

Silver Spring Transit Center -- No. 509974

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Silver Spring
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

May 12, 2005
7-223(04 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	6,247	1,560	2,448	2,239	668	689	585	297	0	0	0
Land	3	8	-5	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,739	0	0	4,739	0	1,913	2,422	404	0	0	0
Construction	28,627	1	0	28,626	0	9,003	16,982	2,641	0	0	0
Other	267	0	0	267	0	0	35	232	0	0	0
Total	39,883	1,569	2,443	35,871	668	11,605	20,024	3,574	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,091	0	2,091	3,000	0	1,500	1,500	0	0	0	0
Federal Aid	26,641	0	0	26,641	0	8,971	15,588	2,082	0	0	0
Impact Tax	1,492	0	0	1,492	0	0	0	1,492	0	0	0
State Aid	6,659	1,569	352	4,738	668	1,134	2,936	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the expansion of the existing Silver Spring Transit Facility into a large, multi-modal transit center that will serve as a vital part of the Silver Spring revitalization initiative. The eight-acre site will be developed to accommodate a multi-level, pedestrian-friendly complex supporting rail traffic (Metro and MARC), bus traffic (local and inter-city), and automobile traffic (taxi service and Kiss and Ride). Major features include doubling the number of bus bays, a 4,500 square foot inter-city bus building, and extensive provisions for safe pedestrian and vehicle traffic movement under a landmark canopy. Hiker/biker trail enhancements and retail space are also included in the design concept.

Service Area

Silver Spring

JUSTIFICATION

With over 2,500 bus movements per day, the Silver Spring Transit Center has the second highest bus volume in the Washington Metro system and is considered a multi-modal transit hub. The Silver Spring Metrorail station serves as a major contributor to the vitality of Silver Spring. Currently, some 2,500 buses, along with Metrorail and taxis, serve approximately 57,000 patrons daily. By the year 2020, the number of patrons is expected to increase by 70 percent, to approximately 97,000, as bus movement increases to serve cross-county and US 29 corridor needs. The project enhancements will: improve pedestrian circulation to the existing site; reduce conflicts with vehicle movements; create a pedestrian friendly environment with a wide promenade, green parks, pedestrian plazas, and passenger conveniences; and create a landmark architectural structure. This project will complement the Maryland Mass Transit Administration (MTA) development project being undertaken to relocate the MARC station (includes MARC building, two platforms, and ADA improvements) and construct a pedestrian bridge over the CSXT and WMATA railroad tracks.

Cost Change

Defer expenditures from FY06 to FY07; does not affect project completion.

STATUS

Preliminary design. Joint Development Solicitation was issued by WMATA. Negotiations to execute the project between WMATA, the County, and the developer are ongoing.

OTHER

Land acquisition will be funded initially through ALARF, then reimbursed by a future appropriation from this project. Montgomery County will program funds for its portion of on-grade trail designated in the Master Plan for Bike Trails when the final alignments for the Capital Crescent and Metropolitan Branch Trails are coordinated with the Purple Line. The project schedule is adjusted to conform with current project implementation expectations. Preliminary design is expected to be complete by October 2004, at which time the construction cost projections will be revised.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		35,000
First Cost Estimate		
Current Scope	FY01	39,883
Last FY's Cost Estimate		39,883
Present Cost Estimate		39,883
Appropriation Request	FY06	0
Supplemental		
Appropriation Request	FY05	0
Transfer		0
Cumulative Appropriation		5,883
Expenditures/		
Encumbrances		5,185
Unencumbered Balance		698
Partial Closeout Thru	FY03	0
New Partial Closeout	FY04	0
Total Partial Closeout		0

COORDINATION

CSX Railroad
Federal Transit Administration
Intersection Improvement Project
Maryland Transit Administration
State Highway Administration
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
WMATA

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

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