



Baltimore and Potomac (B&P) Tunnel Project
National Environmental Policy Act (NEPA)
Reevaluation No. 3
February 2024



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Attachment 1: Noise and Vibration Assessment, 300 North Warwick Avenue Apartments

Attachment 2: Section 106 Project Change Memorandum to Record #1

Attachment 3: Section 106 Correspondence

I. INTRODUCTION

Amtrak’s Baltimore and Potomac (B&P) Tunnel Project was originally evaluated in the following documents (collectively referenced as the B&P Tunnel EIS):

- December 2015 *Draft Environment Impact Statement & Section 4(f) Evaluation Baltimore & Potomac Tunnel Project Baltimore, Maryland* (B&P Tunnel DEIS);
- November 2016 *Final Environment Impact Statement & Section 4(f) Evaluation Baltimore & Potomac Tunnel Project Baltimore, Maryland* (B&P Tunnel FEIS).

On March 24, 2017, FRA issued the *B&P Tunnel Project Record of Decision* (B&P Tunnel ROD) approving the Selected Alternative for the Project.

On June 18, 2021, Amtrak announced that the new B&P Tunnel will be named the Frederick Douglass Tunnel. Thus, for the remainder of this document, the existing B&P Tunnel will be referred to as the B&P Tunnel, the new B&P Tunnel will be referred to as the Frederick Douglass Tunnel, and the project evaluated in the Draft and Final EIS will be referred to as the B&P Tunnel Project (Project).

FRA has approved previous reevaluations for the Project:

- **Reevaluation No. 1** – approved May 2, 2022;
- **Reevaluation No. 2** – approved September 27, 2023; and
- **Atlas Storage Company Reevaluation** – approved October 19, 2023.

FRA concluded in the above reevaluations that the decision in the ROD remained valid.

Reevaluation No. 3 (herein referred to as “Reevaluation No. 3” or “this Reevaluation”) addresses advances in Amtrak’s Project design and changes in the affected environment. Amtrak has identified additional construction staging areas and space needed for construction of utility relocations at locations outside of the limits of disturbance (LOD) evaluated in the FEIS and ROD. These locations include the properties near and along the Amtrak bridge over Warwick Avenue (also referred to as “Warwick Avenue Bridge”), several streets and properties in the vicinity of the proposed south portal, areas along North Avenue, Jordan Street, Linden Avenue, and Eutaw Place near the intermediate ventilation facility (IVF) site, and an area near the proposed north portal. Detailed information on the changes covered by this Reevaluation is provided in **Section II**.

This Reevaluation was prepared to determine if the ROD remains valid and address NEPA’s implementing regulations (40 CFR 1502.9), which requires agencies to prepare a supplement to a FEIS if:

- The agency makes substantial changes to the proposed action that are relevant to environmental concerns; or
- There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.

II. RELEVANT CHANGES SINCE PUBLICATION OF THE FEIS AND ROD

This section presents Project changes and changes in the affected and surrounding environment since publication of the FEIS and ROD that are the subject of this Reevaluation. There have been Project changes and changes in the affected environment since publication of the FEIS and ROD that were the subject of previous reevaluations and are not detailed in this Reevaluation. FRA and Amtrak considered all changes evaluated in previous reevaluations when assessing whether the ROD remains adequate, accurate and valid (see Table 1).

A. Project Changes

Amtrak has identified the need to perform construction activities in areas outside of the Selected Alternative LOD evaluated in the FEIS and ROD. Reevaluation No. 3 considers environmental impacts from construction activities in the proposed LOD expansion area, shown in **Figures 1, 2, 3, 4** and **5**. The proposed LOD expansion discussion is organized into four areas: the Warwick Avenue Bridge and Franklin Street Laydown area, the south portal area, the IVF vicinity, and the north portal area. Areas shown on the maps as “temporary” would not be permanently acquired by Amtrak; areas shown as “permanent” would be acquired or are already part of Amtrak’s right-of-way (ROW). All utility relocations described are underground unless otherwise noted.

1. Warwick Avenue Bridge and Franklin Street Laydown Area

The Selected Alternative includes the demolition and reconstruction of the existing Amtrak bridge over N. Warwick Avenue to accommodate the track alignment through the West Baltimore MARC Station. The Selected Alternative includes replacement of the existing abutments, wingwalls, and superstructure, as well as reconstruction of the sidewalks along N. Warwick Avenue underneath the bridge. Along Warwick Avenue, the improvements include the reconstruction subgrade, pavement, curb and gutter, sidewalk, and ornamental fence railing, as well as utility relocations, including existing fire hydrants, manholes, and streetlight poles. This work extends from W. Franklin Street to W. Lexington Street.

Amtrak has identified several additional laydown areas needed for construction equipment and staging to complete the bridge demolition and reconstruction. These areas include 2601 W. Franklin Street, and parcels within and adjacent to the Northeast Corridor (NEC) ROW between N. Franklinton Road and east of N. Warwick Avenue. The work on these properties would include tree clearing and potentially paving or installing crushed aggregate over any areas not currently paved or hardened. All of the proposed activities for the Warwick Avenue bridge area are depicted in **Figure 1**.

2. South Portal Area

The FEIS identified several properties that Amtrak would need to demolish to construct the Project; however, the Project was early in design at the time of the FEIS, and therefore the parcels were not entirely included in the ROD LOD (as noted on **Figure 2**). At the time of this Reevaluation, Amtrak is completing final design activities and the proposed LOD expansion area has been adjusted to include the entirety of these properties which were bisected by the ROD LOD. The list of properties to be demolished includes the 1000 block of N. Payson Street, 2000 W. Lafayette Avenue, 2010 and 2020 Mosher Street, 2104 W. Lanvale Street and 700 and 740 N. Pulaski Street. The proposed work at these properties remains the same as what was proposed in the ROD: construction of the South Portal and South Vent Facility, track work, and stormwater management and landscaping. The ROD included underground impacts for the tunnel, permanent utility easements and utility relocations for drainage, electric, duct banks, gas, water, sanitary and storm sewer; however, Amtrak’s final design activities further defined the location of the impacted areas and are shown in **Figure 2** below.

Figure 1: Reevaluation No. 3 Proposed LOD Expansion at Warwick Avenue Bridge and Franklin Street Laydown Area

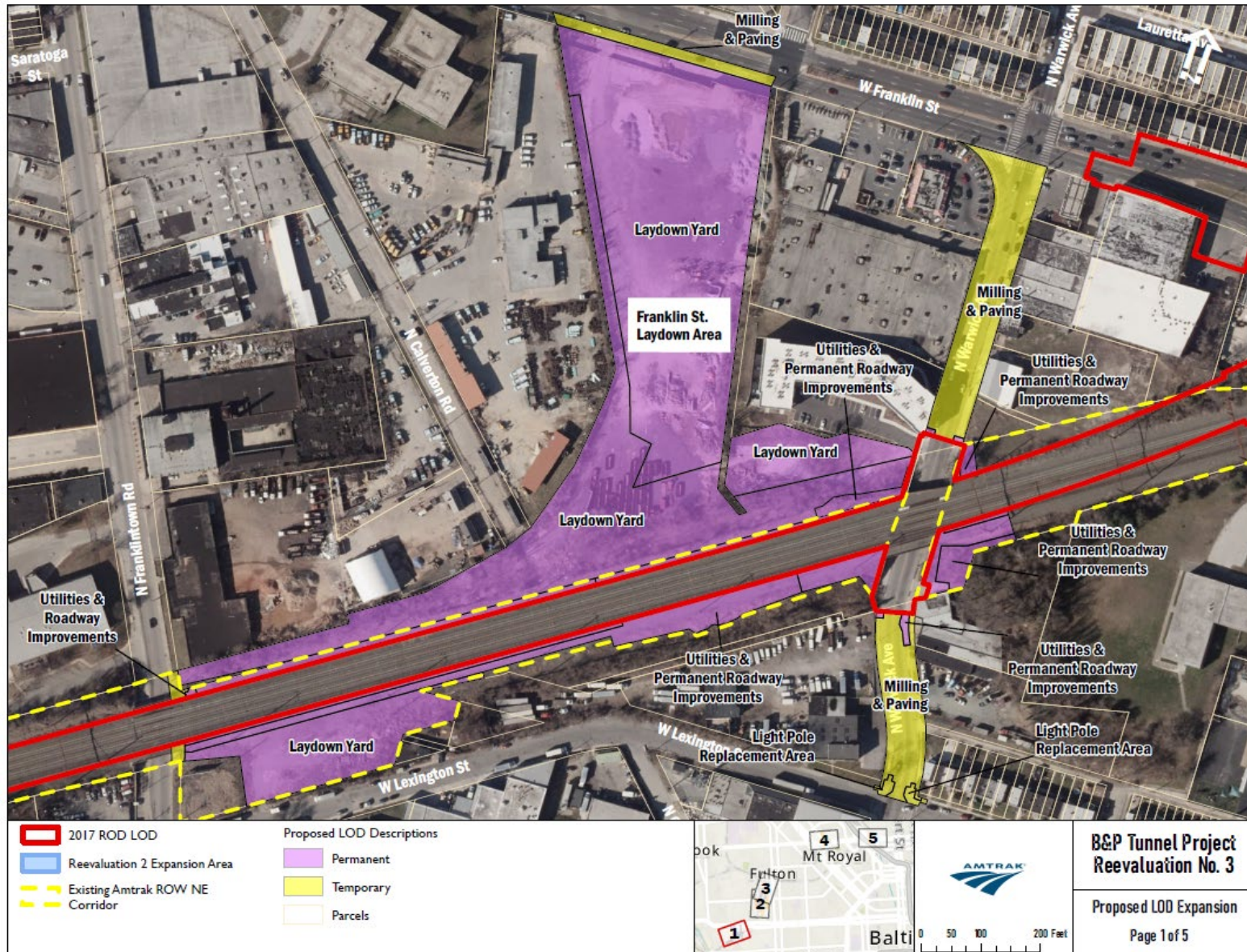


Figure 2: Reevaluation No. 3 Proposed LOD Expansion at South Portal Area (southern portion)

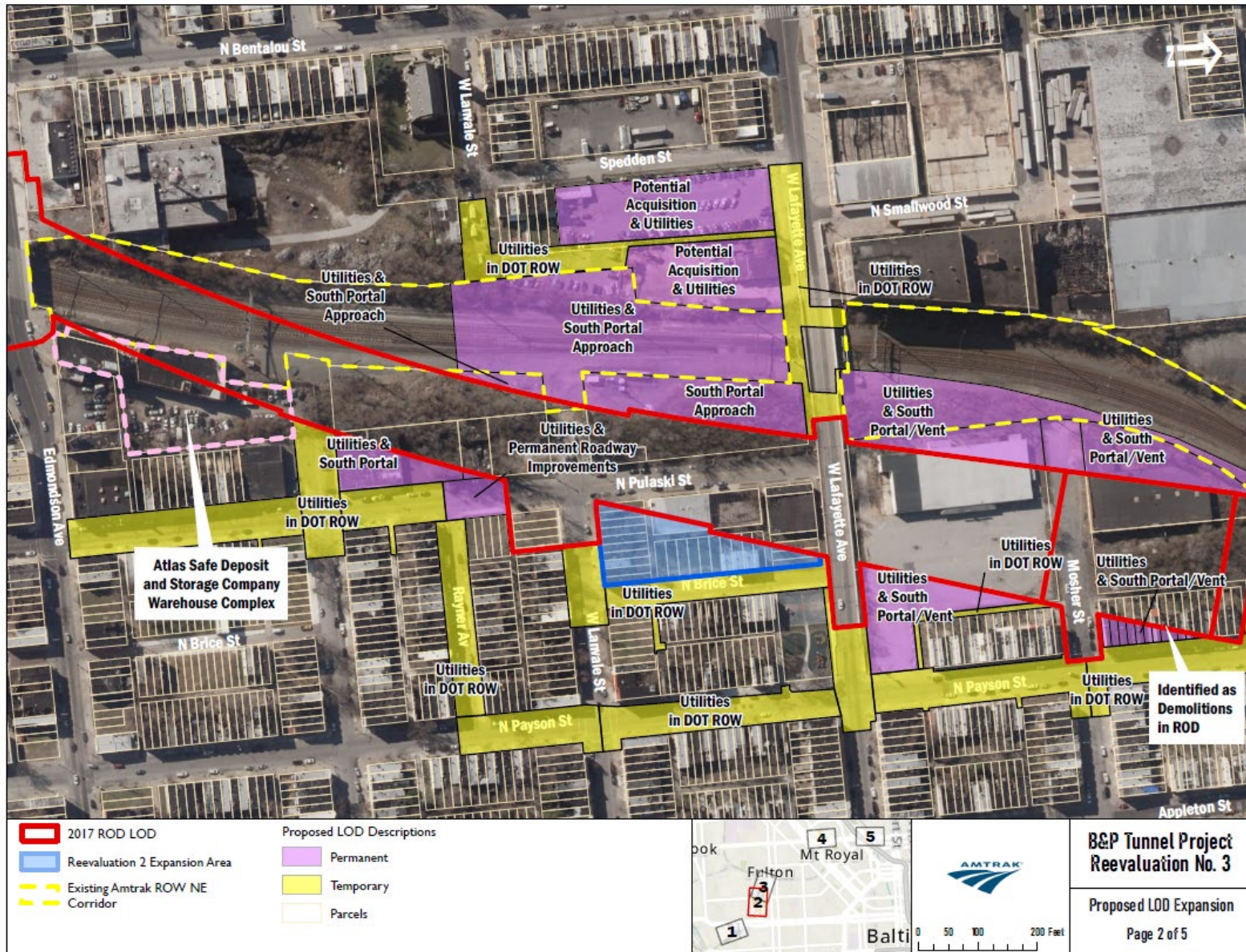


Figure 3: Reevaluation No. 3 Proposed LOD Expansion at South Portal Area (northern portion)

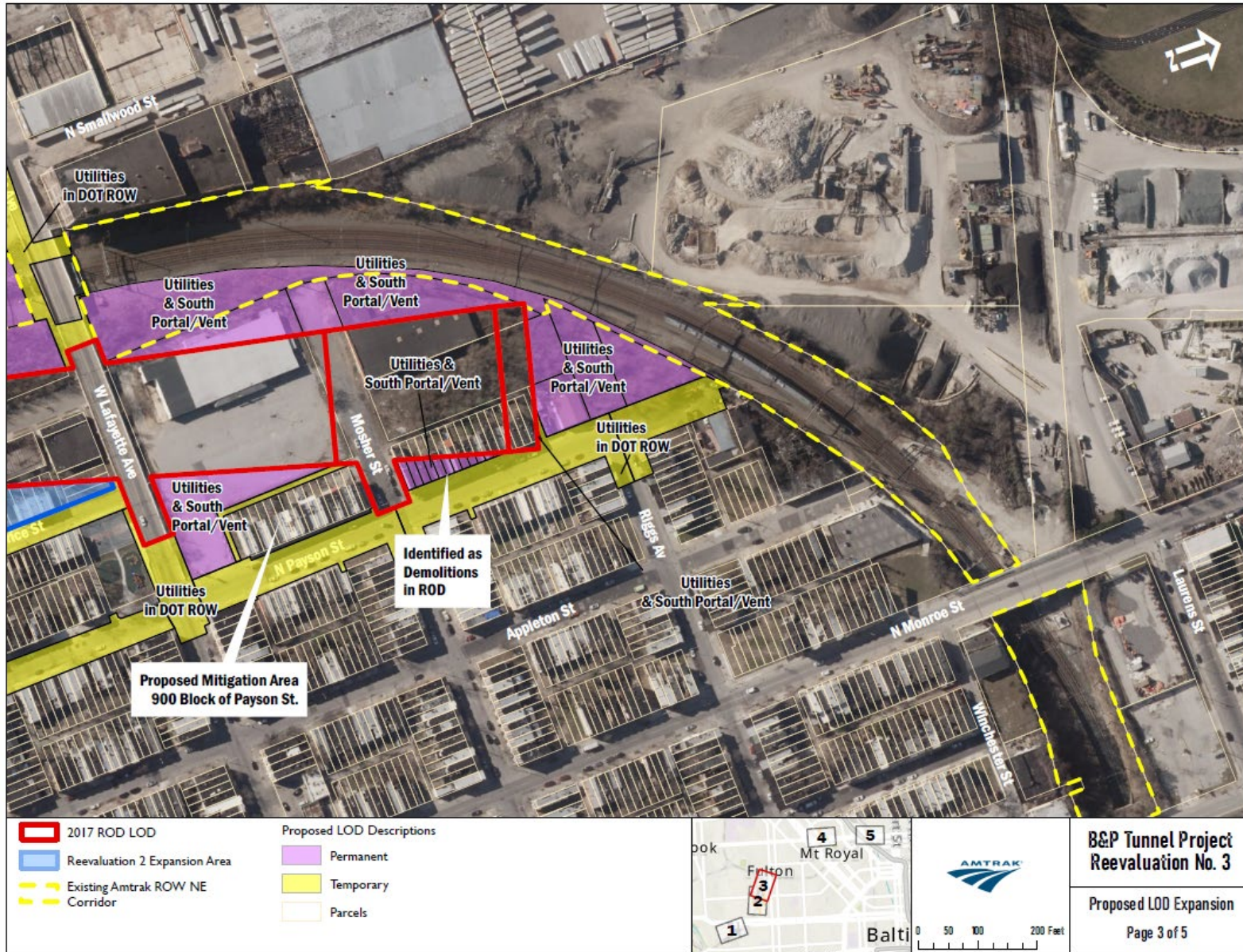
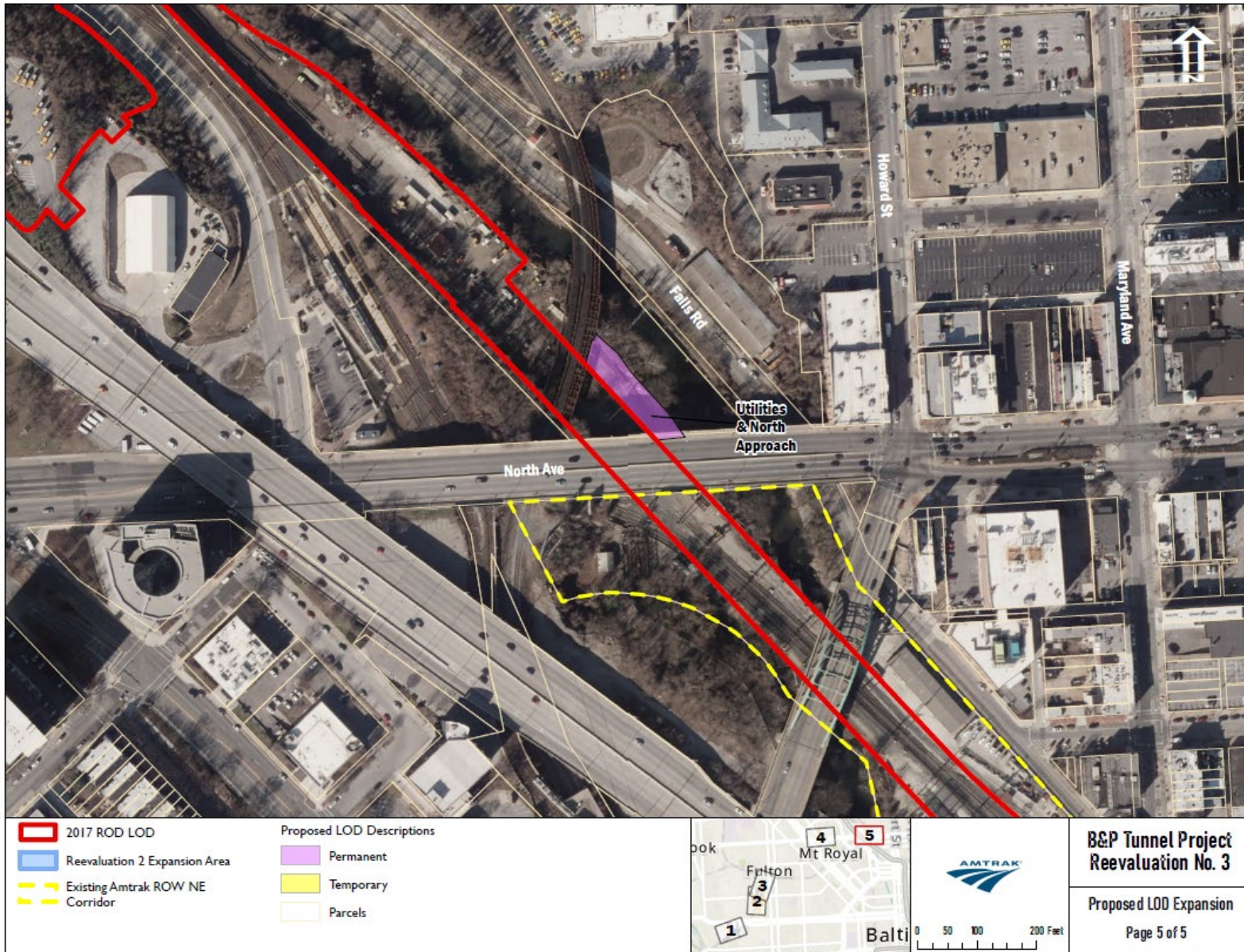


Figure 4: Reevaluation No. 3 Proposed LOD Expansion at the IVF Vicinity



Figure 5: Reevaluation No. 3 Proposed LOD Expansion at the North Portal



Along both sides of the Amtrak ROW near W. Lafayette Avenue, the proposed LOD expansion includes area to accommodate construction of relocated duct banks, electric, gas, and sewer utilities. This area also includes space needed to support excavation for the south approach and construction of associated retaining walls and track work described in the ROD (see **Figure 2**).

Amtrak has also identified several streets around the south portal where utility and roadway work will be necessary. The proposed activities include installation of new utility lines, duct banks, underground easements, and new connections to utilities. All the activities will take place within ROW owned by the Baltimore City Department of Transportation (BCDOT). The street ROWs that are proposed to be impacted are:

- N. Pulaski Street (from Edmondson Avenue to Rayner Avenue);
- Harlem Avenue (from ROD LOD to N. Pulaski Street);
- Rayner Avenue (from N. Pulaski Street to N. Payson Street);
- N. Payson Street (from Rayner Avenue to the end of the street at the NEC, past Riggs Avenue);
- W. Lanvale Street (from N. Pulaski Street to N. Brice Street);
- N. Brice Street (from W. Lanvale Street to W. Lafayette Ave);
- W. Lafayette Avenue (from N. Brice Street to Spedden Street); and
- N. Payson Alley.

Proposed activities at N. Pulaski Street from Rayner Avenue to the ROD LOD consist of utility relocations and work associated with the realignment of the street to allow for the construction of the south approach (as described in the FEIS). The roadway improvements include full-size lanes, curb and gutter, and new sidewalks. Proposed activities at Mosher Street between the ROD LOD and the NEC are associated with the creation of a cul-de-sac to allow vehicles to turn around. The proposed activities at the south portal area are depicted in **Figure 2** and **Figure 3**.

3. IVF Vicinity

The proposed LOD expansion area includes areas of roadway ROW surrounding the site for proposed electric and storm sewer utility relocations and roadway work. All the activities will take place within ROW owned by the BCDOT. The impacted streets are:

- Ducatel Street (from Linden Avenue to Jordan Street);
- Jordan Street (from Ducatel Street to ROD LOD);
- W. North Avenue (from Eutaw Place to Linden Avenue); and
- Linden Avenue (from W. North Avenue to 2014 Linden Avenue).

At the intersection of Eutaw Place and W. North Avenue, the proposed work includes utility relocations for storm sewer, sanitary sewer and electric, and intersection upgrades. The proposed upgrades at the intersection consist of the installation of new Maryland State Highway Administration (SHA) standard mast arm traffic signals and a standard traffic signal box installed at grade; sidewalk and crosswalk improvements; new accessible pedestrian signal poles; new traffic signage; and modifications to the island within W. North Avenue. The proposed activities around the IVF are depicted in **Figure 4**.

4. North Portal Area

Northeast of W. North Avenue, the proposed LOD expansion area includes a portion of land adjacent to the ROD LOD within existing BCDOT ROW. The proposed work at the site would also be used for the future construction of the North approach and track work. The work includes the installation of relocated underground utilities, including electric, water, and duct banks. The proposed LOD expansion area at the north portal is shown in **Figure 5**.

B. Changes in the Affected Environment

Since FRA's issuance of the ROD in 2017, a former industrial warehouse located at 300 N. Warwick Avenue was demolished by private developers and an 80-unit apartment complex ("300 N. Warwick Avenue Apartments") was constructed in its place. Land use at this property has changed from industrial (vacant) to residential. There have been no other changes in the affected environment.

III. ENVIRONMENTAL IMPACTS

This section provides a discussion of changes in environmental impacts resulting from the Project changes and changes in the affected environment as described in **Section II.A** and **II.B**. Except where noted in this Reevaluation, all impacts are anticipated to remain unchanged from those described in the FEIS and previous reevaluations.

Table 1 provides a summary of the impacts described in the FEIS, previous reevaluations, and any changes to those impacts in this Reevaluation. Summary details are omitted for resources where no changes in impacts would occur for this Reevaluation (see rows shaded gray). For resources with changes in impacts, or where further discussion is warranted to demonstrate no change in impacts, discussion is included in **Sections III.A** through **III.H**.



Table 1: Summary of Environmental Impacts

Resource Type	FEIS/ROD	Previous Reevaluations	Reevaluation No. 3
Socioeconomics	Displacement of 22 residential buildings, 13 businesses, four places of worship. Community and visual impacts from portals, ventilation facilities and trackway.	<p>Reevaluation 1: Potential reduced visual impact from shorter IVF. Of the 13 businesses identified as displacements in FEIS, six are no longer in operation. Revised estimated total of 7 business displacements.</p> <p>Reevaluation 2: Displacement of 12 additional residential buildings at N. Bryce and W. Lanvale in EJ population areas. Four of the 12 are currently occupied. Net total of 30 residential building displacements.</p> <p>Atlas Storage Company Reevaluation: One business relocation (total of 8).</p>	<p>Proposed LOD expansion includes approximately 27.6 acres with 17.4 acres of permanent and 10.2 acres of temporary impacts. By land use:</p> <p><i>Commercial:</i> 0.8 permanent</p> <p><i>Industrial:</i> 9.7 permanent, 0.2 temporary</p> <p><i>Residential:</i> 0.1 permanent</p> <p><i>Transportation:</i> 6.0 permanent, 10.0 temporary (including Amtrak ROW and BCDOT streets)</p> <p><i>Vacant:</i> 0.8 permanent</p> <p>Two additional business relocations for a total of 10. There would be no additional residential relocations.</p>
Cultural Resources			<i>No change</i>
Section 4(f)			<i>No change</i>
Natural Resources	Impacts to soils, 3.4 acres of floodplain, 109,750 square feet (2.5 acres) of forest stands, 40,200 square feet (0.9 acres) of hedge rows, 101 street trees and landscaped trees. Impacts of 3.4 acres to floodplain.	<p>Reevaluation 2: Potential increase of hedge row impacts by 3,400 square feet (0.07 acres) for a total of 43,600 square feet (1.0 acre).</p>	<p>Increase of approximately 117,270 square feet (2.7 acres) of forest stand impacts for a total of 227,020 square feet (5.2 acres).</p> <p>Increase of up to 48 street trees potentially removed, for a total of approximately 149 street trees. Street trees would be avoided to the extent practicable.</p> <p>Increase in floodplain impacts by 0.2 acres for a total of 3.6 acres.</p>
Hazardous Materials	112 sites of concern within one mile of the alignment,	No change	Two sites of concern are located within the proposed LOD expansion area; both



Resource Type	FEIS/ROD	Previous Reevaluations	Reevaluation No. 3
	including 67 low-priority sites, 38 moderate priority locations and 7 high-priority sites.		are within the 1-mile radius identified in the FEIS (Refer to Section III.D for more information).
Solid Waste			<i>No change</i>
Air Quality			<i>No change</i>
Noise	Residential and institutional land uses would be affected. For residential land uses, 437 persons were predicted to be impacted near the south portal, of which 141 were predicted to be severely impacted. One school (Mary Ann Winterling Elementary) would be moderately impacted.	Reevaluation 2: Severe noise impacts reduced by 17 and moderate noise impacts reduced by 2 due to buildings having been demolished by others separately from the Project.	Potential noise impacts to residents at the 300 N. Warwick Avenue Apartments. (See Section III.E and Section V for further details on impacts and mitigation measures).
Vibration			<i>No change</i>
Construction Impacts	Localized impacts at the mucking shaft and portal cut-and-cover locations, emissions and dust from construction vehicles, blasting noise and vibration near tunnel portal and ventilation shaft locations, temporary interruptions to vehicular and pedestrian traffic, temporary loss of on-street parking, major utility relocations, urban rodent activity, and bat impacts.	Reevaluation 1: Construction impacts would occur in 2 phases. The reduced diameter of the tunnels would result in less material to excavate and haul, and thus less impacts in the first phase. However, overall construction time frame to complete phases would increase.	Temporary construction impacts may occur for residents of the recently constructed residential apartment building at 300 N. Warwick Avenue. (Refer to Section III.G below for details). Construction activities, including equipment staging, would occur closer to residents and businesses near the proposed LOD expansion areas (including the residences on the 900 block of N. Payson Street).



Resource Type	FEIS/ROD	Previous Reevaluations	Reevaluation No. 3
Indirect and Cumulative Effects			<i>No change</i>
Public Health and Safety			<i>No change</i>
Energy			<i>No change</i>
Visual / Aesthetic Quality			<i>No change</i>

A. Socioeconomics

The proposed LOD expansion area encompasses 27.6 acres including 17.4 acres of permanent and 10.2 acres of temporary impact. Land uses are described in **Table 1** above.

Residents of the 300 N. Warwick Avenue Apartments would experience temporary impacts during construction similar to those evaluated in the FEIS including noise, vibration, air quality, temporary interruptions to vehicle and pedestrian travel, temporary loss of on-street parking and/or visual impacts. Amtrak performed an operational noise analysis which identified potential impacts at the building, which Amtrak proposes to mitigate with a noise barrier.

The residential apartment building at 300 N. Warwick Avenue is located within an EJ population area identified in the FEIS. EJ populations would be impacted by operational and temporary construction impacts (as described in **Section III.G**). Mitigation measures for operational and temporary impacts are specified in the FEIS and apply to the impacts to 300 N. Warwick Avenue Apartments identified in this Reevaluation. All project mitigation commitments are in Section V of the ROD.

The 900 block of North Payson Street consists of 16 rowhouses (14 of which are occupied) south of Mosher Street. These homes are not within the proposed LOD expansion area. However, the south portal excavation area is less than 50 feet away from the buildings in some areas (residences on other blocks near the south portal have greater separation from the excavation area). Residents on this block (located in a low income and minority neighborhood) would experience noise, vibration, and temporary interruptions to vehicle and pedestrian travel for up to approximately 10 years of construction. These impacts are consistent with the impacts described in the FEIS. Further, the proposed LOD expansion area for utility relocation within city streets in this vicinity would result in a complete encirclement of the block of homes. Thus, while access to the buildings would be maintained, residents would experience construction activity on all sides of the block of homes at various points during construction. Based on the combined impacts of construction, Amtrak is proposing additional mitigation specific to the owners and/or tenants of the 900 block of North Payson Street, as described in **Section V** of this Reevaluation. This proposed mitigation would provide options for compensation and/or relocation for owners and tenants of the 16 rowhouses.

The proposed LOD expansion would displace two additional businesses: the JJ Adams Fuel Oil Company (a fuel oil delivery business) and Auto Barn (an automobile tow lot). Relocation of these businesses, which do not directly serve the community, would not be expected to affect local community cohesion or access to services. Amtrak has coordinated with these property owners regarding their relocation and property acquisition. Amtrak will acquire all real property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

No changes would occur to community facility impacts. Amtrak will coordinate work on Linden Avenue with Dorothy I. Height Elementary School to ensure there is no disruption to pedestrian and vehicular traffic entering or exiting the school during weekdays. Any temporary closure of pedestrian access underneath Warwick Avenue Bridge would occur only for short durations on Saturdays or Sundays and thus would not affect students walking to nearby schools during weekdays and limited impacts to pedestrians on Saturdays or Sundays.

B. Cultural Resources

This Reevaluation analyzes project components that are limited in nature, including adjusting LOD boundaries to ensure consistency with property boundaries; conducting pre-construction utility and road work; and acquiring/preparing laydown yards and contractor staging areas, primarily on vacant land. None of the proposed work has the potential to affect NRHP-listed or eligible historic architectural properties. Therefore,

the work documented in this Reevaluation does not require a historic architectural Section 106 Project Change Transmittal or Section 106 consultation as documented in Section 106 Project Change Memorandum to Record #1, January 5, 2024 (see Attachment 2).

The identification and assessment of effects for archaeological historic properties within the APE, including the proposed LOD expansion area, is ongoing in accordance with the Project Programmatic Agreement (PA). In accordance with Stipulation VI of the PA, the supplemental Phase IA archaeological survey was distributed to the Maryland Historical Trust (which serves as the State Historic Preservation Officer) and the other consulting parties for review and comment on October 14, 2023. On November 20, 2023, the Maryland Historical Trust responded in agreement to the proposed additional investigations (geomorphology survey and Phase IB/II archaeological investigations at locations described in the supplemental Phase IA report). No other consulting parties responded. (Refer to Attachment 3 for copies of this correspondence.) Amtrak is required to have qualified archaeologists perform Phase IB archaeological investigations (i.e., testing) in portions of the APE determined to have a moderate to high archaeological sensitivity in order to identify, evaluate, and assess the effects to archaeological historic properties that may be present. Amtrak will ensure no ground disturbing activities occur within the proposed LOD expansion areas until all appropriate treatment measures for archaeological resources have been completed for those areas in accordance with Stipulation VI of the PA.

C. Natural Resources

Based on a USDA-NRCS Web Soil Survey, the proposed LOD expansion would not result in greater impacts to hydric soils, highly erodible soils, or prime farmland. No wetlands or waterways were identified within the proposed LOD expansion area, according to MDNR and USFWS NWI GIS data.

A 0.2-acre portion of the proposed LOD expansion area is located within a FEMA-mapped 100-year floodplain for the Jones Falls resulting in a total impact to the floodplain of 3.6 acres. Consistent with the FEIS and ROD, these impacts are still not anticipated to involve a significant encroachment of the floodplains, and the combined effects would not raise the flood level one foot. Amtrak is required to obtain a Maryland Department of the Environment Non-Tidal Wetlands and Waterways Permit for work within the 100-year floodplain.

The proposed LOD expansion would result in an increase of approximately 117,270 square feet (2.7 acres) of forest stand impacts for a total of 227,020 square feet (5.2 acres). The proposed LOD expansion area includes approximately 48 street trees for a total of 149 street trees that would be potentially removed. Street trees within the overall Project LOD would be avoided to the extent practicable. Amtrak would mitigate impacts to affected street trees and forest stands in accordance with the commitments outlined in the ROD.

D. Hazardous Materials

The Maryland Lumber and Apex Oil sites are located within the proposed LOD expansion area. Both are petroleum release sites and were previously included in the one-mile radius of the Selected Alternative evaluated in the FEIS. More information on these sites is depicted in **Table 2**. There are no other additional identified sites. Mitigation measures would be implemented as described in the ROD.

Table 2: Additional Sites of Concern within Proposed LOD Expansion Area

ID	Property Description	Address	Hazard Type	Priority	Area
BP-018	Maryland Lumber	2601 West Franklin Street	Petroleum Release	Medium	Warwick Avenue Bridge Area
BP-039	Apex Oil	2109 West Lafayette Avenue	Petroleum Release	Low	South Portal Area

E. Noise

The Project would result in operational noise impacts at the apartment building located at 300 N. Warwick Avenue, which was constructed after the ROD and therefore not accounted for in the original noise analysis for the Project. Future noise levels at this location would cause a severe noise impact without noise barriers. Therefore, Amtrak would construct noise barriers to reduce the added noise impact that is resulting from the Project from “severe” to “moderate.” More information is located in **Attachment 1**. Further analysis of project-wide operational noise and proposed noise barrier is currently in progress in accordance with the ROD.

At the 300 N. Warwick Avenue Apartments, construction of the Warwick Avenue Bridge is projected to remain below the 75 dBA threshold for daytime noise. To minimize noise during construction, Amtrak would require its contractors use equipment with effective noise-suppression devices and employ other noise control measures to minimize disturbance to the public in accordance with the mitigation included in the ROD.

F. Vibration

Based on the results of the 2023 Noise and Vibration Assessment, 300 North Warwick Avenue Apartments, no vibration or ground-borne noise impacts are predicted at the 300 N. Warwick Avenue Apartments (see **Attachment 1**) and thus no further mitigation is planned. Further analysis of project-wide operational vibration and ground-borne noise is currently in progress in accordance with the ROD.

G. Construction Impacts

Construction activities for the Selected Alternative would result in temporary interruptions to vehicular and pedestrian traffic patterns as described in the FEIS. All temporary closures would be coordinated with Baltimore City DOT and local residents as stipulated in the ROD mitigation commitments.

At the Warwick Avenue Bridge, roads and pedestrian access would remain open on weekdays. Temporary, short-term closures may occur on weekends during construction. Temporary weekend closures of pedestrian access at the Warwick Avenue Bridge would require an approximately 0.6-mile detour along Lexington Street, Smallwood Street, and W. Mulberry streets.

The types of construction impacts would be unchanged from what was documented and evaluated in the FEIS. However, construction activities and the resulting impacts such as noise, dust, and visual impacts would be located incrementally closer to surrounding land uses. Impacts to residents of the 900 Block of North Payson Street would be greater than anticipated in the FEIS and ROD due to the close proximity and encirclement by the proposed LOD expansion area (as described in **Section III.A** above). Amtrak is therefore proposing additional mitigation as described in **Section V** below.

IV. COMMUNITY AND STAKEHOLDER OUTREACH

Amtrak is implementing a comprehensive public outreach program to inform communities and stakeholders of the continued progress, design updates and anticipated schedule for the overall Project, including the changes included in this Reevaluation. Amtrak has continually updated the project website to provide timely information to members of the public and other interested parties.

Amtrak has provided briefings or held meetings with the following community groups and stakeholders:

- Residents Against the Tunnels (RATT)
- Norfolk Southern
- MARC
- Baltimore City (Department of Transportation, Department of Planning)
- Maryland Transit Administration
- Baltimore Gas and Electric
- Elected Officials (City Council members, MD legislature members, MD Federal delegation).
- Local community group meetings in Reservoir Hill, Midtown Edmondson and Rosemont

Amtrak has held several recent public outreach events during final design, including:

- November 18 and 20, 2021: Virtual Public Meeting
- March 15, 2022: West Baltimore MARC Station Virtual Concept Design Meeting
- June 14, 2022: Public Open House at New Song Academy
- September 14, 2022: Public Meeting at Perkins Square Baptist Church
- September 26, 2023: Public Open House at Carver Vocational-Technical High School
- September 28, 2023: Virtual Open House
- November 14, 2023: Real Estate and Program Update Meeting at New Song Academy
- November 16, 2023: Meeting with residents from Reservoir Hill
- January 9, 2024: Lafayette & Payson Park Temporary Relocation Meeting at Perkins Square Baptist Church
- January 11, 2024: Listening Session at Beth Am Synagogue

As the Project design continues, Amtrak will conduct additional community meetings to provide general updates as well as specific, targeted information about the Project most relevant to local communities. Amtrak will also provide updates and answer questions regarding the overall Project status, and other relevant information for community residents and stakeholders.

V. MITIGATION

As detailed in Section IV, the changes described in this Reevaluation would increase construction and operational impacts compared to what was identified in the FEIS/ROD. The comprehensive mitigation commitments included in the ROD are project-wide and would be applied to any additional work and associated impacts in the proposed LOD expansion area. Specific commitments applicable to proposed impacts in Reevaluation No. 3 are provided in **Table 3**.

Amtrak will ensure that no ground disturbing activities occur within the proposed LOD expansion areas until all appropriate treatment measures for archaeological resources have been completed for those areas in accordance with Stipulation VI of the PA.

Noise barriers would be constructed north of the railway between approximately Edmondson Avenue and N. Warwick Avenue and extend for roughly 200 feet south of N. Warwick Avenue to mitigate noise impacts to the 300 N. Warwick Avenue Apartments. These noise barriers would reduce the operational noise impact from severe to moderate. More information regarding the noise impact and proposed mitigation is provided in **Attachment 1**.

Amtrak is committed to implementing additional mitigation for the owners and/or tenants of the 16 rowhouses that will be affected by construction impacts (such as noise, vibration, dust and temporary road closures) and potential EJ impacts identified at the 900 block of N. Payson Street. The proposed mitigation commitment is summarized as follows:

- Amtrak will provide monetary compensation to occupants who wish to remain in the rowhouses during construction.
- For owner-occupants who wish to vacate, Amtrak will purchase the property at fair market value and offer a “caretaker’s lease” to a new tenant if one can be found.
- For tenants who wish to relocate, Amtrak will compensate the owner for lost rent, and/or purchase the property and offer a “caretaker’s lease” to a new tenant if one can be found.

Table 3: Applicable Mitigation Commitments from the ROD

Resource	Impacts Identified in Reevaluation 3	Mitigation
Socioeconomics		
Community Cohesion, Land Use, and Environmental Justice	Proposed LOD expansion includes approximately 27.6 acres with 17.4 acres of permanent and 10.2 acres of temporary impact. By land use: Commercial: 0.8 permanent Industrial: 9.7 permanent, 0.2 temporary Residential: 0.1 permanent Transportation: 6.0 permanent, 10.0 temporary (including Amtrak ROW and BCDOT streets) Vacant: 0.8 permanent	ROD Commitment #2: The Selected Alternative will include establishment of a fund to support community development within affected communities. Examples of community development activities include economic development projects, installation of public facilities, community centers, public services, small business assistance, homeowner assistance, community broadband Wi-Fi internet access, and others. The fund will provide funding to not-for-profit community development organizations that serve communities within the corridor for operating expenses and capital projects. Funds will be awarded, based on published criteria, to organizations that are active within 1/4 mile of the Project alignment. Projects that are explicitly included under other mitigation measures, such as park improvements, will not be eligible for mitigation under this measure.
Business Displacement	Two additional business relocations (for a total of 10).	ROD Commitment #3: The Selected Alternative will include the provision of relocation benefits to property owners and tenants pursuant to the Uniform Relocation Act.
Natural Resources		
Forest Stand and Street Trees	Increase of approximately 117,270 square feet (2.7 acres) of forest stand impacts for a total of 227,020 square feet (5.2 acres).	ROD Commitment #16: The Selected Alternative will include implementation of vegetative buffers to screen right-of-way along the NEC in the Study Area and develop a mechanism for maintenance of vegetative buffers.

Resource	Impacts Identified in Reevaluation 3	Mitigation
	Increase of up to 48 street trees potentially removed, for a total of approximately 149. Street trees would be avoided to the extent practicable.	ROD Commitment #18: The Selected Alternative will include the development and implementation of a Street Tree Protection Plan and a Forest Conservation Plan.
Floodplain	Increase in floodplain impacts by 0.2 acres for a total of 3.6 acres.	ROD Commitment #19: The Selected Alternative will include a plan for floodplain mitigation.
Hazardous Materials		
Hazardous Material Sites	Two sites of concern are located within the proposed LOD expansion area, all of which were within the 1-mile radius identified in the FEIS.	ROD Commitment #21: The Selected Alternative will include development and implementation of a Hazardous Spill Prevention Plan.
		ROD Commitment #23: The Selected Alternative will include development of a Hazardous Materials Remediation Plan to remediate Hazardous Material sites impacted by the Project.
		ROD Commitment #24: The Selected Alternative will include development and implementation of a Screening and Materials Handling Plan for the pumping, segregation, transportation, and disposal of groundwater. Evaluation of any screening and sampling results by an environmental professional will determine health and safety, handling, and off-site disposal requirements.
		ROD Commitment #25: The Selected Alternative will include implementation of a program for the identification and segregation of impacted soils for additional testing and offsite disposal. Evaluation of any screening and sampling results by an environmental professional will determine health and safety, handling, and off-site disposal requirements.
Noise		
Noise impacts	Potential noise impacts to residents at 300 N. Warwick Avenue Apartments.	ROD Commitment #31: The Selected Alternative will include noise barriers to mitigate anticipated operational noise impacts.
Construction Impacts		
Construction Impacts	Temporary construction impacts may occur for residents of the recently constructed residential apartment building at 300 N. Warwick Avenue. Construction activities, including equipment staging, would occur closer to residents and businesses near the proposed LOD expansion	ROD Commitment #26: The Selected Alternative will include development and implementation of a Construction Noise Mitigation Plan. The plan will include to the extent practicable: <ul style="list-style-type: none"> • Location of construction equipment and material staging areas away from Location of construction equipment and material staging areas away from sensitive receptors where possible; • Temporary noise barriers and advanced construction of permanent barriers to serve during construction where possible; and



Resource	Impacts Identified in Reevaluation 3	Mitigation
	<p>areas (including the residences on the block of N. Payson Street).</p>	<ul style="list-style-type: none"> •Routing of construction traffic and haul routes along streets in non-noise sensitive areas where possible. <p>ROD Commitment #28: The Selected Alternative will include development of a Construction Vibration Mitigation Plan to include the following measures:</p> <ul style="list-style-type: none"> •Use of controlled blasting construction for vibration mitigation during drill and blast, and utilize blast covers when applicable. •Implementation of contractor control measures to ensure vibration from the TBM is kept low enough to avoid damaging buildings, including historic buildings, and remains below applicable FTA impact criteria. •Implementation of a vibration monitoring program and pre-survey of buildings in tunneling and blasting areas. <p>ROD Commitment #29: The Selected Alternative will include development and implementation of a Construction Emissions Reduction Plan to include measures such as reducing equipment idling times, utilizing on-site storage to reduce truck haul trips, using low-emissions equipment, dust suppression measures, ensuring the contractor has knowledge of appropriate fugitive dust and equipment exhaust controls, and other measures.</p> <p>Construction activities undertaken as part of the Selected Alternative will be performed in accordance with Maryland’s Standard Specifications for Construction and Materials, and COMAR 26.11.06.03D – Fugitive Particulate Matter from Materials Handling and Construction.</p> <p>ROD Commitment #30: The Selected Alternative will include utilization of public information and feedback methods such as construction-alert publications and complaint hotlines to address issues and keep the public informed. Notifications will include information about construction schedules, road closures, transit service impacts, blasting, and contact information.</p>

VI. CONCLUSION

Reevaluation No. 3 was prepared in accordance with FRA's *Environmental Procedures* to document changes to the B&P Tunnel Project and the environmental setting since the publication of the FEIS, ROD, and previous Reevaluations.

The comprehensive mitigation commitments included in the ROD and the additional mitigation described in Section V are sufficient to mitigate the Project impacts described in this Reevaluation.

Based on the information included in Reevaluation No. 3, FRA has determined that the B&P Tunnel Project ROD remains valid, and a supplemental EIS is not required. This determination considered the impacts from Project changes described in the three previous Reevaluations (see Table 1). The Project changes described in Reevaluation No. 3 do not constitute significant changes to the proposed action that are relevant to environmental concerns, and there are no significant new circumstances or information relevant to environmental concerns that bear on the proposed action or its impacts.

Approved by:

Date: February 26, 2024

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