

Introduction:

Amtrak is pleased to provide this annual report regarding the work undertaken and tasks completed pursuant to the terms of the Baltimore & Potomac (B&P) Tunnel Project Programmatic Agreement (PA), executed March 2, 2017. The PA was executed to resolve adverse effects of the proposed B&P Tunnel Replacement Program, now known as the Frederick Douglass Tunnel Program (Program), under Section 106 of the National Historic Preservation Act, as amended (Section 106). This report provides a status report up through April 30, 2025.

Summary of Program Activities:

Subsequent to the March 2017 execution of the Record of Decision under the National Environmental Policy Act and the PA, Amtrak has continued the overall design effort, advancing from the Preliminary Engineering Package (nominally 30%) toward 60%, 90%, or 100% design on Program components involving exterior design treatments. Due to the nature of the Program, design packages for specific components are being advanced on different schedules.

Section 106 Programmatic Agreement Detailed Status:

The following outline shows each section of the PA, states whether activities have progressed or been completed, and notes any challenges, changes or disputes that have been identified. Where applicable, PA implementation activities that Amtrak estimates could occur within the upcoming year are noted.

I. Applicability

No changes; no comments.

II. Timing

Estimated Phase I construction completion has been updated to 2035. In accordance with the PA, if mitigation commitments are not projected to be completed by the PA's expiration date of March 2027, Amtrak will notify the signatories to amend and/or extend the PA at least six months prior to the expiration date.

III. Roles and Responsibilities

The PA identified Preservation Maryland as the Administrator of the \$2.75 million Preservation Grant Fund; however, the signatories, including Preservation Maryland, agreed that a more open selection process is needed to select the Administrator (see Section V.B.). Preservation Maryland will continue in its role as a signatory to the PA.

IV. Professional Qualifications and Standards

To ensure that all work carried out pursuant to this PA will be done by or under the direct supervision of qualified professionals in the disciplines of Archaeology, Architectural History and/or Historic Architecture who meet the relevant standards outlined in the Secretary of the Interior's *Professional Qualifications Standards for Archeology and Historic Preservation* (36 CFR §61), Amtrak has contracted with WSP USA / Parsons Transportation Group, Inc., a Design Joint Venture (DJV), which will coordinate compliance with the PA. Archaeological work has been carried out by or under the direct supervision of WSP USA Assistant Vice President – Archaeology Henry Ward and WSP USA Senior Archaeologist Gregory Katz. ARCH², Inc., a DJV subconsultant, conducts historic architectural work and advises Amtrak and the Joint Venture regarding compliance with the Program PA. Henry Ward, Gregory Katz, and ARCH², Inc. President Nancy L. Zerbe all far exceed the professional standards in their respective fields.

V. Treatment Measures for Architectural Resources

A. Introductory Paragraph
No change; no comment.

B. Preservation Grant Fund

The Maryland Historical Trust (MHT), Federal Railroad Administration (FRA), Amtrak, and Preservation Maryland, as signatories to the PA, have coordinated on the development of the \$2.75 million Preservation Grant Fund program. The signatories' original decision was to pursue a Request-for-Proposal (RFP) process to identify a Grant Administrator; however, Amtrak has now determined that it will issue a Notice-of-Funding Opportunity (NOFO), due to the nature of the funding of the Preservation Grant Fund Administrator and the tasks the Preservation Grant Fund Administrator will perform.

Amtrak anticipates issuing the NOFO for the Preservation Grant Fund Administrator in fall 2025. Once the Preservation Grant Fund Administrator is selected, Amtrak will convene the signatories to draft the Preservation Grant Fund Agreement to provide the implementation and management of the Grant Fund.

C. Context-Sensitive Design (CSD)

As explained in previous annual reports, exterior design features are developed at different phases for various Program elements. Amtrak has therefore committed that it will distribute exterior design treatments at 60 percent or when they are first developed. If there are any comments received or if the design treatment changes, Amtrak will distribute the plans again at approximately the 90 percent level.

In the last year, Amtrak's DJV design team has progressed Program design work, working with the DJV Architectural Historian to apply CSD guidance to the features identified in Stipulation V.C. of the PA. To date, the following CSD analyses have been issued to PA signatories and other concurring parties for review and comment:

- South Portal and Retaining Walls: 1/23/2024; 10/13/2024
- South Ventilation Facility: 4/2/2024
- South Portal Cut-and-Cover Structure: 1/23/2024; 10/13/2024
- Intermediate Ventilation Facility: 5/1/2024
- Lafayette Avenue Bridge Reconstruction: 3/12/2024
- Edmondson Avenue Bridge: 11/1/2024
- West Franklin Street Bridge: 7/18/2024
- West Baltimore MARC Station: 7/18/2024
- West Mulberry Street Bridge: 7/18/2024
- North Warwick Avenue Bridge: 1/28/2022; 5/4/2022
- North Portal and Retaining Walls: 2/1/2024; 8/1/2024
- Catenary Structures: 10/13/2024

The CSD analyses were guided by comments received during public outreach meetings held on September 26, 2023, September 28, 2023, November 16, 2023, January 13, 2024, February 29, 2024, March 10, 2025, and March 19, 2025. In addition, the City of Baltimore Commission for Historical and Architectural Preservation (CHAP) reviewed the design of the IVF at its March 12, 2024 public meeting. Because federal law exempts Amtrak from most state and local laws (see

49 USC 24902[j]), including local historic preservation codes and regulations, CHAP's review was advisory only. Amtrak voluntarily submitted the application in order to benefit from receiving design comments from both CHAP and the general public.

In the coming year, Amtrak will develop and distribute CSD analyses for any design development on the above-named Program components as well as for:

- Sound barriers (The location and footprint of the walls have been determined; the exterior treatment will be developed in conjunction with public outreach.)

D. Historic Properties Construction Protection Plan

In previous years, Amtrak developed and finalized three construction protection plans:

- *Historic Properties Construction Protection Plan* (for construction activities)
- *Historic Properties Construction Protection Plan: Demolition* (with Addendum)
- *Historic Properties Construction Protection Plan, North Warwick Avenue Bridge Replacement*

Each protection plan includes relevant measures to protect historic architectural and archaeological resources from damage during demolition or construction activities, covering topics as diverse as vibration, dust and small particle debris, water runoff, traffic, rodents and vectors, and fire protection. The plans are supplemented with two guides:

- *Historic Properties Key Plan Sheets* identify all properties within the historic districts, indicating whether each property contributes to the significance of a historic district and therefore warrants protection.
- *Unanticipated Discovery Plan*, appendix to each plan, guides construction crews on the types of archaeological artifacts that they might unexpectedly uncover and explains the process the Contractor shall follow to facilitate an expedited review of the discovery by a professional archaeologist.

In the past year, Amtrak revised the vibrations section of the *Historic Properties Construction Protection Plan* for better consistency with the construction vibration limits for damage risk to buildings described in the *Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual (September 2018)*. The revised plan was distributed to PA signatories and concurring parties on March 12, 2025 for their 30-day review. MHT responded that they have no comment. The Edmondson Community Organization (ECO) provided comments based on their discussions with residents of the Midtown Edmondson Community. They inquired about the process both for monitoring vibration levels and for sharing of vibration data. Amtrak responded to ECO to explain the vibration monitoring process, including the facts that monitoring will be conducted by an independent consultant and that the entire process will be supervised by Amtrak. The *Historic Properties Construction Protection Plan* was finalized in April 2025 and the new provisions pertaining to vibrations were incorporated into the Program specifications.

E. Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) Documentation

Amtrak has completed:

- All required HABS and HAER large format photography for the entire Program, including building interiors.

- HABS documentation (descriptions / history / significance) for all buildings to be demolished as part of the Program.

The National Park Service has reviewed and approved the following documents:

- HABS MD-1432, 2020 Mosher Street (warehouse)
- HABS MD-1433, 2100 West Lanvale Street (commercial building converted to religious use)
- HABS MD-1434, 740 North Pulaski Street (warehouse)
- HABS MD-1435, 700 North Pulaski Street (commercial building converted to religious use)
- HABS-MD-1436, 2126 Edmondson Avenue (Atlas Storage Company Warehouse, main building)
- HABS-MD-1436-A, 2150 Harlem Avenue (Atlas Storage Company Warehouse, warehouse)
- HABS-MD-1438, 2235 Edmondson Avenue (former train station converted to restaurant and retail use)
- HABS-MD-1439, 2237 Edmondson Avenue (commercial building)
- HABS MD-1441, 1000-1030 North Payson Street (rowhouses)
- HABS-MD-1442, 2022-2038 West Lanvale Street (rowhouses)
- HABS-MD-1443, 2301, 2303, 2353 Lauretta Avenue (rowhouses)
- HABS MD-1444, 900-908 West North Avenue (commercial buildings)
- HABS MD-1447, 920 West North Avenue (Madison Park Medical Center)
- HABS-MD-1448, 812, 814, & 816 Brice Street (rowhouses)
- HABS MD-1449, 2000 West Lafayette Avenue (Super Pride Markets)
- HABS MD-1450, 813 North Pulaski Street (commercial building converted to religious use)
- HABS MD-1461, 2031-2041 West Lafayette Avenue (commercial building converted to religious use)

All work was conducted in consultation with and under the guidance of Christopher H. Marston, HAER Architect for the National Park Service. Mr. Marston participated in many field visits, determined the level of effort for each historic property to be documented, coordinated with Amtrak on development of a process for interim submission of photographic documentation for NPS review and approval, and reviewed all submitted documentation to determine its acceptability.

It is anticipated that in the next Program year, the following documents will be prepared:

- HABS-MD-1437, Ward Baking Company, 2140 Edmondson Avenue (in close proximity to the Program, but not proposed for demolition by the Program; unfortunately, a fire on May 12, 2025, severely damaged this building, resulting in its condemnation by the City of Baltimore). An investigation of the building's structural integrity is underway at the time of this writing. Amtrak will be able to prepare HABS documentation of the property because the HABS photography of the exterior of the building was completed and approved by the National Park Service prior to the fire.
- HABS-MD-1440, Baltimore City Fire Department, Engine House No. 36, 2249 Edmondson Avenue (in close proximity to the Program, but not proposed for demolition)
- HAER MD-201, Baltimore & Ohio Railroad, Baltimore Belt Line Bridge over Jones Falls Valley
- HAER MD-202, Baltimore & Potomac Railroad (Philadelphia, Baltimore and Washington Railroad) from Gwynn's Falls Bridge to Baltimore Pennsylvania Station
 - HAER MD-202-A, Baltimore & Potomac Railroad, West Lafayette Avenue Bridge
 - HAER MD-202-B, Baltimore & Potomac Railroad, West Franklin Street Bridge

- HAER MD-202-C, Baltimore & Potomac Railroad, West Mulberry Street Bridge
- HAER MD-202-D, Baltimore & Potomac Railroad, North Warwick Avenue Bridge
- HAER MD-202-E, Baltimore & Potomac Railroad, North Franklinton Road Bridge

F. Interpretive Displays

In the last year, Amtrak progressed its planning to develop, fabricate, install, and maintain up to two (2) interpretive signs and/or displays to be located at Baltimore City's Pennsylvania Station or other appropriate publicly accessible gathering place. Steps taken include:

- Outreach to solicit input into exhibit ideas and materials:
 - During the Program's public outreach meetings, Amtrak received several comments recommending that historic interpretive exhibits be installed in the new West Baltimore MARC Station. Following up on those requests, Amtrak and its consulting historians and architects met with the Maryland Transit Administration to discuss the possibility of using space within the new West Baltimore MARC Station for interpretive exhibit(s).
 - On January 31, 2025, Amtrak reached out to the PA signatories and concurring parties to ask for their input on Amtrak's historic interpretation program, either via written comments or through participation in a meeting. In response, several concurring parties agreed to meet with Amtrak to discuss historic interpretation.

Amtrak is considering a phased approach to developing interpretive displays, including:

- As requested by several members of the public, Amtrak proposes that historic interpretive displays be installed within both the northbound and southbound track-level waiting areas at the new West Baltimore MARC Station. Amtrak is focusing on two of the interpretive themes named in the PA, i.e., the role of the Pennsylvania Railroad in Baltimore City, and the influence of railroads generally on Baltimore City, its neighborhoods, and people. This exhibit will be designed in the next year, but not installed until the new station is complete in approximately 2033. The locations for the interpretive displays will be permanently devoted to historic interpretation; however, they will be installed in a manner that facilitates the option of changing the exhibits in the future.
- On May 29, 2025, Amtrak opened a portion of the historic Atlas Safe Deposit and Storage Company, 2126 Edmondson Avenue, to showcase and distribute the historic elements that were salvaged from buildings demolished as part of the Program. Amtrak and its consultants developed historic interpretive material about the building and will continue to display it inside the salvage display area.
- Amtrak is also exploring possible locations for an exhibit that focuses on the B&P Tunnel, its architectural and historic significance, and the reasons for its needed replacement.
- Amtrak is exploring development of a historic interpretive exhibit on the Mercy Medical Center's history and its significance in the context of the civil rights movement in Baltimore. This exhibit will possibly be developed in conjunction with the treatment of the Intermediate Ventilation Facility at 900 West North Avenue.

G. Railroad Historic Property Boundary Classification

In the last year, Amtrak completed its historic research to investigate the history, development, use, and evolution of Penn Station Baltimore. The goal of this task is to clarify and delineate the official boundaries of railroad-related NRHP-listed and eligible historic properties. In accordance with the PA, Amtrak has prepared documentation to send to MHT to request their final scope

and format of the boundary clarification evaluation. Amtrak anticipates submitting this documentation within the next few months.

H. Salvage Building Components

In the last year, Amtrak made significant progress in the architectural salvage program, including:

- Completed the inspection of all 42 buildings to be demolished;
- Finished the distribution of all salvage reports to signatories and concurring parties to provide them with an opportunity to comment on the material to be salvaged;
- Implemented improvements to the Atlas Storage Company Warehouse to prepare it for use as a salvage distribution facility;
- Utilized the services of Baltimore Entities, a local firm, to remove all salvaged material and transport it to the Atlas Storage Company Warehouse;
- Inventoried all salvaged material;
- Prepared administrative materials for managing the salvage program; and
- Planned for the May 29, 2025 opening of the salvage facility.

I. Electronic Information Platforms

Amtrak has continued to maintain a cultural resources portion of the Frederick Douglass Tunnel Program website in order to inform the public of steps taken to implement the PA's mitigation measures. On January 31, 2025, Amtrak reached out to the PA signatories and concurring parties to request their input on the website's organization and the potential for coordination with other cultural resources agencies. In response, several concurring parties agreed to meet with Amtrak to discuss historic interpretation, including the use of the website.

The website will include the following, with new documents added as additional mitigation measures are implemented:

- *Context-Sensitive Design Treatments Report*
- Historic Properties Construction Protection Plans
 - *Historic Properties Construction Protection Plan: Construction Activities*
 - *Historic Properties Construction Protection Plan: Demolition (with Addendum)*
 - *Historic Properties Construction Protection Plan, North Warwick Avenue Bridge Replacement*
- Historic American Buildings Survey (HABS) / Historic American Engineering Record (HAER) Documentation: Each property's photography and narrative history, significance, and description will be placed on the website when the complete documentation is approved by the National Park Service.
- A Summary of salvage recommendations
- Treatment Measures for Archaeological Resources
 - *Supplemental Phase IA Archaeological Study (redacted)*
 - *Addendum 1 to Supplemental Phase IA Archaeological Study (redacted)*
 - *Addendum 2 to Supplemental Phase IA Archaeological Study (redacted)*
 - *Addendum 3 to Supplemental Phase IA Archaeological Study (redacted)*
 - *Unanticipated Discoveries Plan*
 - *Phase IB/II Archaeological Survey Frederick Douglass Tunnel Program: Intermediate Ventilation Facility (redacted)*
 - *Phase IB Geoarchaeological Investigation for the South Portal of the Frederick Douglass Tunnel (redacted)*

- *Fact Sheet: Phase IB/II Archaeological Investigation, 2000 Linden Avenue*
- Project Changes
- *Maryland Historical Trust Determination of Eligibility Form, Madison Park Medical Center, B-1379-6* (DOE form and official correspondence)
- Annual Reports
- Ten-Day Notifications for acquisitions, demolitions, excavation/earthmoving activities, and construction of any element of the project.

VI. Treatment and Measures for Archaeological Resources

A. Introductory Paragraph

No change; no comment.

B. Define Archaeological Area of Potential Effects (APE-Archaeology)

A preliminary Archaeological Area of Potential Effects (APE-Archaeology) was defined in 2015 as part of a preliminary Phase IA study.

C. Supplemental Phase I Survey

In October 2023, Amtrak prepared a *Supplemental Phase IA Study* that delineated the revised APE-Archaeology and evaluated the sensitivity for the presence of precontact and historic archaeological resources within the APE-Archaeology. Based on the analysis in the report, Amtrak identified the need for two additional archaeological investigations: a Phase IB/II archaeological investigation in the parking lot of 2000 Linden Avenue at the site of the proposed IVF, and a geomorphological investigation in the area near the new tunnel's south portal. In addition, the *Supplemental Phase IA Study* included work plans for each of the two additional investigations.

Subsequent to the preparation of the *Supplemental Phase IA Study*, there have been three project changes that include proposed activity, primarily related to utility work and new laydown areas, outside of the original defined APE-Archaeology. For each of these project components, an expanded APE-Archaeology was delineated and evaluated for its potential archaeological sensitivity. The expanded APE-Archaeology areas were reviewed as part of addenda to the *Supplemental Phase IA Archaeological Study* and the following reports were prepared:

- *Addendum 1* was distributed to PA signatories and consulting parties on March 17, 2024. On April 3, 2024, the MHT concurred with Amtrak's finding that the expanded APE-Archaeology has a low potential for the presence of intact archaeological resources given extensive prior ground disturbance and that no further archaeological survey of this area was warranted.
- *Addendum 2 – Lafayette Gas Line Relocation* was distributed to PA signatories and consulting parties on September 15, 2024. On September 17, the City of Baltimore Commission for Historical and Architectural Preservation (CHAP) submitted a technical correction to identify the historic name of the residential area on the west side of the Northeast Corridor. On September 24, MHT concurred with Amtrak's finding that as a result of the extent of previous ground disturbance, there is a low potential for the presence of intact archaeological resources and that no further archaeological study is recommended.
- *Addendum 3 – Reevaluation 5* included an archeological evaluation of forty-five (45) areas of expanded APE-Archaeology associated with proposed construction staging

areas, roadway paving, bridge and subgrade utility work. The document has been approved by FRA and is pending distribution to signatories and consulting parties for their 30-day review and comment.

During the last year, Amtrak completed the Phase IB geoarchaeological investigation of the Program's South Portal area that had been recommended in the *Supplemental Phase IA Study*. The objective of the investigation was to ascertain whether any deeply buried archaeological resources are present in the investigation area. A secondary objective was to determine if any buried, inhabitable land surfaces still persist, given the heavily altered topography of the site, as such buried surfaces may warrant further archaeological study. The investigation area, as determined by the Supplemental Phase IA assessment, extended from Edmondson Avenue to the intersection of North Payson Street and Riggs Avenue and covered approximately 58.7 acres. The investigation consisted of supplemental background research and fieldwork. WSP excavated a total of 11 geoarchaeological borings within the investigation area. Boring locations were situated along a former stream valley and included low-lying floodplains and adjacent upland landforms. The borings revealed fill deposits ranging from 6 to 20 feet in thickness. In the overwhelming majority of the investigation area, the original soils were those of a floodplain wetland that would have been much too poorly drained for occupation. At one location (Boring GA-11R), however, a buried land surface was preserved that was found to be well drained and to have high archaeological potential. No archaeological sites were identified in the Phase IB testing. The document has been approved by FRA and is pending distribution to signatories and consulting parties for their 30-day review and comment.

D. Phase II Evaluation

During the last year, Amtrak completed the Phase IB/II archaeological investigation at the proposed Intermediate Ventilation Facility (IVF) that had been recommended in the *Supplemental Phase IA Study*. Located at 2000–2012 Linden Avenue, the investigation area is within the National Register of Historic Places (NRHP)-listed Reservoir Hill Historic District (B-1379) and is within Maryland Archeological Research Unit 14: Patapsco-Back-Middle Drainage. The goal of the Phase IB/II archaeological investigation was to locate and evaluate archaeological resources that may be eligible for listing in the NRHP. Field investigations were conducted from May 13 to May 24, 2024. The investigation included the excavation of nine mechanically excavated test pits and three hand-excavated test units. During the field investigations, WSP identified features composed of brick foundation walls from the former rowhouses and associated underground utilities. Yard deposits associated with the rowhouses were not present. In one area of the site, a historic landscape surface was found beneath fill deposits. Artifacts from this soil deposit date from the late eighteenth to the mid-nineteenth centuries, which was a time when the area had a park-like setting. No other features were found at the site, and all artifacts were recovered from the demolition material and buried A horizon. The foundation remains and the buried yard deposits have been recorded as the Linden Avenue Site (18BC225). The document has been approved by FRA and is pending distribution to signatories and consulting parties for their 30-day review and comment.

E. Phase III Data Recovery

No activity.

F. Curation

No activity.

- G. Protection of Archaeologically-Sensitive Information
No activity.

VII. Project Changes

During design development, Amtrak's architectural historians assessed changes to the Program's Limits of Disturbance (LOD) and design development measures to evaluate if any of the changes require a Section 106 project change. As defined by PA Stipulation VII, Section 106 project changes are those that are of a nature that could potentially affect historic properties. Changes such as these may occur for a variety of reasons, including the advancement of the Program design, response to new conditions in the field, expansion of the Program's LOD, or identification of new historic properties that could be affected by the Program.

To date, Amtrak has prepared a total of eight Section 106 project change notifications to receive PA signatories' and other consulting parties' review of alterations to the Frederick Douglass Tunnel Program that were made subsequent to the 2017 execution of the PA:

- **Project Change #1**, The Madison Park Medical Center at 920 West North Avenue was evaluated as individually eligible for inclusion in the National Register of Historic Places (NRHP), and 2000 West Lafayette Street was evaluated as contributing to the NRHP-eligible Midtown Edmondson Historic District. In addition, the acquisition and demolition of rowhouses on West Lanvale and North Brice Streets resulted in an additional adverse effect.
- **Project Change #2**, The installation of an electrical conduit beneath the Franklinton Road Bridge was evaluated as having an effect, but not an adverse effect, on the bridge and the rail line.
- **Project Change #3**, Amtrak's proposed acquisition of the entire 1.02-acre Atlas Safe Deposit & Storage Company Warehouse Complex (B-5118-2; 2150 Harlem Avenue and 2126 Edmondson Avenue), rather than the partial acquisition of only 2150 Harlem Avenue, was evaluated as not constituting an additional adverse effect. Amtrak has committed to not demolish either 2126 Edmondson Avenue or the property's garage. In addition, Amtrak has committed to maintain the two buildings in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

In the past year, Amtrak has prepared the following five additional project changes:

- **Project Change #4**, Track Four Approach U-Structure and Lafayette Avenue Bridge Reconstruction, consists of:
 - Construction of a track that will connect the new alignment with the existing South Portal. This will allow freight trains to travel through the existing Baltimore & Potomac (B&P) Tunnel, keeping the new tunnel for electric passenger trains. This new track, called the Track Four Approach U-Structure, will begin a short distance south of the Lafayette Avenue Bridge.
 - Expansion of the Lafayette Avenue Bridge reconstruction from a partial to a complete bridge reconstruction.

This project change resulted in an expansion of the Area of Potential Effects to the west, east, and north of the Lafayette Avenue Bridge. In addition, it was determined that the project change will have additional adverse effects to the B&P Railroad (Philadelphia, Baltimore & Washington Railroad), the Lafayette Avenue Bridge, and the Midtown Edmondson Historic District. Due to the fact that the adverse effects to these historic

properties were addressed in the PA, no further mitigation was recommended. FRA approved Amtrak's evaluation. On November 16, 2024, Amtrak distributed Project Change #4 to PA signatories and consulting parties. On January 3, 2025, the MHT concurred with Amtrak's evaluation.

- **Project Change #5**, Change of Ownership and Long-Term Temporary Vacating of 902-932, 901-913, 917-921, and 1001-1021 North Payson Street Rowhouses
This Project Change is required to facilitate Amtrak's potential acquisition and long-term temporary vacating of some to all of three blocks of 37 rowhouses that front onto North Payson Street between West Lafayette Avenue and Riggs Avenue. Due to construction impacts (such as from utility disruptions, noise, vibration, dust, and temporary road closures), Amtrak will develop a Voluntary Relocation Mitigation Plan. In December 2024, Amtrak distributed Project Change #5 to PA signatories and consulting parties. On January 15, 2025, the MHT concurred with the results of the project change.
- **Project Changes #6-#8** are pending review by FRA. After FRA approves them, they will be distributed to PA signatories and consulting parties for their 30-day review process.

As design plans progress, additional project changes are anticipated in the coming year.

VIII. Unanticipated Discoveries

On April 28, 2025, a Program construction crew encountered a concentration of artifacts. Following the procedures in the Program's Unanticipated Discovery Plan (UDP), the crew stopped work and notified Amtrak. At Amtrak's request, archaeologists from WSP immediately responded to the discovery and conducted a field examination. The archaeologists identified the artifacts as late-19th - early 20th century domestic debris, including bottles, ceramic shards, and animal bones. WSP archaeologists, in coordination with Amtrak's Lead Archaeologist, determined that the deposit had limited archaeological research value and therefore no further additional investigation was warranted. In compliance with the UDP, the archaeologists documented the non-significant archaeological deposits in a technical memorandum to record.

IX. Treatment of Human Remains

None.

X. Emergency Situations

None.

XI. Document Review

No issues encountered during document review to date.

XII. Communications

A complete list of the PA signatories, consulting parties, and concurring parties is included as Attachment A to this report. This list includes the following changes to add one new concurring party and to update several points-of-contact:

New Concurring Party:

Rosemont Homeowners and Tenants Association
Anthony Pressley, President, Anthonypressley197@gmail.com
Marion Clary, Vice-President, finsfan72@live.com

New Contacts:

Dixie Henry, Ph.D.
Archaeologist
Maryland Historical Trust
Dixie.henry@maryland.gov

Veronica McBeth
Director
City of Baltimore Department of Transportation
Veronica.mcbeth@Baltimorecity.gov

Martina Thomas
Delaware Tribe of Indians
mthomas@delawaretribe.org

XIII. Anti-Deficiency Act

No changes; no comments.

XIV. Adoptability

No changes; no comments.

XV. Dispute Resolution

None.

XVI. Amendments

No changes; no comments.

XVII. Termination

No changes; no comments.

XVIII. Monitoring and Reporting

A. Annual Report

Amtrak has prepared and distributed the following reports:

- Annual Report #1, for the period up through June 30, 2021, was distributed in September 2021.
- Annual Report #2 for the period of July 2021 through the March 2, 2023 anniversary of the execution of the PA.
- Annual Report #3 for the period of March 2, 2023 through April 30, 2024.

B. Annual Report #4 (the current report) covers the period through April 30, 2025.

C. Specific Notifications

To date, Amtrak has undertaken the following steps to meet the requirement in the PA for providing to the FRA Federal Preservation Officer 10-day notices prior to the acquisition of property, demolition, excavation / earthmoving activities, and construction of any element of the Program:

- On September 30, 2021, Amtrak submitted to FRA the official ten-day notice that it was proceeding with plans to acquire property in advance of the Program.
- On October 6, 2023, Amtrak clarified that it would provide to FRA a single notification in advance of initiation of each of the broad activities named in the PA, but it would not provide notification letters for every time that the Program involved acquisition, demolition, any excavation/earthmoving, or any construction activity. On November 2, 2023, FRA concurred with Amtrak's proposed approach to only provide notification in advance of the initiation of each of the broad categories.
- On November 24, 2023, Amtrak submitted to FRA the official ten-day notice that it was initiating plans to demolish historic properties that had been approved for demolition in accordance with the PA. On April 5, 2024, FRA acknowledged receipt of the notification related to the start of demolition.
- On August 2, 2024, Amtrak submitted to FRA the official ten-day notice that it was initiating plans to initiate excavation / earthmoving and construction activities.

Amtrak has now met all requirements of PA Stipulation XVIII.B.

XIX. Execution and Effective Date

No changes; no comments.

XX. Duration

No changes; no comments.

Attachment A: List of Signatories and Consulting and Concurring Parties