

# BALTIMORE & POTOMAC TUNNEL REPLACEMENT PROGRAM



Nearly 150-years old, the B&P Tunnel dates from the Civil War era. The oldest Amtrak tunnel—serving 9 million MARC and Amtrak customers annually—suffers from a variety of age-related issues, including:

## STRUCTURAL DETERIORATION

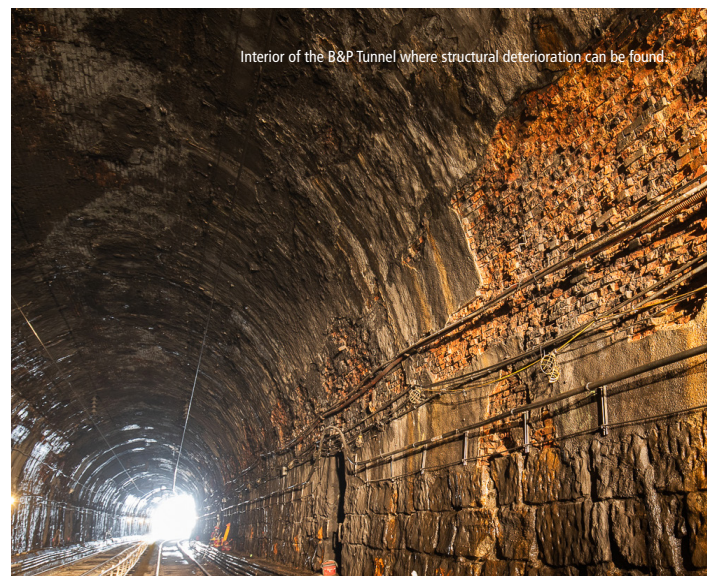
The age of the structure, combined with excessive amounts of water leaking into the tunnel walls and flowing underneath the track floor, has led to falling bricks and concrete, small portions of the wall collapsing and settlement (sinking) in the track floor.

## FIRE/LIFE SAFETY

Although still deemed safe for use today, the existing tunnel lacks fire/life safety systems (e.g., ventilation to clear smoke from fires, emergency egress) and a retrofit is not possible because the tunnel is too small.

## EXCESSIVE MAINTENANCE

The tunnel's age and issues require significant maintenance and inspection. As an example, \$71M was spent replacing portions of the track in 2020.



Interior of the B&P Tunnel where structural deterioration can be found.

## BOTTLENECK

This segment is the largest rail bottleneck between Washington and New Jersey. Delays are chronic—more than 10% of weekday trains are delayed, and delays occur on 99% of weekdays. When the Program is complete, speed and capacity improvements will help enable service growth and eliminate nearly seven hours of train delay for the average weekday.

## SINGLE POINT OF FAILURE

The B&P is the only Northeast Corridor tunnel where both tracks rely on a single structure. There is no redundancy, meaning that there are no detours possible if the aging tunnel were to unexpectedly close.

**Amtrak is currently performing final design and initiating property acquisition for the B&P Tunnel Replacement Program. Early action work (e.g., demolition) is planned to start in 2022, with the first bridge replacement planned for 2023.**



MARC train traveling through the B&P Tunnel.

The B&P Tunnel Replacement Program will solve the aforementioned issues, modernize a four-mile section of the Northeast Corridor, and help Baltimore unlock more of its potential.

## Highlights include:

- ① Increasing service reliability, capacity, and speed. Capacity will triple, and instead of 30 mph, trains will reach over 100 mph.
- ② Enable MARC express service that could travel between Baltimore and Washington in under 30 minutes. Investing in infrastructure that benefits Amtrak and MARC will leverage prior investments and promote social equity across all socio-economic groups. The B&P Program will support this by constructing a new ADA-accessible West Baltimore MARC station and enabling faster, more reliable, and additional MARC services.
- ③ Generating 30,000 jobs, including approximately 20,000 direct (construction) jobs over the course of construction. Construction will include significant programs for local workforce development.
- ④ Investing more than \$50M for community investments in West Baltimore. Examples include pre-apprenticeship and apprenticeship programs, a jobs center, community development grants, park investments, and partnerships with local universities and technical programs.
- ⑤ Promoting a more sustainable future. All passenger trains will run on electric power through the tunnel and the Program will also include solar power generation at multiple locations to make the Northeast Corridor even greener.