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# 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



Frederick Douglass Tunnel

B&P TUNNEL REPLACEMENT



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# Understanding Section 106

# Section 106, National Historic Preservation Act<sup>9</sup>

- 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

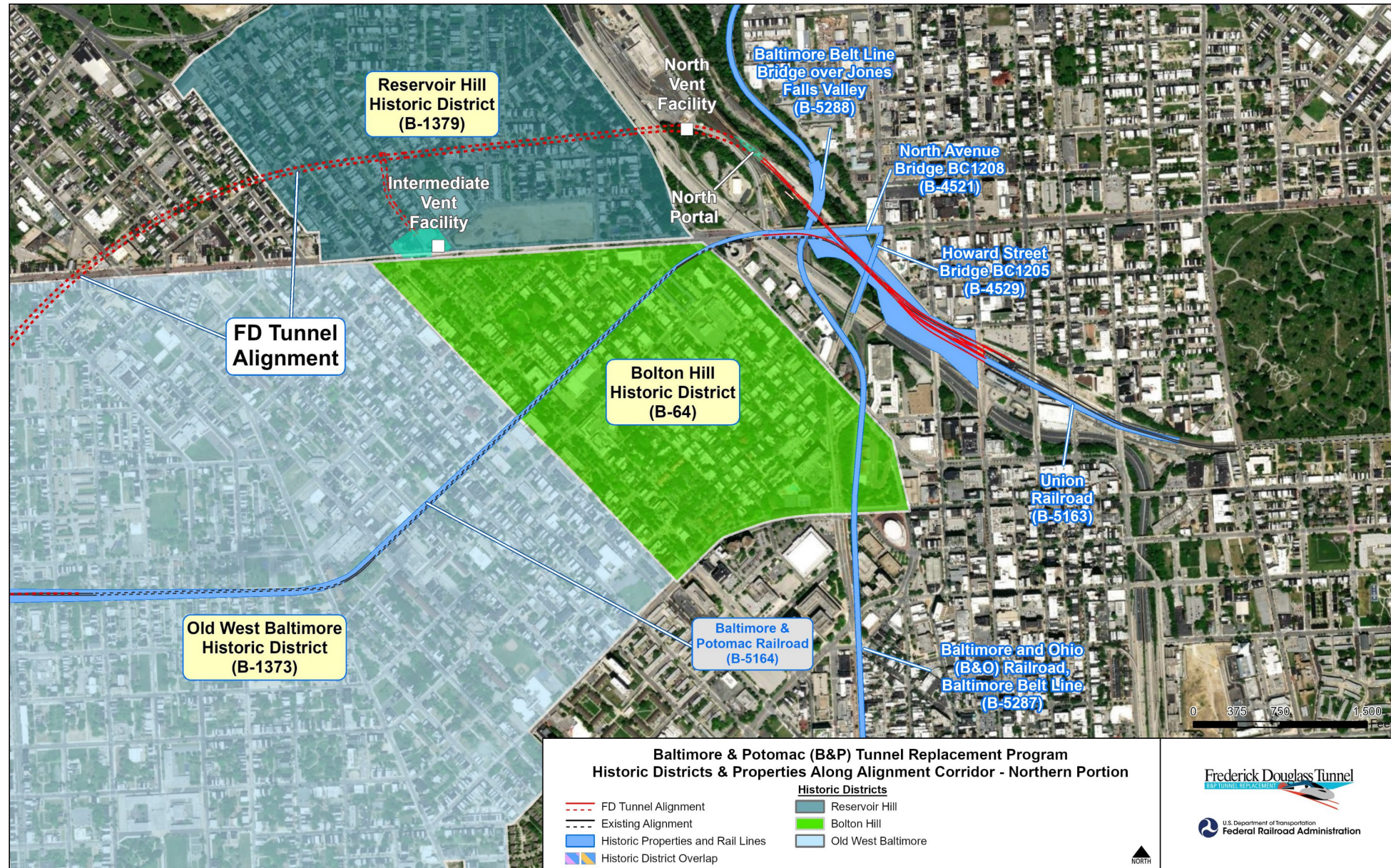


# Section 106 Process

- 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

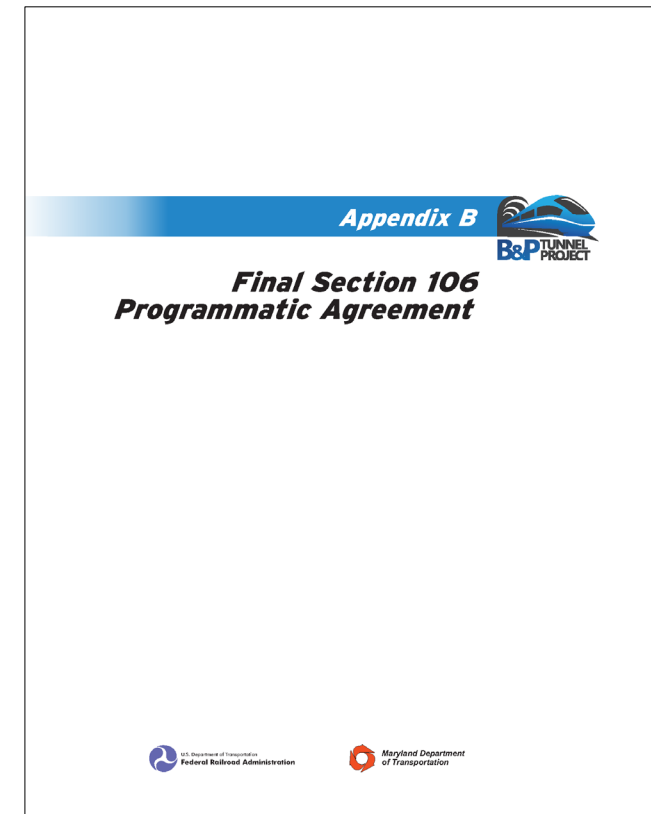
*Process culminated in 2017 Programmatic Agreement (PA)*

# Reservoir Hill / Bolton Hill Historic Districts



# 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



MARYLAND HISTORICAL TRUST  
SECTION 106 FOR CONSULTING PARTIES  
Roadshow 2023



DEPARTMENT OF PLANNING  
MARYLAND HISTORICAL TRUST



<https://mht.maryland.gov/>

*Protecting Historic Properties*


ADVISORY COUNCIL ON HISTORIC PRESERVATION

*Protecting Historic Properties:*

A CITIZEN'S GUIDE TO SECTION 106 REVIEW



WWW.ACHP.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

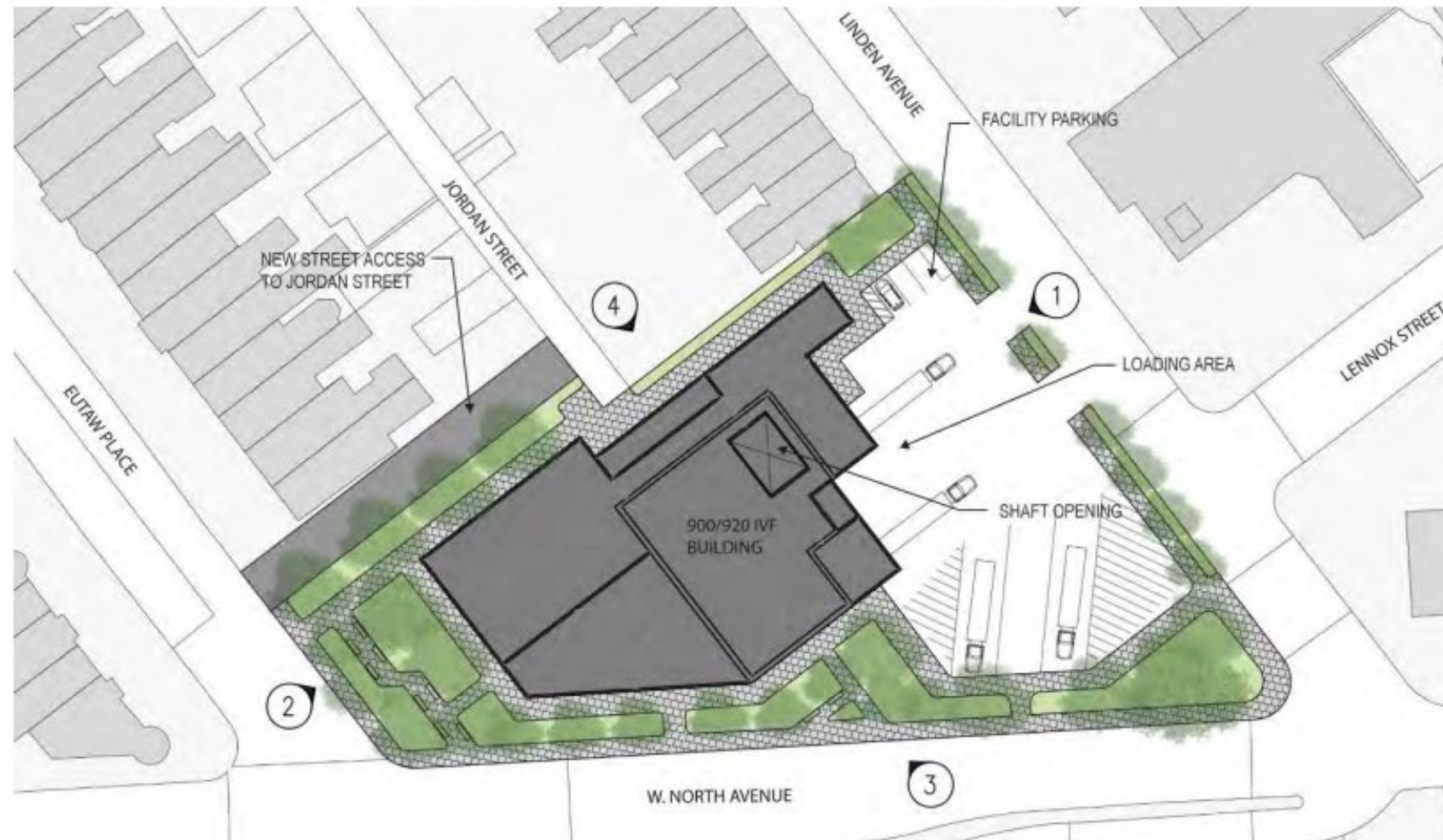


# Jordan Street and Intermediate Ventilation Facility (IVF)

# 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

Figure 4: Representative Site Layout for Intermediate Ventilation Site at 900-940 W. North Ave.



# Jordan Street and Ventilation Facility (IVF)

- 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



# Property Acquisition Process

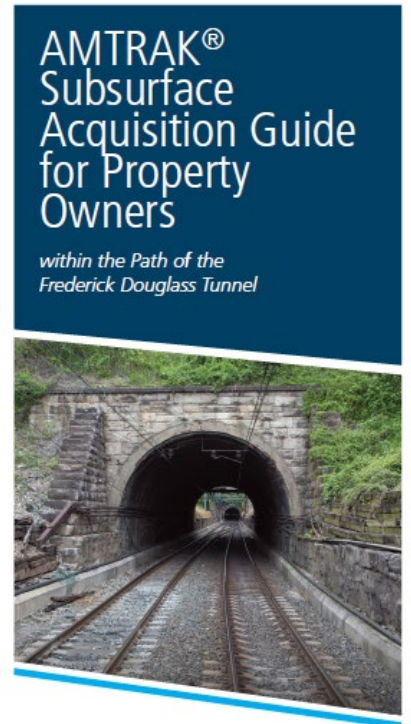


- While Amtrak has the statutory right of eminent domain, it is our preference to acquire by contract.
- Amtrak does not use eminent domain unnecessarily.
- Amtrak will negotiate in good faith to acquire by contract.



# 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.



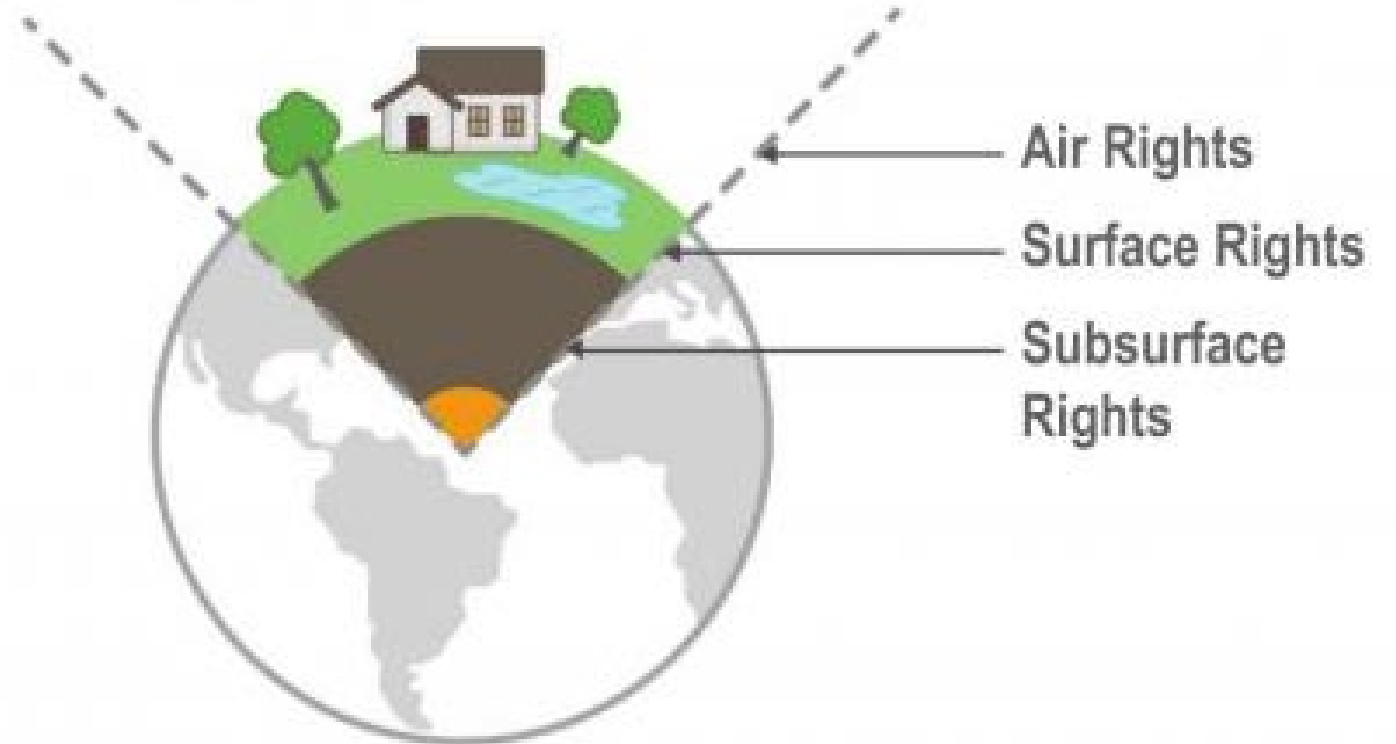
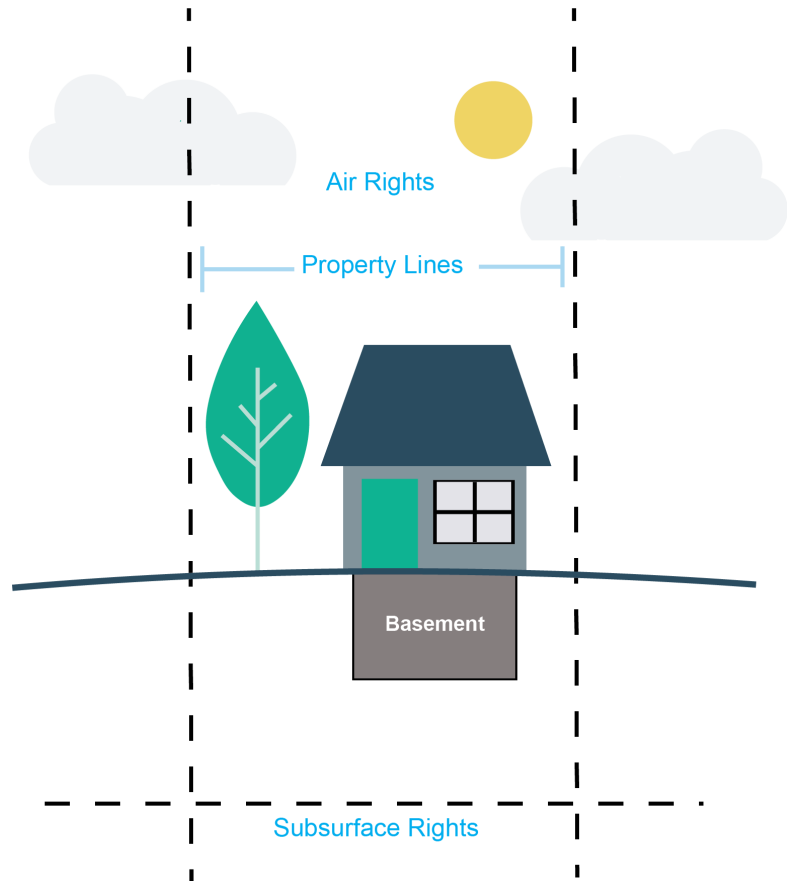
# Baltimore City Property Acquisitions

- 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

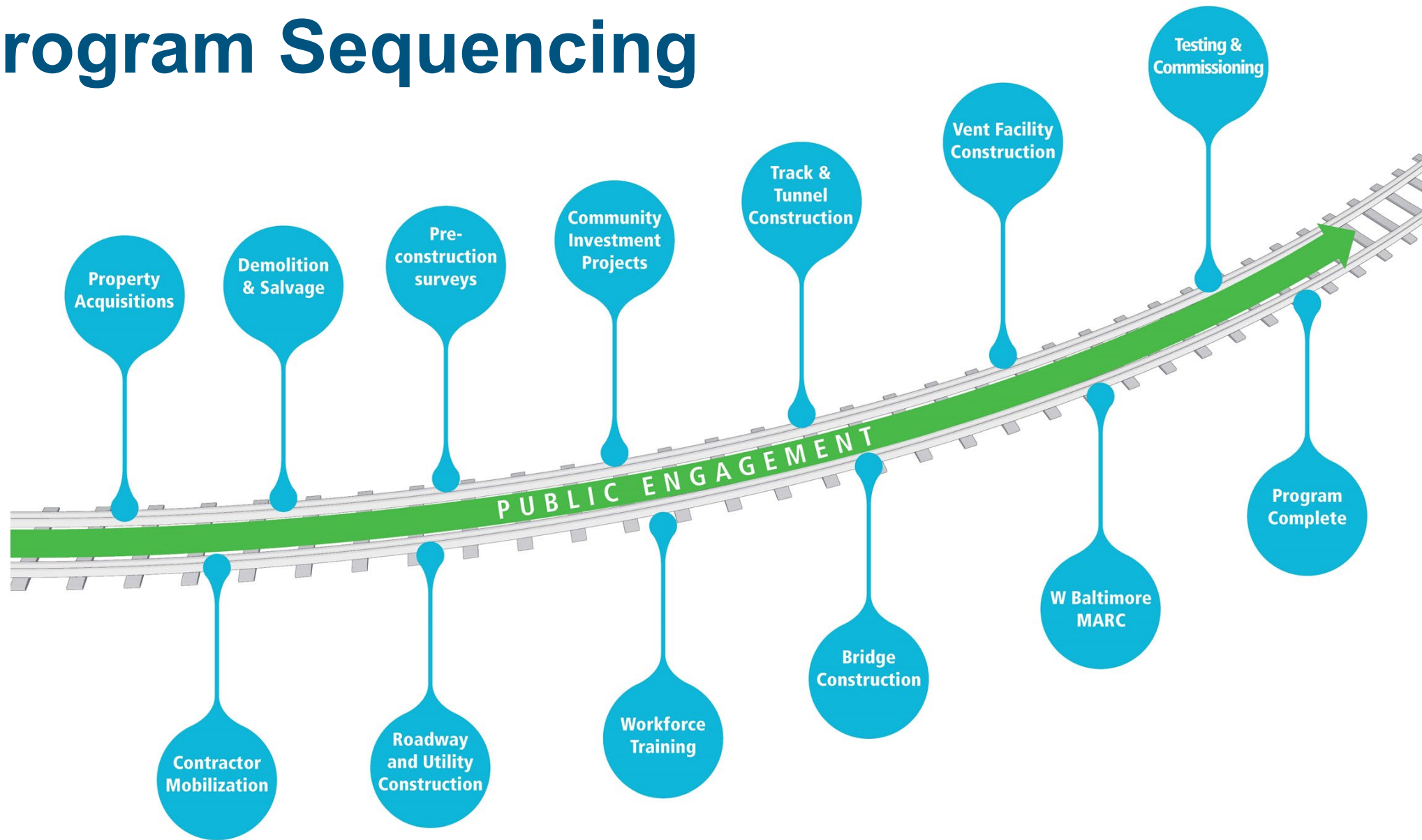
*Additional properties may be acquired to support design and construction activities.*

# Explanation of Subsurface Real Estate Rights

Below ground level and for our purposes,  
below standard building basement level



# Program Sequencing





# Open Discussion

# Stay Connected



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Frederick Douglass Tunnel Program



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