# Welcome

## B&P Tunnel Replacement Program

*Featuring the Frederick Douglass Tunnel, West Baltimore MARC Station, and additional infrastructure upgrades*

## Triannual Program Outreach Meeting

Wednesday, September 16, 2026

**Mount Royal Elementary/Middle School**

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# Today's Discussion

- Program Overview
- CIP Update
- Program Update
- Construction Progress
- MARC Station Parking Lot Closure
- Lafayette Avenue Bridge closure
- Lafayette & Payson Park temporary relocation
- Community Feedback

# Program Background and Overview

# About Amtrak: America's Railroad




- 500+ destinations across 46 states and 3 Canadian provinces
- 22,000+ employees
- 34.5 million passengers per year



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# B&P Tunnel Background

- The existing B&P tunnel connects West Baltimore MARC Station to Baltimore Penn Station and is over 150 years old
- The B&P tunnel supports 15 million passengers per year (Amtrak + MARC Penn Line)

**Top Issues:**

- Aging structure
- Frequent train delays through the tunnel
- High maintenance (frequent outages)
- No redundancy & resiliency



Existing B&P Tunnel (2 tracks in bore)

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# Program Benefits

Complete **MODERNIZATION** of Amtrak's **NORTHEAST CORRIDOR** in West Baltimore

Construction of the **NEW FREDERICK DOUGLASS TUNNEL**

Construction of a new **ADA-ACCESSIBLE** West Baltimore **MARC STATION**

**MORE RELIABLE** Amtrak and MARC train service



**IMPROVEMENTS** to roadway and bridge **INFRASTRUCTURE**






**IMPROVED TRIP TIME** Travel from Baltimore to Washington in under 30 minutes



$50 million for **COMMUNITY INVESTMENTS**



Approximately **20,000 JOBS GENERATED** over the course of construction



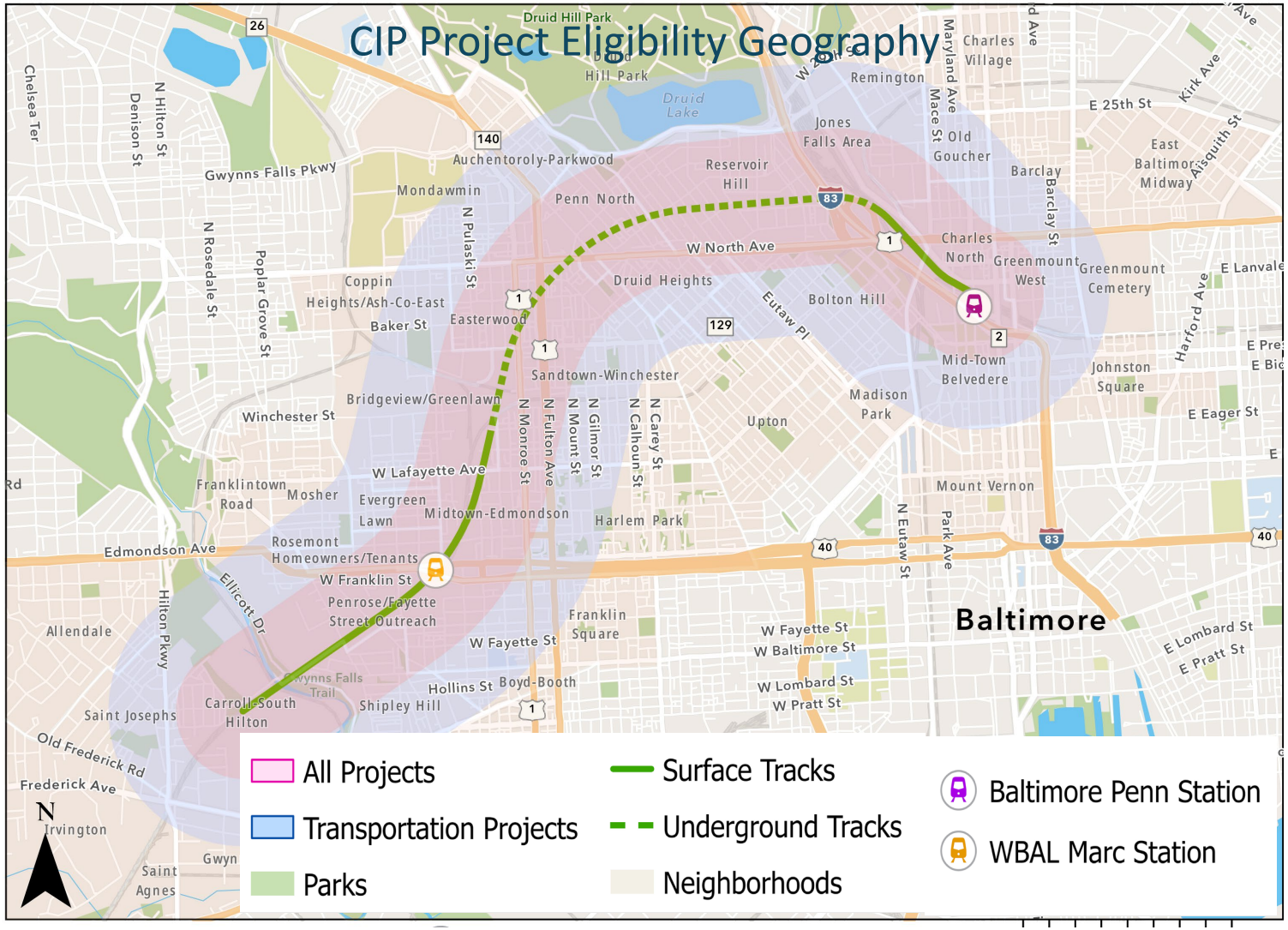
**LOCAL WORKFORCE TRAINING** and increased regional access to jobs



**ACCESS TO SALVAGED MATERIALS** for residents of Midtown Edmondson and Greater Rosemont Historic Districts

# Community Investment Program
# Community Grants

# Community Investment Program (CIP)




- $50 million investment in corridor communities
- 6 project categories – Community Development, Parks and Rec, Transportation, Open Space, Workforce Dev, and Historic Preservation
- First round of applications closed in June 2026. Submissions currently under review
- Received over 100 applications. On track with awards to be announced in fall 2026



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# Sign Up for CIP Updates

Scan the QR Code to opt IN to receive updates on the CIP.
The next round will begin in Spring 2027

The CIP Guide and Fact Sheet are available at
www.bptunnel.com



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# Value Engineering

- Value Engineering is a structured review process used to find better ways to deliver major projects. A team of specialists studied the project's design, construction approach, cost, schedule, safety, operations, and long-term maintenance.
- Used advancements in planning and modeling since to improve our understanding of future tunnel operations and train signal design
- Refined costs and streamlined construction plans while still fully improving safety and reliability on the Northeast Corridor
- Continued Federal commitment through Program completion




Amtrak Leadership Site Visits

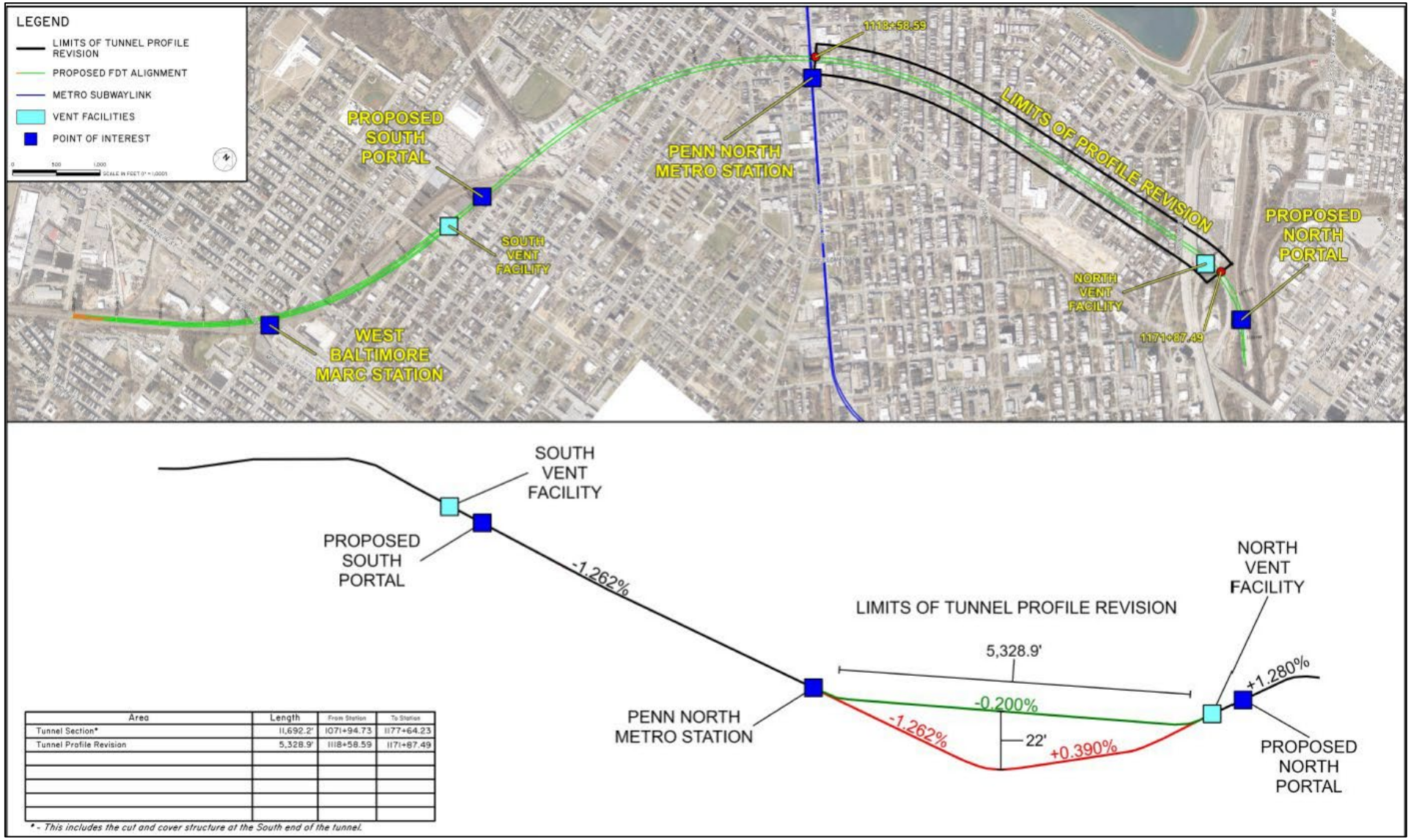


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# Value Engineering Updates to Program

- Reduced final depth of tunnel 150’ max depth
  - Improves the drainage design for the tunnel
  - Requires less tunneling depth
  - Will not change impact at the surface during construction
- Removed Intermediate Ventilation Facility (IVF)
- Eliminated tunnel connecting IVF with Frederick Douglass Tunnel

# Tunnel Depth




| Area | Length | From Station | To Station |
|---|---|---|---|
| Tunnel Section* | 11,692.2' | 1071+94.73 | 1177+64.23 |
| Tunnel Profile Revision | 5,328.9' | 1118+58.59 | 1171+87.49 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

*- This includes the cut and cover structure at the South end of the tunnel.



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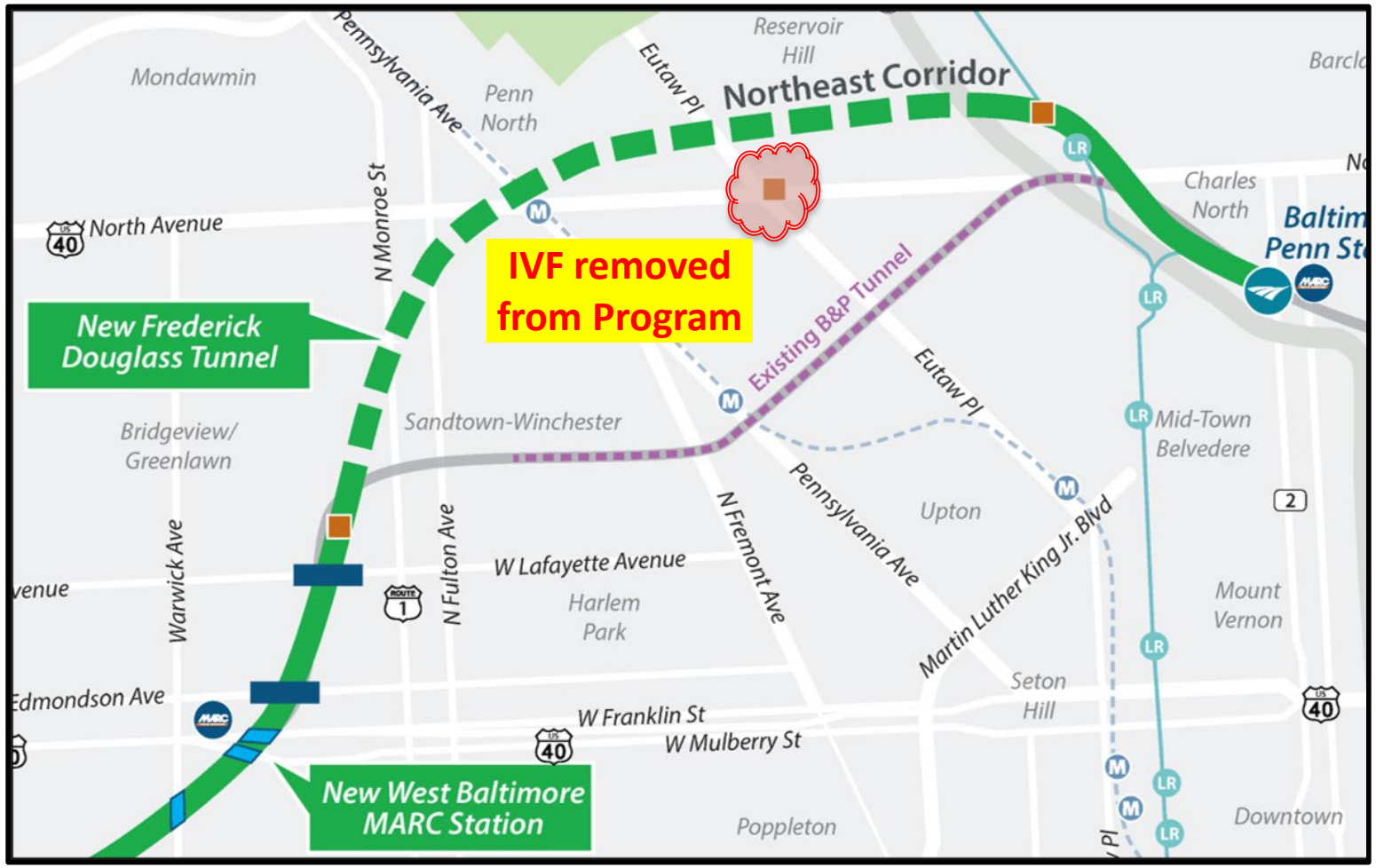
# IVF Removal

## CONSIDERATIONS

- MTA's commitment to fully electric MARC passenger trains
- Using former IVF site for program needs

## BENEFITS

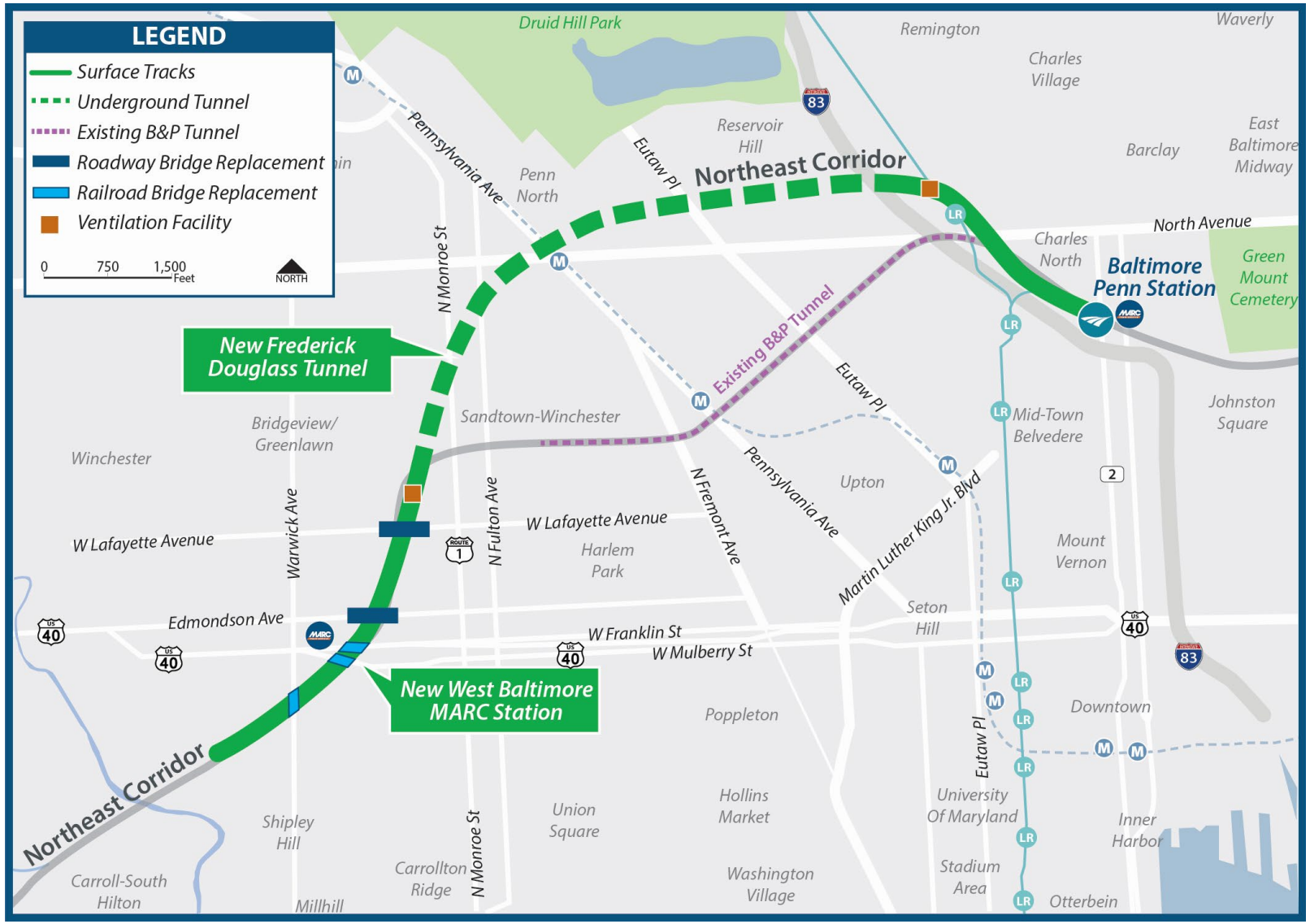
- Reduced excavation, noise, dust and roadway disruptions during construction
- Could be removed without harm to safety or train operations
- No substantial changes to future North and South Ventilation facilities






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# Program Area Map (*revised*)




- 10 miles of rail improvements along the NEC
- ~2 miles of new tunnel per bore in West Baltimore (two bores)
- New and improved rail infrastructure
- New ADA-accessible West Baltimore MARC Station
- 5 bridge replacements in Baltimore City (2 roadway, 3 railroad bridges)
- 11 Baltimore City roadway modifications
- Noise barriers in Midtown Edmondson, Greater Rosemont
- State-of-the-art modern fire/life safety systems
- All electric passenger trains through new tunnel tubes



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# Subsurface Real Estate Update

- Offers made in 2024
  - Amtrak wishes to acquire subsurface rights by negotiation and avoid eminent domain proceedings
  - Seeking to have substantial resolution
  - We need active communication between property owners and Amtrak by the end of 2026

- Mortgage Release Expert and Real Estate Representatives will be available for questions at the in-person meeting on 9/16

# Program Highlights

- Notable construction progress in 2025, primarily with utility relocation on multiple local roadways
- Over $22 million in construction contracts awarded to Baltimore City businesses, to date
- At completion, we will deliver approximately $700 million in improvements for Baltimore City in addition to construction of the new tunnel and miles of rail improvements




126” Storm drain on N Payson St

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# Upcoming Construction

- South Portal / South Ventilation Facility
  - Excavation of the U-structure
  - Craft and utility temporary bridges over the Northeast Corridor (NEC)
- North Ventilation Facility
  - Start of grading, clearing & grubbing
  - Impact to I-83 shoulder and exit 6
- Lafayette Avenue Bridge construction
  - Temporary short-term closure
  - Long-term closure
- MTA Lot B Closure



View of South Portal from Flanigan Yard

# Construction Review – Clark Stacy Witbeck (CSW)

# CSW Team



**Phil Sheridan, PE, FBDIA**
*Project Manager*



**Ken Prince, PE**
*Construction Manager*

# Construction Areas – W Baltimore MARC






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# Construction Progress - CSW

- W Mulberry St – Lowered roadway and now finalizing bridge foundation (abutments, backwalls, etc)
- Bridge is being shifted west to accommodate new station platform
- Sewer, electric, communication, drainage utility relocations continue
- Expect to reopen W Mulberry St to traffic Fall 2027



W Mulberry Street Construction



# W Mulberry St Bridge Construction Timeline

## Phasing at-a-glance

We are here

### CLOSE

- Installed fencing
- Striped pavement
- Installed signage
- Created crossover

2025
Summer

### LOWER ROADWAY

- Removed sidewalk and pavement
- Removed utilities
- Lowered roadway

2025 Summer – 2026 Winter

### CONSTRUCT

- Storm drainage
- Build bridge foundations
- Install girders

2026 Spring – 2026 Fall

### COMPLETE ROADWAY

- Bridge finishes
- BGE utilities
- Re-construct roads and sidewalks
- Reopen to traffic

2026 Fall – 2027 Fall



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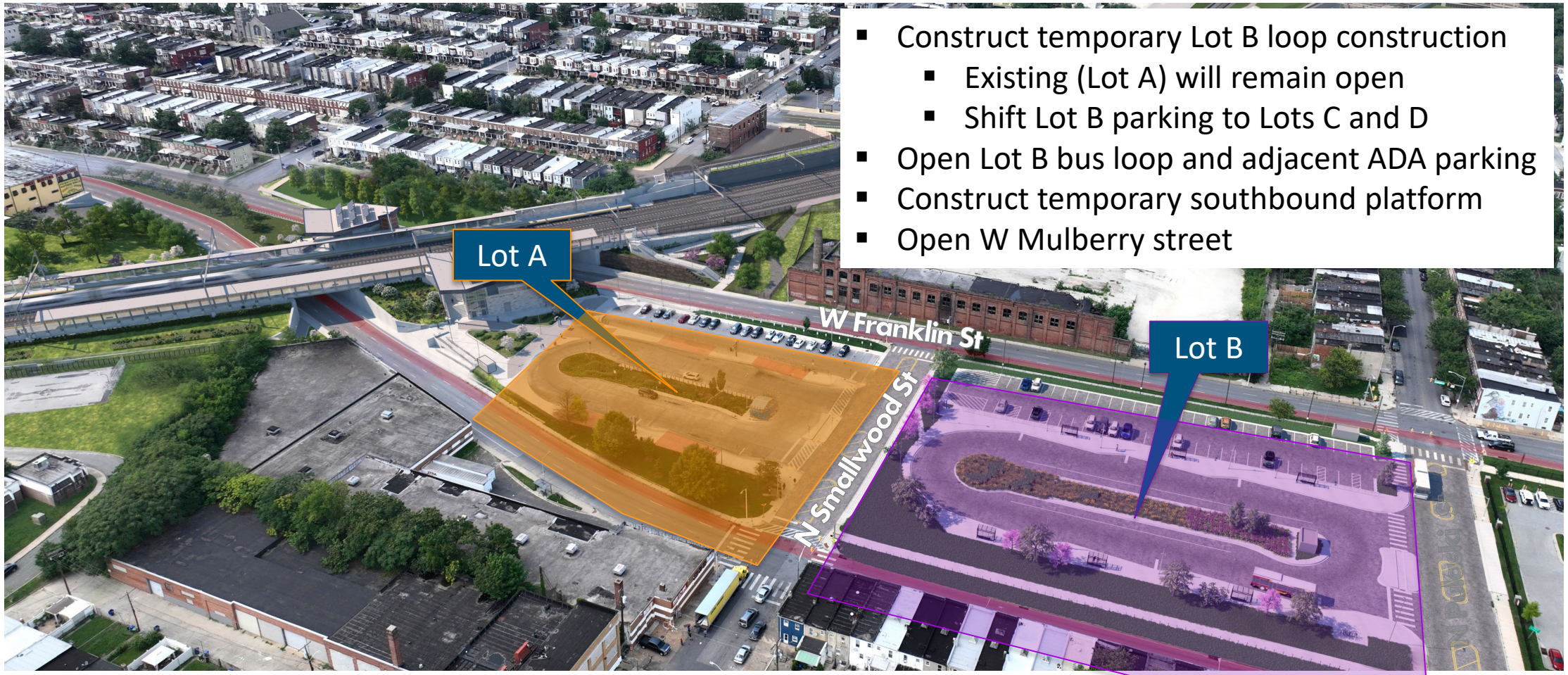
# Future W Mulberry St Railroad Bridge






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# W Baltimore MARC Temporary Bus Loop




- Construct temporary Lot B loop construction
  - Existing (Lot A) will remain open
  - Shift Lot B parking to Lots C and D
- Open Lot B bus loop and adjacent ADA parking
- Construct temporary southbound platform
- Open W Mulberry street

This rendering shows the anticipated layout after completion of the new West Baltimore MARC Station. The future use of the two bus loops shown in this rendering will be coordinated with the Baltimore City Transit Oriented Development (TOD) and redevelopment efforts, MTA Red Line, MTA bus operations, and BMORE BUS.



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# W Baltimore MARC Bus Loop Construction

## Expected phasing

**We are here**

### CLOSE

- Provide notice of Lot B closure
- Close Lot B to parking
- Site clearing and erosion controls

2026 Winter – 2027

### UTILITIES

- Selective Demo
- Excavation
- Drainage and SWM facilities
- Utilities

2027 Spring – 2027 Fall

### CONSTRUCT

- Grade, build curbs, and medians
- Full depth pavement in loop
- Bus shelters

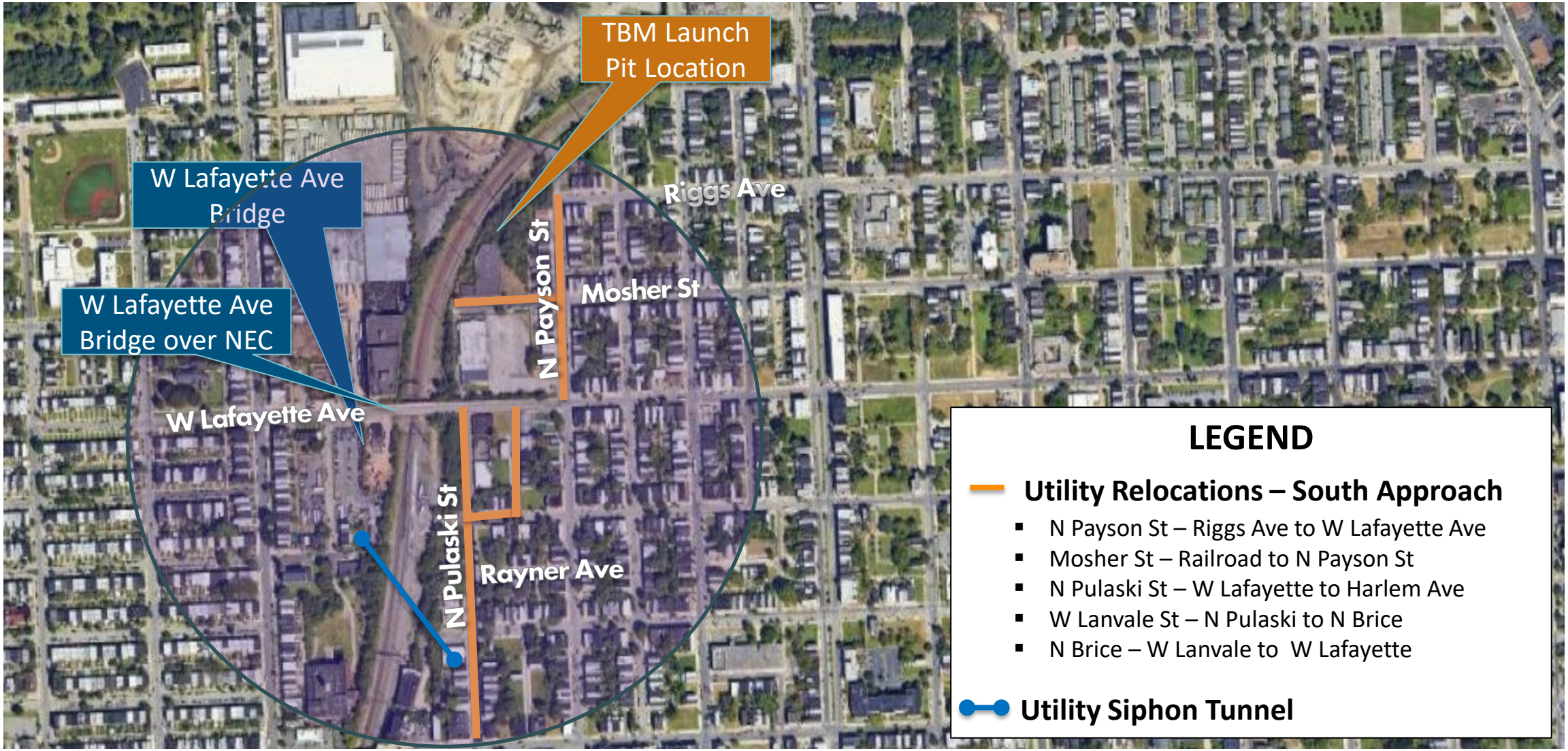
2027 Summer – 2027 Fall

### COMPLETE

- Street lighting
- Landscaping
- Shift buses to new loop
- Close Lot A bus loop to bus traffic

2027 Fall

# Construction Area – South Approach



# N Payson St Utility Work

- Install temp noise walls
- Relocate and install
  - 126" storm drain (Spring 2027)
  - 30” water line (Spring 2027)
  - 27” sanitary sewer line (Summer 2027)
- Backfill and restore street (Fall 2027)





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# W Lafayette Ave Bridge over the NEC






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# W Lafayette Ave Temporary Bridge Detour

- Short-term traffic impacts starting October 2026
  - Work is to accommodate installation of 30” water line
  - Will require traffic adjustments to complete the installation
  - Detours and lane closures
    - Crews will implement temporary vehicular detours as needed
    - We will maintain pedestrian access during this work

# W Lafayette Ave Bridge Construction

- Close W Lafayette Avenue Bridge
  - Supports construction of new bridge
  - Construction split into two phases
    - East side of structure built in first bridge closure (starting in 2027)
    - West side of structure in second bridge closure (early 2030s)
- Phase 1 Work
  - Demolish bridge between N Payson St approach and the railroad
  - Construct foundations & piers
  - Set steel girders and concrete deck placement
  - Complete utilities, lighting, security fencing, and approach paving

# W Lafayette Ave Bridge Closure Schedule

- Phase 1 expected to start in Summer 2027
- Working on temporary pedestrian, bike, and vehicular travel options during closure. Considerations include:
  - Vehicular detour routes
  - Bus connections
  - Student transportation around the closure
  - Overnight pedestrian options
  - Pedestrian, bike and scooter detour routes
- Phase 1 Work will take approximately **15 months**

# Lafayette Ave Bridge Construction – Timeline

Phased construction

**Upcoming**

## CLOSE

- Create signage and detour for pedestrian / vehicular traffic
- Close roadway
- Open Temp Park / Close Lafayette & Payson Park

2027

Summer

## DEMOLISH

- Remove deck and girders
- Remove piers
- Remove East Approach

2027

Summer

## CONSTRUCT

- Install foundations
- Construct piers
- Erect girders
- Cast deck and sidewalks
- Open new Lafayette & Payson Park

2027 – 2028

Fall – Summer

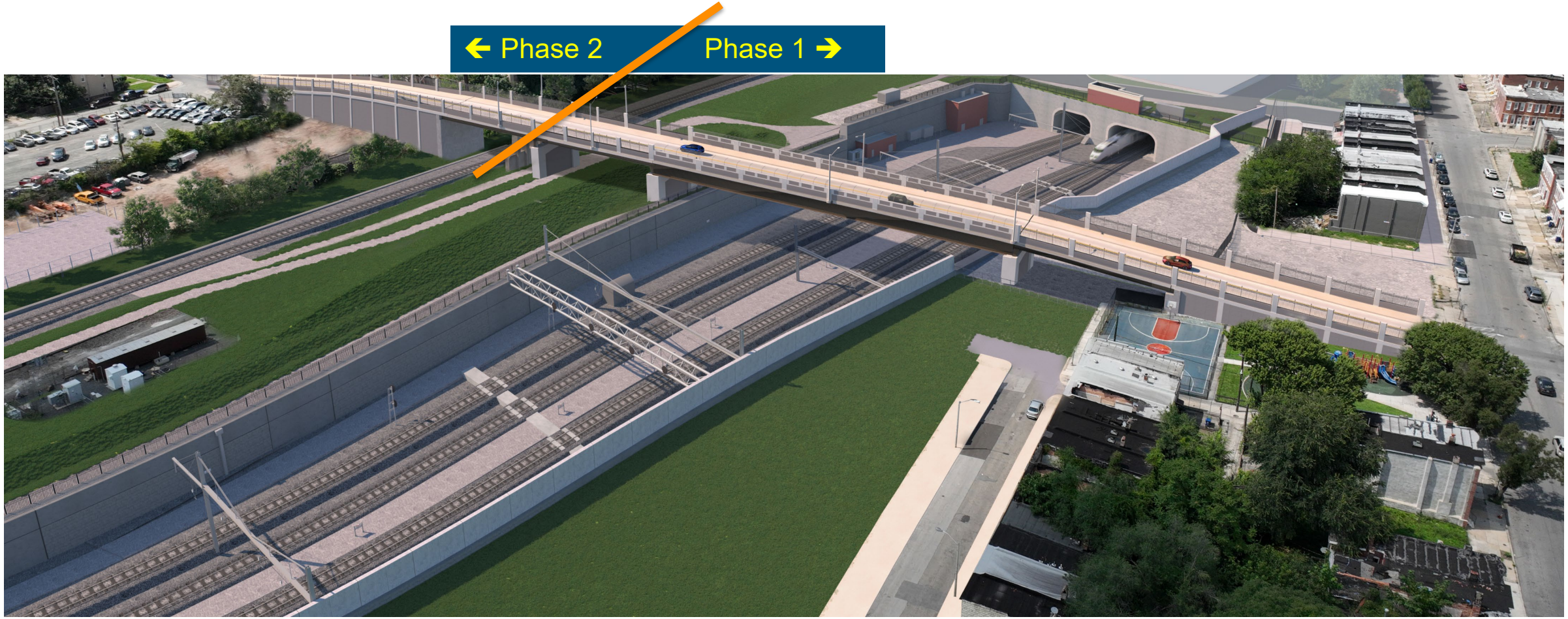
## COMPLETE

- Install bridge finishes
- Complete approach
- Roadway restoration
- Reopen roadway to traffic

2028

Fall

# Future W Lafayette Ave Bridge






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# Lafayette & Payson Park Temp Relocation

- Needed for Phase 1 construction o the W Lafayette Ave bridge
- Hosting a community event to discuss park construction
- Construct temporary park at corner of N Brice St and W Lanvale St
  - Will include a complete playground set and basketball court
- Will open temporary park before closing Park






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# Lafayette & Payson Park Temp Relocation





# KSTC Team



**Mark Petermann**
*Project Manager*



**Trish Capell**
*Approaches*
*Construction Manager*

# Construction Areas – North Approach



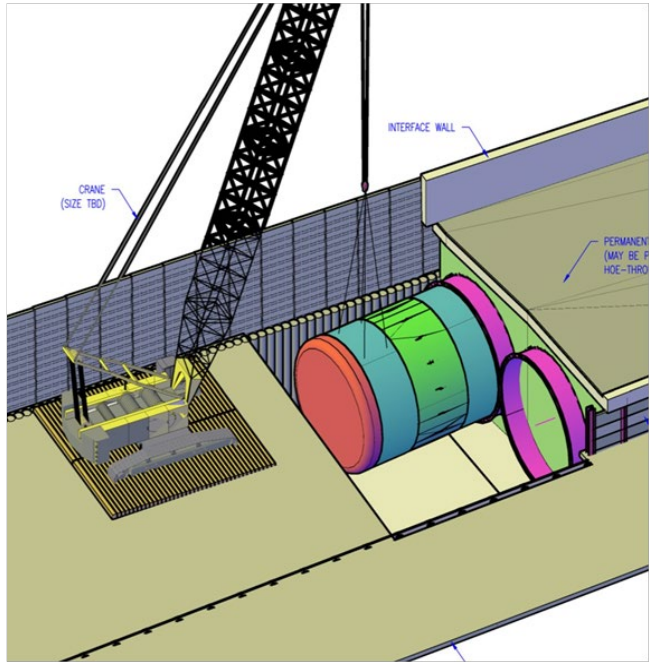



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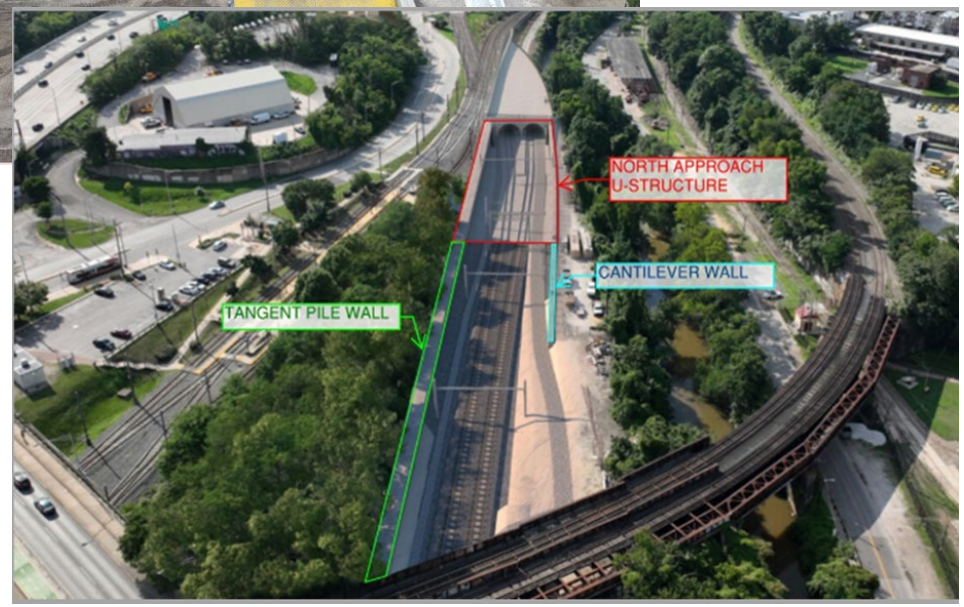
# North Approach

## North Portal

- Reception Pit: 70’ x 52’ x 30’ receives TBM
- Enables TBM retrieval operations
- Jet grout, permanent SOE
  - Concrete wall on drilled shafts & tangent pile wall
  - SOE install (support of excavation)
  - Retaining wall






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# North Vent Facility and North Approach

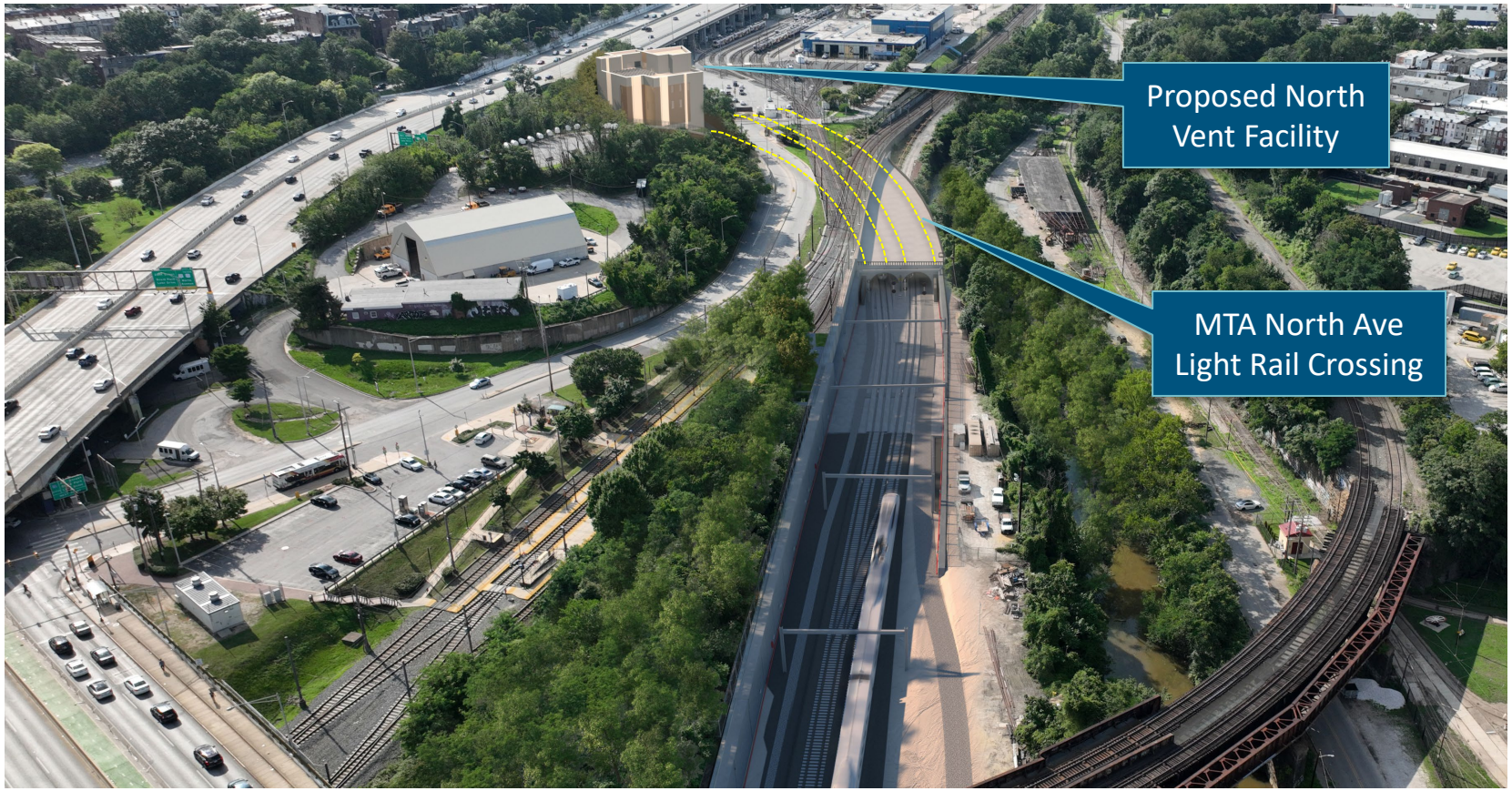





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# North Ventilation Facility (NVF)

- I-83 Retaining walls
- Site Grade
- NVF Shaft SOE
- Ventilation facility concrete foundation and substructure walls



# NVF Construction Schedule

Expected

We are here

## MOBILIZE

2025 Fall

- Implement Modification of Traffic
- Survey
- Clear & grub

## UTILITY RELOCATION

2025 Fall — 2027 Winter

- Site clearing
- Remove existing sidewalk
- Telecom
- Electric duct bank
- Waterline

## EARLY WORKS

2027 Winter — 2027 Spring

- Select site clearing
- Grade site for borings
- Geotechnical borings

## CIVIL / SOE

2027 Summer — 2028 Spring

- Clear remaining trees and shrubs
- Remainder site grading
- Install Retaining Wall SOE
- Install Shaft SOE

## MASS EXCAVATION / STRUCTURES

2028 Summer — 2029 Fall

- Mass Excavation of Spoils and Rock
- Install NVF shaft concrete

# Program Construction Areas – Laurens St Lot





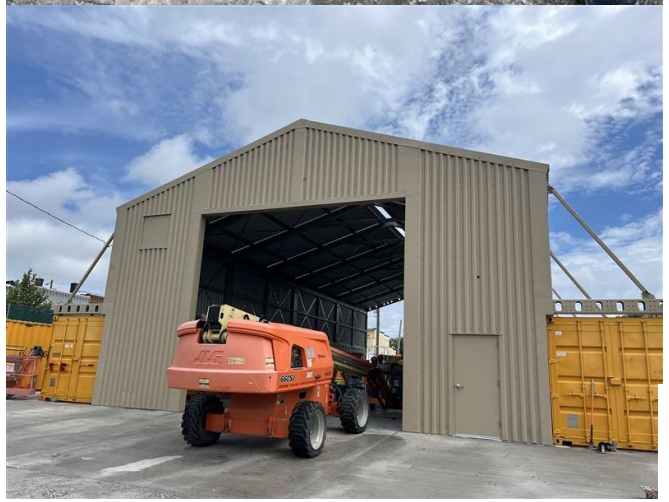

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# Laurens St Yard

## Current Activities:

- Site Prep
  - Fence Installation
  - Yard Concrete Demo
  - Yard Paving
- Building Maintenance Facility
  - Office Trailers
  - Maintenance Shop
  - Fueling Pad







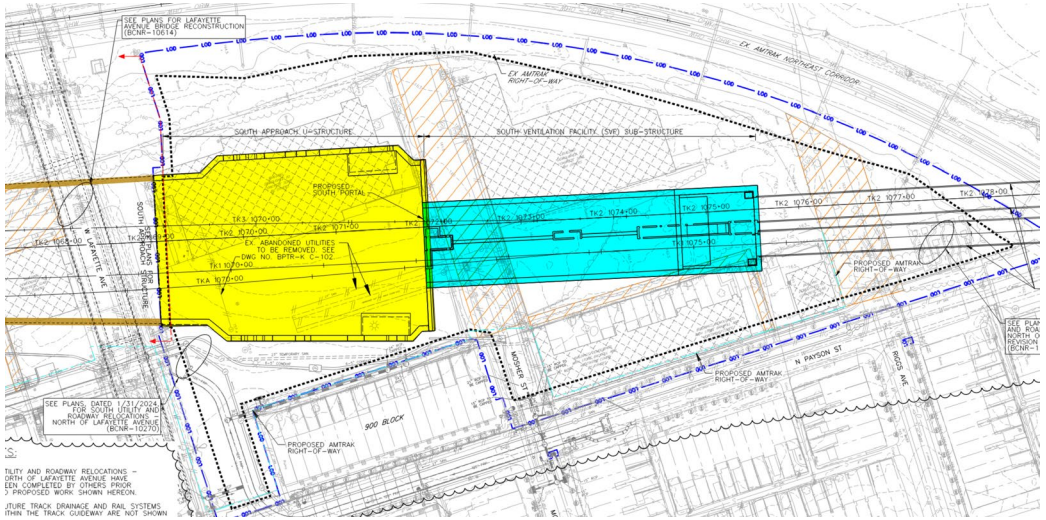
# South Approach (SA)

## South Ventilation Facility

- South Portal is the launch point of TBM
- Approx 60’ deep excavation pit
- Secant Pile Support of Excavation (SOE) chosen for water-tight enclosure
- Jet Grout:
  - Strengthen ground to prepare for TBM mining
  - Platform for TBM Cutter Head crane pick

## U-Structure

- Construction begins after launch pit excavated
- General approach structure for tunnel









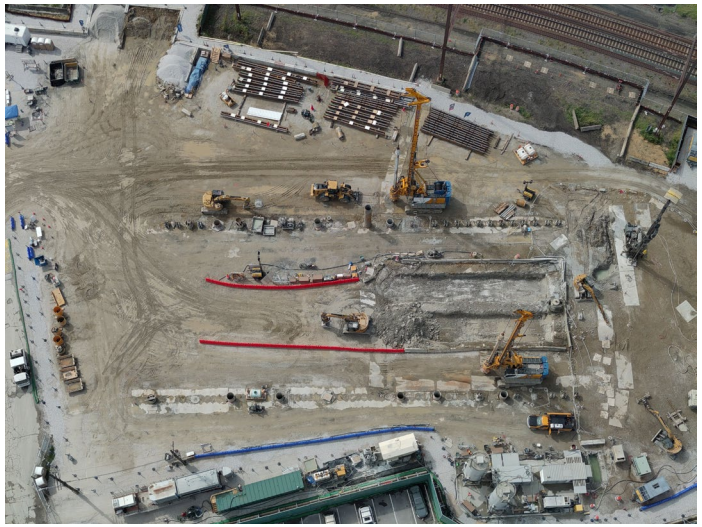
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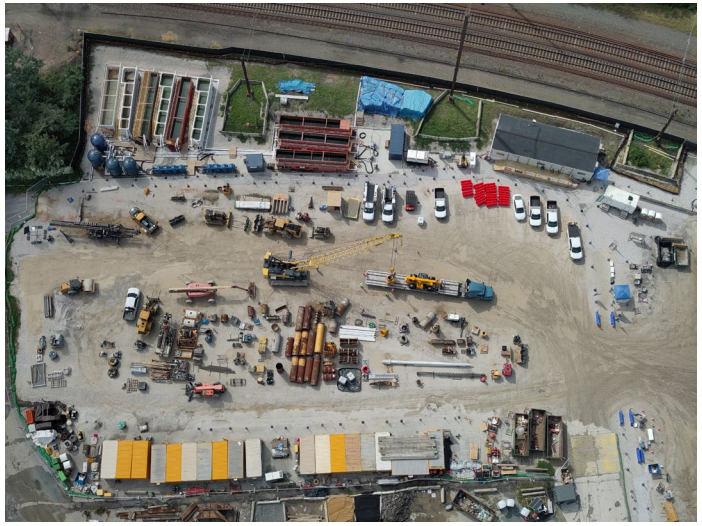
# South Approach (SA)

## Current Activities:

- Civil Work
  - Site Development
  - Site Grading
- Foundations Work
  - Ground Improvement – Jet Grouting
  - SOE Installation – Secant Piles
  - Rock Mass Grouting







# South Approach Construction Schedule

Expected

We are here

## SOE / GI

- Ground improvement
- Install support of excavation (SOE) for mass excavation

2026 Summer — 2027 Fall

## MASS SOIL EXCAVATION

- Complete Pre-condition Surveys
- Mass soil excavation

2026 Fall — 2027 Winter

## CONTROLLED BLASTING

- Begin controlled blasting

2027 Spring — 2028 Winter

## TBM LAUNCH

- Receive and assemble TBM 1
- Receive and assemble TBM 2

2027 Summer — 2028 Spring

## STRUCTURES

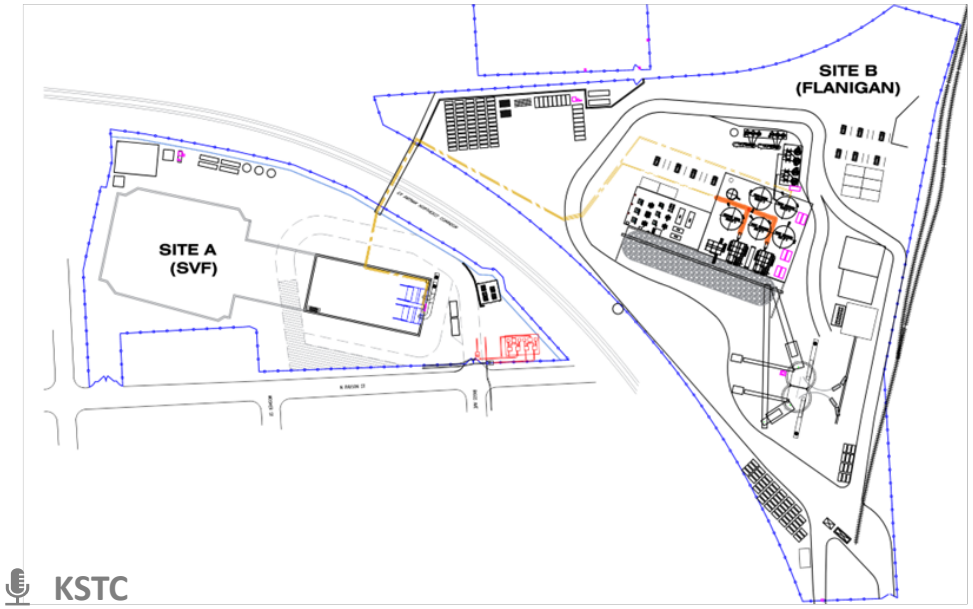
- Complete excavation to building invert
- Build SVF Substructure and SA U-structure

2028 Summer — 2029 Fall

# Flanigan Shaft & NEC Crossing

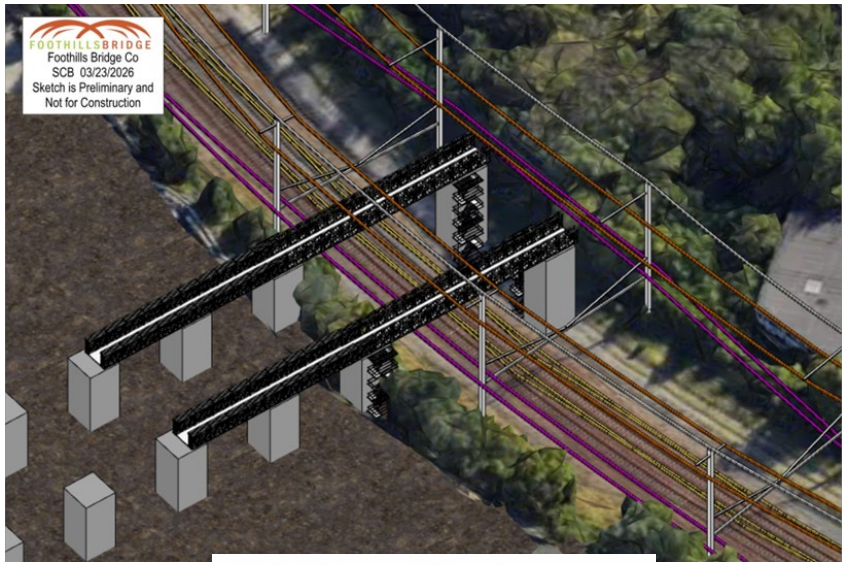
## Flanigan Shaft

- Across NEC tracks from South Site
- Temporary utilities and service shaft for tunnel boring machines (TBMs)
- Service the TBMs from Flanigan Shaft frees up the south approach for permanent structure work
- Approximately 80’ deep




## NEC Crossing

- Temporary bridges for people, wet utilities
- Jack & bore for the TBM electric/power
- Craft / staff flow easily and safely between sites
- Minimize impact on surrounding community
- Minimize outage needs on NEC
- Reduce duplicate facilities




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# Community Input

- North Ventilation Facility
  - Façade feedback (blue vs gold)
- Edmondson Avenue Bridge
  - Bridge color (black, colorful)



# Community Input – Edmondson Ave Bridge



New Edmondson Ave Bridge – Black



New Edmondson Ave Bridge - Color

# North Ventilation Facility – Rendering



View at MTA Facility Parking Lot





View at MTA Facility Parking Lot (looking south)

# Workforce Development

# Workforce HUB

- Commitment between Amtrak, the Mayor's Office of Employment Development (MOED) and the Maryland Philanthropy Network (MPN)
- Part of the $50M CIP Commitment
- Activities are ramping up by our Program partners
- Visit bptunnel.com for upcoming opportunities

MAYOR'S OFFICE OF EMPLOYMENT DEVELOPMENT

Maryland Philanthropy NETWORK

# Upcoming Workforce Development Events & Activities

KIEWIT-SHEA TUNNEL CONSTRUCTORS












## Construction Career Day
## Tuesday, September 15, 2026

Eastern Atlantic States /
Regional Council of Carpenters (EASRCC)
801 W Patapsco Ave
Baltimore, MD 21230
9:30 am – 4:00 pm



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# Upcoming Workforce Development

CLARK CONSTRUCTION | STACY WITBECK

Clark/Stacy and Witbeck, a Joint Venture

## Discover Opportunities in Construction!

## How to Get a Job with the Union Workshop

**Guest:** Carpenter Union

**Format:** Online Zoom Webinar

Next Session – **Tuesday, October 6, 2026 at 4pm**





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# CSW Outreach and Events (Summer 26)



Second Chance Career Fair




Bon Secours Back to School Event



Project Guide Site Visit



Maryland New Direction



American Society of Civil Engineers of MD Young Professionals Site Visit



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# CSW Outreach and Events (Summer 26)




Clark Strategic Partnership Program Graduation




Greater Baltimore Urban League Business Summit



MWMCA Small Business Outreach Fair



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# KSTC Outreach and Events (Summer 26)




Construction Trades Workforce Initiative Showcase & Graduation




Franciscan Center of Baltimore Supply Drop Off

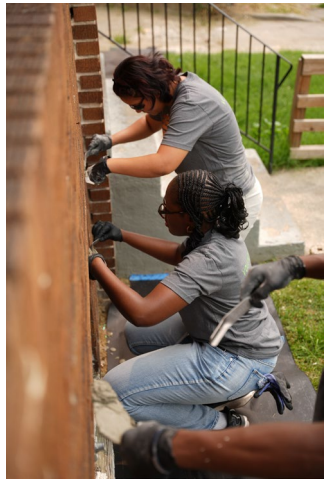





Natasha Guynes St Sign Dedication



CTWI Site Tour





Carver Day of Service




Cecil County Job Fair



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# Save the Date – Upcoming Engagements

- **Construction Career Day**
  - Tuesday, September 15, 2026
- **Lafayette & Payson Park Info Session**
  - Saturday, October 3, 2026, 11am
- **Tri-Annual Meeting Dates**
  - Monday, December 7, 2026 (virtual)
  - Wednesday, December 9, 2026 (in-person)
- **For program updates please visit [www.bptunnel.com](http://www.bptunnel.com) or follow us on**




Facebook Instagram LinkedIn

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# Summer 2026 Program Community Events




**SOWEBO Fest**
**May 2026**




**Charles Street**
**Promenade June 2026**




**Res Fest**
**August 2026**










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# Summer 2026 Program Stewardship




Frederick Elementary
August 2026




Sandtown Winchester BTS
August 2026




Mary Ann Winterling School BTS
August 2026

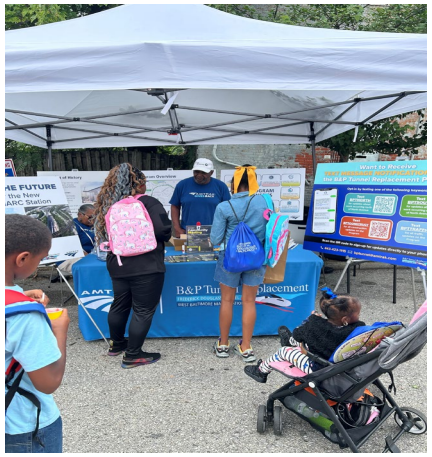


Holy Trinity Church
August 2026






Mt. Royal Elementary Middle School BTS
August 2026






Bon Secours Community BTS Outreach
August 2026



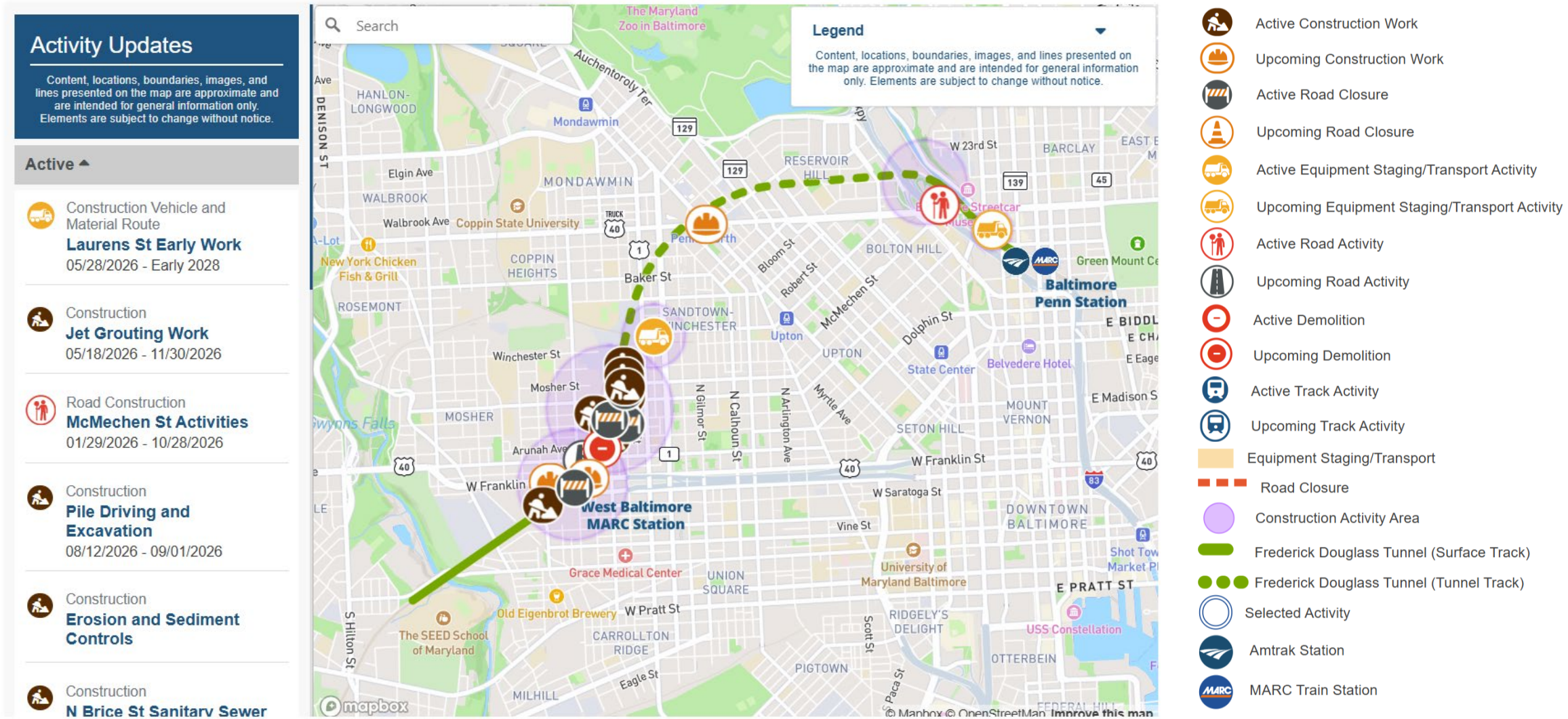
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# 2026 Engagement

- Community & Public Meetings- 7
- Stewardship Events- 15+
- Notices Emailed - 12,000+
- Construction Notices-1000+
- Phone Calls- 50+
- Mailings- 29,000+
- Elected Briefings- 12+

# Now Live on Bptunnel.com

## Interactive Construction Activity Map






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# Sign up for Program Updates

- **Program Emails via Constant Contact**
  - Tool being used to send bi-weekly emails to individuals who opt IN to receive construction notifications or Program information


ISSUE #7
FALL 2025

ON TRACK

B&P Tunnel Replacement Program

Welcome to our newsletter which will provide updates and important news during construction.

**Marking a Historic Milestone and Looking Ahead**

It is a truly transformative time for Amtrak, for American rail, and for our country.

At 6am on August 28, I had the privilege of joining my colleagues at Baltimore Penn Station to greet passengers and share with them a historic announcement: they were about to become part of a defining moment in U.S. transportation history. That morning marked the start of service for the first high-speed trains built in America — a major milestone not just for Amtrak, but for American infrastructure and mobility.

The launch of NextGen Acela trains is far more than just the debut of new equipment. It represents a new era of rail in North America. I was happy to see the excitement in the station that morning — the smiles, the sense of pride, and the understanding that something important was happening. And I can confidently say: this is only the beginning.

To truly unlock the full potential of these new high-speed trains, we must continue the vital work of modernizing the Northeast Corridor (NEC). This includes completing key capital projects currently underway. Among the most essential of these is the replacement of the Baltimore & Potomac (B&P) Tunnel in Baltimore.

This Program is not just about trains or tunnels. It is about creating a safer, more reliable transportation network for the millions of Americans who depend on it. It is about economic opportunity, workforce development, and investing in the future of our cities, communities, and customers.

I am incredibly proud of the progress our team is making every day and want to highlight one recent milestone: after years of careful coordination with the City of Baltimore, we are paving the way for a new rail bridge with the successful closure of W Mulberry Street at the West Baltimore MARC Station. This is a tangible step forward and one of many we will continue to take as we move this Program forward.

This effort goes far beyond construction itself. We are also launching our Community Investment Program (CIP) in the coming months — an initiative designed to deliver real, lasting benefits to communities adjacent to the Program corridor. The CIP will provide targeted funding to support community-led projects in areas such as community development, workforce development, parks and recreation, open space, transportation, and historic preservation. It's a core part of our vision — building not just a rail system, but a stronger, more connected Northeast region.

To the residents of Baltimore and all the communities along the project corridor: thank you. Thank you for attending our outreach events, for your feedback, and for continuing to work with us. Your voices help shape this work, and your insight is essential to our shared success.

As we look ahead, Amtrak remains steadfast in our commitment to building a 21st-century rail system that reflects the best of what America can be — bold, innovative, and built-to-last.

The journey has just begun.

Luigi Rosa, Amtrak Assistant Vice President
B&P Tunnel Replacement Program

IN THE NEWS

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Travel Changes Come to West Baltimore

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Amtrak in the Community

4 Kids' Corner
Stay Connected

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**Program Newsletter**


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We want to thank everyone who attended the first two quarterly meetings to learn more about the Frederick Douglass Tunnel Program. **Please see below a summary of the main points presented at each meeting.**

**Meeting Recap**


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Construction Notification

September 28, 2025

UNDER CONSTRUCTION

We are committed to delivering this Program with your safety as our top priority.

Upcoming Activities

**McMechen St Activities**

Starting in October, crews will be performing construction activities along McMechen St near the MTA Light Rail Station. These activities are part of preparatory work that must be completed before

**Construction Notice**

**Scan to sign up for Email notifications**



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# Sign Up for Text Message Notifications

- Community members may opt-IN to receive construction and traffic notifications to phone

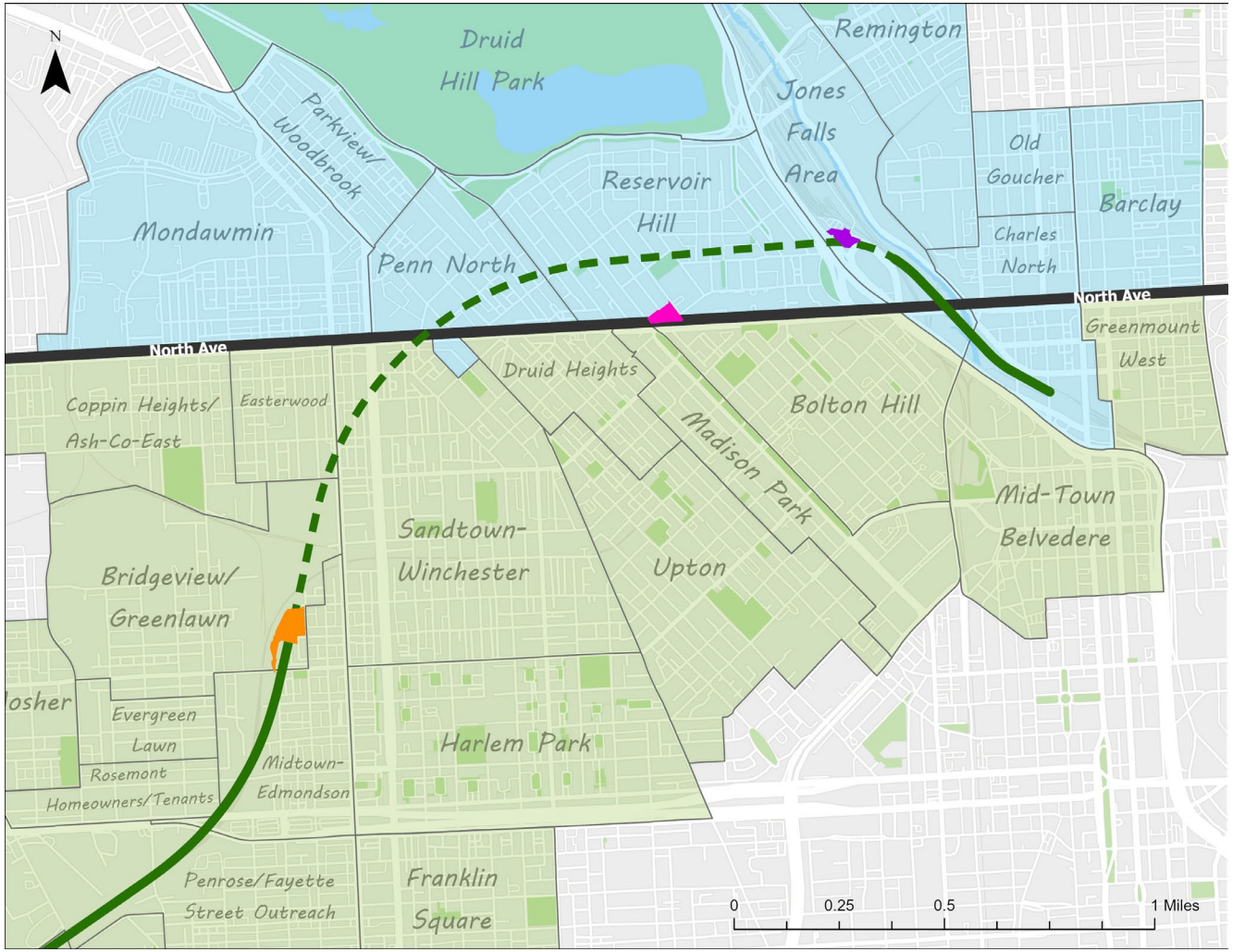
**Text colored KEYWORDS below to (833) 917-3749**

BPTNorth

BPTSouth

BPTConstruct

BPTTraffic

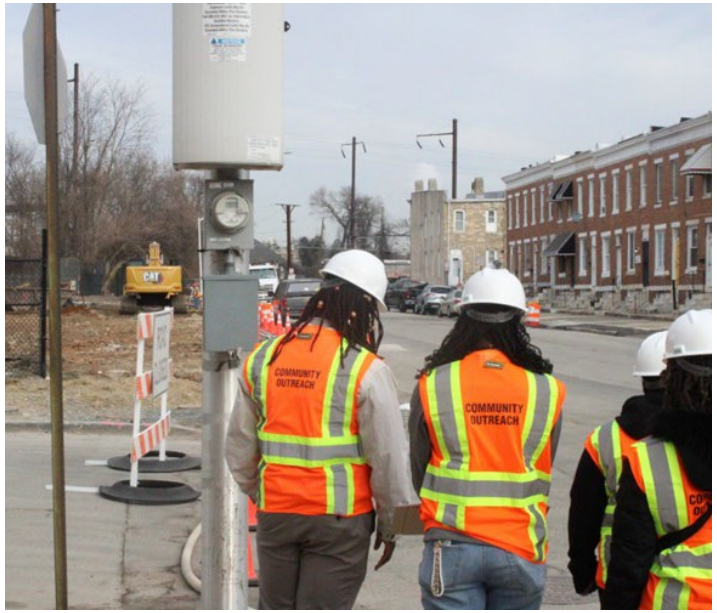





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# Communicating Incidents

- **If there is an emergency, please dial 911 and report to the authorities.**
- If there is an ongoing / active situation, please **call** the Program outreach team (443) 423-1115 Monday through Friday from 9:00AM – 5:00PM to get the fastest response and/or resolution to your concern.
- ***Please leave a voicemail message with the following information:***
  - Name
  - Address
  - Best contact method (email, phone)
  - Location of incident
  - Date / time incident observed and brief description
- Please also **email** all details to bptunnel@amtrak.com




***Our goal is to respond within 1 business day to any construction related inquiries***



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# Questions & Discussion

Scan the below QR Code to access responses to Frequently Asked Questions