Silver Spring Transit Center -- No. 509974

Category	**Transportation**	Date Last Modified	**May 12, 2006**
Agency	**Public Works & Transportation**	Required Adequate Public Facility	**NO**
Planning Area	**Silver Spring**		
Relocation Impact	**None.**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	10,630	2,405	3,468	4,757	2,733	1,293	731	0	0	0	0
Land	8	8	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	16,326	0	0	16,326	7,082	9,082	162	0	0	0	0
Construction	41,291	2	0	41,289	1,798	24,524	14,967	0	0	0	0
Other	4,850	0	0	4,850	1,850	1,000	2,000	0	0	0	0
Total	73,105	2,415	3,468	67,222	13,463	35,899	17,860	0	0	0	0

FUNDING SCHEDULE ($000)

G.O. Bonds	1,716	0	0	1,716	0	0	1,716	0	0	0	0
Federal Aid	52,317	0	0	52,317	10,770	30,967	10,580	0	0	0	0
Impact Tax	2,000	0	0	2,000	0	1,802	198	0	0	0	0
Land Sale	3,000	0	0	3,000	0	0	3,000	0	0	0	0
Mass Transit Fund	93	0	0	93	0	0	93	0	0	0	0
State Aid	13,979	2,415	3,468	8,096	2,693	3,130	2,273	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT ($000)

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 approximately 34), 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 bi-county transit system and for an interim hiker/biker trail that will be reconstructed as a permanent hiker/biker trail when the bi-county 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 2007.

Service Area

Silver Spring

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 weather 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. The project will connect to completed phase I MARC project (relocation of two platforms, ADA improvements) and will include a permanent facility for MARC.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to scope change and cost escalation. Expenditures and funding previously included in the Silver Spring Transit Center ITS Component project.

STATUS

Design stage. The project schedule is adjusted to conform with current implementation expectations. Preliminary design is expected to be complete by Spring 2006.

FISCAL NOTE

Land sale proceeds are estimated.

APPROPRIATION AND EXPENDITURE DATA

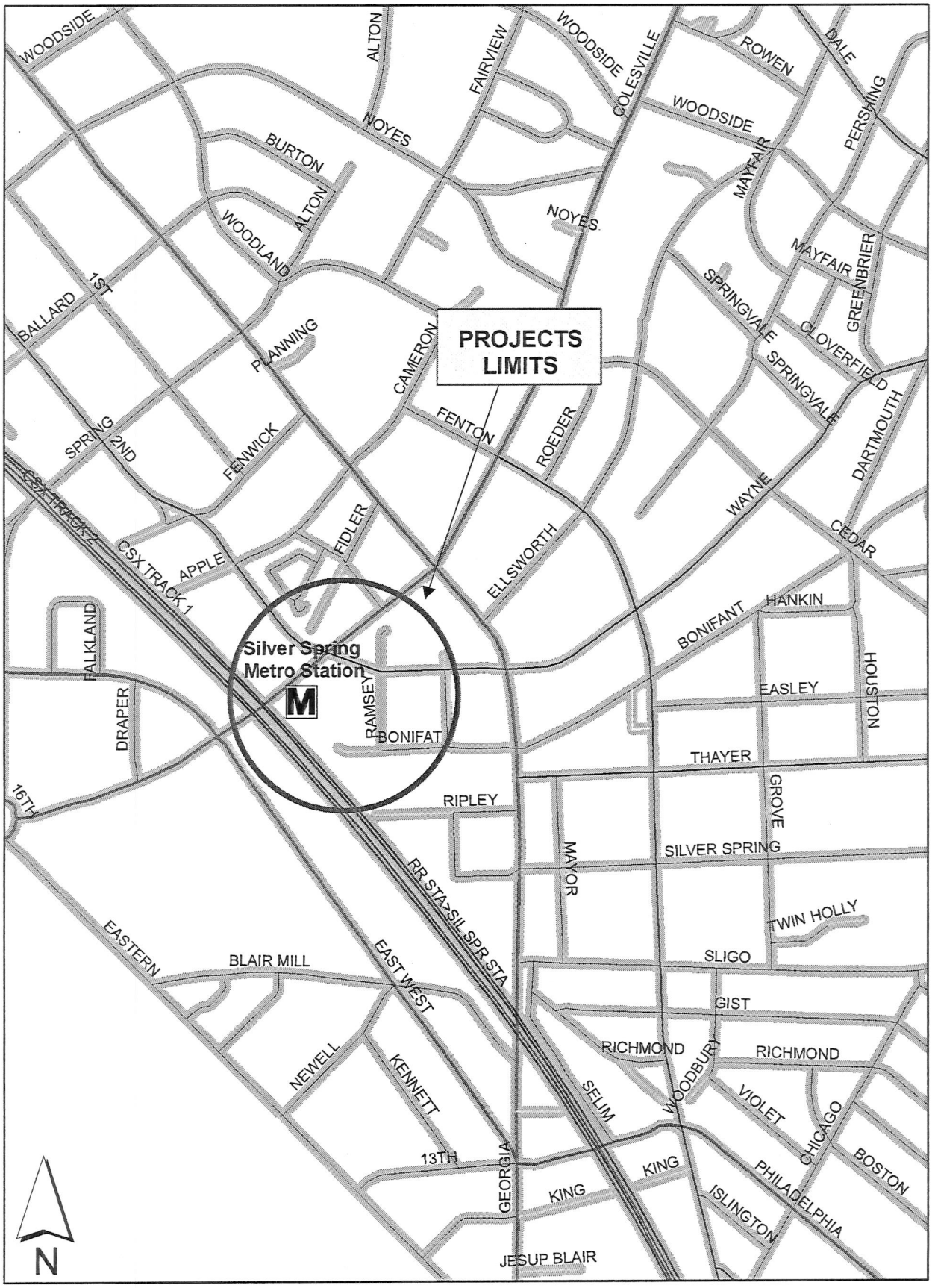
Date First Appropriation	FY99	($000)
Initial Cost Estimate		35,000
First Cost Estimate Current Scope	FY07	73,105
Last FY's Cost Estimate		39,883
Present Cost Estimate		73,105
Appropriation Request	FY07	62,198
Appropriation Request Est.	FY08	2,293
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		5,883
Expenditures/ Encumbrances		5,090
Unencumbered Balance		793
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

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

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.

MAP

See Map on Next Page

SILVER SPRING TRANSIT CENTER