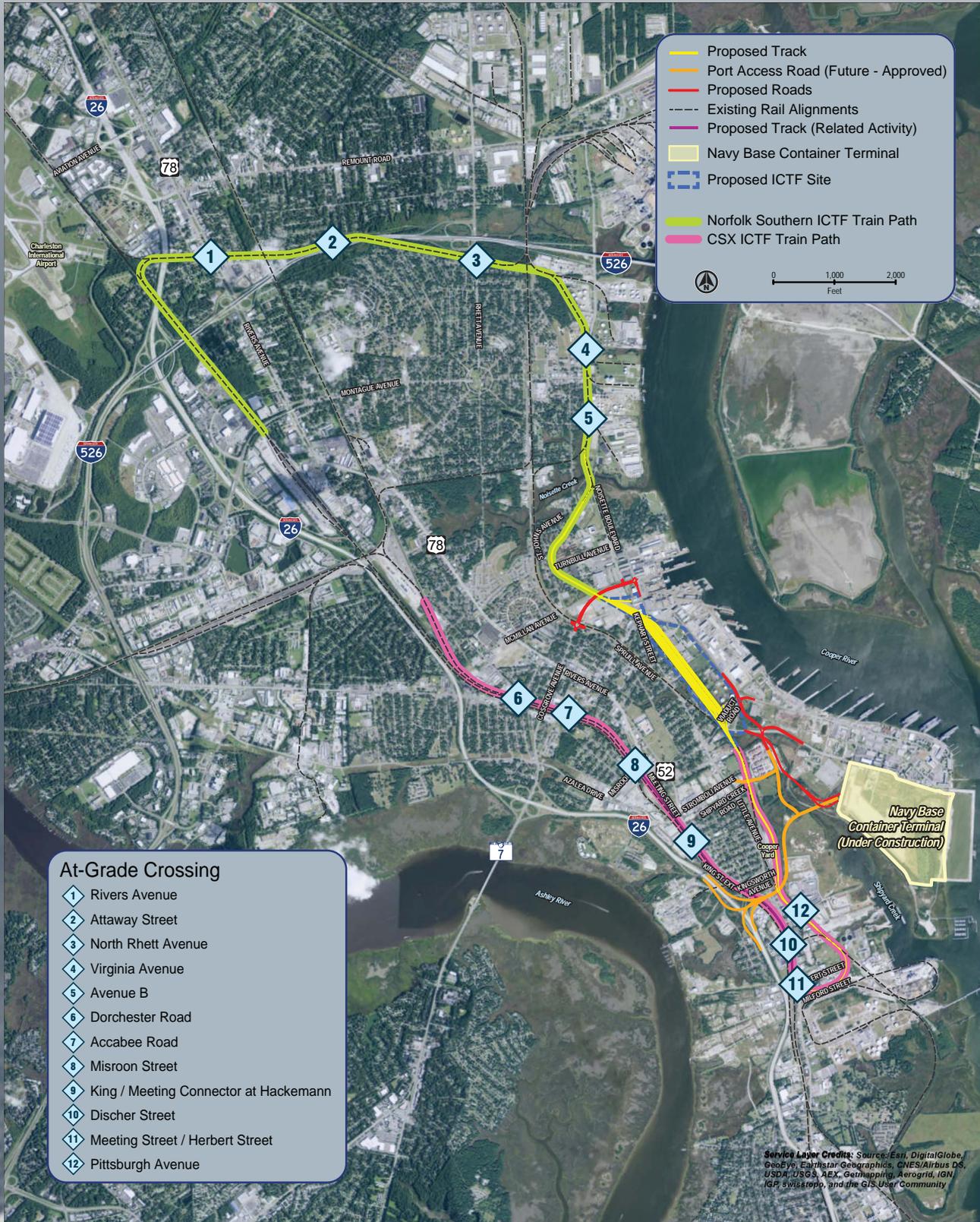
Proposed Project



Your involvement will assist us in making an informed decision. Thank you for your participation. For more information, please visit the project website at: www.NavyBaseICTF.com



Rail Routes and At-Grade Crossings



Your involvement will assist us in making an informed decision. Thank you for your participation. For more information, please visit the project website at: www.NavyBaseICTF.com

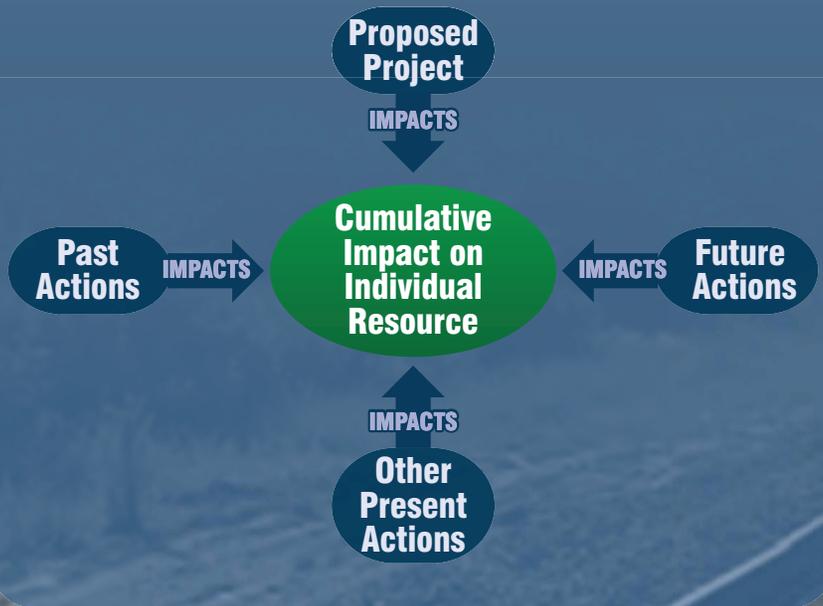


Cumulative Impacts

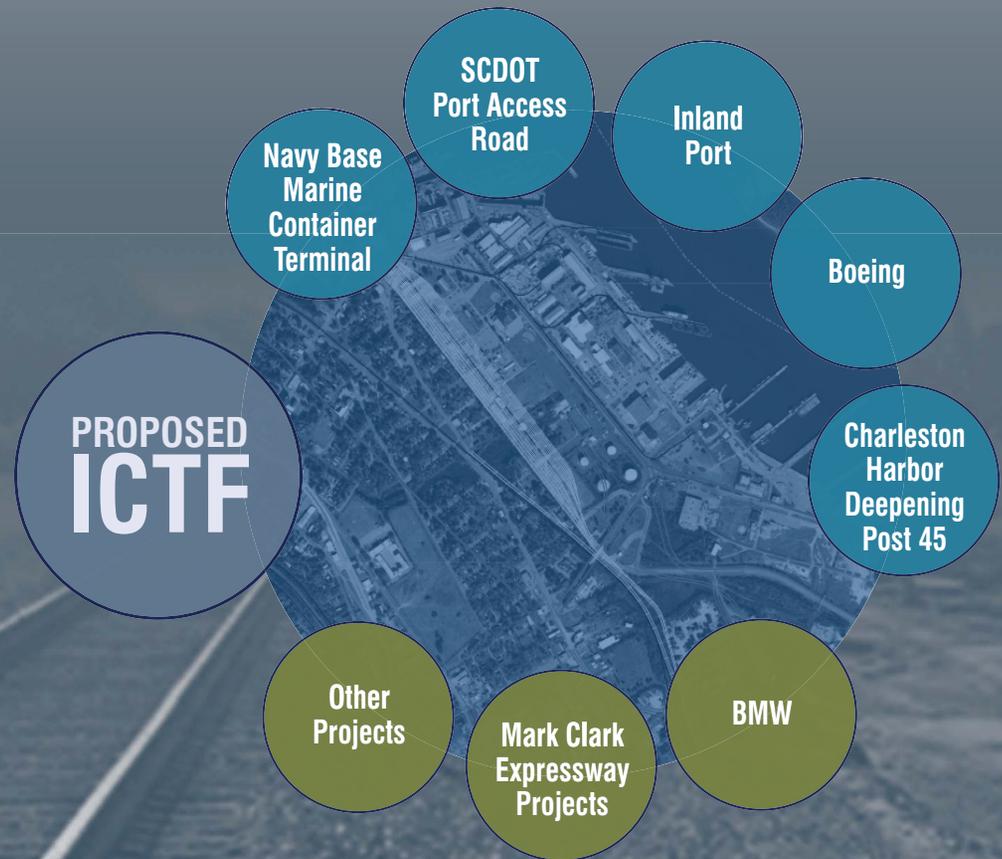


There are a number of other projects at various stages of completion. Some of these will be considered in the 'future without-project' scenario as a baseline condition for comparison (No-Action Alternative), others will be considered in the Cumulative Impacts analysis of this EIS.

Cumulative impacts result from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions.



-  Project has been permitted and considered complete in future with or without ICTF scenarios.
-  Project will be considered in the Cumulative Impacts analysis in the EIS.



Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com



Contact Us



**Who do you contact for more information?
How can you comment on the project?**

**Your involvement will assist us
in making an informed decision.**

**You can send us comments
by mail, e-mail, or at our website.**

Mail

**U.S. Army Corps of Engineers, Charleston District
c/o Nat Ball,
69-A Hagood Avenue,
Charleston, SC 29403**

E-mail

comments@NavyBaseICTF.com

On-line

**Public Comment Submission page at our website:
www.NavyBaseICTF.com**

Comments should reference Public Notice Number SAC-2012-00960.

Appendix D
Transcript of Public Scoping Meeting

In The Matter Of:

Navy Base Intermodal Container Transfer Facility Environmental Impact Statement

*Public Scoping Meeting
October 27, 2015*

*Legal Media of Charleston, Inc.
2011 Wharf Landing Ct
North Charleston, SC 29418*

To open files, click on the desired file type in bookmark on left.

For quick saving or searching multiple files, click attachments tab (or paperclip) on left.

For best viewing/searching, use Adobe Reader/Acrobat ver. 9 or higher
(www.adobe.com).

In The Matter Of:
*Navy Base Intermodal Container Transfer Facility
Environmental Impact Statement*

*Public Scoping Meeting
October 27, 2015*

*Legal Media of Charleston, Inc.
2011 Wharf Landing Ct
North Charleston, SC 29418*

Original File 1027 NavyX.txt
Min-U-Script® with Word Index

NAVY BASE
INTERMODAL CONTAINER TRANSFER FACILITY
ENVIRONMENTAL IMPACT STATEMENT

Public Scoping Meeting

DATE: Tuesday, October 27, 2015

TIME: 7:00 p.m.

REPORTER: Holly Hiott O'Quinn, RPR

LOCATION: Military Magnet Academy Cafeteria
2950 Carner Avenue
North Charleston, SC

HOLLY HIOTT O'QUINN, RPR
LEGAL MEDIA OF CHARLESTON
Telephone(843)767-1007 Fax(843)767-9007
Email: Holly@lmocinc.com

Page 3

1 several members of the project team. First, from the
2 Charleston District of the Corps of Engineers
3 Mr. Travis Hughes. He's the deputy chief of the
4 Regulatory Division and chief of our special projects
5 branch.
6 Mr. Nat Ball. He's a regulator within our
7 special projects branch and he is the Corps of
8 Engineers' project manager for this project.
9 Additionally, Mr. Shawn McBride. He's from the
10 district. He's our corporate communications officer.
11 Additionally, from our third party
12 contractor Atkins, we have Mrs. Kim Fitzgibbons.
13 She's the Atkins' project manager. And Mrs. Rebecca
14 Berzinis, the deputy project manager.
15 In addition to these individuals, you may
16 have met and spoken with other team members as you
17 studied the various displays about the proposed
18 project during the first portion of this meeting.
19 The format for the evening's meeting will
20 begin with my introduction. Then Mr. Nat Ball, the
21 project manager for the project, will explain the
22 Corps' authorities, some specifics about the
23 components of the proposed project and our current
24 informational needs.
25 After Mr. Ball, Mr. Jeff McWhorter with

Page 2

1 Any court, party, or person who has
2 purchased a transcript, may, without paying a further
3 fee to the reporter, reproduce a copy or portion
4 thereof as an exhibit pursuant to court order or rule
5 or for internal use, but shall NOT otherwise provide
6 or sell a copy or copies to any other party or
7 person.
8 (The following proceedings were held on October
9 27, 2015.)
10 MR. MOLICA: Good evening and welcome. I
11 want to thank everyone for coming out tonight and
12 participating in this public scoping meeting. My
13 name is Major Nathan Molica, and I'm the deputy
14 district engineer for the U.S. Army Corps of
15 Engineers, Charleston District.
16 I would like to begin, if you wouldn't
17 mind, please go ahead and stand and we are going to
18 stand and say the Pledge of Allegiance.
19 (WHEREUPON, the Pledge of Allegiance was
20 recited.)
21 MR. MOLICA: For the record, let me state
22 that this meeting is starting at 7:00 p.m. on
23 Tuesday, 27 October, 2015, at the Military Magnet
24 Academy in North Charleston, South Carolina. As a
25 courtesy to everyone here, I kindly request that you
please silence your cell phones to avoid any
disruptions.
I would like to begin by introducing

Page 4

1 Palmetto Railways will present his agency's views on
2 the project. Then I will return and provide the
3 ground rules for the public participation of
4 tonight's meeting.
5 Many of you may be wondering why the U.S.
6 Army Corps of Engineers is involved with this
7 project, and I'm going to attempt to explain. In
8 December of 2015, Palmetto Railways, formerly South
9 Carolina Public Railways, purchased 240 acres of land
10 at the former Charleston Navy base and released a
11 plan to develop a new regional intermodal rail
12 facility.
13 MR. BALL: December 2010.
14 MR. MOLICA: What did I say 2014?
15 MR. BALL: 2015.
16 MR. MOLICA: Sorry about that.
17 The proposed Navy Base intermodal container
18 transfer facility includes the construction and
19 operation of a 118-acre intermodal rail yard where
20 containerized freight will be transferred between
21 trucks and rail cars and approximately 42 acres of
22 associated improvements to roads and railways.
23 However, in order to develop this facility, Palmetto
24 Railways would impact approximately 10.1 acres of
25 tidal salt marsh and other waters of the United

Page 5

1 States which are subject to the jurisdiction of the
2 Corps of Engineers under the Rivers and Harbors Act
3 and the Clean Water Act. Therefore, Palmetto
4 Railways requires a permit from my office before they
5 can begin construction. The benefits from the
6 proposed project must be carefully weighed against
7 the detriments, and the final decision whether to
8 issue a Department of the Army permit will be
9 determined by the outcome of this balancing process.

10 In addition to the Rivers and Harbor Act
11 and the Clean Water Act requirements, all federal
12 agencies must comply with the National Environmental
13 Policy Act, NEPA. And Mr. Ball will give you more
14 specifics on that process in just a minute.

15 The tool we are using to document the NEPA
16 process and the potential impacts of the proposed
17 project is an Environmental Impact Statement, or EIS.
18 In accordance with Corps regulations and NEPA, the
19 Corps is preparing the EIS with the assistance of a
20 third-party contractor, Atkins. Although Palmetto
21 Railways pays for Atkins' services, the Corps is
22 responsible for the content of the EIS, and we direct
23 Atkins to gather the information necessary to
24 evaluate the proposed project.

25 Please keep in mind that the Corps is not

Page 6

1 proposing to construct any portion of the proposed
2 project. We are a federal permitting agency only.
3 We are neither for nor against this project. We are
4 neutral administrators of the law. This is really
5 important, so I wanted to reiterate. Again, please
6 keep in mind, the Corps is not proposing to construct
7 any portion of the proposed project. We are a
8 federal permitting agency only. We are neither for
9 nor against this project. We are neutral
10 administrators of the law.

11 We are tasked with evaluating the proposed
12 project and making a decision whether or not to
13 authorize impacts to the waters of the United States.
14 Your input tonight and throughout the NEPA process is
15 essential to ensure that the EIS addresses all of the
16 necessary information and our decision is both fair
17 and balanced.

18 The main purpose of this meeting is for me
19 on behalf of the district engineer to hear your
20 perspective about the proposed project. This meeting
21 is not a question-and-answer session, because we are
22 still reviewing the proposal that was submitted by
23 Palmetto Railways about one month ago.

24 This meeting is, however, an opportunity
25 for you to let us know if there are any specific

Page 7

1 issues or concerns that you believe should be
2 included in the EIS or considered during our
3 evaluation of the proposed project. And since this
4 is your opportunity to provide comments to the Corps,
5 you should address your comments to me and not to the
6 audience. I have a court reporter here, Mrs. Holly
7 O'Connor [sic]. She is going to ensure that we
8 document everyone's comments.

9 This listening session, or scoping meeting,
10 is the very first step in the NEPA process. Over the
11 next six to nine months, we will proceed to the other
12 steps as required by NEPA, which will ultimately
13 answer your questions and conclude with a permit
14 decision.

15 Tonight's scoping meeting is one of several
16 opportunities during this process that will ensure
17 the public is heard and your input is considered. We
18 want you to actively participate in this process.
19 Your feedback and comments are important to us.

20 As you came in tonight, you should have
21 received three pieces of paper. The first item was a
22 wallet-size business card with both the website
23 address and the U.S. Army Corps of Engineers' mailing
24 address. You can visit that website and provide
25 feedback on the project. It also contains helpful

Page 8

1 information about the proposed project, offers you
2 the ability to sign up for the project mailing list
3 or to submit written comments.

4 The second piece of paper was a
5 registration card. Please ensure that you complete
6 the registration card and return it to our personnel
7 that are manning the front desk. We will use these
8 cards to document your attendance at this meeting.
9 In addition, we would like to add you to our mailing
10 list so that we can update you on the status of the
11 EIS and invite you to future public meetings.
12 Additionally, we will use these cards to identify
13 anyone who wishes to speak tonight.

14 Finally, you should have received a comment
15 card as well, if you wanted one. If you would rather
16 submit a written comment or a question instead of
17 speaking tonight, please write your comment and drop
18 it at one of the boxes around the room.

19 Again, this evening's meeting is an
20 opportunity for the public to participate in the
21 development of the Environmental Impact Statement,
22 and we want to know from your perspective what issues
23 need to be considered in the EIS. I cannot stress
24 enough how important your feedback is to us. So,
25 again, you can submit it on the website. You can do

Page 9

1 it on a written comment card, or you can step forward
2 tonight and speak.
3 If there is anyone present who did not
4 receive one of these cards, please raise your hand
5 and we can have a member of our staff bring you one
6 at this time.
7 I would now like to have Mr. Nat Ball, the
8 U.S Army Corps of Engineers' project manager. He
9 will provide you a brief overview of the process we
10 will be following during our evaluation of the
11 proposed project. Nat.
12 MR. BALL: I hope it's okay with folks, I'm
13 not one of those people who can stand behind the
14 podium. And, likewise, we have a couple of posters
15 here from the earlier information workshop that I
16 want to talk about. But I need to get disconnected
17 from this podium.
18 As Major Molica said, my name is Nat Ball.
19 I'm the project manager with the Corps of Engineers.
20 As he mentioned, this project has been in the
21 planning stages for a long time. Palmetto Railways
22 acquired this property back in 2010. And in 2013,
23 they came to the Corps of Engineers and submitted a
24 proposal to us as Major Molica mentioned.
25 Y'all can't hear me in the back. Okay.

Page 10

1 Sorry. They told me it was really sensitive, and so
2 I was trying not to blow anybody's ears out.
3 So, specifically, Palmetto Railways came to
4 us. And what they were asking for from the Corps of
5 Engineers is a permit. So they submitted a proposal
6 that said we want to build a rail facility, and in
7 order to build that rail facility, there are going to
8 be impacts to waters of the U.S. The Corps of
9 Engineers through Section 10 of the Rivers and
10 Harbors Act as well as to Section 404 of the Clean
11 Waters Act, we review projects and determine whether
12 or not to issue permits for impacts to wetlands and
13 waters.
14 Those of you who are familiar with the Navy
15 Base -- this is probably the better map -- Noisette
16 Creek to the north, the Cooper River and the Shipyard
17 Creek to the south. In order to develop and to build
18 roads in this area, you would have to have a bridge
19 over Noisette Creek for trains. There's actually a
20 small marsh here that comes through Chicora-Cherokee.
21 A portion of that extends onto the Navy Base. So
22 part of what they are asking from the Corps of
23 Engineers is a permit to fill a portion of that
24 wetland system. And then, likewise, is a proposal to
25 build a road, a private drayage road that goes from

Page 11

1 the rail facility down to the marine container
2 terminal that the Ports Authority is constructing.
3 So each of those components are parts of the project
4 that are subject to the Corps of Engineers'
5 regulatory authority.
6 Now, we are also a federal agency and
7 that's where Major Molica mentioned the National
8 Environmental Policy Act. So when we look at a
9 project, we don't just look at the wetlands. The
10 wetlands are the piece that we regulate. The
11 wetlands are the piece that we'll have to make a
12 permit decision about. But above and beyond just the
13 wetlands, we are going to do a more broad review
14 under the National Environmental Policy Act. And we
15 are also going to do what's called a public interest
16 review looking at various different factors and
17 looking at what the potential impacts of the project
18 are.
19 For most of you who are from this area, you
20 know, wetlands is very important to us. If you are
21 going to fill in a wetland, you have to offset that
22 impact. You have to mitigate that impact for the
23 watershed. Most of the folks in this room, if you
24 live in the neighborhood, wetlands may be your
25 priority; it may not. I understand that it may not

Page 12

1 be for most of you. Your concern may be noise. It
2 may be air. It may be light. All of those different
3 components will be looked at in this study.
4 So one thing I would like to say, the Major
5 mentioned 2010, Palmetto Railways acquired the
6 property. In 2013, we actually had a scoping
7 meeting. And if it's okay with folks, I guess how
8 many of us out there were at the meeting back in
9 2013.
10 (Hands raised.)
11 So a fair number have been tracking this
12 project for almost two years. It was November of
13 2013.
14 What has happened since November of 2013?
15 So there was a proposed project. And as Major Molica
16 mentioned, in the last month -- or about six weeks
17 ago, we received a revised proposal, and there have
18 been changes to the project. And so the reason that
19 we are here tonight is to have another scoping
20 meeting, a second scoping meeting. That is not to
21 say that we are restarting the process two years
22 later.
23 You know, since 2013 there have been
24 traffic studies. We have started to evaluate the
25 project. But the changes to the project were so

Page 13

1 great that we felt like we needed to come back to the
2 community. There were some things that were
3 fundamentally different that we felt like we needed
4 to come back to the community and say we know that,
5 for example, the original project had both rail
6 companies coming out the north, one turning right on
7 Bexley Street, one turning left on Bexley -- not on
8 the street, on the rail line. But it was different.
9 Today the project actually has a component
10 that comes to the south. You would have Norfolk
11 Southern trains going to the north and CSX trains
12 going to the south. That is totally different. If I
13 lived in Union Heights, I was expecting all the
14 trains to go to the north. Now they're going to come
15 down to the south, and they're going to cross over at
16 Milford Street and they're going to be in between
17 King Street and Meeting Street on the existing rail
18 corridors. That is totally different.
19 So in terms of the studies that we have
20 been working on, we need to expand the scope of the
21 rail study. We need to expand the scope of the
22 traffic study. We need to look at the broader
23 picture. So if you take anything home with you
24 tonight, it's this is a rescoping meeting. The goal
25 of this meeting is to get feedback from you, the

Page 14

1 community, so that we can expand these studies to
2 address potential impacts associated with the changes
3 to this project.
4 Now, a lot of tonight is talking about
5 change. It is talking about changes to the project.
6 One thing that I did want to say tonight, the
7 property was acquired back in 2010. A facility was
8 proposed in 2013 to the Corps of Engineers. One
9 thing that sometimes we miss is the big picture.
10 Why are they building a rail facility?
11 Well, we in Charleston, we have a couple different
12 container terminals today. We have the Wando
13 terminal over in Mount Pleasant. We have the North
14 Charleston terminal up towards Remount Road, and
15 there is a new facility under construction.
16 Those of you who have lived in this area
17 for a while, back in 2007, a permit was issued to
18 build a new container terminal at the former
19 Charleston Navy Base. In addition, a permit was
20 issued to build an access road that would take trucks
21 straight from the interstate into that container --
22 into that shipping facility and back out again.
23 So why do we need a rail facility? Well,
24 this proposal was for a regional rail facility.
25 Today, Norfolk Southern and CSX, they each have rail

Page 15

1 yards. Let's see, as you come out, here is Ashley
2 Junction and then, likewise, Norfolk Southern. They
3 both have intermodal yards today.
4 But as the port grows, as the volume of
5 containers that come through the Port of Charleston
6 grow, one of the goals is to build a regional rail
7 facility that can accommodate some of that growth.
8 But with a project like this, obviously, there's
9 impacts. When you build a rail facility, it's going
10 to be -- in this case, they are proposing to build it
11 on the former Navy Base, but it's adjacent to a
12 community. It's adjacent to Chicora-Cherokee.
13 And so part of what we are doing and part
14 of what this EIS will look at is not only what is
15 this going to do to traffic. Well, it's going to
16 take some trucks off the roads. But that comes at a
17 cost. There is also going to be impacts to
18 communities. There's going to be noise issues.
19 There's going to be light issues.
20 So as I say, we are not restarting the
21 process, but we are needing to look at changes to the
22 project to get feedback from the community so that
23 our studies will cover all of the potential effects.
24 So, once again, we are here tonight to get
25 your feedback. And I'm excited that everybody got

Page 16

1 out here. We were a little concerned when it rained.
2 And so the fact that people got out here tonight,
3 we're glad you're here tonight and this is one step
4 in the process.
5 We are going to take the feedback we get
6 from you tonight. We are going to work on the
7 studies. And we're thinking about six to nine months
8 from now, we would have a draft Environmental Impact
9 Study that would come back to the community. We'll
10 have additional meetings. And at that point, we will
11 have information for you. We will be able to tell
12 you what is the potential noise impact of building or
13 operating a facility next to that neighborhood. We
14 will be able to tell you what are the emissions that
15 are coming from the trains and the trucks.
16 So this is -- as I say, we are not
17 restarting the process, but we are getting your
18 feedback and we look forward to you-all being
19 involved throughout the process. So thank you again
20 for being here tonight.
21 MR. MOLICA: Thank you, Nat.
22 At this time, I would like to allow
23 Mr. Jeff McWhorter from Palmetto Railways the
24 opportunity to describe their proposed project to
25 you. Please understand that Mr. McWhorter's comments

Page 17

1 represent the views of his agency and do not
2 necessarily reflect the views of the U.S. Army Corps
3 of Engineers. However, the Corps believes it is very
4 important to allow Palmetto Railways as the permit
5 applicant the opportunity to provide their views.
6 MR. MCWHORTER: Thank you, Major. As you
7 said, I'm Jeff McWhorter. I'm the president and CEO
8 of Palmetto Railways. We are actually the South
9 Carolina Department of Commerce, Division of Public
10 Railways. We do business as Palmetto Railways. We
11 are an enterprise agency, like the port and like
12 Santee Cooper, although we are a state agency. We do
13 not receive any appropriated funds.
14 This project, as has been indicated, is one
15 that is being pursued to support the growth and
16 development of our port. As Nat mentioned, the new
17 marine container terminal has been permitted and is
18 under construction. The port access road has been
19 permitted and funded. Harbor deepening has been
20 permitted, and the state share of that component has
21 been funded.
22 The big ships, the containers are coming.
23 We were tasked with figuring out what to do with
24 those containers and how we could move those
25 containers in and out of the port as efficiently as

Page 18

1 possible and that is how we have gotten to where we
2 are and where we were in 2013 when we originally
3 submitted the project to the Army Corps of Engineers
4 for consideration.
5 During the process of this permitting --
6 during this permitting process, we have come to
7 realize some improvements that could be made to the
8 project to create more efficiencies. We've come to
9 realize some improvements that we could make so that
10 this facility is better integrated into existing
11 class-one railroad operations. We've come to realize
12 some changes we could make that would help mitigate
13 the project and mitigate the impacts that it's going
14 to have on the community.
15 We know there are impacts. We have
16 concerns about those impacts, as you do. And I very
17 much appreciate everyone being here tonight to get
18 the information that is necessary for you to make
19 decisions and provide your concerns and comments
20 about the project.
21 The footprint of the project has not
22 changed. It is still being located on what we
23 commonly refer to as the Clemson track and that is an
24 area between Reynolds Avenue, roughly, and the
25 viaduct on the former Navy Base.

Page 19

1 This project, the footprint of the project
2 is contained entirely within the footprint of the
3 former Navy Base. However, it is immediately
4 adjacent to the Chicora-Cherokee neighborhood. And
5 we have had meetings with those folks, and we'll
6 continue to meet with those folks. We want to hear
7 from them. We want to help mitigate the impacts on
8 that community.
9 Originally, the plan was for both
10 railroads, CSX and Norfolk Southern, to access the
11 facility on the north on what is commonly referred to
12 as the S line, the CSX S line. There was a time that
13 that had been offered for sale to the City of North
14 Charleston, and we thought there was a possibility
15 that we could perhaps purchase that property and
16 utilize it. One of the reasons that we are having to
17 move the access from the north now is because we
18 don't control that property and we don't have an
19 opportunity to control the property as it stands. We
20 continue those discussions with CSX. We've had good
21 discussions, and it remains an alternative that is
22 being studied by the Corps.
23 But we have also had to make some changes
24 to the track geometry for the facility in order to
25 create some efficiencies. So now we are looking --

Page 20

1 we had looked once before at going through what is
2 known as the hospital district, so now we are back
3 there again. And that route would be the primary
4 route for Norfolk Southern to come and go from the
5 facility. So we would only have one railroad coming
6 and going from the north now and not two.
7 For CSX, we are looking at a connection to
8 the south and it largely utilizes on both the north
9 and the south existing rail infrastructure to and
10 from the property. We thought that was an important
11 component to not have to construct new rail, to try
12 to utilize existing rail infrastructure to the extent
13 possible, and we've done that. The only new rail on
14 the southern connection is a connection between the
15 CSX S line and the CSX A line. The S line runs
16 closer to the waterfront along the east. The A line
17 runs along the Meeting Street, King Street corridor.
18 So it's necessary to build a connection between those
19 two, and we are looking at -- we have looked at and
20 studied and ended up in an area immediately above
21 Milford Street that will require us to obtain some
22 additional properties for that connection.
23 The three major changes to the project
24 today are the northern connection has moved from the
25 S line to the hospital district and Norfolk Southern

Page 21

1 will utilize that connection exclusively. We
2 originally had proposed a sound attenuation wall
3 along the west side of the project between the
4 project and the Chicora-Cherokee neighborhood. We
5 have since changed that to a landscaped earth and
6 berm. We think that will work better and we think
7 that's more esthetically pleasing, and we've had some
8 comments from the community that that was something
9 that would be preferred rather than a wall. And then
10 the third major component is the connection to the
11 south for CSX.

12 Again, this project is one that is being
13 pursued in support of the ports' growth and
14 development. We have limited capacity on our
15 interstate here in Charleston. For one intermodal
16 train, it handles the same number of containers that
17 280 trucks -- that it would take 280 trucks to
18 handle.

19 The containers that will move between this
20 facility and the new marine container terminal will
21 move exclusively via a private drayage road that will
22 be constructed that connects the two facilities.
23 They will never see a public street or highway in the
24 Charleston area.

25 That is all I have. Thank you again for

Page 22

1 being here tonight and we appreciate your comments
2 and concerns.

3 MR. MOLICA: Thank you, Mr. McWhorter.
4 Before we begin the public comment portion
5 of the evening, I would like to go over the ground
6 rules for making your public comments. We have a
7 mike that is set up here up front. As I call your
8 name, please come down and move to the microphone.
9 As each speaker finishes, I will continue calling the
10 next name to move forward. Each speaker will be
11 given three minutes to make comments and you cannot
12 defer your time to another individual. When a
13 speaker has 30 seconds remaining, our timekeeper here
14 will raise a yellow sign to indicate that you have
15 30 seconds remaining. When the speaker's time has
16 ended, our timekeeper will raise a red sign that
17 indicates your time has expired.

18 In order to be fair to everyone, I ask that
19 you please limit your comments to the time allotted.
20 If you are still talking once the red sign is raised,
21 I will intercede and thank you for your comments so
22 that the next person can begin.

23 If your time expires before you have
24 completed your comments, we would be happy to accept
25 any written information you have brought with you

Page 23

1 tonight or you can submit additional information
2 during the 30-day comment period that starts today.

3 As a general rule, if the previous speaking
4 makes a statement very similar to the statement you
5 plan to make and you believe the issue has been
6 properly communicated, you might want to consider
7 focusing on another issue.

8 The last ground rule is that everyone needs
9 to be courteous to each speaker. I request your help
10 following this rule so that I can properly focus on
11 everyone's comments. Thank you for your patience
12 here tonight.

13 Additionally if you decide that you want to
14 make a comment and you didn't indicate beforehand, I
15 would just ask that you go over to the registration
16 desk and let them know that you would like to make a
17 comment, and they will give me your name and we will
18 add you to the folks making a comment.

19 Are you ready. All right. First up we
20 have Mr. Jerry Edwards.

21 THE SPEAKER: Good evening.
22 MR. MOLICA: How are you doing, sir.
23 THE SPEAKER: Address you?
24 MR. MOLICA: Yes, sir, address me.
25 THE SPEAKER: My comment is on the property

Page 24

1 on Cosgrove Avenue. Will it affect the residents
2 within that area?

3 MR. MOLICA: Okay. So just to clarify,
4 this isn't a question-and-answer period. So, again,
5 if you have comments that you want to make about
6 that, you can do that here. But we are not here to
7 necessarily answer questions on that.

8 Does that make sense?
9 THE SPEAKER: Makes sense. Thank you.
10 MR. MOLICA: Okay. William Parker.
11 THE SPEAKER: Hello, and thank you so much
12 for holding these meetings. I feel the best way to
13 mitigate the impact of hurricane surge and
14 storm-water runoff is tidal marshes, a good natural
15 creek and inland water system and basically trees.

16 There's a lot of issues that I don't see in
17 the construction of the new project that's really
18 addressing some of the recent issues that we've had
19 not only from a runoff but also tidal surges.

20 After the recent rain event a few weeks
21 ago, I went out and scoped some of the railways. I
22 live in the Park Circle area. Our main issue was the
23 North Rhett and the rail connection that crosses
24 North Rhett under 526.

25 You look at the railway rail lines. You

Page 25

1 also look at the deep ditch and berm construction of
2 the railways. And I've lived on Bexley Street for
3 some time so I got to see how that system worked when
4 we had severe storms. And the construction of the
5 bridges, especially across Filbin and Noisette
6 Creeks.
7 I guess my comment is that I would like to
8 see that the bridges -- and the new bridges, as well
9 as the old bridges that cross Filbin as well as
10 Noisette Creek -- really be constructed in a way that
11 is forward thinking that allows for potential higher
12 tides, at the same time does not constrict runoff as
13 we've recently seen, as well as not allowing for the
14 increase of access of tidal surges up along the deep
15 ditch system and rail design as it is currently or as
16 it's proposed.
17 MR. MOLICA: Thank you for your comment.
18 Omar Muhammad.
19 THE SPEAKER: Good evening. My name is
20 Omar Muhammad. I'm representing the Lowcountry
21 Alliance for Model Communities and Charleston
22 Research to Action Board.
23 One of our concerns is Sterett Hall. So we
24 wanted to make sure that -- we know that Sterett Hall
25 is going to be impacted by this project, and we

Page 26

1 wanted to make sure that Sterett Hall is mitigated
2 and a comparable facility is located in the community
3 where the community has access. And preferably the
4 community prefer either the Tank Farm or the
5 Stromboli Corridor for the location of the
6 replacement facility.
7 The second impact that we are concerned
8 about is having the proper buffer between the
9 community and the proposed project. So in our minds,
10 we think that 500 feet is at a minimum is sufficient
11 for vibration and noise and light.
12 Thirdly, we are concerned about the
13 negative health outcomes that this project is going
14 to have on the community, particularly
15 Chicora-Cherokee, Union Heights, Accabee and
16 Rosemont.
17 What we are looking for the Corps of
18 Engineers to assess in the EIS is what we have been
19 told is a health impact assessment, so we would like
20 to see that included in the EIS. And this particular
21 study has been done in Baltimore, so they have a
22 study that was done in Baltimore with the health
23 impact assessment.
24 A fourth concern of ours is the continuing
25 monitoring of noise, air, vibration in the community.

Page 27

1 Particularly the air, we would like to see in the
2 monitoring black carbon, particulate matter, both
3 PM2.5 and PM10, sulfur dioxides, metals, nitrogen
4 oxides, volatile organic compounds, carbon monoxide
5 and polycyclic aromatic hydrocarbons.
6 Our fifth concern is the reduction in
7 diesel emissions. We would like an analysis of zero
8 to near zero technologies to reduce the diesel
9 emissions from this project, which to include all the
10 equipment on the facility: Trucks, trains, cranes
11 switch engines, line-haul locomotives and yard
12 equipment.
13 Thirdly -- well, the last comment that we
14 have that we would like to see in the EIS is that we
15 would like to include a comprehensive demographic
16 analysis of all the neighborhoods within a one-mile
17 radius of the facility. And lastly, we would like an
18 accurate forecast of future truck and locomotive
19 volumes, projected emissions from future trucks,
20 locomotives and yard equipment, monitoring near the
21 roadways for air pollution, and evaluation of zero to
22 near zero technology cost analysis benefit. Thank
23 you.
24 MR. MOLICA: Thank you. Gary Shahid.
25 THE SPEAKER: My name is Gary Shahid. I

Page 28

1 own more than four acres between Milford Street and
2 Anthony Street. The gentleman that was speaking on
3 behalf of Palmetto Railways stated that one of the
4 reasons they are considering the southern route is
5 because CSX owns property -- I think 250 acres --
6 that they could not purchase. I would like to Corps
7 and the EIS specifically to address why Palmetto
8 Railways, which I understand is a public agency, is
9 not in the process of condemning through eminent
10 domain that property and instead condemning the
11 property associated with the southern route.
12 MR. MOLICA: Thank you for your comments.
13 Tasha Gandy.
14 THE SPEAKER: Hi, I'm Tasha Gandy. I live
15 in the Park Circle area. And I think one of the key
16 things, as a couple of people have mentioned, is we
17 need to be consolidating rail lines, not activating
18 more rail lines that are in limited use and they are
19 going to be put in fuller use. And I would urge
20 Palmetto Railways to go back to the table and do
21 whatever they can to work with CSX to be
22 consolidating lines instead of activating additional
23 lines.
24 MR. MOLICA: Thank you. Anthony Gentile,
25 Junior.

Page 29

1 THE SPEAKER: Yes, I'm also quite concerned
2 because I'm on the north end where they've
3 repositioned the track to come along Saint Johns.
4 And I would like to get a lot more information of the
5 distance from the neighborhoods, because it looks
6 like it's really going to impact all those
7 neighborhoods quite a bit along Saint Johns and
8 O'hare Street and what kind of buffers that they will
9 be using.
10 I see buffers over at the CSX yard along
11 Meeting Street that are little piled up dirt and some
12 bushes, which is not sufficient to take care of our
13 neighborhoods. So I would like more information on
14 that, please.
15 MR. MOLICA: Thank you. Rivers Jenkins.
16 THE SPEAKER: Hello. Thank you for this
17 opportunity. My firm is located on North Meeting
18 Street Road just north of Milford Street on the west
19 side of Meeting Street Road. And we are alongside
20 some of the existing tracks that have been referred
21 to, and I can tell you from our own experience that
22 trains do create a good bit of vibration. Therefore,
23 we would like the EIS study to focus particularly on
24 the effects of vibrations on surrounding businesses.
25 In addition, because of our location, we

Page 30

1 have experience with existing trains that already
2 cross Meeting Street Road further down by Magnolia
3 Cemetery. In particular, the trains I'm most
4 familiar with are what we call the BMW trains. And
5 these are very long, and because of the speed limits,
6 they take quite awhile to traverse the grade
7 crossing.
8 Right now what occurs is you see dozens,
9 and depending on the amount of traffic, sometimes
10 hundreds of cars turning around and seeking
11 alternative routes. For example, there is access to
12 I-26 at Spruill Avenue. Well, that's going away. So
13 if we throw in an additional grade crossing, which
14 presumably will have more trains on it than what we
15 are seeing even presently running down to the
16 Columbus Street terminal, the alternatives will be
17 quite limited because the Spruill Avenue access is
18 going to be limited.
19 And the only option that I'm seeing is
20 going all the way up to Cosgrove Avenue, which
21 implicates -- for example, I live in West Ashley. If
22 I'm going home, now we're talking about effects on
23 people that live off of Sam Rittenberg Boulevard
24 because I would use the North Bridge, or possibly
25 looping up through the Naval Base and using the new

Page 31

1 port access road.
2 (There was a brief interruption.)
3 MR. MOLICA: That was not planned.
4 THE SPEAKER: Somebody's ride is here.
5 So we think that in light of the fact that
6 there has been focus on the burdens existing already
7 on Interstate 26 and how important it is to try to
8 alleviate traffic there, we have to remember Meeting
9 Street Road is the only egress off of the peninsula
10 that is not single lane other than I-26. And we are
11 talking about tying that up even more with these
12 additional trains.
13 With that in mind, I would also point out
14 that the fire station would be on the other side of
15 these trains. Thank you.
16 MR. MOLICA: Thank you for your comments,
17 sir.
18 Don Campagna.
19 THE SPEAKER: I believe that if we fail to
20 teach our children history, what it means and what it
21 costs to be an American, the democracy is in peril.
22 In the Lowcountry, we're surrounded by history: Fort
23 Moultrie, The Revolution, Fort Sumter. I don't think
24 there could be a better monument, greatest
25 generation, those three historic districts on the old

Page 32

1 Navy Base.
2 Those buildings have 129 buildings that are
3 on the national register or listed as contributing.
4 It's the largest concentration of buildings like that
5 in America waiting to be developed.
6 Before that base even happened, though, in
7 1901, Congress appropriated money to buy that land.
8 And what they bought were the remnants of three
9 plantations. That land is all that's left --
10 (There was a brief interruption.)
11 THE SPEAKER: Either that or you're taking
12 the bus home.
13 Those plantations go back as far as 1672.
14 The next plantation was 1682. And the third
15 plantation was 1798. The names on those, some of
16 which might be familiar to you, Middleton, Hayward,
17 Wragg, Manigault, and some guy named Ball owned one
18 of those plantations.
19 That base started with one pier and one dry
20 dock. And before it was over, it employed 28,000,
21 28,000 -- we think Boeing is big -- 28,000 people
22 worked there. They gave their lives. I remember
23 meeting a lady who one of the first things out of her
24 mouth was her family had done 250 years in service on
25 that base. It matters, it means something. We're 20

Page 33

1 years removed from the closing of that base. And
2 there are already people who don't yet know what
3 happened out there, what will happen in 40 years or
4 50 years. All the effort those people made and gave
5 will be lost to history.
6 The people who came here from off, those
7 military people brought with them their culture and
8 it influenced Charleston. It gave us a culture that
9 was different from the rest of the state. We owe a
10 lot. This fine world-class city owes a lot, like
11 most port cities, to the people who came here from
12 all over.
13 Our culture is at stake here, the memory of
14 it. If a project is taken -- a project like this is
15 undertaken, it touches me emotionally. And I know
16 what's going to make your decision is not going to be
17 emotions.
18 So I would advise, if you may, consider
19 Section 4F of the 1996 Transportation Act, which says
20 that a historic or wildlife area cannot be touched
21 unless there's no reasonable or prudent alternative.
22 There exists an alternative; that's that CSX route.
23 If we talk about putting trains through that hospital
24 district, you're looking at, as I understand it, one
25 train equals 280 trucks. Thank you.

Page 34

1 MR. MOLICA: Thank you for your comments,
2 sir.
3 Manning Rustin.
4 THE SPEAKER: I misunderstood the comment
5 part. I thought they were asking if we were going to
6 make written comments. So I'll write mine.
7 MR. MOLICA: Thank you.
8 Michael Nesbitt.
9 (There was no response.)
10 Charlie Masencup.
11 THE SPEAKER: Thank you for pronouncing
12 that correctly. My name is Charlie Masencup, and I
13 have investment property in the neighborhood and I'm
14 very concerned about what's going on here. You're
15 literally putting up a physical, visual, audible
16 barrier to the waterfront. And what this
17 neighborhood needs is grocery stores. It needs new
18 development. It needs businesses. And there's a
19 place for this, certainly, and I think it's further
20 to the south closer in proximity to the actual port.
21 There was a plan in place several years ago
22 for the new American city as a grand plan, was a
23 great plan. And, unfortunately, it was woefully
24 mismanaged. And the vision is still there. And it's
25 a shame to let something like this derail -- excuse

Page 35

1 the pun -- that vision.
2 As the previous speaker said, there is some
3 of the most beautiful land in the entire city right
4 there. And to put a rail yard next to it is just a
5 travesty. Thank you.
6 MR. MOLICA: Gary and Clara Lesesne.
7 THE SPEAKER: Good evening. We are Gary
8 and Clara Lesesne. We own a number of properties
9 directly in the Chicora-Cherokee community of North
10 Charleston. To be exact, it's 14 parcels, many of
11 which are operating businesses. We have dedicated
12 three decades of our lives in that community to help
13 it to grow and to change the density of it. It was
14 once a poverty-stricken area; now that area has
15 changed cosmetically.
16 During our presence over the years, we've
17 done everything without any assistance, all by way of
18 sweat equity. It is our understanding that this rail
19 yard will be established adjacent to our property.
20 We've worked very hard for the properties and the
21 businesses we've established in that community
22 without any assistance. We're a grassroot
23 organization. We've invested a lot of money into our
24 companies and projects in the Chicora-Cherokee
25 community without any type of support.

Page 36

1 We try not to get involved with bureaucracy
2 and City policies, but this rail yard has really
3 become a concern. The rail yard is an issue that has
4 been introduced and spoken of. But we didn't really
5 realize the impact that it would have on the
6 established businesses and the properties that we've
7 spent a lot of money on over the years. Definitely
8 this rail yard will affect our property and the
9 growth, the value of the properties.
10 Knowing that this future plan may exist, we
11 would like to propose an alternative to the area
12 since we will be affected by the existence of the
13 rail yard, particularly the excess noise and the
14 change in the cosmetics of that area.
15 What we'd like to see around our parcel or
16 around the rail yard, to deter the noise and the
17 appearance of that area, a construction of a brick
18 wall. The wall should be high enough and dense
19 enough to reduce some of the noise. The trees that
20 they're proposing will not serve the adequate
21 provision needed. It will only serve a separation
22 between the community and the rail yard. Trees can
23 be planted alongside the wall to complement the brick
24 wall.
25 We certainly hope that your organization

Page 37

1 will take into consideration our proposal. As a
2 standing business leader and business owner close to
3 30 years in the Chicora-Cherokee community, we hope
4 that you would consider our proposal and act on it.
5 We trust that you would work with our corporation or
6 other corporations in that area that has already
7 contributed to the Chicora-Cherokee area to further
8 develop North Charleston and that immediate
9 community. And we wish to thank you for allowing us
10 to speak.
11 (Mr. Gary Lesesne is now the speaker.)
12 One thing I'd like to say within that 30
13 seconds, that will diminish the value of that
14 property once that railroad come through that area.
15 Correct?
16 MR. MOLICA: I can't answer any questions,
17 sir.
18 THE SPEAKER: Thank you.
19 MR. MOLICA: Thank you for your comments.
20 Louis and Gladys Freeman.
21 THE SPEAKER: No comment right now.
22 MR. MOLICA: Thank you, sir.
23 James Mullins. James Mullins.
24 (There was no response.)
25 MR. MOLICA: John Singletary.

Page 38

1 THE SPEAKER: Hello. My name is
2 John Singletary. I'd like to say that the
3 neighborhood that you're talking about impacting has
4 been there since the early 1800s. And no one has
5 even taken the time or the concern to do a survey to
6 ask them what they feel about this new project
7 coming. Whether or not a new railroad, heavy trains
8 are going to disturb the foundations for those homes
9 for years to come, not whether there will be a survey
10 that will continually keep up with whether or not
11 there's an impact.
12 When we take a look at the fact that the
13 Union Heights area, one of the oldest areas in the
14 state, particularly for African-Americans, and it's
15 surrounded by a track now. People are trying to
16 purchase the homes without even telling them who's
17 trying to purchase it, because no other person will
18 come in to purchase a residence if they know that
19 there's going to be a rail there. So it has to be a
20 business that's coming in in order to do that.
21 That's the only way they would get some value out of
22 it.
23 When we take a look at even this process,
24 we have the scoping. The other things that were
25 actually presented frustrates and puts the public in

Page 39

1 a position that it's information overload. At this
2 point, it's only the scoping that we're looking at.
3 And so the very way it's set up, you show it to us.
4 There's no interaction in terms of a dialogue, only a
5 monologue. I'll tell you, we will hear you say
6 something, but there's never any interchange in terms
7 of what we care for our community.
8 These people have given their lives to live
9 here and they have to live here even though the
10 trains come through. We think that it is extremely
11 important for the company who wants to come in and
12 change an environment like that to have a sitdown,
13 honest dialogue with the people that live here.
14 That's the only way that there is a good-faith effort
15 to say that there's a good government, as well as a
16 good corporate citizen who wants to come in and help
17 add value to the community. Without that, as I said,
18 it's a one-way conversation that does not consider
19 the needs of the people that live there. I hope they
20 would consider that. Thank you.
21 MR. MOLICA: S. Hawkins Barrett.
22 (There was no response.)
23 Thomas Merrifield.
24 (There was no response.)
25 Tyler Hownick.

Page 40

1 THE SPEAKER: Hello. I just have a couple
2 of brief comments. I know you said not to speak if
3 something has already been covered, so I've checked
4 off about ten items of my list so far. But I don't
5 think the full depth of how we're feeling can really
6 be understood if we're not allowed to comment on
7 things that have already been spoken [sic] to. So I
8 hope this is all being recorded, as I'm sure it has,
9 and it can be considered against the U.S. Army Corps
10 of Engineers.
11 Just a couple things to add that I feel
12 have not been addressed in the previous comments was
13 Palmetto Railways said the land was acquired. Who
14 was it acquired from? It was -- I feel it was the
15 State Ports Authority, which previously had an
16 agreement with the City of North Charleston that that
17 land would not be developed and that the Palmetto
18 Railways is part of the state. So, however, they
19 just kind of -- I feel they went around the deal to
20 allow these -- the commerce department to develop
21 that land.
22 A previous fellow spoke about how the
23 land there was very historical, and I do agree with
24 him. And there was also an orphanage, which this
25 would completely just cross right through the

Page 41

1 orphanage.
2 A couple other things was -- you know, they
3 spoke about most of this. Excuse me. The pollution.
4 And, again, I feel like most of this stuff has been
5 addressed, but I just had a couple additional things,
6 so...
7 MR. MOLICA: You're welcome to say them
8 again. To save you time, again, you only have three
9 minutes.
10 THE SPEAKER: I've got a couple pages. So
11 I feel most of them have been addressed. So that's
12 about -- I just wanted to add those couple things.
13 So I appreciate it.
14 MR. MOLICA: Thank you for your comments.
15 Burnet Jacques. I apologize if I didn't
16 say that correctly.
17 THE SPEAKER: My name is Burnet Jacques.
18 Most of my concerns have been addressed by --
19 especially by Mr. Mohammed and the last couple that
20 was here. But however, a lot has been said about the
21 noise issue, you know, vibration and so on and so
22 forth. And as Mr. Mohammed has talked about, the air
23 issue. I have a property right here on Clements
24 Avenue, and it is evident that there will be some
25 health issue.

Page 42

1 So it is in my understanding that it can be
2 pretty easy to deal with property in terms of
3 compensation paid for the piece of property. You
4 have people to move away and so on and so forth. But
5 in term of a health issue, the impact of gas and all
6 those different things that Mr. Mohammed has already
7 spoken about, how the company will be able to assess
8 the impact of a health issue long-term or short-term
9 on those residents in this community, including
10 myself.
11 You see, I know you cannot answer the
12 question. But I'm just saying that, you know, it has
13 to be taken in consideration, the short-term -- the
14 short- or long-term impact on people's health and how
15 to assess it and to mix the proper arrangement of
16 compensation on those people as time goes by.
17 MR. MOLICA: Thank you for your comment,
18 sir.
19 Rahim Karriem.
20 THE SPEAKER: Good evening. I would like
21 to address the Palmetto Rail most of all, because
22 they are coming in a community saying that they're
23 going to bring about jobs. And it's just too often
24 that people, political people, are saying that
25 they're going to bring jobs and that jobs overrides

Page 43

1 everything else. It overrides the quality of life.
2 It overrides everything for the citizens of
3 communities. And I think it's just been too long
4 that that has been the issue that they've been using,
5 that they're bringing jobs in the community and it's
6 going to benefit the community.
7 But the very people who they're supposedly
8 helping, they're running out of the communities. And
9 I think that -- you know, he said that the proposal,
10 that they pull permits and they pull applications.
11 And that's good. But I think that he need to
12 consider -- or they need to consider that, to be good
13 neighbors, that they should do everything that they
14 can, possibly can, to help the communities who they
15 are imposing on to make -- to help make them whole,
16 that our communities are already -- we already have
17 problems. And I think that if Palmetto Rail really
18 wanted to be good neighbors to the communities who
19 they are going to impact, I think that they really
20 need to be good neighbors, be good stewards and not
21 to be a nail in the coffin of our communities.
22 MR. MOLICA: Thank you, sir.
23 Charlsie Tarpley.
24 THE SPEAKER: Good evening. My name is
25 Charlsie Tarpley. I'm not sure exactly what I'm

Page 44

1 getting ready to say to you. But just so you know
2 who I am, I'm the Token resident on the Navy yard. I
3 own property right there where the train is going to
4 come between Number 1 and Number 2. There's
5 literally a survey stake right now about 40 feet from
6 the back porch of my house.
7 Three years ago when we bought that
8 property, there was an MOU from your Army Corps of
9 Engineers saying that that train was not coming
10 through there anymore. Historic district. My
11 husband and I, with our two young children, have
12 spent a lot of time and resources, love, making that
13 house our home. There's no quality of life with a
14 train 40 feet from my back porch, at all.
15 I wish that we could go back to the
16 original proposition that the trains had promised to
17 take three years ago before we put all of that effort
18 into this. Diminished value of family and hope is
19 what I'm most concerned about. I don't speak for a
20 lot of people here, because I'm really in a weird
21 situation. But I don't understand why it has to come
22 so close.
23 There is a park right beside my house,
24 Woodall Park. No one has even mentioned that. It is
25 an absolutely beautiful park with mature, old oak

Page 45

1 trees. It really makes the area absolutely
2 beautiful. And the train is propositioning to come
3 straight through that park, tear down old oak trees
4 that have been there for hundreds of years.
5 No, go away. We don't want you. I don't
6 know what else to say. I'm sorry. Thank you.
7 MR. MOLICA: I'm going to call a few names
8 that weren't here earlier.
9 Michael Nesbitt.
10 James Mullins.
11 S. Hawkins Barrett.
12 Is there anyone else that wants to make a
13 comment that didn't provide their name?
14 (Hands raised.)
15 MR. MOLICA: If you would, please state
16 your name when you come forward.
17 THE SPEAKER: My name is Fred Fabian, and I
18 have property and our business on Meeting Street
19 right at Milford Street. And what I haven't heard
20 tonight is -- I'd like to phrase it as off-balance
21 sheet, meaning many times they bring the trains and
22 park them next to our building, leave them running
23 unattended and the fumes come in the building.
24 In your study, what I don't understand is
25 we're all going into this, in this honeymoon kind of

Page 46

1 rosy-eyed view, but the realistic point of view is it
2 gets ugly down the road, even to the point where
3 those creosote ties, they leave them mounded up. And
4 as I heard earlier, no appreciation for the aesthetic
5 elements of the community.
6 So what I'd hope that you look at, too, are
7 those hidden costs that we're going to have to expend
8 when they come through with the rails. Anyhow, thank
9 you.
10 MR. MOLICA: Thank you for your comments.
11 I think this lady is coming up. Please
12 state your name.
13 THE SPEAKER: We are the Ascues.
14 THE SPEAKER: I'm Ivy Ascue.
15 THE SPEAKER: And I'm Julius Ascue.
16 (The speaker is now Ivy Ascue.)
17 THE SPEAKER: We own property at 3110 North
18 Carolina Avenue that you have listed as Kephart. And
19 the comments that were made relating to a wall and
20 buffer of plants, we want to just state our support
21 for that, as well as mention that we would like to
22 get more input information on what's anticipated on
23 the impact of this project as regards to its zoning
24 and whether or not there is an anticipation of change
25 from the residential zoning.

Page 47

1 It appears that we're transitioning from a
2 neighborhood that's residential into an industrial
3 complex. And we would like to see and hear that
4 there are plans being made for the assistance of
5 residents in relocating to maintain their quality of
6 life without having to live near that close to an
7 expanding industrial complex and have this done
8 physically for assistance, assistance financially and
9 assistance emotionally, and consideration of access
10 to work when we consider how near the many of them
11 are to the City of Charleston and to the jobs there.
12 I notice that on that map where it shows
13 where North Carolina ends near Remount, I didn't see
14 that there was anything mentioned about the fire
15 station and what happens there if the fire station is
16 going to stay there or go away. You know, it has to
17 go some place.
18 And I just wanted to also state that I'd
19 like to hear that you would make available to the
20 businesses, and especially to the residents, the
21 professional opinion of the impact of this project as
22 we can get from CTAR, the Charleston Trident
23 Association of Realtors, and have them involved, to
24 give the pros and cons of a project like this.
25 Because in transitioning to commercial,

Page 48

1 there is an opportunity that many of the residents
2 will see an increase in their property values, and
3 they need to be aware that it's not all downhill.
4 There are pros and cons. But there are pros, and
5 they need to have some expert opinion, preferably
6 from both the residential and commercial sides of our
7 realtors.
8 MR. MOLICA: Thank you so much for your
9 comment.
10 Ma'am, did you want to come forward?
11 THE SPEAKER: My name is Margaret Grant.
12 And as the lady just spoke about the railroad track,
13 I live by the railroad track. But when I bought my
14 house, I was so happy to get the property that I
15 didn't think nothing about the track. But now, just
16 like the gentleman just said, the train comes by -- I
17 live in Accabee, and the train comes by and they stay
18 on the track. We only have three -- we have three
19 ways out. But if they block both ways, we only have
20 one way out and that's on Azalea Drive.
21 What I'm talking about now is, at 4:30 in
22 the morning, they come by and they blow. So I would
23 like to have a quiet zone there. I'm trying to sleep
24 and it's just boom, boom, boom by. I'm not going to
25 move unless something happens. And the railway track

Page 49

1 is not going to move. But I would appreciate it if
 2 you consider putting a quiet zone there, making a
 3 quiet zone. Thank you.
 4 THE COURT: Is there anyone else that would
 5 like to make a comment? Sir, please state your name.
 6 THE SPEAKER: My name is Jack Bernard. Not
 7 Bernard Jack, but Jack Bernard Pettit. And I'm a
 8 teacher here in Charleston County, and I bought my
 9 home through a teacher program and am very grateful
 10 to have that opportunity to acquire the home. It's
 11 on Bexley Street. I did buy it at the time before
 12 when the original mega plan was in place, and it
 13 seemed like a potentially wonderful place to purchase
 14 a home. Back of my property does back right up to
 15 the railway track. And I didn't know what that's
 16 going to be like, but I thought, well, it was a
 17 reasonably priced home for a teacher. So -- through
 18 this program. So I was very grateful for it.
 19 I can say that I can tell when it's a heavy
 20 train or a light train going by my house by the
 21 amount of vibration that goes on in the house.
 22 Sometimes it does feel like a UFO is coming from out
 23 of space and about to rip me off into outer space
 24 sometimes, you know.
 25 So I really have a concern about these

Page 50

1 extra weighted trains. That's a significant concern.
 2 And I expressed that really several years ago at the
 3 first meeting. You asked earlier who had been to the
 4 one two years ago, and I did express that concern.
 5 And I really appreciate the gentleman's comment about
 6 this being a monologue, because, really, I haven't
 7 really heard anything back about that.
 8 And I do worry about structural damage to
 9 the house and the money that I put into the house.
 10 Not just the quality of life issue, but there is a
 11 real economic concern there. But not only in terms
 12 of the property value but how much money do I have to
 13 continue to put into the house to make repairs for
 14 any potential structural impact, especially from some
 15 very heavy, heavy trains. So that's my primary
 16 concern.
 17 MR. MOLICA: Is there anyone else out there
 18 that would like to make a comment?
 19 (There was no response.)
 20 I'd like to thank you again. This ends the
 21 public comment portion of the meeting. I'd like to
 22 thank everyone for your input and patience tonight.
 23 I encourage you that if you have concerns that you
 24 feel were not addressed, please make sure that you
 25 provide your comments in some fashion, whether that's

Page 51

1 through our website, through the mail or filling out
 2 a comment card and turning it in to one of the boxes.
 3 We will receive your comments until Friday,
 4 27 November of 2015 as a part of this scoping
 5 process. I really appreciate your attendance
 6 tonight. For the record, it is 8:15 and this meeting
 7 is officially adjourned. Thank you.
 8 (WHEREUPON, the public hearing concluded at
 9 8:15 p.m., on October 27, 2015.)
 10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25

Page 52

1 CERTIFICATE OF REPORTER

2
 3
 4 STATE OF SOUTH CAROLINA)
 5 COUNTY OF CHARLESTON)
 6
 7
 8 I, Holly Hiott O'Quinn, RPR, Independent Court
 9 Reporter, do hereby certify that the foregoing is a
 10 true, accurate and complete Transcript of Record of the
 11 proceedings had at Military Magnet Academy Cafeteria,
 12 2950 Carner Avenue, North Charleston, South Carolina on
 13 the 27th day of October, 2015.
 14 I do further certify that I am neither of kin,
 15 counsel nor interest to any party hereto.
 16
 17
 18 October 29, 2015
 19
 20
 21 _____
 22 Holly Hiott O'Quinn, RPR
 23 Court Reporter
 24 My Commission Expires: 3-21-16
 25

[28:22;30:13;31:12; 41:5	25:21 allotted (1) 22:19	24:2,22;28:15;33:20; 35:14,14;36:11,14,17; 37:6,7,14;38:13;45:1	30:12;42:4;45:5; 47:16 awhile (1) 30:6 Azalea (1) 48:20
[sic] (2) 7:7;40:7	Additionally (4) 3:9,11;8:12;23:13 address (8) 7:5,23,24;14:2; 23:23,24;28:7;42:21	allow (3) 16:22;17:4;40:20 allowed (1) 40:6	areas (1) 38:13 Army (9) 2:11;4:6;5:8;7:23; 9:8;17:2;18:3;40:9; 44:8	
A	addressed (5) 40:12;41:5,11,18; 50:24	allowing (2) 25:13;37:9 allows (1) 25:11	aromatic (1) 27:5 around (5) 8:18;30:10;36:15,16; 40:19	B
ability (1) 8:2	addresses (1) 6:15	almost (1) 12:12	arrangement (1) 42:15	back (18) 9:22,25;12:8;13:1,4; 14:7,17,22;16:9;20:2; 28:20;32:13;44:6,14, 15;49:14,14;50:7
able (3) 16:11,14;42:7	addressing (1) 24:18	along (7) 20:16,17;21:3;25:14; 29:3,7,10	Ascue (3) 46:14,15,16	balanced (1) 6:17
above (2) 11:12;20:20	adequate (1) 36:20	alongside (2) 29:19;36:23	Ascues (1) 46:13	balancing (1) 5:9
absolutely (2) 44:25;45:1	adjacent (4) 15:11,12;19:4;35:19	alternative (5) 19:21;30:11;33:21, 22;36:11	Ashley (2) 15:1;30:21	Ball (10) 3:6,20,25;4:13,15; 5:13;9:7,12,18;32:17
Academy (1) 2:21	adjourned (1) 51:7	alternatives (1) 30:16	assess (3) 26:18;42:7,15	Baltimore (2) 26:21,22
Accabee (2) 26:15;48:17	administrators (2) 6:4,10	Although (2) 5:20;17:12	assessment (2) 26:19,23	Barrett (2) 39:21;45:11
accept (1) 22:24	advise (1) 33:18	America (1) 32:5	assistance (7) 5:19;35:17,22;47:4, 8,8,9	barrier (1) 34:16
access (10) 14:20;17:18;19:10, 17;25:14;26:3;30:11, 17;31:1;47:9	aesthetic (1) 46:4	American (2) 31:21;34:22	associated (3) 4:22;14:2;28:11	base (14) 4:10,17;10:15,21; 14:19;15:11;18:25; 19:3;30:25;32:1,6,19, 25;33:1
accommodate (1) 15:7	affect (2) 24:1;36:8	amount (2) 30:9;49:21	Association (1) 47:23	basically (1) 24:15
accordance (1) 5:18	affected (1) 36:12	analysis (3) 27:7,16,22	Atkins (3) 3:12;5:20,23	beautiful (3) 35:3;44:25;45:2
accurate (1) 27:18	African-Americans (1) 38:14	Anthony (2) 28:2,24	Atkins' (2) 3:13;5:21	become (1) 36:3
acquire (1) 49:10	Again (14) 6:5;8:19,25;14:22; 15:24;16:19;20:3; 21:12,25;24:4;41:4,8, 8;50:20	anticipated (1) 46:22	attempt (1) 4:7	beforehand (1) 23:14
acquired (5) 9:22;12:5;14:7; 40:13,14	against (4) 5:6;6:3,9;40:9	anticipation (1) 46:24	attendance (2) 8:8;51:5	begin (6) 2:13,25;3:20;5:5; 22:4,22
acres (5) 4:9,21,24;28:1,5	agencies (1) 5:12	anymore (1) 44:10	attenuation (1) 21:2	behalf (2) 6:19;28:3
across (1) 25:5	agency (7) 6:2,8;11:6;17:1,11, 12;28:8	apologize (1) 41:15	audible (1) 34:15	behind (1) 9:13
Act (11) 5:2,3,10,11,13;10:10, 11;11:8,14;33:19;37:4	agency's (1) 4:1	appearance (1) 36:17	audience (1) 7:6	believes (1) 17:3
Action (1) 25:22	ago (8) 6:23;12:17;24:21; 34:21;44:7,17;50:2,4	appears (1) 47:1	authorities (1) 3:22	benefit (2) 27:22;43:6
activating (2) 28:17,22	agree (1) 40:23	applicant (1) 17:5	Authority (3) 11:2,5;40:15	benefits (1) 5:5
actively (1) 7:18	agreement (1) 40:16	applications (1) 43:10	authorize (1) 6:13	berm (2) 21:6;25:1
actual (1) 34:20	ahead (1) 2:14	appreciate (6) 18:17;22:1;41:13; 49:1;50:5;51:5	available (1) 47:19	Bernard (3) 49:6,7,7
actually (5) 10:19;12:6;13:9; 17:8;38:25	air (5) 12:2;26:25;27:1,21; 41:22	appreciation (1) 46:4	Avenue (7) 18:24;24:1;30:12,17, 20;41:24;46:18	beside (1) 44:23
add (5) 8:9;23:18;39:17; 40:11;41:12	Allegiance (2) 2:15,16	appropriated (2) 17:13;32:7	avoid (1) 2:23	best (1) 24:12
addition (5) 3:15;5:10;8:9;14:19; 29:25	alleviate (1) 31:8	area (20) 10:18;11:19;14:16; 18:24;20:20;21:24;	aware (1) 48:3	better (4) 10:15;18:10;21:6;
additional (7) 16:10;20:22;23:1;	Alliance (1)		away (4)	

<p>31:24 Bexley (4) 13:7,7;25:2;49:11 beyond (1) 11:12 big (3) 14:9;17:22;32:21 bit (2) 29:7,22 black (1) 27:2 block (1) 48:19 blow (2) 10:2;48:22 BMW (1) 30:4 Board (1) 25:22 Boeing (1) 32:21 boom (3) 48:24,24,24 both (9) 6:16;7:22;13:5;15:3; 19:9;20:8;27:2;48:6,19 bought (4) 32:8;44:7;48:13; 49:8 Boulevard (1) 30:23 boxes (2) 8:18;51:2 branch (2) 3:5,7 Brazinis (1) 3:14 brick (2) 36:17,23 bridge (2) 10:18;30:24 bridges (4) 25:5,8,8,9 brief (4) 9:9;31:2;32:10;40:2 bring (4) 9:5;42:23,25;45:21 bringing (1) 43:5 broad (1) 11:13 broader (1) 13:22 brought (2) 22:25;33:7 buffer (2) 26:8;46:20 buffers (2) 29:8,10 build (10) 10:6,7,17,25;14:18, 20;15:6,9,10;20:18 building (4)</p>	<p>14:10;16:12;45:22, 23 buildings (3) 32:2,2,4 burdens (1) 31:6 bureaucracy (1) 36:1 Burnet (2) 41:15,17 bus (1) 32:12 bushes (1) 29:12 business (6) 7:22;17:10;37:2,2; 38:20;45:18 businesses (6) 29:24;34:18;35:11, 21;36:6;47:20 buy (2) 32:7;49:11</p> <p style="text-align: center;">C</p> <p>call (3) 22:7;30:4;45:7 called (1) 11:15 calling (1) 22:9 came (5) 7:20;9:23;10:3;33:6, 11 Campagna (1) 31:18 can (25) 5:5;7:24;8:10,25,25; 9:1,5,13;14:1;15:7; 22:22;23:1,10;24:6; 28:21;29:21;36:22; 40:5,9;42:1;43:14,14; 47:22;49:19,19 capacity (1) 21:14 carbon (2) 27:2,4 card (6) 7:22;8:5,6,15;9:1; 51:2 cards (3) 8:8,12;9:4 care (2) 29:12;39:7 carefully (1) 5:6 Carolina (5) 2:21;4:9;17:9;46:18; 47:13 cars (2) 4:21;30:10 case (1) 15:10</p>	<p>cell (1) 2:23 Cemetery (1) 30:3 CEO (1) 17:7 certainly (2) 34:19;36:25 change (5) 14:5;35:13;36:14; 39:12;46:24 changed (3) 18:22;21:5;35:15 changes (8) 12:18,25;14:2,5; 15:21;18:12;19:23; 20:23 Charleston (19) 2:12,21;3:2;4:10; 14:11,14,19;15:5; 19:14;21:15,24;25:21; 33:8;35:10;37:8;40:16; 47:11,22;49:8 Charlie (2) 34:10,12 Charlsie (2) 43:23,25 checked (1) 40:3 Chicora-Cherokee (9) 10:20;15:12;19:4; 21:4;26:15;35:9,24; 37:3,7 chief (2) 3:3,4 children (2) 31:20;44:11 Circle (2) 24:22;28:15 cities (1) 33:11 citizen (1) 39:16 citizens (1) 43:2 City (7) 19:13;33:10;34:22; 35:3;36:2;40:16;47:11 Clara (2) 35:6,8 clarify (1) 24:3 class-one (1) 18:11 Clean (3) 5:3,11;10:10 Clements (1) 41:23 Clemson (1) 18:23 close (3) 37:2;44:22;47:6 closer (2)</p>	<p>20:16;34:20 closing (1) 33:1 coffin (1) 43:21 Columbus (1) 30:16 coming (11) 2:8;13:6;16:15; 17:22;20:5;38:7,20; 42:22;44:9;46:11; 49:22 comment (24) 8:14,16,17;9:1;22:4; 23:2,14,17,18,25;25:7, 17;27:13;34:4;37:21; 40:6;42:17;45:13;48:9; 49:5;50:5,18,21;51:2 comments (28) 7:4,5,8,19;8:3;16:25; 18:19;21:8;22:1,6,11, 19,21,24;23:11;24:5; 28:12;31:16;34:1,6; 37:19;40:2,12;41:14; 46:10,19;50:25;51:3 Commerce (2) 17:9;40:20 commercial (2) 47:25;48:6 commonly (2) 18:23;19:11 communicated (1) 23:6 communications (1) 3:10 communities (8) 15:18;25:21;43:3,8, 14,16,18,21 community (29) 13:2,4;14:1;15:12, 22;16:9;18:14;19:8; 21:8;26:2,3,4,9,14,25; 35:9,12,21,25;36:22; 37:3,9;39:7,17;42:9, 22;43:5,6;46:5 companies (2) 13:6;35:24 company (2) 39:11;42:7 comparable (1) 26:2 compensation (2) 42:3,16 complement (1) 36:23 complete (1) 8:5 completed (1) 22:24 completely (1) 40:25 complex (2) 47:3,7</p>	<p>comply (1) 5:12 component (4) 13:9;17:20;20:11; 21:10 components (3) 3:23;11:3;12:3 compounds (1) 27:4 comprehensive (1) 27:15 concentration (1) 32:4 concern (10) 12:1;26:24;27:6; 36:3;38:5;49:25;50:1, 4,11,16 concerned (6) 16:1;26:7,12;29:1; 34:14;44:19 concerns (7) 7:1;18:16,19;22:2; 25:23;41:18;50:23 conclude (1) 7:13 concluded (1) 51:8 condemning (2) 28:9,10 Congress (1) 32:7 connection (9) 20:7,14,14,18,22,24; 21:1,10;24:23 connects (1) 21:22 cons (2) 47:24;48:4 consider (9) 23:6;33:18;37:4; 39:18,20;43:12,12; 47:10;49:2 consideration (4) 18:4;37:1;42:13; 47:9 considered (4) 7:2,17;8:23;40:9 considering (1) 28:4 consolidating (2) 28:17,22 constrict (1) 25:12 construct (3) 6:1,6;20:11 constructed (2) 21:22;25:10 constructing (1) 11:2 construction (8) 4:18;5:5;14:15; 17:18;24:17;25:1,4; 36:17</p>
--	--	---	---	---

<p>contained (1) 19:2</p> <p>container (7) 4:17;11:1;14:12,18, 21;17:17;21:20</p> <p>containerized (1) 4:20</p> <p>containers (6) 15:5;17:22,24,25; 21:16,19</p> <p>contains (1) 7:25</p> <p>content (1) 5:22</p> <p>continually (1) 38:10</p> <p>continue (4) 19:6,20;22:9;50:13</p> <p>continuing (1) 26:24</p> <p>contractor (2) 3:12;5:20</p> <p>contributed (1) 37:7</p> <p>contributing (1) 32:3</p> <p>control (2) 19:18,19</p> <p>conversation (1) 39:18</p> <p>Cooper (2) 10:16;17:12</p> <p>copies (1) 2:3.5</p> <p>copy (2) 2:2,3.5</p> <p>corporate (2) 3:10;39:16</p> <p>corporation (1) 37:5</p> <p>corporations (1) 37:6</p> <p>Corps (28) 2:11;3:2,7;4:6;5:2, 18,19,21,25;6:6;7:4,23; 9:8,19,23;10:4,8,22; 11:4;14:8;17:2,3;18:3; 19:22;26:17;28:6;40:9; 44:8</p> <p>Corps' (1) 3:22</p> <p>correctly (2) 34:12;41:16</p> <p>corridor (2) 20:17;26:5</p> <p>corridors (1) 13:18</p> <p>Cosgrove (2) 24:1;30:20</p> <p>cosmetically (1) 35:15</p> <p>cosmetics (1) 36:14</p>	<p>cost (2) 15:17;27:22</p> <p>costs (2) 31:21;46:7</p> <p>County (1) 49:8</p> <p>couple (10) 9:14;14:11;28:16; 40:1,11;41:2,5,10,12, 19</p> <p>court (4) 2:1,2.5;7:6;49:4</p> <p>courteous (1) 23:9</p> <p>courtesy (1) 2:22</p> <p>cover (1) 15:23</p> <p>covered (1) 40:3</p> <p>cranes (1) 27:10</p> <p>create (3) 18:8;19:25;29:22</p> <p>Creek (5) 10:16,17,19;24:15; 25:10</p> <p>Creeks (1) 25:6</p> <p>creosote (1) 46:3</p> <p>cross (4) 13:15;25:9;30:2; 40:25</p> <p>crosses (1) 24:23</p> <p>crossing (2) 30:7,13</p> <p>CSX (13) 13:11;14:25;19:10, 12,20;20:7,15,15; 21:11;28:5,21;29:10; 33:22</p> <p>CTAR (1) 47:22</p> <p>culture (3) 33:7,8,13</p> <p>current (1) 3:23</p> <p>currently (1) 25:15</p>	<p>23:13</p> <p>decision (6) 5:7;6:12,16;7:14; 11:12;33:16</p> <p>decisions (1) 18:19</p> <p>dedicated (1) 35:11</p> <p>deep (2) 25:1,14</p> <p>deepening (1) 17:19</p> <p>defer (1) 22:12</p> <p>Definitely (1) 36:7</p> <p>democracy (1) 31:21</p> <p>demographic (1) 27:15</p> <p>dense (1) 36:18</p> <p>density (1) 35:13</p> <p>Department (3) 5:8;17:9;40:20</p> <p>depending (1) 30:9</p> <p>depth (1) 40:5</p> <p>deputy (3) 2:10;3:3,14</p> <p>derail (1) 34:25</p> <p>describe (1) 16:24</p> <p>design (1) 25:15</p> <p>desk (2) 8:7;23:16</p> <p>deter (1) 36:16</p> <p>determine (1) 10:11</p> <p>determined (1) 5:9</p> <p>detriments (1) 5:7</p> <p>develop (5) 4:11,23;10:17;37:8; 40:20</p> <p>developed (2) 32:5;40:17</p> <p>development (4) 8:21;17:16;21:14; 34:18</p> <p>dialogue (2) 39:4,13</p> <p>diesel (2) 27:7,8</p> <p>different (9) 11:16;12:2;13:3,8, 12,18;14:11;33:9;42:6</p>	<p>diminish (1) 37:13</p> <p>Diminished (1) 44:18</p> <p>dioxides (1) 27:3</p> <p>direct (1) 5:22</p> <p>directly (1) 35:9</p> <p>dirt (1) 29:11</p> <p>disconnected (1) 9:16</p> <p>discussions (2) 19:20,21</p> <p>displays (1) 3:17</p> <p>disruptions (1) 2:24</p> <p>distance (1) 29:5</p> <p>district (9) 2:11,12;3:2,10;6:19; 20:2,25;33:24;44:10</p> <p>districts (1) 31:25</p> <p>disturb (1) 38:8</p> <p>ditch (2) 25:1,15</p> <p>Division (2) 3:4;17:9</p> <p>dock (1) 32:20</p> <p>document (3) 5:15;7:8;8:8</p> <p>domain (1) 28:10</p> <p>Don (1) 31:18</p> <p>done (6) 20:13;26:21,22; 32:24;35:17;47:7</p> <p>down (7) 11:1;13:15;22:8; 30:2,15;45:3;46:2</p> <p>downhill (1) 48:3</p> <p>dozens (1) 30:8</p> <p>draft (1) 16:8</p> <p>drayage (2) 10:25;21:21</p> <p>Drive (1) 48:20</p> <p>drop (1) 8:17</p> <p>dry (1) 32:19</p> <p>during (8) 3:18;7:2,16;9:10;</p>	<p>18:5,6;23:2;35:16</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>earlier (4) 9:15;45:8;46:4;50:3</p> <p>early (1) 38:4</p> <p>ears (1) 10:2</p> <p>earth (1) 21:5</p> <p>east (1) 20:16</p> <p>easy (1) 42:2</p> <p>economic (1) 50:11</p> <p>Edwards (1) 23:20</p> <p>effects (3) 15:23;29:24;30:22</p> <p>efficiencies (2) 18:8;19:25</p> <p>efficiently (1) 17:25</p> <p>effort (3) 33:4;39:14;44:17</p> <p>egress (1) 31:9</p> <p>EIS (13) 5:17,19,22;6:15;7:2; 8:11,23;15:14;26:18, 20;27:14;28:7;29:23</p> <p>either (2) 26:4;32:11</p> <p>elements (1) 46:5</p> <p>else (5) 43:1;45:6,12;49:4; 50:17</p> <p>eminent (1) 28:9</p> <p>emissions (4) 16:14;27:7,9,19</p> <p>emotionally (2) 33:15;47:9</p> <p>emotions (1) 33:17</p> <p>employed (1) 32:20</p> <p>encourage (1) 50:23</p> <p>end (1) 29:2</p> <p>ended (2) 20:20;22:16</p> <p>ends (2) 47:13;50:20</p> <p>engineer (2) 2:11;6:19</p> <p>Engineers (15) 2:12;3:2;4:6;5:2;</p>
---	--	--	---	---

<p>9:19,23;10:5,9,23; 14:8;17:3;18:3;26:18; 40:10;44:9 Engineers' (4) 3:8;7:23;9:8;11:4 engines (1) 27:11 enough (3) 8:24;36:18,19 ensure (4) 6:15;7:7,16;8:5 enterprise (1) 17:11 entire (1) 35:3 entirely (1) 19:2 environment (1) 39:12 Environmental (6) 5:12,17;8:21;11:8, 14;16:8 equals (1) 33:25 equipment (3) 27:10,12,20 equity (1) 35:18 especially (4) 25:5;41:19;47:20; 50:14 essential (1) 6:15 established (3) 35:19,21;36:6 esthetically (1) 21:7 evaluate (2) 5:24;12:24 evaluating (1) 6:11 evaluation (3) 7:3;9:10;27:21 even (9) 30:15;31:11;32:6; 38:5,16,23;39:9;44:24; 46:2 evening (7) 2:7;22:5;23:21; 25:19;35:7;42:20; 43:24 evening's (2) 3:19;8:19 event (1) 24:20 everybody (1) 15:25 everyone (6) 2:8,22;18:17;22:18; 23:8;50:22 everyone's (2) 7:8;23:11 evident (1)</p>	<p>41:24 exact (1) 35:10 exactly (1) 43:25 example (3) 13:5;30:11,21 excess (1) 36:13 excited (1) 15:25 exclusively (2) 21:1,21 excuse (2) 34:25;41:3 exhibit (1) 2:2.5 exist (1) 36:10 existence (1) 36:12 existing (7) 13:17;18:10;20:9,12; 29:20;30:1;31:6 exists (1) 33:22 expand (3) 13:20,21;14:1 expanding (1) 47:7 expecting (1) 13:13 expend (1) 46:7 experience (2) 29:21;30:1 expert (1) 48:5 expired (1) 22:17 expires (1) 22:23 explain (2) 3:21;4:7 express (1) 50:4 expressed (1) 50:2 extends (1) 10:21 extent (1) 20:12 extra (1) 50:1 extremely (1) 39:10</p>	<p>facility (24) 4:12,18,23;10:6,7; 11:1;14:7,10,15,22,23, 24;15:7,9;16:13;18:10; 19:11,24;20:5;21:20; 26:2,6;27:10,17 fact (3) 16:2;31:5;38:12 factors (1) 11:16 fail (1) 31:19 fair (3) 6:16;12:11;22:18 familiar (3) 10:14;30:4;32:16 family (2) 32:24;44:18 far (2) 32:13;40:4 Farm (1) 26:4 fashion (1) 50:25 federal (4) 5:11;6:2,8;11:6 fee (1) 2:2 feedback (8) 7:19,25;8:24;13:25; 15:22,25;16:5,18 feel (9) 24:12;38:6;40:11,14, 19;41:4,11;49:22; 50:24 feeling (1) 40:5 feet (3) 26:10;44:5,14 fellow (1) 40:22 felt (2) 13:1,3 few (2) 24:20;45:7 fifth (1) 27:6 figuring (1) 17:23 Filbin (2) 25:5,9 fill (2) 10:23;11:21 filling (1) 51:1 final (1) 5:7 Finally (1) 8:14 financially (1) 47:8 fine (1) 33:10</p>	<p>finishes (1) 22:9 fire (3) 31:14;47:14,15 firm (1) 29:17 First (7) 3:1,18;7:10,21; 23:19;32:23;50:3 Fitzgibbons (1) 3:12 focus (3) 23:10;29:23;31:6 focusing (1) 23:7 folks (6) 9:12;11:23;12:7; 19:5,6;23:18 following (3) 2:5;9:10;23:10 footprint (3) 18:21;19:1,2 forecast (1) 27:18 format (1) 3:19 former (5) 4:10;14:18;15:11; 18:25;19:3 formerly (1) 4:8 Fort (2) 31:22,23 forth (2) 41:22;42:4 forward (6) 9:1;16:18;22:10; 25:11;45:16;48:10 foundations (1) 38:8 four (1) 28:1 fourth (1) 26:24 Fred (1) 45:17 Freeman (1) 37:20 freight (1) 4:20 Friday (1) 51:3 front (2) 8:7;22:7 frustrates (1) 38:25 full (1) 40:5 fuller (1) 28:19 fumes (1) 45:23 fundamentally (1)</p>	<p>13:3 funded (2) 17:19,21 funds (1) 17:13 further (4) 2:1.5;30:2;34:19; 37:7 future (4) 8:11;27:18,19;36:10</p>
G				
				<p>Gandy (2) 28:13,14 Gary (5) 27:24,25;35:6,7; 37:11 gas (1) 42:5 gather (1) 5:23 gave (3) 32:22;33:4,8 general (1) 23:3 generation (1) 31:25 Gentile (1) 28:24 gentleman (2) 28:2;48:16 gentleman's (1) 50:5 geometry (1) 19:24 gets (1) 46:2 given (2) 22:11;39:8 glad (1) 16:3 Gladys (1) 37:20 goal (1) 13:24 goals (1) 15:6 goes (3) 10:25;42:16;49:21 Good (16) 2:7;19:20;23:21; 24:14;25:19;29:22; 35:7;39:15,16;42:20; 43:11,12,18,20,20,24 good-faith (1) 39:14 government (1) 39:15 grade (2) 30:6,13 grand (1) 34:22</p>

<p>Grant (1) 48:11</p> <p>grassroot (1) 35:22</p> <p>grateful (2) 49:9,18</p> <p>great (2) 13:1;34:23</p> <p>greatest (1) 31:24</p> <p>grocery (1) 34:17</p> <p>ground (3) 4:3;22:5;23:8</p> <p>grow (2) 15:6;35:13</p> <p>grows (1) 15:4</p> <p>growth (4) 15:7;17:15;21:13; 36:9</p> <p>guess (2) 12:7;25:7</p> <p>guy (1) 32:17</p>	<p>7:17;45:19;46:4; 50:7</p> <p>hearing (1) 51:8</p> <p>heavy (2) 38:7;49:19</p> <p>heavyheavy (1) 50:15</p> <p>Heights (3) 13:13;26:15;38:13</p> <p>held (1) 2:5</p> <p>Hello (4) 24:11;29:16;38:1; 40:1</p> <p>help (7) 18:12;19:7;23:9; 35:12;39:16;43:14,15</p> <p>helpful (1) 7:25</p> <p>helping (1) 43:8</p> <p>Hi (1) 28:14</p> <p>hidden (1) 46:7</p> <p>high (1) 36:18</p> <p>higher (1) 25:11</p> <p>highway (1) 21:23</p> <p>historic (3) 31:25;33:20;44:10</p> <p>historical (1) 40:23</p> <p>history (3) 31:20,22;33:5</p> <p>holding (1) 24:12</p> <p>Holly (1) 7:6</p> <p>home (8) 13:23;30:22;32:12; 44:13;49:9,10,14,17</p> <p>homes (2) 38:8,16</p> <p>honest (1) 39:13</p> <p>honeymoon (1) 45:25</p> <p>hope (7) 9:12;36:25;37:3; 39:19;40:8;44:18;46:6</p> <p>hospital (3) 20:2,25;33:23</p> <p>house (9) 44:6,13,23;48:14; 49:20,21;50:9,9,13</p> <p>Hownick (1) 39:25</p> <p>Hughes (1) 3:3</p>	<p>hundreds (2) 30:10;45:4</p> <p>hurricane (1) 24:13</p> <p>husband (1) 44:11</p> <p>hydrocarbons (1) 27:5</p>	<p>industrial (2) 47:2,7</p> <p>influenced (1) 33:8</p> <p>information (12) 5:23;6:16;8:1;9:15; 16:11;18:18;22:25; 23:1;29:4,13;39:1; 46:22</p> <p>informational (1) 3:24</p> <p>infrastructure (2) 20:9,12</p> <p>inland (1) 24:15</p> <p>input (4) 6:14;7:17;46:22; 50:22</p> <p>instead (3) 8:16;28:10,22</p> <p>integrated (1) 18:10</p> <p>interaction (1) 39:4</p> <p>intercede (1) 22:21</p> <p>interchange (1) 39:6</p> <p>interest (1) 11:15</p> <p>intermodal (5) 4:11,17,19;15:3; 21:15</p> <p>internal (1) 2:3</p> <p>interruption (2) 31:2;32:10</p> <p>interstate (3) 14:21;21:15;31:7</p> <p>into (11) 14:21,22;18:10; 35:23;37:1;44:18; 45:25;47:2;49:23;50:9, 13</p> <p>introduced (1) 36:4</p> <p>introducing (1) 2:25</p> <p>intrusion (1) 3:20</p> <p>invested (1) 35:23</p> <p>investment (1) 34:13</p> <p>invite (1) 8:11</p> <p>involved (4) 4:6;16:19;36:1; 47:23</p> <p>issue (13) 5:8;10:12;23:5,7; 24:22;36:3;41:21,23, 25;42:5,8;43:4;50:10</p>	<p>issued (2) 14:17,20</p> <p>issues (6) 7:1;8:22;15:18,19; 24:16,18</p> <p>item (1) 7:21</p> <p>items (1) 40:4</p> <p>Ivy (2) 46:14,16</p>	
H		I		J	
<p>Hall (3) 25:23,24;26:1</p> <p>hand (1) 9:4</p> <p>handle (1) 21:18</p> <p>handles (1) 21:16</p> <p>Hands (2) 12:10;45:14</p> <p>happen (1) 33:3</p> <p>happened (3) 12:14;32:6;33:3</p> <p>happens (2) 47:15;48:25</p> <p>happy (2) 22:24;48:14</p> <p>Harbor (2) 5:10;17:19</p> <p>Harbors (2) 5:2;10:10</p> <p>hard (1) 35:20</p> <p>Hawkins (2) 39:21;45:11</p> <p>Hayward (1) 32:16</p> <p>health (7) 26:13,19,22;41:25; 42:5,8,14</p> <p>hear (6) 6:19;9:25;19:6;39:5; 47:3,19</p> <p>heard (4)</p>	<p>high (1) 36:18</p> <p>higher (1) 25:11</p> <p>highway (1) 21:23</p> <p>historic (3) 31:25;33:20;44:10</p> <p>historical (1) 40:23</p> <p>history (3) 31:20,22;33:5</p> <p>holding (1) 24:12</p> <p>Holly (1) 7:6</p> <p>home (8) 13:23;30:22;32:12; 44:13;49:9,10,14,17</p> <p>homes (2) 38:8,16</p> <p>honest (1) 39:13</p> <p>honeymoon (1) 45:25</p> <p>hope (7) 9:12;36:25;37:3; 39:19;40:8;44:18;46:6</p> <p>hospital (3) 20:2,25;33:23</p> <p>house (9) 44:6,13,23;48:14; 49:20,21;50:9,9,13</p> <p>Hownick (1) 39:25</p> <p>Hughes (1) 3:3</p>	<p>impacted (1) 25:25</p> <p>impacting (1) 38:3</p> <p>impacts (12) 5:16;6:13;10:8,12; 11:17;14:2;15:9,17; 18:13,15,16;19:7</p> <p>implicates (1) 30:21</p> <p>important (8) 6:5;7:19;8:24;11:20; 17:4;20:10;31:7;39:11</p> <p>imposing (1) 43:15</p> <p>improvements (3) 4:22;18:7,9</p> <p>include (2) 27:9,15</p> <p>included (2) 7:2;26:20</p> <p>includes (1) 4:18</p> <p>including (1) 42:9</p> <p>increase (2) 25:14;48:2</p> <p>indicate (2) 22:14;23:14</p> <p>indicated (1) 17:14</p> <p>indicates (1) 22:17</p> <p>individual (1) 22:12</p> <p>individuals (1) 3:15</p>	<p>interchange (1) 39:6</p> <p>interest (1) 11:15</p> <p>intermodal (5) 4:11,17,19;15:3; 21:15</p> <p>internal (1) 2:3</p> <p>interruption (2) 31:2;32:10</p> <p>interstate (3) 14:21;21:15;31:7</p> <p>into (11) 14:21,22;18:10; 35:23;37:1;44:18; 45:25;47:2;49:23;50:9, 13</p> <p>introduced (1) 36:4</p> <p>introducing (1) 2:25</p> <p>intrusion (1) 3:20</p> <p>invested (1) 35:23</p> <p>investment (1) 34:13</p> <p>invite (1) 8:11</p> <p>involved (4) 4:6;16:19;36:1; 47:23</p> <p>issue (13) 5:8;10:12;23:5,7; 24:22;36:3;41:21,23, 25;42:5,8;43:4;50:10</p>	<p>Jack (3) 49:6,7,7</p> <p>Jacques (2) 41:15,17</p> <p>James (3) 37:23,23;45:10</p> <p>Jeff (3) 3:25;16:23;17:7</p> <p>Jenkins (1) 29:15</p> <p>Jerry (1) 23:20</p> <p>jobs (5) 42:23,25,25;43:5; 47:11</p> <p>John (2) 37:25;38:2</p> <p>Johns (2) 29:3,7</p> <p>Julius (1) 46:15</p> <p>Junction (1) 15:2</p> <p>Junior (1) 28:25</p> <p>jurisdiction (1) 5:1</p>	
H		I		K	
<p>Hall (3) 25:23,24;26:1</p> <p>hand (1) 9:4</p> <p>handle (1) 21:18</p> <p>handles (1) 21:16</p> <p>Hands (2) 12:10;45:14</p> <p>happen (1) 33:3</p> <p>happened (3) 12:14;32:6;33:3</p> <p>happens (2) 47:15;48:25</p> <p>happy (2) 22:24;48:14</p> <p>Harbor (2) 5:10;17:19</p> <p>Harbors (2) 5:2;10:10</p> <p>hard (1) 35:20</p> <p>Hawkins (2) 39:21;45:11</p> <p>Hayward (1) 32:16</p> <p>health (7) 26:13,19,22;41:25; 42:5,8,14</p> <p>hear (6) 6:19;9:25;19:6;39:5; 47:3,19</p> <p>heard (4)</p>	<p>high (1) 36:18</p> <p>higher (1) 25:11</p> <p>highway (1) 21:23</p> <p>historic (3) 31:25;33:20;44:10</p> <p>historical (1) 40:23</p> <p>history (3) 31:20,22;33:5</p> <p>holding (1) 24:12</p> <p>Holly (1) 7:6</p> <p>home (8) 13:23;30:22;32:12; 44:13;49:9,10,14,17</p> <p>homes (2) 38:8,16</p> <p>honest (1) 39:13</p> <p>honeymoon (1) 45:25</p> <p>hope (7) 9:12;36:25;37:3; 39:19;40:8;44:18;46:6</p> <p>hospital (3) 20:2,25;33:23</p> <p>house (9) 44:6,13,23;48:14; 49:20,21;50:9,9,13</p> <p>Hownick (1) 39:25</p> <p>Hughes (1) 3:3</p>	<p>impacted (1) 25:25</p> <p>impacting (1) 38:3</p> <p>impacts (12) 5:16;6:13;10:8,12; 11:17;14:2;15:9,17; 18:13,15,16;19:7</p> <p>implicates (1) 30:21</p> <p>important (8) 6:5;7:19;8:24;11:20; 17:4;20:10;31:7;39:11</p> <p>imposing (1) 43:15</p> <p>improvements (3) 4:22;18:7,9</p> <p>include (2) 27:9,15</p> <p>included (2) 7:2;26:20</p> <p>includes (1) 4:18</p> <p>including (1) 42:9</p> <p>increase (2) 25:14;48:2</p> <p>indicate (2) 22:14;23:14</p> <p>indicated (1) 17:14</p> <p>indicates (1) 22:17</p> <p>individual (1) 22:12</p> <p>individuals (1) 3:15</p>	<p>interchange (1) 39:6</p> <p>interest (1) 11:15</p> <p>intermodal (5) 4:11,17,19;15:3; 21:15</p> <p>internal (1) 2:3</p> <p>interruption (2) 31:2;32:10</p> <p>interstate (3) 14:21;21:15;31:7</p> <p>into (11) 14:21,22;18:10; 35:23;37:1;44:18; 45:25;47:2;49:23;50:9, 13</p> <p>introduced (1) 36:4</p> <p>introducing (1) 2:25</p> <p>intrusion (1) 3:20</p> <p>invested (1) 35:23</p> <p>investment (1) 34:13</p> <p>invite (1) 8:11</p> <p>involved (4) 4:6;16:19;36:1; 47:23</p> <p>issue (13) 5:8;10:12;23:5,7; 24:22;36:3;41:21,23, 25;42:5,8;43:4;50:10</p>	<p>Karriem (1) 42:19</p> <p>keep (3) 5:25;6:6;38:10</p> <p>Kephart (1) 46:18</p> <p>key (1) 28:15</p> <p>Kim (1) 3:12</p> <p>kind (3) 29:8;40:19;45:25</p> <p>kindly (1) 2:22</p> <p>King (2) 13:17;20:17</p> <p>Knowing (1) 36:10</p> <p>known (1)</p>	

20:2	literally (2) 34:15;44:5	6:18;24:22	meetings (4) 8:11;16:10;19:5; 24:12	Model (1) 25:21
L	little (2) 16:1;29:11	maintain (1) 47:5	mega (1) 49:12	Mohammed (3) 41:19,22;42:6
lady (3) 32:23;46:11;48:12	live (12) 11:24;24:22;28:14; 30:21,23;39:8,9,13,19; 47:6;48:13,17	Major (9) 2:10;9:18,24;11:7; 12:4,15;17:6;20:23; 21:10	member (1) 9:5	MOLICA (39) 2:7,10,18;4:14,16; 9:18,24;11:7;12:15; 16:21;22:3;23:22,24; 24:3,10;25:17;27:24; 28:12,24;29:15;31:3, 16;34:1,7;35:6;37:16, 19,22,25;39:21;41:7, 14;42:17;43:22;45:7, 15;46:10;48:8;50:17
land (8) 4:9;32:7,9;35:3; 40:13,17,21,23	lived (3) 13:13;14:16;25:2	makes (3) 23:4;24:9;45:1	members (2) 3:1,16	money (5) 32:7;35:23;36:7; 50:9,12
landscaped (1) 21:5	lives (3) 32:22;35:12;39:8	making (5) 6:12;22:6;23:18; 44:12;49:2	memory (1) 33:13	monitoring (3) 26:25;27:2,20
lane (1) 31:10	located (3) 18:22;26:2;29:17	manager (6) 3:8,13,14,21;9:8,19	mention (1) 46:21	monologue (2) 39:5;50:6
largely (1) 20:8	location (2) 26:5;29:25	Manigault (1) 32:17	mentioned (9) 9:20,24;11:7;12:5, 16;17:16;28:16;44:24; 47:14	monoxide (1) 27:4
largest (1) 32:4	locomotive (1) 27:18	mannings (2) 8:7;34:3	Merrifield (1) 39:23	month (2) 6:23;12:16
last (4) 12:16;23:8;27:13; 41:19	locomotives (2) 27:11,20	Many (6) 4:5;12:8;35:10; 45:21;47:10;48:1	met (1) 3:16	months (2) 7:11;16:7
lastly (1) 27:17	long (3) 9:21;30:5;43:3	map (2) 10:15;47:12	metals (1) 27:3	monument (1) 31:24
later (1) 12:22	long-term (2) 42:8,14	Margaret (1) 48:11	Michael (2) 34:8;45:9	more (11) 5:13;11:13;18:8; 21:7;28:1,18;29:4,13; 30:14;31:11;46:22
law (2) 6:4,10	look (11) 11:8,9;13:22;15:14, 21;16:18;24:25;25:1; 38:12,23;46:6	marine (3) 11:1;17:17;21:20	microphone (1) 22:8	morning (1) 48:22
leader (1) 37:2	looked (3) 12:3;20:1,19	marsh (2) 4:25;10:20	Middleton (1) 32:16	most (12) 11:19,23;12:1;30:3; 33:11;35:3;41:3,4,11, 18;42:21;44:19
leave (2) 45:22;46:3	looking (8) 11:16,17;19:25;20:7, 19;26:17;33:24;39:2	marshes (1) 24:14	might (2) 23:6;32:16	MOU (1) 44:8
left (2) 13:7;32:9	looks (1) 29:5	Masoncup (2) 34:10,12	mike (1) 22:7	Moultrie (1) 31:23
Leseshe (3) 35:6,8;37:11	looping (1) 30:25	matter (1) 27:2	Milford (5) 13:16;20:21;28:1; 29:18;45:19	mounded (1) 46:3
life (4) 43:1;44:13;47:6; 50:10	lost (1) 33:5	matters (1) 32:25	Military (2) 2:20;33:7	Mount (1) 14:13
light (5) 12:2;15:19;26:11; 31:5;49:20	lot (10) 14:4;24:16;29:4; 33:10,10;35:23;36:7; 41:20;44:12,20	mature (1) 44:25	mind (4) 2:14;5:25;6:6;31:13	mouth (1) 32:24
likewise (3) 9:14;10:24;15:2	Louis (1) 37:20	may (11) 2:1,5;3:15;4:5;11:24, 25,25;12:1,2,2;33:18; 36:10	minds (1) 26:9	move (9) 17:24;19:17;21:19, 21;22:8,10;42:4;48:25; 49:1
limit (1) 22:19	love (1) 44:12	McBride (1) 3:9	mine (1) 34:6	moved (1) 20:24
limited (4) 21:14;28:18;30:17, 18	Lowcountry (2) 25:20;31:22	McWhorter (5) 3:25;16:23;17:6,7; 22:3	minimum (1) 26:10	Mrs (3) 3:12,13;7:6
limits (1) 30:5	M	McWhorter's (1) 16:25	minute (1) 5:14	much (4) 18:17;24:11;48:8; 50:12
line (8) 13:8;19:12,12;20:15, 15,15,16,25	Ma'am (1) 48:10	meaning (1) 45:21	minutes (2) 22:11;41:9	Muhammad (2) 25:18,20
line-haul (1) 27:11	Magnet (1) 2:20	means (2) 31:20;32:25	mismanaged (1) 34:24	Mullins (3)
lines (5) 24:25;28:17,18,22, 23	Magnolia (1) 30:2	meet (1) 19:6	miss (1) 14:9	
list (3) 8:2,10;40:4	mail (1) 51:1	meeting (30) 2:9,19;3:18,19;4:4; 6:18,20,24;7:9,15;8:8, 19;12:7,8,20,20;13:17, 24,25;20:17;29:11,17, 19;30:2;31:8;32:23; 45:18;50:3,21;51:6	misunderstood (1) 34:4	
listed (2) 32:3;46:18	mailing (3) 7:23;8:2,9		mitigate (5) 11:22;18:12,13;19:7; 24:13	
listening (1) 7:9	main (2)		mitigated (1) 26:1	
			mix (1) 42:15	

37:23,23;45:10 must (2) 5:6,12 myself (1) 42:10	43:13,18,20 neither (2) 6:3,8 NEPA (6) 5:13,15,18;6:14; 7:10,12 Nesbitt (2) 34:8;45:9 neutral (2) 6:4,9 new (14) 4:11;14:15,18;17:16; 20:11,13;21:20;24:17; 25:8;30:25;34:17,22; 38:6,7 next (7) 7:11;16:13;22:10,22; 32:14;35:4;45:22 nine (2) 7:11;16:7 nitrogen (1) 27:3 noise (9) 12:1;15:18;16:12; 26:11,25;36:13,16,19; 41:21 Noisette (4) 10:15,19;25:5,10 nor (2) 6:3,9 Norfolk (6) 13:10;14:25;15:2; 19:10;20:4,25 North (22) 2:21;10:16;13:6,11, 14;14:13;19:11,13,17; 20:6,8;24:23,24;29:2, 17,18;30:24;35:9;37:8; 40:16;46:17;47:13 northern (1) 20:24 notice (1) 47:12 November (3) 12:12,14;51:4 number (5) 12:11;21:16;35:8; 44:4,4	off (6) 15:16;30:23;31:9; 33:6;40:4;49:23 off-balance (1) 45:20 offered (1) 19:13 offers (1) 8:1 office (1) 5:4 officer (1) 3:10 officially (1) 51:7 offset (1) 11:21 often (1) 42:23 O'hare (1) 29:8 old (4) 25:9;31:25;44:25; 45:3 oldest (1) 38:13 Omar (2) 25:18,20 once (5) 15:24;20:1;22:20; 35:14;37:14 one (34) 6:23;7:15;8:15,18; 9:4,5,13;12:4;13:6,7; 14:6,8;15:6;16:3; 17:14;19:16;20:5; 21:12,15;25:23;28:3, 15;32:17,19,19,23; 33:24;37:12;38:4,13; 44:24;48:20;50:4;51:2 one-mile (1) 27:16 one-way (1) 39:18 only (17) 6:2,8;15:14;20:5,13; 24:19;30:19;31:9; 36:21;38:21;39:2,4,14; 41:8;48:18,19;50:11 onto (1) 10:21 operating (2) 16:13;35:11 operation (1) 4:19 operations (1) 18:11 opinion (2) 47:21;48:5 opportunities (1) 7:16 opportunity (9) 6:24;7:4;8:20;16:24;	17:5;19:19;29:17;48:1; 49:10 option (1) 30:19 order (7) 2:2.5;4:23;10:7,17; 19:24;22:18;38:20 organic (1) 27:4 organization (2) 35:23;36:25 original (3) 13:5;44:16;49:12 originally (3) 18:2;19:9;21:2 orphanage (2) 40:24;41:1 otherwise (1) 2:3 ours (1) 26:24 out (21) 2:8;10:2;12:8;13:6; 14:22;15:1;16:1,2; 17:23,25;24:21;31:13; 32:23;33:3;38:21;43:8; 48:19,20;49:22;50:17; 51:1 outcome (1) 5:9 outcomes (1) 26:13 outer (1) 49:23 Over (11) 7:10;10:19;13:15; 14:13;22:5;23:15; 29:10;32:20;33:12; 35:16;36:7 overload (1) 39:1 overrides (3) 42:25;43:1,2 overview (1) 9:9 owe (1) 33:9 owes (1) 33:10 own (5) 28:1;29:21;35:8; 44:3;46:17 owned (1) 32:17 owner (1) 37:2 owns (1) 28:5 oxides (1) 27:4	pages (1) 41:10 paid (1) 42:3 Palmetto (20) 4:1,8,23;5:3,20;6:23; 9:21;10:3;12:5;16:23; 17:4,8,10;28:3,7,20; 40:13,17;42:21;43:17 paper (2) 7:21;8:4 parcel (1) 36:15 parcels (1) 35:10 Park (7) 24:22;28:15;44:23, 24,25;45:3,22 Parker (1) 24:10 part (6) 10:22;15:13,13;34:5; 40:18;51:4 participate (2) 7:18;8:20 participating (1) 2:9 participation (1) 4:3 particular (2) 26:20;30:3 particularly (5) 26:14;27:1;29:23; 36:13;38:14 particulate (1) 27:2 parts (1) 11:3 party (3) 2:1,3,5;3:11 patience (2) 23:11;50:22 paying (1) 2:1.5 pays (1) 5:21 peninsula (1) 31:9 people (20) 9:13;16:2;28:16; 30:23;32:21;33:2,4,6,7, 11;38:15;39:8,13,19; 42:4,16,24,24;43:7; 44:20 people's (1) 42:14 perhaps (1) 19:15 peril (1) 31:21 period (2) 23:2;24:4 permit (9)
N	O	P		
nail (1) 43:21 name (18) 2:10;9:18;22:8,10; 23:17;25:19;27:25; 34:12;38:1;41:17; 43:24;45:13,16,17; 46:12;48:11;49:5,6 named (1) 32:17 names (2) 32:15;45:7 Nat (7) 3:6,20;9:7,11,18; 16:21;17:16 Nathan (1) 2:10 National (4) 5:12;11:7,14;32:3 natural (1) 24:14 Naval (1) 30:25 Navy (10) 4:10,17;10:14,21; 14:19;15:11;18:25; 19:3;32:1;44:2 near (6) 27:8,20,22;47:6,10, 13 necessarily (2) 17:2;24:7 necessary (4) 5:23;6:16;18:18; 20:18 need (12) 8:23;9:16;13:20,21, 22;14:23;28:17;43:11, 12,20;48:3,5 needed (3) 13:1,3;36:21 needing (1) 15:21 needs (6) 3:24;23:8;34:17,17, 18;39:19 negative (1) 26:13 neighborhood (8) 11:24;16:13;19:4; 21:4;34:13,17;38:3; 47:2 neighborhoods (4) 27:16;29:5,7,13 neighbors (3)	oak (2) 44:25;45:3 obtain (1) 20:21 obviously (1) 15:8 occurs (1) 30:8 O'Connor (1) 7:7 October (3) 2:5,20;51:9	off (6) 15:16;30:23;31:9; 33:6;40:4;49:23 off-balance (1) 45:20 offered (1) 19:13 offers (1) 8:1 office (1) 5:4 officer (1) 3:10 officially (1) 51:7 offset (1) 11:21 often (1) 42:23 O'hare (1) 29:8 old (4) 25:9;31:25;44:25; 45:3 oldest (1) 38:13 Omar (2) 25:18,20 once (5) 15:24;20:1;22:20; 35:14;37:14 one (34) 6:23;7:15;8:15,18; 9:4,5,13;12:4;13:6,7; 14:6,8;15:6;16:3; 17:14;19:16;20:5; 21:12,15;25:23;28:3, 15;32:17,19,19,23; 33:24;37:12;38:4,13; 44:24;48:20;50:4;51:2 one-mile (1) 27:16 one-way (1) 39:18 only (17) 6:2,8;15:14;20:5,13; 24:19;30:19;31:9; 36:21;38:21;39:2,4,14; 41:8;48:18,19;50:11 onto (1) 10:21 operating (2) 16:13;35:11 operation (1) 4:19 operations (1) 18:11 opinion (2) 47:21;48:5 opportunities (1) 7:16 opportunity (9) 6:24;7:4;8:20;16:24;	pages (1) 41:10 paid (1) 42:3 Palmetto (20) 4:1,8,23;5:3,20;6:23; 9:21;10:3;12:5;16:23; 17:4,8,10;28:3,7,20; 40:13,17;42:21;43:17 paper (2) 7:21;8:4 parcel (1) 36:15 parcels (1) 35:10 Park (7) 24:22;28:15;44:23, 24,25;45:3,22 Parker (1) 24:10 part (6) 10:22;15:13,13;34:5; 40:18;51:4 participate (2) 7:18;8:20 participating (1) 2:9 participation (1) 4:3 particular (2) 26:20;30:3 particularly (5) 26:14;27:1;29:23; 36:13;38:14 particulate (1) 27:2 parts (1) 11:3 party (3) 2:1,3,5;3:11 patience (2) 23:11;50:22 paying (1) 2:1.5 pays (1) 5:21 peninsula (1) 31:9 people (20) 9:13;16:2;28:16; 30:23;32:21;33:2,4,6,7, 11;38:15;39:8,13,19; 42:4,16,24,24;43:7; 44:20 people's (1) 42:14 perhaps (1) 19:15 peril (1) 31:21 period (2) 23:2;24:4 permit (9)	

5:4,8;7:13;10:5,23; 11:12;14:17,19;17:4 permits (2) 10:12;43:10 permitted (3) 17:17,19,20 permitting (4) 6:2,8;18:5,6 person (4) 2:1,4;22:22;38:17 personnel (1) 8:6 perspective (2) 6:20;8:22 Pettit (1) 49:7 phones (1) 2:23 phrase (1) 45:20 physical (1) 34:15 physically (1) 47:8 picture (2) 13:23;14:9 piece (4) 8:4;11:10,11;42:3 pieces (1) 7:21 pier (1) 32:19 piled (1) 29:11 place (5) 34:19,21;47:17; 49:12,13 plan (8) 4:11;19:9;23:5; 34:21,22,23;36:10; 49:12 planned (1) 31:3 planning (1) 9:21 plans (1) 47:4 plantation (2) 32:14,15 plantations (3) 32:9,13,18 planted (1) 36:23 plants (1) 46:20 Pleasant (1) 14:13 please (15) 2:14,23;5:25;6:5,8;5, 17;9:4;16:25;22:8,19; 29:14;45:15;46:11; 49:5;50:24 pleasing (1)	21:7 Pledge (2) 2:15,16 pm (2) 2:19;51:9 PM10 (1) 27:3 PM2.5 (1) 27:3 podium (2) 9:14,17 point (5) 16:10;31:13;39:2; 46:1,2 policies (1) 36:2 Policy (3) 5:13;11:8,14 political (1) 42:24 pollution (2) 27:21;41:3 polycyclic (1) 27:5 porch (2) 44:6,14 port (9) 15:4,5;17:11,16,18, 25;31:1;33:11;34:20 portion (8) 2:2;3:18;6:1,7;10:21, 23;22:4;50:21 Ports (2) 11:2;40:15 ports' (1) 21:13 position (1) 39:1 possibility (1) 19:14 possible (2) 18:1;20:13 possibly (2) 30:24;43:14 posters (1) 9:14 potential (7) 5:16;11:17;14:2; 15:23;16:12;25:11; 50:14 potentially (1) 49:13 poverty-stricken (1) 35:14 prefer (1) 26:4 preferably (2) 26:3;48:5 preferred (1) 21:9 preparing (1) 5:19 presence (1)	35:16 present (2) 4:1;9:3 presented (1) 38:25 presently (1) 30:15 president (1) 17:7 presumably (1) 30:14 pretty (1) 42:2 previous (4) 23:3;35:2;40:12,22 previously (1) 40:15 priced (1) 49:17 primary (2) 20:3;50:15 priority (1) 11:25 private (2) 10:25;21:21 probably (1) 10:15 problems (1) 43:17 proceed (1) 7:11 proceedings (1) 2:5 process (18) 5:9,14,16;6:14;7:10, 16,18;9:9;12:21;15:21; 16:4,17,19;18:5,6; 28:9;38:23;51:5 professional (1) 47:21 program (2) 49:9,18 project (66) 3:1,8,8,13,14,18,21, 21,23;4:2,7;5:6,17,24; 6:2,3,7,9,12,20;7:3,25; 8:1,2;9:8,11,19,20; 11:3,9,17;12:12,15,18, 25,25;13:5,9;14:3,5; 15:8,22;16:24;17:14; 18:3,8,13,20,21;19:1,1; 20:23;21:3,4,12;24:17; 25:25;26:9,13;27:9; 33:14,14;38:6;46:23; 47:21,24 projected (1) 27:19 projects (4) 3:4,7;10:11;35:24 promised (1) 44:16 pronouncing (1) 34:11	proper (2) 26:8;42:15 properly (2) 23:6,10 properties (5) 20:22;35:8,20;36:6,9 property (26) 9:22;12:6;14:7; 19:15,18,19;20:10; 23:25;28:5,10,11; 34:13;35:19;36:8; 37:14;41:23;42:2,3; 44:3,8;45:18;46:17; 48:2,14;49:14;50:12 proposal (9) 6:22;9:24;10:5,24; 12:17;14:24;37:1,4; 43:9 propose (1) 36:11 proposed (19) 3:17,23;4:17;5:6,16, 24;6:1,7,11,20;7:3;8:1; 9:11;12:15;14:8;16:24; 21:2;25:16;26:9 proposing (4) 6:1,6;15:10;36:20 proposition (1) 44:16 propositioning (1) 45:2 pros (3) 47:24;48:4,4 provide (9) 2:3;4:2;7:4,24;9:9; 17:5;18:19;45:13; 50:25 provision (1) 36:21 proximity (1) 34:20 prudent (1) 33:21 public (15) 2:9;4:3,9;7:17;8:11, 20;11:15;17:9;21:23; 22:4,6;28:8;38:25; 50:21;51:8 pull (2) 43:10,10 pun (1) 35:1 purchase (6) 19:15;28:6;38:16,17, 18;49:13 purchased (2) 2:1.5;4:9 purpose (1) 6:18 pursuant (1) 2:2.5 pursued (2) 17:15;21:13	put (5) 28:19;35:4;44:17; 50:9,13 puts (1) 38:25 putting (3) 33:23;34:15;49:2
Q				
quality (4) 43:1;44:13;47:5; 50:10 question-and-answer (2) 6:21;24:4 quiet (3) 48:23;49:2,3 quite (4) 29:1,7;30:6,17				
R				
radius (1) 27:17 Rahim (1) 42:19 rail (36) 4:11,19,21;10:6,7; 11:1;13:5,8,17,21; 14:10,23,24,25;15:6,9; 20:9,11,12,13;24:23, 25;25:15;28:17,18; 35:4,18;36:2,3,8,13,16, 22;38:19;42:21;43:17 railroad (6) 18:11;20:5;37:14; 38:7;48:12,13 railroads (1) 19:10 rails (1) 46:8 railway (3) 24:25;48:25;49:15 Railways (23) 4:1,8,9,22,24;5:4,21; 6:23;9:21;10:3;12:5; 16:23;17:4,8,10,10; 24:21;25:2;28:3,8,20; 40:13,18 rain (1) 24:20 rained (1) 16:1 raise (3) 9:4;22:14,16 raised (3) 12:10;22:20;45:14 rather (2) 8:15;21:9 ready (2) 23:19;44:1 real (1) 50:11				

realistic (1) 46:1	3:4;11:5	responsible (1) 5:22	runs (2) 20:15,17	25:4
realize (4) 18:7,9,11;36:5	reiterate (1) 6:5	rest (1) 33:9	Rustin (1) 34:3	Shahid (2) 27:24,25
really (18) 6:4;10:1;24:17; 25:10;29:6;36:2,4; 40:5;43:17,19;44:20; 45:1;49:25;50:2,5,6,7; 51:5	relating (1) 46:19	restarting (3) 12:21;15:20;16:17	S	shall (1) 2:3
Realtors (2) 47:23;48:7	released (1) 4:10	return (2) 4:2;8:6	Saint (2) 29:3,7	shame (1) 34:25
reason (1) 12:18	relocating (1) 47:5	review (3) 10:11;11:13,16	sale (1) 19:13	share (1) 17:20
reasonable (1) 33:21	remaining (2) 22:13,15	reviewing (1) 6:22	salt (1) 4:25	Shawn (1) 3:9
reasonably (1) 49:17	remains (1) 19:21	revised (1) 12:17	Sam (1) 30:23	sheet (1) 45:21
reasons (2) 19:16;28:4	remember (2) 31:8;32:22	Revolution (1) 31:23	same (2) 21:16;25:12	shipping (1) 14:22
Rebecca (1) 3:13	remnants (1) 32:8	Reynolds (1) 18:24	Santee (1) 17:12	ships (1) 17:22
receive (3) 9:4;17:13;51:3	Remount (2) 14:14;47:13	Rhett (2) 24:23,24	save (1) 41:8	Shipyards (1) 10:16
received (3) 7:21;8:14;12:17	removed (1) 33:1	ride (1) 31:4	saying (4) 42:12,22,24;44:9	short- (1) 42:14
recent (2) 24:18,20	repairs (1) 50:13	right (12) 13:6;23:19;30:8; 35:3;37:21;40:25; 41:23;44:3,5,23;45:19; 49:14	scope (2) 13:20,21	short-term (2) 42:8,13
recently (1) 25:13	replacement (1) 26:6	rip (1) 49:23	scoped (1) 24:21	show (1) 39:3
recited (1) 2:17	reporter (2) 2:2;7:6	Rittenberg (1) 30:23	scoping (9) 2:9;7:9,15;12:6,19, 20;38:24;39:2;51:4	shows (1) 47:12
record (2) 2:18;51:6	repositioned (1) 29:3	River (1) 10:16	second (3) 8:4;12:20;26:7	side (3) 21:3;29:19;31:14
recorded (1) 40:8	represent (1) 17:1	Rivers (4) 5:2,10;10:9;29:15	seconds (3) 22:13,15;37:13	sides (1) 48:6
red (2) 22:16,20	representing (1) 25:20	Road (12) 10:25,25;14:14,20; 17:18;21:21;29:18,19; 30:2;31:1,9;46:2	Section (3) 10:9,10;33:19	sign (4) 8:2;22:14,16,20
reduce (2) 27:8;36:19	reproduce (1) 2:2	roads (3) 4:22;10:18;15:16	seeing (2) 30:15,19	significant (1) 50:1
reduction (1) 27:6	request (2) 2:22;23:9	roadways (1) 27:21	seeking (1) 30:10	silence (1) 2:23
refer (1) 18:23	require (1) 20:21	room (2) 8:18;11:23	seemed (1) 49:13	similar (1) 23:4
referred (2) 19:11;29:20	required (1) 7:12	Rosemont (1) 26:16	sell (1) 2:3.5	single (1) 31:10
reflect (1) 17:2	requirements (1) 5:11	rosy-eyed (1) 46:1	sense (2) 24:8,9	Singletary (2) 37:25;38:2
regards (1) 46:23	requires (1) 5:4	roughly (1) 18:24	sensitive (1) 10:1	sitdown (1) 39:12
regional (3) 4:11;14:24;15:6	rescoping (1) 13:24	route (5) 20:3,4;28:4,11;33:22	separation (1) 36:21	situation (1) 44:21
register (1) 32:3	Research (1) 25:22	routes (1) 30:11	serve (2) 36:20,21	six (3) 7:11;12:16;16:7
registration (3) 8:5,6;23:15	residence (1) 38:18	rule (4) 2:2.5;23:3,8,10	service (1) 32:24	sleep (1) 48:23
regulate (1) 11:10	resident (1) 44:2	rules (2) 4:3;22:6	services (1) 5:21	small (1) 10:20
regulations (1) 5:18	residential (3) 46:25;47:2;48:6	running (3) 30:15;43:8;45:22	session (2) 6:21;7:9	Somebody's (1) 31:4
regulator (1) 3:6	residents (5) 24:1;42:9;47:5,20; 48:1	runoff (3) 24:14,19;25:12	set (2) 22:7;39:3	sometimes (4) 14:9;30:9;49:22,24
Regulatory (2)	resources (1) 44:12		several (4) 3:1;7:15;34:21;50:2	Sorry (3) 4:16;10:1;45:6
	response (5) 34:9;37:24;39:22,24; 50:19		severe (1)	sound (1) 21:2
				South (11) 2:21;4:8;10:17;

13:10,12,15;17:8;20:8; 9;21:11;34:20	starts (1) 23:2	submitted (4) 6:22;9:23;10:5;18:3	27:22	20;18;17;22:1;23:1,12; 45:20;50:22;51:6
Southern (9) 13:11;14:25;15:2; 19:10;20:4,14,25;28:4, 11	state (12) 2:18;17:12,20;33:9; 38:14;40:15,18;45:15; 46:12,20;47:18;49:5	sufficient (2) 26:10;29:12	telling (1) 38:16	tonight's (2) 4:4;7:15
space (2) 49:23,23	stated (1) 28:3	sulfur (1) 27:3	ten (1) 40:4	tool (1) 5:15
speak (5) 8:13;9:2;37:10;40:2; 44:19	Statement (4) 5:17;8:21;23:4,4	Sumter (1) 31:23	term (1) 42:5	totally (2) 13:12,18
speaked (1) 40:22	States (2) 5:1;6:13	support (4) 17:15;21:13;35:25; 46:20	terminal (7) 11:2;14:13,14,18; 17:17;21:20;30:16	touched (1) 33:20
spoken (1) 40:7	station (3) 31:14;47:15,15	supposedly (1) 43:7	terminals (1) 14:12	touches (1) 33:15
speaker (38) 22:9,10,13;23:9,21, 23,25;24:9,11;25:19; 27:25;28:14;29:1,16; 31:4,19;32:11;34:4,11; 35:2,7;37:11,18,21; 38:1;40:1;41:10,17; 42:20;43:24;45:17; 46:13,14,15,16,17; 48:11;49:6	status (1) 8:10	sure (5) 25:24;26:1;40:8; 43:25;50:24	terms (5) 13:19;39:4,6;42:2; 50:11	towards (1) 14:14
speaker's (1) 22:15	stay (2) 47:16;48:17	surge (1) 24:13	Therefore (2) 5:3;29:22	track (10) 18:23;19:24;29:3; 38:15;48:12,13,15,18, 25;49:15
speaking (3) 8:17;23:3;28:2	step (3) 7:10;9:1;16:3	surges (2) 24:19;25:14	thereof (1) 2:2.5	tracking (1) 12:11
special (2) 3:4,7	steps (1) 7:12	surrounded (2) 31:22;38:15	thinking (2) 16:7;25:11	tracks (1) 29:20
specific (1) 6:25	Sterett (3) 25:23,24;26:1	surrounding (1) 29:24	third (3) 3:11;21:10;32:14	traffic (5) 12:24;13:22;15:15; 30:9;31:8
specifically (2) 10:3;28:7	stewards (1) 43:20	survey (3) 38:5,9;44:5	Thirdly (2) 26:12;27:13	train (10) 21:16;33:25;44:3,9, 14;45:2;48:16,17; 49:20,20
specifics (2) 3:22,5:14	still (4) 6:22;18:22;22:20; 34:24	sweat (1) 35:18	third-party (1) 5:20	transfer (1) 4:18
speed (1) 30:5	stores (1) 34:17	switch (1) 27:11	Thomas (1) 39:23	transferred (1) 4:20
spent (2) 36:7;44:12	storms (1) 25:4	system (4) 10:24;24:15;25:3,15	though (2) 32:6;39:9	trains (20) 10:19;13:11,11,14; 16:15;27:10;29:22; 30:1,3,4,14;31:12,15; 33:23;38:7;39:10; 44:16;45:21;50:1,15
spoke (2) 41:3;48:12	storm-water (1) 24:14	T	thought (4) 19:14;20:10;34:5; 49:16	transcript (1) 2:1.5
spoken (3) 3:16;36:4;42:7	straight (2) 14:21;45:3	table (1) 28:20	three (11) 7:21;20:23;22:11; 31:25;32:8;35:12;41:8; 44:7,17;48:18,18	transfer (1) 4:18
Spruill (2) 30:12,17	Street (23) 13:7,8,16,17,17; 20:17,17,21;21:23; 25:2;28:1,2;29:8,11,18, 18,19;30:2,16;31:9; 45:18,19;49:11	talk (2) 9:16;33:23	throughout (2) 6:14;16:19	transferring (1) 4:20
staff (1) 9:5	stress (1) 8:23	talked (1) 41:22	throw (1) 30:13	transitioning (2) 47:1,25
stages (1) 9:21	Stromboli (1) 26:5	talking (7) 14:4,5;22:20;30:22; 31:11;38:3;48:21	tidal (4) 4:25;24:14,19;25:14	Transportation (1) 33:19
stake (2) 33:13;44:5	structural (2) 50:8,14	Tank (1) 26:4	tides (1) 25:12	traverse (1) 30:6
stand (3) 2:14,15;9:13	studied (3) 3:17;19:22;20:20	Tarpley (2) 43:23,25	ties (1) 46:3	travesty (1) 35:5
standing (1) 37:2	studies (5) 12:24;13:19;14:1; 15:23;16:7	Tasha (2) 28:13,14	timekeeper (2) 22:13,16	Travis (1) 3:3
stands (1) 19:19	study (8) 12:3;13:21,22;16:9; 26:21,22;29:23;45:24	tasked (2) 6:11;17:23	times (1) 45:21	trees (5) 24:15;36:19,22;45:1, 3
started (2) 12:24;32:19	stuff (1) 41:4	teach (1) 31:20	Today (6) 13:9;14:12,25;15:3; 20:24;23:2	Trident (1) 47:22
starting (1) 2:19	subject (2) 5:1;11:4	teacher (3) 49:8,9,17	Token (1) 44:2	truck (1) 27:18
	submit (4) 8:3,16,25;23:1	team (2) 3:1,16	told (2) 10:1;26:19	trucks (9) 4:21;14:20;15:16; 16:15;21:17,17;27:10, 19;33:25
		tear (1) 45:3	tonight (22) 2:8;6:14;7:20;8:13, 17;9:2;12:19;13:24; 14:4,6;15:24;16:2,3,6,	trust (1)
		technologies (1) 27:8		
		technology (1)		

26:10 526 (1) 24:24				
7				
7:00 (1) 2:19				
8				
8:15 (2) 51:6,9				

In The Matter Of:
*Navy Base Intermodal Container Transfer Facility
Environmental Impact Statement*

*Public Scoping Meeting
October 27, 2015*

*Legal Media of Charleston, Inc.
2011 Wharf Landing Ct
North Charleston, SC 29418*

Original File 1027 NavyX.txt
Min-U-Script® with Word Index

NAVY BASE
INTERMODAL CONTAINER TRANSFER FACILITY
ENVIRONMENTAL IMPACT STATEMENT

Public Scoping Meeting

DATE: Tuesday, October 27, 2015

TIME: 7:00 p.m.

REPORTER: Holly Hiott O'Quinn, RPR

LOCATION: Military Magnet Academy Cafeteria
2950 Carner Avenue
North Charleston, SC

HOLLY HIOTT O'QUINN, RPR
LEGAL MEDIA OF CHARLESTON
Telephone(843)767-1007 Fax(843)767-9007
Email: Holly@lmocinc.com

1 Any court, party, or person who has
2 purchased a transcript, may, without paying a further
3 fee to the reporter, reproduce a copy or portion
4 thereof as an exhibit pursuant to court order or rule
or for internal use, but shall NOT otherwise provide
or sell a copy or copies to any other party or
person.

5 (The following proceedings were held on October
6 27, 2015.)

7 MR. MOLICA: Good evening and welcome. I
8 want to thank everyone for coming out tonight and
9 participating in this public scoping meeting. My
10 name is Major Nathan Molica, and I'm the deputy
11 district engineer for the U.S. Army Corps of
12 Engineers, Charleston District.

13 I would like to begin, if you wouldn't
14 mind, please go ahead and stand and we are going to
15 stand and say the Pledge of Allegiance.

16 (WHEREUPON, the Pledge of Allegiance was
17 recited.)

18 MR. MOLICA: For the record, let me state
19 that this meeting is starting at 7:00 p.m. on
20 Tuesday, 27 October, 2015, at the Military Magnet
21 Academy in North Charleston, South Carolina. As a
22 courtesy to everyone here, I kindly request that you
23 please silence your cell phones to avoid any
24 disruptions.

25 I would like to begin by introducing

1 several members of the project team. First, from the
2 Charleston District of the Corps of Engineers
3 Mr. Travis Hughes. He's the deputy chief of the
4 Regulatory Division and chief of our special projects
5 branch.

6 Mr. Nat Ball. He's a regulator within our
7 special projects branch and he is the Corps of
8 Engineers' project manager for this project.
9 Additionally, Mr. Shawn McBride. He's from the
10 district. He's our corporate communications officer.

11 Additionally, from our third party
12 contractor Atkins, we have Mrs. Kim Fitzgibbons.
13 She's the Atkins' project manager. And Mrs. Rebecca
14 Berzinis, the deputy project manager.

15 In addition to these individuals, you may
16 have met and spoken with other team members as you
17 studied the various displays about the proposed
18 project during the first portion of this meeting.

19 The format for the evening's meeting will
20 begin with my introduction. Then Mr. Nat Ball, the
21 project manager for the project, will explain the
22 Corps' authorities, some specifics about the
23 components of the proposed project and our current
24 informational needs.

25 After Mr. Ball, Mr. Jeff McWhorter with

1 Palmetto Railways will present his agency's views on
2 the project. Then I will return and provide the
3 ground rules for the public participation of
4 tonight's meeting.

5 Many of you may be wondering why the U.S.
6 Army Corps of Engineers is involved with this
7 project, and I'm going to attempt to explain. In
8 December of 2015, Palmetto Railways, formerly South
9 Carolina Public Railways, purchased 240 acres of land
10 at the former Charleston Navy base and released a
11 plan to develop a new regional intermodal rail
12 facility.

13 MR. BALL: December 2010.

14 MR. MOLICA: What did I say 2014?

15 MR. BALL: 2015.

16 MR. MOLICA: Sorry about that.

17 The proposed Navy Base intermodal container
18 transfer facility includes the construction and
19 operation of a 118-acre intermodal rail yard where
20 containerized freight will be transferred between
21 trucks and rail cars and approximately 42 acres of
22 associated improvements to roads and railways.
23 However, in order to develop this facility, Palmetto
24 Railways would impact approximately 10.1 acres of
25 tidal salt marsh and other waters of the United

1 States which are subject to the jurisdiction of the
2 Corps of Engineers under the Rivers and Harbors Act
3 and the Clean Water Act. Therefore, Palmetto
4 Railways requires a permit from my office before they
5 can begin construction. The benefits from the
6 proposed project must be carefully weighed against
7 the detriments, and the final decision whether to
8 issue a Department of the Army permit will be
9 determined by the outcome of this balancing process.

10 In addition to the Rivers and Harbor Act
11 and the Clean Water Act requirements, all federal
12 agencies must comply with the National Environmental
13 Policy Act, NEPA. And Mr. Ball will give you more
14 specifics on that process in just a minute.

15 The tool we are using to document the NEPA
16 process and the potential impacts of the proposed
17 project is an Environmental Impact Statement, or EIS.
18 In accordance with Corps regulations and NEPA, the
19 Corps is preparing the EIS with the assistance of a
20 third-party contractor, Atkins. Although Palmetto
21 Railways pays for Atkins' services, the Corps is
22 responsible for the content of the EIS, and we direct
23 Atkins to gather the information necessary to
24 evaluate the proposed project.

25 Please keep in mind that the Corps is not

1 proposing to construct any portion of the proposed
2 project. We are a federal permitting agency only.
3 We are neither for nor against this project. We are
4 neutral administrators of the law. This is really
5 important, so I wanted to reiterate. Again, please
6 keep in mind, the Corps is not proposing to construct
7 any portion of the proposed project. We are a
8 federal permitting agency only. We are neither for
9 nor against this project. We are neutral
10 administrators of the law.

11 We are tasked with evaluating the proposed
12 project and making a decision whether or not to
13 authorize impacts to the waters of the United States.
14 Your input tonight and throughout the NEPA process is
15 essential to ensure that the EIS addresses all of the
16 necessary information and our decision is both fair
17 and balanced.

18 The main purpose of this meeting is for me
19 on behalf of the district engineer to hear your
20 perspective about the proposed project. This meeting
21 is not a question-and-answer session, because we are
22 still reviewing the proposal that was submitted by
23 Palmetto Railways about one month ago.

24 This meeting is, however, an opportunity
25 for you to let us know if there are any specific

1 issues or concerns that you believe should be
2 included in the EIS or considered during our
3 evaluation of the proposed project. And since this
4 is your opportunity to provide comments to the Corps,
5 you should address your comments to me and not to the
6 audience. I have a court reporter here, Mrs. Holly
7 O'Connor [sic]. She is going to ensure that we
8 document everyone's comments.

9 This listening session, or scoping meeting,
10 is the very first step in the NEPA process. Over the
11 next six to nine months, we will proceed to the other
12 steps as required by NEPA, which will ultimately
13 answer your questions and conclude with a permit
14 decision.

15 Tonight's scoping meeting is one of several
16 opportunities during this process that will ensure
17 the public is heard and your input is considered. We
18 want you to actively participate in this process.
19 Your feedback and comments are important to us.

20 As you came in tonight, you should have
21 received three pieces of paper. The first item was a
22 wallet-size business card with both the website
23 address and the U.S. Army Corps of Engineers' mailing
24 address. You can visit that website and provide
25 feedback on the project. It also contains helpful

1 information about the proposed project, offers you
2 the ability to sign up for the project mailing list
3 or to submit written comments.

4 The second piece of paper was a
5 registration card. Please ensure that you complete
6 the registration card and return it to our personnel
7 that are manning the front desk. We will use these
8 cards to document your attendance at this meeting.
9 In addition, we would like to add you to our mailing
10 list so that we can update you on the status of the
11 EIS and invite you to future public meetings.
12 Additionally, we will use these cards to identify
13 anyone who wishes to speak tonight.

14 Finally, you should have received a comment
15 card as well, if you wanted one. If you would rather
16 submit a written comment or a question instead of
17 speaking tonight, please write your comment and drop
18 it at one of the boxes around the room.

19 Again, this evening's meeting is an
20 opportunity for the public to participate in the
21 development of the Environmental Impact Statement,
22 and we want to know from your perspective what issues
23 need to be considered in the EIS. I cannot stress
24 enough how important your feedback is to us. So,
25 again, you can submit it on the website. You can do

1 it on a written comment card, or you can step forward
2 tonight and speak.

3 If there is anyone present who did not
4 receive one of these cards, please raise your hand
5 and we can have a member of our staff bring you one
6 at this time.

7 I would now like to have Mr. Nat Ball, the
8 U.S Army Corps of Engineers' project manager. He
9 will provide you a brief overview of the process we
10 will be following during our evaluation of the
11 proposed project. Nat.

12 MR. BALL: I hope it's okay with folks, I'm
13 not one of those people who can stand behind the
14 podium. And, likewise, we have a couple of posters
15 here from the earlier information workshop that I
16 want to talk about. But I need to get disconnected
17 from this podium.

18 As Major Molica said, my name is Nat Ball.
19 I'm the project manager with the Corps of Engineers.
20 As he mentioned, this project has been in the
21 planning stages for a long time. Palmetto Railways
22 acquired this property back in 2010. And in 2013,
23 they came to the Corps of Engineers and submitted a
24 proposal to us as Major Molica mentioned.

25 Y'all can't hear me in the back. Okay.

1 Sorry. They told me it was really sensitive, and so
2 I was trying not to blow anybody's ears out.

3 So, specifically, Palmetto Railways came to
4 us. And what they were asking for from the Corps of
5 Engineers is a permit. So they submitted a proposal
6 that said we want to build a rail facility, and in
7 order to build that rail facility, there are going to
8 be impacts to waters of the U.S. The Corps of
9 Engineers through Section 10 of the Rivers and
10 Harbors Act as well as to Section 404 of the Clean
11 Waters Act, we review projects and determine whether
12 or not to issue permits for impacts to wetlands and
13 waters.

14 Those of you who are familiar with the Navy
15 Base -- this is probably the better map -- Noisette
16 Creek to the north, the Cooper River and the Shipyard
17 Creek to the south. In order to develop and to build
18 roads in this area, you would have to have a bridge
19 over Noisette Creek for trains. There's actually a
20 small marsh here that comes through Chicora-Cherokee.
21 A portion of that extends onto the Navy Base. So
22 part of what they are asking from the Corps of
23 Engineers is a permit to fill a portion of that
24 wetland system. And then, likewise, is a proposal to
25 build a road, a private drayage road that goes from

1 the rail facility down to the marine container
2 terminal that the Ports Authority is constructing.
3 So each of those components are parts of the project
4 that are subject to the Corps of Engineers'
5 regulatory authority.

6 Now, we are also a federal agency and
7 that's where Major Molica mentioned the National
8 Environmental Policy Act. So when we look at a
9 project, we don't just look at the wetlands. The
10 wetlands are the piece that we regulate. The
11 wetlands are the piece that we'll have to make a
12 permit decision about. But above and beyond just the
13 wetlands, we are going to do a more broad review
14 under the National Environmental Policy Act. And we
15 are also going to do what's called a public interest
16 review looking at various different factors and
17 looking at what the potential impacts of the project
18 are.

19 For most of you who are from this area, you
20 know, wetlands is very important to us. If you are
21 going to fill in a wetland, you have to offset that
22 impact. You have to mitigate that impact for the
23 watershed. Most of the folks in this room, if you
24 live in the neighborhood, wetlands may be your
25 priority; it may not. I understand that it may not

1 be for most of you. Your concern may be noise. It
2 may be air. It may be light. All of those different
3 components will be looked at in this study.

4 So one thing I would like to say, the Major
5 mentioned 2010, Palmetto Railways acquired the
6 property. In 2013, we actually had a scoping
7 meeting. And if it's okay with folks, I guess how
8 many of us out there were at the meeting back in
9 2013.

10 (Hands raised.)

11 So a fair number have been tracking this
12 project for almost two years. It was November of
13 2013.

14 What has happened since November of 2013?
15 So there was a proposed project. And as Major Molica
16 mentioned, in the last month -- or about six weeks
17 ago, we received a revised proposal, and there have
18 been changes to the project. And so the reason that
19 we are here tonight is to have another scoping
20 meeting, a second scoping meeting. That is not to
21 say that we are restarting the process two years
22 later.

23 You know, since 2013 there have been
24 traffic studies. We have started to evaluate the
25 project. But the changes to the project were so

1 great that we felt like we needed to come back to the
2 community. There were some things that were
3 fundamentally different that we felt like we needed
4 to come back to the community and say we know that,
5 for example, the original project had both rail
6 companies coming out the north, one turning right on
7 Bexley Street, one turning left on Bexley -- not on
8 the street, on the rail line. But it was different.

9 Today the project actually has a component
10 that comes to the south. You would have Norfolk
11 Southern trains going to the north and CSX trains
12 going to the south. That is totally different. If I
13 lived in Union Heights, I was expecting all the
14 trains to go to the north. Now they're going to come
15 down to the south, and they're going to cross over at
16 Milford Street and they're going to be in between
17 King Street and Meeting Street on the existing rail
18 corridors. That is totally different.

19 So in terms of the studies that we have
20 been working on, we need to expand the scope of the
21 rail study. We need to expand the scope of the
22 traffic study. We need to look at the broader
23 picture. So if you take anything home with you
24 tonight, it's this is a rescoping meeting. The goal
25 of this meeting is to get feedback from you, the

1 community, so that we can expand these studies to
2 address potential impacts associated with the changes
3 to this project.

4 Now, a lot of tonight is talking about
5 change. It is talking about changes to the project.
6 One thing that I did want to say tonight, the
7 property was acquired back in 2010. A facility was
8 proposed in 2013 to the Corps of Engineers. One
9 thing that sometimes we miss is the big picture.

10 Why are they building a rail facility?
11 Well, we in Charleston, we have a couple different
12 container terminals today. We have the Wando
13 terminal over in Mount Pleasant. We have the North
14 Charleston terminal up towards Remount Road, and
15 there is a new facility under construction.

16 Those of you who have lived in this area
17 for a while, back in 2007, a permit was issued to
18 build a new container terminal at the former
19 Charleston Navy Base. In addition, a permit was
20 issued to build an access road that would take trucks
21 straight from the interstate into that container --
22 into that shipping facility and back out again.

23 So why do we need a rail facility? Well,
24 this proposal was for a regional rail facility.
25 Today, Norfolk Southern and CSX, they each have rail

1 yards. Let's see, as you come out, here is Ashley
2 Junction and then, likewise, Norfolk Southern. They
3 both have intermodal yards today.

4 But as the port grows, as the volume of
5 containers that come through the Port of Charleston
6 grow, one of the goals is to build a regional rail
7 facility that can accommodate some of that growth.
8 But with a project like this, obviously, there's
9 impacts. When you build a rail facility, it's going
10 to be -- in this case, they are proposing to build it
11 on the former Navy Base, but it's adjacent to a
12 community. It's adjacent to Chicora-Cherokee.

13 And so part of what we are doing and part
14 of what this EIS will look at is not only what is
15 this going to do to traffic. Well, it's going to
16 take some trucks off the roads. But that comes at a
17 cost. There is also going to be impacts to
18 communities. There's going to be noise issues.
19 There's going to be light issues.

20 So as I say, we are not restarting the
21 process, but we are needing to look at changes to the
22 project to get feedback from the community so that
23 our studies will cover all of the potential effects.

24 So, once again, we are here tonight to get
25 your feedback. And I'm excited that everybody got

1 out here. We were a little concerned when it rained.
2 And so the fact that people got out here tonight,
3 we're glad you're here tonight and this is one step
4 in the process.

5 We are going to take the feedback we get
6 from you tonight. We are going to work on the
7 studies. And we're thinking about six to nine months
8 from now, we would have a draft Environmental Impact
9 Study that would come back to the community. We'll
10 have additional meetings. And at that point, we will
11 have information for you. We will be able to tell
12 you what is the potential noise impact of building or
13 operating a facility next to that neighborhood. We
14 will be able to tell you what are the emissions that
15 are coming from the trains and the trucks.

16 So this is -- as I say, we are not
17 restarting the process, but we are getting your
18 feedback and we look forward to you-all being
19 involved throughout the process. So thank you again
20 for being here tonight.

21 MR. MOLICA: Thank you, Nat.

22 At this time, I would like to allow
23 Mr. Jeff McWhorter from Palmetto Railways the
24 opportunity to describe their proposed project to
25 you. Please understand that Mr. McWhorter's comments

1 represent the views of his agency and do not
2 necessarily reflect the views of the U.S. Army Corps
3 of Engineers. However, the Corps believes it is very
4 important to allow Palmetto Railways as the permit
5 applicant the opportunity to provide their views.

6 MR. MCWHORTER: Thank you, Major. As you
7 said, I'm Jeff McWhorter. I'm the president and CEO
8 of Palmetto Railways. We are actually the South
9 Carolina Department of Commerce, Division of Public
10 Railways. We do business as Palmetto Railways. We
11 are an enterprise agency, like the port and like
12 Santee Cooper, although we are a state agency. We do
13 not receive any appropriated funds.

14 This project, as has been indicated, is one
15 that is being pursued to support the growth and
16 development of our port. As Nat mentioned, the new
17 marine container terminal has been permitted and is
18 under construction. The port access road has been
19 permitted and funded. Harbor deepening has been
20 permitted, and the state share of that component has
21 been funded.

22 The big ships, the containers are coming.
23 We were tasked with figuring out what to do with
24 those containers and how we could move those
25 containers in and out of the port as efficiently as

1 possible and that is how we have gotten to where we
2 are and where we were in 2013 when we originally
3 submitted the project to the Army Corps of Engineers
4 for consideration.

5 During the process of this permitting --
6 during this permitting process, we have come to
7 realize some improvements that could be made to the
8 project to create more efficiencies. We've come to
9 realize some improvements that we could make so that
10 this facility is better integrated into existing
11 class-one railroad operations. We've come to realize
12 some changes we could make that would help mitigate
13 the project and mitigate the impacts that it's going
14 to have on the community.

15 We know there are impacts. We have
16 concerns about those impacts, as you do. And I very
17 much appreciate everyone being here tonight to get
18 the information that is necessary for you to make
19 decisions and provide your concerns and comments
20 about the project.

21 The footprint of the project has not
22 changed. It is still being located on what we
23 commonly refer to as the Clemson track and that is an
24 area between Reynolds Avenue, roughly, and the
25 viaduct on the former Navy Base.

1 This project, the footprint of the project
2 is contained entirely within the footprint of the
3 former Navy Base. However, it is immediately
4 adjacent to the Chicora-Cherokee neighborhood. And
5 we have had meetings with those folks, and we'll
6 continue to meet with those folks. We want to hear
7 from them. We want to help mitigate the impacts on
8 that community.

9 Originally, the plan was for both
10 railroads, CSX and Norfolk Southern, to access the
11 facility on the north on what is commonly referred to
12 as the S line, the CSX S line. There was a time that
13 that had been offered for sale to the City of North
14 Charleston, and we thought there was a possibility
15 that we could perhaps purchase that property and
16 utilize it. One of the reasons that we are having to
17 move the access from the north now is because we
18 don't control that property and we don't have an
19 opportunity to control the property as it stands. We
20 continue those discussions with CSX. We've had good
21 discussions, and it remains an alternative that is
22 being studied by the Corps.

23 But we have also had to make some changes
24 to the track geometry for the facility in order to
25 create some efficiencies. So now we are looking --

1 we had looked once before at going through what is
2 known as the hospital district, so now we are back
3 there again. And that route would be the primary
4 route for Norfolk Southern to come and go from the
5 facility. So we would only have one railroad coming
6 and going from the north now and not two.

7 For CSX, we are looking at a connection to
8 the south and it largely utilizes on both the north
9 and the south existing rail infrastructure to and
10 from the property. We thought that was an important
11 component to not have to construct new rail, to try
12 to utilize existing rail infrastructure to the extent
13 possible, and we've done that. The only new rail on
14 the southern connection is a connection between the
15 CSX S line and the CSX A line. The S line runs
16 closer to the waterfront along the east. The A line
17 runs along the Meeting Street, King Street corridor.
18 So it's necessary to build a connection between those
19 two, and we are looking at -- we have looked at and
20 studied and ended up in an area immediately above
21 Milford Street that will require us to obtain some
22 additional properties for that connection.

23 The three major changes to the project
24 today are the northern connection has moved from the
25 S line to the hospital district and Norfolk Southern

1 will utilize that connection exclusively. We
2 originally had proposed a sound attenuation wall
3 along the west side of the project between the
4 project and the Chicora-Cherokee neighborhood. We
5 have since changed that to a landscaped earth and
6 berm. We think that will work better and we think
7 that's more esthetically pleasing, and we've had some
8 comments from the community that that was something
9 that would be preferred rather than a wall. And then
10 the third major component is the connection to the
11 south for CSX.

12 Again, this project is one that is being
13 pursued in support of the ports' growth and
14 development. We have limited capacity on our
15 interstate here in Charleston. For one intermodal
16 train, it handles the same number of containers that
17 280 trucks -- that it would take 280 trucks to
18 handle.

19 The containers that will move between this
20 facility and the new marine container terminal will
21 move exclusively via a private drayage road that will
22 be constructed that connects the two facilities.
23 They will never see a public street or highway in the
24 Charleston area.

25 That is all I have. Thank you again for

1 being here tonight and we appreciate your comments
2 and concerns.

3 MR. MOLICA: Thank you, Mr. McWhorter.

4 Before we begin the public comment portion
5 of the evening, I would like to go over the ground
6 rules for making your public comments. We have a
7 mike that is set up here up front. As I call your
8 name, please come down and move to the microphone.
9 As each speaker finishes, I will continue calling the
10 next name to move forward. Each speaker will be
11 given three minutes to make comments and you cannot
12 defer your time to another individual. When a
13 speaker has 30 seconds remaining, our timekeeper here
14 will raise a yellow sign to indicate that you have
15 30 seconds remaining. When the speaker's time has
16 ended, our time timekeeper will raise a red sign that
17 indicates your time has expired.

18 In order to be fair to everyone, I ask that
19 you please limit your comments to the time allotted.
20 If you are still talking once the red sign is raised,
21 I will intercede and thank you for your comments so
22 that the next person can begin.

23 If your time expires before you have
24 completed your comments, we would be happy to accept
25 any written information you have brought with you

1 tonight or you can submit additional information
2 during the 30-day comment period that starts today.

3 As a general rule, if the previous speaking
4 makes a statement very similar to the statement you
5 plan to make and you believe the issue has been
6 properly communicated, you might want to consider
7 focusing on another issue.

8 The last ground rule is that everyone needs
9 to be courteous to each speaker. I request your help
10 following this rule so that I can properly focus on
11 everyone's comments. Thank you for your patience
12 here tonight.

13 Additionally if you decide that you want to
14 make a comment and you didn't indicate beforehand, I
15 would just ask that you go over to the registration
16 desk and let them know that you would like to make a
17 comment, and they will give me your name and we will
18 add you to the folks making a comment.

19 Are you ready. All right. First up we
20 have Mr. Jerry Edwards.

21 THE SPEAKER: Good evening.

22 MR. MOLICA: How are you doing, sir.

23 THE SPEAKER: Address you?

24 MR. MOLICA: Yes, sir, address me.

25 THE SPEAKER: My comment is on the property

1 on Cosgrove Avenue. Will it affect the residents
2 within that area?

3 MR. MOLICA: Okay. So just to clarify,
4 this isn't a question-and-answer period. So, again,
5 if you have comments that you want to make about
6 that, you can do that here. But we are not here to
7 necessarily answer questions on that.

8 Does that make sense?

9 THE SPEAKER: Makes sense. Thank you.

10 MR. MOLICA: Okay. William Parker.

11 THE SPEAKER: Hello, and thank you so much
12 for holding these meetings. I feel the best way to
13 mitigate the impact of hurricane surge and
14 storm-water runoff is tidal marshes, a good natural
15 creek and inland water system and basically trees.

16 There's a lot of issues that I don't see in
17 the construction of the new project that's really
18 addressing some of the recent issues that we've had
19 not only from a runoff but also tidal surges.

20 After the recent rain event a few weeks
21 ago, I went out and scoped some of the railways. I
22 live in the Park Circle area. Our main issue was the
23 North Rhett and the rail connection that crosses
24 North Rhett under 526.

25 You look at the railway rail lines. You

1 also look at the deep ditch and berm construction of
2 the railways. And I've lived on Bexley Street for
3 some time so I got to see how that system worked when
4 we had severe storms. And the construction of the
5 bridges, especially across Filbin and Noisette
6 Creeks.

7 I guess my comment is that I would like to
8 see that the bridges -- and the new bridges, as well
9 as the old bridges that cross Filbin as well as
10 Noisette Creek -- really be constructed in a way that
11 is forward thinking that allows for potential higher
12 tides, at the same time does not constrict runoff as
13 we've recently seen, as well as not allowing for the
14 increase of access of tidal surges up along the deep
15 ditch system and rail design as it is currently or as
16 it's proposed.

17 MR. MOLICA: Thank you for your comment.

18 Omar Muhammad.

19 THE SPEAKER: Good evening. My name is
20 Omar Muhammad. I'm representing the Lowcountry
21 Alliance for Model Communities and Charleston
22 Research to Action Board.

23 One of our concerns is Sterett Hall. So we
24 wanted to make sure that -- we know that Sterett Hall
25 is going to be impacted by this project, and we

1 wanted to make sure that Sterett Hall is mitigated
2 and a comparable facility is located in the community
3 where the community has access. And preferably the
4 community prefer either the Tank Farm or the
5 Stromboli Corridor for the location of the
6 replacement facility.

7 The second impact that we are concerned
8 about is having the proper buffer between the
9 community and the proposed project. So in our minds,
10 we think that 500 feet is at a minimum is sufficient
11 for vibration and noise and light.

12 Thirdly, we are concerned about the
13 negative health outcomes that this project is going
14 to have on the community, particularly
15 Chicora-Cherokee, Union Heights, Accabee and
16 Rosemont.

17 What we are looking for the Corps of
18 Engineers to assess in the EIS is what we have been
19 told is a health impact assessment, so we would like
20 to see that included in the EIS. And this particular
21 study has been done in Baltimore, so they have a
22 study that was done in Baltimore with the health
23 impact assessment.

24 A fourth concern of ours is the continuing
25 monitoring of noise, air, vibration in the community.

1 Particularly the air, we would like to see in the
2 monitoring black carbon, particulate matter, both
3 PM2.5 and PM10, sulfer dioxides, metals, nitrogen
4 oxides, volatile organic compounds, carbon monoxide
5 and polycyclic aromatic hydrocarbons.

6 Our fifth concern is the reduction in
7 diesel emissions. We would like an analysis of zero
8 to near zero technologies to reduce the diesel
9 emissions from this project, which to include all the
10 equipment on the facility: Trucks, trains, cranes
11 switch engines, line-haul locomotives and yard
12 equipment.

13 Thirdly -- well, the last comment that we
14 have that we would like to see in the EIS is that we
15 would like to include a comprehensive demographic
16 analysis of all the neighborhoods within a one-mile
17 radius of the facility. And lastly, we would like an
18 accurate forecast of future truck and locomotive
19 volumes, projected emissions from future trucks,
20 locomotives and yard equipment, monitoring near the
21 roadways for air pollution, and evaluation of zero to
22 near zero technology cost analysis benefit. Thank
23 you.

24 MR. MOLICA: Thank you. Gary Shahid.

25 THE SPEAKER: My name is Gary Shahid. I

1 own more than four acres between Milford Street and
2 Anthony Street. The gentleman that was speaking on
3 behalf of Palmetto Railways stated that one of the
4 reasons they are considering the southern route is
5 because CSX owns property -- I think 250 acres --
6 that they could not purchase. I would like to Corps
7 and the EIS specifically to address why Palmetto
8 Railways, which I understand is a public agency, is
9 not in the process of condemning through eminent
10 domain that property and instead condemning the
11 property associated with the southern route.

12 MR. MOLICA: Thank you for your comments.

13 Tasha Gandy.

14 THE SPEAKER: Hi, I'm Tasha Gandy. I live
15 in the Park Circle area. And I think one of the key
16 things, as a couple of people have mentioned, is we
17 need to be consolidating rail lines, not activating
18 more rail lines that are in limited use and they are
19 going to be put in fuller use. And I would urge
20 Palmetto Railways to go back to the table and do
21 whatever they can to work with CSX to be
22 consolidating lines instead of activating additional
23 lines.

24 MR. MOLICA: Thank you. Anthony Gentile,
25 Junior.

1 THE SPEAKER: Yes, I'm also quite concerned
2 because I'm on the north end where they've
3 repositioned the track to come along Saint Johns.
4 And I would like to get a lot more information of the
5 distance from the neighborhoods, because it looks
6 like it's really going to impact all those
7 neighborhoods quite a bit along Saint Johns and
8 O'hare Street and what kind of buffers that they will
9 be using.

10 I see buffers over at the CSX yard along
11 Meeting Street that are little piled up dirt and some
12 bushes, which is not sufficient to take care of our
13 neighborhoods. So I would like more information on
14 that, please.

15 MR. MOLICA: Thank you. Rivers Jenkins.

16 THE SPEAKER: Hello. Thank you for this
17 opportunity. My firm is located on North Meeting
18 Street Road just north of Milford Street on the west
19 side of Meeting Street Road. And we are alongside
20 some of the existing tracks that have been referred
21 to, and I can tell you from our own experience that
22 trains do create a good bit of vibration. Therefore,
23 we would like the EIS study to focus particularly on
24 the effects of vibrations on surrounding businesses.

25 In addition, because of our location, we

1 have experience with existing trains that already
2 cross Meeting Street Road further down by Magnolia
3 Cemetery. In particular, the trains I'm most
4 familiar with are what we call the BMW trains. And
5 these are very long, and because of the speed limits,
6 they take quite awhile to traverse the grade
7 crossing.

8 Right now what occurs is you see dozens,
9 and depending on the amount of traffic, sometimes
10 hundreds of cars turning around and seeking
11 alternative routes. For example, there is access to
12 I-26 at Spruill Avenue. Well, that's going away. So
13 if we throw in an additional grade crossing, which
14 presumably will have more trains on it than what we
15 are seeing even presently running down to the
16 Columbus Street terminal, the alternatives will be
17 quite limited because the Spruill Avenue access is
18 going to be limited.

19 And the only option that I'm seeing is
20 going all the way up to Cosgrove Avenue, which
21 implicates -- for example, I live in West Ashley. If
22 I'm going home, now we're talking about effects on
23 people that live off of Sam Rittenberg Boulevard
24 because I would use the North Bridge, or possibly
25 looping up through the Naval Base and using the new

1 port access road.

2 (There was a brief interruption.)

3 MR. MOLICA: That was not planned.

4 THE SPEAKER: Somebody's ride is here.

5 So we think that in light of the fact that
6 there has been focus on the burdens existing already
7 on Interstate 26 and how important it is to try to
8 alleviate traffic there, we have to remember Meeting
9 Street Road is the only egress off of the peninsula
10 that is not single lane other than I-26. And we are
11 talking about tying that up even more with these
12 additional trains.

13 With that in mind, I would also point out
14 that the fire station would be on the other side of
15 these trains. Thank you.

16 MR. MOLICA: Thank you for your comments,
17 sir.

18 Don Campagna.

19 THE SPEAKER: I believe that if we fail to
20 teach our children history, what it means and what it
21 costs to be an American, the democracy is in peril.
22 In the Lowcountry, we're surrounded by history: Fort
23 Moultrie, The Revolution, Fort Sumter. I don't think
24 there could be a better monument, greatest
25 generation, those three historic districts on the old

1 Navy Base.

2 Those buildings have 129 buildings that are
3 on the national register or listed as contributing.
4 It's the largest concentration of buildings like that
5 in America waiting to be developed.

6 Before that base even happened, though, in
7 1901, Congress appropriated money to buy that land.
8 And what they bought were the remnants of three
9 plantations. That land is all that's left --

10 (There was a brief interruption.)

11 THE SPEAKER: Either that or you're taking
12 the bus home.

13 Those plantations go back as far as 1672.
14 The next plantation was 1682. And the third
15 plantation was 1798. The names on those, some of
16 which might be familiar to you, Middleton, Hayward,
17 Wragg, Manigault, and some guy named Ball owned one
18 of those plantations.

19 That base started with one pier and one dry
20 dock. And before it was over, it employed 28,000,
21 28,000 -- we think Boeing is big -- 28,000 people
22 worked there. They gave their lives. I remember
23 meeting a lady who one of the first things out of her
24 mouth was her family had done 250 years in service on
25 that base. It matters, it means something. We're 20

1 years removed from the closing of that base. And
2 there are already people who don't yet know what
3 happened out there, what will happen in 40 years or
4 50 years. All the effort those people made and gave
5 will be lost to history.

6 The people who came here from off, those
7 military people brought with them their culture and
8 it influenced Charleston. It gave us a culture that
9 was different from the rest of the state. We owe a
10 lot. This fine world-class city owes a lot, like
11 most port cities, to the people who came here from
12 all over.

13 Our culture is at stake here, the memory of
14 it. If a project is taken -- a project like this is
15 undertaken, it touches me emotionally. And I know
16 what's going to make your decision is not going to be
17 emotions.

18 So I would advise, if you may, consider
19 Section 4F of the 1996 Transportation Act, which says
20 that a historic or wildlife area cannot be touched
21 unless there's no reasonable or prudent alternative.
22 There exists an alternative; that's that CSX route.
23 If we talk about putting trains through that hospital
24 district, you're looking at, as I understand it, one
25 train equals 280 trucks. Thank you.

1 MR. MOLICA: Thank you for your comments,
2 sir.

3 Manning Rustin.

4 THE SPEAKER: I misunderstood the comment
5 part. I thought they were asking if we were going to
6 make written comments. So I'll write mine.

7 MR. MOLICA: Thank you.

8 Michael Nesbitt.

9 (There was no response.)

10 Charlie Masencup.

11 THE SPEAKER: Thank you for pronouncing
12 that correctly. My name is Charlie Masencup, and I
13 have investment property in the neighborhood and I'm
14 very concerned about what's going on here. You're
15 literally putting up a physical, visual, audible
16 barrier to the waterfront. And what this
17 neighborhood needs is grocery stores. It needs new
18 development. It needs businesses. And there's a
19 place for this, certainly, and I think it's further
20 to the south closer in proximity to the actual port.

21 There was a plan in place several years ago
22 for the new American city as a grand plan, was a
23 great plan. And, unfortunately, it was woefully
24 mismanaged. And the vision is still there. And it's
25 a shame to let something like this derail -- excuse

1 the pun -- that vision.

2 As the previous speaker said, there is some
3 of the most beautiful land in the entire city right
4 there. And to put a rail yard next to it is just a
5 travesty. Thank you.

6 MR. MOLICA: Gary and Clara Lesesne.

7 THE SPEAKER: Good evening. We are Gary
8 and Clara Lesesne. We own a number of properties
9 directly in the Chicora-Cherokee community of North
10 Charleston. To be exact, it's 14 parcels, many of
11 which are operating businesses. We have dedicated
12 three decades of our lives in that community to help
13 it to grow and to change the density of it. It was
14 once a poverty-stricken area; now that area has
15 changed cosmetically.

16 During our presence over the years, we've
17 done everything without any assistance, all by way of
18 sweat equity. It is our understanding that this rail
19 yard will be established adjacent to our property.
20 We've worked very hard for the properties and the
21 businesses we've established in that community
22 without any assistance. We're a grassroot
23 organization. We've invested a lot of money into our
24 companies and projects in the Chicora-Cherokee
25 community without any type of support.

1 We try not to get involved with bureaucracy
2 and City policies, but this rail yard has really
3 become a concern. The rail yard is an issue that has
4 been introduced and spoken of. But we didn't really
5 realize the impact that it would have on the
6 established businesses and the properties that we've
7 spent a lot of money on over the years. Definitely
8 this rail yard will affect our property and the
9 growth, the value of the properties.

10 Knowing that this future plan may exist, we
11 would like to propose an alternative to the area
12 since we will be affected by the existence of the
13 rail yard, particularly the excess noise and the
14 change in the cosmetics of that area.

15 What we'd like to see around our parcel or
16 around the rail yard, to deter the noise and the
17 appearance of that area, a construction of a brick
18 wall. The wall should be high enough and dense
19 enough to reduce some of the noise. The trees that
20 they're proposing will not serve the adequate
21 provision needed. It will only serve a separation
22 between the community and the rail yard. Trees can
23 be planted alongside the wall to complement the brick
24 wall.

25 We certainly hope that your organization

1 will take into consideration our proposal. As a
2 standing business leader and business owner close to
3 30 years in the Chicora-Cherokee community, we hope
4 that you would consider our proposal and act on it.
5 We trust that you would work with our corporation or
6 other corporations in that area that has already
7 contributed to the Chicora-Cherokee area to further
8 develop North Charleston and that immediate
9 community. And we wish to thank you for allowing us
10 to speak.

11 (Mr. Gary Lesesne is now the speaker.)

12 One thing I'd like to say within that 30
13 seconds, that will diminish the value of that
14 property once that railroad come through that area.
15 Correct?

16 MR. MOLICA: I can't answer any questions,
17 sir.

18 THE SPEAKER: Thank you.

19 MR. MOLICA: Thank you for your comments.
20 Louis and Gladys Freeman.

21 THE SPEAKER: No comment right now.

22 MR. MOLICA: Thank you, sir.

23 James Mullins. James Mullins.

24 (There was no response.)

25 MR. MOLICA: John Singletary.

1 THE SPEAKER: Hello. My name is
2 John Singletary. I'd like to say that the
3 neighborhood that you're talking about impacting has
4 been there since the early 1800s. And no one has
5 even taken the time or the concern to do a survey to
6 ask them what they feel about this new project
7 coming. Whether or not a new railroad, heavy trains
8 are going to disturb the foundations for those homes
9 for years to come, not whether there will be a survey
10 that will continually keep up with whether or not
11 there's an impact.

12 When we take a look at the fact that the
13 Union Heights area, one of the oldest areas in the
14 state, particularly for African-Americans, and it's
15 surrounded by a track now. People are trying to
16 purchase the homes without even telling them who's
17 trying to purchase it, because no other person will
18 come in to purchase a residence if they know that
19 there's going to be a rail there. So it has to be a
20 business that's coming in in order to do that.
21 That's the only way they would get some value out of
22 it.

23 When we take a look at even this process,
24 we have the scoping. The other things that were
25 actually presented frustrates and puts the public in

1 a position that it's information overload. At this
2 point, it's only the scoping that we're looking at.
3 And so the very way it's set up, you show it to us.
4 There's no interaction in terms of a dialogue, only a
5 monologue. I'll tell you, we will hear you say
6 something, but there's never any interchange in terms
7 of what we care for our community.

8 These people have given their lives to live
9 here and they have to live here even though the
10 trains come through. We think that it is extremely
11 important for the company who wants to come in and
12 change an environment like that to have a sitdown,
13 honest dialogue with the people that live here.
14 That's the only way that there is a good-faith effort
15 to say that there's a good government, as well as a
16 good corporate citizen who wants to come in and help
17 add value to the community. Without that, as I said,
18 it's a one-way conversation that does not consider
19 the needs of the people that live there. I hope they
20 would consider that. Thank you.

21 MR. MOLICA: S. Hawkins Barrett.

22 (There was no response.)

23 Thomas Merrifield.

24 (There was no response.)

25 Tyler Hownick.

1 THE SPEAKER: Hello. I just have a couple
2 of brief comments. I know you said not to speak if
3 something has already been covered, so I've checked
4 off about ten items of my list so far. But I don't
5 think the full depth of how we're feeling can really
6 be understood if we're not allowed to comment on
7 things that have already been spoken [sic] to. So I
8 hope this is all being recorded, as I'm sure it has,
9 and it can be considered against the U.S. Army Corps
10 of Engineers.

11 Just a couple things to add that I feel
12 have not been addressed in the previous comments was
13 Palmetto Railways said the land was acquired. Who
14 was it acquired from? It was -- I feel it was the
15 State Ports Authority, which previously had an
16 agreement with the City of North Charleston that that
17 land would not be developed and that the Palmetto
18 Railways is part of the state. So, however, they
19 just kind of -- I feel they went around the deal to
20 allow these -- the commerce department to develop
21 that land.

22 A previous fellow spokeed about how the
23 land there was very historical, and I do agree with
24 him. And there was also an orphanage, which this
25 would completely just cross right through the

1 orphanage.

2 A couple other things was -- you know, they
3 spoke about most of this. Excuse me. The pollution.
4 And, again, I feel like most of this stuff has been
5 addressed, but I just had a couple additional things,
6 so...

7 MR. MOLICA: You're welcome to say them
8 again. To save you time, again, you only have three
9 minutes.

10 THE SPEAKER: I've got a couple pages. So
11 I feel most of them have been addressed. So that's
12 about -- I just wanted to add those couple things.
13 So I appreciate it.

14 MR. MOLICA: Thank you for your comments.
15 Burnet Jacques. I apologize if I didn't
16 say that correctly.

17 THE SPEAKER: My name is Burnet Jacques.
18 Most of my concerns have been addressed by --
19 especially by Mr. Mohammed and the last couple that
20 was here. But however, a lot has been said about the
21 noise issue, you know, vibration and so on and so
22 forth. And as Mr. Mohammed has talked about, the air
23 issue. I have a property right here on Clements
24 Avenue, and it is evident that there will be some
25 health issue.

1 So it is in my understanding that it can be
2 pretty easy to deal with property in terms of
3 compensation paid for the piece of property. You
4 have people to move away and so on and so forth. But
5 in term of a health issue, the impact of gas and all
6 those different things that Mr. Mohammed has already
7 spoken about, how the company will be able to assess
8 the impact of a health issue long-term or short-term
9 on those residents in this community, including
10 myself.

11 You see, I know you cannot answer the
12 question. But I'm just saying that, you know, it has
13 to be taken in consideration, the short-term -- the
14 short- or long-term impact on people's health and how
15 to assess it and to mix the proper arrangement of
16 compensation on those people as time goes by.

17 MR. MOLICA: Thank you for your comment,
18 sir.

19 Rahim Karriem.

20 THE SPEAKER: Good evening. I would like
21 to address the Palmetto Rail most of all, because
22 they are coming in a community saying that they're
23 going to bring about jobs. And it's just too often
24 that people, political people, are saying that
25 they're going to bring jobs and that jobs overrides

1 everything else. It overrides the quality of life.
2 It overrides everything for the citizens of
3 communities. And I think it's just been too long
4 that that has been the issue that they've been using,
5 that they're bringing jobs in the community and it's
6 going to benefit the community.

7 But the very people who they're supposedly
8 helping, they're running out of the communities. And
9 I think that -- you know, he said that the proposal,
10 that they pull permits and they pull applications.
11 And that's good. But I think that he need to
12 consider -- or they need to consider that, to be good
13 neighbors, that they should do everything that they
14 can, possibly can, to help the communities who they
15 are imposing on to make -- to help make them whole,
16 that our communities are already -- we already have
17 problems. And I think that if Palmetto Rail really
18 wanted to be good neighbors to the communities who
19 they are going to impact, I think that they really
20 need to be good neighbors, be good stewards and not
21 to be a nail in the coffin of our communities.

22 MR. MOLICA: Thank you, sir.

23 Charlsie Tarpley.

24 THE SPEAKER: Good evening. My name is
25 Charlsie Tarpley. I'm not sure exactly what I'm

1 getting ready to say to you. But just so you know
2 who I am, I'm the Token resident on the Navy yard. I
3 own property right there where the train is going to
4 come between Number 1 and Number 2. There's
5 literally a survey stake right now about 40 feet from
6 the back porch of my house.

7 Three years ago when we bought that
8 property, there was an MOU from your Army Corps of
9 Engineers saying that that train was not coming
10 through there anymore. Historic district. My
11 husband and I, with our two young children, have
12 spent a lot of time and resources, love, making that
13 house our home. There's no quality of life with a
14 train 40 feet from my back porch, at all.

15 I wish that we could go back to the
16 original proposition that the trains had promised to
17 take three years ago before we put all of that effort
18 into this. Diminished value of family and hope is
19 what I'm most concerned about. I don't speak for a
20 lot of people here, because I'm really in a weird
21 situation. But I don't understand why it has to come
22 so close.

23 There is a park right beside my house,
24 Woodall Park. No one has even mentioned that. It is
25 an absolutely beautiful park with mature, old oak

1 trees. It really makes the area absolutely
2 beautiful. And the train is propositioning to come
3 straight through that park, tear down old oak trees
4 that have been there for hundreds of years.

5 No, go away. We don't want you. I don't
6 know what else to say. I'm sorry. Thank you.

7 MR. MOLICA: I'm going to call a few names
8 that weren't here earlier.

9 Michael Nesbitt.

10 James Mullins.

11 S. Hawkins Barrett.

12 Is there anyone else that wants to make a
13 comment that didn't provide their name?

14 (Hands raised.)

15 MR. MOLICA: If you would, please state
16 your name when you come forward.

17 THE SPEAKER: My name is Fred Fabian, and I
18 have property and our business on Meeting Street
19 right at Milford Street. And what I haven't heard
20 tonight is -- I'd like to phrase it as off-balance
21 sheet, meaning many times they bring the trains and
22 park them next to our building, leave them running
23 unattended and the fumes come in the building.

24 In your study, what I don't understand is
25 we're all going into this, in this honeymoon kind of

1 rosy-eyed view, but the realistic point of view is it
2 gets ugly down the road, even to the point where
3 those creosote ties, they leave them mounded up. And
4 as I heard earlier, no appreciation for the aesthetic
5 elements of the community.

6 So what I'd hope that you look at, too, are
7 those hidden costs that we're going to have to expend
8 when they come through with the rails. Anyhow, thank
9 you.

10 MR. MOLICA: Thank you for your comments.

11 I think this lady is coming up. Please
12 state your name.

13 THE SPEAKER: We are the Ascues.

14 THE SPEAKER: I'm Ivy Ascue.

15 THE SPEAKER: And I'm Julius Ascue.

16 (The speaker is now Ivy Ascue.)

17 THE SPEAKER: We own property at 3110 North
18 Carolina Avenue that you have listed as Kephart. And
19 the comments that were made relating to a wall and
20 buffer of plants, we want to just state our support
21 for that, as well as mention that we would like to
22 get more input information on what's anticipated on
23 the impact of this project as regards to its zoning
24 and whether or not there is an anticipation of change
25 from the residential zoning.

1 It appears that we're transitioning from a
2 neighborhood that's residential into an industrial
3 complex. And we would like to see and hear that
4 there are plans being made for the assistance of
5 residents in relocating to maintain their quality of
6 life without having to live near that close to an
7 expanding industrial complex and have this done
8 physically for assistance, assistance financially and
9 assistance emotionally, and consideration of access
10 to work when we consider how near the many of them
11 are to the City of Charleston and to the jobs there.

12 I notice that on that map where it shows
13 where North Carolina ends near Remount, I didn't see
14 that there was anything mentioned about the fire
15 station and what happens there if the fire station is
16 going to stay there or go away. You know, it has to
17 go some place.

18 And I just wanted to also state that I'd
19 like to hear that you would make available to the
20 businesses, and especially to the residents, the
21 professional opinion of the impact of this project as
22 we can get from CTAR, the Charleston Trident
23 Association of Realtors, and have them involved, to
24 give the pros and cons of a project like this.

25 Because in transitioning to commercial,

1 there is an opportunity that many of the residents
2 will see an increase in their property values, and
3 they need to be aware that it's not all downhill.
4 There are pros and cons. But there are pros, and
5 they need to have some expert opinion, preferably
6 from both the residential and commercial sides of our
7 realtors.

8 MR. MOLICA: Thank you so much for your
9 comment.

10 Ma'am, did you want to come forward?

11 THE SPEAKER: My name is Margaret Grant.
12 And as the lady just spoke about the railroad track,
13 I live by the railroad track. But when I bought my
14 house, I was so happy to get the property that I
15 didn't think nothing about the track. But now, just
16 like the gentleman just said, the train comes by -- I
17 live in Accabee, and the train comes by and they stay
18 on the track. We only have three -- we have three
19 ways out. But if they block both ways, we only have
20 one way out and that's on Azalea Drive.

21 What I'm talking about now is, at 4:30 in
22 the morning, they come by and they blow. So I would
23 like to have a quiet zone there. I'm trying to sleep
24 and it's just boom, boom, boom by. I'm not going to
25 move unless something happens. And the railway track

1 is not going to move. But I would appreciate it if
2 you consider putting a quiet zone there, making a
3 quiet zone. Thank you.

4 THE COURT: Is there anyone else that would
5 like to make a comment? Sir, please state your name.

6 THE SPEAKER: My name is Jack Bernard. Not
7 Bernard Jack, but Jack Bernard Pettit. And I'm a
8 teacher here in Charleston County, and I bought my
9 home through a teacher program and am very grateful
10 to have that opportunity to acquire the home. It's
11 on Bexley Street. I did buy it at the time before
12 when the original mega plan was in place, and it
13 seemed like a potentially wonderful place to purchase
14 a home. Back of my property does back right up to
15 the railway track. And I didn't know what that's
16 going to be like, but I thought, well, it was a
17 reasonably priced home for a teacher. So -- through
18 this program. So I was very grateful for it.

19 I can say that I can tell when it's a heavy
20 train or a light train going by my house by the
21 amount of vibration that goes on in the house.
22 Sometimes it does feel like a UFO is coming from out
23 of space and about to rip me off into outer space
24 sometimes, you know.

25 So I really have a concern about these

1 extra weighted trains. That's a significant concern.
2 And I expressed that really several years ago at the
3 first meeting. You asked earlier who had been to the
4 one two years ago, and I did express that concern.
5 And I really appreciate the gentleman's comment about
6 this being a monologue, because, really, I haven't
7 really heard anything back about that.

8 And I do worry about structural damage to
9 the house and the money that I put into the house.
10 Not just the quality of life issue, but there is a
11 real economic concern there. But not only in terms
12 of the property value but how much money do I have to
13 continue to put into the house to make repairs for
14 any potential structural impact, especially from some
15 very heavy, heavy trains. So that's my primary
16 concern.

17 MR. MOLICA: Is there anyone else out there
18 that would like to make a comment?

19 (There was no response.)

20 I'd like to thank you again. This ends the
21 public comment portion of the meeting. I'd like to
22 thank everyone for your input and patience tonight.
23 I encourage you that if you have concerns that you
24 feel were not addressed, please make sure that you
25 provide your comments in some fashion, whether that's

1 through our website, through the mail or filling out
2 a comment card and turning it in to one of the boxes.

3 We will receive your comments until Friday,
4 27 November of 2015 as a part of this scoping
5 process. I really appreciate your attendance
6 tonight. For the record, it is 8:15 and this meeting
7 is officially adjourned. Thank you.

8 (WHEREUPON, the public hearing concluded at
9 8:15 p.m., on October 27, 2015.)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

[16:10;20:22;23:1; 28:22;30:13;31:12; 41:5	31:8 Alliance (1) 25:21	10:18;11:19;14:16; 18:24;20:20;21:24; 24:2,22;28:15;33:20; 35:14,14;36:11,14,17; 37:6,7,14;38:13;45:1	48:3 away (4) 30:12;42:4;45:5; 47:16
[sic] (2) 7:7;40:7	Additionally (4) 3:9,11;8:12;23:13	allotted (1) 22:19	35:14,14;36:11,14,17; 37:6,7,14;38:13;45:1	awhile (1) 30:6
A	address (8) 7:5,23,24;14:2; 23:23,24;28:7;42:21	allow (3) 16:22;17:4;40:20	areas (1) 38:13	Azalea (1) 48:20
ability (1) 8:2 able (3) 16:11,14;42:7 above (2) 11:12;20:20 absolutely (2) 44:25;45:1 Academy (1) 2:21 Accabee (2) 26:15;48:17 accept (1) 22:24 access (10) 14:20;17:18;19:10, 17:25;14:26;30:11, 17:31;1;47:9 accommodate (1) 15:7 accordance (1) 5:18 accurate (1) 27:18 acquire (1) 49:10 acquired (5) 9:22;12:5;14:7; 40:13,14 acres (5) 4:9,21,24;28:1,5 across (1) 25:5 Act (11) 5:2,3,10,11,13; 10:10,11;11:8,14; 33:19;37:4 Action (1) 25:22 activating (2) 28:17,22 actively (1) 7:18 actual (1) 34:20 actually (5) 10:19;12:6;13:9; 17:8;38:25 add (5) 8:9;23:18;39:17; 40:11;41:12 addition (5) 3:15;5:10;8:9; 14:19;29:25 additional (7)	addressed (5) 40:12;41:5,11,18; 50:24 addresses (1) 6:15 addressing (1) 24:18 adequate (1) 36:20 adjacent (4) 15:11,12;19:4; 35:19 adjourned (1) 51:7 administrators (2) 6:4,10 advise (1) 33:18 aesthetic (1) 46:4 affect (2) 24:1;36:8 affected (1) 36:12 African-Americans (1) 38:14 Again (14) 6:5;8:19,25;14:22; 15:24;16:19;20:3; 21:12,25;24:4;41:4,8, 8;50:20 against (4) 5:6;6:3,9;40:9 agencies (1) 5:12 agency (7) 6:2,8;11:6;17:1,11, 12;28:8 agency's (1) 4:1 ago (8) 6:23;12:17;24:21; 34:21;44:7,17;50:2,4 agree (1) 40:23 agreement (1) 40:16 ahead (1) 2:14 air (5) 12:2;26:25;27:1,21; 41:22 Allegiance (2) 2:15,16 alleviate (1)	allowed (1) 40:6 allowing (2) 25:13;37:9 allows (1) 25:11 almost (1) 12:12 along (7) 20:16,17;21:3; 25:14;29:3,7,10 alongside (2) 29:19;36:23 alternative (5) 19:21;30:11;33:21, 22;36:11 alternatives (1) 30:16 Although (2) 5:20;17:12 America (1) 32:5 American (2) 31:21;34:22 amount (2) 30:9;49:21 analysis (3) 27:7,16,22 Anthony (2) 28:2,24 anticipated (1) 46:22 anticipation (1) 46:24 anymore (1) 44:10 apologize (1) 41:15 appearance (1) 36:17 appears (1) 47:1 applicant (1) 17:5 applications (1) 43:10 appreciate (6) 18:17;22:1;41:13; 49:1;50:5;51:5 appreciation (1) 46:4 appropriated (2) 17:13;32:7 approximately (2) 4:21,24 area (20)	Army (9) 2:11;4:6;5:8;7:23; 9:8;17:2;18:3;40:9; 44:8 aromatic (1) 27:5 around (5) 8:18;30:10;36:15, 16;40:19 arrangement (1) 42:15 Ascue (3) 46:14,15,16 Ascues (1) 46:13 Ashley (2) 15:1;30:21 assess (3) 26:18;42:7,15 assessment (2) 26:19,23 assistance (7) 5:19;35:17,22;47:4, 8,8,9 associated (3) 4:22;14:2;28:11 Association (1) 47:23 Atkins (3) 3:12;5:20,23 Atkins' (2) 3:13;5:21 attempt (1) 4:7 attendance (2) 8:8;51:5 attenuation (1) 21:2 audible (1) 34:15 audience (1) 7:6 authorities (1) 3:22 Authority (3) 11:2,5;40:15 authorize (1) 6:13 available (1) 47:19 Avenue (7) 18:24;24:1;30:12, 17,20;41:24;46:18 avoid (1) 2:23 aware (1)	B back (18) 9:22,25;12:8;13:1, 4;14:7,17,22;16:9; 20:2;28:20;32:13; 44:6,14,15;49:14,14; 50:7 balanced (1) 6:17 balancing (1) 5:9 Ball (10) 3:6,20,25;4:13,15; 5:13;9:7,12,18;32:17 Baltimore (2) 26:21,22 Barrett (2) 39:21;45:11 barrier (1) 34:16 base (14) 4:10,17;10:15,21; 14:19;15:11;18:25; 19:3;30:25;32:1,6,19, 25;33:1 basically (1) 24:15 beautiful (3) 35:3;44:25;45:2 become (1) 36:3 beforehand (1) 23:14 begin (6) 2:13,25;3:20;5:5; 22:4,22 behalf (2) 6:19;28:3 behind (1) 9:13 believes (1) 17:3 benefit (2) 27:22;43:6 benefits (1) 5:5 berm (2) 21:6;25:1 Bernard (3) 49:6,7,7 beside (1) 44:23 best (1)

<p>24:12 better (4) 10:15;18:10;21:6; 31:24 Bexley (4) 13:7,7;25:2;49:11 beyond (1) 11:12 big (3) 14:9;17:22;32:21 bit (2) 29:7,22 black (1) 27:2 block (1) 48:19 blow (2) 10:2;48:22 BMW (1) 30:4 Board (1) 25:22 Boeing (1) 32:21 boom (3) 48:24,24,24 both (9) 6:16;7:22;13:5; 15:3;19:9;20:8;27:2; 48:6,19 bought (4) 32:8;44:7;48:13; 49:8 Boulevard (1) 30:23 boxes (2) 8:18;51:2 branch (2) 3:5,7 Brazinis (1) 3:14 brick (2) 36:17,23 bridge (2) 10:18;30:24 bridges (4) 25:5,8,8,9 brief (4) 9:9;31:2;32:10; 40:2 bring (4) 9:5;42:23,25;45:21 bringing (1) 43:5 broad (1) 11:13 broader (1) 13:22 brought (2) 22:25;33:7 buffer (2) 26:8;46:20 buffers (2)</p>	<p>29:8,10 build (10) 10:6,7,17,25;14:18, 20;15:6,9,10;20:18 building (4) 14:10;16:12;45:22, 23 buildings (3) 32:2,2,4 burdens (1) 31:6 bureaucracy (1) 36:1 Burnet (2) 41:15,17 bus (1) 32:12 bushes (1) 29:12 business (6) 7:22;17:10;37:2,2; 38:20;45:18 businesses (6) 29:24;34:18;35:11, 21;36:6;47:20 buy (2) 32:7;49:11</p>	<p>2:21;4:9;17:9; 46:18;47:13 cars (2) 4:21;30:10 case (1) 15:10 cell (1) 2:23 Cemetery (1) 30:3 CEO (1) 17:7 certainly (2) 34:19;36:25 change (5) 14:5;35:13;36:14; 39:12;46:24 changed (3) 18:22;21:5;35:15 changes (8) 12:18,25;14:2,5; 15:21;18:12;19:23; 20:23 Charleston (19) 2:12,21;3:2;4:10; 14:11,14,19;15:5; 19:14;21:15,24; 25:21;33:8;35:10; 37:8;40:16;47:11,22; 49:8 Charlie (2) 34:10,12 Charlsie (2) 43:23,25 checked (1) 40:3 Chicora-Cherokee (9) 10:20;15:12;19:4; 21:4;26:15;35:9,24; 37:3,7 chief (2) 3:3,4 children (2) 31:20;44:11 Circle (2) 24:22;28:15 cities (1) 33:11 citizen (1) 39:16 citizens (1) 43:2 City (7) 19:13;33:10;34:22; 35:3;36:2;40:16; 47:11 Clara (2) 35:6,8 clarify (1) 24:3 class-one (1) 18:11 Clean (3)</p>	<p>5:3,11;10:10 Clements (1) 41:23 Clemson (1) 18:23 close (3) 37:2;44:22;47:6 closer (2) 20:16;34:20 closing (1) 33:1 coffin (1) 43:21 Columbus (1) 30:16 coming (11) 2:8;13:6;16:15; 17:22;20:5;38:7,20; 42:22;44:9;46:11; 49:22 comment (24) 8:14,16,17;9:1; 22:4;23:2,14,17,18, 25;25:7,17;27:13; 34:4;37:21;40:6; 42:17;45:13;48:9; 49:5;50:5,18,21;51:2 comments (28) 7:4,5,8,19;8:3; 16:25;18:19;21:8; 22:1,6,11,19,21,24; 23:11;24:5;28:12; 31:16;34:1,6;37:19; 40:2,12;41:14;46:10, 19;50:25;51:3 Commerce (2) 17:9;40:20 commercial (2) 47:25;48:6 commonly (2) 18:23;19:11 communicated (1) 23:6 communications (1) 3:10 communities (8) 15:18;25:21;43:3,8, 14,16,18,21 community (29) 13:2,4;14:1;15:12, 22;16:9;18:14;19:8; 21:8;26:2,3,4,9,14,25; 35:9,12,21,25;36:22; 37:3,9;39:7,17;42:9, 22;43:5,6;46:5 companies (2) 13:6;35:24 company (2) 39:11;42:7 comparable (1) 26:2 compensation (2) 42:3,16</p>	<p>complement (1) 36:23 complete (1) 8:5 completed (1) 22:24 completely (1) 40:25 complex (2) 47:3,7 comply (1) 5:12 component (4) 13:9;17:20;20:11; 21:10 components (3) 3:23;11:3;12:3 compounds (1) 27:4 comprehensive (1) 27:15 concentration (1) 32:4 concern (10) 12:1;26:24;27:6; 36:3;38:5;49:25;50:1, 4,11,16 concerned (6) 16:1;26:7,12;29:1; 34:14;44:19 concerns (7) 7:1;18:16,19;22:2; 25:23;41:18;50:23 conclude (1) 7:13 concluded (1) 51:8 condemning (2) 28:9,10 Congress (1) 32:7 connection (9) 20:7,14,14,18,22, 24;21:1,10;24:23 connects (1) 21:22 cons (2) 47:24;48:4 consider (9) 23:6;33:18;37:4; 39:18,20;43:12,12; 47:10;49:2 consideration (4) 18:4;37:1;42:13; 47:9 considered (4) 7:2,17;8:23;40:9 considering (1) 28:4 consolidating (2) 28:17,22 constrict (1) 25:12</p>	
	C				
	<p>call (3) 22:7;30:4;45:7 called (1) 11:15 calling (1) 22:9 came (5) 7:20;9:23;10:3; 33:6,11 Campagna (1) 31:18 can (25) 5:5;7:24;8:10,25, 25;9:1,5,13;14:1; 15:7;22:22;23:1,10; 24:6;28:21;29:21; 36:22;40:5,9;42:1; 43:14,14;47:22; 49:19,19 capacity (1) 21:14 carbon (2) 27:2,4 card (6) 7:22;8:5,6,15;9:1; 51:2 cards (3) 8:8,12;9:4 care (2) 29:12;39:7 carefully (1) 5:6 Carolina (5)</p>	<p>Charlie (2) 34:10,12 Charlsie (2) 43:23,25 checked (1) 40:3 Chicora-Cherokee (9) 10:20;15:12;19:4; 21:4;26:15;35:9,24; 37:3,7 chief (2) 3:3,4 children (2) 31:20;44:11 Circle (2) 24:22;28:15 cities (1) 33:11 citizen (1) 39:16 citizens (1) 43:2 City (7) 19:13;33:10;34:22; 35:3;36:2;40:16; 47:11 Clara (2) 35:6,8 clarify (1) 24:3 class-one (1) 18:11 Clean (3)</p>	<p>Charlie (2) 34:10,12 Charlsie (2) 43:23,25 checked (1) 40:3 Chicora-Cherokee (9) 10:20;15:12;19:4; 21:4;26:15;35:9,24; 37:3,7 chief (2) 3:3,4 children (2) 31:20;44:11 Circle (2) 24:22;28:15 cities (1) 33:11 citizen (1) 39:16 citizens (1) 43:2 City (7) 19:13;33:10;34:22; 35:3;36:2;40:16; 47:11 Clara (2) 35:6,8 clarify (1) 24:3 class-one (1) 18:11 Clean (3)</p>	<p>Charlie (2) 34:10,12 Charlsie (2) 43:23,25 checked (1) 40:3 Chicora-Cherokee (9) 10:20;15:12;19:4; 21:4;26:15;35:9,24; 37:3,7 chief (2) 3:3,4 children (2) 31:20;44:11 Circle (2) 24:22;28:15 cities (1) 33:11 citizen (1) 39:16 citizens (1) 43:2 City (7) 19:13;33:10;34:22; 35:3;36:2;40:16; 47:11 Clara (2) 35:6,8 clarify (1) 24:3 class-one (1) 18:11 Clean (3)</p>	<p>Charlie (2) 34:10,12 Charlsie (2) 43:23,25 checked (1) 40:3 Chicora-Cherokee (9) 10:20;15:12;19:4; 21:4;26:15;35:9,24; 37:3,7 chief (2) 3:3,4 children (2) 31:20;44:11 Circle (2) 24:22;28:15 cities (1) 33:11 citizen (1) 39:16 citizens (1) 43:2 City (7) 19:13;33:10;34:22; 35:3;36:2;40:16; 47:11 Clara (2) 35:6,8 clarify (1) 24:3 class-one (1) 18:11 Clean (3)</p>

construct (3) 6:1,6;20:11	corridor (2) 20:17;26:5	D	developed (2) 32:5;40:17	dozens (1) 30:8
constructed (2) 21:22;25:10	corridors (1) 13:18		development (4) 8:21;17:16;21:14; 34:18	draft (1) 16:8
constructing (1) 11:2	Cosgrove (2) 24:1;30:20	damage (1) 50:8	dialogue (2) 39:4,13	drayage (2) 10:25;21:21
construction (8) 4:18;5:5;14:15; 17:18;24:17;25:1,4; 36:17	cosmetically (1) 35:15	deal (2) 40:19;42:2	diesel (2) 27:7,8	Drive (1) 48:20
contained (1) 19:2	cosmetics (1) 36:14	decades (1) 35:12	different (9) 11:16;12:2;13:3,8, 12,18;14:11;33:9; 42:6	drop (1) 8:17
container (7) 4:17;11:1;14:12,18, 21;17:17;21:20	cost (2) 15:17;27:22	December (2) 4:8,13	diminish (1) 37:13	dry (1) 32:19
containerized (1) 4:20	costs (2) 31:21;46:7	decide (1) 23:13	Diminished (1) 44:18	during (8) 3:18;7:2,16;9:10; 18:5,6;23:2;35:16
containers (6) 15:5;17:22,24,25; 21:16,19	County (1) 49:8	decision (6) 5:7;6:12,16;7:14; 11:12;33:16	dioxides (1) 27:3	E
contains (1) 7:25	couple (10) 9:14;14:11;28:16; 40:1,11;41:2,5,10,12, 19	decisions (1) 18:19	direct (1) 5:22	earlier (4) 9:15;45:8;46:4; 50:3
content (1) 5:22	court (4) 2:1,2,5;7:6;49:4	dedicated (1) 35:11	directly (1) 35:9	early (1) 38:4
continually (1) 38:10	courteous (1) 23:9	deep (2) 25:1,14	dirt (1) 29:11	ears (1) 10:2
continue (4) 19:6,20;22:9;50:13	courtesy (1) 2:22	deepening (1) 17:19	disconnected (1) 9:16	earth (1) 21:5
continuing (1) 26:24	cover (1) 15:23	defer (1) 22:12	discussions (2) 19:20,21	east (1) 20:16
contractor (2) 3:12;5:20	covered (1) 40:3	Definitely (1) 36:7	displays (1) 3:17	easy (1) 42:2
contributed (1) 37:7	cranes (1) 27:10	democracy (1) 31:21	disruptions (1) 2:24	economic (1) 50:11
contributing (1) 32:3	create (3) 18:8;19:25;29:22	demographic (1) 27:15	distance (1) 29:5	Edwards (1) 23:20
control (2) 19:18,19	Creek (5) 10:16,17,19;24:15; 25:10	dense (1) 36:18	district (9) 2:11,12,3;2,10; 6:19;20:2,25;33:24; 44:10	effects (3) 15:23;29:24;30:22
conversation (1) 39:18	Creeks (1) 25:6	density (1) 35:13	districts (1) 31:25	efficiencies (2) 18:8;19:25
Cooper (2) 10:16;17:12	creosote (1) 46:3	Department (3) 5:8;17:9;40:20	disturb (1) 38:8	efficiently (1) 17:25
copies (1) 2:3.5	cross (4) 13:15;25:9;30:2; 40:25	depending (1) 30:9	ditch (2) 25:1,15	effort (3) 33:4;39:14;44:17
copy (2) 2:2,3.5	crosses (1) 24:23	depth (1) 40:5	Division (2) 3:4;17:9	egress (1) 31:9
corporate (2) 3:10;39:16	crossing (2) 30:7,13	deputy (3) 2:10;3:3,14	dock (1) 32:20	EIS (13) 5:17,19,22;6:15; 7:2;8:11,23;15:14; 26:18,20;27:14;28:7; 29:23
corporation (1) 37:5	CSX (13) 13:11;14:25;19:10, 12,20;20:7,15,15; 21:11;28:5,21;29:10; 33:22	derail (1) 34:25	document (3) 5:15;7:8;8:8	either (2) 26:4;32:11
corporations (1) 37:6	CTAR (1) 47:22	describe (1) 16:24	domain (1) 28:10	elements (1) 46:5
Corps (28) 2:11;3:2,7;4:6;5:2, 18,19,21,25;6:6;7:4, 23;9:8,19,23;10:4,8, 22;11:4;14:8;17:2,3; 18:3;19:22;26:17; 28:6;40:9;44:8	culture (3) 33:7,8,13	design (1) 25:15	Don (1) 31:18	else (5) 43:1;45:6,12;49:4; 50:17
Corps' (1) 3:22	current (1) 3:23	desk (2) 8:7;23:16	done (6) 20:13;26:21,22; 32:24;35:17;47:7	eminent (1) 28:9
correctly (2) 34:12;41:16	currently (1) 25:15	detriment (1) 5:7	down (7) 11:1;13:15;22:8; 30:2,15;45:3;46:2	emissions (4) 16:14;27:7,9,19
		detriments (1) 5:7	downhill (1) 48:3	emotionally (2) 33:15;47:9
		develop (5) 4:11,23;10:17;37:8; 40:20		

<p>emotions (1) 33:17</p> <p>employed (1) 32:20</p> <p>encourage (1) 50:23</p> <p>end (1) 29:2</p> <p>ended (2) 20:20;22:16</p> <p>ends (2) 47:13;50:20</p> <p>engineer (2) 2:11;6:19</p> <p>Engineers (15) 2:12;3:2;4:6;5:2; 9:19;23;10:5,9,23; 14:8;17:3;18:3;26:18; 40:10;44:9</p> <p>Engineers' (4) 3:8;7:23;9:8;11:4</p> <p>engines (1) 27:11</p> <p>enough (3) 8:24;36:18,19</p> <p>ensure (4) 6:15;7:7,16;8:5</p> <p>enterprise (1) 17:11</p> <p>entire (1) 35:3</p> <p>entirely (1) 19:2</p> <p>environment (1) 39:12</p> <p>Environmental (6) 5:12,17;8:21;11:8, 14;16:8</p> <p>equals (1) 33:25</p> <p>equipment (3) 27:10,12,20</p> <p>equity (1) 35:18</p> <p>especially (4) 25:5;41:19;47:20; 50:14</p> <p>essential (1) 6:15</p> <p>established (3) 35:19,21;36:6</p> <p>esthetically (1) 21:7</p> <p>evaluate (2) 5:24;12:24</p> <p>evaluating (1) 6:11</p> <p>evaluation (3) 7:3;9:10;27:21</p> <p>even (9) 30:15;31:11;32:6; 38:5,16,23;39:9; 44:24;46:2</p>	<p>evening (7) 2:7;22:5;23:21; 25:19;35:7;42:20; 43:24</p> <p>evening's (2) 3:19;8:19</p> <p>event (1) 24:20</p> <p>everybody (1) 15:25</p> <p>everyone (6) 2:8,22;18:17;22:18; 23:8;50:22</p> <p>everyone's (2) 7:8;23:11</p> <p>evident (1) 41:24</p> <p>exact (1) 35:10</p> <p>exactly (1) 43:25</p> <p>example (3) 13:5;30:11,21</p> <p>excess (1) 36:13</p> <p>excited (1) 15:25</p> <p>exclusively (2) 21:1,21</p> <p>excuse (2) 34:25;41:3</p> <p>exhibit (1) 2:2.5</p> <p>exist (1) 36:10</p> <p>existence (1) 36:12</p> <p>existing (7) 13:17;18:10;20:9, 12;29:20;30:1;31:6</p> <p>exists (1) 33:22</p> <p>expand (3) 13:20,21;14:1</p> <p>expanding (1) 47:7</p> <p>expecting (1) 13:13</p> <p>expend (1) 46:7</p> <p>experience (2) 29:21;30:1</p> <p>expert (1) 48:5</p> <p>expired (1) 22:17</p> <p>expires (1) 22:23</p> <p>explain (2) 3:21;4:7</p> <p>express (1) 50:4</p> <p>expressed (1)</p>	<p>50:2</p> <p>extends (1) 10:21</p> <p>extent (1) 20:12</p> <p>extra (1) 50:1</p> <p>extremely (1) 39:10</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>Fabian (1) 45:17</p> <p>facilities (1) 21:22</p> <p>facility (24) 4:12,18,23;10:6,7; 11:1;14:7,10,15,22, 23,24;15:7,9;16:13; 18:10;19:11,24;20:5; 21:20;26:2,6;27:10, 17</p> <p>fact (3) 16:2;31:5;38:12</p> <p>factors (1) 11:16</p> <p>fail (1) 31:19</p> <p>fair (3) 6:16;12:11;22:18</p> <p>familiar (3) 10:14;30:4;32:16</p> <p>family (2) 32:24;44:18</p> <p>far (2) 32:13;40:4</p> <p>Farm (1) 26:4</p> <p>fashion (1) 50:25</p> <p>federal (4) 5:11;6:2,8;11:6</p> <p>fee (1) 2:2</p> <p>feedback (8) 7:19,25;8:24;13:25; 15:22,25;16:5,18</p> <p>feel (9) 24:12;38:6;40:11, 14,19;41:4,11;49:22; 50:24</p> <p>feeling (1) 40:5</p> <p>feet (3) 26:10;44:5,14</p> <p>fellow (1) 40:22</p> <p>felt (2) 13:1,3</p> <p>few (2) 24:20;45:7</p> <p>fifth (1)</p>	<p>27:6</p> <p>figuring (1) 17:23</p> <p>Filbin (2) 25:5,9</p> <p>fill (2) 10:23;11:21</p> <p>filling (1) 51:1</p> <p>final (1) 5:7</p> <p>Finally (1) 8:14</p> <p>financially (1) 47:8</p> <p>fine (1) 33:10</p> <p>finishes (1) 22:9</p> <p>fire (3) 31:14;47:14,15</p> <p>firm (1) 29:17</p> <p>First (7) 3:1,18;7:10,21; 23:19;32:23;50:3</p> <p>Fitzgibbons (1) 3:12</p> <p>focus (3) 23:10;29:23;31:6</p> <p>focusing (1) 23:7</p> <p>folks (6) 9:12;11:23;12:7; 19:5,6;23:18</p> <p>following (3) 2:5;9:10;23:10</p> <p>footprint (3) 18:21;19:1,2</p> <p>forecast (1) 27:18</p> <p>format (1) 3:19</p> <p>former (5) 4:10;14:18;15:11; 18:25;19:3</p> <p>formerly (1) 4:8</p> <p>Fort (2) 31:22,23</p> <p>forth (2) 41:22;42:4</p> <p>forward (6) 9:1;16:18;22:10; 25:11;45:16;48:10</p> <p>foundations (1) 38:8</p> <p>four (1) 28:1</p> <p>fourth (1) 26:24</p> <p>Fred (1) 45:17</p>	<p>Freeman (1) 37:20</p> <p>freight (1) 4:20</p> <p>Friday (1) 51:3</p> <p>front (2) 8:7;22:7</p> <p>frustrates (1) 38:25</p> <p>full (1) 40:5</p> <p>fuller (1) 28:19</p> <p>fumes (1) 45:23</p> <p>fundamentally (1) 13:3</p> <p>funded (2) 17:19,21</p> <p>funds (1) 17:13</p> <p>further (4) 2:1.5;30:2;34:19; 37:7</p> <p>future (4) 8:11;27:18,19; 36:10</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>Gandy (2) 28:13,14</p> <p>Gary (5) 27:24,25;35:6,7; 37:11</p> <p>gas (1) 42:5</p> <p>gather (1) 5:23</p> <p>gave (3) 32:22;33:4,8</p> <p>general (1) 23:3</p> <p>generation (1) 31:25</p> <p>Gentile (1) 28:24</p> <p>gentleman (2) 28:2;48:16</p> <p>gentleman's (1) 50:5</p> <p>geometry (1) 19:24</p> <p>gets (1) 46:2</p> <p>given (2) 22:11;39:8</p> <p>glad (1) 16:3</p> <p>Gladys (1) 37:20</p> <p>goal (1)</p>
---	--	--	--	---

<p>13:24 goals (1) 15:6 goes (3) 10:25;42:16;49:21 Good (16) 2:7;19:20;23:21; 24:14;25:19;29:22; 35:7;39:15,16;42:20; 43:11,12,18,20,20,24 good-faith (1) 39:14 government (1) 39:15 grade (2) 30:6,13 grand (1) 34:22 Grant (1) 48:11 grassroot (1) 35:22 grateful (2) 49:9,18 great (2) 13:1;34:23 greatest (1) 31:24 grocery (1) 34:17 ground (3) 4:3;22:5;23:8 grow (2) 15:6;35:13 grows (1) 15:4 growth (4) 15:7;17:15;21:13; 36:9 guess (2) 12:7;25:7 guy (1) 32:17</p>	<p>22:24;48:14 Harbor (2) 5:10;17:19 Harbors (2) 5:2;10:10 hard (1) 35:20 Hawkins (2) 39:21;45:11 Hayward (1) 32:16 health (7) 26:13,19,22;41:25; 42:5,8,14 hear (6) 6:19;9:25;19:6; 39:5;47:3,19 heard (4) 7:17;45:19;46:4; 50:7 hearing (1) 51:8 heavy (2) 38:7;49:19 heavyheavy (1) 50:15 Heights (3) 13:13;26:15;38:13 held (1) 2:5 Hello (4) 24:11;29:16;38:1; 40:1 help (7) 18:12;19:7;23:9; 35:12;39:16;43:14,15 helpful (1) 7:25 helping (1) 43:8 Hi (1) 28:14 hidden (1) 46:7 high (1) 36:18 higher (1) 25:11 highway (1) 21:23 historic (3) 31:25;33:20;44:10 historical (1) 40:23 history (3) 31:20,22;33:5 holding (1) 24:12 Holly (1) 7:6 home (8) 13:23;30:22;32:12; 44:13;49:9,10,14,17</p>	<p>homes (2) 38:8,16 honest (1) 39:13 honeymoon (1) 45:25 hope (7) 9:12;36:25;37:3; 39:19;40:8;44:18; 46:6 hospital (3) 20:2,25;33:23 house (9) 44:6,13,23;48:14; 49:20,21;50:9,9,13 Hownick (1) 39:25 Hughes (1) 3:3 hundreds (2) 30:10;45:4 hurricane (1) 24:13 husband (1) 44:11 hydrocarbons (1) 27:5</p>	<p>include (2) 27:9,15 included (2) 7:2;26:20 includes (1) 4:18 including (1) 42:9 increase (2) 25:14;48:2 indicate (2) 22:14;23:14 indicated (1) 17:14 indicates (1) 22:17 individual (1) 22:12 individuals (1) 3:15 industrial (2) 47:2,7 influenced (1) 33:8 information (12) 5:23;6:16;8:1;9:15; 16:11;18:18;22:25; 23:1;29:4,13;39:1; 46:22 informational (1) 3:24 infrastructure (2) 20:9,12 inland (1) 24:15 input (4) 6:14;7:17;46:22; 50:22 instead (3) 8:16;28:10,22 integrated (1) 18:10 interaction (1) 39:4 intercede (1) 22:21 interchange (1) 39:6 interest (1) 11:15 intermodal (5) 4:11,17,19;15:3; 21:15 internal (1) 2:3 interruption (2) 31:2;32:10 interstate (3) 14:21;21:15;31:7 into (11) 14:21,22;18:10; 35:23;37:1;44:18; 45:25;47:2;49:23;</p>	<p>50:9,13 introduced (1) 36:4 introducing (1) 2:25 intrusion (1) 3:20 invested (1) 35:23 investment (1) 34:13 invite (1) 8:11 involved (4) 4:6;16:19;36:1; 47:23 issue (13) 5:8;10:12;23:5,7; 24:22;36:3;41:21,23, 25;42:5,8;43:4;50:10 issued (2) 14:17,20 issues (6) 7:1;8:22;15:18,19; 24:16,18 item (1) 7:21 items (1) 40:4 Ivy (2) 46:14,16</p>	
H		I		J	
<p>Hall (3) 25:23,24;26:1 hand (1) 9:4 handle (1) 21:18 handles (1) 21:16 Hands (2) 12:10;45:14 happen (1) 33:3 happened (3) 12:14;32:6;33:3 happens (2) 47:15;48:25 happy (2)</p>	<p>impacted (1) 25:25 impacting (1) 38:3 impacts (12) 5:16;6:13;10:8,12; 11:17;14:2;15:9,17; 18:13,15,16;19:7 implicates (1) 30:21 important (8) 6:5;7:19;8:24; 11:20;17:4;20:10; 31:7;39:11 imposing (1) 43:15 improvements (3) 4:22;18:7,9</p>	<p>Jack (3) 49:6,7,7 Jacques (2) 41:15,17 James (3) 37:23,23;45:10 Jeff (3) 3:25;16:23;17:7 Jenkins (1) 29:15 Jerry (1) 23:20 jobs (5) 42:23,25,25;43:5; 47:11 John (2) 37:25;38:2 Johns (2) 29:3,7 Julius (1) 46:15 Junction (1) 15:2 Junior (1) 28:25 jurisdiction (1) 5:1</p>			

	9:14;10:24;15:2	14:4;24:16;29:4; 33:10,10;35:23;36:7; 41:20;44:12,20	2:1.5;3:15;4:5; 11:24,25,25;12:1,2,2; 33:18;36:10	2:14;5:25;6:6; 31:13
K	limit (1) 22:19			minds (1) 26:9
Karriem (1) 42:19	limited (4) 21:14;28:18;30:17, 18	Louis (1) 37:20	McBride (1) 3:9	mine (1) 34:6
keep (3) 5:25;6:6;38:10	limits (1) 30:5	love (1) 44:12	McWhorter (5) 3:25;16:23;17:6,7; 22:3	minimum (1) 26:10
Kephart (1) 46:18	line (8) 13:8;19:12,12; 20:15,15,15,16,25	Lowcountry (2) 25:20;31:22	McWhorter's (1) 16:25	minute (1) 5:14
key (1) 28:15	line-haul (1) 27:11	M	meaning (1) 45:21	minutes (2) 22:11;41:9
Kim (1) 3:12	lines (5) 24:25;28:17,18,22, 23	Ma'am (1) 48:10	means (2) 31:20;32:25	mismanaged (1) 34:24
kind (3) 29:8;40:19;45:25	list (3) 8:2,10;40:4	Magnet (1) 2:20	meet (1) 19:6	miss (1) 14:9
kindly (1) 2:22	listed (2) 32:3;46:18	Magnolia (1) 30:2	meeting (30) 2:9,19;3:18,19;4:4; 6:18,20,24;7:9,15;8:8, 19;12:7,8,20,20; 13:17,24,25;20:17; 29:11,17,19;30:2; 31:8;32:23;45:18; 50:3,21;51:6	misunderstood (1) 34:4
King (2) 13:17;20:17	listening (1) 7:9	mail (1) 51:1	meetings (4) 8:11;16:10;19:5; 24:12	mitigate (5) 11:22;18:12,13; 19:7;24:13
Knowing (1) 36:10	literally (2) 34:15;44:5	mailing (3) 7:23;8:2,9	mega (1) 49:12	mitigated (1) 26:1
known (1) 20:2	little (2) 16:1;29:11	main (2) 6:18;24:22	members (1) 9:5	mix (1) 42:15
L	live (12) 11:24;24:22;28:14; 30:21,23;39:8,9,13, 19;47:6;48:13,17	maintain (1) 47:5	memory (1) 33:13	Model (1) 25:21
lady (3) 32:23;46:11;48:12	lived (3) 13:13;14:16;25:2	Major (9) 2:10;9:18,24;11:7; 12:4,15;17:6;20:23; 21:10	mentioned (9) 9:20,24;11:7;12:5, 16;17:16;28:16; 44:24;47:14	Mohammed (3) 41:19,22;42:6
land (8) 4:9;32:7,9;35:3; 40:13,17,21,23	lives (3) 32:22;35:12;39:8	making (5) 6:12;22:6;23:18; 44:12;49:2	member (1) 3:1,16	MOLICA (39) 2:7,10,18;4:14,16; 9:18,24;11:7;12:15; 16:21;22:3;23:22,24; 24:3,10;25:17;27:24; 28:12,24;29:15;31:3, 16;34:1,7;35:6;37:16, 19,22,25;39:21;41:7, 14;42:17;43:22;45:7, 15;46:10;48:8;50:17
landscaped (1) 21:5	located (3) 18:22;26:2;29:17	manager (6) 3:8,13,14,21;9:8,19	members (2) 3:1,16	money (5) 32:7;35:23;36:7; 50:9,12
lane (1) 31:10	location (2) 26:5;29:25	Manigault (1) 32:17	memory (1) 33:13	monitoring (3) 26:25;27:2,20
largely (1) 20:8	locomotive (1) 27:18	Manning (2) 8:7;34:3	mention (1) 46:21	monologue (2) 39:5;50:6
largest (1) 32:4	locomotives (2) 27:11,20	Many (6) 4:5;12:8;35:10; 45:21;47:10;48:1	mentioned (9) 9:20,24;11:7;12:5, 16;17:16;28:16; 44:24;47:14	monoxide (1) 27:4
last (4) 12:16;23:8;27:13; 41:19	long (3) 9:21;30:5;43:3	map (2) 10:15;47:12	Merrifield (1) 39:23	months (2) 7:11;16:7
lastly (1) 27:17	long-term (2) 42:8,14	Margaret (1) 48:11	met (1) 3:16	monument (1) 31:24
later (1) 12:22	look (11) 11:8,9;13:22;15:14, 21;16:18;24:25;25:1; 38:12,23;46:6	marine (3) 11:1;17:17;21:20	metals (1) 27:3	more (11) 5:13;11:13;18:8; 21:7;28:1,18;29:4,13; 30:14;31:11;46:22
law (2) 6:4,10	looked (3) 12:3;20:1,19	marsh (2) 4:25;10:20	Michael (2) 34:8;45:9	morning (1) 48:22
leader (1) 37:2	looking (8) 11:16,17;19:25; 20:7,19;26:17;33:24; 39:2	marshes (1) 24:14	microphone (1) 22:8	most (12) 11:19,23;12:1;30:3; 33:11;35:3;41:3,4,11,
leave (2) 45:22;46:3	looks (1) 29:5	Masoncup (2) 34:10,12	Middleton (1) 32:16	
left (2) 13:7;32:9	looping (1) 30:25	matter (1) 27:2	might (2) 23:6;32:16	
Leseshe (3) 35:6,8;37:11	lost (1) 33:5	matters (1) 32:25	mike (1) 22:7	
life (4) 43:1;44:13;47:6; 50:10	lot (10)	mature (1) 44:25	Milford (5) 13:16;20:21;28:1; 29:18;45:19	
light (5) 12:2;15:19;26:11; 31:5;49:20		may (11)	Military (2) 2:20;33:7	
likewise (3)			mind (4)	

<p>18;42:21;44:19 MOU (1) 44:8 Moultrie (1) 31:23 mounded (1) 46:3 Mount (1) 14:13 mouth (1) 32:24 move (9) 17:24;19:17;21:19, 21:22:8,10;42:4; 48:25;49:1 moved (1) 20:24 Mrs (3) 3:12,13;7:6 much (4) 18:17;24:11;48:8; 50:12 Muhammad (2) 25:18,20 Mullins (3) 37:23,23;45:10 must (2) 5:6,12 myself (1) 42:10</p>	<p>necessarily (2) 17:2;24:7 necessary (4) 5:23;6:16;18:18; 20:18 need (12) 8:23;9:16;13:20,21, 22;14:23;28:17; 43:11,12,20;48:3,5 needed (3) 13:1,3;36:21 needing (1) 15:21 needs (6) 3:24;23:8;34:17,17, 18;39:19 negative (1) 26:13 neighborhood (8) 11:24;16:13;19:4; 21:4;34:13,17;38:3; 47:2 neighborhoods (4) 27:16;29:5,7,13 neighbors (3) 43:13,18,20 neither (2) 6:3,8 NEPA (6) 5:13,15,18;6:14; 7:10,12 Nesbitt (2) 34:8;45:9 neutral (2) 6:4,9 new (14) 4:11;14:15,18; 17:16;20:11,13; 21:20;24:17;25:8; 30:25;34:17,22;38:6, 7 next (7) 7:11;16:13;22:10, 22;32:14;35:4;45:22 nine (2) 7:11;16:7 nitrogen (1) 27:3 noise (9) 12:1;15:18;16:12; 26:11,25;36:13,16,19; 41:21 Noisette (4) 10:15,19;25:5,10 nor (2) 6:3,9 Norfolk (6) 13:10;14:25;15:2; 19:10;20:4,25 North (22) 2:21;10:16;13:6,11, 14;14:13;19:11,13, 17;20:6,8;24:23,24;</p>	<p>29:2,17,18;30:24; 35:9;37:8;40:16; 46:17;47:13 northern (1) 20:24 notice (1) 47:12 November (3) 12:12,14;51:4 number (5) 12:11;21:16;35:8; 44:4,4</p>	<p>21:12,15;25:23;28:3, 15;32:17,19,19,23; 33:24;37:12;38:4,13; 44:24;48:20;50:4; 51:2 one-mile (1) 27:16 one-way (1) 39:18 only (17) 6:2,8;15:14;20:5, 13;24:19;30:19;31:9; 36:21;38:21;39:2,4, 14;41:8;48:18,19; 50:11 onto (1) 10:21 operating (2) 16:13;35:11 operation (1) 4:19 operations (1) 18:11 opinion (2) 47:21;48:5 opportunities (1) 7:16 opportunity (9) 6:24;7:4;8:20; 16:24;17:5;19:19; 29:17;48:1;49:10 option (1) 30:19 order (7) 2:2.5;4:23;10:7,17; 19:24;22:18;38:20 organic (1) 27:4 organization (2) 35:23;36:25 original (3) 13:5;44:16;49:12 originally (3) 18:2;19:9;21:2 orphanage (2) 40:24;41:1 otherwise (1) 2:3 ours (1) 26:24 out (21) 2:8;10:2;12:8;13:6; 14:22;15:1;16:1,2; 17:23,25;24:21; 31:13;32:23;33:3; 38:21;43:8;48:19,20; 49:22;50:17;51:1 outcome (1) 5:9 outcomes (1) 26:13 outer (1) 49:23</p>	<p>Over (11) 7:10;10:19;13:15; 14:13;22:5;23:15; 29:10;32:20;33:12; 35:16;36:7 overload (1) 39:1 overrides (3) 42:25;43:1,2 overview (1) 9:9 owe (1) 33:9 owes (1) 33:10 own (5) 28:1;29:21;35:8; 44:3;46:17 owned (1) 32:17 owner (1) 37:2 owns (1) 28:5 oxides (1) 27:4</p>
<p style="text-align: center;">N</p>		<p style="text-align: center;">O</p>		<p style="text-align: center;">P</p>
<p>nail (1) 43:21 name (18) 2:10;9:18;22:8,10; 23:17;25:19;27:25; 34:12;38:1;41:17; 43:24;45:13,16,17; 46:12;48:11;49:5,6 named (1) 32:17 names (2) 32:15;45:7 Nat (7) 3:6,20;9:7,11,18; 16:21;17:16 Nathan (1) 2:10 National (4) 5:12;11:7,14;32:3 natural (1) 24:14 Naval (1) 30:25 Navy (10) 4:10,17;10:14,21; 14:19;15:11;18:25; 19:3;32:1;44:2 near (6) 27:8,20,22;47:6,10, 13</p>				<p>pages (1) 41:10 paid (1) 42:3 Palmetto (20) 4:1,8,23;5:3,20; 6:23;9:21;10:3;12:5; 16:23;17:4,8,10;28:3, 7,20;40:13,17;42:21; 43:17 paper (2) 7:21;8:4 parcel (1) 36:15 parcels (1) 35:10 Park (7) 24:22;28:15;44:23, 24,25;45:3,22 Parker (1) 24:10 part (6) 10:22;15:13,13; 34:5;40:18;51:4 participate (2) 7:18;8:20 participating (1) 2:9 participation (1) 4:3 particular (2) 26:20;30:3 particularly (5) 26:14;27:1;29:23;</p>

<p>36:13;38:14 particulate (1) 27:2 parts (1) 11:3 party (3) 2:1,3,5;3:11 patience (2) 23:11;50:22 paying (1) 2:1.5 pays (1) 5:21 peninsula (1) 31:9 people (20) 9:13;16:2;28:16; 30:23;32:21;33:2,4,6, 7,11;38:15;39:8,13, 19;42:4,16,24,24; 43:7;44:20 people's (1) 42:14 perhaps (1) 19:15 peril (1) 31:21 period (2) 23:2;24:4 permit (9) 5:4,8;7:13;10:5,23; 11:12;14:17,19;17:4 permits (2) 10:12;43:10 permitted (3) 17:17,19,20 permitting (4) 6:2,8;18:5,6 person (4) 2:1,4;22:22;38:17 personnel (1) 8:6 perspective (2) 6:20;8:22 Pettit (1) 49:7 phones (1) 2:23 phrase (1) 45:20 physical (1) 34:15 physically (1) 47:8 picture (2) 13:23;14:9 piece (4) 8:4;11:10,11;42:3 pieces (1) 7:21 pier (1) 32:19 piled (1)</p>	<p>29:11 place (5) 34:19,21;47:17; 49:12,13 plan (8) 4:11;19:9;23:5; 34:21,22,23;36:10; 49:12 planned (1) 31:3 planning (1) 9:21 plans (1) 47:4 plantation (2) 32:14,15 plantations (3) 32:9,13,18 planted (1) 36:23 plants (1) 46:20 Pleasant (1) 14:13 please (15) 2:14,23;5:25;6:5; 8:5,17;9:4;16:25; 22:8,19;29:14;45:15; 46:11;49:5;50:24 pleasing (1) 21:7 Pledge (2) 2:15,16 pm (2) 2:19;51:9 PM10 (1) 27:3 PM2.5 (1) 27:3 podium (2) 9:14,17 point (5) 16:10;31:13;39:2; 46:1,2 policies (1) 36:2 Policy (3) 5:13;11:8,14 political (1) 42:24 pollution (2) 27:21;41:3 polycyclic (1) 27:5 porch (2) 44:6,14 port (9) 15:4,5;17:11,16,18, 25;31:1;33:11;34:20 portion (8) 2:2;3:18;6:1,7; 10:21,23;22:4;50:21 Ports (2)</p>	<p>11:2;40:15 ports' (1) 21:13 position (1) 39:1 possibility (1) 19:14 possible (2) 18:1;20:13 possibly (2) 30:24;43:14 posters (1) 9:14 potential (7) 5:16;11:17;14:2; 15:23;16:12;25:11; 50:14 potentially (1) 49:13 poverty-stricken (1) 35:14 prefer (1) 26:4 preferably (2) 26:3;48:5 preferred (1) 21:9 preparing (1) 5:19 presence (1) 35:16 present (2) 4:1;9:3 presented (1) 38:25 presently (1) 30:15 president (1) 17:7 presumably (1) 30:14 pretty (1) 42:2 previous (4) 23:3;35:2;40:12,22 previously (1) 40:15 priced (1) 49:17 primary (2) 20:3;50:15 priority (1) 11:25 private (2) 10:25;21:21 probably (1) 10:15 problems (1) 43:17 proceed (1) 7:11 proceedings (1) 2:5</p>	<p>process (18) 5:9,14,16;6:14; 7:10,16,18;9:9;12:21; 15:21;16:4,17,19; 18:5,6;28:9;38:23; 51:5 professional (1) 47:21 program (2) 49:9,18 project (66) 3:1,8,8,13,14,18,21, 21,23;4:2,7;5:6,17,24; 6:2,3,7,9,12,20;7:3, 25;8:1,2;9:8,11,19,20; 11:3,9,17;12:12,15, 18,25,25;13:5,9;14:3, 5;15:8,22;16:24; 17:14;18:3,8,13,20, 21;19:1,1;20:23;21:3, 4,12;24:17;25:25; 26:9,13;27:9;33:14, 14;38:6;46:23;47:21, 24 projected (1) 27:19 projects (4) 3:4,7;10:11;35:24 promised (1) 44:16 pronouncing (1) 34:11 proper (2) 26:8;42:15 properly (2) 23:6,10 properties (5) 20:22;35:8,20;36:6, 9 property (26) 9:22;12:6;14:7; 19:15,18,19;20:10; 23:25;28:5,10,11; 34:13;35:19;36:8; 37:14;41:23;42:2,3; 44:3,8;45:18;46:17; 48:2,14;49:14;50:12 proposal (9) 6:22;9:24;10:5,24; 12:17;14:24;37:1,4; 43:9 propose (1) 36:11 proposed (19) 3:17,23;4:17;5:6, 16,24;6:1,7,11,20;7:3; 8:1;9:11;12:15;14:8; 16:24;21:2;25:16; 26:9 proposing (4) 6:1,6;15:10;36:20 proposition (1) 44:16</p>	<p>propositioning (1) 45:2 pros (3) 47:24;48:4,4 provide (9) 2:3;4:2;7:4,24;9:9; 17:5;18:19;45:13; 50:25 provision (1) 36:21 proximity (1) 34:20 prudent (1) 33:21 public (15) 2:9;4:3,9;7:17;8:11, 20;11:15;17:9;21:23; 22:4,6;28:8;38:25; 50:21;51:8 pull (2) 43:10,10 pun (1) 35:1 purchase (6) 19:15;28:6;38:16, 17,18;49:13 purchased (2) 2:1.5;4:9 purpose (1) 6:18 pursuant (1) 2:2.5 pursued (2) 17:15;21:13 put (5) 28:19;35:4;44:17; 50:9,13 puts (1) 38:25 putting (3) 33:23;34:15;49:2</p>
Q				
<p>quality (4) 43:1;44:13;47:5; 50:10 question-and-answer (2) 6:21;24:4 quiet (3) 48:23;49:2,3 quite (4) 29:1,7;30:6,17</p>				
R				
<p>radius (1) 27:17 Rahim (1) 42:19 rail (36) 4:11,19,21;10:6,7; 11:1;13:5,8,17,21;</p>				

<p>14:10,23,24,25;15:6, 9:20;9,11,12,13; 24:23,25;25:15; 28:17,18;35:4,18; 36:2,3,8,13,16,22; 38:19;42:21;43:17 railroad (6) 18:11;20:5;37:14; 38:7;48:12,13 railroads (1) 19:10 rails (1) 46:8 railway (3) 24:25;48:25;49:15 Railways (23) 4:1,8,9,22,24;5:4, 21:6;23;9:21;10:3; 12:5;16:23;17:4,8,10, 10;24:21;25:2;28:3,8, 20;40:13,18 rain (1) 24:20 rained (1) 16:1 raise (3) 9:4;22:14,16 raised (3) 12:10;22:20;45:14 rather (2) 8:15;21:9 ready (2) 23:19;44:1 real (1) 50:11 realistic (1) 46:1 realize (4) 18:7,9,11;36:5 really (18) 6:4;10:1;24:17; 25:10;29:6;36:2,4; 40:5;43:17,19;44:20; 45:1;49:25;50:2,5,6, 7;51:5 Realtors (2) 47:23;48:7 reason (1) 12:18 reasonable (1) 33:21 reasonably (1) 49:17 reasons (2) 19:16;28:4 Rebecca (1) 3:13 receive (3) 9:4;17:13;51:3 received (3) 7:21;8:14;12:17 recent (2) 24:18,20</p>	<p>recently (1) 25:13 recited (1) 2:17 record (2) 2:18;51:6 recorded (1) 40:8 red (2) 22:16,20 reduce (2) 27:8;36:19 reduction (1) 27:6 refer (1) 18:23 referred (2) 19:11;29:20 reflect (1) 17:2 regards (1) 46:23 regional (3) 4:11;14:24;15:6 register (1) 32:3 registration (3) 8:5,6;23:15 regulate (1) 11:10 regulations (1) 5:18 regulator (1) 3:6 Regulatory (2) 3:4;11:5 reiterate (1) 6:5 relating (1) 46:19 released (1) 4:10 relocating (1) 47:5 remaining (2) 22:13,15 remains (1) 19:21 remember (2) 31:8;32:22 remnants (1) 32:8 Remount (2) 14:14;47:13 removed (1) 33:1 repairs (1) 50:13 replacement (1) 26:6 reporter (2) 2:2;7:6 repositioned (1)</p>	<p>29:3 represent (1) 17:1 representing (1) 25:20 reproduce (1) 2:2 request (2) 2:22;23:9 require (1) 20:21 required (1) 7:12 requirements (1) 5:11 requires (1) 5:4 rescoping (1) 13:24 Research (1) 25:22 residence (1) 38:18 resident (1) 44:2 residential (3) 46:25;47:2;48:6 residents (5) 24:1;42:9;47:5,20; 48:1 resources (1) 44:12 response (5) 34:9;37:24;39:22, 24;50:19 responsible (1) 5:22 rest (1) 33:9 restarting (3) 12:21;15:20;16:17 return (2) 4:2;8:6 review (3) 10:11;11:13,16 reviewing (1) 6:22 revised (1) 12:17 Revolution (1) 31:23 Reynolds (1) 18:24 Rhett (2) 24:23,24 ride (1) 31:4 right (12) 13:6;23:19;30:8; 35:3;37:21;40:25; 41:23;44:3,5,23; 45:19;49:14 rip (1)</p>	<p>49:23 Rittenberg (1) 30:23 River (1) 10:16 Rivers (4) 5:2,10;10:9;29:15 road (12) 10:25,25;14:14,20; 17:18;21:21;29:18, 19;30:2;31:1,9;46:2 roads (3) 4:22;10:18;15:16 roadways (1) 27:21 room (2) 8:18;11:23 Rosemont (1) 26:16 rosy-eyed (1) 46:1 roughly (1) 18:24 route (5) 20:3,4;28:4,11; 33:22 routes (1) 30:11 rule (4) 2:2.5;23:3,8,10 rules (2) 4:3;22:6 running (3) 30:15;43:8;45:22 runoff (3) 24:14,19;25:12 runs (2) 20:15,17 Rustin (1) 34:3</p>	<p>scoping (9) 2:9;7:9,15;12:6,19, 20;38:24;39:2;51:4 second (3) 8:4;12:20;26:7 seconds (3) 22:13,15;37:13 Section (3) 10:9,10;33:19 seeing (2) 30:15,19 seeking (1) 30:10 seemed (1) 49:13 sell (1) 2:3.5 sense (2) 24:8,9 sensitive (1) 10:1 separation (1) 36:21 serve (2) 36:20,21 service (1) 32:24 services (1) 5:21 session (2) 6:21;7:9 set (2) 22:7;39:3 several (4) 3:1;7:15;34:21; 50:2 severe (1) 25:4 Shahid (2) 27:24,25 shall (1) 2:3 shame (1) 34:25 share (1) 17:20 Shawn (1) 3:9 sheet (1) 45:21 shipping (1) 14:22 ships (1) 17:22 Shipyard (1) 10:16 short- (1) 42:14 short-term (2) 42:8,13 show (1) 39:3 shows (1)</p>
			S	
			<p>Saint (2) 29:3,7 sale (1) 19:13 salt (1) 4:25 Sam (1) 30:23 same (2) 21:16;25:12 Santee (1) 17:12 save (1) 41:8 saying (4) 42:12,22,24;44:9 scope (2) 13:20,21 scoped (1) 24:21</p>	

<p>47:12 side (3) 21:3;29:19;31:14 sides (1) 48:6 sign (4) 8:2;22:14,16,20 significant (1) 50:1 silence (1) 2:23 similar (1) 23:4 single (1) 31:10 Singletary (2) 37:25;38:2 sitdown (1) 39:12 situation (1) 44:21 six (3) 7:11;12:16;16:7 sleep (1) 48:23 small (1) 10:20 Somebody's (1) 31:4 sometimes (4) 14:9;30:9;49:22,24 Sorry (3) 4:16;10:1;45:6 sound (1) 21:2 South (11) 2:21;4:8;10:17; 13:10,12,15;17:8; 20:8,9;21:11;34:20 Southern (9) 13:11;14:25;15:2; 19:10;20:4,14,25; 28:4,11 space (2) 49:23,23 speak (5) 8:13;9:2;37:10; 40:2;44:19 speaked (1) 40:22 spoken (1) 40:7 speaker (38) 22:9,10,13;23:9,21, 23,25;24:9,11;25:19; 27:25;28:14;29:1,16; 31:4,19;32:11;34:4, 11;35:2,7;37:11,18, 21;38:1;40:1;41:10, 17;42:20;43:24; 45:17;46:13,14,15,16, 17;48:11;49:6 speaker's (1)</p>	<p>22:15 speaking (3) 8:17;23:3;28:2 special (2) 3:4,7 specific (1) 6:25 specifically (2) 10:3;28:7 specifics (2) 3:22;5:14 speed (1) 30:5 spent (2) 36:7;44:12 spoke (2) 41:3;48:12 spoken (3) 3:16;36:4;42:7 Spruill (2) 30:12,17 staff (1) 9:5 stages (1) 9:21 stake (2) 33:13;44:5 stand (3) 2:14,15;9:13 standing (1) 37:2 stands (1) 19:19 started (2) 12:24;32:19 starting (1) 2:19 starts (1) 23:2 state (12) 2:18;17:12,20;33:9; 38:14;40:15,18; 45:15;46:12,20; 47:18;49:5 stated (1) 28:3 Statement (4) 5:17;8:21;23:4,4 States (2) 5:1;6:13 station (3) 31:14;47:15,15 status (1) 8:10 stay (2) 47:16;48:17 step (3) 7:10;9:1;16:3 steps (1) 7:12 Sterett (3) 25:23,24;26:1 stewards (1)</p>	<p>43:20 still (4) 6:22;18:22;22:20; 34:24 stores (1) 34:17 storms (1) 25:4 storm-water (1) 24:14 straight (2) 14:21;45:3 Street (23) 13:7,8,16,17,17; 20:17,17,21;21:23; 25:2;28:1,2;29:8,11, 18,18,19;30:2,16; 31:9;45:18,19;49:11 stress (1) 8:23 Stromboli (1) 26:5 structural (2) 50:8,14 studied (3) 3:17;19:22;20:20 studies (5) 12:24;13:19;14:1; 15:23;16:7 study (8) 12:3;13:21,22;16:9; 26:21,22;29:23;45:24 stuff (1) 41:4 subject (2) 5:1;11:4 submit (4) 8:3,16,25;23:1 submitted (4) 6:22;9:23;10:5; 18:3 sufficient (2) 26:10;29:12 sulfur (1) 27:3 Sumter (1) 31:23 support (4) 17:15;21:13;35:25; 46:20 supposedly (1) 43:7 sure (5) 25:24;26:1;40:8; 43:25;50:24 surge (1) 24:13 surges (2) 24:19;25:14 surrounded (2) 31:22;38:15 surrounding (1) 29:24</p>	<p>survey (3) 38:5,9;44:5 sweat (1) 35:18 switch (1) 27:11 system (4) 10:24;24:15;25:3, 15 T table (1) 28:20 talk (2) 9:16;33:23 talked (1) 41:22 talking (7) 14:4,5;22:20;30:22; 31:11;38:3;48:21 Tank (1) 26:4 Tarpley (2) 43:23,25 Tasha (2) 28:13,14 tasked (2) 6:11;17:23 teach (1) 31:20 teacher (3) 49:8,9,17 team (2) 3:1,16 tear (1) 45:3 technologies (1) 27:8 technology (1) 27:22 telling (1) 38:16 ten (1) 40:4 term (1) 42:5 terminal (7) 11:2;14:13,14,18; 17:17;21:20;30:16 terminals (1) 14:12 terms (5) 13:19;39:4,6;42:2; 50:11 Therefore (2) 5:3;29:22 thereof (1) 2:2,5 thinking (2) 16:7;25:11 third (3) 3:11;21:10;32:14</p>	<p>Thirdly (2) 26:12;27:13 third-party (1) 5:20 Thomas (1) 39:23 though (2) 32:6;39:9 thought (4) 19:14;20:10;34:5; 49:16 three (11) 7:21;20:23;22:11; 31:25;32:8;35:12; 41:8;44:7,17;48:18, 18 throughout (2) 6:14;16:19 throw (1) 30:13 tidal (4) 4:25;24:14,19; 25:14 tides (1) 25:12 ties (1) 46:3 timekeeper (2) 22:13,16 times (1) 45:21 Today (6) 13:9;14:12,25;15:3; 20:24;23:2 Token (1) 44:2 told (2) 10:1;26:19 tonight (22) 2:8;6:14;7:20;8:13, 17;9:2;12:19;13:24; 14:4,6;15:24;16:2,3,6, 20;18:17;22:1;23:1, 12;45:20;50:22;51:6 tonight's (2) 4:4;7:15 tool (1) 5:15 totally (2) 13:12,18 touched (1) 33:20 touches (1) 33:15 towards (1) 14:14 track (10) 18:23;19:24;29:3; 38:15;48:12,13,15,18, 25;49:15 tracking (1) 12:11 tracks (1)</p>
--	--	---	--	--

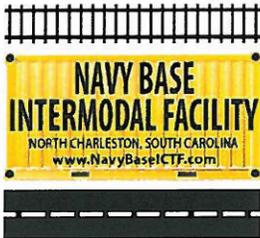
<p>29:20 traffic (5) 12:24;13:22;15:15; 30:9;31:8 train (10) 21:16;33:25;44:3,9, 14:45:2;48:16,17; 49:20,20 trains (20) 10:19;13:11,11,14; 16:15;27:10;29:22; 30:1,3,4,14;31:12,15; 33:23;38:7;39:10; 44:16;45:21;50:1,15 transcript (1) 2:1.5 transfer (1) 4:18 transferred (1) 4:20 transitioning (2) 47:1,25 Transportation (1) 33:19 traverse (1) 30:6 travesty (1) 35:5 Travis (1) 3:3 trees (5) 24:15;36:19,22; 45:1,3 Trident (1) 47:22 truck (1) 27:18 trucks (9) 4:21;14:20;15:16; 16:15;21:17,17; 27:10,19;33:25 trust (1) 37:5 try (3) 20:11;31:7;36:1 trying (4) 10:2;38:15,17; 48:23 Tuesday (1) 2:20 turning (4) 13:6,7;30:10;51:2 two (7) 12:12,21;20:6,19; 21:22;44:11;50:4 tying (1) 31:11 Tyler (1) 39:25 type (1) 35:25</p>	<p style="text-align: center;">U</p> <p>UFO (1) 49:22 ugly (1) 46:2 ultimately (1) 7:12 unattended (1) 45:23 under (5) 5:2;11:14;14:15; 17:18;24:24 understood (1) 40:6 undertaken (1) 33:15 unfortunately (1) 34:23 Union (3) 13:13;26:15;38:13 United (2) 4:25;6:13 unless (2) 33:21;48:25 up (17) 8:2;14:14;20:20; 22:7,7;23:19;25:14; 29:11;30:20,25; 31:11;34:15;38:10; 39:3;46:3,11;49:14 update (1) 8:10 urge (1) 28:19 use (6) 2:3;8:7,12;28:18, 19;30:24 using (4) 5:15;29:9;30:25; 43:4 utilize (3) 19:16;20:12;21:1 utilizes (1) 20:8</p>	<p>vibrations (1) 29:24 view (2) 46:1,1 views (4) 4:1;17:1,2,5 vision (2) 34:24;35:1 visit (1) 7:24 visual (1) 34:15 volatile (1) 27:4 volume (1) 15:4 volumes (1) 27:19</p>	<p>wetland (2) 10:24;11:21 wetlands (7) 10:12;11:9,10,11, 13,20,24 what's (4) 11:15;33:16;34:14; 46:22 WHEREUPON (2) 2:16;51:8 whole (1) 43:15 who's (1) 38:16 wildlife (1) 33:20 William (1) 24:10 wish (2) 37:9;44:15 wishes (1) 8:13 within (5) 3:6;19:2;24:2; 27:16;37:12 without (7) 2:1.5;35:17,22,25; 38:16;39:17;47:6 woefully (1) 34:23 wonderful (1) 49:13 wondering (1) 4:5 Woodall (1) 44:24 work (5) 16:6;21:6;28:21; 37:5;47:10 worked (3) 25:3;32:22;35:20 working (1) 13:20 workshop (1) 9:15 world-class (1) 33:10 worry (1) 50:8 Wragg (1) 32:17 write (2) 8:17;34:6 written (5) 8:3,16;9:1;22:25; 34:6</p>	<p>29:10;35:4,19;36:2,3, 8,13,16,22;44:2 yards (2) 15:1,3 years (16) 12:12,21;32:24; 33:1,3,4;34:21;35:16; 36:7;37:3;38:9;44:7, 17;45:4;50:2,4 yellow (1) 22:14 you-all (1) 16:18 young (1) 44:11</p>
		W		
		<p>waiting (1) 32:5 wall (7) 21:2,9;36:18,18,23, 24;46:19 wallet-size (1) 7:22 Wando (1) 14:12 wants (3) 39:11,16;45:12 Water (3) 5:3,11;24:15 waterfront (2) 20:16;34:16 waters (5) 4:25;6:13;10:8,11, 13 watershed (1) 11:23 way (8) 24:12;25:10;30:20; 35:17;38:21;39:3,14; 48:20 ways (2) 48:19,19 website (4) 7:22,24;8:25;51:1 weeks (2) 12:16;24:20 weighed (1) 5:6 weighted (1) 50:1 weird (1) 44:20 welcome (2) 2:7;41:7 weren't (1) 45:8 west (3) 21:3;29:18;30:21</p>	<p>Y'all (1) 9:25 yard (13) 4:19;27:11,20;</p>	Z
				1
				<p>1 (1) 44:4 10 (1) 10:9 10.1 (1) 4:24 118-acre (1) 4:19 129 (1) 32:2 14 (1) 35:10 1672 (1) 32:13 1682 (1) 32:14 1798 (1) 32:15 1800s (1) 38:4 1901 (1) 32:7 1996 (1) 33:19</p>
				2
				<p>2 (1) 44:4 20 (1) 32:25 2007 (1) 14:17 2010 (4) 4:13;9:22;12:5; 14:7</p>
				Y

<p>2013 (8) 9:22;12:6,9,13,14, 23;14:8;18:2</p> <p>2014 (1) 4:14</p> <p>2015 (6) 2:6,20;4:8,15;51:4, 9</p> <p>240 (1) 4:9</p> <p>250 (2) 28:5;32:24</p> <p>26 (1) 31:7</p> <p>27 (4) 2:6,20;51:4,9</p> <p>28,000 (3) 32:20,21,21</p> <p>280 (3) 21:17,17;33:25</p> <hr/> <p style="text-align: center;">3</p> <hr/> <p>30 (4) 22:13,15;37:3,12</p> <p>30-day (1) 23:2</p> <p>3110 (1) 46:17</p> <hr/> <p style="text-align: center;">4</p> <hr/> <p>4:30 (1) 48:21</p> <p>40 (3) 33:3;44:5,14</p> <p>404 (1) 10:10</p> <p>42 (1) 4:21</p> <p>4F (1) 33:19</p> <hr/> <p style="text-align: center;">5</p> <hr/> <p>50 (1) 33:4</p> <p>500 (1) 26:10</p> <p>526 (1) 24:24</p> <hr/> <p style="text-align: center;">7</p> <hr/> <p>7:00 (1) 2:19</p> <hr/> <p style="text-align: center;">8</p> <hr/> <p>8:15 (2) 51:6,9</p>				
--	--	--	--	--

Appendix E
Original Comment Documents

Flip Chart Notes (transcribed exactly as written)

- How far from the north to the south will this project impact?
- What happened to the \$750,000 spent to sue commerce?
- Like plan shifted from Bexley; I want overpass over Spruill and Rivers
- We live on Noisette Creek and are concerned about noise (Hunley Waters)
- Curious about: noise barrier between St John Ave and Track near O'Hear, declining property values, pollution in the creek, and vibrations affecting elevated homes
- Don't want St. Johns to be closed on McMillan side
- Expand impact zone; look at crossing at VA and Noisette needs crossing arms
- It is a safety issue



COMMENT FORM

Public Scoping Meeting, Tuesday, October 27, 2015
Military Magnet Academy
2950 Carner Avenue
North Charleston, South Carolina

Please note that any information (including personal identifying information) received through this form may be made available to the public online or in a paper docket, unless disclosure of the information is restricted by statute. Do not submit any information that you do not want released to the public. Electronic files should not include special characters or any form of encryption, and should be free of any defects or viruses.

Are you a public official? NO YES If yes, position: _____



How did you learn about this public meeting?

- Newspaper Notice
- Notice in Mail
- E-mail
- Website
- Other (please explain)

E-mail Address

Affiliation

OPT OUT: By checking this box, you are requesting that your personal information **NOT** be included in any public release of comments.

COMMENTS: (Please make additional comments on the back, if needed.)

Please make available to businesses and especially to residents the professional opinion of the impact of this project from the CTAR-Charleston Trident Association of Realtors. Please have them involved in the Pros & Cons and

Comments may be turned in tonight, mailed, or emailed to the address below. Please submit your comments to:

U.S. Army Corps of Engineers, Charleston District
c/o Nat Ball
69-A Hagood Avenue
Charleston, SC 29403
comments@NavyBaseICTF.com

in helping residents understand any good
or bad impact on their properties
marketability and value

U.S. Army Corps of Engineers, Charleston District
c/o Nat Ball
69-A Hagood Avenue
Charleston, SC 29403

PLACE
POSTAGE
HERE

U.S. Army Corps of Engineers, Charleston District
c/o Nat Ball
69-A Hagood Avenue
Charleston, SC 29403