



Welcome

Frederick Douglass Tunnel Program

Virtual Open House

Please scan QR code to sign-in to the meeting.



Purpose of Tonight's Meeting

- Provide an overview of Frederick Douglass Tunnel (FDT) Program
- Share updates on construction activities
- Discuss community investment initiatives
- Solicit input from the public on the Program



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
- All electric passenger trains through new tunnel tubes
- State-of-the-art modern fire/life safety systems
- 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

Program Benefits



\$50 million for
COMMUNITY INVESTMENTS



Local jobs centers to
train the **WORKFORCE**



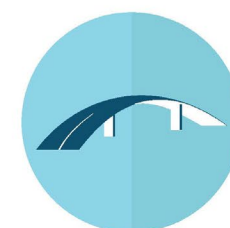
Increased **ACCESS TO REGIONAL JOBS**
for Baltimore City
residents



Approximately
20,000 JOBS GENERATED over the
course of construction



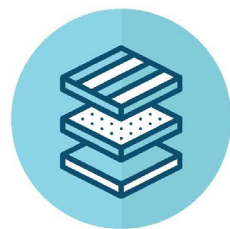
Construction of a new
ADA-ACCESSIBLE
West Baltimore
MARC STATION



IMPROVEMENTS to
roadway and bridge
INFRASTRUCTURE



ENVIRONMENTAL SUSTAINABILITY
addition of electrified
trains and solar powered
facilities and stations



ACCESS TO SALVAGE MATERIALS for residents
of Midtown Edmondson
and Edmondson Avenue
Historic Districts



RELIABILITY, REDUNDANCY and RESILIENCY for MARC
and Amtrak trains



Construction of a
NEW TUNNEL, named
in honor of Frederick
Douglass



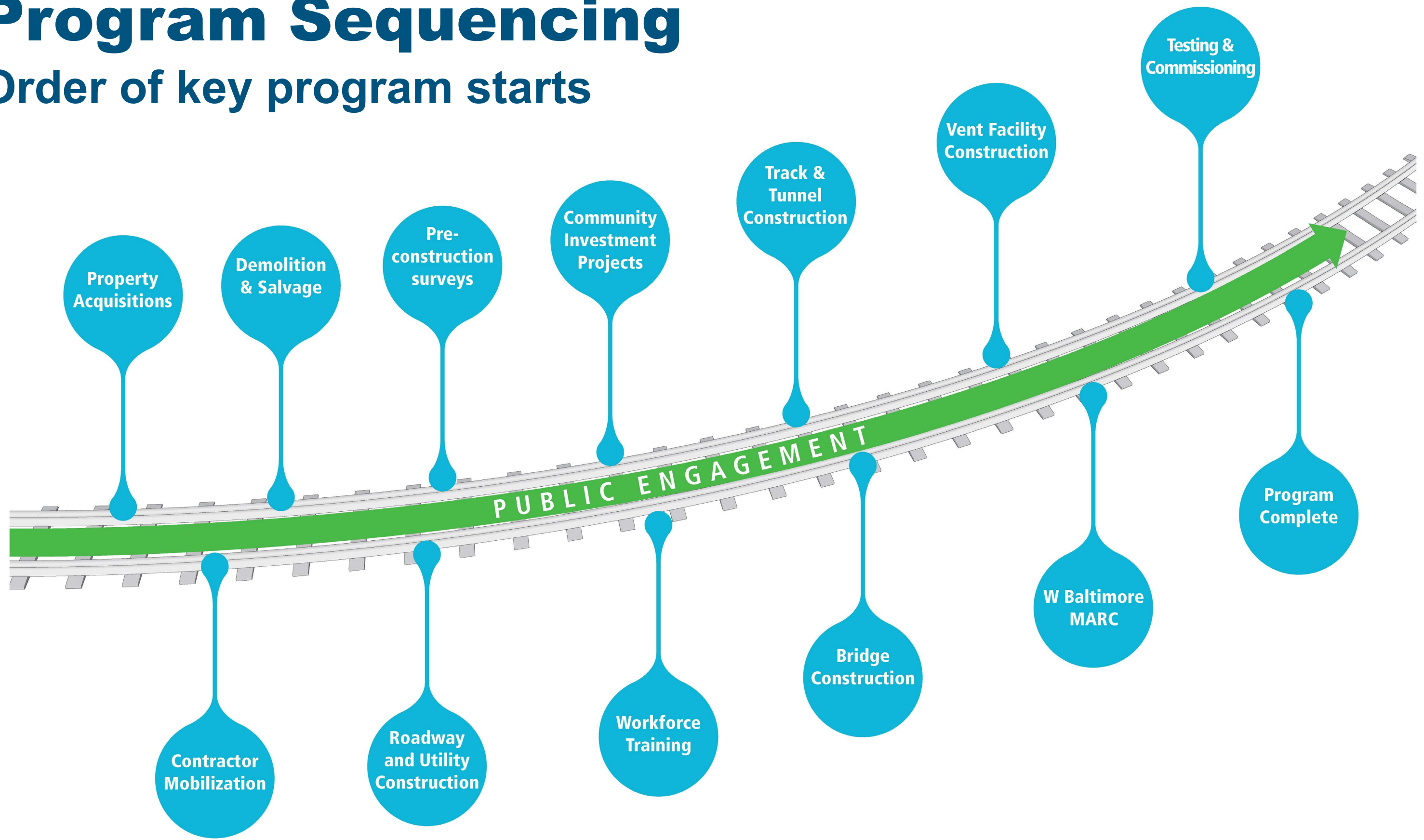
IMPROVED TRIP TIME. Travel from
Baltimore to
Washington in under
30 minutes



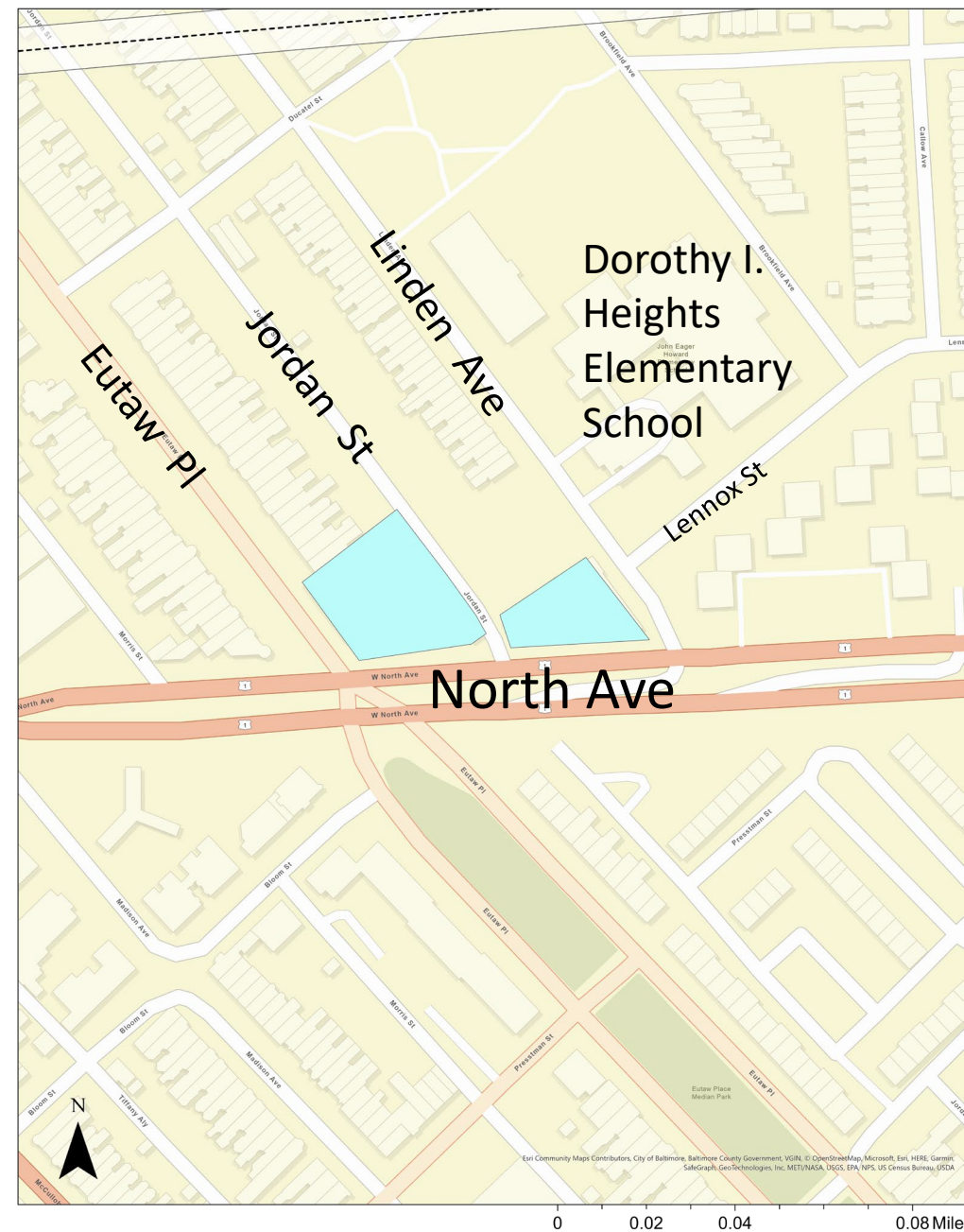
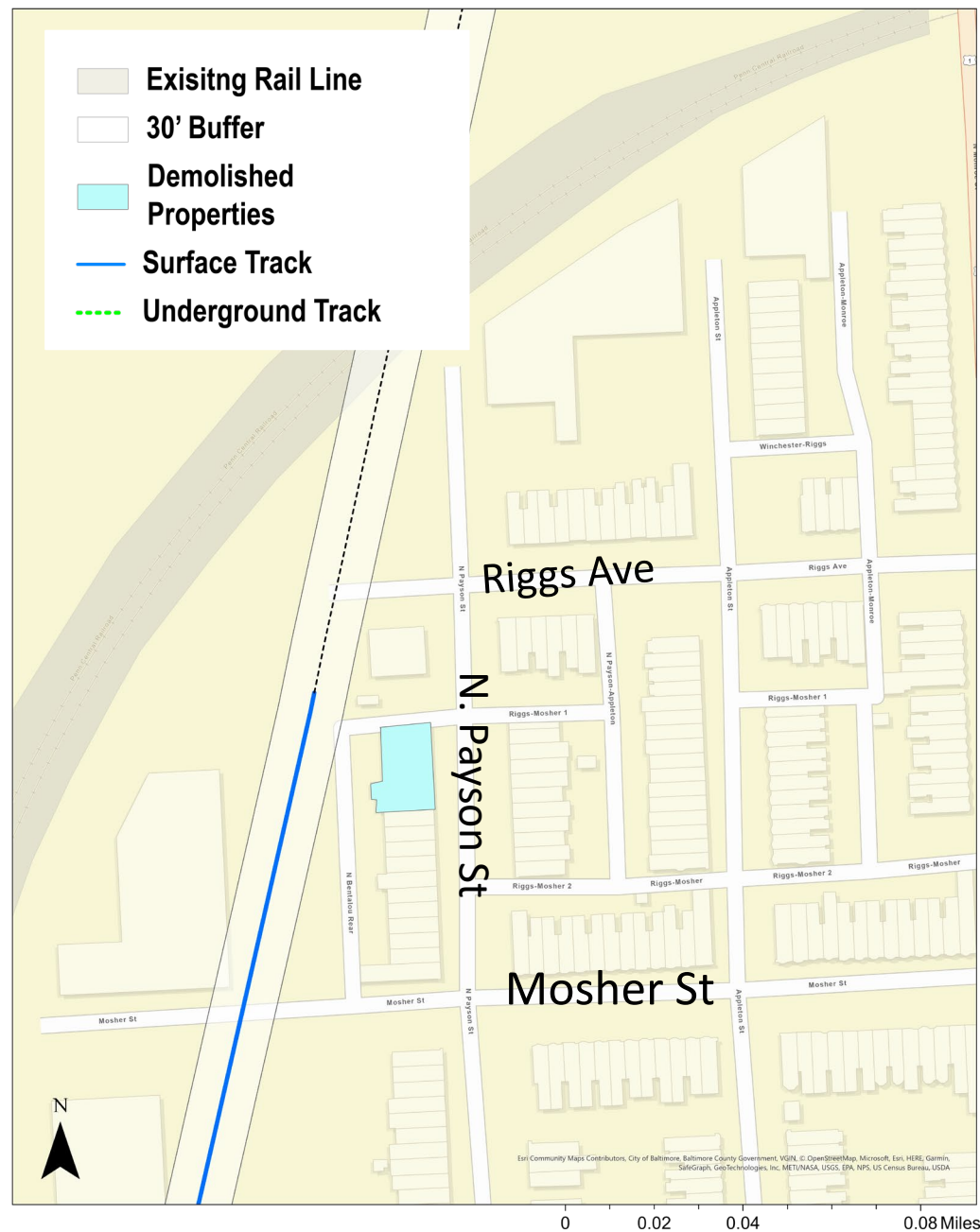
Complete
MODERNIZATION of
Amtrak's **NORTHEAST CORRIDOR** in West
Baltimore

Program Sequencing

Order of key program starts



Upcoming Demolition Activities



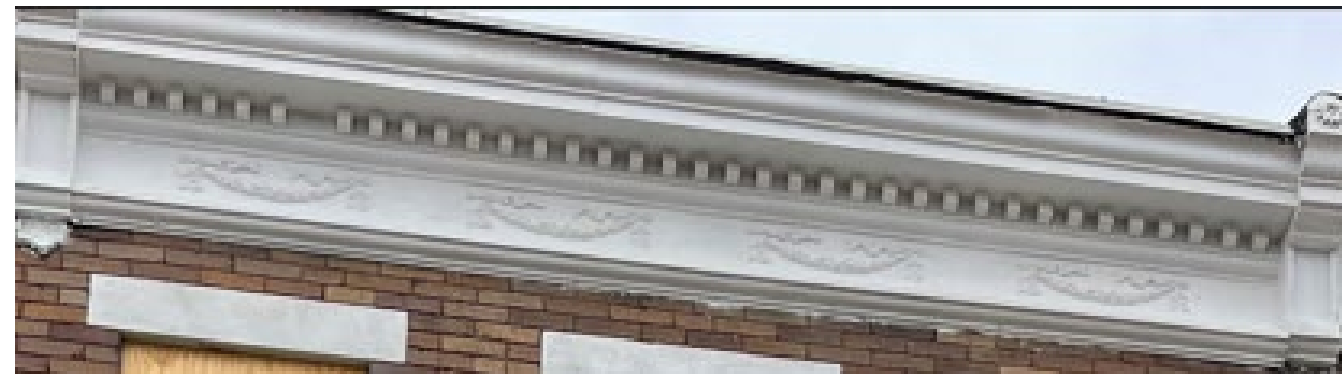
Demolition is slated to start to reduce the number of vacant properties. Early sites being removed include:

- 900 W North Ave
- 2000 Linden Ave
- 1000 blk N Payson St

Deconstruct and Salvage

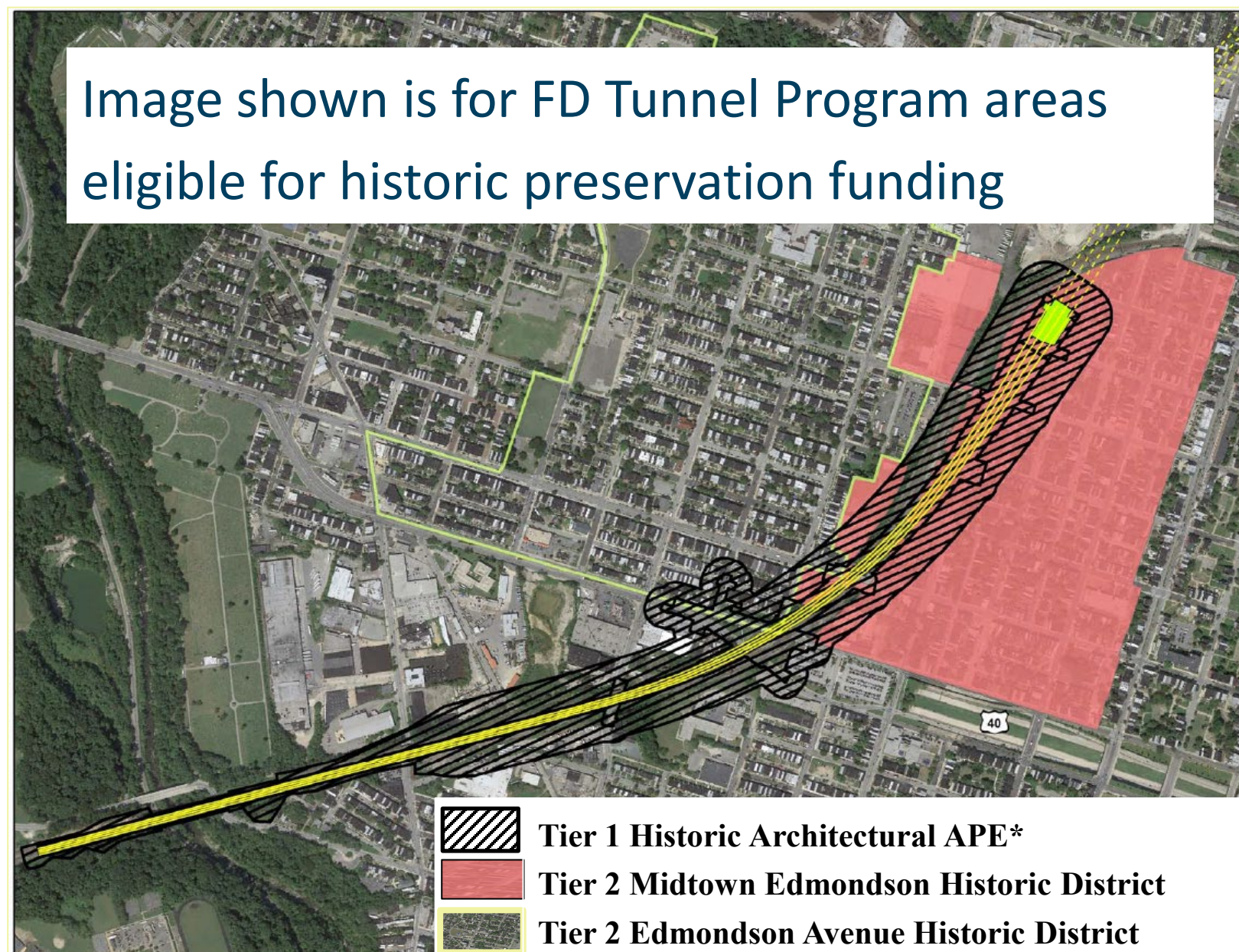
The Programmatic Agreement (PA) requires Amtrak to make materials salvaged from deconstructed historic buildings available for free to the Midtown Edmondson and Edmondson Avenue Historic districts.

- Salvaged material will be collected, catalogued, and photographed
- Items will be stored in a location accessible to the community
- The full process to request salvaged items will be published on fdtunnel.com



Historic Preservation Grant Fund

This \$2.75M fund is for the exterior stabilization, repair, restoration, and rehabilitation of properties within the Midtown Edmondson and Edmondson Avenue Historic Districts.



*Area of Potential Effect

Proposed Lafayette/Payson Park Relocation¹⁵

- Propose the temporary relocation of the park to the corner of N. Pulaski & W. Lanvale Streets
- Coordinate with Baltimore City Recreation and Parks and adjacent community in coming months



Context Sensitive Design Concepts

Designs being developed incorporate features of historic buildings and the new rail line including:

- Materials (stone, concrete, brick)
- Form
- Scale
- Design
- Color
- Texture

These will be applied to project elements including:

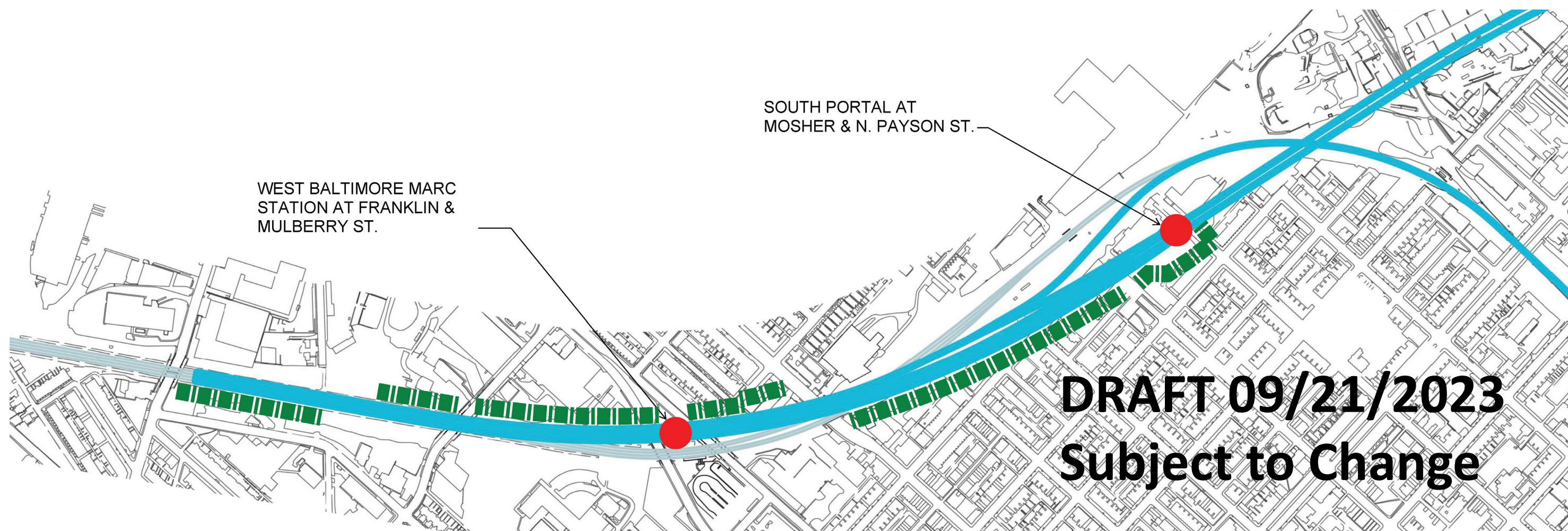
- Retaining walls
- Noise barriers
- Ventilation facilities
- Fences



New retaining walls aesthetically blend the rail line's historic use of stone and concrete.

Noise Barrier Locations

Noise barriers will be designed to reduce noise experienced at properties adjacent to the rail line. Barriers will be included in the following general areas:



DRAFT 09/21/2023
Subject to Change

-  NOISE BARRIER
-  NEW TRACK ALIGNMENT

Noise Barrier Treatment

Community members can give comments on the color, decoration, stencil / imprint, mural location, and texture of the noise barriers. Tell us which of the following you prefer.



Ventilation Facilities

Ventilation facilities are an important feature of a tunnel system. In the unlikely event of an emergency, these National Fire Protection Association (NFPA 130) compliant facilities provide safe and efficient evacuation routes between the tunnel and street level.

Key features of the ventilation facilities include:

- Emergency lighting
- Access to the tunnel for the Baltimore City emergency services
- Egress (plenum - small tunnel with staircase leading passengers to surface/street level)
- Fire standpipe (fire hydrant connection)
- Ventilation fans circulate fresh air into the tunnel and, in the event of an emergency, extract smoke

North Ventilation Facility



North Ventilation Facility



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Intermediate Ventilation Facility



Intermediate Ventilation Facility



South Ventilation Facility



South Ventilation Facility



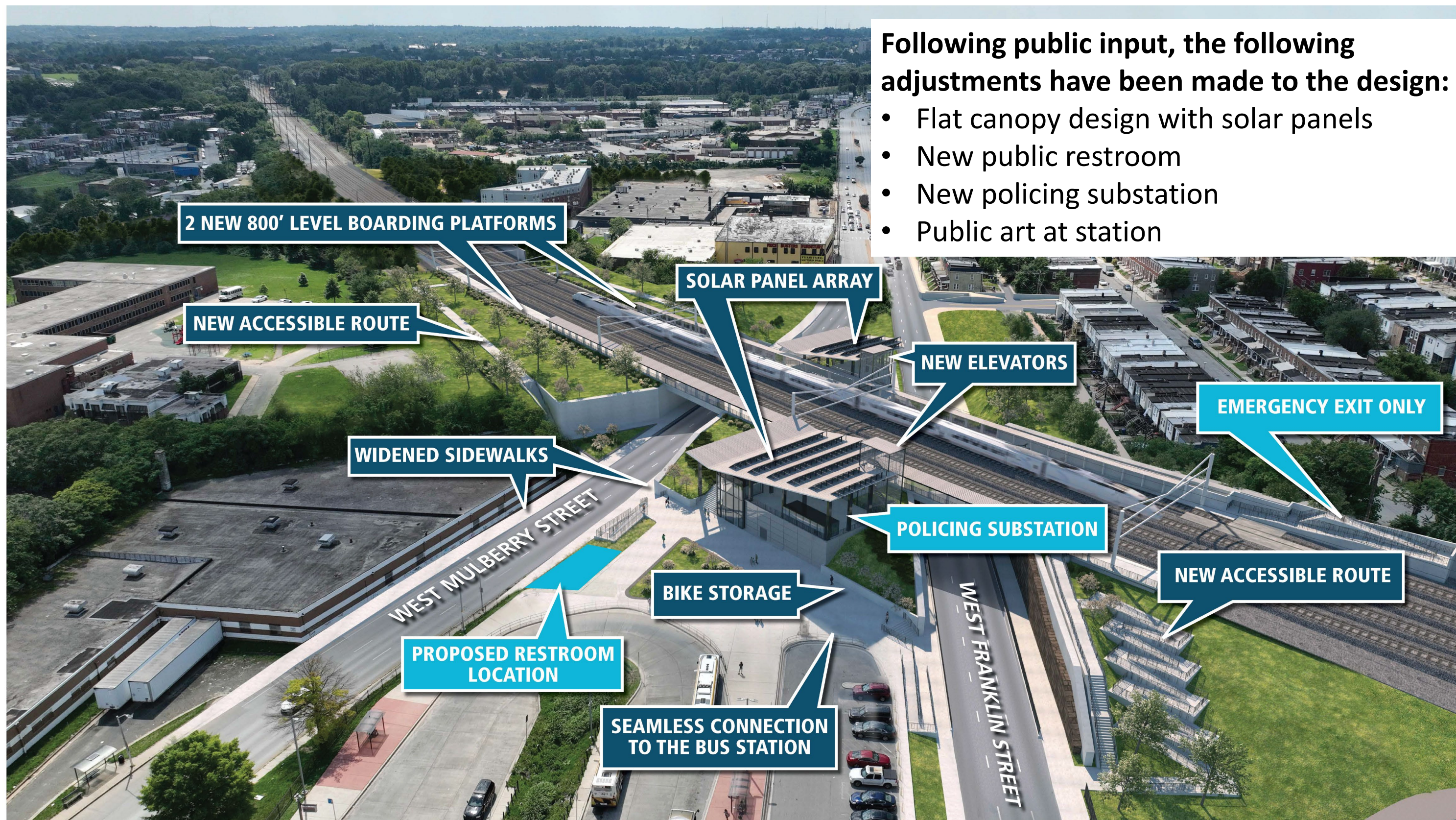
North Portal



South Portal



West Baltimore MARC Station



Following public input, the following adjustments have been made to the design:

- Flat canopy design with solar panels
- New public restroom
- New policing substation
- Public art at station

What To Expect in Upcoming Months

As work ramps up on the Program, we will continue to coordinate with the community on several items related to construction activities. Upcoming communications with the community include:

Property Demolitions

- Notification of work to adjacent properties
- Equipment mobilization
- Traffic / Roadway detours

Lafayette / Payson Park

- Community meeting to discuss park options

Roadway Modifications

- Meetings with Dorothy I. Height E.S & adjacent communities

Coordination with Baltimore City

- Planning Commission
- CHAP – historical treatments
- City Council – real estate approvals
- Recreation and Parks – Lafayette/Payson Park

Community Investment Program Categories³³

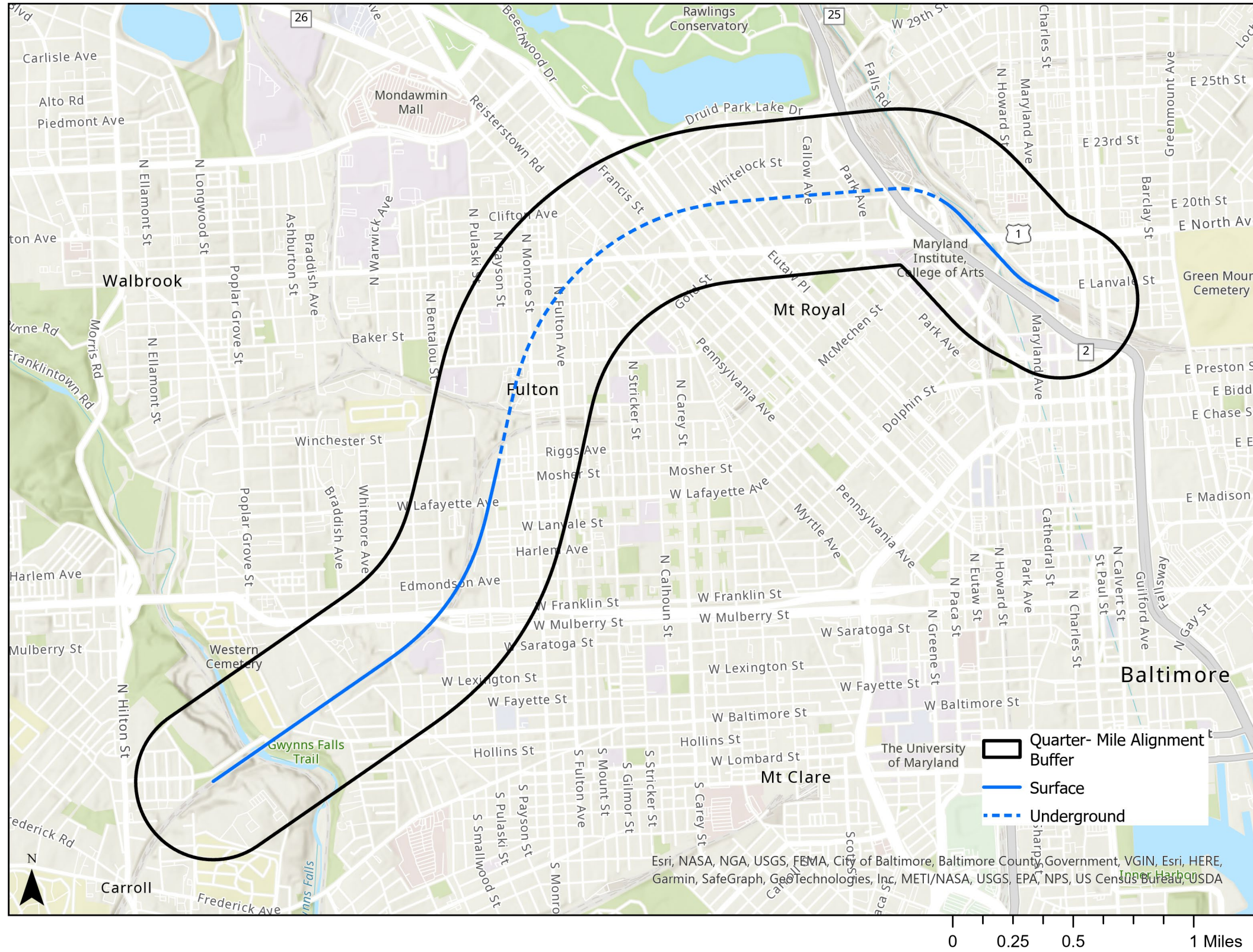
In March of 2017, a Record of Decision (ROD) was issued by FRA on the preferred alternative for the Frederick Douglass Tunnel (formerly B&P Tunnel Replacement) Program.

Category	Example
Workforce Development	Internships, apprenticeships, job-training
Community Development	Adult/child services, community wi-fi
Neighborhood Development	Street beautification
Transportation	Multi-modal transportation programs
Open/Greenspace, Parks, Facilities, and Gardens	Vacant lot rehabilitation, beautification initiatives
Historic Preservation*	Midtown Edmondson and Edmondson Avenue Historic Districts

**Historic preservation projects will be handled through a separate process under a Programmatic Agreement among Amtrak, FRA, and the Maryland Historic Trust (SHPO).*

AMTRAK IS DEVELOPING A PROCESS FOR DISBURSING FUNDS

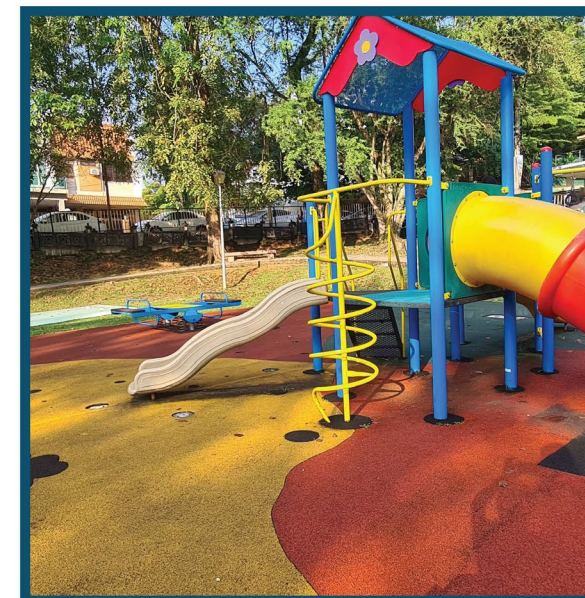
Community Investment Program Area



Community Investment Program

Amtrak has committed \$50M for investments in the communities along the program corridor. The major investment categories include:

- Workforce Development
- Community Development
- Greenspace Creation
- Transportation Upgrades



Breakout Room Etiquette

- Each participant will be given an opportunity to visit each room. Please wait until you are rotated into the proper room topic to ask specific technical questions.
- To allow everyone to participate, please use the chat function to submit questions to our team. Once your question is submitted, please raise your hand and our moderator will unmute you to ask your question.
- Please keep questions as succinct as possible so that our technical experts can readily understand the issue. We will limit all questions to 2 minutes.
- We understand that we may not be able to answer all the questions asked this evening. Please use the Comment Card QR code or link to submit any follow up questions.
- **To preserve bandwidth for the meeting, please place your microphone on silent and deactivate your camera**

**Thank you for joining us.
We look forward to working
with you on this important
project!**

Stay Connected



fdtunnel.com



(443) 423-1115

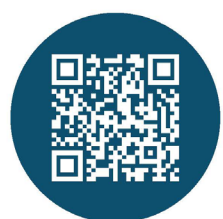
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Frederick Douglass Tunnel Program



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