



White Oak Local Area Transportation Improvement Program

(P501540)

Category	Transportation	Date Last Modified	01/12/26
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Colesville-White Oak and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	350	201	149	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	350	201	149	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Current Revenue: General	200	199	1	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	150	2	148	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	350	201	149	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY16
Appropriation FY 28 Request	-	Last FY's Cost Estimate	101,550
Cumulative Appropriation	350		
Expenditure / Encumbrances	201		
Unencumbered Balance	149		

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

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 the programming of funds to advance projects.

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. The 2016 Subdivision Staging Policy and the 2020 Growth and Infrastructure Policy have since reaffirmed this approach Countywide via the structurally similar Unified Mobility Programs (UMPs). These studies provide the basis for future strategies to fund detailed engineering design and construction costs.

FISCAL NOTE

The revenue schedule is based on current estimates of when these revenues are expected, which is dependent on new development. The cost estimates provided here reflect the currently approved 2017 LATIP. Future updates to the program are expected to increase costs and the associated fee to reflect inflation and changes in master planned infrastructure needs. These updates will increase the revenues expected from new development as well as expenditures throughout the 2040 lifetime of the program.

DISCLOSURES

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

COORDINATION

Maryland State Highway Administration, Maryland Mass Transit Administration, Maryland National-Capital Park and Planning Commission