B&P Tunnel Replacement
FREDERICK DOUGLASS TUNNEL
WEST BALTIMORE MARC STATION
AMTRAK

B&P Tunnel Replacement Program
September 2026 Triannual Public Meetings
Meeting Summary and Questions & Answers

Amtrak held a virtual community meeting on Monday, September 14, 2026, and an in-person community meeting on Wednesday, September 16, 2026, to provide updates on the Baltimore & Potomac Tunnel Replacement Program (Program). We would like to thank everyone who attended and provided feedback. If you were unable to attend either meeting, you can view a recording of the virtual meeting or the presentation slides **here.** To stay updated on Program activities, please subscribe to our **email list** to receive newsletters directly to your inbox, or visit our **website** for more information on the Program. For any questions, please email **bptunnel@amtrak.com** or call (443) 423-1115.

During these meetings, we shared Program updates, including construction progress, upcoming closures, the status of the Community Investment Program (CIP) community grant awards, and our community engagement efforts to date. *Please note – the Lafayette & Payson Park information session originally scheduled for October 3, 2026, has been postponed to Spring 2027.*

We also gathered input from the community on the designs of the Edmondson Avenue Bridge and North Ventilation Facility. Below is a list of questions received from the community and answers provided at both meetings.

Virtual Meeting Questions – Monday September 14, 2026

1. **What will happen to the old tunnel?**

   The plan is to build the new Frederick Douglass Tunnel, which will feature two tunnel tubes and serve electric passenger MARC and Amtrak trains. The existing B&P Tunnel will continue to serve freight trains.

2. **When will McMechen [Street near the MTA North Avenue Light Rail Station] be resurfaced? Four years is a long time to wait for people who must drive that road two times every day.**

   The majority of this area is anticipated to be resurfaced by late Spring 2027 as we complete the work along North Avenue.

3. **With all the utilities and construction work happening in the parking lots [at West Baltimore MARC station], are there plans or at least opportunities to expand the electric vehicle charging beyond the two or three stations that already exist? Is there any capacity for faster charging stations?**

Expansion of electric vehicle charging is not part of the new West Baltimore MARC Station. The existing electric vehicle charging stations will remain, and expansion of electric vehicle charging will be considered in the future as various planning efforts like the Transit Oriented Development, West Baltimore United, etc. advance.

4. **At one point in the past, Amtrak offered inspections and assessments of property directly above the new track. I am a homeowner of a property that is above the new tracks, and I have not received any information about how to schedule such an inspection.**

   Pre-construction surveys and structural authorization observation will start in mid to late 2027 for those properties located directly above the tunnel construction. We offer a condition and observation report to anyone who completes a real estate transaction. Please reach out to the negotiator in your offer letter and they will work with you and help you explore your options.

5. **What does it mean to strengthen the ground?**

   Strengthening the ground means injecting cementitious grout into the soil to make it strong enough to support heavier loads. Crews drill about 30 feet into the ground and use a specialized drill string to inject the grout under high pressure. This increases the ground's strength and stability, allowing it to support construction equipment and other heavy loads.

6. **With the dismantling of Lot A, use of Lot B, at the West Baltimore Station and setting up of the field offices, how many less parking spaces should we be expecting, so we can plan accordingly?**

   The existing bus loop and accessible parking will be temporarily moved one lot to the east (from Lot A to Lot B) to accommodate construction of the new West Baltimore MARC Station, and general parking will shift to the remaining station parking lots. Accessible and general parking will remain available to all commuters driving to the existing station. There will be a sufficient amount of parking spaces available for the needs of the station. **Lot A is located on Smallwood between W Franklin St and W Mulberry St.*

7. **Will diesel trains never go through this tunnel?**

   Maryland Transit Administration (MTA) has committed to electrifying its Penn Line trains to support this program. The two new tunnel tubes being constructed for the Program will only serve electrified passenger trains for the MTA's MARC Penn Line and Amtrak under normal operations.

In-Person Meeting Questions – Wednesday September 16, 2026

1. **Where will the CSW offices be located, and are they open to the public?**

   Contractor's offices will be in Lot E, and they will not be open to the public.

2. **Does the new tunnel design support Amtrak's desired maximum safe operating speed, especially at the North Avenue area curve?**

   Yes. The existing B&P Tunnel contains sharp curves that limit train speeds to just 30 miles per hour. The new Frederick Douglass Tunnel will enable a maximum speed of up to 100 miles per hour. It will also improve reliability and system redundancy.

3. **Have you already decided on who received the Amtrak community grant funding?**

   We plan to announce the awardees of the first-ever funding cycle in the coming weeks. Organizations will have another opportunity to apply for community grant funds when the next Notice of Funding Opportunity (NOFO) grant application cycle opens in 2027. We encourage interested organizations to join the CIP email list to receive updates.

   October 1, 2026, Update: We have announced the awardees of the 2026 NOFO application cycle on the Program website. You may read about the winning projects here.

4. **Will you announce the value of the CIP awards, either as a whole or per awardee?**

   October 1, 2026, Update: Per our press release, Amtrak awarded more than $4.1 million in the first round of the NOFO and CIP community grants.

5. **Allowing time for questions between presentations would be great. Speaking at the crowd for an hour is less engaging and loses us a little. Is that possible?**

   We understand the concern; however, we have found that it is more effective to complete the presentation first so we can ensure all questions are addressed. Stopping midway can make it challenging to complete the presentation in a timely manner.

6. **How deep under our homes are the tunnels? Will our underground pipes be at risk?**

   It depends on where your home is located along the alignment, but the depth of the new tunnel ranges from 60' to 150' below residential areas. Underground pipes will not be at risk since the tunnels are deeper than they are.

7. **Do the new road bridges have bike lanes as well as sidewalks?**

   The Edmonson Avenue Bridge will have bike lanes, sidewalks, and pedestrian lighting. The Lafayette Avenue Bridge will not have bike lanes, but it will have a sidewalk and pedestrian lighting.

8. **Are there any plans for the large empty warehouse at Lafayette Avenue Bridge?**

The property is owned by the City and Amtrak understands that it will be demolished in 2027 by the City. Amtrak is not purchasing or demolishing the property.

9. **Can you all provide a glossary of these terms and acronyms for the next meeting in a handout form?**

   Yes, we can.

10. **Do all the tailings from the TBMs exit 100% at the south end? Where will all of that material go?**

    Yes, the current plan is that all the excavated new tunnel material will come out at the south end, either the south approach or the Flanigan shaft. Rock disposal sites have not been finalized yet; we currently are exploring options.

11. **How far is it to walk from the train platform to the midpoint of the new bus loop? Will there be covered areas for bad weather, rain, or snow?**

    The temporary bus loop will be approximately one block further from the MARC station. There will be bus shelters at the temporary bus loop like at the existing bus loop.

12. **How will I arrive and depart from the temporary parking lot (which street and/or direction)?**

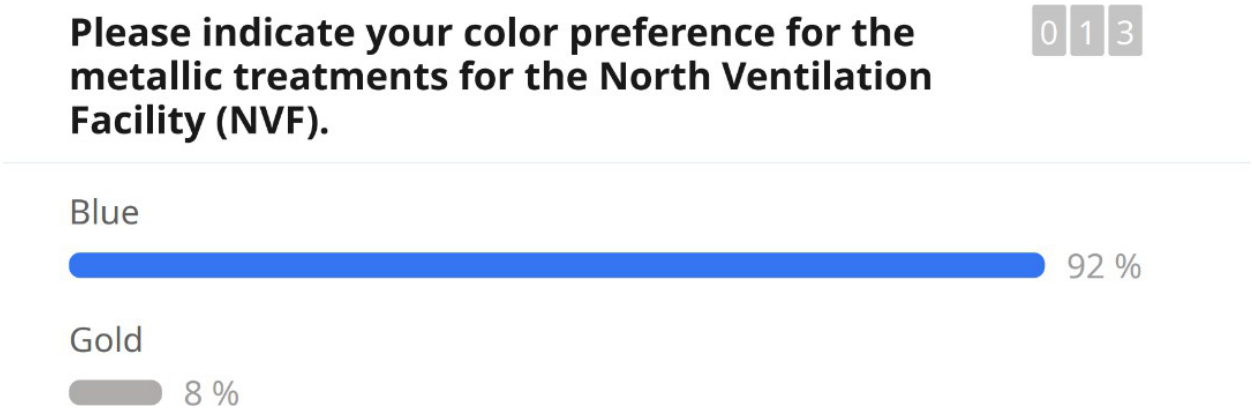
    The existing parking in Lots C and D will remain available and will be accessed as they are today. If there are detours to support construction in the future, road signage will be installed for the detours.

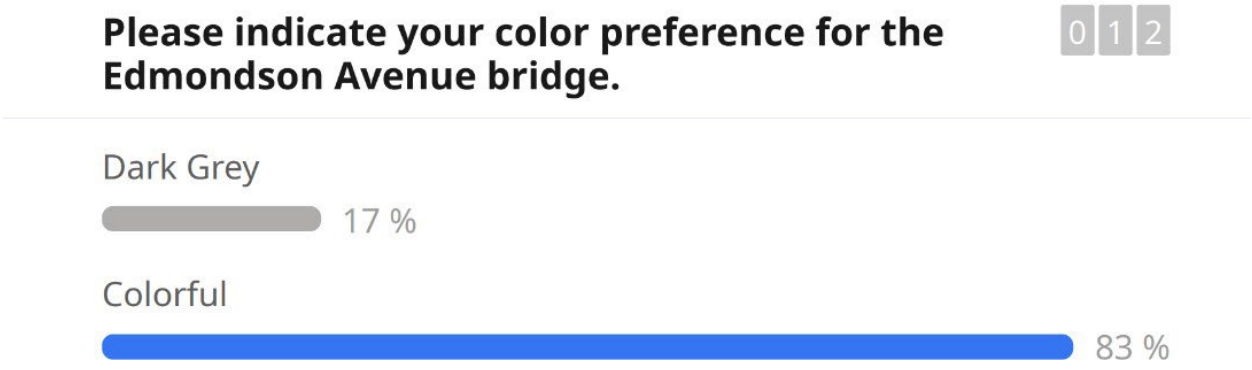
The meeting Q&A will be made available shortly after the public meetings **here**. You can also sign up for our **email list** to receive the Q&A directly in your inbox. An FAQ document that answers more commonly asked questions can be found on the Program website **here.**

Community engagement meetings are an important opportunity for us to update everyone on the Program progress and answer questions. We are scheduling additional Q&A sessions with communities. If you are interested in having us visit, please email **bptunnel@amtrak.com** to schedule a date and time for us to join you. We want to hear from you!

During both meetings, the Program team requested that the community provide input on the future color of the new Edmondson Avenue bridge using the online interactive tool Slido™. Below, please find the input that was received. The number in the top corner of the image depicts the number of responses received to the question during the meeting. This information has been shared with the Program design team for use during the development of final design plans for the new Edmondson Avenue bridge.

Slido Poll Results – Virtual Meeting, Monday, September 14, 2026

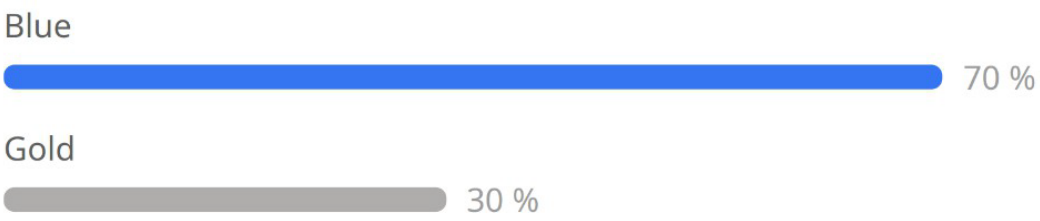




Slido Poll Results – In Person Meeting, Wednesday, September 16, 2026

Please indicate your color preference for the metallic treatments for the North Ventilation Facility (NVF).

0 1 0



Please indicate your color preference for the Edmondson Avenue bridge.

0 1 2

