



Bethesda CAT Meeting #7
Online presentation – December 8, 2020
Questions & Responses

Below is the list of questions and responses discussed during the December 8, 2020, online CAT presentation.

Question: Do you expect any portions of the project design to change now under the settlement agreement?

Response: The Purple Line does not expect any designs to change.

Question: It is possible to accelerate completion of certain infrastructure in and around the project that is disruptive to the community?

Response: The state is evaluating construction across the alignment, including areas of local community priority. MDOT MTA is actively working with design, construction, and manufacturing contractors to keep the project moving forward. Our focus is on completing design, permitting, and any unfinished work, first with paving, stormwater, drainage, and other utility projects now underway along the Purple Line corridor. We remain committed to continue working with the community and local businesses to collaborate and find opportunities to minimize any impacts to the best of our ability. If the state is reasonably able to advance work beyond utilities using the available pool of contractors, the state will do so.

Question: What is the prospect for seeking additional federal assistance, with the upcoming change in executive leadership at the federal level?

Response: The Federal participation in the Purple Line project includes \$900 million in a Full-Funding Grant Agreement and access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. The state is not anticipating additional federal assistance for the Purple Line.

Question: What new general timelines can we expect for completion of various aspects of the project?

Response: The state will manage Purple Line construction until the new design-build contractor is on board. We do not have a new timeline at this moment.

Question: In 2017, the Montgomery County Council approved the purchase of 0.4 acres next to Bethesda Row, for a future Capital Crescent Civic Green. At that time, it was reported that the county expects to receive easement money from the State for use of the land during Purple Line construction. Can you please provide an update?

Response: MDOT MTA and the Maryland-National Capital Park and Planning Commission (M-NCPPC) remain in active discussions regarding the easement near the Capital Crescent Civic Green. The County is working to finalize the design. Once complete, the property transaction will move through the approval process with the State and M-NCPPC.

Question: Given that the Sleaford Road tunnel was already constructed prior to the construction disruption, would the State consider temporarily or permanently completing the path between East-West Hwy and Sleaford Road? Additionally, would the State consider constructing a temporary pedestrian bridge over the alignment at Pearl Street?

Response: MDOT MTA is undertaking a review of the open construction projects across the entire alignment of the Purple Line and reviewing the remaining work to complete the pedestrian path through the Sleaford Road underpass. The construction team expects to be able to complete the permanent path by late Summer 2021.

A temporary pedestrian bridge or crossing between Elm Street Park and Pearl Street was not included in the original construction budget. At this time, the Purple Line is focused on completing utility relocations and other on-going community priority construction projects. MDOT MTA estimates it would take a year to design a temporary pedestrian bridge and require additional engineering and construction resources not currently available.

Question: Can you confirm that access across the trail at Sleaford Road will be available in early Spring 2021?

Response: At this time, we cannot commit to having the Sleaford underpass and trail completed by early spring. At this time, we are projecting we will have it completed by early summer. We want to bring utility work that needs to be done along that area to its final configuration so that once it is open, it will stay open permanently.

Question: Who will choose the new general contractor? The remaining equity partners in PLTP or MDOT MTA?

Response: Purple Line Transit Partners (PLTP) is responsible for procuring the replacement contractor. On January 8, PLTP issued a Request for Qualifications (RFQ) to contractors that had expressed interest in being considered for the work. PLTP. According to PLTP, the following are key milestones in the procurement process:

Milestone	Timing
Issue Request for Qualifications	January 8
Receive Statements of Qualifications	Early February
Issue Request for Proposals	Mid February
Select Contractor	Mid June
Reach Financial Close with Contractor	Mid September

After reaching terms with a contractor, PLTP anticipates a rapid mobilization and full-scale construction to resume as quickly as possible.

Question: Do you have a timeframe for choosing a new general contractor?

Response: We do not currently have a timeframe for choosing the design-build contractor. Parameters in the settlement agreement lay out the schedule that we will move forward with in order to bring the new design-build contractor onboard and to also understand the timeframe of State-managed construction.

Question: Will completion of the Capital Crescent Trail be delayed due to project cost overruns?

Response: The Capital Crescent Trail construction is going to proceed according to the design schedule that the new design-builder puts forward. There are no anticipated delays due to cost overruns that may occur in the future. At this time, the Capital Crescent Trail is fully in the design and part of the construction plans and will be completed with the rest of the project.

Question: When will the dead trees be along the Georgetown Branch right-of-way removed and what entity is responsible for this activity?

Response: If residents are aware of dead trees or trees that are subject to damage, please reach out to us and provide an area to check out or a photo for reference, and we will be happy to follow-up. Certainly, if the death of the tree was accidentally caused by construction, we will step in and make sure we take care of it.

Question: What is the status of the reimbursements from PLTC for claims that were made about property damage?

Response: Claims for damages that took place while PLTC was still on the project should have been taken care of by their construction team, or forwarded to an insurance adjustor through PLTC. The insurance company should have reached back out to the constituent or business, assigning a claim number and working directly to resolve the issue. If there are specific items of damage that you believe have not gone through that process, please reach out to us via outreach@purplelinemd.com, and we will look into it on your behalf.

Question: How will Purple Line stations around Bethesda and Connecticut Avenue impact bus lines?

Response: In general, the final set-up of bus routing for when the light rail system is in revenue service has not been worked out by the State, WMATA or Montgomery County. Typically, any bus service that is duplicative or following the same route as a new light rail service will be discontinued, and the bus lines will be set-up to feed into those light rail stations.

Question: Will the noise walls behind the Town of Chevy Chase be completed in this interim period?

Response: The noise walls are currently being manufactured. We anticipate that the project will start receiving deliveries in early January. Our contractor has some panels already made but have been waiting until they had enough to work continuously to completion. We anticipate this work starting in the first quarter of 2021.

Question: Do you have detailed designs of the Purple Line stations or will those come later?

Response: Designs are complete for almost all of the stations at this point. There are still a few that are going through final design. Station renderings can be found on the [Purple Line website](#).

Question: What is the status for funding the Capital Crescent Trail tunnel under Wisconsin Avenue?

Response: According to Maricela Cordova, Purple Line Implementation Manager for the Montgomery County Department of Transportation, the Capital Crescent Trail Tunnel is a separate project not affiliated with the Purple Line. It is a Montgomery County initiative. The County is finishing design at this time, and the County Council is considering the project for construction funding in 2025.