

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 FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	20,037	11,686	6,751	1,600	1,600	0	0	0	0	0	0
Land	309	217	92	0	0	0	0	0	0	0	0
Site Improvements and Utilities	11,531	169	11,362	0	0	0	0	0	0	0	0
Construction	70,295	59,667	6,922	3,706	3,706	0	0	0	0	0	0
Other	7,285	524	6,761	0	0	0	0	0	0	0	0
Total	109,457	72,263	31,888	5,306	5,306	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	868	0	0	868	868	0	0	0	0	0	0
Federal Aid	53,556	39,913	9,583	4,060	4,060	0	0	0	0	0	0
G.O. Bonds	31,245	24,811	6,356	78	78	0	0	0	0	0	0
Impact Tax	5,067	0	5,067	0	0	0	0	0	0	0	0
Land Sale	4,339	4,339	0	0	0	0	0	0	0	0	0
Mass Transit Fund	93	93	0	0	0	0	0	0	0	0	0
State Aid	14,289	3,107	10,882	300	300	0	0	0	0	0	0
Total	109,457	72,263	31,888	5,306	5,306	0	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 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 (taxi 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	COORDINATION	MAP
Date First Appropriation FY99 (\$000)	CSX Railroad	See Map on Next Page
First Cost Estimate	Federal Transit Administration	
Current Scope FY12 109,457	Maryland Transit Administration	
Last FY's Cost Estimate 98,846	State Highway Administration	
Appropriation Request FY13 0	Maryland-National Capital Park and Planning Commission	
Appropriation Request Est. FY14 0	Department of Permitting Services	
Supplemental Appropriation Request 8,493	WMATA	
Transfer 2,118	Department of Transportation	
Cumulative Appropriation 98,846	Department of General Services	
Expenditures / Encumbrances 78,557	Department of Technology Services	
Unencumbered Balance 20,289	Silver Spring Regional Services Center	
Partial Closeout Thru FY10 0	Department of Police	
New Partial Closeout FY11 0	WSSC	
Total Partial Closeout 0	PEPCO	

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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 budget reflects an FY12 supplemental and 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.

SILVER SPRING TRANSIT CENTER

