

FD Tunnel Public Meeting Questions

September 26 and 28, 2023

Design/Construction

Noise Barriers

1. **Will these noise barriers block the view of debris that exists on the Flanigan & Sons Property?**

Noise barriers will be located along the track alignment adjacent to the Midtown Edmondson community. The primary goal of noise barriers is to reduce train noise in surrounding communities, but it is possible they may also partially block a view of the Flanigan & Sons Property depending on where it is being viewed from

2. **Where is the barrier going to be installed?**

Noise barriers will be located along the track alignment adjacent to the Midtown Edmondson community. In addition, noise barriers will be located near Shipley Hill and Baltimore Penn Station.

Ventilation Facilities

3. **Would love to better understand the [potential] pollutants, toxins and chemicals that could be released [from] release stacks from the emergency [sic] ventilation facilities in the case of an electrical fire or emergency? Do you have data on the potential environmental impacts or pollution the Intermediate Ventilation Facility (IVF) may have on Dorothy I. Height Elementary School in the event of an emergency?**

Amtrak is designing the tunnels to support fully electric powered Amtrak and MARC passenger trains that would not release any products of combustion.

The "stack" referenced in the question infers the use of large exhaust stacks or circular vents that discharge pollution; this is incorrect. The ventilation facilities will not pose health or safety risks that would negatively impact people in the community. This Program's ventilation facilities utilize a damper/louver arrangement. By design and under normal operation the ventilation facilities will be used to circulate fresh air and manage temperature in the tunnels. In the highly unlikely event of a fire emergency within the tunnel, the Ventilation Facility's primary function will be to ventilate smoke.

Any pollutants exiting the IVF would not exceed OSHA or national ambient air quality standards, including in the event of a fire. The concentration levels would remain below these nationally standardized thresholds. Individuals at the school and in the surrounding community would not be in danger based on these standards and emergency preparedness scenarios. Emissions associated with the ventilation facility will not cause, or substantially contribute to a violation of National Ambient Air Quality Standards (NAAQS), standards established by the U.S. EPA, to protect human health and welfare, including children.

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4. **[Will members of] The Reservoir Hill Association [be involved in discussions relating to the external look of the Intermediate Ventilation Facility]?**

Yes, Amtrak will provide the Reservoir Hill Association and other community organizations with the opportunity to comment on the look of the Intermediate Ventilation Facility.

5. **Why is the [Intermediate Ventilation Facility] (IVF) located [within the Reservoir Hill Community, why it is located near an elementary school and is it possible to relocate it]?**

The IVF will be located at street level, connected to the underground tunnel portion by a vertical shaft and connecting tunnel known as a “plenum.” The IVF must be connected to the new tunnel at a specific location, known as the “ventilation zone interface,” that divides the new tunnel into two ventilation zones with balanced travel times on either side. FEIS Section III.A.6 provides more information.

Multiple sites were evaluated to identify an IVF location that avoids and minimizes community impacts. The Project team sought to identify potential IVF locations that are suitably sized and relatively close to the ventilation zone interface. The team also sought to avoid displacing residences, ensure compatibility with surrounding land uses and minimize impacts to historic properties.

A site directly above the ventilation zone interface would require displacement of existing residences - but a site too far away becomes impractical and disruptive to construct due to a longer plenum. Given these constraints, the Project team evaluated 10 potential sites. Some of these sites, upon study, were determined to be too far away or not large enough to accommodate the IVF.

The initially preferred site at the corner of Whitelock Street and Brookfield Avenue was reconsidered following community feedback and evaluation of community impacts. Public feedback indicated that sites along the periphery of the Reservoir Hill neighborhood, rather than in its interior, would be less invasive. FEIS Section III.F.1 describes in detail the sites that were studied and factors considered in identifying the IVF location. The current site was chosen to minimize community impacts while also meeting the engineering requirements for the IVF.

It is important to emphasize that as noted in Section VI.B.3 of the FEIS, the IVF would not cause or contribute to a violation of National Ambient Air Quality Standards, established by the EPA to protect human health and welfare, including children.

The ventilation facilities provide protection for train passengers in an emergency. They provide stairs for emergency evacuation to the surface, as well as fans that could extract smoke from the tunnel in the unlikely event of a fire. The fans will be tested periodically to ensure that they remain operational but will not run under normal operations. Amtrak will coordinate with local first responders to ensure the safety of people in the tunnels and on the surface in the event of a tunnel fire or other emergency.

In addition to providing ventilation at the approximate midpoint of the tunnel, the IVF is located to accommodate safe access to, and egress from, the tunnels with stairs for passengers and

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emergency response personnel. This is consistent with industry guidelines for the design of modern passenger train tunnels.

6. At the vent facilities, how long are the fan's [sic] running?

Under normal electric train operations, the fans will not operate at all. As part of routine maintenance, the fans are expected to operate once per month for approximately 30 to 45 minutes. If the tunnel temperature becomes too high, the fans will automatically activate at the impacted areas inside the tunnel to ensure the tunnel is a safe temperature. The ventilation facilities at the portals would keep the tunnels cool and the fans could be operated at low speed. Electric trains will not be producing emissions, and as mentioned in other responses to questions above, they will be below the OSHA and EPA and air quality standards.

7. How frequent[ly] [will there be] maintenance at the ventilation facilities?

The ventilation facilities house the fans and support infrastructure such as louvers, dampers, and power equipment. It is likely that maintenance staff will visit each facility on a monthly basis.

8. How loud will the noise of the fans be?

The fan systems will meet local code requirements and are complemented with engineered sound reduction technology. Maintenance and upkeep of the fans will run at a much lower speed, reducing the noise output significantly compared with operation in the unlikely event of an emergency.

Construction Impacts

9. Will any of the community investment be aimed at potential damage of existing property, residential or otherwise, during construction and tunneling?

Community investment funds through this Program are for Amtrak to invest directly into the community potentially impacted by the Program for community development, workforce development, creating greenspaces, etc. If damage is caused to existing properties during Program construction, any funds to remediate such damage will be paid separately by Amtrak under insurance or from other funding sources, not out of the community investment funds.

10. Do you have any studies or projections for what the potential effects of that tunneling may have to existing structures?

As part of the Program's planning and design, the project team has developed analysis and impact assessments to existing structures for the tunnel construction. The ventilation facilities will not pose health or safety risks that would negatively impact people in the community.

Throughout construction, Amtrak will implement a continuous monitoring program that will alert us of any exceedance of these standard thresholds for vibration. It is important to emphasize that

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this program is being installed as a precautionary measure and in no way suggests that impacts will be adverse to the community or infrastructure.

11. Where can we access the reports on these various activities dealing with the tunnel?

If you would like information about vibration levels and noise levels relating to the Frederick Douglass Tunnel, it is provided in the Federal Environmental Impact Statement (FEIS) on the Program website ([Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel)).

12. Has Amtrak considered how this project will avoid, minimize and mitigate the adverse effects that the [ventilation facilities] will have on deterioration and degradation [of residential and commercial] buildings from pollution?

Please see the response to question 3 for information on how the ventilation systems operate. Through previously conducted studies and with use of modern technologies, Amtrak has determined that there will be no negative impacts to the surrounding community.

13. How far below ground level will the tunnels be?

Amtrak's Frederick Douglass Tunnel will have varying depths along the tunnel alignment. The depths will range from approximately 6-17 stories (60' to 170') from the surface level to the top of the tunnel. You can view plan and profile views for the tunnel on Amtrak's website using this [Amtrak Plan/Profile Link](#).

14. Will there be freight [trains] in the tunnels?

No. The two tunnel tubes for the Frederick Douglass Tunnel are being designed for electrified passenger rail trains.

15. Will Diesel trains operate in the tunnel[s]?

Under normal operating conditions, the two tunnel tubes will only be used for electrified passenger rail trains. There may occasionally be a need for freight trains under non-normal circumstances to use one of the new Frederick Douglass Tunnel tubes, however, the existing tunnel currently carries very few freight trains. Normal tunnel operation is planned for passenger service under electrically powered trains; smaller maintenance equipment is sometimes powered by diesel.

16. Why did Amtrak not build the new tunnel under the existing B&P tunnel?

During the National Environmental Policy Act (NEPA) Study phase, Amtrak and the Federal Railroad Administration conducted a comprehensive evaluation of 16 preliminary alternatives. A broad range of potential alignments were studied, including the rehabilitation of the existing tunnel

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(Alternative 2) and alignments underneath the existing tunnel (Alternatives 8, 13 and 15), among other options.

The preliminary alternatives were evaluated using a screening process that considered engineering, operational, and environmental factors. The alternatives underneath the existing tunnel were eliminated from consideration due to a combination of engineering problems, operational limitations, and environmental impacts. The MTA Metro Subway tunnel located beneath the existing B&P Tunnel is a notable constraint (among others) that limits the feasibility of construction beneath the existing tunnel. Specifics of the preliminary alternatives are summarized in FEIS Section III. The detailed study can be found in the Preliminary Alternatives Screening Report (available on the Program website).

The Selected Alternative in the Record of Decision (ROD), known as Alternative 3B, was chosen because it meets the purpose and need to provide travel time improvements, accommodate existing and projected travel demand, and eliminate impediments to travel along the Northeast Corridor. Alternative 3B also minimizes impacts to key environmental resources and provides an ADA-accessible West Baltimore MARC Station.

17. Why [don't] you fix the existing tunnel?

The existing tunnel is more than 150 years old, designed and built in the Civil War Era. It is impacted by a variety of age-related issues including excessive water infiltration, a deteriorating structure and sinking floor. The tunnel also does not include any of the modern fire and life safety systems that help keep passengers safe in the event of emergencies, and extensive maintenance is required.

The new tunnel presents a straighter alignment affording greater speed and the use of state-of-the-art tunnel technologies such as modern signaling, ventilation, and access for emergency services.

Reconstruction and modernization of the existing B&P Tunnel was evaluated in detail in the NEPA phase of the Project as Alternative 2. The study demonstrated that Alternative 2 would not meet the Purpose and Need of the Project. As part of the evaluation, it was determined that Alternative 2 would cause severe disruption to train service on the NEC, would not improve train speeds and travel times, and would have substantial community impacts. Due to the shallow depth of the existing tunnel, the only viable construction approach would be open excavation along the entire tunnel length. This excavation would have significant impacts on the community. A summary of the evaluation of Alternative 2 can be found in FEIS Section III.C.1. The full detailed analysis is included in the Alternatives Report ([Amtrak.com/fdtunnel.com](https://www.amtrak.com/fdtunnel.com)).

18. We would like to see a document that shows where our houses are located above the tunnel alignment.

Amtrak has provided plan and profile drawings on the Program website which you can access using this [Amtrak Plan/Profile Link](#).

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19. How will vibration and ground borne noise affect my house?

Amtrak is committed to mitigating ground borne noise and vibration through design. Impacts to residents will therefore be minimized and held below standard guidelines.

20. How will vibration and noise be mitigated during construction?

Noise and vibration during construction will be mitigated by specifying requirements to the contractor to not exceed noise and vibration guidelines based on federal standards. There will be instrumentation along the construction corridor to monitor the noise and vibration levels due to the contractor's activity to ensure compliance. Based on industry standards it is anticipated that impacts due to noise and vibration will be minimal during construction.

Community Investment Program

21. In the November 2021 B&P Tunnel Meeting, when Amtrak asked, 'which type of community investment projects should we consider first', Greenspace Creation was the least favorable choice — the other options being community development, workforce development and then streetscape infrastructure. Could you please explain how Amtrak came to the decision to dedicate a huge chunk of the mitigation fund to parks/green spaces?

The 2017 Record of Decision (ROD) lays out the mitigation requirements that Amtrak must comply with, which includes several required uses of funds. Provided that investments meet each of the criteria set forth in the ROD, Amtrak intends to invest funds in each of these categories according to targets set by the Program team. Amtrak will continue working closely with community members, organizations, City of Baltimore agencies, and elected officials to determine the best use of funds to meet the community's needs and make the greatest impact. Amtrak held a listening session with community leaders on October 25, 2023, to seek feedback on the Community Investment Program, which is under development.

22. Could you please confirm the total mitigation fund amounts for other Amtrak projects?

The Frederick Douglass Tunnel Program is Amtrak's first and only major capital project to date with specific Federal Railroad Administration (FRA) required monetary mitigation requirements.

23. How will you decide how to spend community investment fund dollars?

The ROD identifies required uses of funds and the criteria that projects and organizations must meet to be eligible for such investments. Amtrak will make investments in the community through a transparent process by which eligible organizations may submit applications for grant funds and a selection will be made according to how well they meet the publicly shared requirements.

Amtrak will advertise the initiation of the program, as well as all application requirements and selection criteria on its website ([Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel)) and make information available through various communications channels (such as social media, email, media outreach, etc.).

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Amtrak also plans to make direct investments in the community through partnerships with City agencies for workforce programs, and the improvement and construction of facilities for parks, schools, libraries, and transportation features. Amtrak has and will continue to engage community members, organizations, the City of Baltimore, and elected officials to identify needs, vet organizations, and make selections for investments for the greatest possible impact for the communities impacted by the Program.

24. How much [money will be] allocated to each [Community Investment Program] (CIP) category?

Amtrak has set the following targets for investment in each category (in millions):

Community Projects	\$12-16
Workforce Development	\$5-\$9
Parks/ Open Space/ Recreational/ Educational	\$4-\$10
Community Gardens/ Green Space	\$2-\$5
Transportation Programs	\$2.5-\$7.25
Historic Preservation*	\$2.75
Range of Total Investments	\$29.25-\$50

**Set by the programmatic agreement*

25. What specific projects will be funded under the CIP?

Amtrak has not yet selected any specific projects for funding. The program will be announced in coming months and selections will be publicized after they are made.

26. Given that this is intended to be a community led process, how much involvement will Baltimore City Government have in impacting the fund allocation?

Proposals will be evaluated according to the publicly shared criteria, as well as input from community organizations, City agencies, and elected officials. Amtrak will make the final determination of uses for the Community Investment Program (CIP) funding. Elected officials and City of Baltimore agencies are great sources of information regarding priority projects and vetting organizations. Amtrak has and will continue to coordinate with them to ensure the funds are used appropriately and effectively.

27. How did Amtrak come to the conclusion that \$50 Million was a sufficient amount of mitigation [when there is a] \$6 Billion budget for this project. The current mitigation fund is not even 1% of the overall project budget.

The Federal Railroad Administration’s (FRA) Record of Decision (ROD) requires that Amtrak invest \$50 million into mitigation related to the Program. The amount Amtrak is required to invest in mitigation was set by the FRA. The overall Frederick Douglass Tunnel Program will provide numerous benefits to community members including approximately 20,000 construction jobs, a

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new ADA-accessible West Baltimore MARC Station, improved train travel times between Baltimore and Washington, DC, and improved roadway and bridge infrastructure.

Real Estate

28. Is there a place we can go to find out if our house will be impacted?

Please contact the program Real Estate team at fdtunnel@amtrak.com with your property address and we will provide you with information on the status of your property.

29. Will individual residents receive the pre/post construction property assessments so that we can participate in the determination of any property/community damage as a result of construction?

All properties within the path of the tunnel will be provided with an opportunity to have a pre-construction survey of the property prior to the start of tunneling. Property owners will be provided with a copy of the pre-construction property assessment. Amtrak does not anticipate impacting residential or commercial buildings during construction. However, in the highly unlikely event of damage caused by construction, Amtrak will work with any impacted property owners. Amtrak is committed to doing the right thing to help ensure that construction does not unexpectedly cause excessive vibration or damage to properties. This includes establishing an insurance policy for the Program, which will pay valid claims of damage resulting from construction. Amtrak will work with property owners individually on each assessment and in the determination of damages.

30. 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. Please share more details on how to access this "opportunity" and any conditions.

The Program team is working on the final details for the structural survey process. Please contact the program Real Estate team at fdtunnel@amtrak.com with your property address and you will be provided with information, we will note your interest and be in touch with you when the process is implemented.

31. Are there other properties Amtrak could consider acquiring for the emergency ventilation facilities?

At this time no additional properties are being considered for acquisition to support the construction of ventilation facilities.

32. [Is the Amtrak Real Estate team] responsible for the payments issued to affected homeowners for this project? Homes that are not being demolished, that is. If so, can you share what the next steps are?

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Amtrak's Real Estate team is responsible for negotiating in good faith and providing just compensation to owners of property that is affected by the program. The notification process is already underway. In most circumstances, Amtrak will be making initial contact with affected property owners and making offers through 2025.

33. Is my property affected by the [new] tunnel?

Please see the response for Question 28.

36. What if I do not want to sell my property to Amtrak?

Amtrak will work with property owners in good faith to reach an agreement to acquire property. However, Amtrak is an entity that can exercise eminent domain. If we are unable to reach an agreement to acquire property for the Program, Amtrak has the statutory right to exercise eminent domain by instituting formal condemnation proceedings with the appropriate federal court, which will make a final determination.

37. When [does Amtrak] plan to notify people about the tunnel going under their property?

The notification process is already underway. In most circumstances, Amtrak will be making initial contact with affected property owners through 2025.

38. How deep will [Amtrak be tunneling] near or under my house?

The depth of the tunnel varies from 6-17 stories (60-170 feet) below ground/street level.

39. What are you going to do if my house or houses around me fall because of digging and construction?

Structural surveys will be performed before construction in affected areas. Throughout the construction period, Amtrak representatives will be monitoring the noise and vibration to ensure safety. Although damages are not expected, Amtrak's insurance policy will cover valid claims of property damage from the Program.

Please contact the program Real Estate team at fdtunnel@amtrak.com with your property address and we will provide you with information on the status of your property.

40. [For subsurface right acquisitions,] which will come first, the Preconstruction survey or the offer of Just Compensation?

Property owners from whom Amtrak needs to acquire subsurface rights will have an option to have preconstruction surveys conducted on their property prior to construction. Amtrak will work with property owners based on their individual needs.

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41. How are you acquiring the properties?

Amtrak will work with property owners in good faith to reach an agreement to acquire property. Amtrak will provide compensation for property acquisition(s). The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (“URA”) requires Amtrak to pay just compensation for property acquisition and may not be less than the fair market value for the acquisition. The notification process is already underway. In most circumstances, Amtrak will be making initial contact with affected property owners through 2025.

42. [What] type of ownership rights is Amtrak seeking?

All acquisitions both surface and subsurface will be Fee Simple, being absolute and permanent ownership.

43. How much of my subsurface property [rights] will Amtrak be acquiring?

Amtrak will be acquiring subsurface property rights from a specific depth below certain properties to the center of the earth. An exhibit map depicting the property acquisition will be prepared and shall accompany the offer and Real Estate professional will explain the acquisition and process for each individual property.

44. If I have an ownership interest in a road that is needed for the Program, will Amtrak be acquiring those rights?

Yes, Amtrak will reach out to all owners to acquire the necessary property rights.

45. What are you doing about the people’s houses that are not being acquired in the vicinity?

Mitigation efforts will be put into place to minimize the effects of demolition and construction. See the answer to Question 30 for more information.

46. Is there a list of properties?

If your property is within the limits of the program and an acquisition is required, you will be contacted directly.

47. Is there was a better diagram showing the route so [we] can see if [our property] fall[s] within the [tunnel] path?

As the Program progresses, more detailed information, plan and profile drawings that show the path of the tunnel and surface alignment, in addition to the various tunnel depths will be available on the Program website. You can access the current plan and profile drawings using this [Amtrak Plan/Profile Link](#).

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48. I need to know if I should sell my property because of the construction, etc.

We cannot advise you on whether you should sell your property.

49. Why aren't you buying my property?

Amtrak is only authorized to buy the properties that are required for the Program.

50. My property is located at XYZ Street and would be perfect for laydown space, why don't you buy it?

Amtrak is only authorized to buy the properties that are required for the Program.

51. I have residential rental properties near 900-1000 North Payson [street]. What should I tell my tenants, will they be affected?

We will be providing notices as construction approaches to occupants of the Program area. Information regarding the Program is available on the website at [Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel).

52. I live near the Flanigan property, how will I be affected by construction and what is Amtrak going to do about it?

Mitigation efforts will be in place to minimize disruption from demolition and construction.

Historic Preservation

53. Can commercial properties use the historic funds available?

Yes, commercial properties are eligible for funding under the historic preservation grant fund. To qualify, the properties must be listed in or eligible for the National Register of Historic Places and be located either within the boundary of the project's Area of Potential Effects (APE) for the south portal or within the Midtown Edmondson or the Edmondson Avenue Historic Districts. Further information and a map of the APE is provided in the project's Programmatic Agreement, available on the program website, [Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel).

54. Our home is on a historic block, are there historic preservation projects/considerations that we need to be aware of?

As a federally funded project, the Frederick Douglass Tunnel Program is subject to review under Section 106 of the National Historic Preservation Act. In accordance with that act, a *Programmatic Agreement* (PA) was developed to address the Program's effects on historic properties as well as any required mitigation measures. The PA is available on the program website, [Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel). Additionally, the design team will be specifying requirements for protecting historic properties which the builder/contractor will be required to adhere to and which Amtrak will administer.

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West Baltimore MARC

- 55. Will AMTRAK or [the Maryland Transit Administration] (MTA) be responsible for the construction and maintenance of the public restrooms [located at the re-constructed West Baltimore MARC station]?**

MTA has committed to providing standalone restrooms at the new West Baltimore MARC Station, conveniently located for bus, train, and future Red Line passenger use. MTA is responsible for design and construction of the standalone restrooms, separate from Amtrak's project to construct the new West Baltimore MARC Station. The new accessible restrooms will be open upon completion of the West Baltimore MARC Station.

- 56. Where is the bicycle storage [going to be located]? location?**

Bicycle storage will be located between the station structure and bus loop. MTA has committed to enhancing the existing pick-up/drop-off areas in the West Baltimore Station Lot B, which is between N Smallwood St and N Pulaski St. The pick-up/drop-off area enhancements will include a larger dedicated area, additional wayfinding, and a dedicated and convenient location for pick-up/drop-off, including ride sharing services. The enhancements will be designed to be complimentary of the future Baltimore Red Line. MTA is responsible for design and construction of the pick-up/drop-off area enhancements, separate from Amtrak's project to construct the new West Baltimore MARC Station.

- 57. In the new station design, has any consideration been given to the potential revitalization of the red line?**

MTA has recently restarted the Red Line project and Amtrak is closely coordinating with them to ensure that the new West Baltimore MARC Station accommodates a future Red Line station and provides seamless transfers between bus, Red Line, and MARC.

- 58. With MDOT MTA now reviving the Red line project, will there be any design consideration for possibly incorporating space for a Red line alignment at/adjacent to the West Baltimore MARC station?**

See response to Question 57.

Mural at West Baltimore MARC Station

- 59. Will the commission[ed] mural be from [a] local artist? [Do we get additional input on it aside from only where it will be located]?**

The Program Team will determine the final process for securing input from the community for the artist and images to be displayed.

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Miscellaneous

60. Where can we access records and recordings of all Amtrak community meetings since the project's inception?

A list of all meetings held during the planning study can be found in the Environmental Impact Statement on Amtrak's website [Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel). A list of meetings held during the current phase of the program along with presentation materials for public meetings and recordings of the public meetings can be found here: <https://www.amtrak.com/about-amtrak/fdtunnel/bptunnel-community-outreach.html>.

61. Will the Icehouse property be impacted by the Program?

The Icehouse property will not be impacted by the Program, nor is it being acquired by Amtrak as part of the Program.

62. How can I get in contact with Amtrak to receive information about the Frederick Douglass Tunnel Project?

You can email Amtrak at fdtunnel@amtrak.com or reach us by telephone at (443) 423-1115.

63. Will you be providing all of the speakers' contact information?

To help ensure that all correspondence is catalogued and addressed through our formal process, we are asking that all comments and questions be submitted to our team using fdtunnel@amtrak.com. We will continue to engage with the community at future public meetings, where you will have the opportunity to speak directly with Program staff.

Lafayette & Payson Park

64. Where [will Amtrak] be relocating the public park [that is currently located on the corner of West Lafayette Avenue and North Payson Street]?

The park at the corner of West Lafayette Avenue and North Payson Street will be temporarily relocated to the proposed location of the corner of North Brice Street and West Lanvale Street for approximately one year. After that point, the existing park will be restored.

65. What amenities will the [newly constructed] park have besides basketball courts and a playground, [will a new tennis court be included]?

The program team is closely coordinating with Baltimore City Recreation and Parks, along with residents, to discuss future amenities to be placed at the park once construction is completed.

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DBE/MBE Participation

- 66. Will there be [Disadvantaged Business Enterprise] (DBE) [and Minority Business Enterprise] (MBE) participation opportunities during the construction management/[Delivery Partner] (DP) process in a meaningful way? [Will Amtrak consider extending opportunities to nonunion] DBEs/MBEs/SBEs to access opportunities under the current [Project Labor Agreement] (PLA)?**

Amtrak is committed to providing opportunities for diverse businesses. The Frederick Douglass Tunnel Program is covered under a Project Labor Agreement and the construction work is being broken up into various packages which will require 15-17.5% DBE/MBE goals. Amtrak's PLA indicates specific carve outs that allow for participation of nonunion contractors for specific scopes of work. The General Contractors for the program will host industry days in the future to solicit potential bidders.

- 67. Will a recording or any other summary info be shared to the registered emails for this event?
Thanks!**

The meeting was not recorded; however, a copy of the meeting presentation slides and this document summarizing questions and responses will be on the Program website [Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel).

- 68. Why [don't] you share geotechnical data/reports?**

Preliminary information developed during the NEPA study is available on Amtrak's program website at [Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel). We are not sharing additional geotechnical data at this time as final design information is being developed for use by the contractors once the tunnel contract is awarded.

Project Phasing

- 69. What is the best way to contact Amtrak in order to submit questions?**

Please send questions to fdtunnel@amtrak.com.

- 70. Since the project is going to take 10+ years, will the community be provided with communications regarding how it will be phased out?**

As the Program progresses, Amtrak will continue to work with the community, elected officials, other stakeholders and construction contractors to refine the schedule and communicate updates to the community.

- 71. When is the Frederick Douglass Tunnel Program scheduled to be completed?**

The Program is scheduled to be completed in 2035.

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72. How can we find information about when our neighborhoods will be impacted by construction efforts?

Amtrak's public outreach team will provide notice to residents prior to the start of construction. In addition, Amtrak will post construction information on the [Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel) website in the future.

73. Is there a general website for the Frederick Douglass Tunnel Program?

Updates on the Program can be found on the website at [Amtrak.com/fdtunnel](https://www.amtrak.com/fdtunnel). Our team will respond to messages sent to our email at fdtunnel@amtrak.com or calls to (443)-423-1115.

74. Why doesn't Amtrak come to our organizations' events to speak with us?

Over the last several months, our Program team has been contacting organization leaders within the West Baltimore community to request opportunities to meet. If you are interested in having the Frederick Douglass Tunnel program attend your community meetings, please contact us at fdtunnel@amtrak.com to request our team's attendance at an upcoming meeting.

75. Will construction for the Frederick Douglass Tunnel Program be 24 hours a day?

Construction is not anticipated to occur 24 hours per day except for tunnel boring operations. Contractors will be coordinating activities with Baltimore City to receive approval for work hours.

76. Why was the meeting [on September 26, 2023], not a seated presentation style with the participants then allowed to ask questions or make statements in a public forum?

Due to the large amount of information being shared, the team elected to use an open house format to provide community members with an opportunity to engage directly with experts from the Program team. Amtrak is planning to continue attending and hosting community meetings at the request of leadership or community members where we can answer specific questions related to other Program details.