The BALTIMORE AND POTOMAC TUNNEL PROJECT

Critical Infrastructure Investments for Capacity and Resiliency

Prepared for the Greater Baltimore Committee Annual Transportation Summit

September 28, 2016
The tunnel is a primary chokepoint along the NEC as train volume is constricted and train speeds are restricted to 30 mph.

- The highly used tunnels serve Amtrak, MARC and Norfolk Southern freight trains.
- 140 passenger train movements and two freight trains daily.
- Passenger movement expected to experience significant growth by 2050.
- 1/5 of Amtrak trains and 30% of ticket revenues depends on travel through the B&P Tunnel.
B&P Tunnel Project Overview

THE PROJECT: Replace the 143-year-old tunnel with an improved facility capable of high-speed rail and expanded conventional service.

Status:
Preliminary Engineering (Nominally 30%) and NEPA Documentation with Record of Decision to be completed by Spring 2017.

Partners:
- Federal Railroad Administration (Grantor/NEPA Lead)
- Maryland DOT (Grantee)
- Amtrak (Infrastructure Owner)
- City of Baltimore (Project Partner)
- HNTB, Parsons Brinckerhoff/Parsons JV, RK&K (Consultants)

Funding:
$60M HSIPR funding for Preliminary Engineering and NEPA documentation. Additional $1.5M in SAFETEA-LU funding for existing tunnel inspections. No funding sources identified for final design/construction.
B&P Tunnel Project Goals

The purpose of the project is to **address the structural and operational deficiencies** of the existing B&P Tunnel and to accommodate future high-performance intercity passenger rail service.

**ANTICIPATED PROJECT BENEFITS**

- Improved travel time
- Accommodation of existing and projected travel demand for passenger rail services (regional and commuter)
- Eliminated impediments to existing and projected operations along the NEC
- Operational reliability
- Repurpose existing tunnel as rail infrastructure or adaptive reuse
• NEPA Environmental Impact Statement project initiation commenced May 2014.

• In Fall 2014, 16 Preliminary Alternatives were evaluated and screened by the study team and the public.

• Ongoing Public engagement meetings throughout the project evaluation.

• Draft EIS released in December 2015, followed by a Preferred Alternative.
ALTERNATIVE 3B REVISED

• Results in the best improvements to travel time;
• Provides accessibility improvements to the West Baltimore MARC Station; and
• Takes into account public comments that reduce environmental impacts.
To accommodate future high-frequency passenger train service on the NEC.

To support train capacity requirements

To allow operational flexibility for conflict-free operations.
Should a tunnel on a new alignment be chosen, the future of the existing tunnel needs to be determined.

Possible Uses:

- Abandonment
- Modified train use (single-track)
- Convert to a different use
  - Recreation space
  - Underground businesses
  - Community facility
  - Public exhibit
  - Utility corridor
  - Linear park
  - Other
B&P Tunnel Project Next Steps

- Final Environmental Impact Statement (FEIS) will be published end of October 2016.
  - Document mitigation concepts in FEIS
  - Finalize preferred vent plant in FEIS

- Record of Decision (30% Preliminary Engineering and NEPA) expected Spring 2017

- Identify funding to advance 30%-100% design, followed by construction funding.
Thank You