

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

July 29, 2008
No
None.
Bids Let

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	12,761	5,549	1,764	5,448	3,034	2,414	0	0	0	0	0
Land	8	8	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	10,083	17	2,136	7,930	4,915	3,015	0	0	0	0	0
Construction	59,835	1,760	738	57,337	33,948	23,389	0	0	0	0	0
Other	8,026	5	3,290	4,731	3,932	799	0	0	0	0	0
Total	90,713	7,339	7,928	75,446	45,829	29,617	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	15,474	0	0	15,474	4,360	11,114	0	0	0	0	0
Federal Aid	49,496	5,871	7,928	35,697	29,975	5,722	0	0	0	0	0
Impact Tax	2,893	0	0	2,893	1,091	1,802	0	0	0	0	0
Land Sale	7,000	0	0	7,000	4,000	3,000	0	0	0	0	0
Mass Transit Fund	93	0	0	93	0	93	0	0	0	0	0
State Aid	15,757	1,468	0	14,289	6,403	7,886	0	0	0	0	0
Total	90,713	7,339	7,928	75,446	45,829	29,617	0	0	0	0	0

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, an urban park and private development. 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). The current design allows coordinated and integrated transit-oriented private development adjacent to the transit center. Major features include increasing bus capacity by approximately 50% (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 will start Fall 2006 and will include road work and relocation of bus stops, stage two will be the construction of the new transit center and will begin Summer 2008.

COST CHANGE

The project increase of \$18,651,000 is due to cost escalation of components such as steel, copper, oil, and concrete.

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 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 is \$93,305,000. Federal aid in the amount of \$2,592,000 for State of Maryland expenses for planning and supervision is not reflected in the expenditure and funding schedules.

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.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY99</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY07</td> <td>72,062</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>73,105</td> </tr> </table>	Date First Appropriation	FY99	(\$000)	First Cost Estimate	FY07	72,062	Current Scope			Last FY's Cost Estimate		73,105	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 Department of Transportation Department of General Services	See Map on Next Page
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