MEETING WITH RESERVOIR HILL COMMUNITY

Follow-up discussion

Dorothy I. Height Elementary School
Thursday, November 16, 2023
Purpose of Meeting

- Provide a brief overview of the Frederick Douglass Tunnel Program
- Discuss the Section 106 process and stakeholder participation
- Follow-up on the tunnel depth through the Reservoir Hill community
- Share City street and alley subsurface acquisition process
- Discuss Jordan Street and the intermediate ventilation facility
- Answer questions from the community
Frederick Douglass Tunnel Program Team

Program Management
- Luigi Rosa
- Mark Milton
- Zachary Billet
- Deborah Rochkind

Real Estate
- Leah Gatlin
- Jennifer Crumley
- Keshia Baird

Community Engagement
- Danelle Hunter
- Odessa Phillip
- Nikia Mack

Historic Preservation
- Nancy Zerbe
Program Overview and Background
Program Background

- The Federal Railroad Administration (FRA) completed the Final Environmental Impact Statement (FEIS) for the Baltimore and Potomac Tunnel project in 2017.

- The Record of Decision (ROD) issued by the FRA identified 43 mitigation measures, including a requirement that Amtrak invest $50M into the community impacted by the Program.

- The Amtrak's $50M community investment includes a $2.75M fund for Historic Preservation in the Midtown Edmondson and Edmondson Avenue Historic Districts.

- Amtrak is also a party to a Programmatic Agreement.
Program Overview

The Frederick Douglass Tunnel Program will modernize a key section of the Northeast Corridor (NEC)

- 10 miles of rail improvements along the NEC
- ~2 miles of new tunnel per bore in West Baltimore (two tunnel bores)
- New and improved railroad infrastructure
- New ADA-accessible West Baltimore MARC Station
- 5 Bridge replacements in Baltimore City (2 roadway, 3 railroad bridges)
- 11 Baltimore City roadway modifications
- Noise barriers in Midtown Edmondson and Greater Rosemont communities
- State-of-the-art modern fire/life safety systems
- All electric passenger trains through new tunnel tubes
Understanding Section 106
Section 106, National Historic Preservation Act

- Requires that federal agencies identify and assess the effects of their actions on significant historic properties (buildings, structures, historic districts, and archaeological resources)
- Includes review of both:
  - Direct federal actions; and
  - Projects that federal agencies fund, assist, permit, license, or approve
- Provides opportunity for input from individuals and organizations with "demonstrated interest" and the general public
Section 106 Process

- Initiate Consultation
  - Establish Study Area
  - Develop public involvement process
  - Establish participants, including State Historic Preservation Officer (SHPO), local government, historic preservation organizations, and stakeholders with interest in preservation outcomes and/or legal or economic interest
- Identify historic properties (NRHP-listed or eligible)
- Evaluate effects; determine if adverse
- Avoid, minimize, or mitigate adverse effects

Process culminated in 2017 Programmatic Agreement (PA)
Programmatic Agreement

- Lists historic properties and adverse effects
- Outlines steps to avoid, minimize, or mitigate adverse effects
- Provides flexibility and process for design advancement
- Defines roles in PA implementation

Frederick Douglass Tunnel Program PA included as Appendix B of the ROD. Can be found on https://www.amtrak.com/fdtunnel.
What Are Consulting Parties?

- Defined in the PA as individuals or organizations with:
  - legal or economic relation to the Program or affected properties, or
  - concern with the Program’s effects on historic properties.
- Invited by a federal agency (FRA).
- Consulting Parties - includes Concurring Parties and Signatories.
- Roles defined by the PA.
Consulting and Concurring Parties' Roles

Consulting parties: On-going consultation: identification of historic properties (including archaeology); Program changes

Concurring parties: Greater review opportunities
Context-sensitive design analyses (w/ NDA)
Construction protection plans
Architectural salvage reports
Selective historic mitigation

Program public meetings; CHAP advisory review
Frederick Douglass Tunnel Consulting Parties

- Maryland Historical Trust (S)
- Preservation Maryland (S)
- Federal Railroad Administration (S)
- Amtrak (S)
- Baltimore CHAP (CP)
- Baltimore Department of Planning (CP)
- Baltimore Heritage (CP)
- Baltimore Heritage Area Association (CP)
- Maryland Department of Transportation (CP)
- Maryland Transit Administration (CP)
- Bolton Hill Community Association (CP)

S = Signatory  
CP = Concurring Party
Frederick Douglass Tunnel Consulting Parties

- Historic Mount Royal Terrace Association
- Maryland Commission on Indian Affairs
- Midtown Edmondson Improvement Association
- Delaware Tribe of Indians
- Shawnee Tribe
Section 106 Resource Information

https://mht.maryland.gov/

https://www.achp.gov/
Tunnel Alignment and Depth
(Focus on Reservoir Hill Community)
Tunnel Alignment

- From the southern entrance of the tunnel (portal) near Lafayette Avenue Bridge, the tunnel descends in the direction of Penn Station.
- The tunnel depth is measured from the top of the tunnel.
- The tunnel depth near Penn North is 120’ below surface level.
- The tunnel is at its greatest depth near Jordan Street at 170’ below the surface.
- The tunnel climbs back toward the surface near Mt. Royal Terrace to approximately 70’ below the surface.
Jordan Street and
Intermediate Ventilation Facility (IVF)
Jordan Street (configuration per ROD)

- Jordan Street will no longer connect to W North Avenue
- Originally, Jordan Street was slated to connect to Eutaw Place only
- Since Eutaw Place is a one-way street, it will no longer provide direct access to W North Avenue
- Following feedback from the community, Amtrak is considering a differing configuration of Jordan Street
The IVF is being located along W. North Avenue between Eutaw Place and Linden Avenue.

Amtrak is acquiring a portion of Jordan Street which could now be rerouted to connect to both Eutaw Place and Linden Avenue.

Feedback Needed

Would you prefer the connection to Eutaw Place (per the ROD) or to both streets as shown here?
Ventilation Facility Functions and Operation

- Ventilation facilities are used to circulate fresh air and manage temperatures in the tunnel
- In normal operations, the IVF fans will not operate
- IVF will ventilate smoke in emergencies
- Emergency management strategy will be coordinated with local first responders to ensure safe evacuation for people in the tunnel and on the surface
City Street and Alley subsurface acquisitions
While Amtrak has the statutory right of eminent domain, it is our preference to acquire by contract.

- Amtrak does not use eminent domain unnecessarily.
- Amtrak will negotiate in good faith to acquire by contract.
Private Property Acquisitions

- Amtrak's acquisition of real property for the Program is governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA).

- Amtrak is working directly and privately with displaced businesses and residents in accordance with URA.

- Under the URA, Amtrak is required to:
  - Provide notice to property owners that their property may be affected
  - Provide owners with a valuation and offer of just compensation
  - Negotiate in good faith with property owners

- Amtrak will acquire from approximately 604 private properties
  - 72 surface acquisitions
  - 532 subsurface acquisitions

- Additional acquisitions may be necessary as design progresses.
Baltimore City Property Acquisitions

- 97 Required Acquisitions
- Subsurface
  - 61 subsurface street and alley acquisitions (property under streets and alleys)
  - 12 subsurface parcel acquisitions (property under parcels)
- Surface
  - 14 portions of roadway and alley surface acquisitions
  - 10 surface acquisitions of whole and partial parcels owned by the City

Additional properties may be acquired to support design and construction activities.
Explanation of Subsurface Real Estate Rights

Below ground level and for our purposes, below standard building basement level
Open Discussion
Stay Connected

[icons]

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Frederick Douglass Tunnel Program

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