

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

January 13, 2011
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	16,837	10,164	1,197	5,476	2,345	3,131	0	0	0	0	0
Land	309	161	0	148	148	0	0	0	0	0	0
Site Improvements and Utilities	11,531	129	9,552	1,850	1,850	0	0	0	0	0	0
Construction	62,884	22,533	1,364	38,987	32,217	6,770	0	0	0	0	0
Other	7,285	258	4,694	2,333	2,333	0	0	0	0	0	0
Total	98,846	33,245	16,807	48,794	38,893	9,901	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	49,496	24,131	9,903	15,462	15,462	0	0	0	0	0	0
G.O. Bonds	29,127	3,258	4,417	21,452	11,551	9,901	0	0	0	0	0
Impact Tax	1,802	0	1,802	0	0	0	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	13,989	2,109	0	11,880	11,880	0	0	0	0	0	0
Total	98,846	33,245	16,807	48,794	38,893	9,901	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 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 and 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 June 2011 to December 2011. The Gene Lynch Urban Park and decommissioning of the interim operating site (IOS) will be completed in FY12.

COST CHANGE

Cost change of \$3,050,000 resulting from permitting and utility approval delays in relocating major utility lines including WSSC pipes and an existing PEPCO duct bank. In addition, the contractor experienced extreme difficulty with the installation of foundation caissons in rock which added to the delays. The project schedule delay requires an additional six months funding for construction administration, architecture/engineer fees, office rental, Van-Go costs, and maintenance of the Interim Operations Site (IOS). Additional staff were also hired to oversee the project and prevent further cost overruns. Additional cost of \$200,000 due to buildout of Transit Commuter store not previously included.

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.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY99 (\$000)	CSX Railroad	See Map on Next Page
First Cost Estimate	Federal Transit Administration	
Current Scope FY12 98,846	Intersection Improvement Project	
Last FY's Cost Estimate 95,596	Maryland Transit Administration	
Appropriation Request FY12 3,250	State Highway Administration	
Supplemental Appropriation Request 0	Maryland-National Capital Park and Planning Commission	
Transfer 0	Department of Permitting Services	
Cumulative Appropriation 95,596	WMATA	
Expenditures / Encumbrances 85,262	Department of Transportation	
Unencumbered Balance 10,334	Department of General Services	
Partial Closeout Thru FY09 0	Department of Technology Services	
New Partial Closeout FY10 0	Silver Spring Regional Services Center	
Total Partial Closeout 0	Department of Police	
	WSSC	
	PEPCO	

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

FISCAL NOTE

The full cost of this project has increased to \$101,438,000 - 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).

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.

