

Takoma/Langley Park Transit Center -- No. 500715

Category	Transportation	Date Last Modified	January 10, 2008
Subcategory	Mass Transit	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Takoma Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	2,500	0	813	1,687	1,687	0	0	0	0	0	0
Total	2,500	0	813	1,687	1,687	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Mass Transit Fund	2,500	0	813	1,687	1,687	0	0	0	0	0	0
Total	2,500	0	813	1,687	1,687	0	0	0	0	0	0

DESCRIPTION

This project is to acquire approximately 1.1 acres of property located at the intersection of University Boulevard and New Hampshire Avenue for the construction of a transit center to serve Metrobus, Ride On and The Bus transit services. The transit center is to include 8 to 12 bus bays, passenger waiting areas, access improvements to associated roadways, and pedestrian safety improvements.

JUSTIFICATION

The Takoma/Langley Park Transit Center is the busiest non-Metrorail transit terminal in the region serving 11 bus routes with 8 bus stops serving the University Blvd. and New Hampshire Ave. intersection. There is no single transit center location servicing this area. Six routes end at the transit center and there are no driver facilities and no designated bus layover areas. There are minimal passenger amenities and limited waiting area. Bus to bus transfers are difficult because of the large area involved and the need to cross two major highways. Fifty-four percent of the bus riders are transferring from another bus route. Pedestrian safety is a significant problem with 29 pedestrian accidents, including 8 fatalities within the last 28 months. The proposed project will consolidate these bus stops into an efficient and safe off-road facility. This consolidation will reduce the significant volume of pedestrians crossing these busy arterials and provide passenger amenities and passenger information. The transit center will replace inadequate on-street bus stops with minimal passenger amenities. Eight bus stops and 11 bus routes (5 Metrobus, 4 Ride On, 2 The Bus) with a peak period volume of 61 buses per hour will be served. Ride On ridership grew 40% between 2000 and 2004 and continued growth is anticipated.

The Takoma/Langley Park Transit Center was identified as a high priority in the 1997 Ride On Strategic Plan. In May 2000, the County Executives for Montgomery County and Prince George's County jointly urged the State to provide funding for construction. In July 2001, the Hampshire-Langley Shopping Center terminated the County's lease forcing the Ride On operation on street with inadequate sidewalks and shelters. Montgomery County initiated a site feasibility study in 2002, but no sites in Montgomery County were identified. The Purple Line Transitway study of the Maryland Transit Authority (MTA) identified candidate sites in Prince George's County and the proposed site was recommended by both Counties for the transit center.

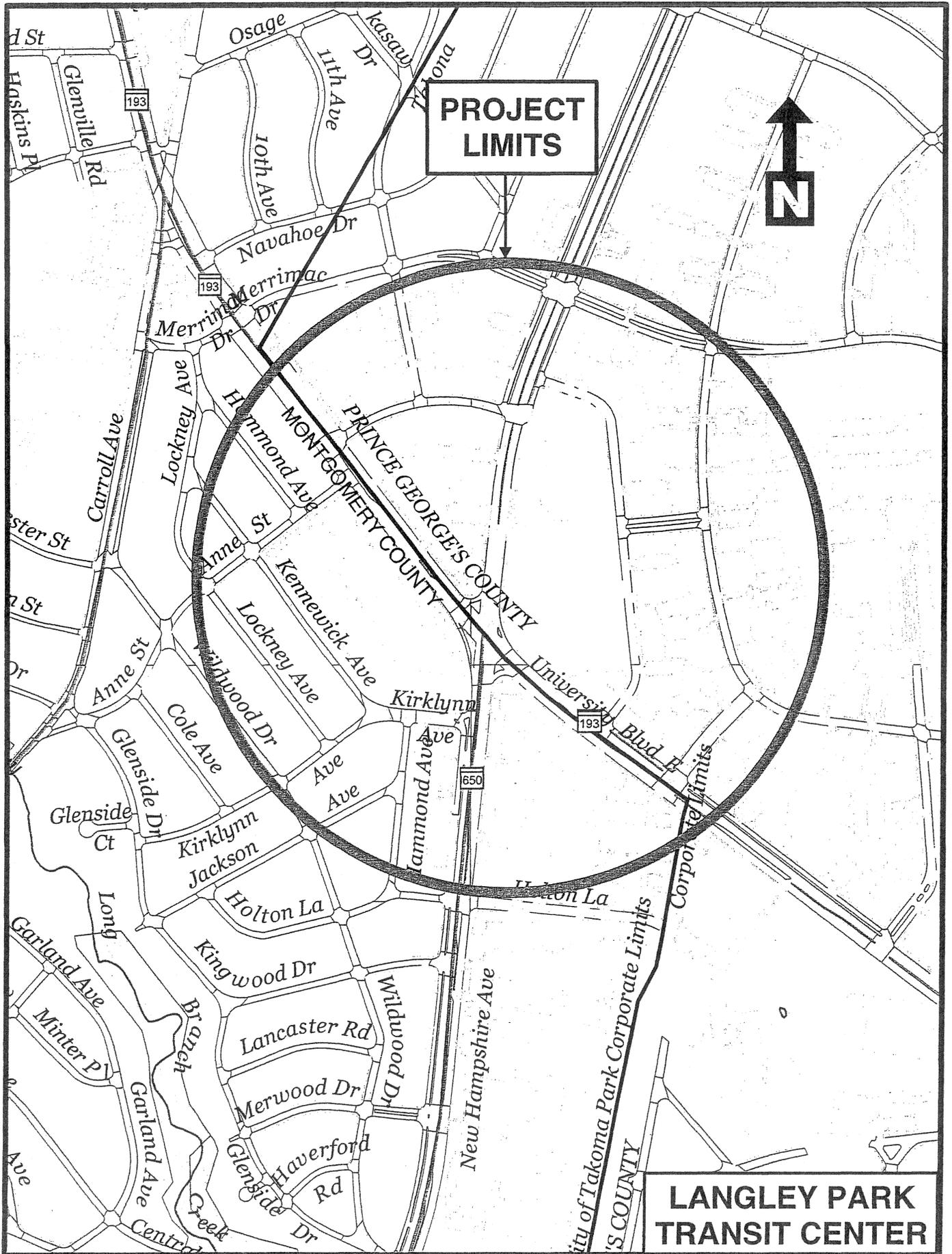
OTHER

The Maryland Transit Administration (MTA) is responsible for the preliminary design and project management. The Maryland State Highway Administration (MSHA) is responsible for the project engineering, land acquisition, and construction of both the transit center and area highway safety improvements. The Washington Metropolitan Area Transit Authority (WMATA) is providing funding through the Transportation Infrastructure Investment Funds (TIIF) program and operates bus routes through the area. Both Prince George's and Montgomery County are providing capital funding, operating and maintenance funding, and will operate buses into the facility. The City of Takoma Park is actively participating in the project development process. A Memorandum of Understanding (MOU)/Project Agreement with the Maryland Department of Transportation (MDOT) will be required prior to County payment.

FISCAL NOTE

The total project cost is estimated to be \$12.31 million. Montgomery and Prince George's Counties will contribute \$2.5 million each. The remaining funding is from the WMATA TIIF fund from Maryland of \$6,750,000 and \$560,000 from the WMATA Metro Matters bus program.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Washington Metropolitan Area Transit Authority Prince George's County Maryland Transit Administration Maryland State Highway Administration Federal Transit Administration City of Takoma Park Purple Line Transitway Project	See Map on Next Page
First Cost Estimate		
Current Scope		
Last FY's Cost Estimate		
Appropriation Request		
Appropriation Request Est.		
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		



**LANGLEY PARK
TRANSIT CENTER**