

T&E COMMITTEE #1  
October 11, 2012

**MEMORANDUM**

October 9, 2012

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: Glenn Orlin, Deputy Council Staff Director<sup>Go</sup>

SUBJECT: Update—Silver Spring Transit Center project

The Paul Sarbanes Transit Center project replaces the existing 30-year-old transit facility with a new three-story, multi-modal transit center, a pedestrian friendly complex supporting rail (Metrorail and MARC), bus (Metrobus, Ride On, intercity bus and various shuttle bus operations), taxis, and kiss-and-ride drop-offs. The project provides for future Transit Oriented Development opportunities, the Gene Lynch Urban Park, the Metropolitan Branch Trail and the future alignment of the MTA Purple Line. The total cost of the project is \$109,457,000; Federal aid provided 49% of the funding, State aid about 13%, and various County sources have covered the 38% balance. The project description form in the FY11-16 Capital Improvements Program is on ©1-2.

The first phase—the relocation of the MARC station to be adjacent to the Metro station—was completed several years ago. The second (and much larger) phase proceeded to construction in the fall of 2008. By late last year the project was about 90% finished. However, a major problem was reported with the concrete poured on the reinforcing bars (rebars) on the middle and top floors of the transit center.

Department of General Services (DGS) Director David Dise briefed the Committee on this issue on January 30, and he provided an update on April 19. The Committee has requested this further update from Director Dise.

# Silver Spring Transit Center -- No. 509974

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Mass Transit  
General Services  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

April 27, 2012  
No  
None.  
Under Construction

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	20,037	10,164	1,197	8,676	325	6,751	1,600	0	0	0	0
Land	309	161	0	148	56	92	0	0	0	0	0
Site Improvements and Utilities	11,531	129	0	11,402	40	11,362	0	0	0	0	0
Construction	70,295	22,533	13,808	33,954	23,326	6,922	3,706	0	0	0	0
Other	7,285	258	0	7,027	266	6,761	0	0	0	0	0
<b>Total</b>	<b>109,457</b>	<b>33,245</b>	<b>15,005</b>	<b>61,207</b>	<b>24,013</b>	<b>31,888</b>	<b>5,306</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Contributions	868	0	0	868	0	0	868	0	0	0	0
Federal Aid	53,556	24,131	9,903	19,522	5,879	9,583	4,060	0	0	0	0
G.O. Bonds	31,245	3,258	4,417	23,570	17,136	6,356	78	0	0	0	0
Impact Tax	5,067	0	0	5,067	0	5,067	0	0	0	0	0
Land Sale	4,339	3,747	592	0	0	0	0	0	0	0	0
Mass Transit Fund	93	0	93	0	0	0	0	0	0	0	0
State Aid	14,289	2,109	0	12,180	998	10,882	300	0	0	0	0
<b>Total</b>	<b>109,457</b>	<b>33,245</b>	<b>15,005</b>	<b>61,207</b>	<b>24,013</b>	<b>31,888</b>	<b>5,306</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### 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. The estimated completion date of the transit center has been delayed from December 2011 to September 2012. The Gene Lynch Urban Park and decommissioning of the interim operating site (IOS) will be completed in FY13. An FY12 supplemental will be necessary to meet this schedule.

### COST CHANGE

Cost change of \$10,611,000 reflects direct and delay costs resulting from required changes to the project scope. Direct change costs (approximately \$7,400,000) reflect costs related to different soil and utility conditions discovered at the site and scope changes, including unanticipated changes to meet WMATA requirements. The delay costs (approximately \$3,200,000) provide additional funding for nine months of contractor construction management, County and architecture/engineer construction administration, inspections, office rental, Van-Go costs, and maintenance of the Interim Operations Site (IOS). These costs do not include remediation of deficient slabs; these costs shall be borne by the construction contractor.

### JUSTIFICATION

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

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
First Cost Estimate		
Current Scope	FY12	109,457
Last FY's Cost Estimate		95,596
Appropriation Request	FY12	3,250
Supplemental Appropriation Request		8,493
Transfer		2,118
Cumulative Appropriation		95,596
Expenditures / Encumbrances		85,262
Unencumbered Balance		10,334
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

### 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

### MAP

See Map on Next Page

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## Silver Spring Transit Center -- No. 509974 (continued)

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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 \$112,049,000 - 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 reflects transfers from various transportation projects.

### OTHER 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.