



Silver Spring Transit Center

(P509974)

Category	Transportation	Date Last Modified	01/07/20
SubCategory	Mass Transit (MCG)	Administering Agency	General Services
Planning Area	Silver Spring and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	20,448	19,398	1,050	-	-	-	-	-	-	-	-
Land	600	600	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	359	342	17	-	-	-	-	-	-	-	-
Construction	100,293	98,831	1,462	-	-	-	-	-	-	-	-
Other	27,391	27,391	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	149,091	146,562	2,529	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	868	-	868	-	-	-	-	-	-	-	-
Current Revenue: General	1,600	-	1,600	-	-	-	-	-	-	-	-
Current Revenue: Mass Transit	93	93	-	-	-	-	-	-	-	-	-
Federal Aid	53,556	53,556	-	-	-	-	-	-	-	-	-
G.O. Bonds	61,266	61,205	61	-	-	-	-	-	-	-	-
Impact Tax	2,203	2,203	-	-	-	-	-	-	-	-	-
Land Sale	4,339	4,339	-	-	-	-	-	-	-	-	-
PAYGO	10,072	10,072	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	4,180	4,180	-	-	-	-	-	-	-	-	-
State Aid	10,914	10,914	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	149,091	146,562	2,529	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY99
Appropriation FY 22 Request	-	Last FY's Cost Estimate	149,091
Cumulative Appropriation	149,091		
Expenditure / Encumbrances	146,733		
Unencumbered Balance	2,358		

PROJECT 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 Silver Spring Transit Center opened in September 2015. The Gene Lynch Park will be constructed in 2018.

PROJECT 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.

OTHER

In FY14, the project received transfers totaling \$504,000 from the following projects: P500900, P500920, P501001, P500723, P509928. In FY15, the project received transfers totaling \$4,535,000 from the following projects: P500101, P500311, P500401, P500516, P500724, P509321. In FY17, the project received transfers totaling \$2,370,000 from the following projects: P500401, P509976, P500724, P501115. In FY18, \$2M in GO Bond appropriation transferred from the Bridge Design project.

FISCAL NOTE

The project 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.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement 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