

Welcome

B&P Tunnel Replacement Program

Featuring the Frederick Douglass Tunnel, West Baltimore MARC Station, and additional infrastructure upgrades

Triannual Program Outreach Meeting

Wednesday, April 29, 2026

Carver Vocational Technical High School

B&P Tunnel Replacement

FREDERICK DOUGLASS TUNNEL
WEST BALTIMORE MARC STATION



AMTRAK®

Program Background and Overview



About Amtrak: America's Railroad



- 500+ destinations across 46 states and 3 Canadian provinces
- 22,000+ employees
- 34.5 million passengers per year

B&P Tunnel Background

- The existing B&P tunnel connects West Baltimore MARC Station to Baltimore Penn Station and is over 150 years old
- The B&P tunnel supports 15 million passengers per year (Amtrak + MARC Penn Line)

Top Issues:

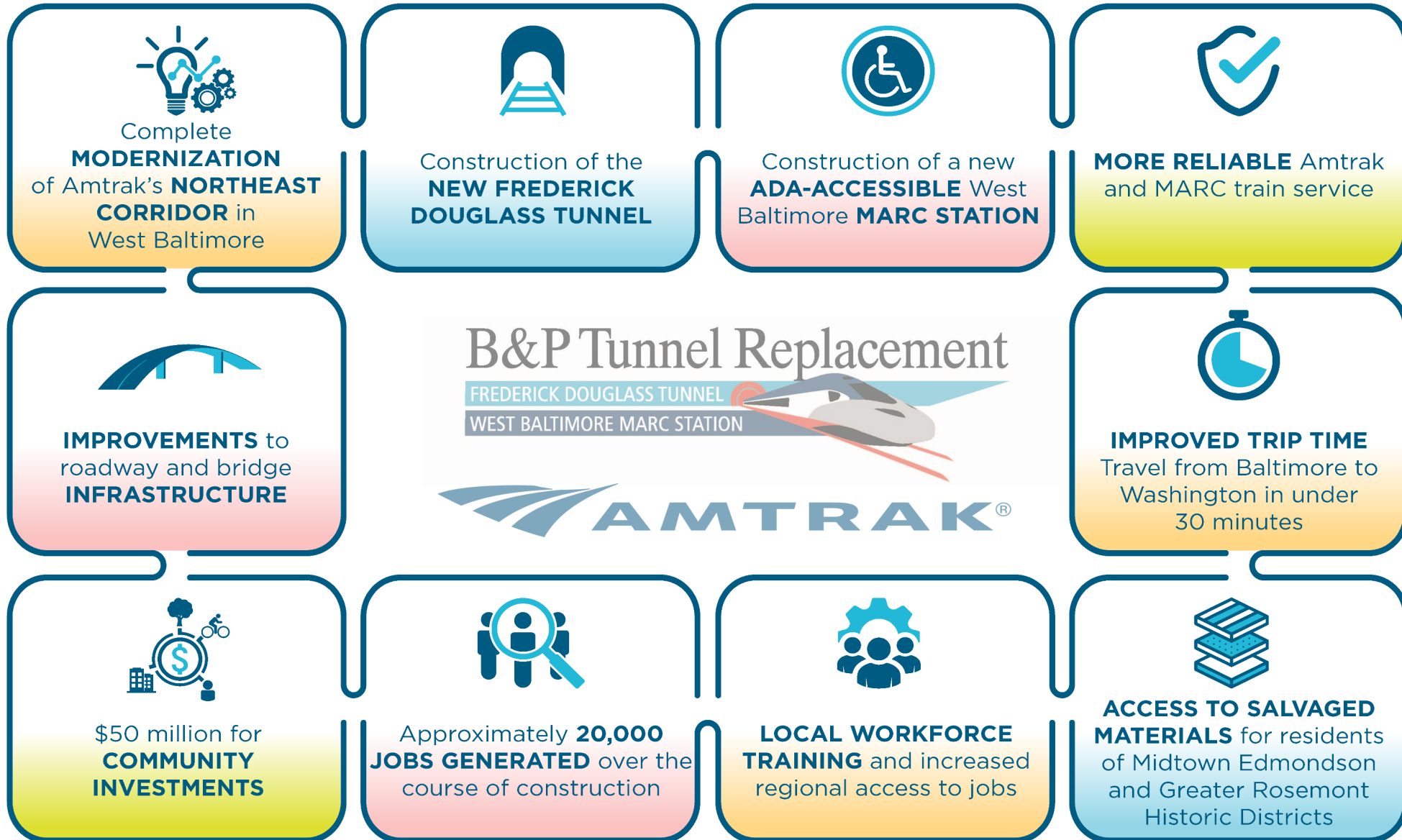
- Aging structure
- Frequent train delays through the tunnel
- High maintenance (frequent outages)
- No redundancy & resiliency



Program Area Map



Program Benefits



Program Highlights

- Notable construction progress in 2025, primarily with utility relocation on multiple local roadways
- \$22 million in construction contracts awarded to Baltimore City businesses, to date
- At completion, we will deliver approximately \$700 million in improvements for Baltimore City in addition to construction of the new tunnel and miles of rail improvements

W Mulberry St Construction Activity



Program Milestones

- Utility siphon tunnel breakthrough
- Rayner Avenue utility relocation complete
- Began foundation construction for W Mulberry St bridge
- Started utility work start on north end of program
- Launched Community Investment Program – visit bptunnel.com for application deadlines



Edmondson Avenue Pedestrian Connection

How We Got Here

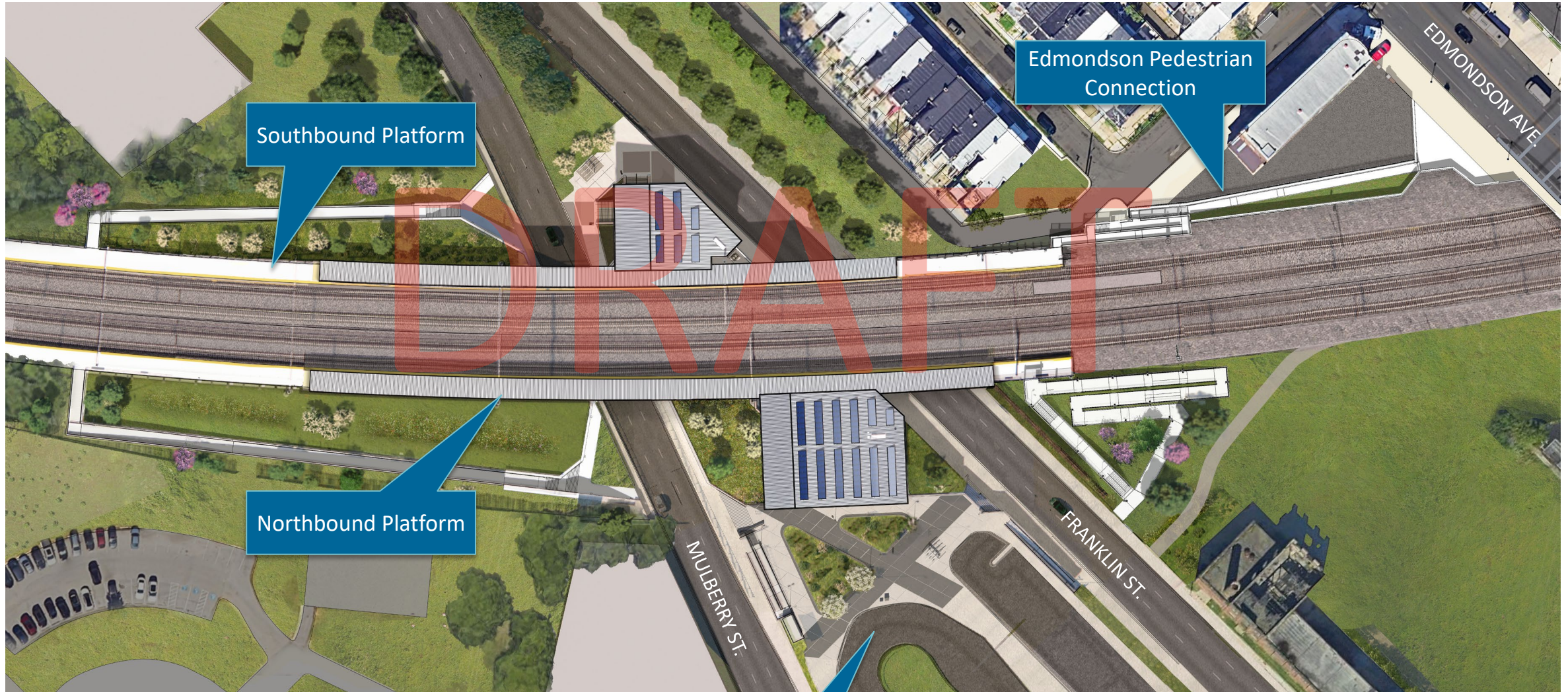
- Concerns about connection from the future West Baltimore MARC station and adjacent residential properties in Greater Rosemont
- Community desire to see a connection between the West Baltimore MARC station and the commercial corridor on Edmondson Avenue
- Coordination between Amtrak and the MTA to seek options that could support the community
- Evaluated all feedback and sought concurrence from partners

Design Constraints

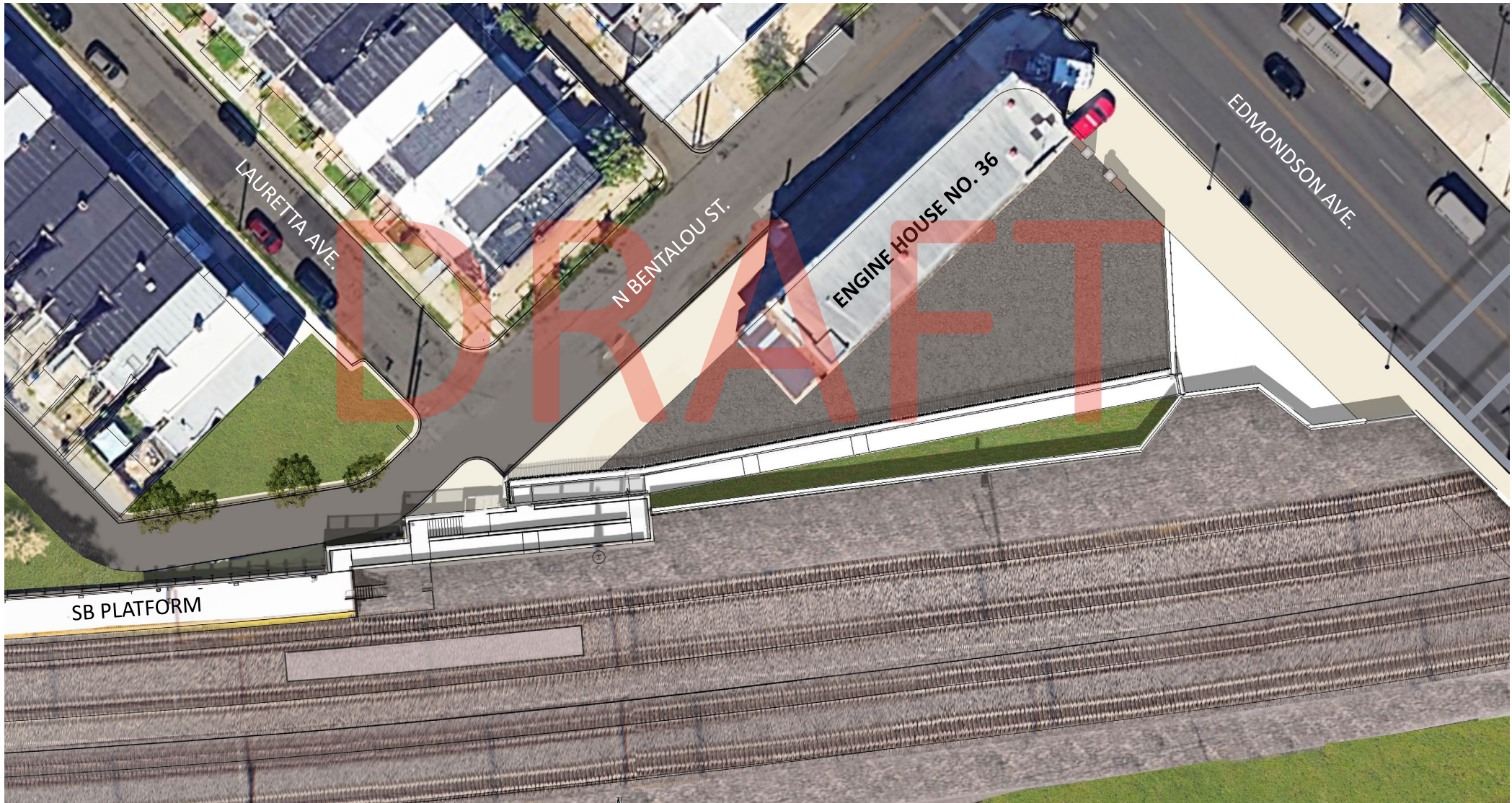
- Safety and security requirements
- ADA requirements
- Track right-of-way and structures
- Railroad infrastructure
- Limited available real estate
- Protection of historic structures
- Varied community requests / concerns
- Alignment with MTA operational requirements
- Alignment with Amtrak design standards



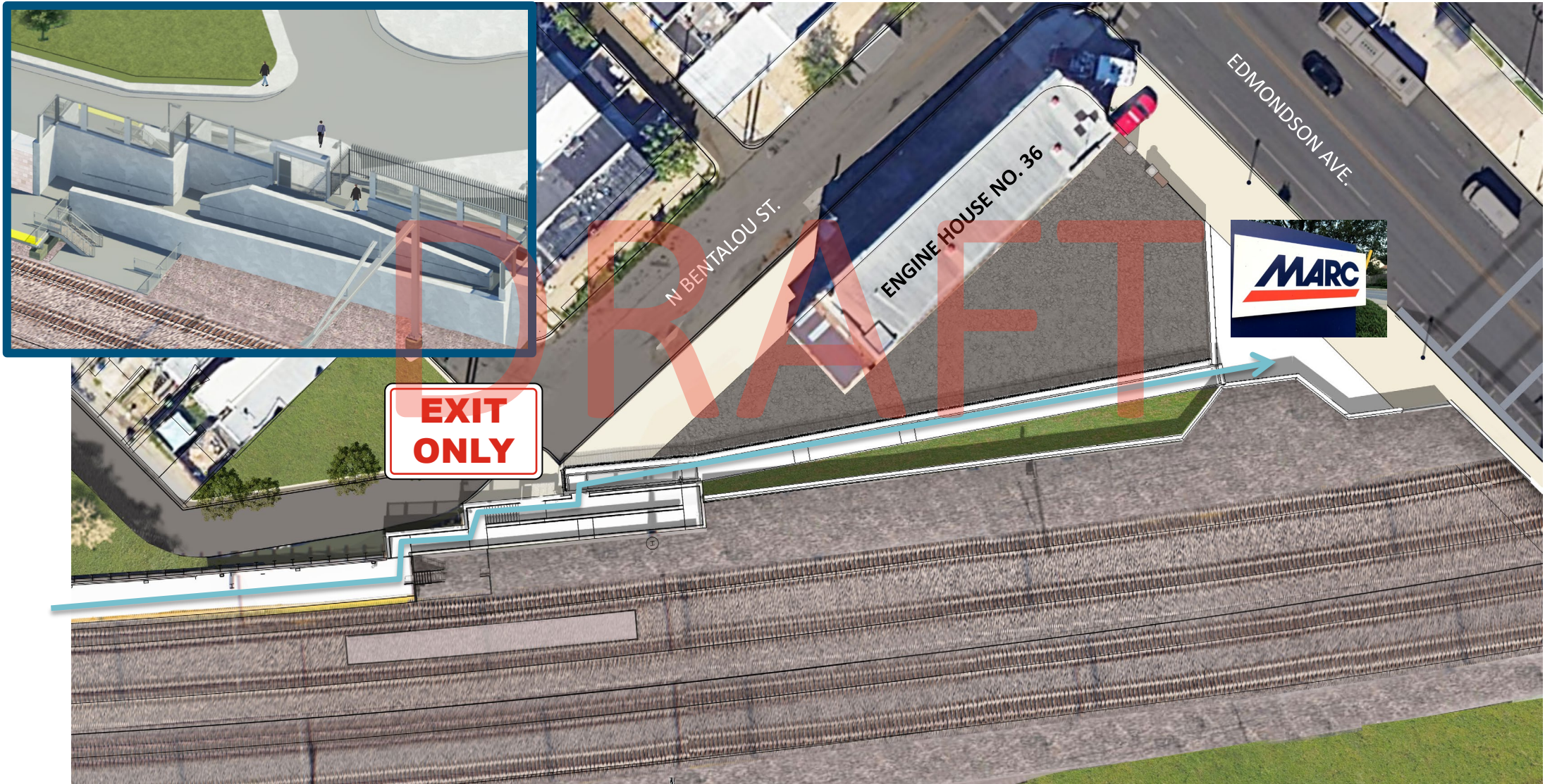
Proposed Connection to Edmondson Ave



Proposed Connection to Edmondson Ave



Proposed Connection to Edmondson Ave



Proposed Connection to Edmondson Ave



Improved Accessibility

Offers a well-lit, ADA-accessible alternative to existing paths.

Improved Access to Transit

Provides residents with a safer, more direct walking connection to MARC and bus service, reducing first-mile/last-mile barriers and supporting higher ridership.

Enhanced Neighborhood Connectivity

Stitches together communities currently separated by rail infrastructure, improving walkability between the Edmondson Village corridor and the station area.

Strengthened Economic Activity

Reinforces Long-Term Revitalization Goals

Aligns with broader West Baltimore redevelopment priorities—transit-oriented development, equitable access, and community-led revitalization.

Construction Review – Clark Stacy Witbeck (CSW)

CSW Team

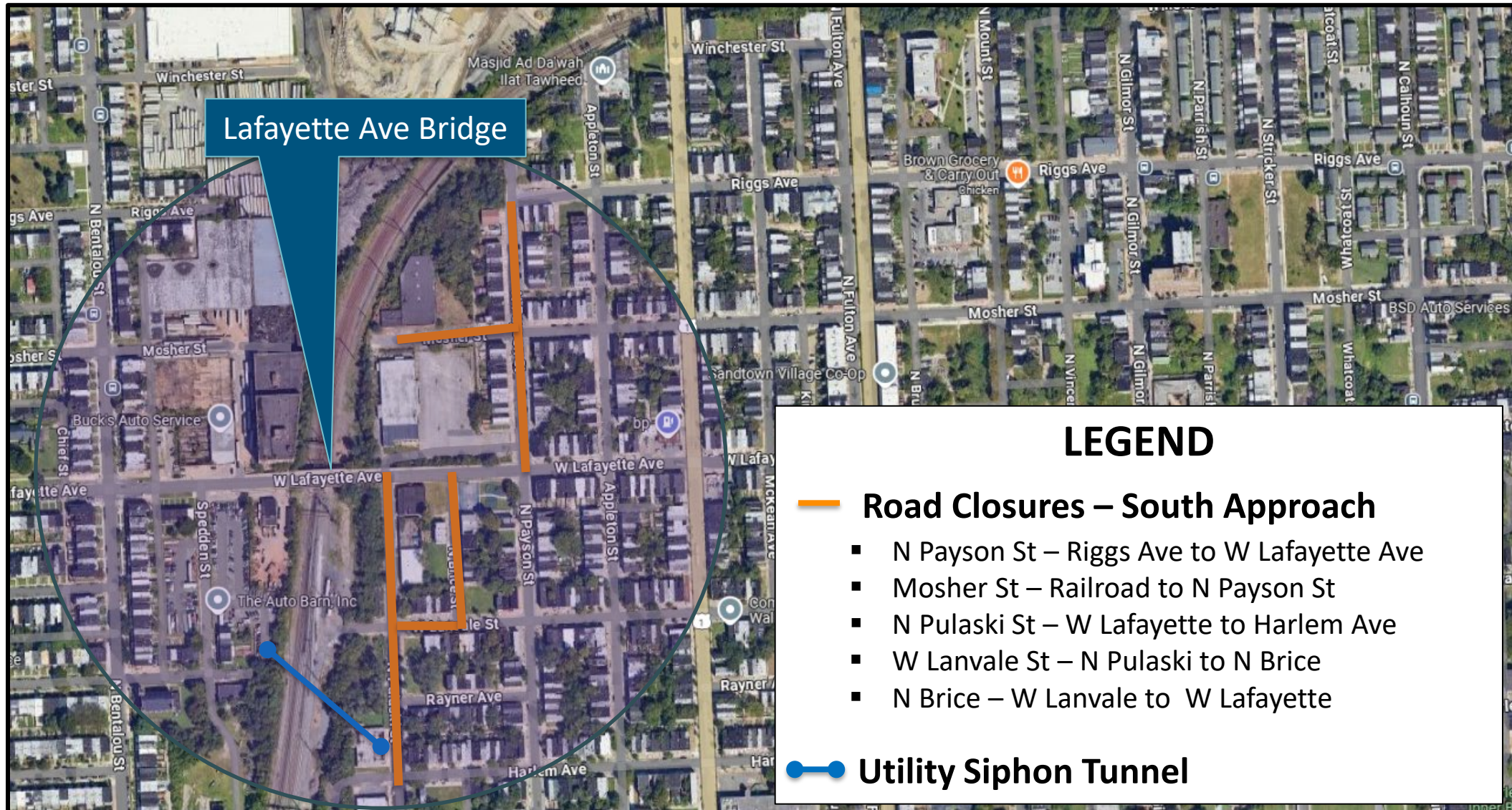


Phil Sheridan, PE, FBDIA
Project Manager



Kenneth Waters, STSC
Construction Manager

Program Construction Areas – South Approach

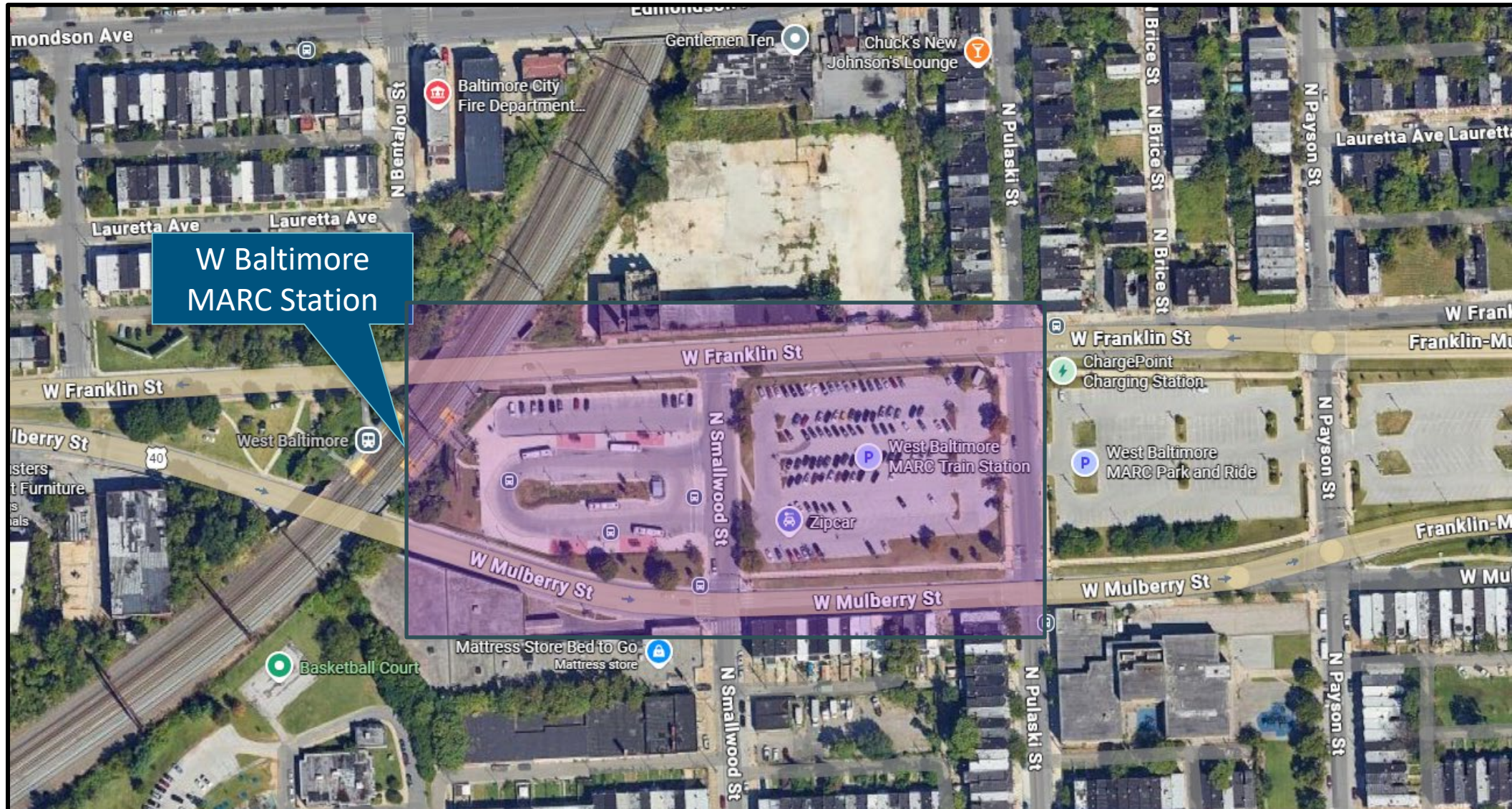


Construction Review - CSW

- Installing 126" Storm Drain on 900 Block of N Payson St
- Relocating 30" water line on the 700 Block of N Payson St
- Starting construction of the W Mulberry St railroad bridge



Program Construction Areas



W Mulberry St Railroad Bridge

BEFORE



04/2026



W Baltimore MARC Bus Loop



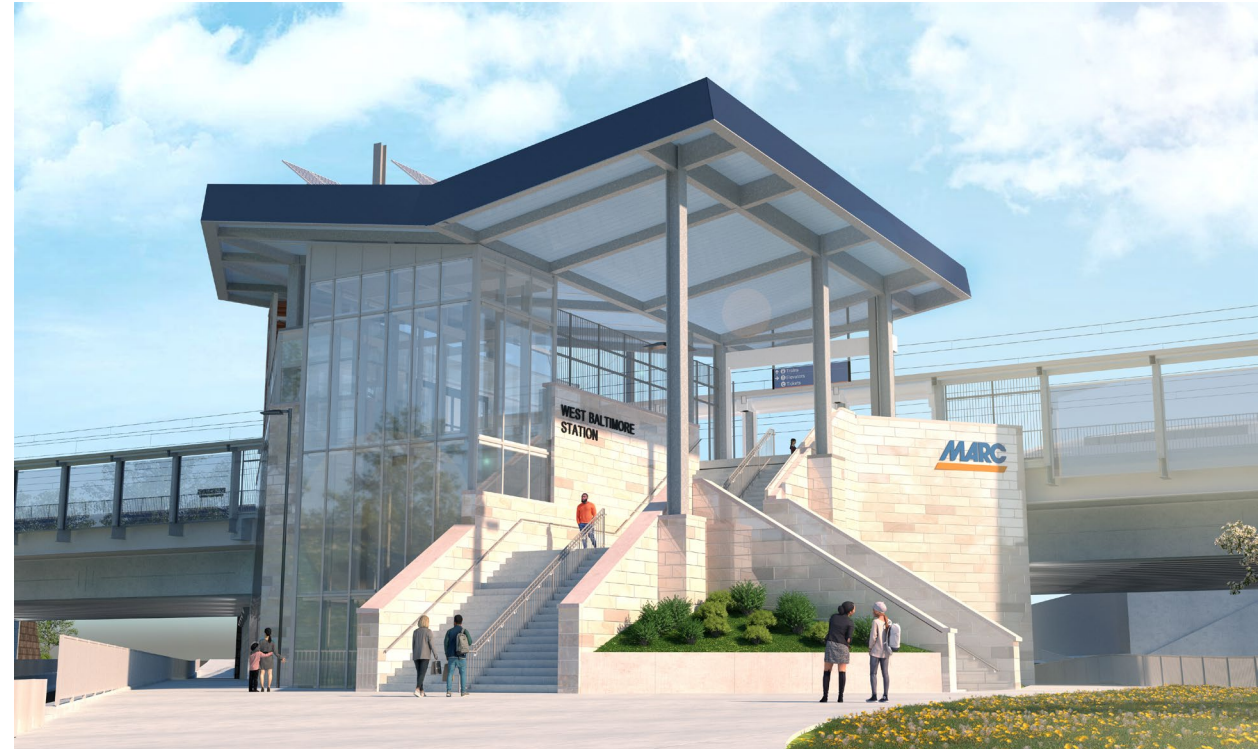
W Baltimore MARC Temporary Bus Loop

- Temporary Lot B loop construction to begin Oct 2026
 - Existing (Lot A) will remain open until Oct 2027
 - Temporary (Lot B) parking will be moved to Lots C and D
- Temporary Lot B bus loop and adjacent ADA parking will open Oct 2027
- Temporary southbound platform and W Mulberry St Bridge will open Oct 2027

Future W Baltimore MARC Station



Northbound Side



Southbound Side



W Baltimore MARC Station - Waiting Areas



Northbound Side



Northbound Side



Southbound Side



Southbound Side

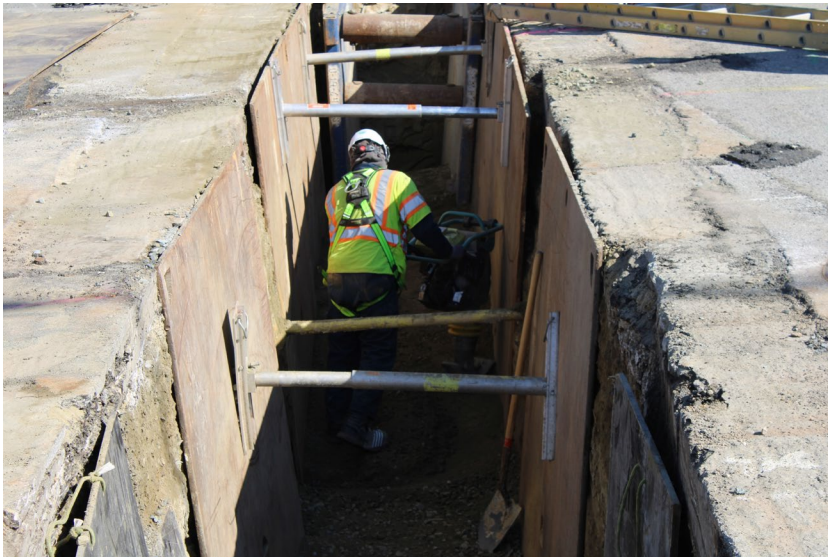
Future W Mulberry St Railroad Bridge



Program Construction Areas – McMechen St



McMechen Street Utility Work



McMechen Street Utility Work



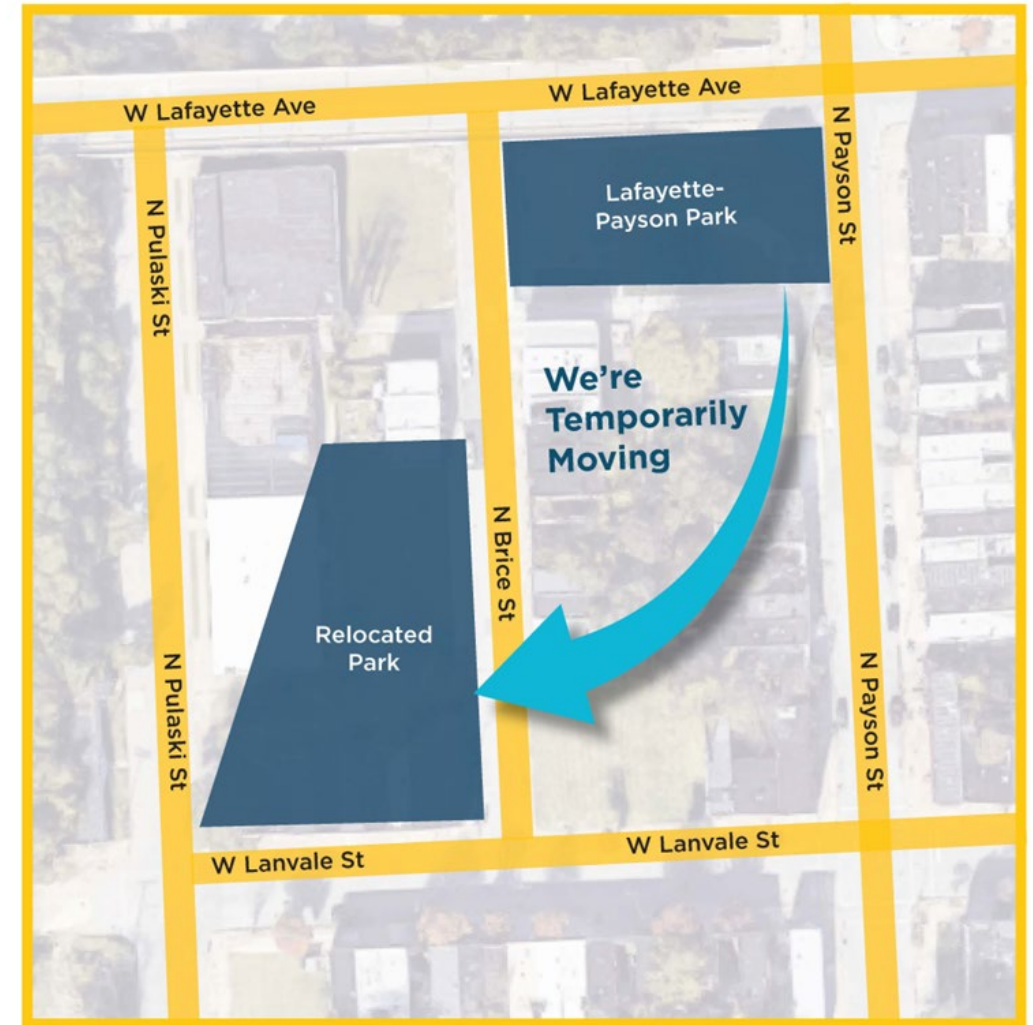
Upcoming Construction - CSW

- Place relocated utilities into utility siphon tunnel
- Relocate utilities on McMechen St (near North Avenue and the MTA Light Rail station)
- Relocate Lafayette and Payson Park to accommodate the reconstruction of the Lafayette Avenue bridge



Lafayette & Payson Park Relocation

- Hold community meeting to discuss temporary park construction
- Construct temporary park on the corner of Brice St and W Lanvale St
 - Will have complete playground set and basketball court
- Open temporary park before closing current Lafayette Park at the end of 2026



W Lafayette Ave Bridge Closure

- Lafayette Avenue bridge replacement expected to start in June 2027
- Working on temporary pedestrian, bike, and vehicular travel options during closure. Considerations include:
 - Vehicular detour routes
 - Student shuttle service
 - Bus connections
 - Micro transit alternatives
 - Optional pedestrian detour routes
- Work will take approximately **1 year**

Construction Review – Kiewit Shea Tunnel Constructors (KSTC)

KSTC Team



Mark Petermann

Project Manager



David Neidballa

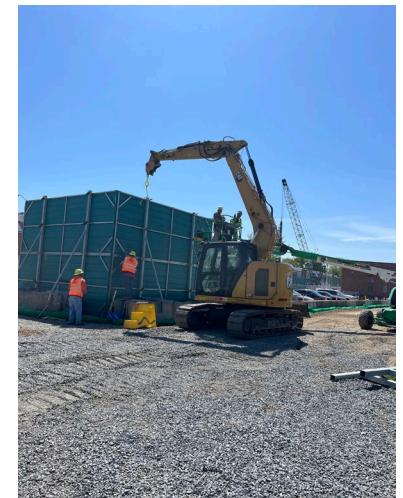
Pre-Construction Manager

Upcoming Program Construction Areas



Construction Sequence

1. Setup site
2. Install Support of Excavation (SOE)
3. Excavate launch shaft
4. Assemble TBM in launch shaft
5. Tunnel with TBM
6. Prepare for TBM extraction
7. Extract TBM
8. Excavate cross passage



Current Activities

South Approach

- Install fencing
- Erect temporary sound walls
- Place erosion & sediment controls
- Clear & Grub the site



Laurens Yard

- Mobilize trailers

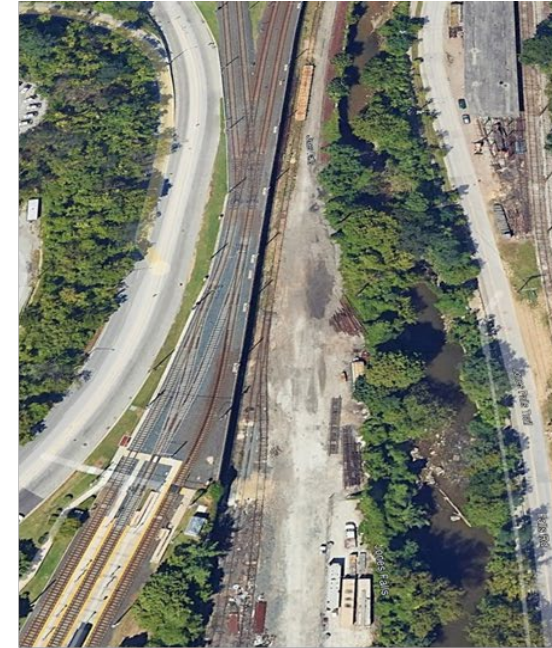
Upcoming Work

Support of Excavation (SoE) / Jet Group
South Approach

Soil Excavation
South Approach

Site Setup
North Portal

Jet Grout
North Portal



Construction Overview

Work Sites

1. South approach / SVF
2. Flanigan temporary shaft
3. North Ventilation Facility
4. North Portal reception pit

Remote Sites / Yards

1. Laurens
2. Flexiflow
3. Bentalou



South Approach

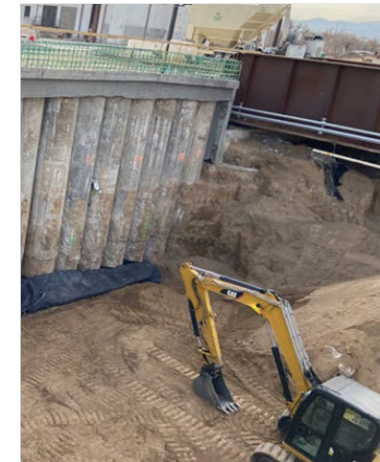
Launch Pit

- South Portal is the launch point of TBM
- Approx 60' deep excavation pit
- Secant Pile Support of Excavation (SOE) chosen for water-tight enclosure
- Jet Grout:
 - Prevent Ground Settlement as TBM drills
 - Platform for TBM Cutter Head crane pick



U-Structure

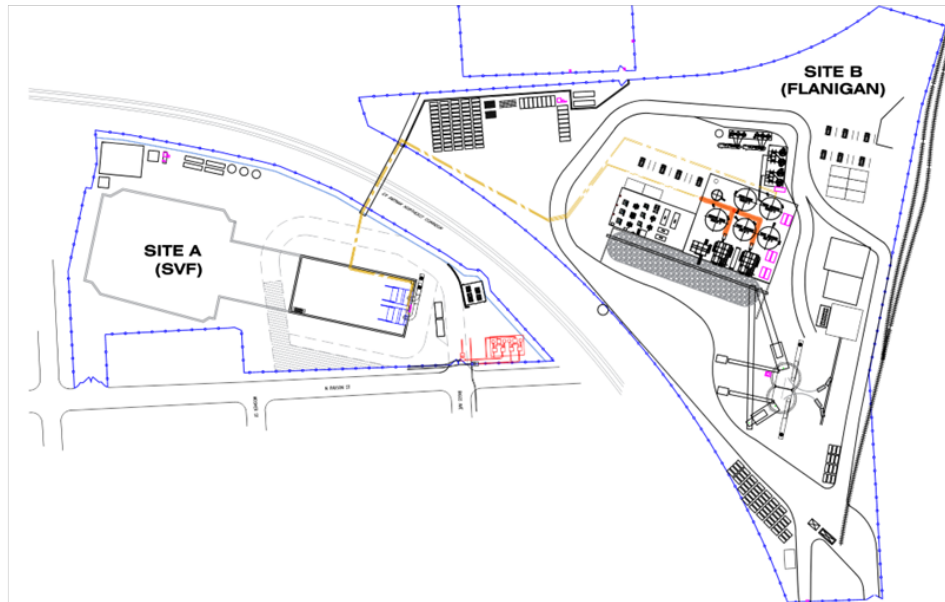
- Construction begins later than launch pit
- General structure for tunnel approach



Flanigan Shaft & NEC Crossing

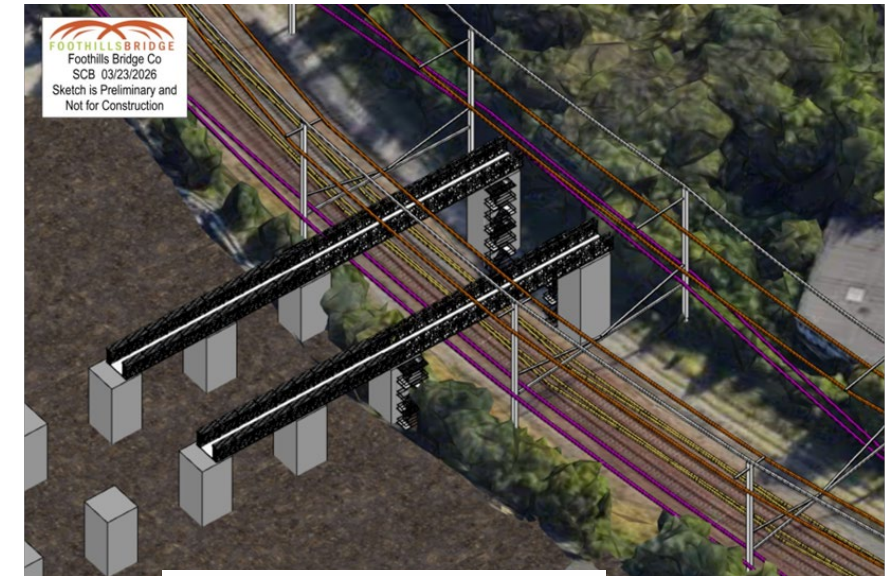
Flanigan Shaft

- Across NEC tracks from South Site
- Temporary utilities and service shaft for tunnel boring machines (TBM's)
- Service the TBM's from Flanigan Shaft frees up the south approach for permanent structure work
- Approximately 80' deep



NEC Crossing

- Temporary bridge & horizontal directional drill the electric utilities tunnel
- Craft / staff flow easily and safely between sites
- Minimize impact on surrounding community
- Minimize outage needs on NEC
- Reduce duplicate facilities



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North Ventilation Facility (NVF)

NVF

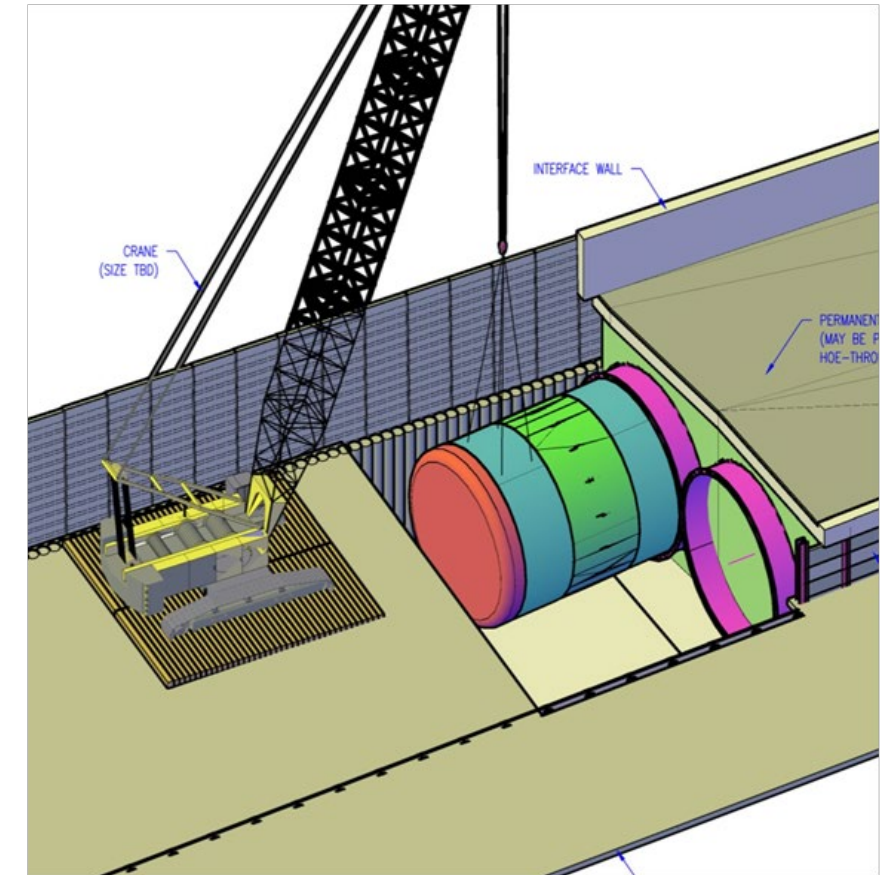
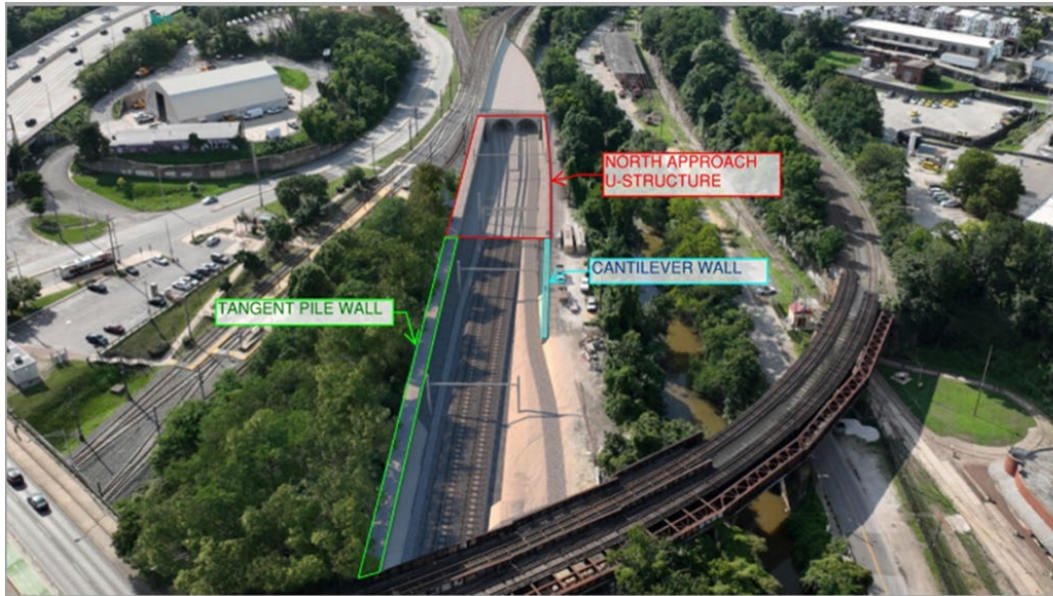
- Ventilation facility concrete foundation
- I-83 Retaining walls
 - Concrete wall on drilled shafts & tangent pile wall
 - SOE install
 - Retaining wall



North Portal

North Approach

- Reception Pit: 70' x 52' x 30' receives TBM
- Enables retrieval operations
- Tensar wall for TBM to hole through
- Jet grout, permanent SOE
 - Concrete wall on drilled shafts & tangent pile wall
 - SOE install
 - Retaining wall



Community Investment Program Community Grants



CIP Key Takeaways

- Launched \$50M Community Investment Program (CIP)
- Eligible organizations can apply for CIP funds for eligible projects within the defined project area
- The Notice of Funding Opportunity (NOFO) period opened on Monday, March 23, 2026
- Applications are due by **Friday, May 22, 2026 at 5PM**



Sign Up for CIP Updates

Scan the QR Code to opt IN to receive updates on the CIP



The updated CIP Guide and Fact Sheet are available on
www.bptunnel.com

Launch of Workforce HUB

- Commitment between Amtrak, the Mayor's Office of Employment Development (MOED) and the Maryland Philanthropy Network (MPN)
- Part of the \$50MM CIP Commitment
- Activities are ramping up by our Program partners
- Visit bptunnel.com for upcoming opportunities

Workforce Development

[HOME](#)[ABOUT](#)[APPRENTICESHIP](#)[NEWS](#)[ADVOCACY](#)[EVENTS](#)[TAKE ACTION](#)

APPRENTICESHIP

[HOME](#) / [APPRENTICESHIP](#) / [RAISING THE BAR AND PRE-APPRENTICESHIP](#)

RAISING THE BAR

Free, 6-Week Pre-Apprenticeship Program

Raising the Bar is the Baltimore-D.C. Metro Building Trades' six-week pre-apprenticeship program. Through this program, we invest in the next generation of union construction workers, providing a pathway to a great career in the building trades.

Operating in Baltimore, Prince George's County and the District of Columbia — in partnership with the [Construction Trades Workforce Initiative \(CTWI\)](#) — the program offers participants and their families a ladder of opportunity into the middle class through the union construction trades.

[Register Today for an Info Session >>](#)

Participants in the Raising the Bar Winter 2025 Baltimore cohort.

Workforce Development



Clark/Stacy and Witbeck, a Joint Venture

Discover Opportunities in Construction!

How to Get a Job with the Union Workshop

Format: Online Zoom Webinar

Next Session – September 15, 2026



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Workforce Development



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AMTRAK®

CSW Outreach and Events



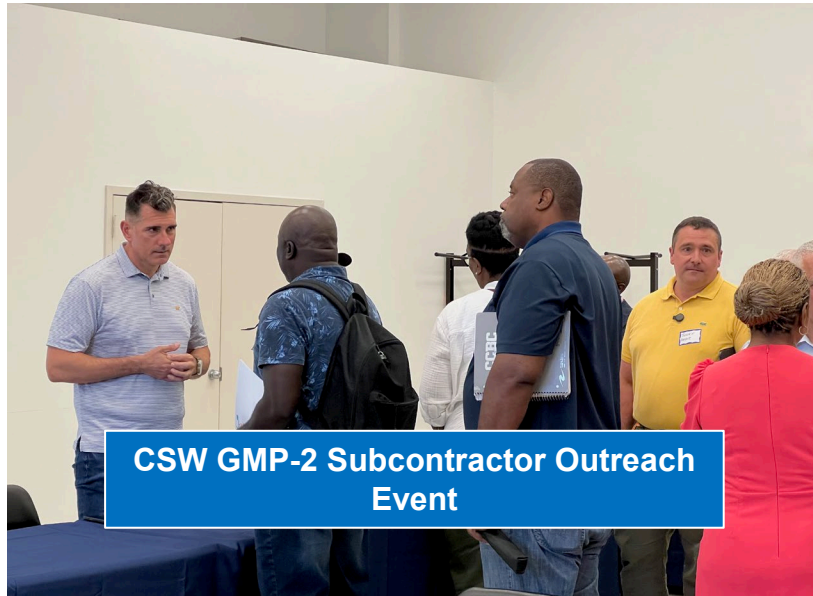
City of Refuge – MLK Day of Service



Operating Engineers Career Fair



Sandtown Winchester
Back to School Event



CSW GMP-2 Subcontractor Outreach
Event



Procurement Night Out



Carver Vocational HS
Hard Trades Career Fair

KSTC Outreach and Events



Playground Rebuild
Mary Ann Winterling
Elementary School



Mock Interviews, Maryland New Direction



Cecil County School of Technology Job Fair



International Union of Operating Engineers
(37) Career Fair



Carver Hard Trade Career Fair



Carver House Ribbon Cutting



MOED Beyond the Classroom:
Mervo College & Career Fair



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Be A Part of History – Railroad Histories Initiative

*Amtrak is gathering stories and photos for a history display in the future
West Baltimore MARC Station*

Story & Photo Themes

- Working for the railroads in the area (Pennsylvania Railroad, Penn Central, Amtrak, or MARC)
- Working at businesses that used the railroad to receive materials or ship freight
- Commuting or personal travel on the train

Have a story to share?

Virtual Meeting planned for **May 12, 2026** at 6:00pm. Contact us at bptunnel.com!



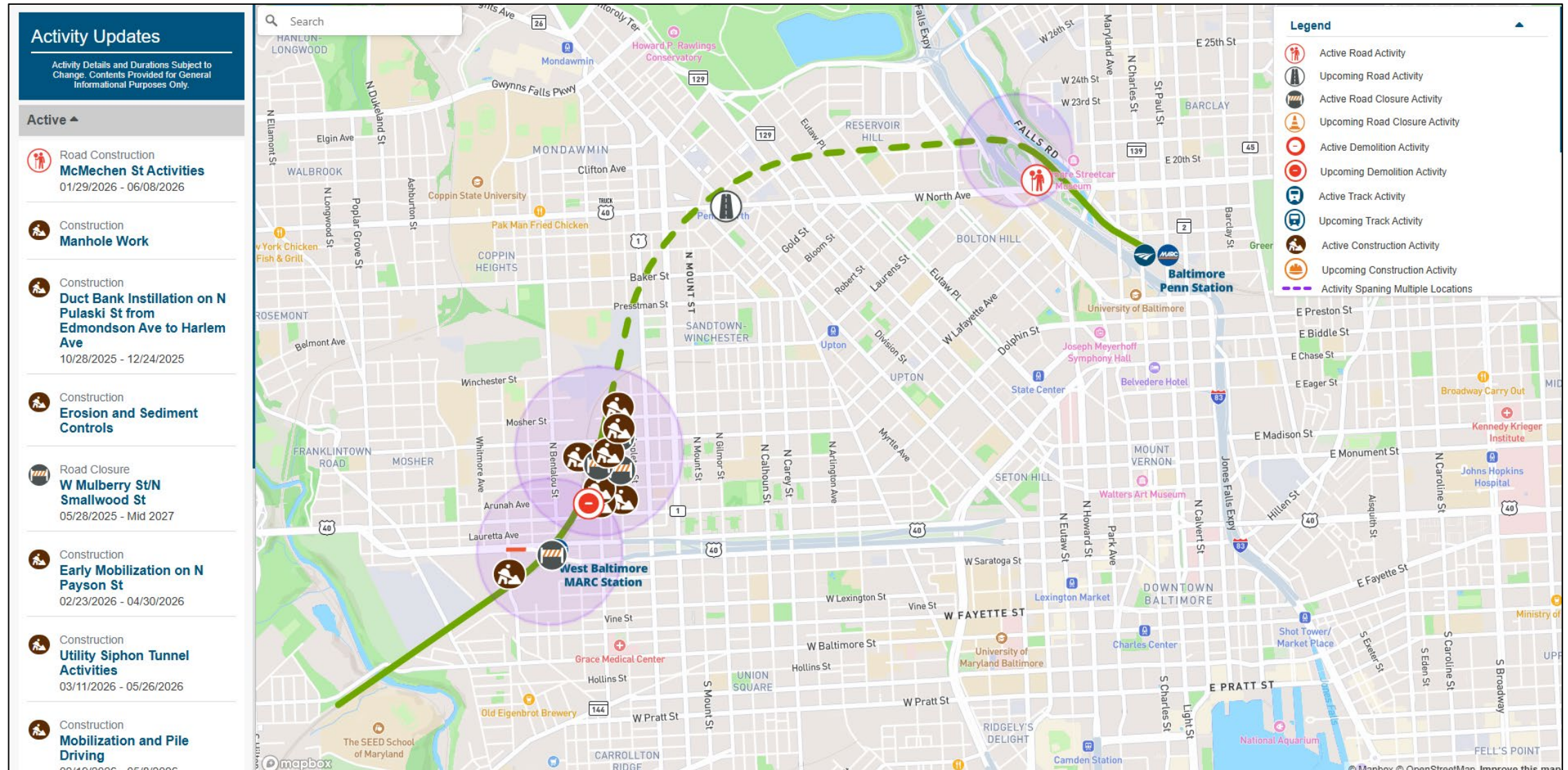
Program Stewardship Activities



2026 Engagement



Coming Soon! Online Construction Tool



Connect with Us



Facebook



Instagram



LinkedIn



Scan here to sign up for
Email notifications

Sign Up for Text Message Notifications

- Community members may opt-IN to receive construction and traffic notifications to phone

Text colored **KEYWORDS** below to (833) 917-3749



BPTNorth



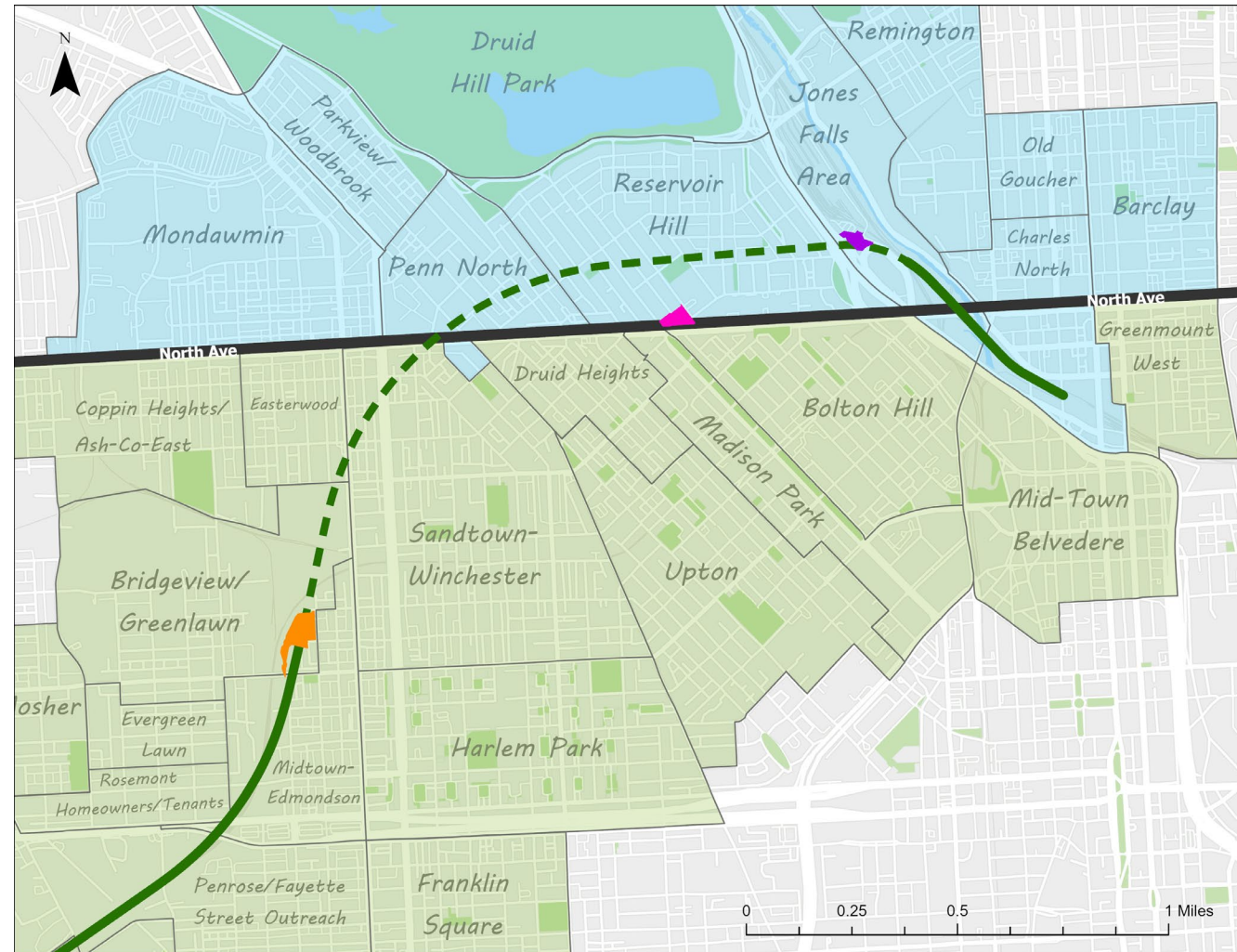
BPTSouth



BPTConstruct



BPTTraffic



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Communicating Incidents

- **If there is an emergency, please dial 911 and report to the authorities.**
- If there is an ongoing / active situation, please **call** the Program outreach team (443) 423-1115 Monday through Friday from 9:00AM – 5:00PM to get the fastest response and/or resolution to your concern.
- ***Please leave a voicemail message with the following information:***
 - Name
 - Address
 - Best contact method (email, phone)
 - Location of incident
 - Date / time incident observed and brief description
- Please also **email** all details to bptunnel@amtrak.com.

Our goal is to respond within 1 business day to any construction related inquiries



Identifying our Team

- **We are committed to keeping communities safe during construction**
- If you contact us, we may send a few members of our team to meet with you. Our team members will:
 - ALWAYS have Program or company photo identification available
 - Generally have on an orange construction vest and/or hard hat
- **Please do not hesitate to call us to confirm the identity of our team members (443) 423-1115**



Q&A Protocol

- **Reminder, the meeting facilitator is responsible for:**
 - Reading questions and directing to the appropriate subject matter expert
 - Keeping questions to a single follow up
 - Providing appropriate opportunities for all attendees to participate
- **To support a successful Q&A, we ask that attendees:**
 - Please respect the opinions of others
 - Submit questions in the Slido Q&A
 - Allow experts to answer questions without interruption
 - Limit themselves to one follow up/clarifying question

Questions & Discussion

Scan the below QR Code for a list of
Frequently Asked Questions

