

Appendix D:

Public Comments Submitted and Project Team Response

- Comment Form Template
- Table of Public Comments Submitted
- Comment Letter from Norfolk Southern Corporation
- Project Team Response to Commenters



B&P Tunnel Project Scoping Report

Comments Submitted from the Public (Citizens and Key Stakeholders)

Category	From	Date	Comment
Purpose and Need	Mr. Jed Weeks	6/11/14	To Whom it May Concern: Please build the Great Circle Passenger Tunnel and make upgrades to the B&P tunnel for commuter train or other future uses. This should have been done decades ago, and we can't afford to wait any longer. Thank You.
Not Relevant to Project	Mr. Darrell Bishop	6/11/14	I would like to see CSX and Amtrak work together to construct a single tunnel that would solve both rail road's Baltimore tunnel problems. The CSX mainline crosses the Amtrak line at Falls Road just west of Penn Station by the northern entrance to your tunnel. There is an existing CSX line along the Gwynns Falls which also intersects with Amtrak's line south of your tunnel. CSX trains could share the new tunnel you are building for Amtrak and Marc trains, and they could also share the cost. Why build two new tunnels when one comprehensive tunnel could fix everything? By constructing a three or four track tunnel (2 tracks for Amtrak and 1 or 2 tracks for freight), Amtrak trains would be able to go fast and CSX would be able to double stack containers. The tunnel could be divided, just like the Fort McHenry tunnel is under the harbor, for safety reasons. Freight traffic could use one tube and passenger traffic could use the other. A consolidated tunnel would surely cut costs for everyone involved.
Alternatives	Mr. Harvey Schwartz	6/12/14	Ideally there should be contingency plans for emergency and/or cheaper alternatives to tunneling...if structural problems come to light at grade re-routing of tracks around Baltimore or somewhere through the city.
Project Administration; Public and Agency Involvement/Materials	Mr. Patrick Strom	6/12/14	I hope the timeline can be speeded up. 3+ years just for a study seems very slow. Please add me to your emailing list. Thanks.
Environmental Resources; Project Administration	Mr. Benjamin Mcknew	6/12/14	This is from an engineer wantabe. I am curious just how you will excavate at the north end what with CSX and North Av. right above the tunnel portal? I think the job has been under estimated by at least a billion. You can expect CSX to cooperate so long as you lead the way. If anything goes wrong with their right of way they will point the finger at you.
Public and Agency Involvement/Materials	Mr. Ben Heckscher	6/12/14	Please add me to the project mailing list. Thank you.
Public and Agency Involvement/Materials	Mr. Matt Johnson	6/12/14	Please add me to the mailing list.
Alternatives	Mr. Richard Bourne	6/13/14	If possible, either the new tunnel or the old tunnel refurbished after the new one takes most of the traffic, it would be really beneficial to have an interchange at Upton station for the Baltimore Metro and MARC. Amtrak on the other hand would want to bypass that area completely.
Not Relevant to Project	Mr. Chuck Gurney	6/13/14	Hello, Nice map! Who made this? May I get a name, email, and telephone, please? Feel free to forward to the creator. My contact information is listed below.
Public and Agency Involvement/Materials	Ms. Michelle Bryne	6/13/14	Hello, Do we need to RSVP for the above mentioned Open House on Thursday, June 19th? ¹

¹ B&P Tunnel Project Team Response: Hello, There is no requirement to RSVP to the open house on June 19. Anyone from the public may attend.



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Public and Agency Involvement/Materials	Herbert Harris, Jr. Chairman/State Representative, Brotherhood of Locomotive Engineers and Trainmen	6/19/14	No written/submitted comment, but provided business card at Public Open House and offered to assist with reaching out to community/key stakeholders.
Alternatives; Public and Agency Involvement/Materials	Mr. Tony Scott	6/19/14	I live near the West Baltimore MARC, and there have been rumors that this new tunnel and rail alignment might end up passing our station. Both the city and the state have invested and plan to invest a lot in that station, and my neighborhood is putting a lot of hope in that development for our community. Please ensure that any new route connects with the West Baltimore MARC station (and future Red Line) **also please consider me as a volunteer for promoting your public meetings. People are more than willing to help you door knock (canvas) if you ask them
Alternatives; Environmental Resources	Mr. Paul Hartzell	6/19/14	<ol style="list-style-type: none"> 1. Old tunnel <ol style="list-style-type: none"> a. Save the bats b. Gate the opening 2. Air vents & escape hatches 3. Recycle tunnel waste 4. Don't go over budget
Alternatives	Mr. Brian Hammock	6/19/14	Project scoping should address potential to provide a double-track, double stack route through Baltimore to help further open up the port to customers to the west.
Purpose and Need	Mr. Michael Sternfeld (SMART-TD Labor Union)	6/19/14	<p>I am the Legislative Representative for SMART-TD Local 1470 at Washington, DC. We are the labor union that represents the Conductors and Assistant Conductors of Amtrak, and also MARC Penn Line trains. SMART-TD is the same union that represents the train crews on Norfolk Southern freight trains that use the present tunnel. Today, June 19, 2014 at the hearing I am designated to represent all SMART-TD members both passenger and freight.</p> <p>The present B&P Tunnel which was put in service in 1873 is outdated and unsafe, is an impediment to modern high speed passenger rail service and modern high capacity freight cars which comprise 21st Century American freight trains.</p> <p>The present tunnel is a dangerous place for a conductor or assistant conductor to be "on the ground" to inspect his/her train when the train is stopped in the tunnel and cannot be moved until all cars have been visually inspected. This applies to all SMART-TD members no matter if they are Amtrak/MARC passenger train crew or NS freight crew. The present tunnel could be a nightmare scenario in the event that passengers would have to be taken off passenger cars and walked to one of the emergency exits.</p>
Purpose and Need; Environmental Resources	Steve Howard (Mount Royal Improvement)	6/19/14	Hard to say at this point. I represent the Bolton Hill Community and we are looking to maximize functionality for transportation to Washington while minimizing disruption to the neighborhood. We are an historic district with (mostly) well restored Victorian townhomes.



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Category	From	Date	Comment
Environmental Resources	Association-Bolton Hill)		
	Mr. Art Shapiro (Baltimore City DPW)	6/19/14	Consider issues affecting water mains and other DPW utilities that may be impacted due to tunneling-settlement and or leaving during and after construction.
Not Relevant to Project	Mr. Ben Gilardi	6/19/14	1. I believe there is an old freight line just to the west of the tunnel that leads up to York and Harrisburg. I feel a great long term goal would be to utilize this infrastructure for future passenger service. 2. I assume the plan is for 4 tracks (min) as I've read the goal is to increase the number of tracks around BWI Rail Station. 3. Another great long term goal would be to have a rail connection between Baltimore and Frederick. 4. The CSX Howard Street tunnel is very limiting perhaps this study can relocate the CSX trains... Then MTA can use Howard Street for local transit (light rail), with fewer stops at lights).
Not Relevant to Project	Mr. Dan Callahan	6/19/14	What a cool project! Amtrak currently uses our 3D CAD modeling software in Rail Ops for break-fix component design (i.e. Solidworks) DS (Dassault Systems) would like to provide modeling software for the: 1. geotechnical design, 2. the mechanical design of the actual tunnel, 3. the modeling & animation of what the full design will look like for the rider, and finally the modsim training videos to train the conductors prior to tunnel usage. These modern tools will be expected for such a complex project and should be integrated.
Public and Agency Involvement/Materials	Mr. Harry Bennett	6/19/14	I came of interest to see if it was remembered about the 1930s tunnel plan. As a kid I saw what was the intent, later cancelled, without me knowing at the time what was up. Glad to see you didn't forget history.
Public and Agency Involvement/Materials	Ms. Tori Leonard	6/19/14	Comments made to Staff: - More details would be helpful - Meet with individual community groups (Bolton Hill Community Association) -Expand outreach to additional groups
Public and Agency Involvement/Materials	Mr. Michael Tobin	6/19/14	Very informative conversation with Eric Almqvist of RKK. Please keep me posted about future developments.
Public and Agency Involvement/Materials	Mr. Chet Myers	6/19/14	Coordination with freight (NS,CSX) and Amtrak and MTA is important; the deeper, the better in order to minimize impact on the residential structures above, and minimize noise coming from the trains
Public and Agency Involvement/Materials	Mr. James Norman	6/19/14	The B&P Tunnel Project is really needed in Baltimore, MD. Some influential organizations that you should contact for your meetings are: 1. WOL Radio (Baltimore, MD) C/O Larry Young 2. NAACP Baltimore City Branch Office c/o Tessa Hill Aston and Joe Aston 3. Baltimore Afro American Newspaper c/o The Editor and Staff 4. Talmadge Branch 6 Bladen St. Room 152 Annapolis, MD 21401/ 3224 Belair Rd. Baltimore MD 21213 5. WEAA Radio 88.9 FM c/o Mr. Faraji Muhammad 443-473-7947
Public and Agency Involvement/Materials	Mr. Justin Twigg	6/20/14	I am greatly interested in the B&P Tunnel Project and note from the website that a public meeting took place yesterday. Would it be possible to get a copy of the agenda or the minutes for that meeting? Thanks in advance. ²

² B&P Tunnel Project Team Response: Hello, The display boards and all other information presented at last night's meeting are available on the project website, bptunnel.com.



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Public and Agency Involvement/Materials	Mr. Dan Callahan	6/22/14	Thank you for hosting the B&P Tunnel Open House; It was well done.
Alternatives	Mr. Melvin Blickenstaff	6/24/14	Will there be any consideration to construction of a MARC train station near the Upton area to provide a transfer location to the Baltimore Metro? The two lines cross each other, so it would be nice to be able to transfer between the two modes.
Public and Agency Involvement/Materials	Mr. Myron Burkholder	6/30/14	Please add me to the project mailing list.
Purpose and Need	Mr. David Highfield	7/3/14	I ride Amtrak and have been through this tunnel several times. I support a quality, safe, environmental friendly, and expeditious replacement of the BP tunnel.
Public and Agency Involvement/Materials; Purpose and Need	Mr. David Nelson	7/8/14	A Public Open House was held on June 19, 2014 at Coppin State University. If you were not able to attend, click here to view the Meeting Displays. The link to view the Meeting Displays is not working -- I got http://www.bptunnel.com/index.php/component/content/?id=122&Itemid=1624 One note: I'm not clear if the new tunnels will be "in additional" to existing tunnels -- in your Purpose and Need subpage, you stated: The existing tunnel is not suited for modern high-speed usage due to tight clearances and sharp curves, which limits train speeds through the tunnel to 30 MPH Does this mean it's a possible we will not continue existing tunnels? I was under the impression existing tunnels will be rebuilt. If so, will it be safer when the trains run thru "S" curves in the future? Thank you. ³
Alternatives	Mr. Chance Carter	7/9/14	A station should be considered in Upton that would allow for a connection to Metro Subway service.
Project Administration	Mr. Nikola Sizgorich	7/22/14	The project timeline needs to be tightened. It seems that getting this to the construction phase is way too long.
Alternatives	Mr. John Edwards (Norfolk Southern)	7/24/14	<i>Please see letter attachment.</i>
Purpose and Need	Dr. Christopher Field	7/31/14	When planning new infrastructure, it is wise to leave future expansion options as open as possible. Unfortunately, the needs of the future are difficult to predict. Therefore, we must make some assumptions, which I will list here. 1) All predictions I have read are for increased urbanization over the next 50 years. This suggests a growing population in the Baltimore/Washington area. 2) Before 2008, significant investment in Baltimore for residential and commercial construction was planned. This suggests a

³ B&P Tunnel Project Team Response: We apologize for the inconvenience. The link has been fixed. You may find the displays from the Open House here: <http://www.bptunnel.com/index.php/2014-05-18-15-35-19/2014-05-18-15-36-17>. The project team will respond to your additional questions/concerns.



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			<p>growing city population.</p> <p>3) A growing population suggests a growing demand for transportation. Given the extent to which roads have expanded within their rights of ways, it seems unlikely that future transportation needs can be addressed solely by road construction. There will need to be an intelligent mix of road and rail transportation modes available.</p> <p>4) It seems likely that energy costs will increase making travel by automobile less attractive. This trend is supported by lower rates of driver license and car ownership than in years past that I have observed in today's young.</p> <p>5) Acquisition of new, linear rights of ways for new rail or highway projects will be increasingly difficult in the future. Therefore, preserving those that exist is critically important.</p> <p>Given the above assumptions, replacing the B&P tunnels with equivalent ones that are not falling down, while an improvement over the current situation, is not enough. Providing the option of significantly expanded capacity is desirable.</p> <p>Construction of a new tunnel with a higher speed limit than the B&P tunnels will expand capacity. But building a replacement tunnel in such a way that the current B&P tunnels could be rebuilt and used would provide more than twice the current capacity.</p> <p>It is my understanding that the B&P tunnels pass close enough one of the subway's station (Upton I believe) that it is possible to insert a connection in a rebuilt B&P tunnel. While rebuilding the B&P and creation of the subway connection may not be in the current financial plan, it would be wise to keep them as an option in the future.</p> <p>As automobile travel becomes more expensive and congested, even those in Carroll County will be interested in a rail option into Baltimore and Washington. (Even now, the subway between Owings Mills and the beltway carries 14% of the inbound corridor traffic between 6:00 and 9:00 AM and 17% during the peak hour. See http://www.GetOnTRAC.org/Reports/HRT_LRT_Highway_Study.pdf)</p> <p>Therefore, restoring access to the wye that links Pen Station and the NEC to Westminster would be wise and should be a design requirement of the replacement project.</p>



Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510
Phone: 757-629-2838
Fax: 757-533-4884
Email: john.edwards@nscorp.com

John V. Edwards
General Director
Passenger Policy

July 24, 2014

Ms. Michelle W. Fishburne
Environmental Protection Specialist
USDOT FRA, Office of Program Delivery
1200 New Jersey Avenue SE., MS-20
Washington, DC 20590

Sent electronically to info@bptunnel.com

Re: Scoping for the Environmental Impact Statement (EIS) for
the Baltimore & Potomac (B&P) Tunnel Project

Dear Ms. Fishburne:

On June 9, 2014, the Federal Railroad Administration (FRA) published its Notice of Intent to Prepare an Environmental Impact Statement (EIS) related to the Baltimore & Potomac (B&P) Tunnel Project along the Amtrak Northeast Corridor (NEC) in Baltimore, MD. Norfolk Southern appreciates the opportunity to provide these brief comments on the scope of the EIS for this important project.

Norfolk Southern operates freight trains on the NEC alongside Amtrak. The agricultural and consumer goods, metals and forest products it moves along the NEC help to fuel the economies of states from the mid-Atlantic to the Northeast and beyond. Much of the traffic it delivers to customers along the NEC originates in the Midwest and Western United States. Much of the traffic originating along the NEC is delivered to businesses, manufacturers, and wholesalers throughout the United States.

The NEC between Washington DC and Boston is a vital national asset for the transportation of goods in both domestic and international commerce, as well as for passenger transportation. Norfolk Southern welcomes the opportunity to work with the Federal Railroad Administration, the Maryland Department of Transportation (MDOT), and Amtrak to ensure that this portion of the NEC, which dates from 1873, is brought into the 21st century. It is important to eliminate a significant chokepoint in this high traffic section of the Northeast freight and passenger rail corridor.

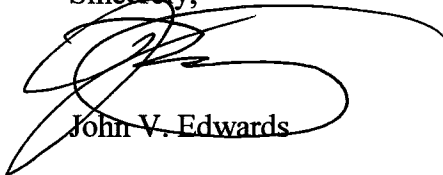
In all cases and at all locations within the study area, impacts to freight rail must be considered on all segments of the proposed route. Just as the current infrastructure constrains passenger

Ms. Michelle W. Fishburne
July 24, 2014
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operations, so has that infrastructure constrained current and potential freight operations, to the detriment of the people and economies of the NEC-served states. Adequate infrastructure is needed to prevent rail conflicts and ensure fluid operations for both passenger and freight operations. The potential for clearing the B&P Tunnel for high and wide loads (including those involving intermodal double stack), and the potential to replace or supplement the US Department of Defense Strategic Rail Corridor Network (STRACNET) route now utilizing the Howard Street Tunnel should be incorporated into the EIS.

Again, Norfolk Southern appreciates the forum for making comments to the scope of the B&P Tunnel EIS. We look forward to remaining involved in this process. We hope to help MDOT and FRA realize their vision for improved transportation options in Maryland and along the NEC.

Sincerely,



John V. Edwards

B&P Tunnel Project

From : B&P Tunnel Project <info@bptunnel.com>

Thu, Aug 28, 2014 07:56 AM

Subject : B&P Tunnel Project

Dear Sir or Madam,

Thank you for providing comments on the Baltimore and Potomac (B&P) Tunnel Project. The Federal Railroad Administration, Maryland Department of Transportation and Amtrak are advancing this engineering and environmental study to address the 141-year-old tunnel, which is a longstanding bottleneck along Amtrak's busy Northeast Corridor.

The initial public open house (held on June 19, 2014) and comment period (which closed on July 30, 2014) provided opportunity to share specific background information and listen to your early feedback. All comments received during the initial comment period will be considered by the project team as we move forward with the study.

The project website at www.bptunnel.com includes the information presented at the open house. Future opportunities will be provided for residents and commuters to comment on project alternatives. A second open house is planned for Fall 2014.

We will continue to keep you informed of project milestones and opportunities for public participation. Project staff also welcome the opportunity to make small group presentations to communities and organizations. Presentation requests and additional comments can be forwarded through the project website or via email to info@bptunnel.com.

Thank you for taking the time to provide comments and stay connected to the project.

Sincerely,
The B&P Tunnel Project Team
