

# B&P TUNNEL REPLACEMENT PROGRAM

## FREQUENTLY ASKED QUESTIONS



As part of our commitment to helping the public understand this project, this document is sharing responses to the most frequently asked questions regarding this program. This document is not all encompassing, but rather a start to our communications with you as an interested stakeholder. To simplify the information, we have organized and grouped similar questions by subject area. Should you have additional questions for our team, please send an email to [info@bptunnel.com](mailto:info@bptunnel.com). Additionally, you may contact us by phone at (410) 618-0105 and a member of our team will be happy to assist you.

### EXISTING B&P TUNNEL

#### 1. Is the existing tunnel safe?

Yes. Amtrak inspects and maintains the existing tunnel weekly to ensure that it continues to be safe for passenger train service. Amtrak is advancing the design and construction of the new Frederick Douglass Tunnel in order to create an even safer new tunnel for the 9 million MARC and Amtrak passengers that rely on it.

#### 2. How many freight trains use the existing tunnel?

Freight traffic has been declining. At this time only about four freight trains use the tunnel per week.

#### 3. Will the existing tunnel continue to be used for diesel freight trains?

Yes, the existing tunnel will continue to be used by freight trains for the foreseeable future.

### B&P TUNNEL REPLACEMENT PROGRAM - FEATURES

#### 4. What is included in the B&P Tunnel Replacement Program?

The B&P Tunnel Replacement Program includes two new high-capacity tunnel tubes for electrified passenger trains, new roadway and railroad bridges, new rail systems and track, and a new ADA-accessible West Baltimore MARC station.

#### 5. Why were the plans reduced from four tunnel tubes to just two tunnel tubes?

At this time, only two tunnel tubes are being constructed. This approach shortens the duration of construction and is responsive to feedback from the community about the potential introduction of diesel freight trains onto the new alignment. This aligns with the current need and funding availability.

#### 6. When will the other two tunnel tubes be constructed?

If project need arises and the funding is allocated, two additional tunnel tubes could be designed and constructed at some point in the future. No date has been identified. Significant public outreach would be performed before any plans would be advanced to build the other two tunnel tubes.

**7. Does the reduction in the number of tunnel tubes trigger the need for a new NEPA EIS?**

No, the Environmental Impact Statement (EIS) is still valid, and a new EIS does not need to be developed. The general purpose of the National Environmental Policy Act (NEPA) is to identify and address environmental impacts and determine a preferred recommended alternative. The recent refinements, including MARC's commitment to electrify its trains, do not require a new EIS.

## **B&P TUNNEL REPLACEMENT PROGRAM - OPERATIONS**

**8. Will MARC trains run on diesel in the new tunnel?**

No, the two new tunnel tubes are being designed and will be constructed for electrified passenger trains operated by MARC and Amtrak.

**9. What is the purpose of the Emergency Ventilation Facilities now that the trains will be electric?**

These facilities provide protection for train passengers in the event of an emergency. They provide emergency evacuation routes to the surface, as well as emergency fans that could extract smoke from the tunnel in the unexpected event of a fire. The fans will be tested periodically to ensure that they remain operational, but will not run on a regular basis. The fans would have run continuously if the MARC trains operated on diesel, but that is no longer the case.

**10. Are the two new tunnel tubes being designed to accommodate double stack freight trains?**

No. The new tunnel tubes are not being designed to accommodate double stack freight trains.

**11. Did reducing from four tunnel tubes to two tunnel tubes reduce the throughput capacity for trains going through Baltimore?**

Yes, four tubes would create greater capacity than two. However, the higher operational performance of the two new tunnel tubes will provide for significantly increased passenger train capacity above the existing tunnel. The new tunnel and upgraded tracks will permit both MARC and Amtrak to add additional service.

## **PUBLIC INVOLVEMENT AND COMMUNITY INVESTMENTS**

**12. How will members of the public be informed and express their views as the program progresses?**

Public participation and input is a priority throughout the project. In addition to public and community meetings, the public will be able to review information on the project website. In addition, there is a dedicated project email address, [info@bptunnel.com](mailto:info@bptunnel.com) and phone number (410) 618-0105 for the public to contact members of the project team. The public is also encouraged to follow the B&P Tunnel Replacement Program via Facebook and Instagram @BPTunnel.

**13. What is the Community Investments Program?**

Amtrak is committed to investing in the communities adjacent to the project corridor. Amtrak has committed \$50 million for such investments, which will be a mix of infrastructure improvements, grants, and workforce development. Amtrak is seeking input from the adjacent neighborhoods on how the Community Investment Program can have the greatest benefit to the West Baltimore community. Input is being solicited via community meetings, focus groups, and targeted outreach efforts. Community members can also share ideas by emailing [info@bptunnel.com](mailto:info@bptunnel.com).

## **COST & SCHEDULE**

**14. Who is paying for the program?**

The federal government, through funding from the recent infrastructure act, including Federal Railroad Administration funds, is expected to pay for the majority of the program cost. The State of Maryland is also expected to make a funding contribution; the specific amount is currently in negotiation.

**15. What is the cost savings going from 4 tunnel tubes to 2 tunnel tubes?**

The savings is more than \$1 billion.

## 16. When will construction begin?

The B&P Tunnel Replacement Program will unfold in several stages. Final design and property acquisition have begun, and utility relocation will begin in 2022. Replacement of the Warwick Avenue Bridge, planned to start in 2023, will be the first element of substantive construction. Major construction is anticipated to begin in 2024 and tunnel boring is planned to start in 2026.

## 17. When will the new tunnel be open?

Amtrak currently anticipates that the new Frederick Douglass Tunnel will start carrying passengers in 2032. Construction is dependent on the timely availability of funding, design, and property.

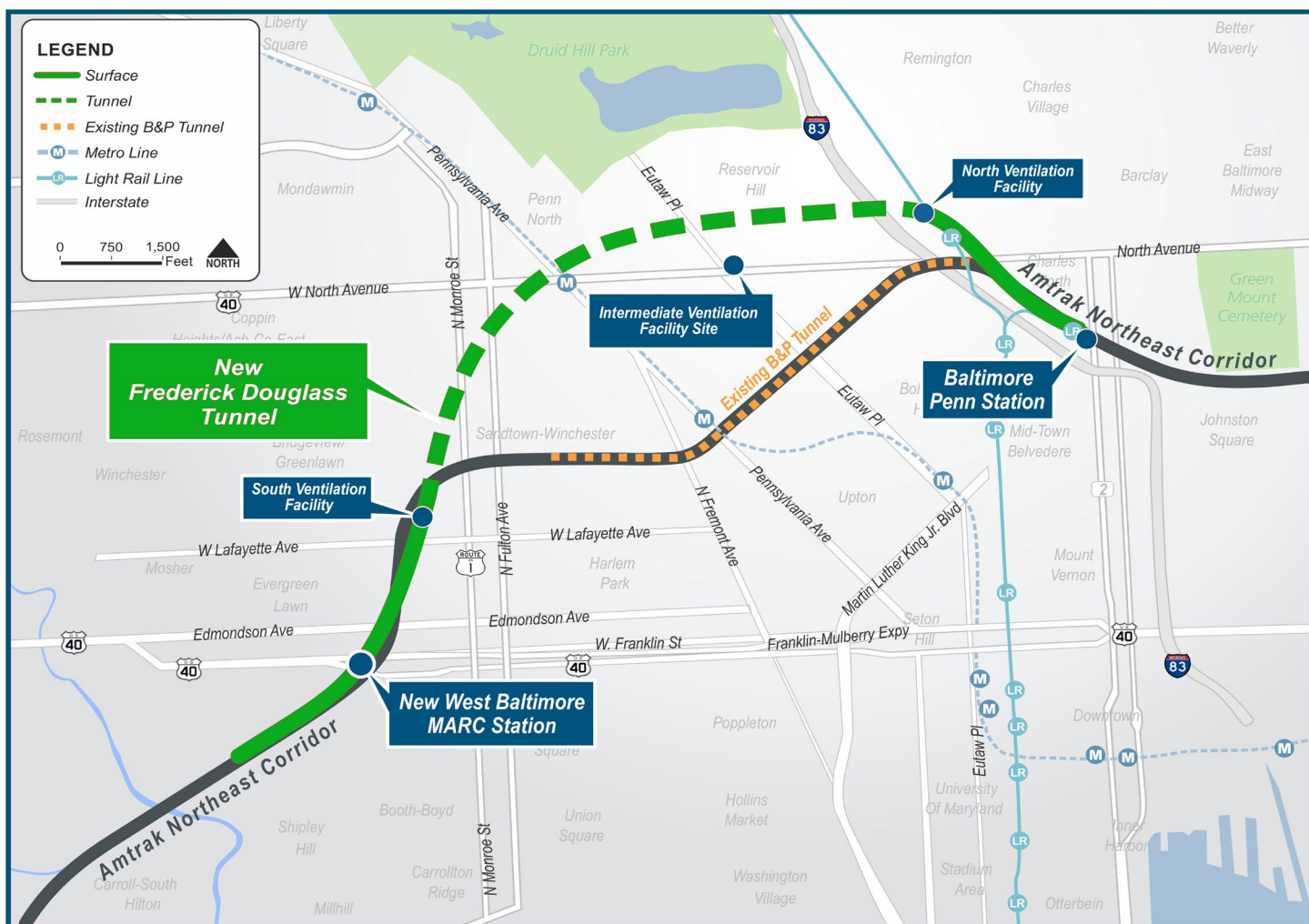
## CONSTRUCTION, IMPACTS, PROPERTIES AND ACQUISITION

### 18. How many properties need to be acquired?

Private property acquisitions have been identified for approximately 600 parcels, more than 500 of which are subterranean easements (where Amtrak is providing compensation and obtaining rights to tunnel underneath a parcel).

### 19. In which neighborhoods will property acquisitions take place?

Please see the project map below to see the location of the new alignment.



**20. How will impacted property owners be contacted regarding the acquisition?**

Each impacted property owner will be contacted directly by a property acquisition professional. If a property owner has questions about a potential acquisition, the property owner may send an email to [FDT.realestate@amtrak.com](mailto:FDT.realestate@amtrak.com) with questions about their property.

**21. Will Amtrak be purchasing easements as well as full property acquisitions?**

Yes. Amtrak will obtain subterranean (underground) easements as well as permanent and temporary access easements. Each impacted property owner will be contacted directly by a property acquisition professional.

**22. Will vibration from tunnel construction cause any damage to my property?**

No, construction is not expected to damage private property, and Amtrak will take precautions, such as setting vibration limits and performing active monitoring, to avoid damaging homes and businesses. While construction does include methods such as tunnel boring, drilling and blasting, Amtrak will use state-of-the-art techniques (e.g., controlled blasting, testing, and real-time monitoring) and vibration limits to ensure protection of nearby properties.

**23. Will I feel vibration when the tunnel is operational with trains?**

Based on the professional analysis of the project team, the public should not adversely feel vibration from the operation of trains through the new tunnel.

**24. What if construction damages my property?**

Amtrak is committed to doing the right thing, and this includes performing monitoring during construction to help ensure that construction does not unexpectedly cause excessive vibration. Prior to tunneling, Amtrak will also offer property owners adjacent to the new tunnel an opportunity to have their property inspected to document the physical condition. If there is subsequent concern that the tunnel construction damaged a property, Amtrak and the owner will be able to examine the inspection (report and pictures) to help assess whether construction activities unexpectedly caused damage to a property. Amtrak intends to ensure that any property damage caused by the tunnel construction is addressed.