

THINK 2175

Reframing the B&P Tunnel Replacement Project



Beyond capacity, how confident are you that you are planning for another 150 years of infrastructure for not only today but for tomorrow?

JOIN AS PARTICIPANT

Slido.com

#4108058

All participants can submit questions in the question & answer section of Slido

In-person participants can wait until the end to ask questions using a microphone.



THINK 2175



Today's Agenda

01

Our History

B&P Tunnel project reinforces the underdevelopment of West Baltimore | call to redevelop for the year 2175

02

Our Homes

Protecting and stabilizing our homes for year 2175

03

Our Environment & Climate

Preparing our community for the reality of year 2175

04

Emergency Preparedness

Creating a future ready community

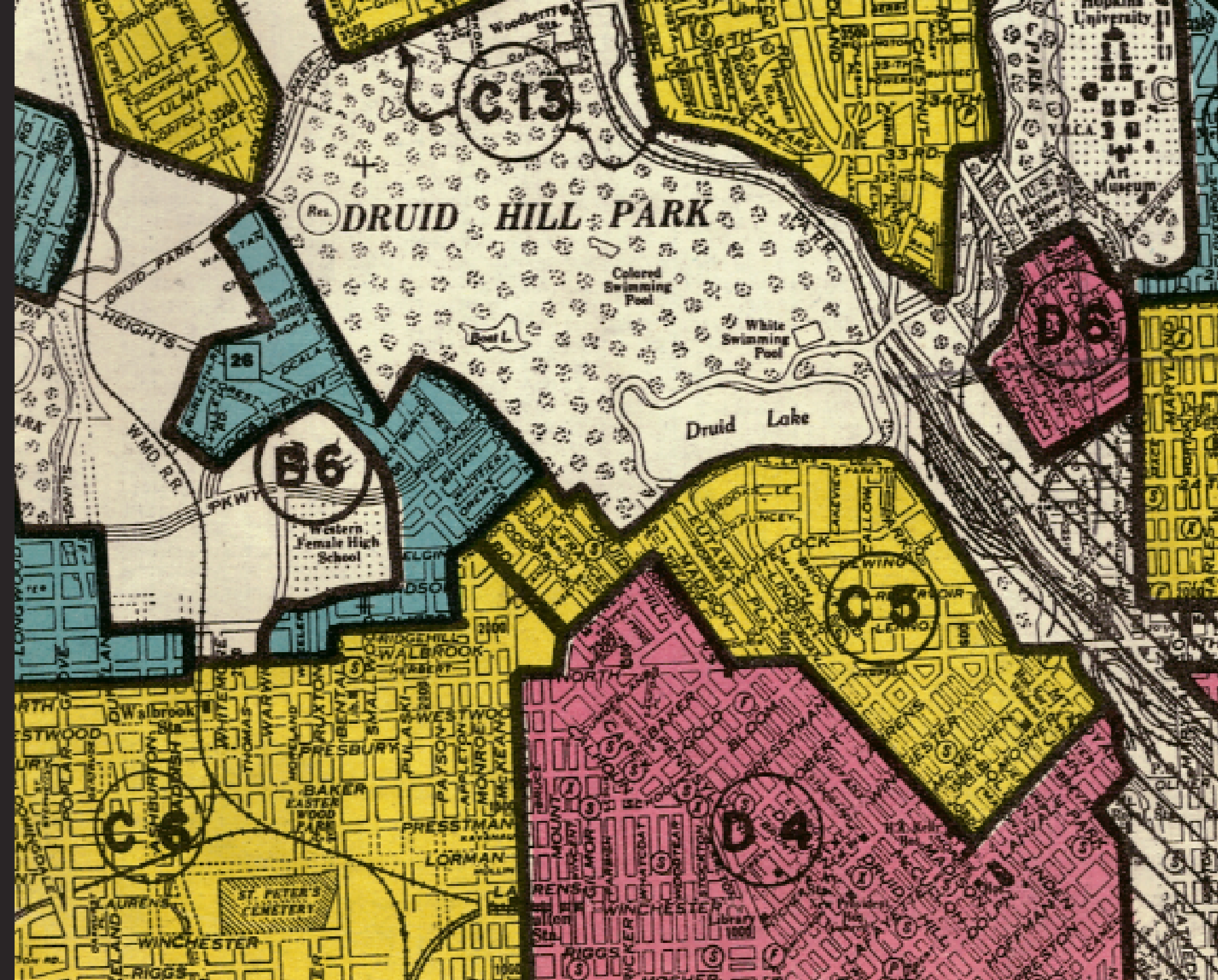
05

Our Plan for Advocacy

Uniting for the future we desire

01

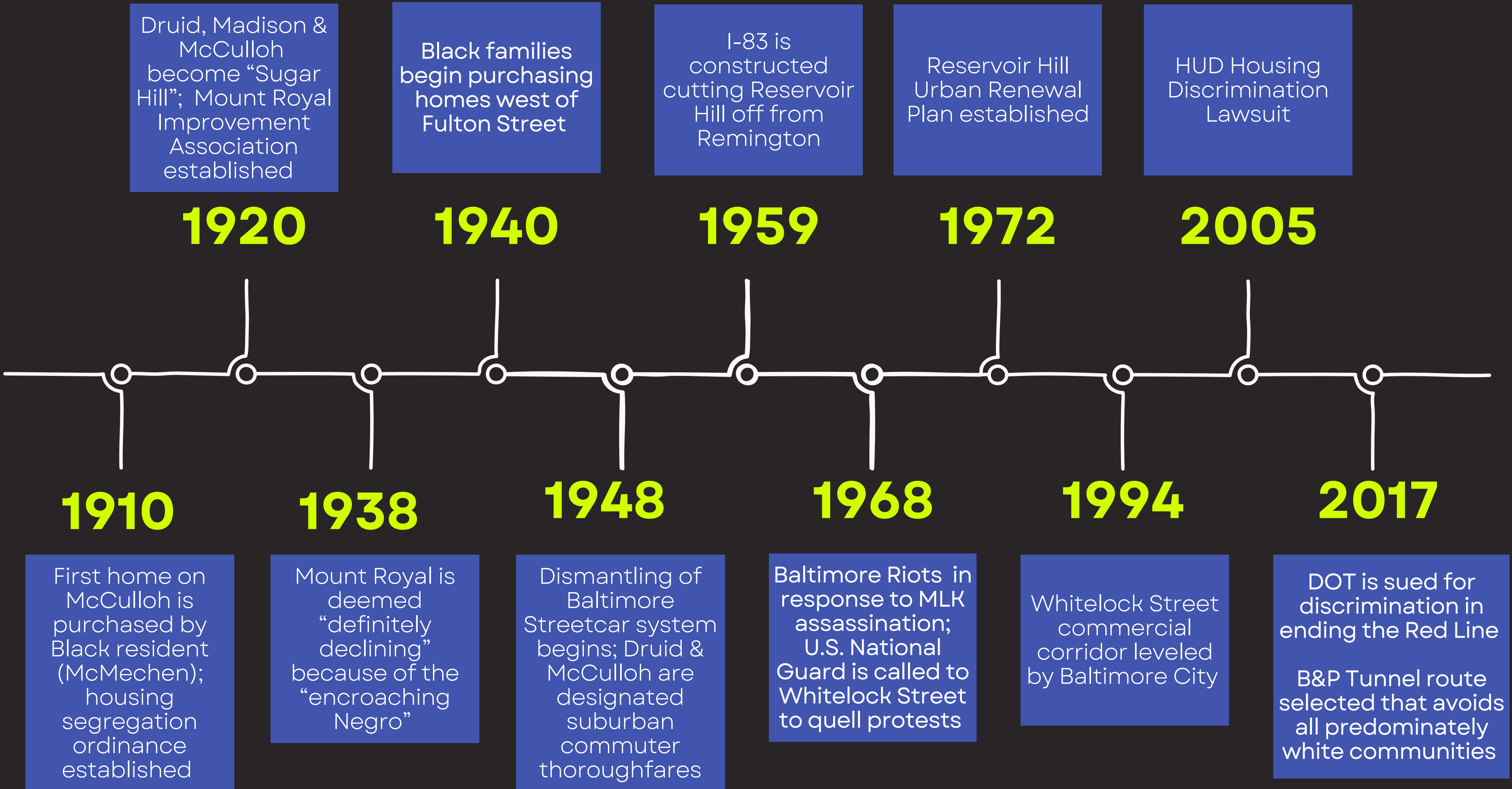
Our History



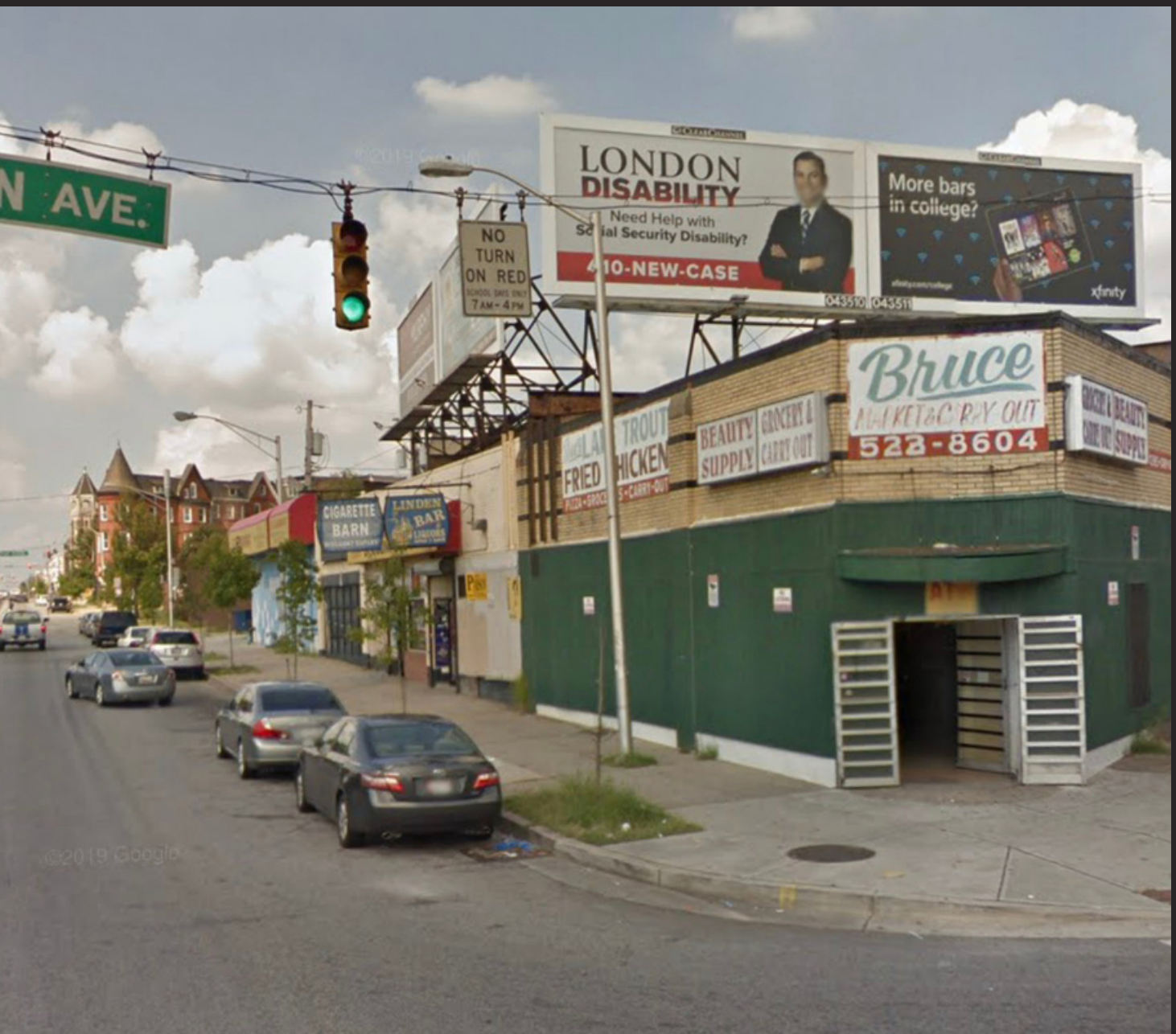
WEST BALTIMORE HAS BEEN STRATEGICALLY UNDERDEVELOPED BY THE LOCAL, STATE AND FEDERAL GOVERNMENT



100 YEARS OF UNDERDEVELOPMENT: Transportation Discrimination & Segregation



Before & After | Mt. Royal Apartheid



910 West North Avenue
& Linden Avenue

1950

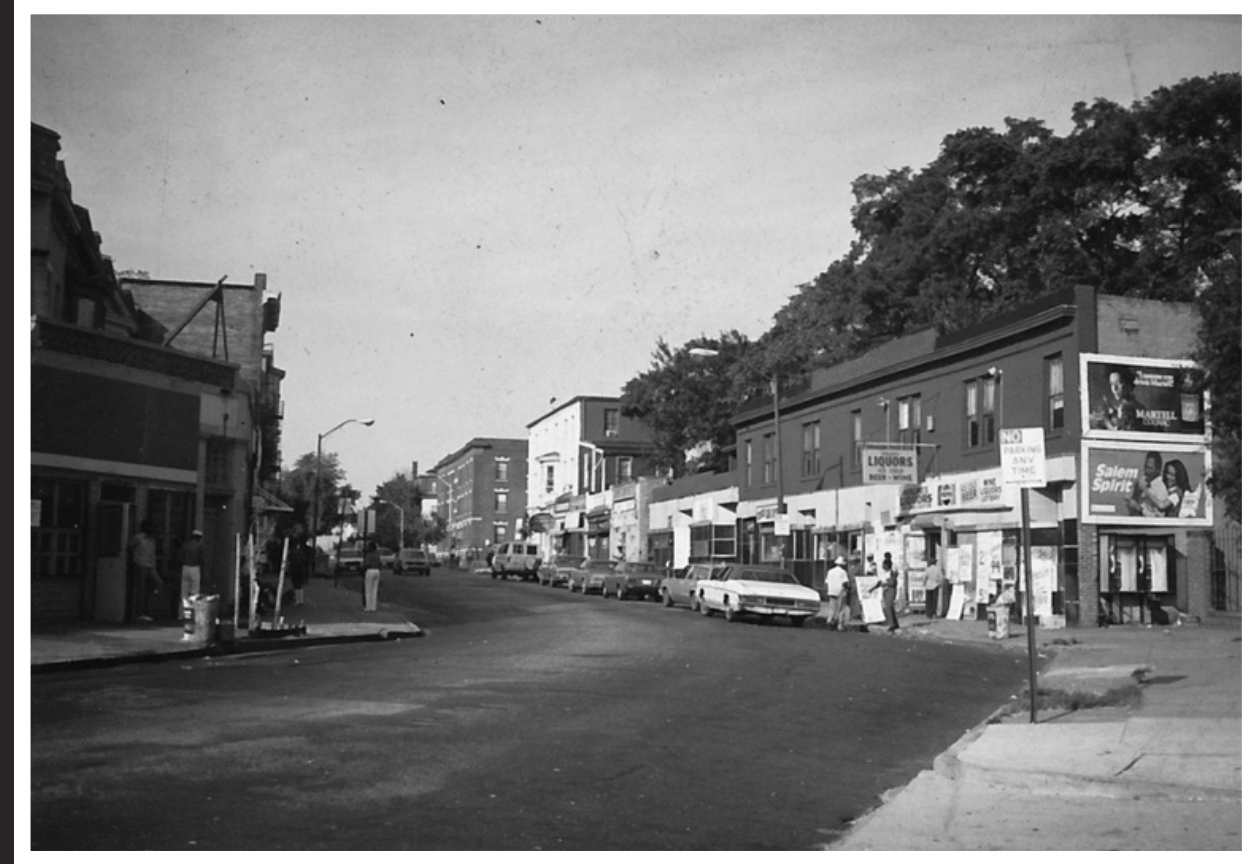
2023

Before & After | Post-1968 Whitelock Street

1968



1984



1980



2010



It was decided that there should be monthly meetings of the Executive Committee to be held on the 2nd Tuesday of each month. Committees were appointed on "Finance", "Membership", "Neighborhood Welfare" and "The Restrictive Covenant", the last named being with reference to the main object of the Asso, ~~which~~

~~is the preservation~~

#2, Jewish Morning Journal,
Nov. 13th., 1935.

which is the preservation of the Mt. Royal District for white occupancy, which is accomplished by means of mutual covenants entered into by the property owners of each block.

If there is any further question relating to the subject that you think may be a matter of general interest, I would be very glad if you would call me up at La. 2828.

Very truly yours,

Jefferson D. Norris

Secretary, Mt. Royal Protective Association, Incorporated.

“It was decided that there should be monthly meetings of the Executive Committee to be held on the 2nd Tuesday of each month. Committees were appointed on ‘Finance’, ‘Membership’...and ‘The Restrictive Covenant,’ the last named being with **reference to the main object of the Assoc. which is the preservation of the Mt. Royal District for white occupancy**, which is accomplished by means of mutual covenants entered into by the property owners of each block...”

Letter to the Jewish Morning Journal
Jefferson D. Norris, Secretary,
Mount Royal Improvement
Association (1935)



THINK 2175: Our History

Reconsider

Reconsider the alignment so that it does not build upon the historically racist patterns of collusion between federal, state and Local governments to disproportionately impact Black communities in Baltimore City.

Communicate

Create an outreach and communication plan that takes into consideration the history of Baltimore City communities, historic power imbalances in decision making, in order to plan for a different future.

Reduce Harm

Understand the impact of leveling the historic buildings on West North Avenue and its contribution to resource apartheid and find alternatives to the continuation of disinvestment in our communities.



OUR HOMES

02



**“You wonder how the hell
it’s still standing.”**

— President Joe Biden

The 151 year old Baltimore & Potomac Tunnel

- **Completed in 1873, the B&P Tunnel, variously described as “decrepit, ancient, unsafe, a flood risk, built on sand,” and “shifting in place,” is, according to Amtrak’s own planning documents, suffering from irreparable “age-related issues.”**
- **“The structure is deteriorating. The roof was leaking. The floor is sinking,” President Biden said in a 2023 speech in front of the tunnel. “This is the United States of America, for God’s sake. We know better than that.”**
- **Hundreds of millions of dollars have been spent to maintain the tunnel against “excessive amounts of water leaking into the tunnel walls and flowing underneath the track floor, has led to falling bricks and concrete, small portions of the wall collapsing and settlement (sinking) in the track floor.”**
- **\$71 million spent in 2020 to replace portions of track**

What else is 150 years old?



Not Vibration
Ready



→ **150 Year Old Homes**

Built between 1792 and 1900, the homes of Reservoir Hill located on the alignment are between 232 and 124 years old.

→ **We Are All Connected**

Many of our exterior walls are interconnected using what is colloquially known as a “party wall,” meaning that the structural integrity of our homes relies on that of our neighbors.

Only addressing neighbors on the alignment is not an option!

→ **Structural Support**

Original mortar was sand and lime. There’s no law requiring that our masonry, foundations, or brickwork has to be fortified.

A typical Reservoir Hill home is made of brick and built on sand.



Common Brick



Sand Foundations



Sand Mortars

Yes. Just sand. Literally nothing else.

Subsurface Rights & Stability

Reservoir Hill residents will NOT sign any easement that grants access in perpetuity to the ground beneath our homes without including Amtrak's verbal promises in writing. We require specific, actionable, legally binding support for the structural integrity of our homes, our blocks, and our neighborhood.

“Contractors will conduct pre-construction surveys of all properties that fall in the impact zone. If for any reason through those analyses ... if there's concern that there's going to be damage [to a property], then yes, we are not just open to, but required to, provide additional shoring up of the property.”

Amtrak Real Estate Meeting
November 14, 2023



Liability



When does Amtrak's liability begin and end during tunnel construction?

According to the Amtrak Reform and Accountability Act of 1997 (49 U.S. Code § 28103):
“The aggregate allowable awards to all rail passengers, against all defendants, for all claims, including claims for punitive damages, arising from a single accident or incident, shall not exceed \$200,000,000.”

What are the allowable awards for damage to life and property in the community after a derailment or emergency?



**AMTRAK HAS LIMITED LIABILITY
FOR DAMAGES TO PEOPLE AND
PROPERTY**



→ Structural Reinforcement

What steps will Amtrak take to ensure homes along the alignment have proper shoring into 2175?

→ Minimize Vibration

Can Amtrak demonstrate what levels of noise and vibrations neighbors will experience during construction and operation of the tunnels?

→ Cooperative Negotiation

How will Amtrak work with the community to cooperatively negotiate land rights?

What is the timeline for contacting homeowners concerning negotiations?

How can we leverage land use agreements to support future generations? (E.g. Leasing)

→ Liability

What are our rights in case of damage to our homes?

What are the financial and time limits to Amtrak's liability to individual home owners and to the community during deconstruction, construction and operation?

THINK 2175: Our Homes



Our Environment & Climate



03

Amtrak's environmental studies for the tunnel were conducted in 2015 and 2016. These studies cannot - and do not - account for record-setting, climate-driven changes in our environment since then.

Climate-driven disasters in the United States are quantitative. From 2016 to 2023, the United States has sustained approximately 1.15 trillion dollars in damage from climate-driven disasters—or nearly half of the total economic losses on record since NOAA began calculating climate-related damages in 1980.



AMTRAK MUST PLAN FOR CLIMATE CHANGE, MAINTAIN OUR AIR QUALITY, AND ACCOUNT FOR ENVIRONMENTAL JUSTICE.



Simply put: the effects of extreme heat, uncontrollable wildfires, and devastating floods have increased threefold over the past seven years.

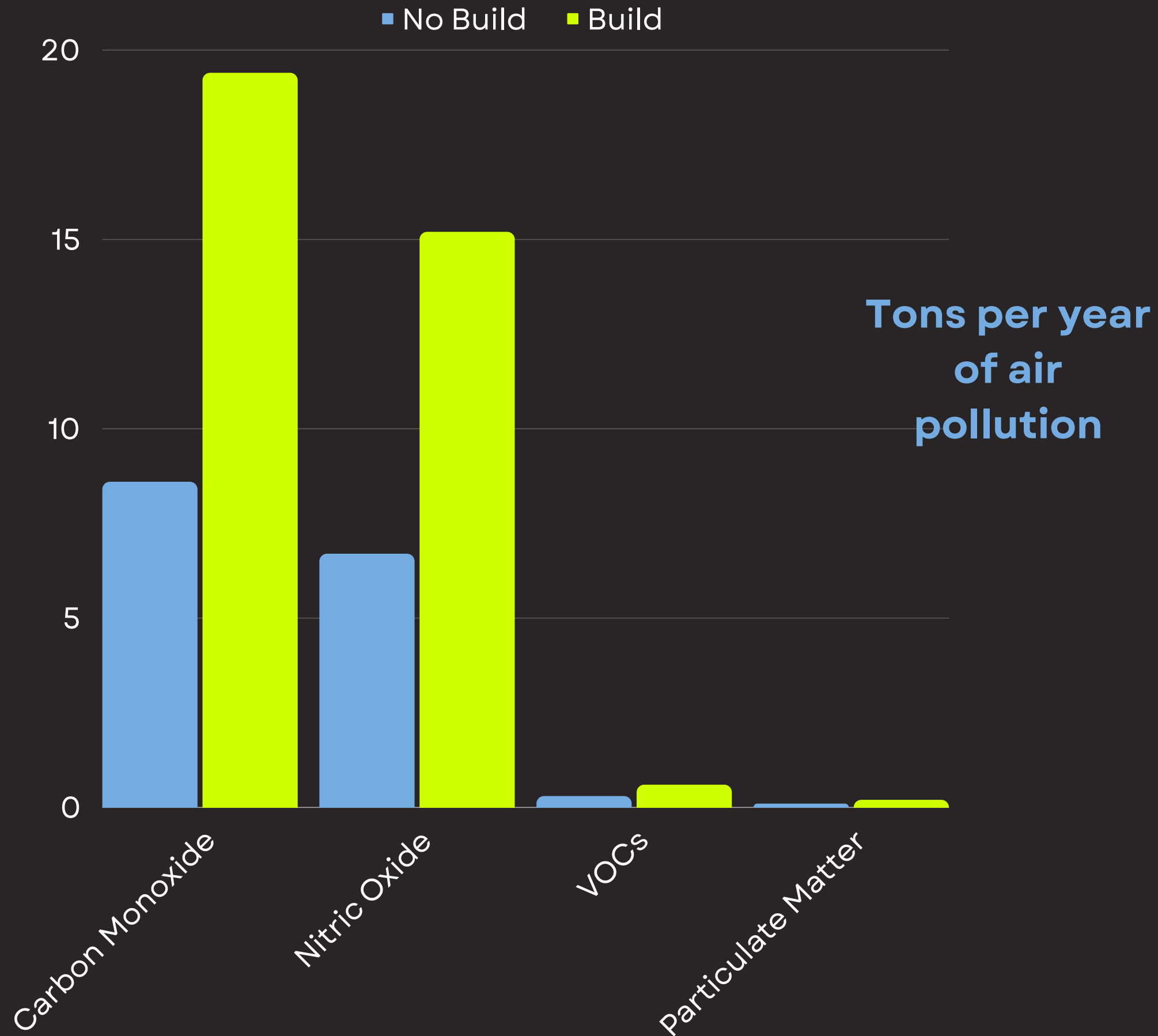
Rail infrastructure – which can be washed out by floods, warped by heat, or shifted by changes in soil – is particularly vulnerable to climate-driven shifts in operability.

The impact of rail on the built environment is a physical problem, one that results from the contact between brake pads, train wheels, and railways.



David Kanter, Associate Professor of Environmental Studies, NYU

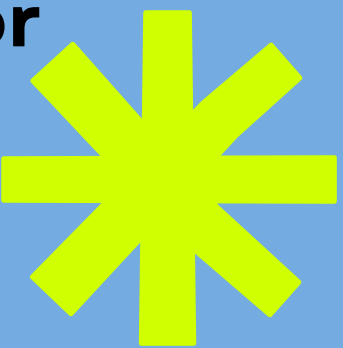
B&P Tunnel's Impact on Air Quality



“Emission estimates are for Build Alternative 3C (the longest tunnel out of the six alternatives). It has the highest potential to affect air quality due to the greatest tunnel length.”

Amtrak (2015) “Noise and Air Quality Technical Memorandum”, B& P Tunnel Project.

Increased temperatures, drought, heatwaves and wildfires are all expected to increase emissions of ground-level ozone and PM2.5 - two of the world's major air pollutants, and significant triggers for asthma attacks.



A 2022 review of 3,427 previous peer-reviewed academic studies of in-train concentrations of particulate matter from 1998 to 2022 found that trains exceed the WHO standards for PM10 and PM2.5 over 80% of the time.

Amtrak's trains may meet EPA standards in ideal conditions, but once the track is laid, those conditions immediately begin to decline. Any changes in rail alignment will permanently increase the amount of rail particulate being discharged.

Any—and all—shifts in the alignment of a railway are permanent until the track is relaid.

Pediatric Asthma in West Baltimore

- Children in West Baltimore have the highest rates of asthma-related emergency visits
- In Baltimore City, pediatric asthma rates are 2x the national average
- In Baltimore City, juvenile asthma rates are 3x the national average
- Black children are 7x higher asthma mortality risk as white children



**THE SELECTED VENT SITE WILL INCREASE
VOLATILE ORGANIC COMPOUNDS <300
FEET FROM DOROTHY I HEIGHT E.S.
DISPROPORTIONATELY IMPACTING
BLACK CHILDREN**



Amtrak's original planning insists on "passive venting," which relies on using "outside air" to ventilate the tunnels.

Said models assume that outside air is neutral; they do not calculate potential disparities in air quality, and thus assume that managing the "downwash," or air deflected by the aerodynamic movement of the trains in the tunnel, is simply a matter of dispersal.

What does venting mean when the dispersal medium itself is rated by the EPA as unhealthy?



→ Supplement the EIS

According to the EPA’s National Environmental Policy Act (US 40 CFR 1508.1), a supplement to a draft or final Environmental Impact Statement is required when there are significant new circumstances or information relevant to the environmental concerns that have bearing on the proposed action or its impacts.

→ Improve Air Quality

The current emergency ventilation site centers the needs of Amtrak not the community utilizing “passive venting” which assumes neutral outdoor air quality. Instead vent sites should improve outdoor air quality while venting.

→ Monitor Air Quality Now

Ensure that air quality monitors are placed along the route one year before construction begins and air quality data is open to residents, city, state and federal officials.


→ Engineering for the Future

How can all Amtrak engineering support the needs of the community to have access to clean air, water, land and energy as we move towards 2175?

New Data - New Realities

The Fifth National Climate Assessments (November 2023), a series of US government reports generated through a congressionally-mandated partnership of 15 federal member agencies, including the Department of Transportation, which oversees the Federal Railroad Administration, the source of this project's funding.

Preparing for the future climate of 2175



Extreme Heat

By year 2100 it is projected that there will be 50 - 90 days when the temperature will rise above 95 F.

Extreme Weather

By 2100 it is projected that there will be 180 extreme flooding events per year.

Air Quality

By 2100 Climate related deaths will be increased by approximately 25,000 people per year relative to the year 2000.

→ Create a Community Emergency Plan

Ensure the community understands different potential emergencies and how to respond to them.

- If the emergency ventilation site is for emergency evacuation of riders, what is the protocol for neighborhood residents?
- How will the community be prepared for emergencies during deconstruction, construction, and operation?

→ Emergency Alert System

Provide the technology and infrastructure for alerting the community about emergencies.

- Which technologies will be utilized to inform the community of an emergency?
- How will this system be alert appropriate local, state and federal stakeholders?

THINK 2175

Emergency Preparedness

04





05

Our Plan for Advocacy

FIGHT TODAY
FOR A BETTER
TOMORROW

→ **B&P Tunnel Working Group**

Join the B&P Tunnel Working Group in their efforts to organize the community across organizations interested in support the best outcomes for community members.

→ **Representative Outreach**

Write your representatives and advocate for support of community needs throughout the B&P Tunnel Project.

→ **Community Outreach**

Support advocates by donating for yard signs, pamphlets, and other materials for community outreach. Share what you know with a neighbor.

→ **Support 3rd Party Analysis**

Support the analysis of technical reports by third party experts without conflict of interest with Amtrak.

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Questions

What do you still wonder about the B&P Tunnel Replacement Project?

How do you see yourself advocating for yourself or your community?

What urgent next steps should Amtrak take?

What urgent next steps should the community take?

Special Thanks

Residents Against
The Tunnels RATT



**Mt. Royal
Historic
District**

HMRTA

Questions & Answers