



# The B&P Tunnel Replacement Plan: Community View from Ground Zero

TRANSIT CHOICES Presentation  
27 April 2023 - 8:30 to 9:30 AM  
Laura Amlie, RATT President

# Why we Residents are Against the current B&P Tunnel Replacement Plan

## The Actual Problem

The proposed “solution” which we object to

### From National FREIGHT Perspective

- Freight - the Elephant in the B&P room. PR war
- Proven Safety problems, rerouting long recommended
- Infrastructure Opportunity demanded for decades to ease hazmat issues

### From AMTRAK/Passenger Transit perspective -

- What is the real ROI on \$6billion transit money?
- Is this freight-oriented solution really the most cost & transit-effective answer for Amtrak?

### From a community and Environmental Justice Perspective

- Construction & operation with inadequate testing, mitigation, and recovery
- Environmental Justice

### What we are seeking

- ▶ Whom does this help?
- ▶ *Whom/what does it hurt?*
- ▶ *Is there a better balance, a less destructive route for a new B&P Tunnel?*

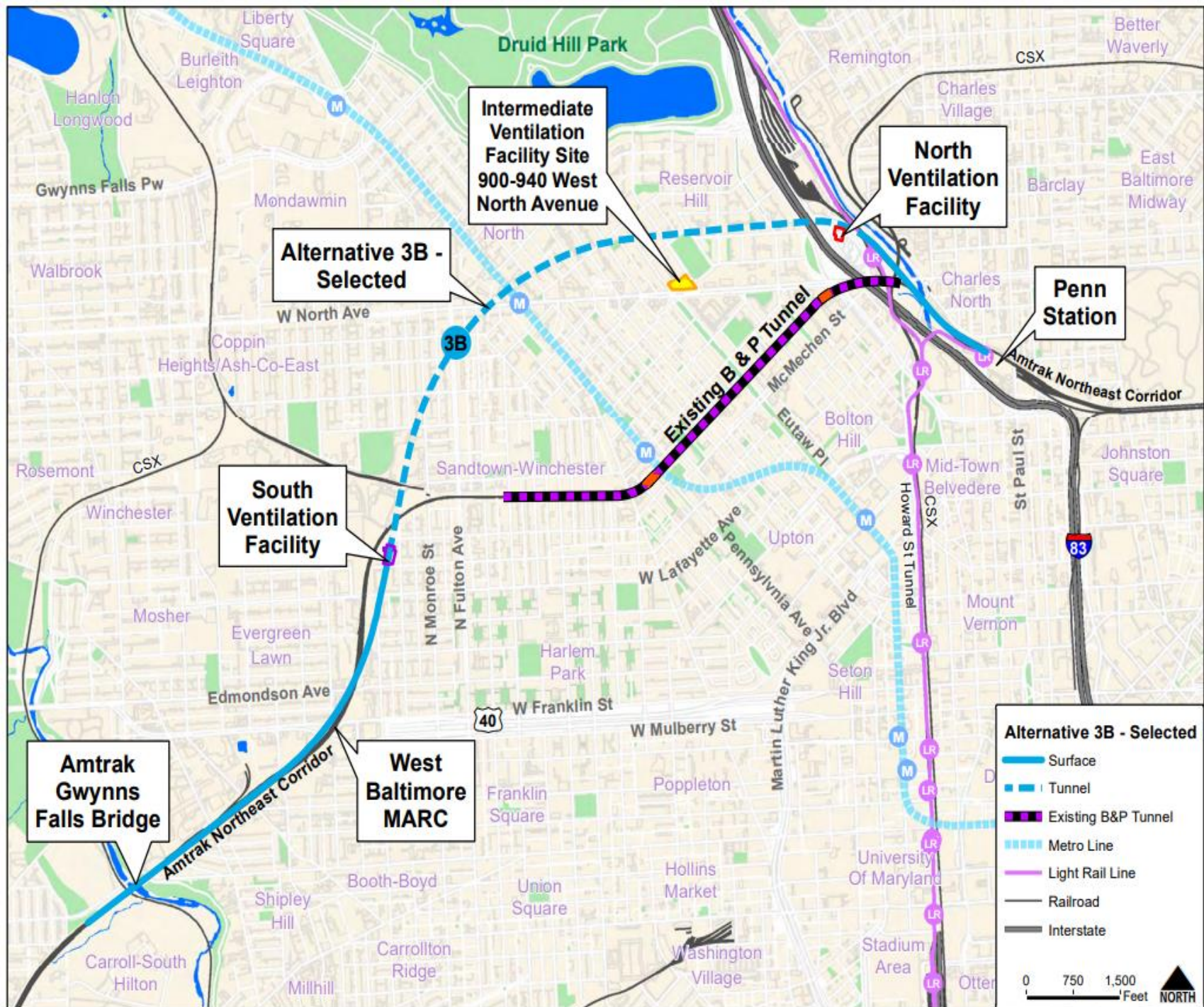


# The Problem: Baltimore Bottleneck



Current proposed solution approved in the Record of Decision.

## Selected Route 3B



# FREIGHT

“Make no mistake; this is a freight project.”

(Frustrated Amtrak Rep in a side conversation at community meeting)

- “Freight” used 46 times in the needs assessment = driving force dictating specs
- ONLY routes allowing four double-stack freight tubes were even considered
- RRA /Rail Freight are extremely powerful, often in charge of studies in their own self-interest. Some even say they ‘run the FRA.’
- The Port Authority spoke of it as ‘their’ project at 2018 meeting
- The chosen route leads directly to the freight yards
- So why is all the news about Amtrak? The initial study observation that “communities might object to freight” prompted a PR deception war to downplay freight right up to the point of denial with weasel worded, selective truth press, announcements, and events. Yet when pushed, they say “Freight is inevitable” and insist they retain the right to implement the ROD decision for (at least 2 of 4) double-stack diesel freight tubes. They’re working hard to keep this out of the news - However

# Rail Freight in the news

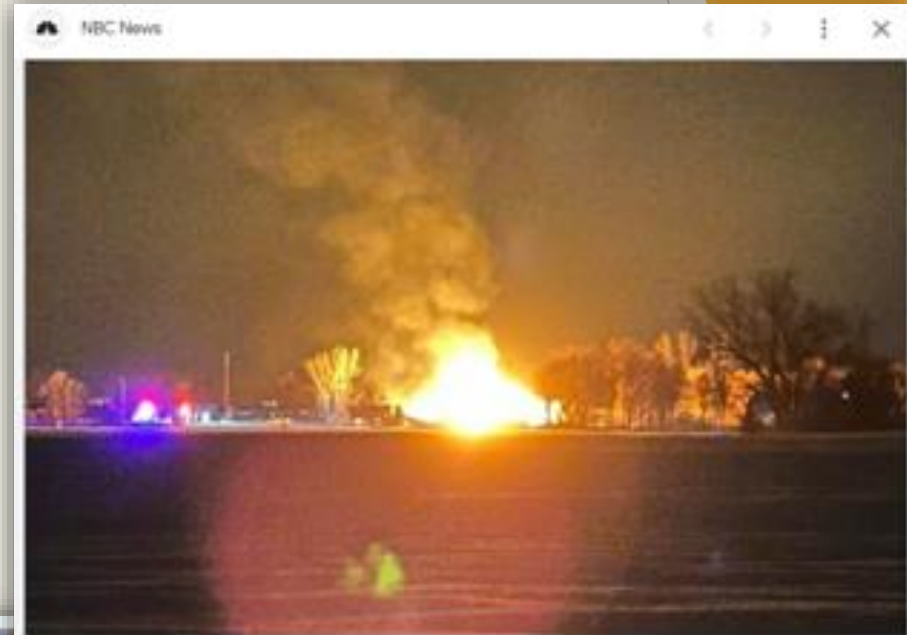


In just 3 months, in just the USA -



**3/24/23 Ayer, Massachusetts**

**ue Island, Illinois**



Train carrying ethanol derailed and catches fire in Minnesota, forcing residents to evacuate

**3/30/23 Raymond, Minnesota, 22 cars.  
Ethanol explosion, evacuations**



**4/2/23 25 cars Western Montana**

# In just 3 months, in just the USA

<https://apnews.com/article/southern-california-mojave...>

## Tracks reopen after freight train derails in Mojave Desert ✓

Mar 28, 2023 — There were no injuries when the **freight train** carrying iron ore went off the tracks Monday morning in the Mojave National Preserve, Union ...



Fortune

<https://fortune.com/2023/04/17/union-pacific-freight...>

## Freight train collision in Texas injures 2 in latest derailment

Apr 17, 2023 — A locomotive engineer and conductor were being treated for injuries after the southbound **train derailed** following the accident near County ...



The New York Times

<https://www.nytimes.com/2023/03/16/train-derails-ari...>

## Freight Train Carrying Corn Syrup Derails in Arizona ✓

Mar 16, 2023 — A **freight train** that **derailed** in western Arizona on Wednesday night was carrying corn syrup, its operator said, hours after a report ...



hol derails and catches fire in Minnesota, forcing residents to

Visit

**Raymond, Minnesota, 22 cars.**  
**ol explosion, evacuations**

**3/24/23 Ayer, Massachusetts**

**4/2/23 25 cars Western Montana**



In just 3 months

7:58 AM / MARCH 30, 2023

## West Virginia train derailment leaks diesel and oil into one of North America's oldest and federally protected rivers

<https://apnews.com/article/southern-california-mojave-desert>

### Tracks reopen after freight train derails in Mojave Desert

Mar 28, 2023 — There were no injuries when the freight train carrying oil and diesel derailed Monday morning in the Mojave National Preserve, Union ...

7:32 AM / MARCH 30, 2023

## Train derails in Butler County, Pennsylvania

On March 29, no one was injured after a train derailed in Butler County, Pennsylvania.

WISCONSIN NEWS >

## Train derails near Wisconsin-Iowa border; 2 cars float down Mississippi River

WCCO NEWS

BY WCCO STAFF

UPDATED ON: APRIL 27, 2023 / 3:16 PM / CBS MINNESOTA



<https://fortune.com/2023/04/17/union-pacific-freight/>

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The New York Times

<https://www.nytimes.com/2023/03/16/train-derails-ar>

## Freight Train Carrying Corn Syrup Derails

Mar 16, 2023 — A freight train that derailed in western North Dakota, carrying corn syrup, its operator said, hours after a report ...

7:10 AM / MARCH 30, 2023

## Train derailment in North Dakota spills chemicals near Minnesota border

On March 26, a Canadian Pacific train derailed in rural North Dakota and spilled hazardous materials. Local authorities and the railroad said there was no threat to public safety.

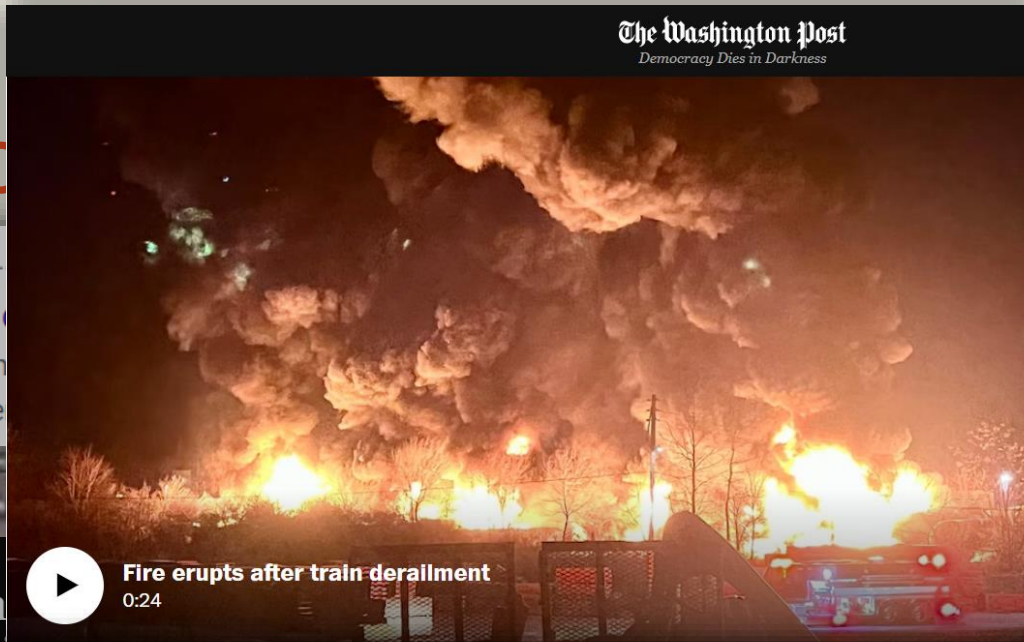
3/24/23 Ayer, Massachusetts

In just 3 mo

<https://apnews.com/article/southern-california-mojave-national-preserv>

## Tracks reopen after freight train

Mar 28, 2023 — There were no injuries when the train derailed Monday morning in the Mojave National Preserve.



Fire erupts after train derailment  
0:24

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ntler County, Pennsylvania.

fic-freight...

juries 2 in latest derailment

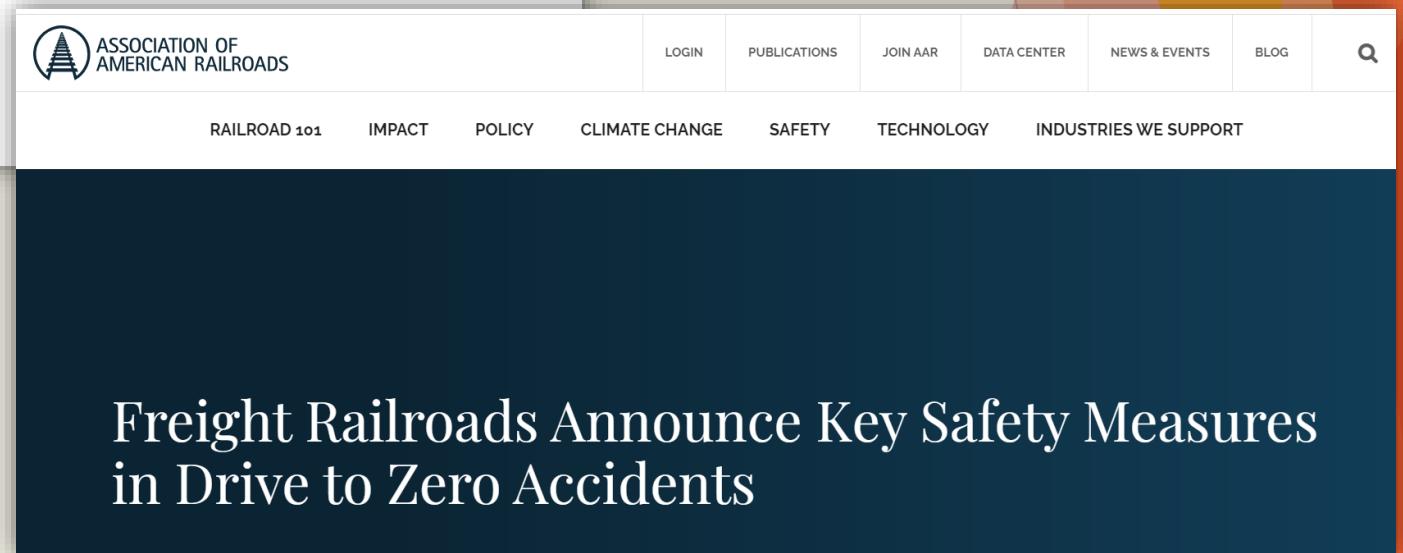
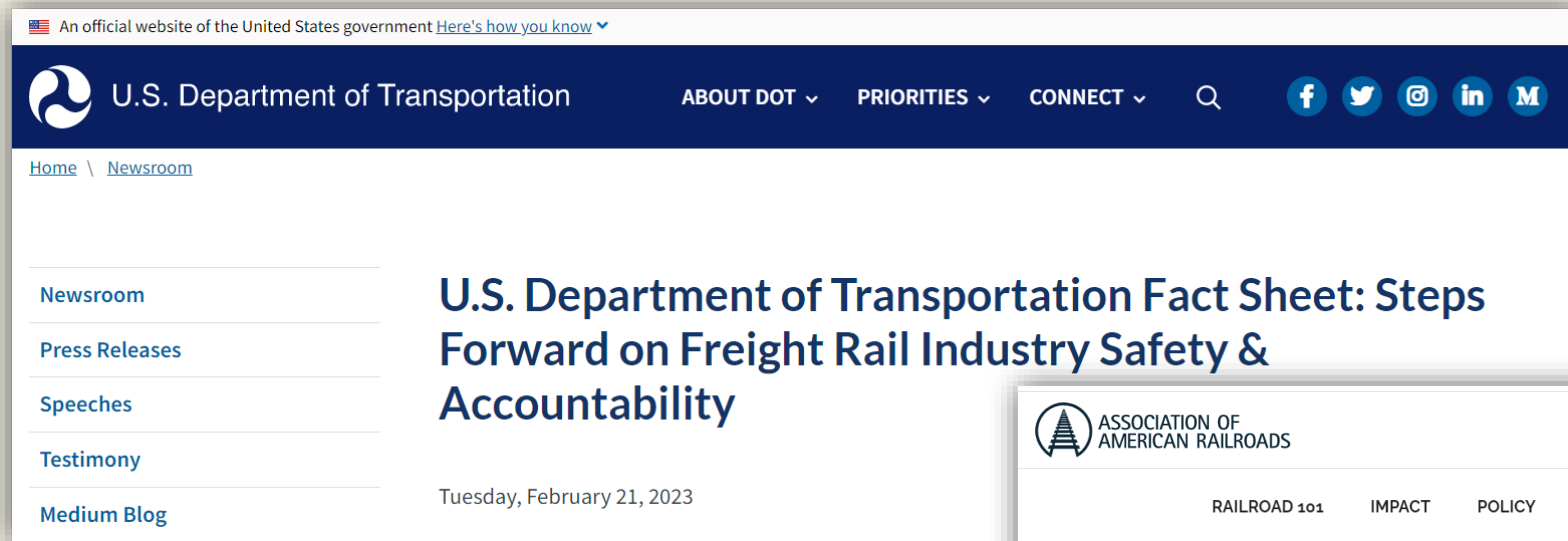
WISCONSIN NEWS >

## Train derails near Wisconsin



2/3/23 Palestine, Ohio

Déjà vu - With every spate of freight “accidents,” there is a call for safety regulations from the government agencies and a PR safety commitment announcement from the Railroads.






And every time, as it leaves the headlines, the lobbyists fight against the regulations and make contributions to politicians. It has already started on this fresh batch.

TRANSPORTATION


### 'Palpable fear': D.C.'s newest rail safety push faces a tough opponent

The Biden administration wants a host of changes intended to shore up rail safety — but they won't come without a fight from the powerful railroad industry.



TRANSPORTATION

### GOP urges no 'burdensome regulations' on freight rail, after derailment



Veterans of past battles with the freight railroads say it won't be any easier to defeat the industry's opposition to safety regulations, despite the bipartisan uproar over the Ohio crash. | Danny Karnik/AP Photo

By TANYA SNYDER  
03/09/2023 07:00 AM EST

President Joe Biden's effort to toughen railroad safety regulations is a collision with an industry used to getting its way in Washington.

Just three months ago, Biden bowed to the industry's economic warnings, blocking a threatened strike by freight rail workers, a move that drew the ire of the president's labor supporters. That move came amid the warnings that a work stoppage would devastate the economy, with vital supplies such as grain, fuel and drinking water chemicals in jeopardy.

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South Africa, facing Putin arrest warrant, looks to leave ICC

NEWS · 7M 2S AGO

OPINION > NATIONAL SECURITY

THE VIEWS EXPRESSED BY CONTRIBUTORS ARE THEIR OWN AND NOT Necessarily THE HILL'S

## Proposed freight rail safety rules make us less safe

## Railroad Corporations Are Blocking Safety Regulations to Protect Profits

BY DAVID SIROTA / JULIA ROCK / REBECCA BURNS / MATTHEW CUNNINGHAM-COOK

For years, rail companies have resisted federal safety regulations to cut costs. The major train derailment in Ohio last weekend, which resulted in the emergency evacuation of residents nearby, is the fruit of such profit-driven resistance.


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## Rail safety plans likely to hit wall of industry lobbying

By Timothy Carra | 02/22/2023 01:37 PM EST



A tank car sitting on a trailer at the site of the Norfolk Southern freight train derailment in East Palestine, Ohio. | Gene Puskar/AP Photo

Smoke rises from a derailed cargo train in East Palestine, Ohio, on February 4, 2023. (Dustin Franz / AFP via Getty Images)

# Freight companies release (self-righteous and tone-deaf?) statements that safety measures are too costly with no “business return.”

Amid the lobbying blitz against stronger transportation safety regulations, Norfolk Southern paid executives millions and spent billions on stock buybacks — all while the company shed thousands of employees despite warnings that understaffing is intensifying safety risks. Norfolk Southern's board of directors rejected a shareholder initiative that could have required the company to “assess, review, and mitigate risk to transportation.”

“AAR strongly opposes any requirement to use ECP brakes,” the association said in one of multiple comment letters on the rule. “ECP brakes would be extremely costly without providing an offsetting benefit . . . [the Federal Railroad Administration] assumed that business benefits would more than compensate for the costs of ECP brakes, but [the] industry to this day has not identified business benefits that would justify transitioning to ECP brakes.”

# Rail Freight Companies posted record profits in 2022 and plowed them into dividends and stockbuybacks.

## Major railroad posts record profits and spends more on share repurchases than its employees



Norfolk Southern

<http://www.nscorp.com/content/nscorp/new>

Norfolk Southern Reports Q4 and



Trains Magazine

<https://www.trains.com/News&Reviews/NewsWire>

### Union Pacific reports record revenue and profits for 2022 ✓

Jan 24, 2023 — OMAHA, Neb. — Union Pacific generated record revenue and profits last year



More Perfect Union

<https://perfectunion.us/rail-profits-soaring-at-worker...>

### Rail Strike by the Numbers: Railroad Profits Are Soaring at ... ✓

Sep 13, 2022 — In 2001, leading American freight carriers CSX, KC Southern, Norfolk Southern and Union Pacific



The New York Times

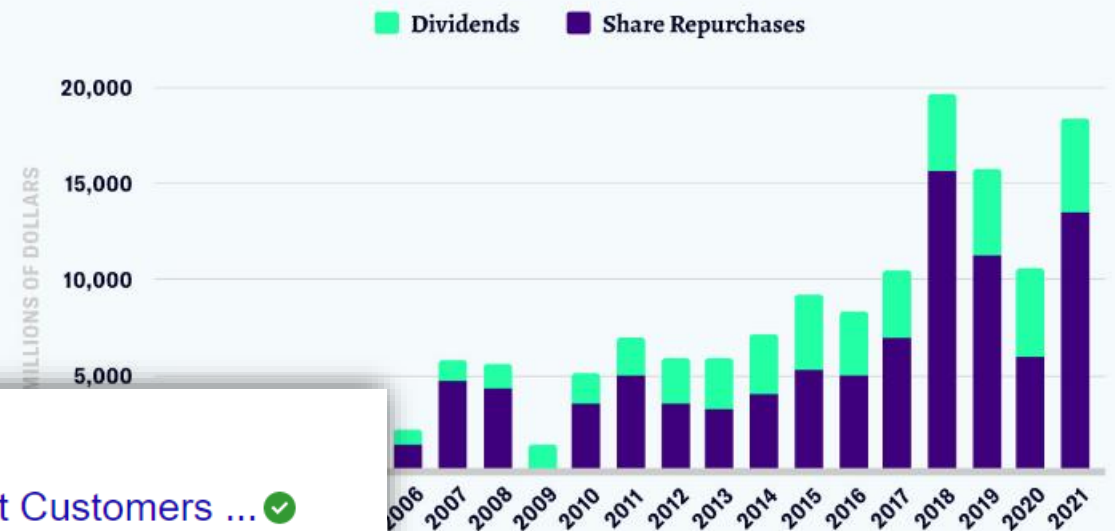
<https://www.nytimes.com/business/freight-rail>

### Railroads' Strategy Thrilled Wall Street, but Not Customers ... ✓

Sep 19, 2022 — Today, those seven carriers employ 88 percent of all freight rail workers and earn 94 percent of industry revenues, according to Mr. Jefferies's ...

## RAILROAD SPENDING ON DIVIDENDS & STOCK BUYBACKS HAS SHOT UP

Data from CSX, KC Southern, Norfolk Southern and Union Pacific SEC Filings





# Rail Freight has an eye on passenger infrastructure funds.

Rail barons return: How two freight railroads are trying to derail the infrastructure law's historic investment in passenger rail

17 Feb 2022 | Posted by Steve Davis | 2 Comments | alabama, amtrak, freight rail, gulf coast, louisiana, Mississippi, passenger rail, STB

BUSINESS

## With A Friend In Biden, Amtrak Has Big Dreams. But Freight Lines Have Other Ideas

June 9, 2021 • 4:38 PM ET



Mobile residents are eager to see p  
million in city funds on restoring th



FreightWaves

<https://www.freightwaves.com/news/csx-ns-and-a...>

## CSX, NS and Amtrak spar over Gulf Coast service

Jul 14, 2021 — Amtrak wants the Surface Transportation Board to expedite its review of Amtrak's plans to reestablish passenger rail service in the U.S. ...

THE MERIDIAN STAR

How the Gulf Coast train beef between Amtrak and CSX is intensifying

SHARE THIS

## How the Gulf Coast train beef between Amtrak and CSX is intensifying

by Sara DiNatale Mississippi Today Apr 13, 2022

# Specific dangers that we're not allowed to know:

Municipalities and the Public are not allowed to know what/when/where these items are shipped through our neighborhoods every day:

- Explosive materials - (see Lac Magantic crude oil explosion that killed 47, or this year's Minnesota Ethanol explosion)
- Toxic chemicals - (see Palestine, Ohio spill)
- Toxic gasses - (including those used in WW1 warfare and WW2 gas chambers) a release could kill thousands in minutes
- Radioactive waste/products
- Even otherwise 'harmless' freight causes a problem when spilled

# Freight Concerns summary:

- It is proven dangerous, and their actions imply the companies don't care.
- The Robber Baron ethos lives on with greed, corruption, and disregard for the public. They should NOT be in charge of studies and safety decisions.
- We are not allowed to know when/where/what hazardous items are being shipped right through our neighborhoods.
- Huge industrialized swaths for double-stack freight will impact quality of life with noise, vibration and pollution.
- It will affect the whole city and likely hamper positive development in the Baltimore's future. A coveted location near freight trains? Unlikely.
- Progressive Cities are working to get hazardous freight and its related dangers OUT of populous areas, not to bring more in. There's a national call for more of this.



There are decades of repeated analyses that call for rerouting hazardous freight to AVOID populous areas! In Baltimore, alternate industrial routes have been studied and suggested for years.

1984 - TRID Study does the math on reducing fatalities: Recommends rerouting.

2007 - Freight realignment study (only worried about feds in DC)

2008 - Congress urges that freight be re-routed around population centers, but gives study authority to RR interests

2014 - After Lac Megantic disaster killed 47 people, Safety Officials urge hazardous rail freight be re-routed around populous areas

2015 - Citizens Advisory Committee on Accessible Transportation urges rerouting freight out of residential neighborhoods

These studies are then turned over to the freight industry to evaluate - giving the fox the keys to the henhouse - who effectively kibosh the plans.

# The View from Ground Zero:

- This “Once in a lifetime Infrastructure Investment” is the chance to act on those studies and do it RIGHT by rerouting freight around Baltimore in industrial zones!
- Why not help solve a big concern rather than squander \$6billion on bringing MORE dangerous freight through the city? How does that make sense?

# AMTRAK

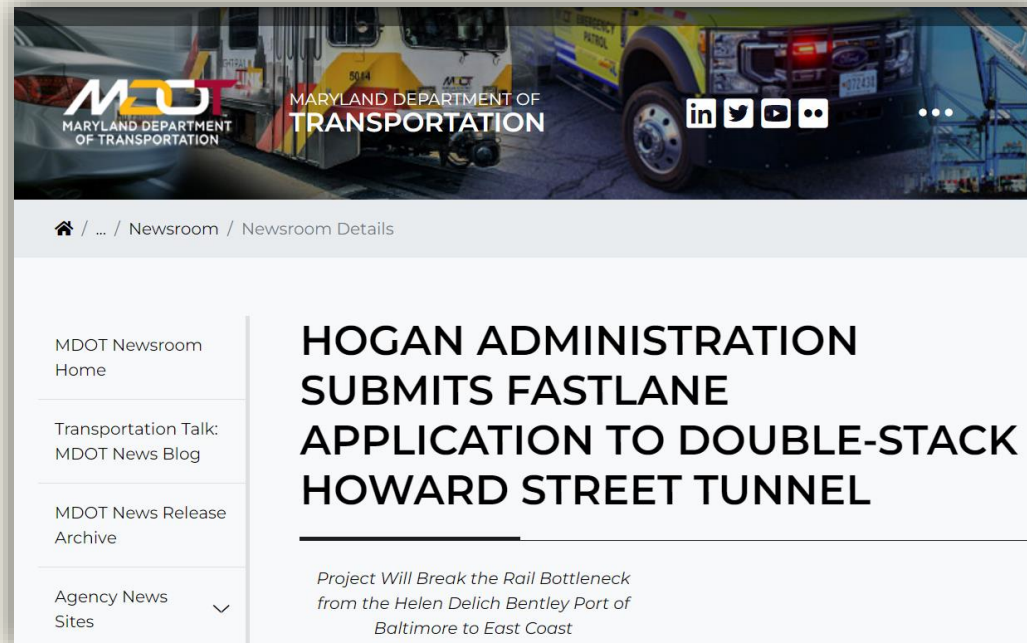
- Amtrak's bypass bottleneck problem needs a solution.
- The current approved solution is 3B.





# Double Stacked Freight Clearance

- Freight dictated the specs with a demand for double-stacks during NA/EIS/ROD phases
- Now the Howard Street Tunnel is being adapted for that, changing their needs list



# AMTRAK SPEED

## More Deceptive implications

- The speed rhetoric makes great time-saving claims and *implies* that this is due to the new tunnels. When pushed to the wall, they admit that their new speed estimates are based on numerous factors, including express routes without local stops.
- The speed information in the PR does not match that in their legal documents.

## Key Benefits

# Eliminating the Largest NEC Bottleneck Between Washington and New Jersey

The program will transform this segment of the Northeast Corridor, significantly improving speed, capacity, and reliability for MARC and Amtrak trains at the largest rail bottleneck between Washington and New Jersey. Instead of 30 mph, trains will be capable of traveling over 100 mph.

When the Program is complete, these improvements will eliminate nearly seven hours of train delay for the average weekday.





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## How Long Does it Take for a Train to Stop?

According to the Minnesota Safety Council, (Minnesota Operation Lifesaver Inc.) ***"The average freight train is about 1 to 1¼ miles in length (90 to 120 rail cars). When it's moving at 55 miles an hour, it can take a mile or more to stop after the locomotive engineer fully applies the emergency brake. An 8-car passenger train moving at 80 miles an hour needs about a mile to stop."***

# SPEED

Time savings: 152 seconds.

**Table III-6: Comparison of Key Criteria for Alternatives 3A, 3B (Preferred) and 3C**

	<b>Alternative 3A</b>	<b>Preferred Alternative (Alternative 3B)</b>	<b>Alternative 3C</b>
<b>Travel Time Savings over No-Build (Min:Sec average of northbound and southbound)</b>	Acela: 2:00 Regional: 1:55 MARC: 1:38	Acela: 2:31 Regional: 2:32 MARC: 1:49	Acela: 2:30 Regional: 2:23 MARC: 1:44
<b>Allows for high-level platforms for West Baltimore MARC Station between Franklin and Mulberry Streets</b>	No	Yes	Yes
<b>Capital Cost (YOE \$)*</b>	\$3.8 billion	\$4.0 billion	\$4.2 billion
<b>Ward Baking Company (historic property)</b>	Preserved	Preserved	Demolished
<b>Fire Department Engine Company No. 36 (historic property)</b>	Preserved	Preserved	Demolished
<b>P. Flanigan &amp; Sons, Inc. business and jobs</b>	Substantial Impact	Minimal Impact	Substantial Impact
<b>Surface right-of-way required</b>	9.4 acres	13.2 acres	15.1 acres

\* Preliminary estimate for comparative purposes. Does not include preferred Intermediate Ventilation Facility site or mitigation. For more detailed cost estimate of the Preferred Alternative, see **Chapter IV**.

# Selected Route doesn't meet B&P Tunnel Environmental Criteria

Avoid or minimize routes with

1. Residential Land Use
2. Minority and Low-income Communities
3. Historic Districts and Structures

(2014 B&P Tunnel Preliminary Alternatives  
Screening Report)



# Other Options

- were presented but not really considered, including two full system plans from the CAC and Ameristar.
- the EIS didn't explore “alternative 2” to repurpose the existing route.

# Alternative #2 “additional information needed”



## Final Environmental Impact Statement and Section 4(f) Evaluation

	Alternative	Basis for Elimination or Retention
<b><u>Retained for Further Study</u></b>	Alternative 1: No-Build	<ul style="list-style-type: none"><li>Serves as baseline for comparison to other alternatives.</li></ul>
	Alternative 2: Restore/Rehabilitate Existing B&P Tunnel	<ul style="list-style-type: none"><li>Additional information needed to determine the viability of alternative; in particular, the most appropriate method of tunnel restoration or rehabilitation, and whether construction could reasonably accommodate train operations.</li></ul>
	Alternative 3: Great Circle Passenger Tunnel	<ul style="list-style-type: none"><li>Does not contain a fatal flaw and meets engineering, operational and environmental criteria.</li></ul>
	Alternative 11: Robert Street South	<ul style="list-style-type: none"><li>Does not contain a fatal flaw and meets engineering, operational and environmental criteria.</li></ul>

# The view from Ground Zero:

- HST changes freight factor. Re-evaluate and remove it from needs/ROD
- look at Alternative #2
- look for new, non-freight Amtrak solutions
- meet prescribed Environmental Criteria
- Admit Speed is not a prime factor
- ROI: 152 seconds for \$6 billion? With other transit projects pushed aside?



# CONSTRUCTION

- Even if there's no freight, the decade of massive construction brings its own dangers.
- The safety, livability, and stability of our communities and homes is at risk.
- Damage or collapse of these fragile buildings - and the safety of lives in and around them- is a huge concern.
- The financial risk to homeowners' biggest investments is real.
- Building new infrastructure at the cost of damaging existing infrastructure - is that a good plan?





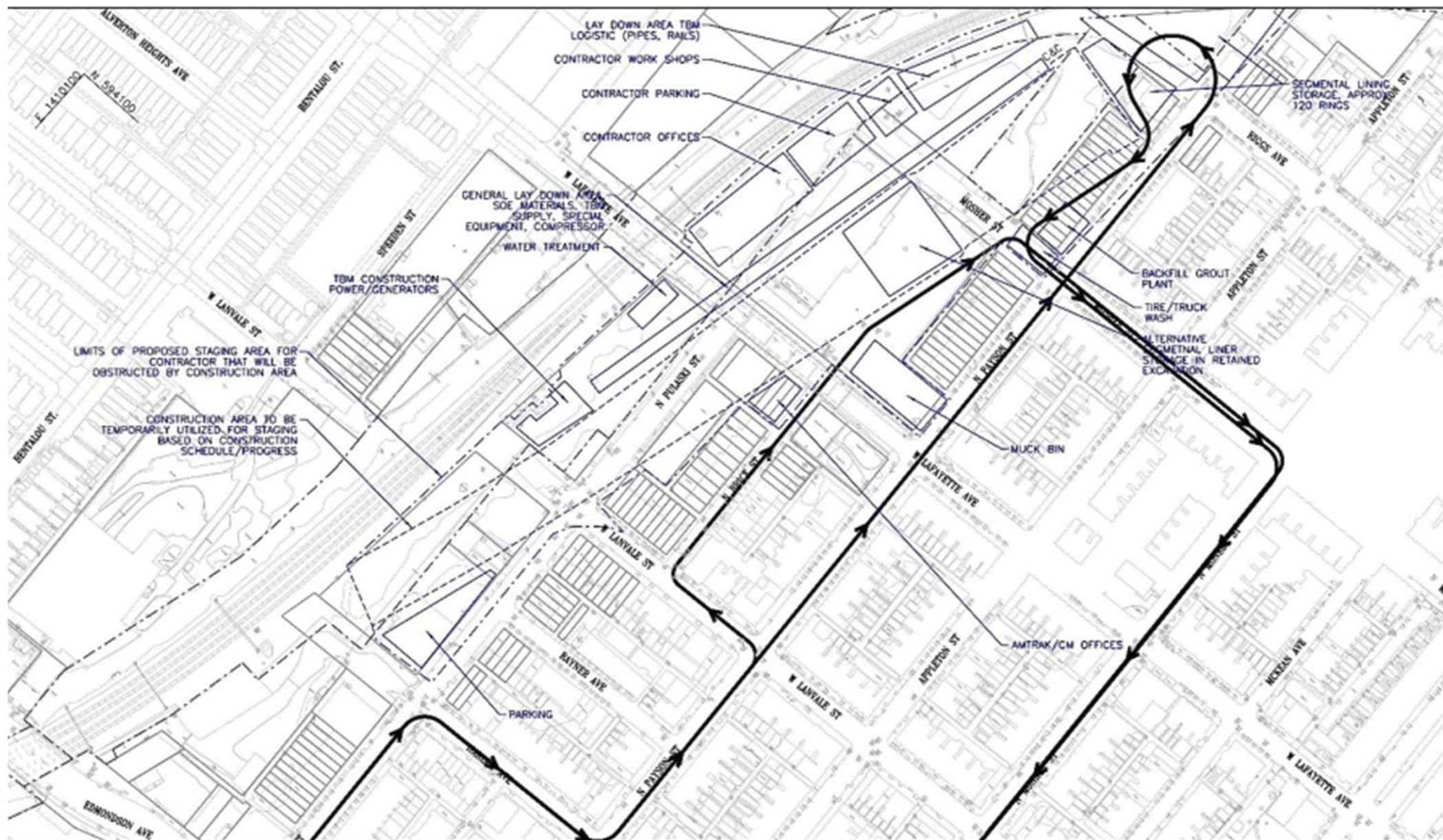




Truck Removes Muck Drilled from  
Tunnels

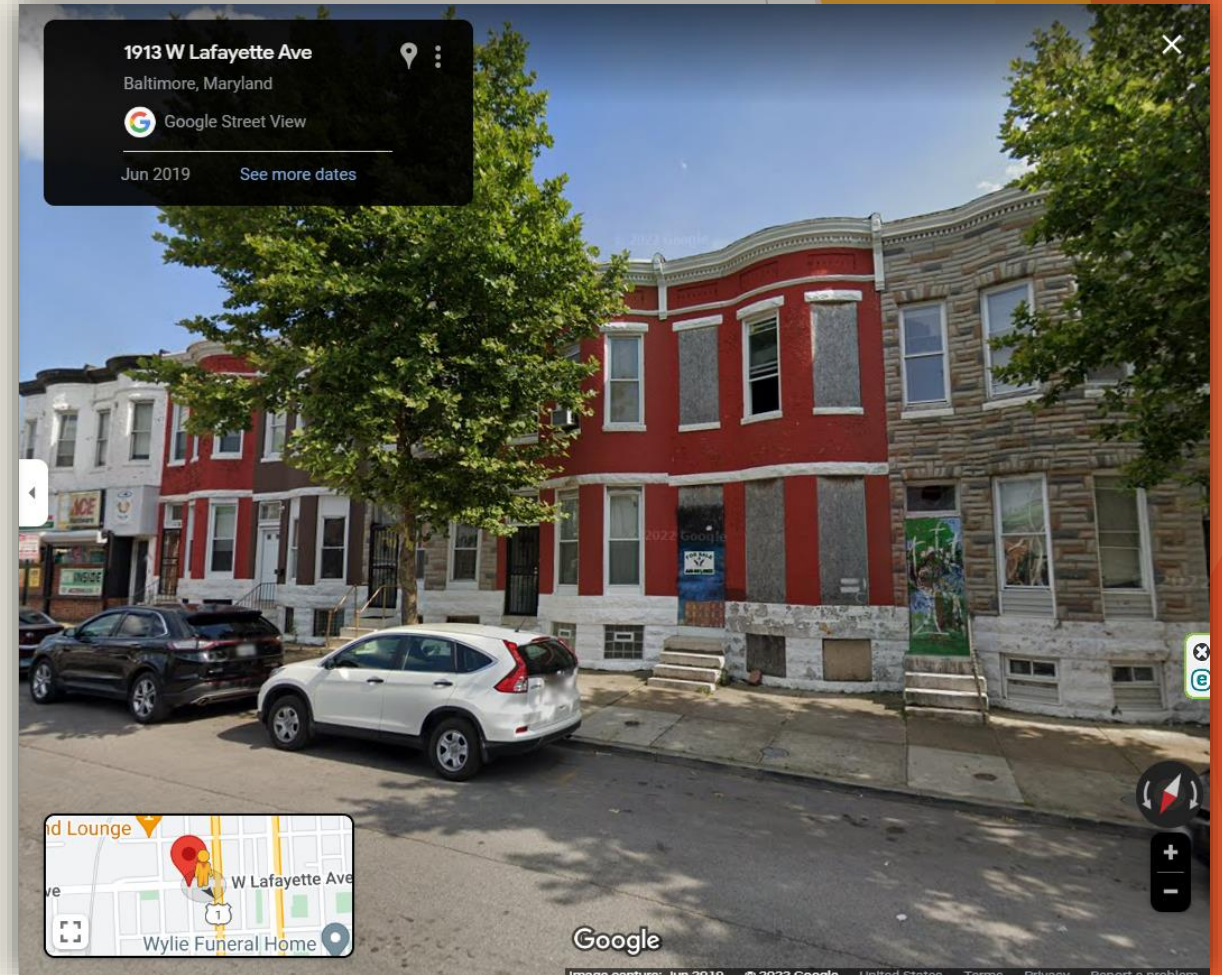
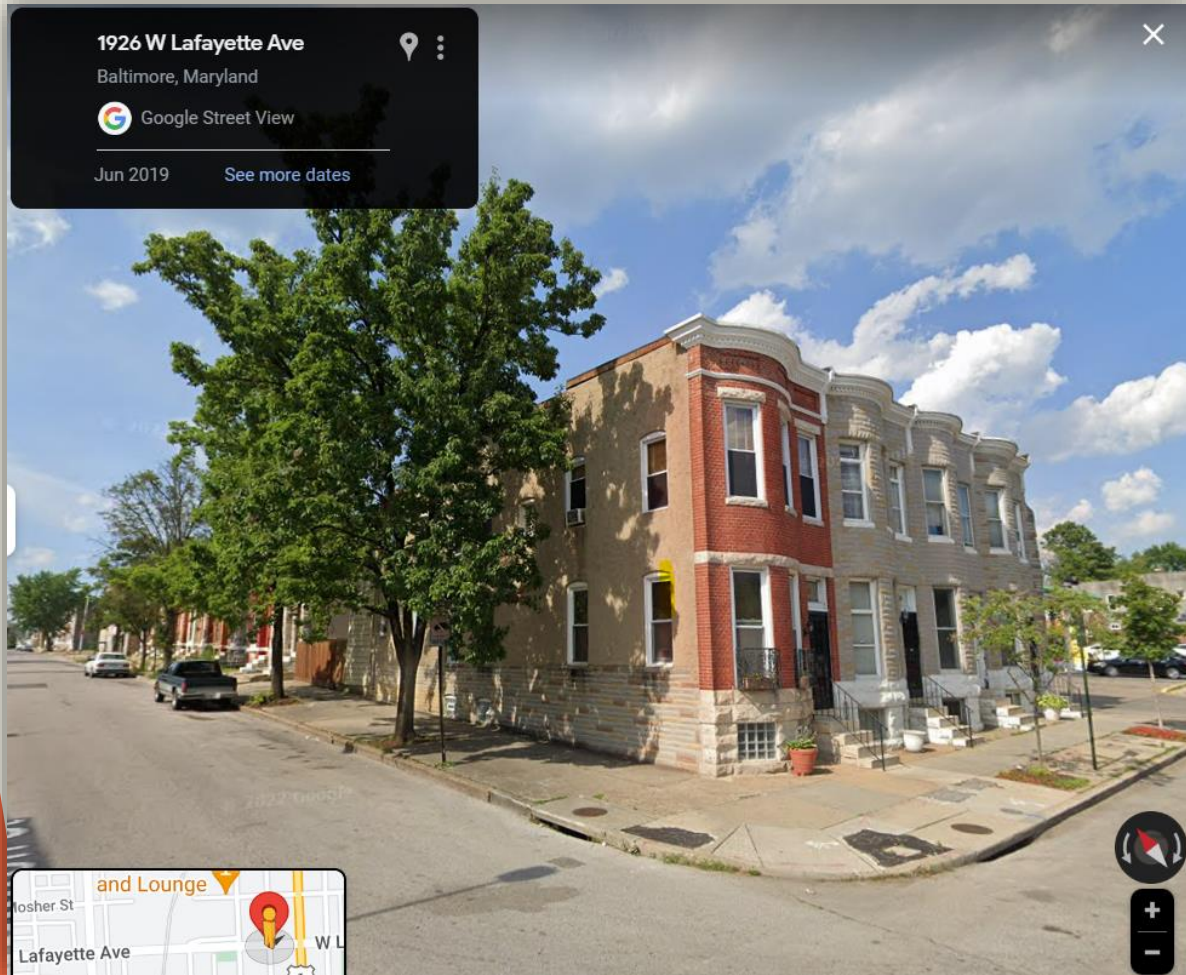


**Figure IV-32: Construction Staging Area Near South Portal**





# Lafayette and Appleton Truck Route





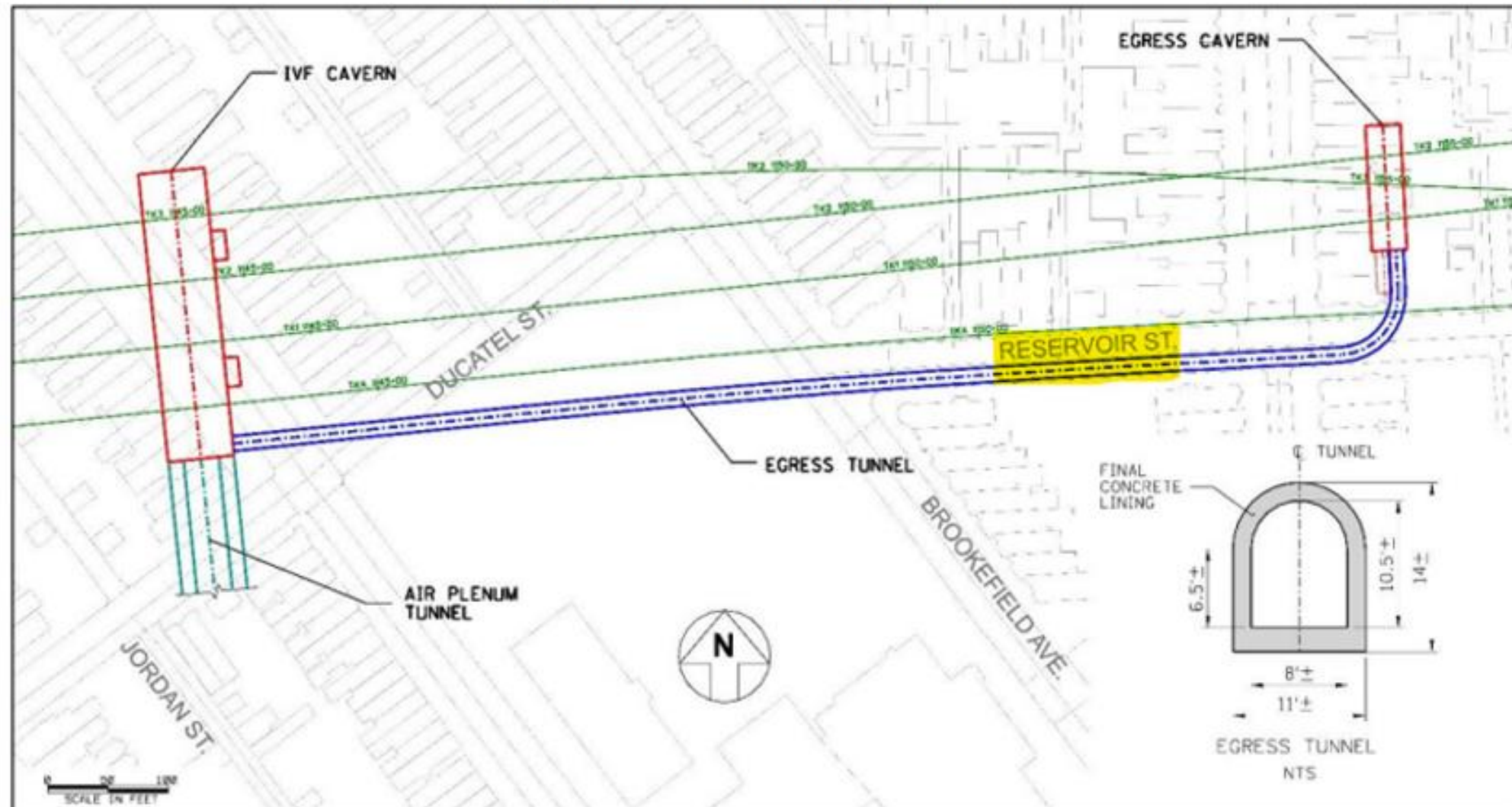
Muck bin location - size of nine houses, right across the street from the playground.





# Egress Tunnel requires explosives excavation

Figure IV-30: Parallel Egress Tunnel



# Reservoir Street



# 4 Large Historic Districts Impacted

B&P Tunnel Section 106 Study:

“Architectural historic properties that are listed in or eligible for listing in the National Register of Historic Places (NRHP)”

- ▶ Reservoir Hill Historic District
- ▶ Midtown Edmondson Historic District
- ▶ Edmondson Avenue Historic District Historic District
- ▶ Greater Rosemont Historic District (NRHP applied for)





# Baltimore's Charming Old Rows

- ▶ Weak or no foundation
- ▶ Unframed brick with soft mortar
- ▶ Easily damaged by vibration
- ▶ Passing buses cause cracks and fallen plaster

Modern homes are constructed to withstand several inches of movement.

19th century brick row houses were not.



Damage from  
pavement excavating machine

Corner of Eutaw and Ducatel



Damage on Mt. Royal Terrace  
due to severe storm and long-  
term vibration from proximity  
to the JFX

House is directly above  
proposed B&P Tunnel east  
portal





# Historic Row Houses Cannot Withstand

- ▶ Massive Tunnel Boring Machines (TBMs)
- ▶ Underground explosives
- ▶ 10 Years of heavy construction & trucks
- ▶ Up to 388 trains PER DAY

Significant damage or collapse  
could result.









# Not a great Track Record for TBMs

- ▶ Much damage to houses, buildings, and streets from TBM boring
- ▶ Process involves water and chemicals
  - ▶ Chemicals may include breathing irritants and pollutants (soil, groundwater)
- ▶ Can cause:
  - ▶ Sinkholes
  - ▶ Collapses
  - ▶ Settling
  - ▶ Cracking of buildings



TBM collapses have been responsible for loss of life.



# TBM damage - England, Germany, India.



**Cologne Archive Collapse**



**Building Damage at Heathrow**



**Two dead in collapse in Cologne**



**London Underground Tunneling Collapse**



**TBM hits aquifer, Kalkuta**



# B&P Tunnel Project Vibration Technical Report - 1

“Vibration levels during construction are **difficult to predict. ...** Heavy machinery ... is constantly moving in **unpredictable patterns. ...** These excavation activities typically include **tunnel boring machines (TBM), earth moving equipment,** and heavy duty impact equipment such as **pile drivers** that may be utilized by the selected contractor.”

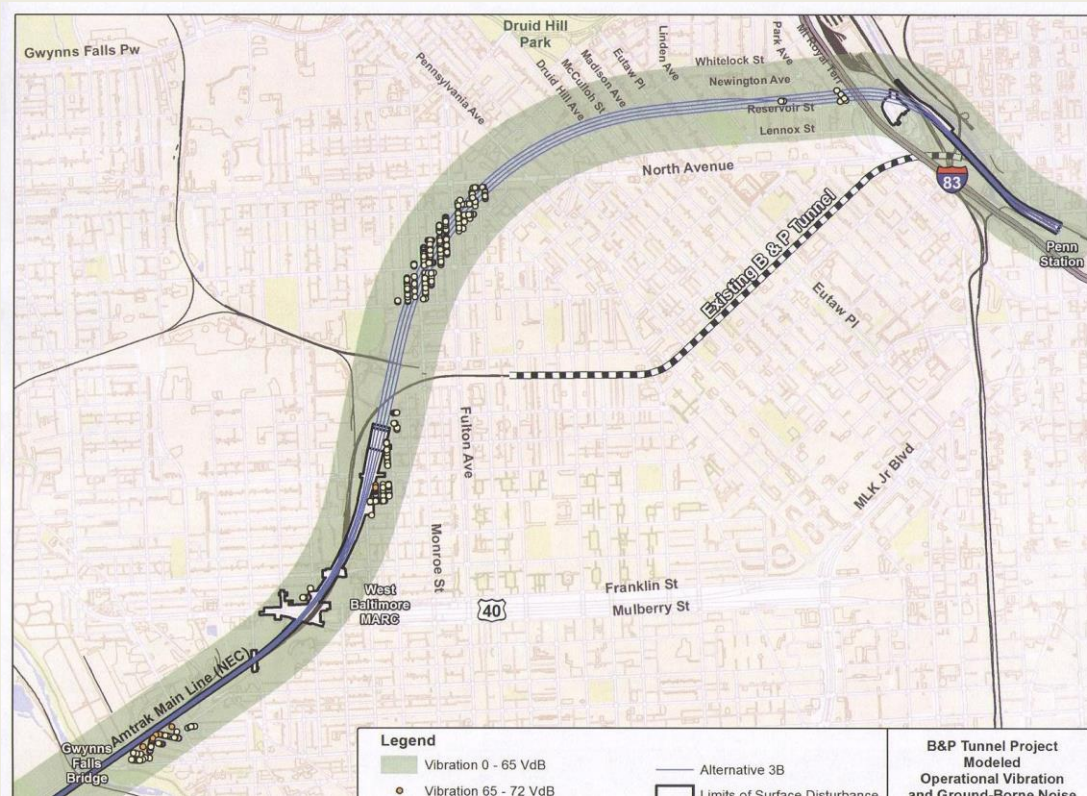


# B&P Tunnel Project Vibration Technical Report - 2

“... due to **absence of credible source data** for vibration from TBM particularly applicable to the B&P Tunnel Corridor, the determination of impacts at nearby sensitive receptors is **not possible without significant uncertainty**. Although vibration levels from TBMs are available in literature, the **wide range of variability** in source levels even for similar geotechnical conditions **prohibit determining any credible levels** at closest residences.”

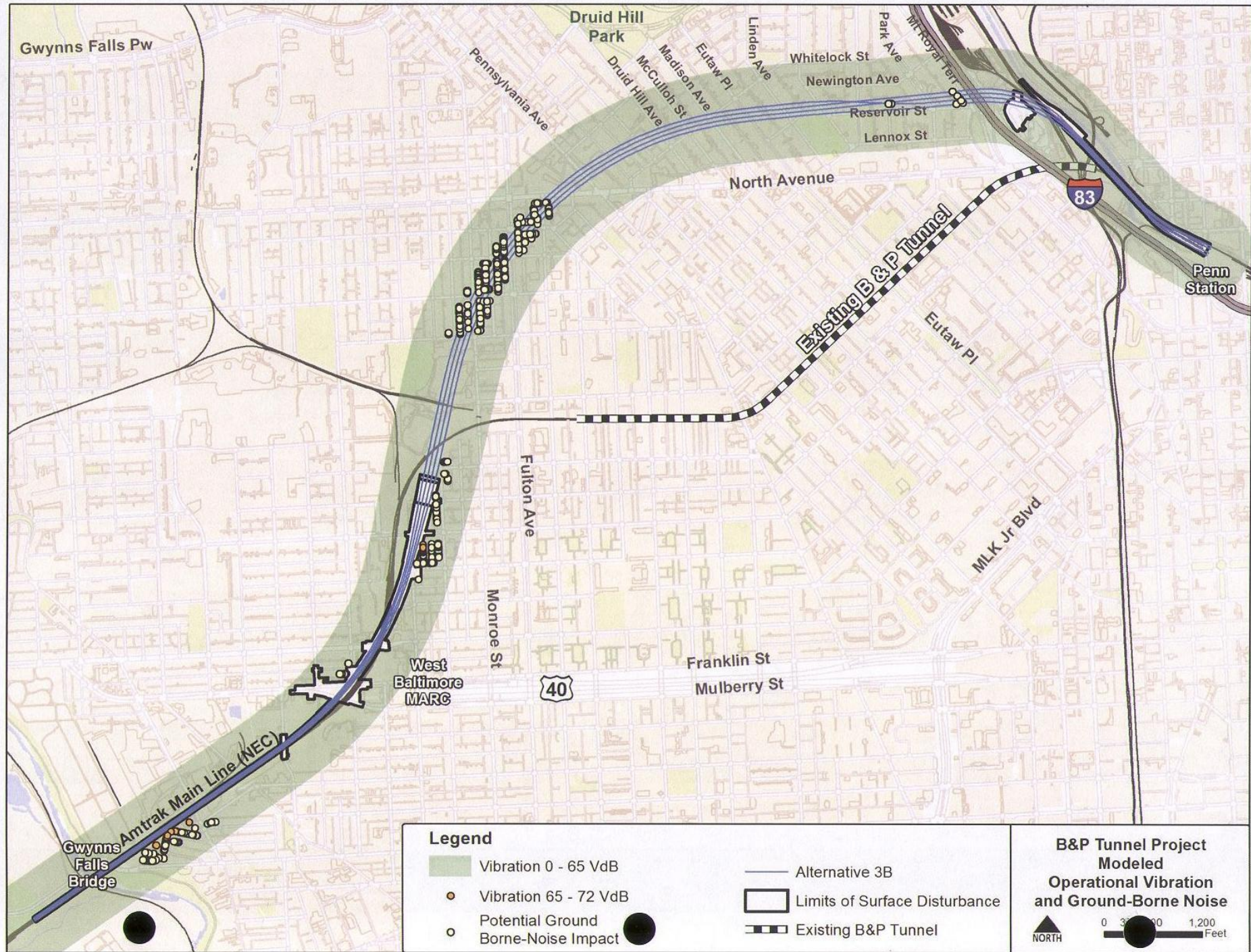


# Vibration Dangers to Old buildings



► A full vibration study was NOT done. Core samples and charts were used. Old homes do not have the movement allowance of new buildings. The Vibration expert told us that we really needed to get a full vibration study. The illustration shows the vibration zone for construction and train operations.







# Little Assurance in Case of Damage

- ▶ Draft Historic Properties Construction Protection Plan will not be delivered until 90% Project Plan is complete\*
- ▶ No assurance in B&P ROD or FEIS for *repairing* home structural damage that occurs during construction or tunnel *operation*
- ▶ Some insurance policies do not cover damage from underground sources
- ▶ Most policies would not cover full rebuild costs
- ▶ Structural damage may not be readily apparent
- ▶ Proving damage caused by tunnels could be difficult and expensive for property owner

\* ROD Appendix B V.D. pp. 10-11 (Final Section 106 Programmatic Agreement)





# American Geophysical Union (AGU)

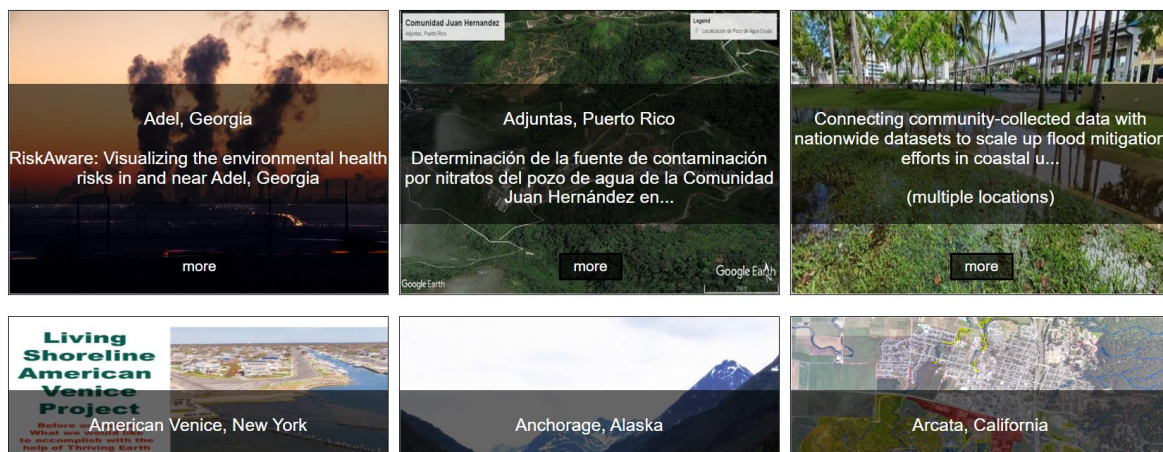
*International non-governmental organization helping communities worldwide*

## All Projects

To filter projects, click a heading and select a filter.

Filter by Category Filter by Location

Filter by Status Filter by Managing Organization

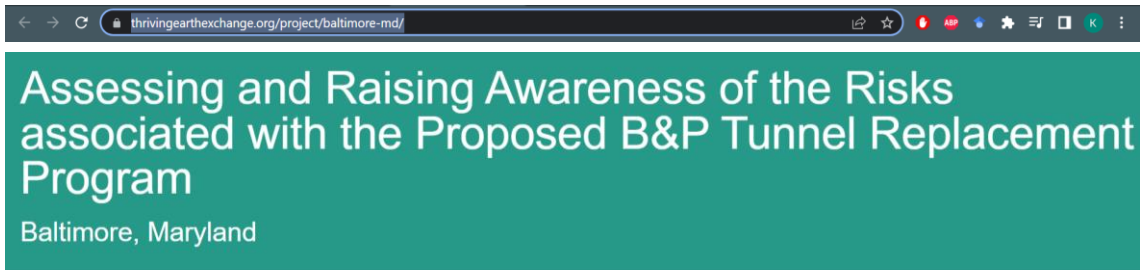


More than 500  
projects worldwide

# American Geophysical Union (AGU)

*International non-governmental organization helping communities worldwide*

## Project Description



### Contents

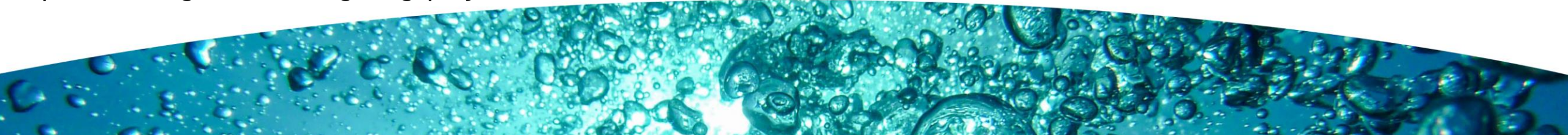
1. Brief Description
2. Description
3. Project Team
4. Scientist Wanted



## EXPERTS NEEDED

1. **Geotechnical Structural Engineer**
  - Review existing official EIA and geotechnical reports
2. **Historic Architectural Engineer**
  - Assess the structures of affected buildings in the community

<https://thrivingearthexchange.org/project/baltimore-md/>



# The View From Ground Zero:

- People LIVE here! This endangers our lives, homes, and future.
- Architectural/Structural and Geotechnical Engineering Study is Needed for ANY route - this one, and the new ones we want them to seek.

We, as Residents, deserve a full, independent study of:

- ▶ This specific project
- ▶ These specific houses in their geographic setting
- ▶ Specific ground conditions under our neighborhoods
- ▶ 22 houses, 13 businesses, and 4 churches - will be demolished
- ▶ 5080 population in the vibration impact zone - will be endangered

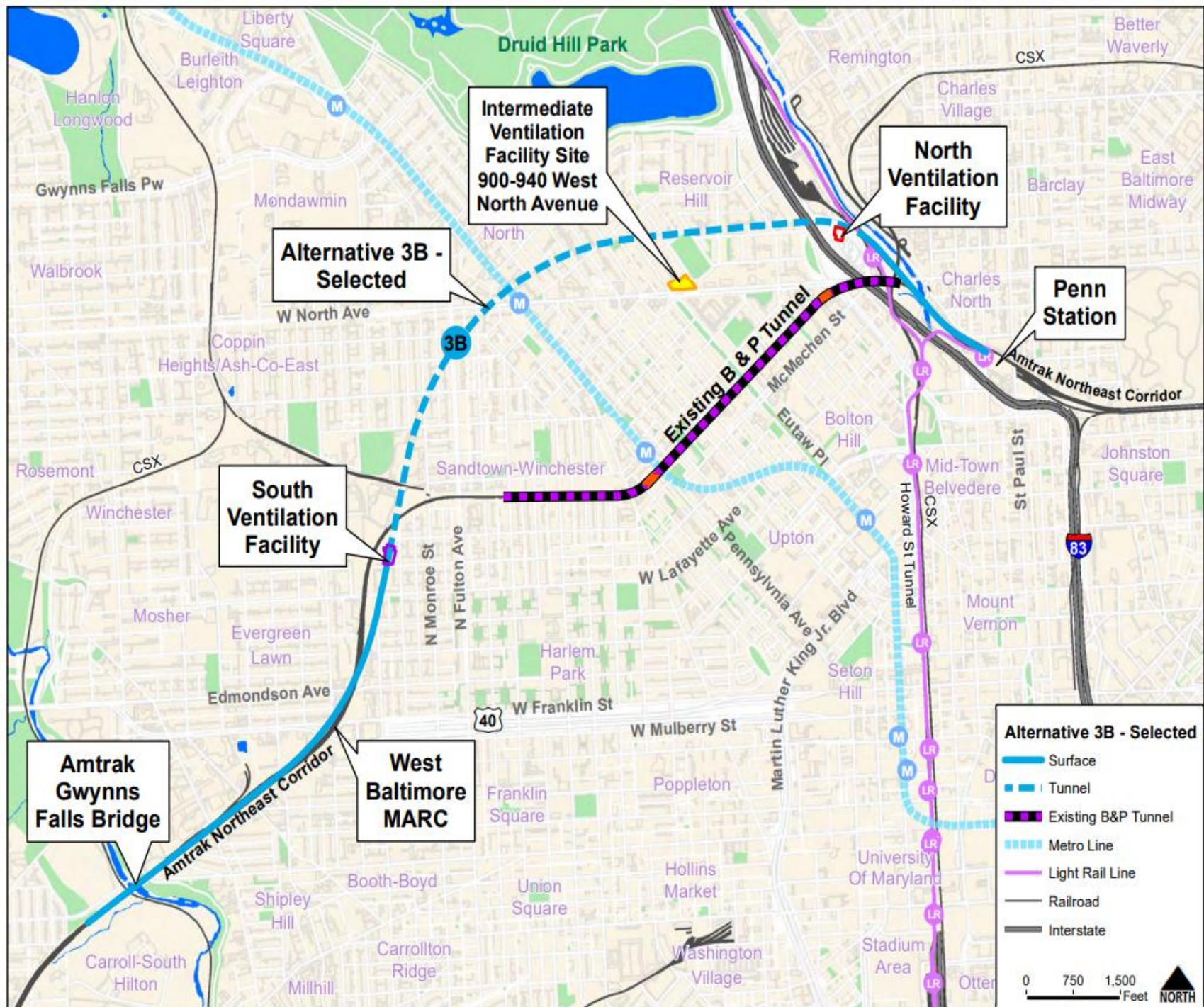
Does this project justify the risk to our homes (and lives)?



# ENVIRONMENTAL JUSTICE

Current proposed solution approved in the Record of Decision.

## Selected Route 3B





As we said, not everybody wins in this project. There are people who will lose BIG. Some irretrievably.

And it's the usual people who get run over; the very people for whom Environmental Justice Laws were created. A large percentage of the residents in the affected areas are underprivileged low-income People of Color.

Ironically, "Equity and sustainability" are part of the mission of the infrastructure bill. Many of us are fans of these elected officials who see the importance of infrastructure.

The Environmental Law Clinic at UMD helped us craft an advocacy letter to them to help US to be SEEN and heard.

## *Racial Equity in Infrastructure, a U.S. Goal, Is Left to States*

The decision about how to spend the money falls largely to state governments, raising questions about whether the package can live up to its ambition.

The administration has said it aims to repair the damage from the United States' history of racial disparities in how the government builds, repairs and locates physical infrastructure. In the [1950s and 1960s](#), highway projects often targeted Black neighborhoods, destroying cultural and environmental heritage through Black communities' economic gain.

← → ↺ 🔒 brookings.edu/blog/the-avenue/2021/12/17/how-equity-isnt-built-into-the-infrastructure-bill-and-ways-to-fix-it/ 📁 Toshiba 📁 Suggested Sites 📁 Amazon.com – Onli... 📁 Imported From IE 📁 HP - See What's Hot 📁 HP Games 📁 Step 7 - Maryland R... 📁 P

**THE AVENUE**

# How equity isn't built into the infrastructure bill—and ways to fix it

Carlos Martín, Andre M. Perry, and Anthony Barr · Friday, December 17, 2021







Georgetown University

<https://politics.georgetown.edu> › 2022/12/08 › pete-b...

## Pete Buttigieg Speaks on Infrastructure, Climate, American ... ✓

Dec 8, 2022 — Secretary of Transportation **Pete Buttigieg** discussed new transportation and infrastructure policy, climate change and **environmental justice**, ...



Department of Transportation (.gov)

<https://www.transportation.gov> › fact-shee

## Fact Sheet: Equity in the Bipartisan Infrastructure Law ✓

Jul 5, 2022 — The law provides \$13 million in FY22 in funding for transit-oriented-development planning projects linking land use and transportation access ...

# The View from Ground Zero:

We are concerned about Environmental Justice

- tenants, who may be in buildings already weakened by abuse or neglect.
- homeowners, whose blood, sweat, and entire savings are in their homes, homes they plan to leave as a legacy to children as a leg up on generational wealth.
- Students - trying to learn while a pile driver pounds outside day after day for years, perhaps sacrificing their entire education
- residents along the existing tunnel - will it be abandoned? Or will it be improved? How will it affect them?
- children and others with the safety of construction cities and dumptrucks.
- the effects of noise, pollution, and stress on all community members.
- residents who will have difficulty safely getting around detours to bus stops, getting to work, or parking near home.

We are concerned and afraid, and angry that our elected officials aren't. It's simply not right or just to place such a burden on West Baltimore residents so that others can glide blissfully under them.

There ARE options, and they should be checked.

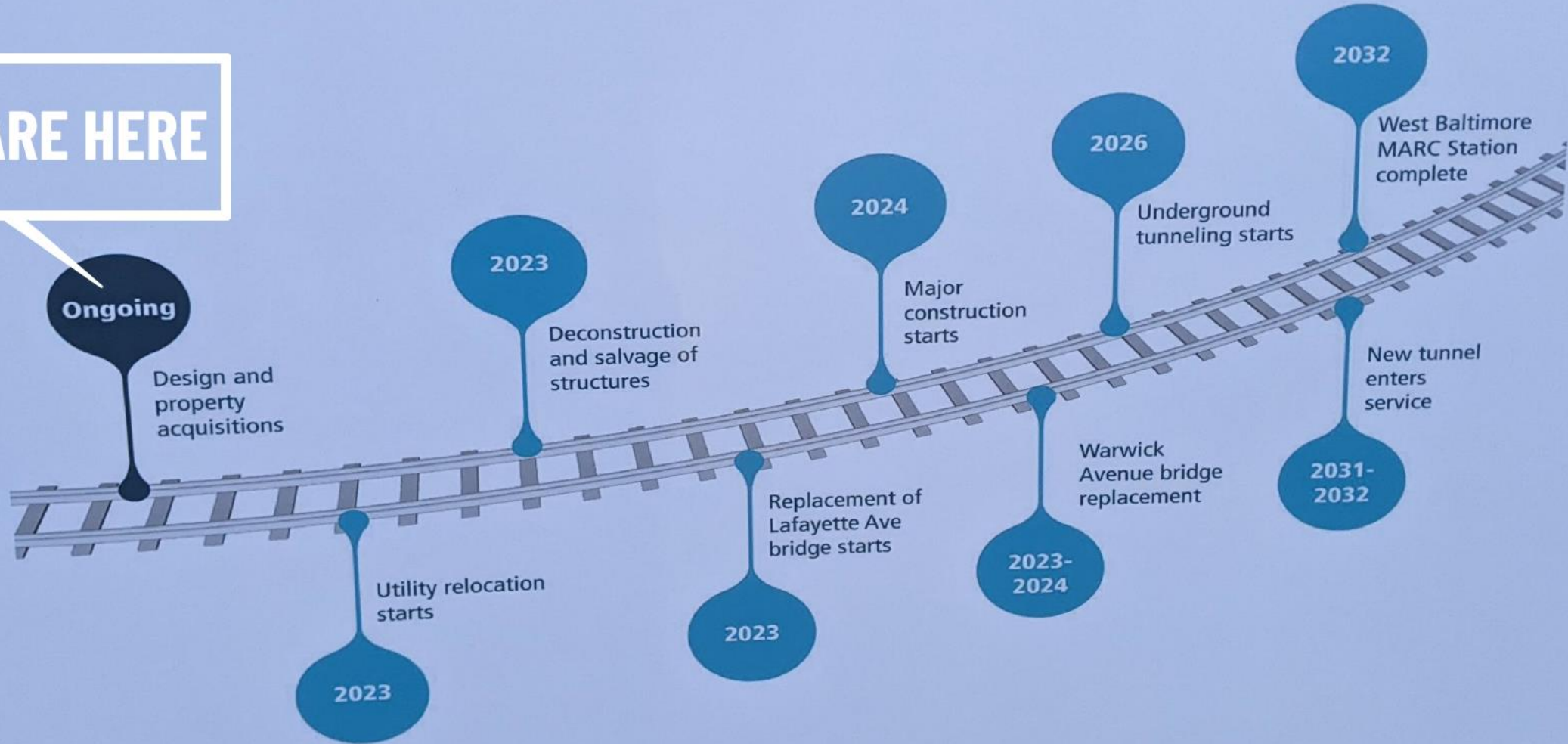
It's not too late

**NO MATTER HOW  
FAR YOU HAVE GONE  
ON A WRONG ROAD,  
TURN BACK**



# Preliminary Schedule\*

YOU ARE HERE



\* Working Draft, subject to revision

Frederick Douglass Tunnel  
B&O TUNNEL REPLACEMENT

AMTRAK®

# The View from Ground Zero

We want

- To be heard.
- To be valued and our concerns respected.
- For the Tunnel folks to go back to the drawing board to check other options that prioritize citizens over corporate pull.
- An SEIS, or new EIS with full studies - including vibration and architectural engineering/stability.
- Transparency and public honesty.
- to be at the table with deciders.
- serious reconsideration of what part \$6 billion could do for other transit projects!

# Conclusion

We asked

“Whom does this help?”

*Those scoring a piece of the \$\$ pie, and  
those who can ignore West Baltimore 2 minutes faster?*

“Whom does it hurt?”

*The communities of the area, potentially ALL of  
Baltimore, and some say good sense and fiscal  
responsibility.*

“Why do some think that balance okay? We sure don’t.”  
Back to the drawing board.



# The view from Ground Zero:

By Tom Baker, Wombat Studios.



Thank you.

Questions?