

Frederick Douglass Tunnel

B&P TUNNEL REPLACEMENT



Frederick Douglass Tunnel Program
Section 106 Programmatic Agreement
Third Annual Report

May 2024



Introduction:

Amtrak is pleased to provide this annual report regarding the work undertaken and tasks completed pursuant to the terms of the Baltimore & Potomac (B&P) Tunnel Project Programmatic Agreement (PA), executed March 2, 2017. The PA was executed to resolve adverse effects of the proposed B&P Tunnel Replacement Program, now known as the Frederick Douglass Tunnel Program (“Program”) under Section 106 of the National Historic Preservation Act, as amended (Section 106). This report covers the period from March 2, 2023 through April 30, 2024.

Summary of Program Activities:

Subsequent to the March 2017 execution of Record of Decision under the National Environmental Policy Act and the PA, Amtrak has continued the overall design effort, advancing from the Preliminary Engineering Package (nominally 30%) toward 60%, 90%, or 100% design on some program components involving exterior design treatments. Due to the nature of the Program, design packages for specific components are being advanced on different schedules.

Section 106 Programmatic Agreement Detailed Status:

The following outline shows each section of the PA, states whether activities have progressed or been completed, and notes any challenges, changes or disputes that have been identified. Where applicable, PA implementation activities that Amtrak estimates could occur within the upcoming year are noted.

I. Applicability

No changes; no comments.

II. Timing

Estimated Phase I construction completion has been updated to 2035. In accordance with the PA, if mitigation commitments are not projected to be completed by the PA’s expiration date of March 2027, Amtrak will notify the signatories to amend and/or extend the PA at least six months prior to the expiration date.

III. Roles and Responsibilities

Although the PA identified Preservation Maryland as the Administrator of the \$2.75 million Preservation Grant Fund, the Signatories agreed that a Request for Proposals (RFP) process is ideal to fill this role. Amtrak issued an RFP in December 2023, with all proposals due by March 18, 2024. Amtrak is currently reviewing the proposals that were received.

Preservation Maryland opted to not apply under the RFP, but it will otherwise continue in its role as a Signatory to the PA.

IV. Professional Qualifications and Standards

To ensure that all work carried out pursuant to this PA will be done by or under the direct supervision of a qualified professional in the disciplines of Archaeology, Architectural History and/or Historic Architecture who meets the relevant standards outlined in the Secretary of the Interior’s *Professional Qualifications Standards for Archeology and Historic Preservation* (36 CFR §61), Amtrak has contracted with WSP USA / Parsons Transportation Group, Inc., a Joint Venture (JV), which will coordinate compliance with the PA. Archaeological work has been carried out by or under the direct supervision of WSP USA Assistant Vice President – Archaeology Henry Ward and WSP USA Senior Archaeologists Jason Shellenhamer and Gregory Katz. ARCH², Inc., a JV subconsultant, conducts

historic architectural work and advises Amtrak and the Joint Venture regarding compliance with the Program PA. Henry Ward, Jason Shellenhamer, Gregory Katz, and ARCH², Inc. President Nancy L. Zerbe all far exceed the professional standards in their respective fields.

V. Treatment Measures for Architectural Resources

A. Introductory Paragraph

No change; no comment.

B. Preservation Grant Fund

The Maryland Historical Trust (MHT), Federal Railroad Administration (FRA), Amtrak, and Preservation Maryland, as signatories to the PA, have coordinated on the \$2.75 million Preservation Grant Fund “Fund” program to develop the fund agreement as outlined in the PA. In response to the signatories’ determination that a Request for Proposals (RFP) process should be utilized to identify the grant administrator, Amtrak undertook the following steps:

- Developed a scope of work for the Administrator’s position and provided the scope of work to the PA signatories and concurring parties for their review and comment;
- Provided the PA signatories with the opportunity to review the draft request for Letters of Interest (LOI);
- Issued the LOI request and distributed notices to inform PA signatories, consulting parties, community organizations and leaders, and elected officials of the position’s availability; and
- Issued an RFP for the position and distributed notices to inform PA signatories, consulting parties, community organizations and leaders, and elected officials of the position’s availability.

C. Context-Sensitive Design (CSD)

As explained in last year’s annual report, exterior design features are developed at different phases for various Program elements. Amtrak has therefore committed that it will distribute exterior design treatments at 60 percent or when they are first developed. If there are any comments received or if the design treatment changes, Amtrak will distribute the plans again at approximately the 90 percent level. Amtrak expects to develop and distribute the second reviews, as needed, during the coming year.

In the last year, Amtrak’s JV design team has progressed Program design work, working with the JV Architectural Historian to apply CSD guidance to all of the features identified in Stipulation V.C of the PA. During that time, the following CSD analyses were issued to PA signatories and other concurring parties for review and comment:

- 1/23/2024 – South Portal and Retaining Walls
- 2/1/2024 –North Portal and Retaining Walls
- 3/12/2024 – Lafayette Avenue Bridge Reconstruction
- 4/2/2024 -South Ventilation Facility
- 5/1/2024 – Intermediate Ventilation Facility

These CSD analyses were guided by comments received during public outreach meetings held on September 26, 2023, September 28, 2023, November 16, 2023, January 13, 2024, and February 29, 2024. In addition, the City of Baltimore Commission for Historical and Architectural Preservation (CHAP) reviewed the design of the IVF at its March 12, 2024 public meeting. Because federal law exempts Amtrak from most state and local laws (see 49 USC 24902(j)),

including local historic preservation codes and regulations, CHAP's review was advisory only. Amtrak voluntarily submitted the application in order to benefit from receiving design comments from both CHAP and the general public.

In addition, Amtrak will develop and distribute CSD analyses in the coming year for:

- Warwick Avenue Bridge (Previously distributed at 60% and 90%; additional design revisions anticipated.)
- Sound barriers (The location and footprint of the walls have been determined; the exterior treatment will be developed in conjunction with public outreach.)
- Edmondson Avenue Bridge (The bridge type has recently changed; therefore, the design is only at 30% at this point.)
- West Baltimore MARC Station (The station is undergoing design changes in conjunction with MTA.)

Due to alterations in the design, the CSX Railroad Bridge over Jones Falls Valley and the Franklinton Road Bridge no longer require CSD analysis.

D. Historic Properties Construction Protection Plan

In previous years, Amtrak developed and finalized two construction protection plans, one for the North Warwick Avenue Bridge Replacement Project and one specific to demolition. In the past year, Amtrak has:

- Finalized a construction protection plan for all other construction-related activities. This plan was distributed to PA concurring parties on March 11, 2024 for their 30-day review.
- Incorporated the construction protection plan and archaeological unanticipated discovery plan into project specifications.
- Developed a reference set of plans depicting all historic properties, including contributing properties within historic districts.

E. Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) Documentation

In last year's Annual Report, Amtrak reported that work was underway on a total of 26 HABS / HAER documentation packages, including:

- two rail lines and five rail-related historic properties;
- fourteen commercial properties, four of which have been converted to religious use;
- four groupings containing a total of thirty rowhouses; and
- one public building (a firehouse).

All work is being conducted in consultation with and under the guidance of Christopher H. Marston, HAER Architect for the National Park Service. Mr. Marston participated in many field visits, determined the level of effort for each historic property to be documented, coordinated with Amtrak on development of a process for interim submission of photographic documentation for NPS review and approval, and reviewed all submitted documentation to determine its acceptability.

In the last year, the focus for documentation has been on examining properties as soon as possible after Amtrak acquires them in order to conduct interior photography and prepare building descriptions. To date, Amtrak has:

- completed exterior photography for all required HABS and HAER documents; and
- assessed the need for interior photography (as access is provided) and completed the interior photography for all except four properties.

The narrative portions of the HABS / HAER documents, consisting of history, significance, and descriptions, are underway for all properties, with most of the narratives being close to completion. The following documents have been submitted to the National Park Service and received final approval:

- HABS MD-1432, 2020 Mosher Street (warehouse)
- HABS MD-1433, 2100 West Lanvale Street (commercial building converted to religious use)
- HABS MD-1435, 700 North Pulaski Street (commercial building converted to religious use)
- HABS MD-1441, 1000-1030 North Payson Street (rowhouses)
- HABS MD-1444, 900-908 West North Avenue (commercial buildings)
- HABS MD-1447, 920 West North Avenue (Madison Park Medical Center)
- HABS MD-1449, 2000 West Lafayette Avenue (Super Pride Markets)
- HABS MD-1450, 813 North Pulaski Street (commercial building converted to religious use)
- HABS MD-1461, 2031-2041 West Lafayette Avenue (commercial building converted to religious use)

It is anticipated that the remaining HABS and HAER documentation will be completed in the next Program year.

F. Interpretive Displays

Amtrak is planning for the development of up to two (2) interpretive signs and/or displays to be located at Baltimore City’s Pennsylvania Station or other appropriate publicly accessible gathering places. Possible interpretive themes named in the PA include, but are not limited to, “the history and construction of the original B&P Railroad and tunnel; the role of the Pennsylvania Railroad in Baltimore City; the influence of railroads generally on Baltimore City, its neighborhoods, and people; the construction of the new tunnel; and/or archeological discoveries resulting from the Project. Preliminary steps taken to date include:

- Compiling historic research material that can be incorporated into the displays. Consistent with the historic mitigation for the demolition of the Madison Park Medical Center (920 W. North Avenue), Amtrak will incorporate information about the Madison Park Medical Center’s role as an African American medical center and its significance in the context of the National Register Multiple Property Documentation Form *Civil Rights in Baltimore, Maryland: 1831-1976*.
- Reviewing possible locations for the interpretive displays. Based on public comment received, Amtrak is exploring options for installing displays in the two areas of West Baltimore that are most affected by the Program, i.e., Midtown Edmondson and Reservoir Hill. This could have the added advantage of meeting the PA deadline for installing the display(s) within two (2) years of the signing of the Program construction contracts, which are anticipated to take place in the summer of 2024.

Within the coming year, Amtrak will coordinate with the PA signatories and concurring parties on the final number, form, location, content, and display duration of the interpretive displays.

This mitigation measure will be implemented through the interpretive displays to be developed and installed at Baltimore Pennsylvania Station or other appropriate publicly accessible gathering places under PA Stipulation V.F., and through historic interpretive material added to Amtrak’s Electronic Informational Platform under PA Stipulation V.I. In developing the online platform, Amtrak will explore opportunities to partner with and hyperlink to other relevant preservation/history-based organizations.

G. Railroad Historic Property Boundary Classification

Amtrak has continued to conduct historic research and analysis in conjunction with task V.E.

H. Salvage Building Components

Amtrak has made significant progress in implementing its architectural salvage program:

- To date, Amtrak's Architectural Historian consultant has conducted salvage investigations for 36 properties and prepared salvage reports with recommendations for salvage for 30 of these properties. All of these salvage reports were distributed to the PA signatories and concurring parties, who concurred with Amtrak's recommendations.
- Amtrak has retained the services of two local partners to implement the architectural salvage program. These firms are responsible for implementing the salvage recommendations by deconstructing, transporting, cataloguing, and maintaining the salvaged material, and also performing administrative duties required to implement the program's specifications. Based on two comments that Amtrak received from the PA signatories and concurring parties that recommended that the salvage material be stored in West Baltimore, Amtrak made plans accordingly. Material removed from buildings to date is being stored in a temporary West Baltimore facility and plans are underway for a long-term West Baltimore facility that can be used during the life of the salvage program.

I. Electronic Information Platforms

Amtrak has established a cultural resources portion of the Frederick Douglass Tunnel Program website in order to inform the public of steps taken to implement the PA's mitigation measures. Throughout the Program planning and construction, Amtrak will maintain this section of the website. The preliminary contents, subject to consultation with the signatories and concurring parties on the final scope, include:

- *Context-Sensitive Design Treatments Report*
- Historic Properties Construction Protection Plans
 - *Historic Properties Construction Protection Plan: Construction Activities*
 - *Historic Properties Construction Protection Plan: Demolition (with Addendum)*
 - *Historic Properties Construction Protection Plan, North Warwick Avenue Bridge Replacement*
- Historic American Buildings Survey (HABS) / Historic American Engineering Record (HAER Documentation): Each property's photography and narrative history, significance, and description will be placed on the website when the complete documentation is approved by the National Park Service.
- A Summary of the salvage recommendations made to date
- Treatment Measures for Archaeological Resources
 - *Supplemental Phase IA Archaeological Study (redacted)*
 - *Addendum 1 to Supplemental Phase IA Archaeological Study (redacted)*
 - *Unanticipated Discoveries Plan*
 - *Fact Sheet: Phase IB/II Archaeological Investigation, 2000 Linden Avenue*
- Project Changes
 - Project Changes #1-#3
 - *Maryland Historical Trust Determination of Eligibility Form, Madison Park Medical Center, B-1379-6 (DOE form and official correspondence)*
- Annual Reports #1-#3

- Ten-Day Notifications for acquisitions and demolitions

VI. Treatment and Measures for Archaeological Resources

A. Introductory Paragraph

No change; no comment.

B. Define Archaeological Area of Potential Effects (APE-Archaeology)

When the initial Phase IA archaeological study was completed in 2015, the project design had not been sufficiently developed and therefore only a preliminary Archaeological Area of Potential Effects (APE-Archaeology) could be established. As the design plans progressed, Archaeologists Henry Ward and Jason Shellenhamer refined the APE-Archaeology to encompass proposed ground disturbance for Program activities including open-cut excavation, construction staging areas, material disposal sites, temporary access roads, utility and stormwater management sites, and off-site mitigation sites. The APE-Archaeology encompasses the Program's Limits of Disturbance (LOD) as well as a 25' buffer area around the LOD. The majority of the APE-Archaeology is located between North Warwick Avenue and North Monroe Street in the vicinity of the proposed south portal. Approximately one-third of the APE-Archaeology is situated east of the proposed north portal location and extends between Penn Station and the existing Baltimore Light RailLink Station. The remaining few acres of the APE-Archaeology consist of the site of the proposed Intermediate Ventilation Facility (IVF) at 900-940 West North Avenue.

C. Supplemental Phase I Survey

In October 2023, Amtrak distributed to PA signatories and consulting parties a draft *Supplemental Phase IA Study* that delineated the revised APE-Archaeology and evaluated the sensitivity for the presence of precontact and historic archaeological resources within the APE-Archaeology. Based on the analysis in the report, Amtrak identified the need for two additional archaeological investigations: a Phase IB/II archaeological investigation in the parking lot of 2000 Linden Avenue at the site of the proposed IVF, and a geomorphological investigation in the area near the new tunnel's south portal. In addition, the *Supplemental Phase IA Study* included work plans for each of the two additional investigations.

Three consulting parties submitted comments in response to the *Supplemental Phase IA Study*. The Maryland Historical Trust concurred with the report's findings; the City of Baltimore CHAP provided one minor comment on the report's historical overview and also suggested that Amtrak consider developing a public education component related to the Phase IB/II archaeological investigation at the IVF site; and the Historic Mount Royal Terrace Association questioned the potential archaeological sensitivity along the Jones Falls. Amtrak acknowledged all comments received, accepting CHAP's historical reference, indicating a positive response to the idea of a public education component of the archaeological investigation of the IVF site, and explaining to the Historic Mount Royal Terrace Association the rationale for the decision that no further work is warranted along the Jones Falls due to the amount of documented site disturbance.

Addendum to the IA

In January 2024, the Program design development resulted in the first proposed activity outside of the APE-Archaeology that was identified in the *Supplemental Phase IA Study*. Utility construction in the vicinity of the IVF along Jordan Street between North Avenue and Ducatel Street expanded the LOD and APE-Archaeology by approximately two acres. Amtrak developed *Addendum 1: Supplemental Phase IA Archaeological Study (“Addendum 1”)* to assess the archaeological sensitivity of the area of proposed utility construction. Based on available environmental and soil data, historical background research, Geographic Information System topographical analysis, and geotechnical survey data, *Addendum 1* concluded that there is a low sensitivity for encountering precontact and/or historic archaeological resources in the expanded APE-Archaeology. The prior modification of the landscape within the expanded APE-Archaeology at the IVF consisted of substantial ground disturbance associated with urban development, transportation improvements, and construction of buried utilities. As a result of the extent of previous ground disturbance, there is a low potential for the presence of intact archaeological resources. No further archaeological survey was recommended for the expanded APE-Archaeology at the IVF.

On March 17, 2024, Amtrak distributed *Addendum 1* to PA signatories and consulting parties. On April 3, 2024, the Maryland Historical Trust concurred with Amtrak’s findings that the expanded APE-Archaeology has a low potential for the presence of intact archaeological resources given extensive prior ground disturbance and that no further archaeological survey of this area was warranted.

D. Phase II Evaluation

Amtrak has initiated work for both archaeological investigations recommended in the *Supplemental Phase IA Study*. For the geomorphology, the archaeologist and geomorphologist developed a plan for conducting eleven borings in the archaeologically sensitive area near the proposed South Portal. The borings were conducted in the spring of 2024. In addition, plans were developed for the Phase IB investigation at the IVF site and work was conducted in May 2024. As follow-up to CHAP’s recommendation for a public education component, brief information about the archaeological investigation was provided via a sign posted on the property fence as well as on door hangers distributed to local residents. Both documents refer interested individuals to an archaeological fact sheet located on Amtrak’s website. Amtrak is considering developing a program to share information about the archaeological investigation with the public, including with the students at the adjacent Dorothy I. Height Elementary School.

E. Phase III Data Recovery

No activity.

F. Curation

No activity.

G. Protection of Archaeologically-Sensitive Information

No activity.

VII. Project Changes

To date, Amtrak has prepared a total of four Section 106 project change notifications to receive PA signatories’ and other consulting parties’ review of changes to the Frederick Douglass Tunnel

Program subsequent to the execution of the PA in 2017. Changes such as these may occur for a variety of reasons, including the advancement of the Program design, response to new conditions in the field, expansion of the Program's Limits of Disturbance (LOD), or identification of new historic properties that could be affected by the Program.

During design development, Amtrak's architectural historians assessed changes to the LOD as well as design development measures to assess if any of the changes require a Section 106 project change. As defined by PA Stipulation VII, project changes are those that are of a nature that could potentially affect historic properties.

The following first three changes were described in last year's annual report: 920 West North Avenue/Madison Park Medical Center at 920 West North Avenue evaluated as individually eligible for inclusion in the National Register of Historic Places (NRHP); acquisition of additional property on West Lanvale and North Brice Streets and the evaluation of 2000 West Lafayette Street as contributing to the NRHP-eligible Midtown Edmondson Historic District (Project Change #1); and alterations to the scope-of-work to the Franklinton Road Bridge (Project Change #2).

In the past year, Amtrak has prepared Project Change #3, which was reviewed and approved by FRA.

Project Change #3: Acquisition of the Entire Atlas Safe Deposit & Storage Company Warehouse Complex (MIHP# B-5118-2)

This project change was for the proposed total acquisition of the 1.02-acre Atlas Safe Deposit & Storage Company Warehouse Complex (2150 Harlem Avenue, 2126 Edmondson Avenue, and garage), rather than the partial acquisition of the property (portion of 2150 Harlem Avenue) as included in the Final Environmental Impact Statement (FEIS) and Record of Decision. *There were no changes to the project construction plans.* During property acquisition negotiations between Amtrak and the Atlas Safe Deposit & Storage Company Warehouse Complex property owner, Amtrak determined in coordination with the owner that the warehouse on the 2150 Harlem Avenue parcel, proposed for demolition, encompasses 90% of the functionality and utility to the parcel's operating business. As such, the proposed partial acquisition of the property would result in an uneconomic remnant for the owner. Therefore, in accordance with the Uniform Relocation Act (49 CFR Part 24), Amtrak could not leave the property owner with an uneconomic remnant and is obligated to acquire the entire property.

In September 2023, Amtrak distributed Project Change #3 to PA signatories and consulting parties. Amtrak committed to:

- maintain the three buildings in the complex in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards)*;
- provide PA signatories and consulting parties with an opportunity to comment on the scope/design of proposed modifications to the building that are required to support any proposed Program use;
- comply with Section 106 for any future Amtrak work separate from the Program;
- protect the property from insensitive modifications that do not meet *SOI Standards* through a preservation easement, local designation, or other means, if Amtrak relinquishes the property; and
- supplement the previously agreed upon exterior HABS photography with interior photography of 2126 Edmondson Avenue.

On October 3, 2023, the MHT acknowledged receipt of the project change, indicated that they were pleased that the two additional buildings will be retained, concurred that the effects of the undertaking on this resource remain adverse, and stated they look forward to Amtrak fulfilling the commitment to document the property.

VIII. Unanticipated Discoveries

None.

IX. Treatment of Human Remains

None.

X. Emergency Situations

None.

XI. Document Review

No issues encountered during document review to date.

XII. Communications

A complete list of the PA signatories, consulting parties, and concurring parties is included as Attachment A to this report. This list includes the following changes that were made to the points-of-contact in the last year:

New Primary Contact for Amtrak:

Luigi Rosa
AVP Frederick Douglass Tunnel
1 Massachusetts Avenue NW
Washington, D.C. 20001
fdtunnel@amtrak.com

New Primary Contact for Baltimore City Department of Transportation:

Corren Johnson
Director
Corren.Johnson@baltimorecity.gov

Correction of Contact Person for Historic Mount Royal Terrace Association:

Barbara Bourland
President
babsbourland@gmail.com

New Contact Person for Midtown Edmondson Improvement Association:

Desmond Stewart
Desmond.Stewart@hotmail.com

Addition of New Concurring Parties:
Edmondson Community Organization
Joseph Richardson
President
jricheco@gmail.com
Jonathan Sacks
Executive Director
jsacks@hubwestbaltimore.org

Reconnecting Communities in West Baltimore Coalition
Min. Glenn Isaac Smith
President
gismith23@yahoo.com

Invitations to New Potential Consulting Parties:

- 10/23/2023: invitation extended to Reservoir Hill Improvement Council; invitation declined.¹
- 10/23/2023: invitation extended to Reservoir Hill Association (founded in 2020), with additional information provided 3/11/2024; Reservoir Hill Association has expressed potential interest but has not yet accepted invitation.
- 10/29/2023: invitation extended to Upper Eutaw Madison Neighborhood Association; no response received.²

XIII. Anti-Deficiency Act

No changes; no comments.

XIV. Adoptability

No changes; no comments.

XV. Dispute Resolution

None.

XVI. Amendments

No changes; no comments.

XVII. Termination

No changes; no comments.

XVIII. Monitoring and Reporting

A. Annual Report

Amtrak has prepared and distributed the following reports:

- Annual Report #1, for the period up through June 30, 2021, was distributed in September 2021.
- Annual Report #2 for the period of July 2021 through the March 2, 2023 anniversary of the execution of the PA.

¹ FRA extended an invitation to the Reservoir Hill Improvement Council in 2015; Amtrak extended an invitation in 2022; no response received.

² FRA extended an invitation to the Upper Eutaw Madison Neighborhood Association in 2015; no response received.

- Annual Report #3 (the current report) covers the period up through April 30, 2024.

B. Specific Notifications

To date, Amtrak has undertaken the following steps to meet the requirement in the PA for providing to the FRA Federal Preservation Officer 10-day notices prior to the acquisition of property, demolition, excavation / earthmoving activities, and construction of any element of the Program:

- On September 30, 2021, Amtrak submitted to FRA the official ten-day notice that it was proceeding with plans to acquire property in advance of the Program.
- On October 6, 2023, Amtrak provided to FRA clarification that Amtrak would provide to FRA a single notification to FRA in advance of initiation of each of the broad activities named in the PA, but it would not provide notification letters for each individual time that the Program involved acquisition, demolition, any excavation/earthmoving, or any construction activity. On November 2, 2023, FRA concurred with Amtrak's proposed approach to only provide notification in advance of initiation of each of the broad categories.
- On November 24, 2023, Amtrak submitted to FRA the official ten-day notice that it was initiating plans to demolish historic properties that had been approved for demolition in accordance with the PA. On April 5, 2024, FRA acknowledged receipt of the notification related to the start of demolition.

In the upcoming year, Amtrak will provide the required 10-day notices prior to excavation / earthmoving activities and any construction.

XIX. Execution and Effective Date

No changes; no comments.

XX. Duration

No changes; no comments.

Attachment A

Amtrak Frederick Douglass Tunnel Program Third Annual Report



Signatories; Concurring and Consulting Parties

Role	Organization	Official Representative	Email Address	Primary Contacts
Signatory	Maryland Historical Trust	Elizabeth Hughes Director/State Historic Preservation Officer	Elizabeth.hughes@maryland.gov	Beth Cole beth.cole@maryland.gov Tim Tamburrino tim.tamburrino@maryland.gov
Signatory	Federal Railroad Administration	Marlys Osterhues Director, Office of Environmental Program Development FRA	Marlys.Osterhues@dot.gov	Christeen Taniguchi Christeen.taniguchi@dot.gov
Signatory	Amtrak	Luigi Rosa AVP Frederick Douglass Tunnel Program	fdtunnel@amtrak.com	Rebecca Crew Rebecca.Crew@amtrak.com
Signatory	Preservation Maryland	Nicholas A. Redding President and CEO	NRedding@presmd.org	
Concurring Party	Baltimore City Commission for Historical and Architectural Preservation	Eric Holcomb Deputy Chief / Director	eric.holcomb@baltimorecity.gov	Lauren Schiszik lauren.schiszik@baltimorecity.gov
Concurring Party	City of Baltimore	Chris Ryer Director Department of Planning	Chris.ryer@baltimorecity.gov	
Concurring Party	Baltimore Heritage, Inc.	Johns W. Hopkins Executive Director	hopkins@baltimoreheritage.org	
Concurring Party	Baltimore Heritage Area Association	Shauntee Daniels Executive Director	sdaniels@baltimoreheritagearea.org	
Concurring Party	Maryland Department of Transportation	Jacqueline Thorne Project Manager – Priority Projects Office of Freight and Multimodalism	jthorne@mdot.maryland.gov	
Concurring Party	City of Baltimore	Corren Johnson Director Department of Transportation	Corren.Johnson@baltimorecity.gov	
Concurring Party	Maryland Transit Administration	Kate Sylvester Deputy Administrator & Chief Program Delivery Officer	ksylvester@mta.maryland.gov	Lauren Molesworth lmolesworth@mdot.maryland.gov Drew McTygue DMcTygue@mdot.maryland.gov
Concurring Party	Bolton Hill Community Association	Lee Tawney President	pres@boltonhillmd.org	
Concurring Party	Edmondson Community Organization	Joseph Richardson President Jonathan Sacks Executive Director	jrich.eco@gmail.com jsacks@hubwestbaltimore.org	
Concurring Party	Reconnecting Communities in West Baltimore Coalition	Min. Glenn Isaac Smith	gsmith23@yahoo.com	
Consulting Party	Historic Mount Royal Terrace Association	Barbara Bourland President	babsbourland@gmail.com	hmrt-board@googlegroups.com
Consulting Party	Maryland Commission on Indian Affairs	Tiara Thomas Chair	Via Keith Colston	Keith Colston Administrative Director keith.colston@maryland.gov
Consulting Party	Midtown Edmondson Improvement Association	Desmond Stewart	desmond.stewart@hotmail.com	
Consulting Party	Delaware Tribe of Indians	Susan Bachor	sbachor@delawaretribe.org	lheady@delawaretribe.org
Consulting Party	Shawnee Tribe	Tonya Tipton	tonya@shawnee-tribe.com	admin@shawnee-tribe.com