

Silver Spring Transit Center (P509974)

Category Transportation
 Sub Category Mass Transit
 Administering Agency General Services (AAGE29)
 Planning Area Silver Spring

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Under Construction

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	23,571	13,558	4,879	5,134	4,934	200	0	0	0	0	0
Land	309	275	34	0	0	0	0	0	0	0	0
Site Improvements and Utilities	11,531	217	11,314	0	0	0	0	0	0	0	0
Construction	74,261	79,843	-13,254	7,872	6,372	1,300	0	0	0	0	0
Other	7,285	625	6,660	0	0	0	0	0	0	0	0
Total	116,957	94,518	9,633	12,806	11,306	1,500	0	0	0	0	0

	Total	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)										
Contributions	868	0	0	868	868	0	0	0	0	0
Federal Aid	53,556	53,556	0	0	0	0	0	0	0	0
G.O. Bonds	38,745	26,231	4,566	7,948	6,448	1,500	0	0	0	0
Impact Tax	5,067	0	5,067	0	0	0	0	0	0	0
Land Sale	4,339	4,339	0	0	0	0	0	0	0	0
Mass Transit Fund	93	93	0	0	0	0	0	0	0	0
State Aid	14,289	10,299	0	3,990	3,990	0	0	0	0	0
Total	116,957	94,518	9,633	12,806	11,306	1,500	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		116,957
Expenditure / Encumbrances		96,749
Unencumbered Balance		20,208

Date First Appropriation	FY 99
First Cost Estimate	
Current Scope	FY 13 116,957
Last FY's Cost Estimate	109,457

Description

This project replaces the existing 30 year old Silver Spring transit facility with a new 3-story, multi-modal transit center that serves as a vital part of the Silver Spring revitalization initiative. Phase I of this project, completed by the State, relocated the MARC facility near the transit center. In Phase II, the eight acre site will be jointly developed to accommodate a transit center and an urban park. Phase III includes coordinated and integrated transit-oriented private development adjacent to the transit center by WMATA. The transit center consists of a pedestrian friendly complex supporting rail (Metrorail and MARC), bus traffic (Ride On and Metrobus, inter-city and various shuttles), and automobile traffic (taxis and kiss-and-ride). Major features include increasing bus capacity by approximately 50 percent (from 23 bus bays to 32), a 3,500 square foot inter-city bus facility, extensive provisions for safe pedestrian and vehicle movement in a weather protected structure. The project also includes a realignment of Colesville Road, a new traffic light at the transit center entrance, connections to MARC platforms, and enhancement of hiker/biker trails. The design allows sufficient space for the future Purple Line transit system and for an interim hiker/biker trail that will be reconstructed as a permanent hiker/biker trail when the Purple Line transit facility is built in the reserved area. The transit center will be accessible from all sides and on all three levels. The project includes Intelligent Transportation System (ITS) improvements including new signage and infrastructure to accommodate future Automatic Vehicle Locator (AVL) systems, real time bus schedule information, centralized bus dispatch, operational controls, and centralized traffic controls. The project will be constructed in two stages: stage one, started Fall 2006, included road work and relocation of bus stops; stage two is the construction of the new transit center and began Fall 2008.

Estimated Schedule

The project is under construction and has had complications in the installation which has required the County to hire a third party consultant. The findings of the third party consultant will be used to make any needed modifications. It is projected that the facility will be opened in Fall 2013. The Gene Lynch Park and the de-commissioning of the Interim Operations site will occur in FY14 and FY15.

Cost Change

Cost change of \$7,500,000 reflects increases due to site improvements, utilities, and constructions costs as well as significant project delay costs. The County intends to seek reimbursement for those project delay costs to the maximum extent allowed under law.

Justification

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With over 1,250 bus movements per day, the Silver Spring transit center has the highest bus volume in the Washington metro system. The Silver Spring transit center is a major contributor to the vitality of Silver Spring. There are various existing transit modes at this location although they are poorly organized. Patrons are exposed to inclement weather conditions and interconnectivity between various modes of transportation is poor. There is no provision for future growth and future transit modes. The current facility accommodates approximately 57,000 patrons daily, which is expected to increase by 70 percent to 97,000 by year 2024. The project enhancements will be an urban park and connections to hiker/biker trails. The benefits will be improved pedestrian circulation and safety in a covered facility, and reduced pedestrian conflicts with vehicle movements. All associated trails will be enhanced and new signage will be installed. This project will complement the completed facility of the relocated MARC station and the bridge over CSX and Metro track.

Fiscal Note

The full cost of this project has increased to \$119,549,000 - which includes Federal and State aid in the amount of \$2,592,000 for State of Maryland expenses for planning and supervision (that funding is not reflected in the expenditure and funding schedules of the PDF). Based on agreements with WMATA, Montgomery County will ultimately receive a share of land sale or lease proceeds and 50 percent reimbursement for sewer and water line relocations related to anticipated nearby private development. The amount and timing of these payments is not certain or known at this time and has not been included in the funding schedule. If developer contributions are received after this project is closed, they will be allocated to other capital projects. Project budget reflects an FY12 supplemental and transfers from various transportation projects.

Disclosures

A pedestrian impact analysis has been completed for this project.

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.

Coordination

CSX Railroad, Federal Transit Administration, Maryland Transit Administration, State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, WMATA, Department of Transportation, Department of General Services, Department of Technology Services, Silver Spring Regional Services Center, Department of Police, WSSC, PEPCO