

Resolution No.: 17-712  
 Introduced: January 29, 2013  
 Adopted: April 2, 2013

**COUNTY COUNCIL  
 FOR MONTGOMERY COUNTY, MARYLAND**

By: Council President at the Request of the County Executive

**SUBJECT:** Amendment to the FY13-18 Capital Improvements Program and Supplemental Appropriation #17-S13-CMCG-9 to the FY13 Capital Budget Montgomery County Government Department of General Services Silver Spring Transit Center (No. 509974), \$7,500,000

**Background**

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Silver Spring Transit Center	509974	PDS	\$3,534,000	GO Bonds
		<u>Construction</u>	<u>\$3,966,000</u>	
		TOTAL	\$7,500,000	

4. This supplemental appropriation is needed due to cost increases related to site improvements, utilities, and construction costs as well as significant project delay costs. The County intends to seek reimbursement for those project delay costs to the maximum extent allowed under law. The recommended amendment is consistent with the criteria for amending the CIP.
5. The County Executive recommends an amendment to the FY13-18 Capital Improvements Program and a supplemental appropriation in the amount of \$7,500,000 for Silver Spring Transit Center (No. 509974), and specifies that the source of funds will be GO Bonds.
6. Notice of public hearing was given and a public hearing was held on February 12, 2013.

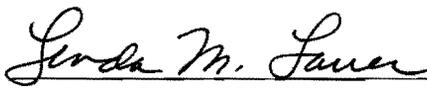
**Action**

The County Council for Montgomery County, Maryland, approves the following action:

The FY13-18 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
Silver Spring Transit Center	509974	PDS	\$3,534,000	GO Bonds
		<u>Construction</u>	<u>\$3,966,000</u>	
		TOTAL	\$7,500,000	

This is a correct copy of Council action.

  
 Linda M. Lauer, Clerk of the Council

## Silver Spring Transit Center (P509974)

Category	Transportation	Date Last Modified	1/9/13
Sub Category	Mass Transit	Required Adequate Public Facility	No
Administering Agency	General Services (AAGE29)	Relocation Impact	None
Planning Area	Silver Spring	Status	Under Construction

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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## EXPENDITURE SCHEDULE (\$000s)

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
Planning, Design and Supervision	23,571	13,558	4,879	5,134	4,934	200	0	0	0	0	0
Land	309	275	34	0	0	0	0	0	0	0	0
Site Improvements and Utilities	11,531	217	11,314	0	0	0	0	0	0	0	0
Construction	74,261	79,843	-13,254	7,672	6,372	1,300	0	0	0	0	0
Other	7,285	625	6,660	0	0	0	0	0	0	0	0
<b>Total</b>	<b>116,957</b>	<b>94,518</b>	<b>9,633</b>	<b>12,806</b>	<b>11,306</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000s)

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
Contributions	868	0	0	868	868	0	0	0	0	0	0
Federal Aid	53,556	53,556	0	0	0	0	0	0	0	0	0
G.O. Bonds	38,745	26,231	4,566	7,948	6,448	1,500	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	10,299	0	3,990	3,990	0	0	0	0	0	0
<b>Total</b>	<b>116,957</b>	<b>94,518</b>	<b>9,633</b>	<b>12,806</b>	<b>11,306</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request	7,500	0
Transfer		0
Cumulative Appropriation		109,457
Expenditure / Encumbrances		96,749
Unencumbered Balance		12,708

Date First Appropriation	FY 99	
First Cost Estimate		
Current Scope	FY 12	109,457
Last FY's Cost Estimate		109,457

## 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 and has had complications in the installation which has required the County to hire a third party consultant. The findings of the third party consultant will be used to make any needed modifications. It is projected that the facility will be opened in Fall 2013. The Gene Lynch Park and the de-commissioning of the Interim Operations site will occur in FY14 and FY15.

## Cost Change

Cost change of \$7,500,000 reflects increases due to site improvements, utilities, and constructions costs as well as significant project delay costs. The County intends to seek reimbursement for those project delay costs to the maximum extent allowed under law.

## Justification

## Silver Spring Transit Center (P509974)

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 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.

### **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.

### **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