



# White Oak Local Area Transportation Improvement Program

(P501540)

Category	Transportation	Date Last Modified	06/15/20
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,356	199	1	1,156	100	-	528	528	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>1,356</b>	<b>199</b>	<b>1</b>	<b>1,156</b>	<b>100</b>	<b>-</b>	<b>528</b>	<b>528</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: General	200	199	1	-	-	-	-	-	-	-	-
Local Area Transportation Impr Program (LATIP)	1,156	-	-	1,156	100	-	528	528	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>1,356</b>	<b>199</b>	<b>1</b>	<b>1,156</b>	<b>100</b>	<b>-</b>	<b>528</b>	<b>528</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	300	Last FY's Cost Estimate	1,356
Expenditure / Encumbrances	200		
Unencumbered Balance	100		

## PROJECT DESCRIPTION

This project provides for the design and construction of facilities included in the Local Area Transportation Improvement Program (LATIP). The LATIP includes a variety of roadway, bikeway, pedestrian, and transit projects within the White Oak policy area, in addition to recurring cost updates and program reanalysis. The timing of implementation of the different elements will be coordinated in the future with specific proposed subdivision activity and the communities adjacent to and affected by the new development. The LATIP provides a funding source in the form of a per-trip fee levied upon new development within the policy area.

## LOCATION

White Oak Planning Area.

## ESTIMATED SCHEDULE

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The LATIP is anticipated to last through the lifetime of the associated master plan (2040). Schedule is dependent on the rate at which LATIP fees are collected, as well as the rate at which forward funding is provided to advance projects.

## COST CHANGE

Cost increase due to the need to evaluate additional developer proposed improvements.

## PROJECT JUSTIFICATION

The 2014 White Oak Science Gateway Master Plan called for the development of one or more options that could fund the full buildout of the Plan's transportation infrastructure within the 24 months following adoption of the Plan. This project will fund the activities necessary to to comply with the Council's Resolution. Additionally, a new proposal for Local Area Transportation Review (LATR) has been introduced at Council; this study will identify the necessary local intersection improvements needed, conceptual solutions, and preliminary cost estimates for those improvements, as well as the cost associated with independent sidewalks, bikeways, and the provision of bus service in the area. These studies provide the basis for future strategies to fund detailed engineering design and construction costs.

## DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

## COORDINATION

Maryland State Highway Administration (MSHA), Maryland Mass Transit Administration (MTA), and Maryland National-Capital Park and Planning Commission.