

B&P Tunnel Replacement

December 2025 Quarterly Public Meetings Q&A

On December 8th and 10th, 2025, Amtrak held two quarterly community meetings to provide updates on the Baltimore & Potomac Tunnel Replacement (B&P Tunnel) Program. We want to thank everyone who attended and provided feedback. If you could not attend either meeting, you can view a recording of the virtual meeting or the presentation slides [here](#). To stay updated on Program activities, please subscribe to our [email list](#) to receive newsletters directly in your inbox, or visit our [website](#) for more information on the Program. For any questions, please email bptunnel@amtrak.com or call (443) 423-1115.

Please note that in 2026, we will move to hosting three public meetings per year in order to attend more community-hosted events and meet neighbors where they regularly congregate.

Answers to Community Questions

Below is a list of questions received from the community and answers provided at the meetings:

- Q. What is the start date for the Lafayette Avenue Bridge construction?
- A. We do not yet have a start date. We will share more specific construction plans for the Lafayette Avenue Bridge as they are finalized.
- Q. How can we get more timely notifications when there are road closures? Seconds matter in an emergency, so how can we get better notification of the operational side especially for the Fire and Safety emergencies?
- A. We work closely with our partners in City government and beyond to communicate road closures to the public. This includes coordination with fire and safety departments. Additionally, the B&P Program team shares a bi-weekly construction update email with information on road closures and community impacts. Community members are invited to sign up for these emails and text message updates on bptunnel.com.
- Q. We live near the North vent by I-83, and we were told that when the vent is operational it will make a howling noise up to 110 decibels. Can we confirm if this is true and how many decibels that sound will be at its loudest? How often will the howling occur? How frequently will they test the vents?
- A. The ventilation system itself has been specifically designed to minimize noise emissions, with large silencers installed on the fans that significantly reduce noise during testing and emergency operation. Amtrak is continuing to work with its designers to evaluate noise from ventilation facilities and include additional sound-dampening measures where required to minimize

noise impacts in accordance with the project's Record of Decision and the Baltimore City Health Code.

Each ventilation facility will be tested for maintenance four times per year, including three 15-minute tests and one two-hour test. At the north ventilation facility (NVF), the closest sensitive receptors (such as residences) are geographically separated by I-83 or other industrial buildings. Amtrak estimates that during typical operations, sound from the NVF will be indistinguishable from the traffic noise on I-83. During testing scenarios, noise from the NVF will not exceed the average background noise levels in the vicinity of Mount Royal Terrace, where the sound levels may reach roughly 67 decibels.

Q. When will the new West Baltimore MARC station be completed?

A. Amtrak and the Maryland Department of Transportation's Maryland Transit Administration (MDOT MTA) are still developing a timeline for construction of the new West Baltimore MARC station. We will share these plans once they are finalized.

Q. How much added time will travel take with the new routing of the trains? Secondly, will Amtrak discontinue use and tear down the current tunnel once the new one opens?

A. The new Frederick Douglass Tunnel will support train speeds up to 100 mph, compared with a 30-mph maximum in the current tunnel. The new tunnel will also improve reliability and reduce delays, enabling 30-minute Amtrak (and MARC) services between Baltimore and Washington, DC. The existing tunnel will remain in service for freight train operations only.

Q. Has there been any reconsideration of restroom placement for the West Baltimore MARC station? I understand the goal is to serve both Amtrak and a future Red Line, but a fully accessible signature station should still have its own restroom.

A. The restrooms will be located on the ground level in front of the existing bus loop. This location was selected in coordination with MARC to provide the best access for MTA Bus, MARC, and future Red Line passengers, while also preserving ample space for fully accessible pathways to the station.

Q. Would the project team ever consider setting up a time-lapse camera to watch the major bridge work or other evolutions (similar to what the gateway team is doing around work for the Hudson River Tunnel and adjacent projects)?

- A. Yes. The Amtrak team will be installing cameras in select areas to capture time-lapse footage in the near future.
- Q. What is the Program doing to address the safety of school students around the construction areas, especially as they travel to and from school?
- A. The Program observes the flow of traffic and pedestrians around our construction sites during our bi-weekly site visits. We are also working with our partners at Baltimore City Public Schools, nearby schools themselves, and the Maryland Transit Authority to address concerns as they arise and make adjustments on the ground as needed to ensure the safety of all travelers, including school students.
- Q. Could you provide an update on the Community Investment Program (CIP)?
- A. We plan to publish the Community Investment Program (CIP) Notice of Funding Opportunity (NOFO) in the coming months. Sign up [here](#) to receive an email when the application window opens. Details on the CIP can also be found in the updated [CIP Guide](#) available on bptunnel.com.
- Q. Who established the market price for our sub-surface? The amount in my perspective has not been a respectable amount.
- A. The valuations that Amtrak has commissioned by qualified appraisers have all returned a nominal value for the subsurface, as the subsurface has no contributory value or utility to the surface. Amtrak is settling transactions well above the nominal value of the subsurface, and we are happy to discuss transactions privately with the respective property owner(s).
- Q. Due to the many technical problems with the slide presentation, can you email a copy to all members in the audience?
- A. The meeting presentation will be made available shortly after the public meetings [here](#) on our website under “Meeting Videos and Presentations.”
- Q. Are the questions from community meetings being addressed? Where can those questions and answers be found?
- A. The meeting Q&A will be made available shortly after the public meetings [here](#). You can also sign up for our [email list](#) to receive the Q&A directly in your inbox.

An FAQ document that answers more commonly asked questions can be found on the B&P Tunnel Replacement Program website [here](#).

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