

## Pedestrian Underpass Timeline: TIGER Grant funding drove the process

- June 17: ARRA TIGER Grant application guidelines for transportation projects of regional/national significance published in the Federal Register. *Includes guidelines for "Protection of Confidential Business Information."* (attached)
- ~June 29: MDOT initiates process to determine which local projects will be included in statewide TIGER Grant request. States are limited to \$300 million in TIGER Grants.
- June-August: MC-DOT and MDOT back-and-forth over which jurisdiction will apply for TIGER Grant for this project – an ultimately who will be responsible for it.
- July 8: At a meeting with MC-DOT, NIH, NNMC, congressional representatives and others, Clark Construction presents a proposal for a pedestrian/bicycle underpass, wide enough for eventual inter-campus emergency vehicle access, and tied in with small access roads at Rockville Pike to allow ingress and egress at NNMC and NIH, thereby eliminating the traffic signal at South Wood Drive. Lacking unanimous agreement, the proposal was dropped.
- Mid-July: Informally, Clark mentions to MC-DOT the concept of a pedestrian underpass with the inter-campus emergency vehicle access but minus the ingress/egress features.
- July 22: MC-DOT submits formal request to MDOT, that the pedestrian access project be included in the State's TIGER submission. Discussion s focused on WMATA pedestrian tunnel, which MC-DOT deemed would serve more pedestrians and cyclists than deep elevators. MC-DOT also requested the State consider the concept of a pedestrian underpass with inter-campus emergency vehicle access.
- July 29: WMATA publishes its Final Report on Medical Center Metro station pedestrian access.
- August: County begins to prepare TIGER Grant application, in the event MDOT does not include it in the statewide TIGER Grant request.
- Mid-August: Clark shows renderings and detailed engineering of a revised pedestrian underpass concept that allowed for inter-campus emergency vehicle access. Clark does not give MC-DOT copies of the renderings or engineering at that time.
- ~Sept. 1: Clark and MC-DOT settle on licensing agreement whereby MC-DOT can use the renderings for a TIGER Grant application but MC-DOT does not own them. The renderings remain property of Clark. MC-DOT makes clear that any project that moves forward will be subject to open competitive bidding.
- --Sept. 3: County receives engineering renderings and shares with NNMC
- -- Sept. 4. MDOT decides against submitting this project as part of a statewide TIGER Grant but will support a separate MC-DOT TIGER Grant application.
- Sept. 15: Deadline to submit TIGER Grant requests. Three noteworthy applications:
  - MC-DOT \$20 million request for "Bethesda BRAC Multi-Modal Pedestrian Access and Traffic Mitigation" project. Includes "Confidential Business Information" proprietary to Clark Construction.
  - MWCOG's Transportation Planning Board's \$267 million regional transit-oriented request that includes the Bethesda BRAC project.
  - MDOT \$60 million request for intersections improvements at three BRAC communities: Bethesda, Fort Meade, and Aberdeen Proving Grounds.
- Sept. 15: Evening meeting of BRAC Implementation Committee when MC-DOT informs community of application decision.