

Baltimore & Potomac Tunnel Replacement Program

Community Investment Program Guide

March 2026 - Version 3.0



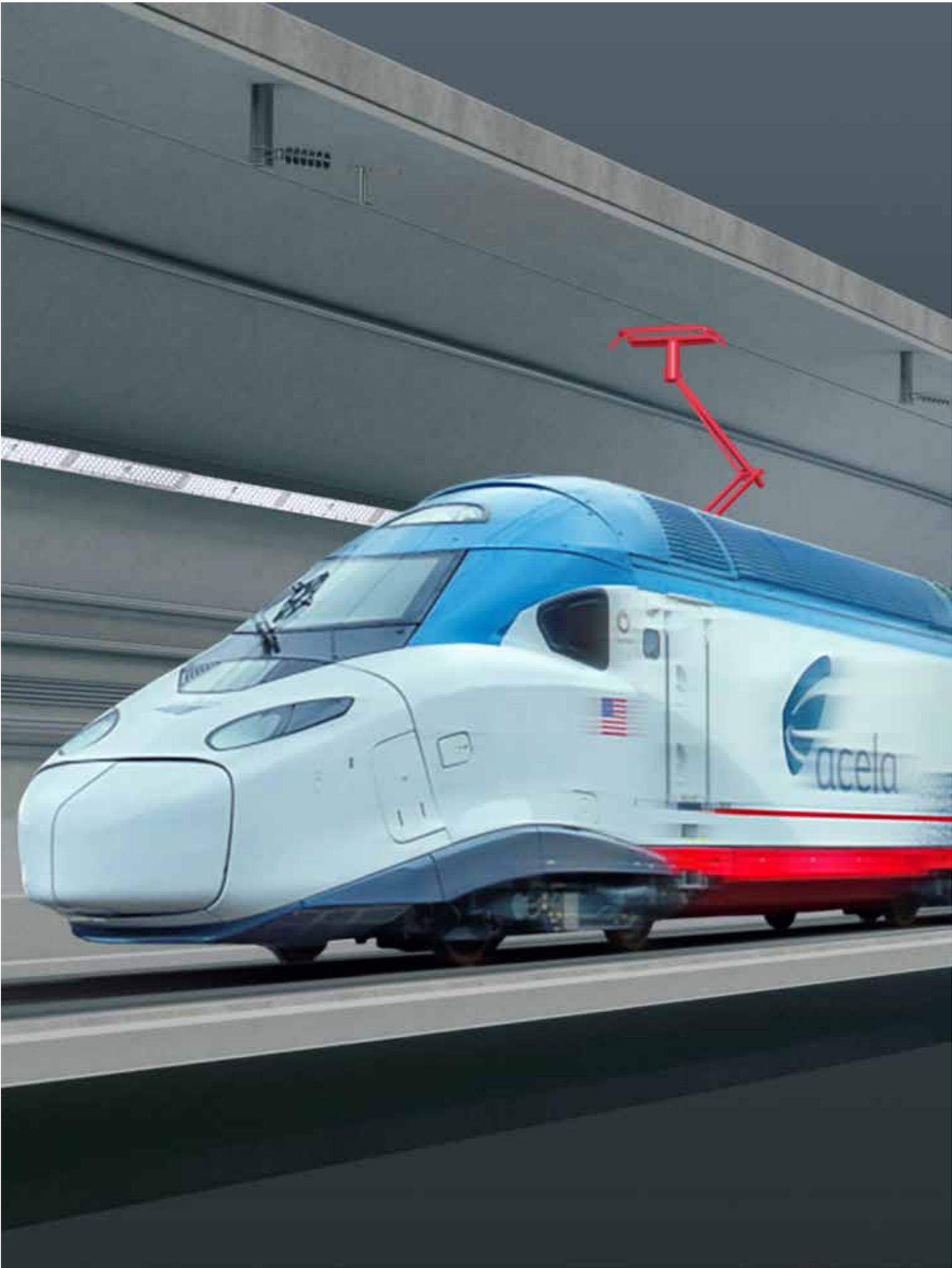


Table of Contents

| Section | Title | Page |
|---------|-----------------------------------------------------------------------|------|
| I | Introduction & Background..... | 4 |
| II | Community Investment Areas | 6 |
| III | Types of Investments: Community Grants and Direct Investments..... | 8 |
| IV | CIP Requirements and Eligibility | 10 |
| V | Stay Connected..... | 13 |



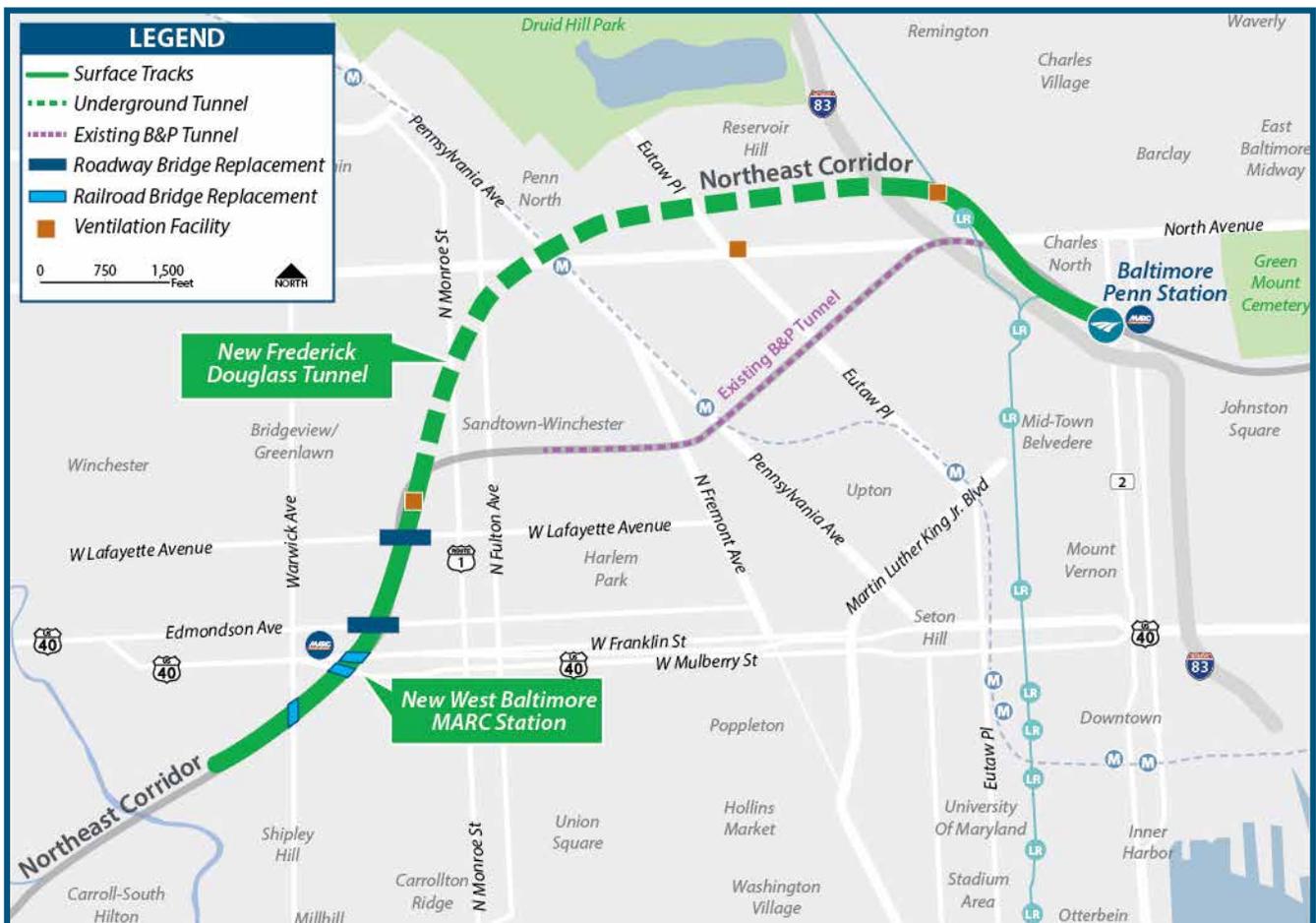
Section I. Introduction & Background

The existing Baltimore & Potomac Tunnel (B&P Tunnel), completed in 1873, is the oldest Amtrak-owned operating tunnel located on the Northeast Corridor (NEC), America's busiest passenger rail corridor. The B&P Tunnel is a crucial link in the NEC, which operates across eight states between Washington, DC and Boston, MA.

In accordance with the National Environmental Policy Act of 1969 (NEPA), several extensive planning studies were conducted to determine the best solution to replace the existing B&P Tunnel. These studies occurred from 2014 to 2017 under the name of the B&P Tunnel Replacement Project. The Federal Railroad Administration (FRA), as the lead Federal agency, and the Maryland Department of Transportation (MDOT) issued a Final

Environmental Impact Statement (FEIS) on November 25, 2016. The Section 106 Programmatic Agreement (PA) for this project was executed March 2, 2017, and the FRA issued the Record of Decision (ROD) for the replacement tunnel in March 2017. This step concluded the environmental planning phase, and the engineering design progressed for the next few years until construction funding was provided.

In June 2021, with the approval of his descendants, Amtrak announced the new tunnel will be named for Frederick Douglass, a Maryland native and an early civil rights leader, who was also a frequent railroad passenger after escaping to his freedom by boarding a train in Baltimore.



The B&P Tunnel Replacement Program (herein referred to as the Program) will modernize and transform a ten-mile section of the NEC. The work will include the construction of:

- Two new tunnel tubes that will serve electrified Amtrak and MARC passenger trains;
- A new ADA-accessible West Baltimore MARC station;
- Local roadway modifications;
- Modern fire/life safety systems;
- New roadway and railroad bridges; and,
- New rail systems, track, and railroad infrastructure.

When the FRA approved the Preferred Alternative for the Program in 2017, it issued the ROD, outlining forty-three mitigation measures that must be implemented by Amtrak during the Program's design and construction. The ROD mitigation measures included the establishment of the Community Investment Program (CIP) to minimize harm from the Selected Alternative and have a positive impact in communities adjacent to the Program alignment.



CIP Requirements

All activities conducted under the CIP must meet all the following criteria (collectively, the CIP Requirements):

- must be a legally formed non-profit organization or a city/state government agency;
- be located within ¼ mile of the Program alignment (except for transportation improvement projects which may occur within one-half (½) mile of the Program alignment); and
- focus on one of the following six CIP Categories (defined below):
 - (1) Community development;
 - (2) Workforce development;
 - (3) Parks and recreation facilities;
 - (4) Open space;
 - (5) Transportation; and/or
 - (6) Historic preservation.

To that end, **Amtrak has committed to an overall CIP budget of \$50 million (CIP Budget), which will be invested over the term of the design and construction of the Program.** Amtrak will identify an internal administrator of the CIP (Administrator) responsible for oversight of the CIP Budget, as well as management and administration of the CIP. This **Community Investment Program Guide** outlines how Amtrak will implement the CIP.

Section II. Community Investment Areas

The CIP will cover the following six (6) major categories of projects (collectively the CIP Categories):

- (1) **Community development**, including economic development projects,
- (2) **Workforce development**,
- (3) Maintenance and improvement of publicly owned **parks and recreation facilities**,
- (4) Improvement or establishment of community gardens, redeveloped vacant lots or creation of public **open space**,
- (5) **Transportation**, including streetscape infrastructure, enhanced access to transit, pedestrian, and bicycle access improvements, and
- (6) **Historic preservation** projects.

The following is a list of examples of the types of projects that may be funded by the CIP if they fall into one or more of the CIP Categories:

Focus Area #1: Community Development Projects



- Food Access, Health & Wellness
- Public Art
- Annual Festivals and Cultural Events
- Adult Education
- K-12 School Activities
- Business Improvement Districts
- Community Services (e.g., public emergency response, legal aid, educational trainings/workshops)
- Public Wi-Fi, Community Technology, Digital Literacy

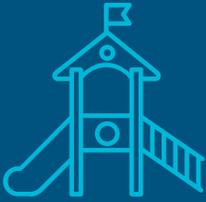
Focus Area #2: Workforce Development Projects



- Baltimore Workforce Hub*
- Professional Coaching (e.g., resume building, career workshops, interview prep)
- Skilled Trades Training & Apprenticeship Programs
- Small Business Administrative Support (e.g., accounting, invoicing, HR, marketing)
- On-the-job training programs & internships
- Economic Development

**Using funding allocated through the Infrastructure Investment and Jobs Act (IIJA), Amtrak and the Baltimore-DC Building Trades Council will increase hiring and training to ensure that the Program creates opportunities for Baltimore residents. Amtrak is currently advancing its partnership with the Mayor's Office of Employment Development and the Baltimore Workforce Funders Collaborative to invest in the workforce development focus area as a part of the CIP.*

Focus Area #3: Parks and Recreation Facilities Projects



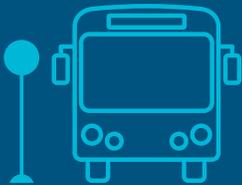
- Community parks and playgrounds
- Community center improvements
- After-school program & youth enrichment
- School athletic fields
- Emergency preparedness and shelters

Focus Area #4: Open Space



- Urban farming, farmer's markets, public gardens
- Vacant lot rehabilitation and transformation
- Pocket Parks & Public Seating
- Open lot landscaping & beautification
- Community Clean-up (e.g., playgrounds, cemeteries, vacant lots)

Focus Area #5: Transportation/Transit Oriented Projects



- Bicycle/Pedestrian bridges, lanes, and corridor planning (ex. in coordination with the City of Baltimore Department of Transportation)
- Signage, Crosswalks, Bus Stop Improvements (ex. in coordination with the City of Baltimore Department of Transportation)
- Bicycle storage at public or community facilities
- Sidewalk improvements
- ADA accessibility enhancements

Focus Area #6: Historic Preservation Grant Fund*



- Historic Preservation Grant Fund*
- Historic building, site, or artifact rehabilitation or restoration
- Adaptive reuse of historic places and objects
- Historical preservation or reconstructions
- Asterisk followed by existing text

**The ROD and the Programmatic Agreement between the FRA, Maryland Department of Transportation, Preservation Maryland and Amtrak requires Amtrak to establish a \$2.75M Preservation Grant Fund to provide direct financial assistance to individuals, organizations, and private developers toward preservation projects in the Midtown Edmondson and Edmondson Avenue Historic Districts.*

Section III. CIP Requirements and Eligibility

Eligible Project Focus Areas

For Amtrak's CIP to comply with the ROD, all projects seeking Community Grant or Direct Investment funding must meet the CIP Requirements. Each project's goals, outcomes, and intent to use CIP funding must focus on one of the CIP Categories.

With each proposed project, Amtrak will, amongst other criteria, extensively review and analyze each project's stated purpose and supporting application materials to confirm the project's compliance with the CIP Requirements and the eligibility of the project for CIP funding.

Eligible Organizations

The following types of entities are eligible applicants under the CIP:

Non-Profit 501c (3) Community Development Organizations:

- Local Development Organizations
- Local Community or Neighborhood Organizations
- Mission-Specific Non-Profit Organizations

Other Not-for-profit organizations as defined by the IRS code 501(c), including but not limited to:

- 501(c)(4) - Civic Leagues and Social Welfare Organizations
- 501(c)(5) - Labor, Agricultural, and Horticultural Organizations

- 501(c)(6) - Business Leagues, etc.
- 501(c)(7) - Social and Recreation Clubs
- 501(c)(13) - Cemetery Companies
- 501(c)(19) - Veterans' Organizations

City and State Government Agencies directly related to the mission of the CIP:

- City of Baltimore (e.g., park and recreational facilities, transportation)
- State of Maryland (e.g., colleges, universities, vocational trade schools and training centers)
- Quasi-governmental entities (e.g., Maryland Economic Development Corporation (MEDCO))
- Workforce development entities

Only eligible groups or organizations that are legally formed, non-profit or city/state government agencies, in good standing, have an established history of performing work related to its grant request, and have local, municipal, or state standing based on relevant municipal or state regulatory oversight, without financial accounting or reporting lapses recorded with regulators, and with a record clear of any civil or criminal actions or penalties (the organization and the members of its controlling board as individuals) will be able to receive funding under the CIP.

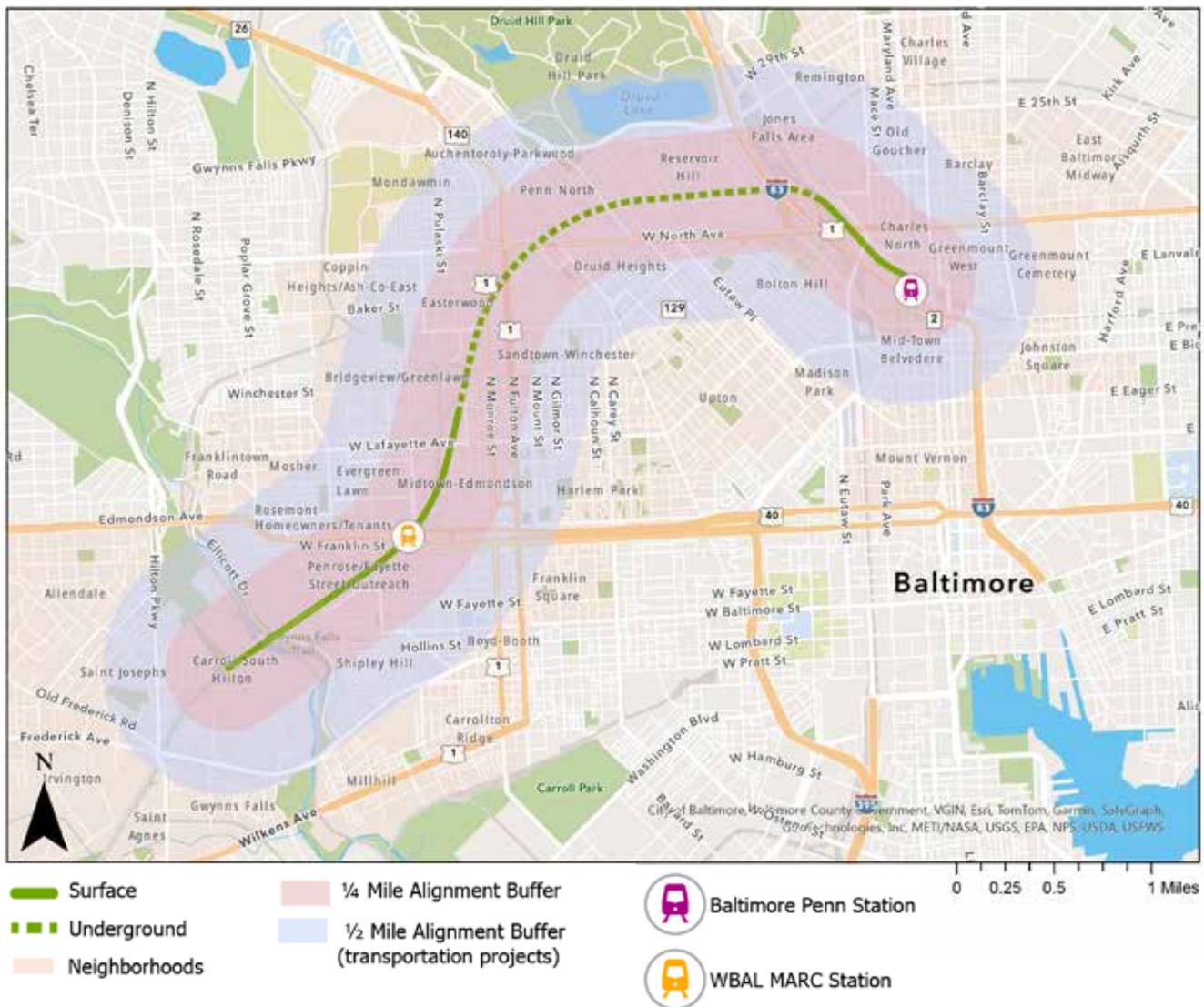
Additionally, eligible organizations receiving CIP funding must not discriminate on the basis of race, religion, gender, sexual orientation, age, national origin, disability, or any other protected category under federal or state law as it pertains to hiring or the provision of services.

Amtrak will assess each applicant’s credentials submitted as part of the various CIP applications to confirm eligibility. Prospective

applicants without formal legal standing seeking to fund projects that otherwise meet the CIP Requirements will need to partner with another eligible organization who can submit the Community Grant application and/or request a Direct Investment. Additionally, an organization can continue applying for funds in subsequent cycles so long as it has met all the requirements of the grant agreement for previously awarded funds.

Eligible Locations

Projects eligible to receive CIP funding will be limited by geography. Eligible projects must take place within one-quarter (1/4) mile of the Program alignment, except for transportation improvement projects which may occur within one-half (1/2) mile of the Program alignment. The following map shows the geographical limit requirements of CIP-eligible projects.



Amtrak will provide an interactive map on the Program website to help applicants assess their geographic eligibility for CIP funds. Note that the organization’s permanent address does not have to be located within the CIP boundaries to be eligible for funding.

Section IV. Types of Investments

CIP Community Grants will consist of two components: (1) Amtrak grants awarded to qualified organizations through a formal grant submission and award process and (2) Amtrak direct investments, engagements, and/or work. Amtrak has a goal to award 75% of total funds available each annual Notice of Funding Opportunity (NOFO) cycle to eligible not-for-profit organizations.



Through the Duration of Program Design and Construction

Community Grants

Amtrak will be making community grants from the CIP Budget (Community Grants) only to eligible organizations that meet the CIP requirements. Community Grants shall only be made by Amtrak to eligible organizations, for eligible project capital and operating expenses, and to those projects located in eligible locations (see section IV).

Eligible applicants may apply for grants between \$1,000 and \$1,000,000. Amtrak encourages selected organization to propose the most appropriate disbursement schedule based on their financial situation with Amtrak making the final decision.

Amtrak plans to hold an annual application cycle for Community Grants over the course of the Program.

At that time, Amtrak will publicly advertise the launch of the Community Grant process via a formal notice of funding opportunity (NOFO). The NOFO will be issued for 60 days during which interested parties can prepare and submit applications and required materials. This along with the Community Grant application will list the applicable CIP requirements, general grant application and award process

and timeline, application components and requirements, application evaluation criteria, required grant documentation, award of fund process, and compliance and reporting requirements. Information about the Community Grant application and all related and supporting documents and materials will be available to the community on the CIP website once the related NOFO has been officially launched.

Amtrak will leverage various communications channels to publicize the NOFO, including the B&P Tunnel Replacement Program website (bptunnel.com), news media outreach, and social media posts. Amtrak will also promote the CIP at community outreach events and share this information with community organizations located in the Program area. Finally, Amtrak will host applicant information sessions during each application cycle to help interested organizations prepare to apply and post materials online.

After the applications are reviewed and scored by an internal Amtrak committee according to publicly available evaluation criteria, Amtrak will publicly announce awardees, as well as notify each applicant of their award status.

Direct Investments

Another key component of the CIP involves Amtrak's commitment to consistently engaging and participating in communities directly impacted by the Program by directly investing into the community. The goal of an Amtrak Direct Investment is to infuse CIP funds into the community in situations where it otherwise could not be awarded via a Community Grant due to insufficient resources, lack of prior experience, or an inability to deliver the proposed project. Direct Investments will be available to eligible entities.

Eligible entities will indicate their desire to be considered for a Direct Investment on the Community Grants application after which the applicant must make a reasonable case for not being able to manage a Grant on their own (ex. lacking the staffing capacity to deliver a capital project) in addition to fulfilling the other CIP eligibility and application requirements. Direct Investments will otherwise be subject to the same evaluation process as Grants.

If awarded a Direct Investment, Amtrak will directly fund and manage eligible projects with support from the applicant. In other words, in situations where an organization cannot obtain a Community Grant, but the project otherwise

meets the eligibility requirements of the CIP - Amtrak would step in and directly fund and manage the project. Direct Investments still must meet all the other CIP Requirements (see Section IV). For example:

- **An organization does not have the resources to manage and/or pay for a project that they have identified so a third party is required to perform/pay for the project:**
 - Example (Community Development): A school would like to repair its playground structure which requires a specific type of contractor or vendor who can meet the unique needs of the school's request.
 - Amtrak oversees construction of a playground for the school - Amtrak engages the contractor to build the playground, manages the contractor/project, pays the contractor directly and when the playground is completed, turns the "ownership" of the playground, as well as repair and maintenance responsibilities (and assigns any warranties) to the school.

As with Community Grants, Amtrak will publicize all Direct Investment awards on the CIP website.





Section V. Stay Connected

As we prepare to launch the CIP, we encourage you to stay informed and receive the latest CIP related information and updates. Here is how:

■ Look for informational flyers at these identified locations within the community

- Enoch Pratt Library – Pennsylvania Ave and Edmonson Ave Branches
- Perkins Square Baptist Church
- New Song Learning Center
- Harlem Park Recreation Center
- Impact Hub Baltimore
- No Boundaries Headquarters (1505 Eutaw Place, Suite 101)
- No Boundaries Fresh at the Avenue Market (1700 Pennsylvania Avenue)

■ Visit our website

 bptunnel.com

■ Follow us on social media



■ Subscribe to receive email updates



■ Stay in touch by attending community events and reading our B&P Tunnel Replacement Program Quarterly Newsletters



■ Email us with your questions

 cip.bptunnel@amtrak.com

■ Call us

 (443) 423-1115

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

