



*Montgomery County Department of Transportation*

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# White Oak Science Gateway – LATIP Fee

Regional Public Transportation Subcommittee

March 28, 2017

# LATIP Fee Overview

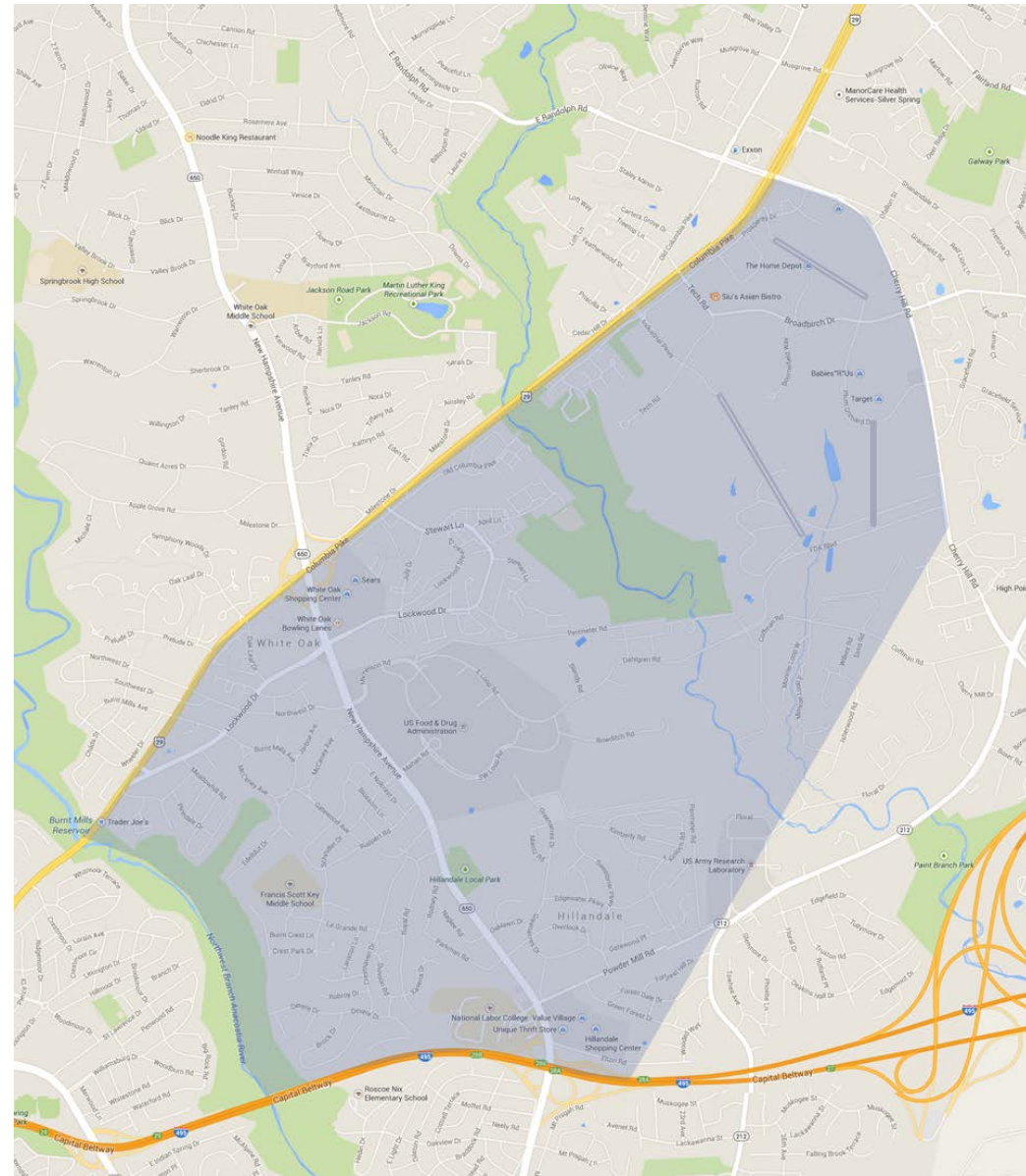
- A fee paid for each PM peak hour vehicle-trip
- Initially conceived as a method to fund intersection projects
- Analysis recognized importance of non-auto treatments
- Approved as a fee covering a breadth of projects across various modes

JULY 2014  
**White Oak Science Gateway Master Plan**  
 APPROVED AND ADOPTED



# Master Plan

- Provides for additional growth:
  - 10,000,000 SF additional commercial
  - 8,000 additional residential dwelling units
  - 30,000 additional jobs
  - Improved jobs/housing balance
- Master Plan recommended NADMS:
  - 14% Existing NADMS
  - 25% NADMS new Res+Com devel
  - 30% NADMS Life Sci / Village Ctr
- Requires new infrastructure:
  - Interchanges
  - Intersection Treatments
  - Road Widening
  - New Ped/Bike Facilities
  - New Transit Services
  - Improved Transit Services



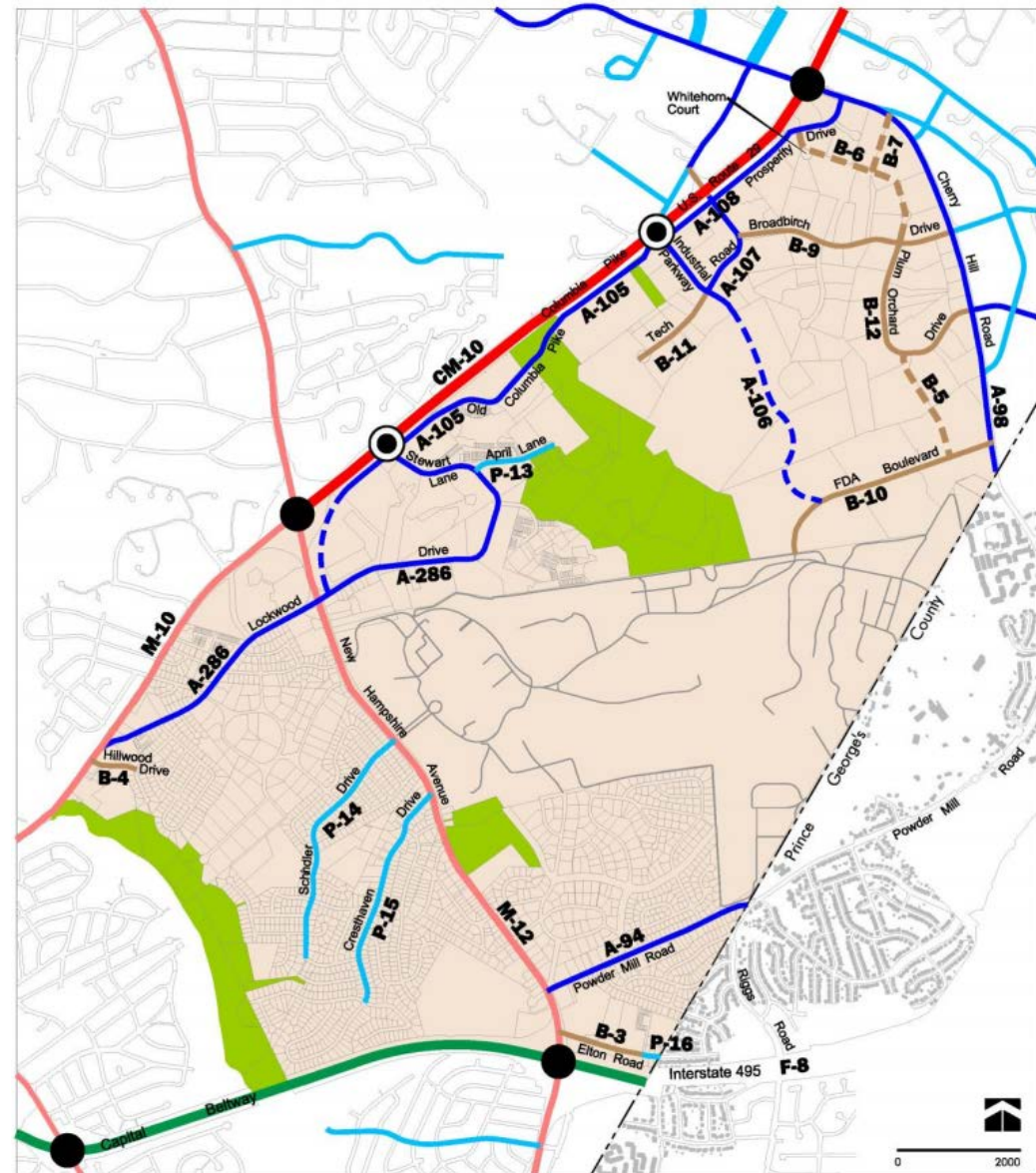
# Master Plan

## ■ Interchanges:

- Stewart Lane
- Tech Road / Industrial Parkway

## ■ New Roads:

- **A-105** Old Columbia Pike Extended
- **A-106** Industrial Pkwy Extended
- **B-5** Plum Orchard / FDA Blvd Connector
- **B-6** Plum Orchard Extended
- **B-7** Cherry Hill / Plum Orchard Connector



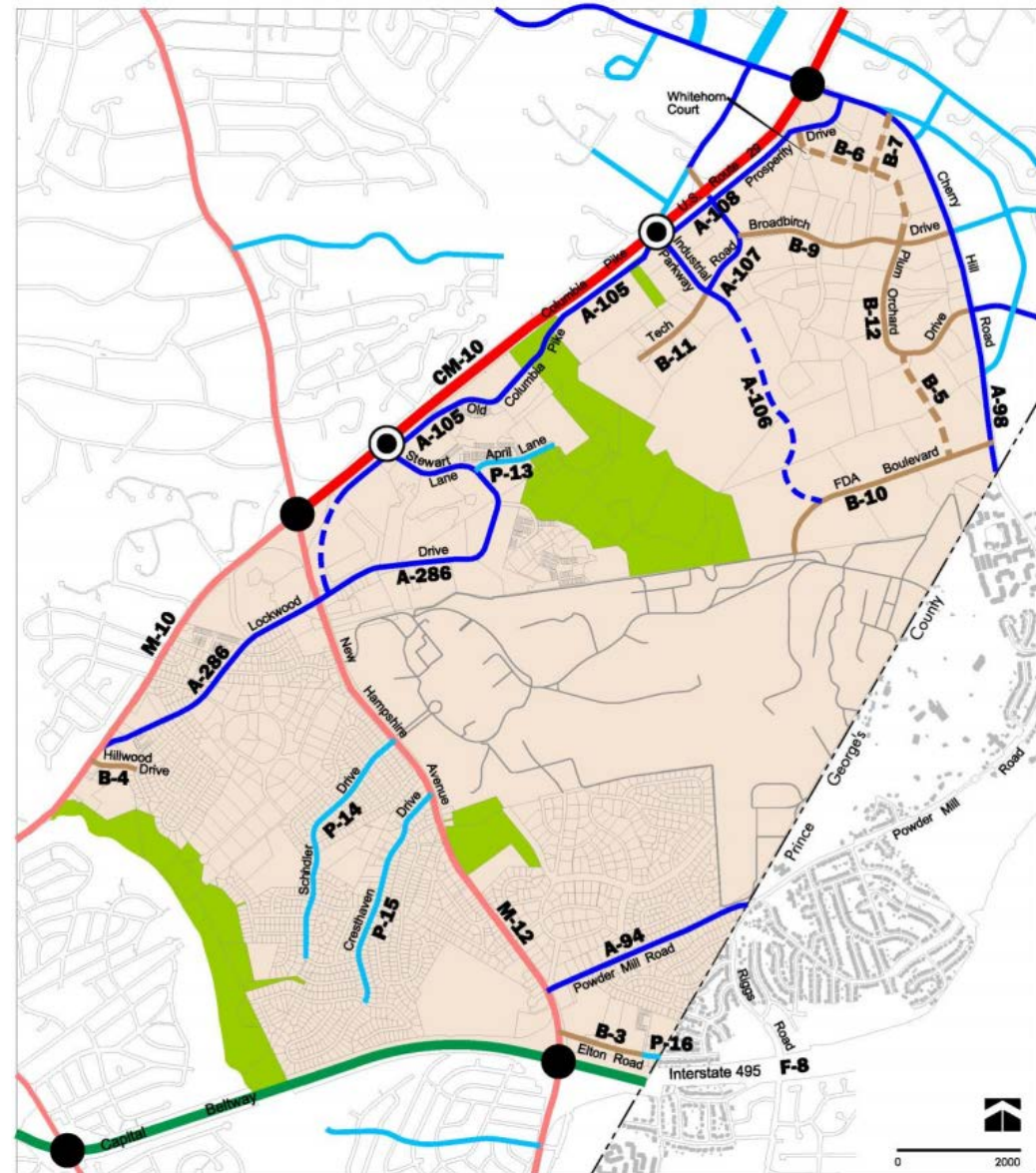
# Master Plan

## ■ Road Widening:

- **CM-10** US 29 over MD 650
- **M-12** MD 650 under US 29
- **A-105** Old Columbia Pike & Bridge
- **P-16** Elton Rd
- **B-9** Broadbirch Dr
- **B-10** FDA Blvd
- **B-11** Tech Rd
- (all would include accompanying bike facilities)

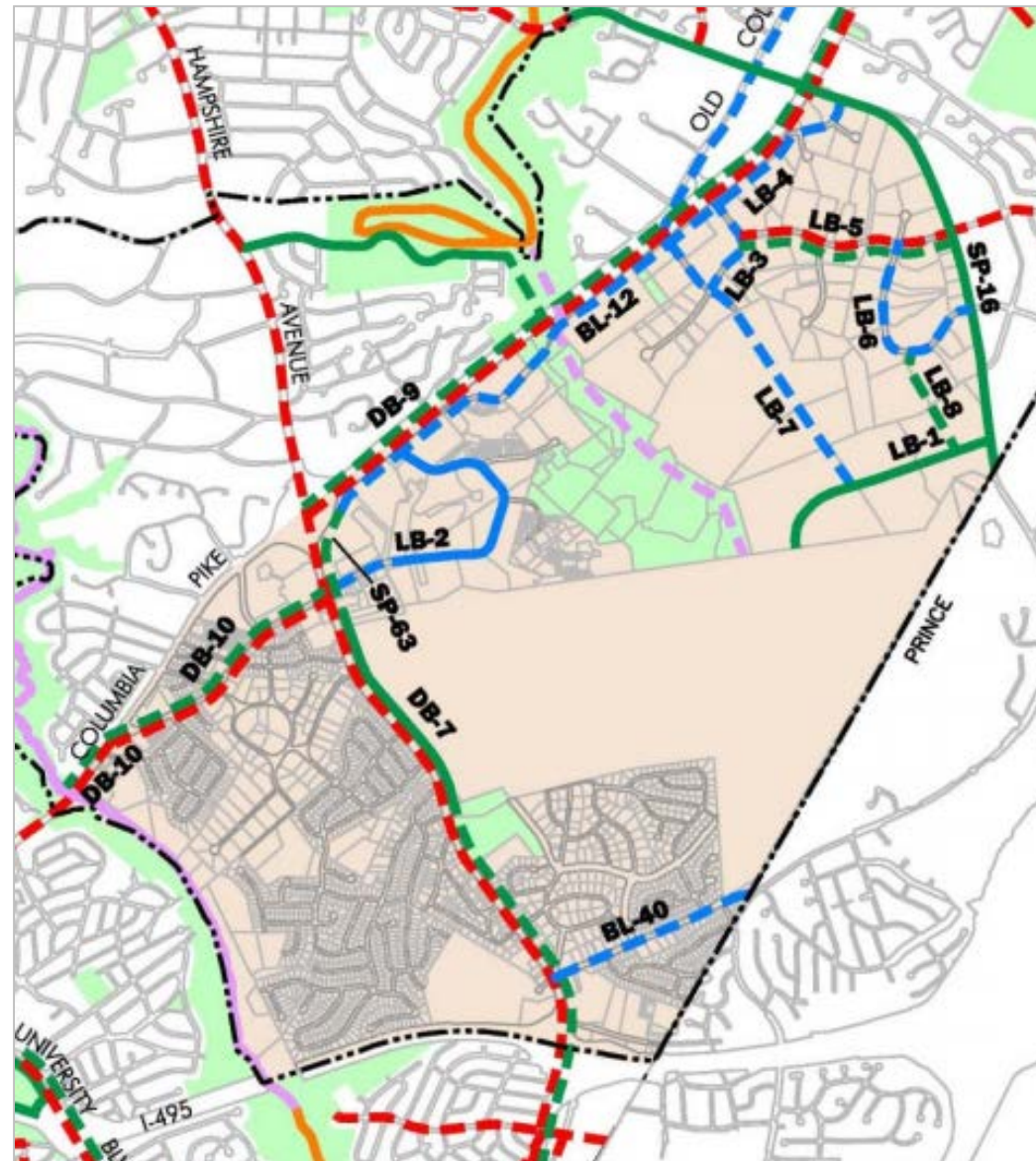
## ■ Road Narrowing:

- **B-3** Elton Rd



# Master Plan

- Shared Use Paths: [green]
  - DB-7 MD 650 (New Hampshire Ave)
  - DB-10 US 29 (Columbia Pike)
  - DB-10 Lockwood Dr
  
- Bike Lanes: [blue]
  - LB-3 Tech Rd
  - LB-4 Prosperity Dr
  - LB-7 Industrial Pkwy
  - BL-40 Powder Mill Rd



# Master Plan

## ▪ BRT:

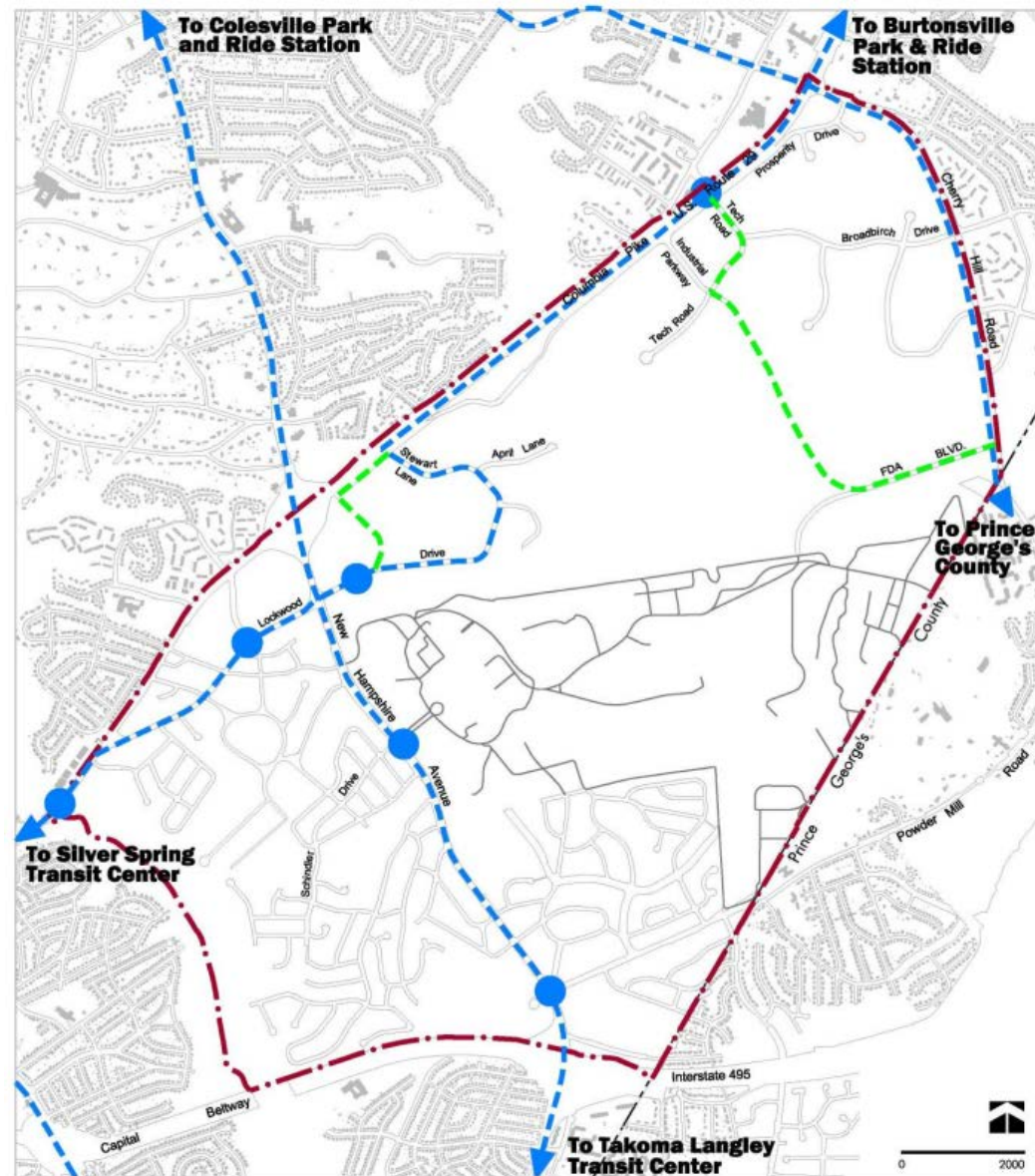
- US 29
- MD 650
- Randolph Rd

## ▪ Ride-On:

- **10** Twinbrook - Hillandale
- **21** Silver Spring - Briggs Chaney
- **22** Silver Spring - Hillandale
- **New Route** Silver Spring - Riderwood

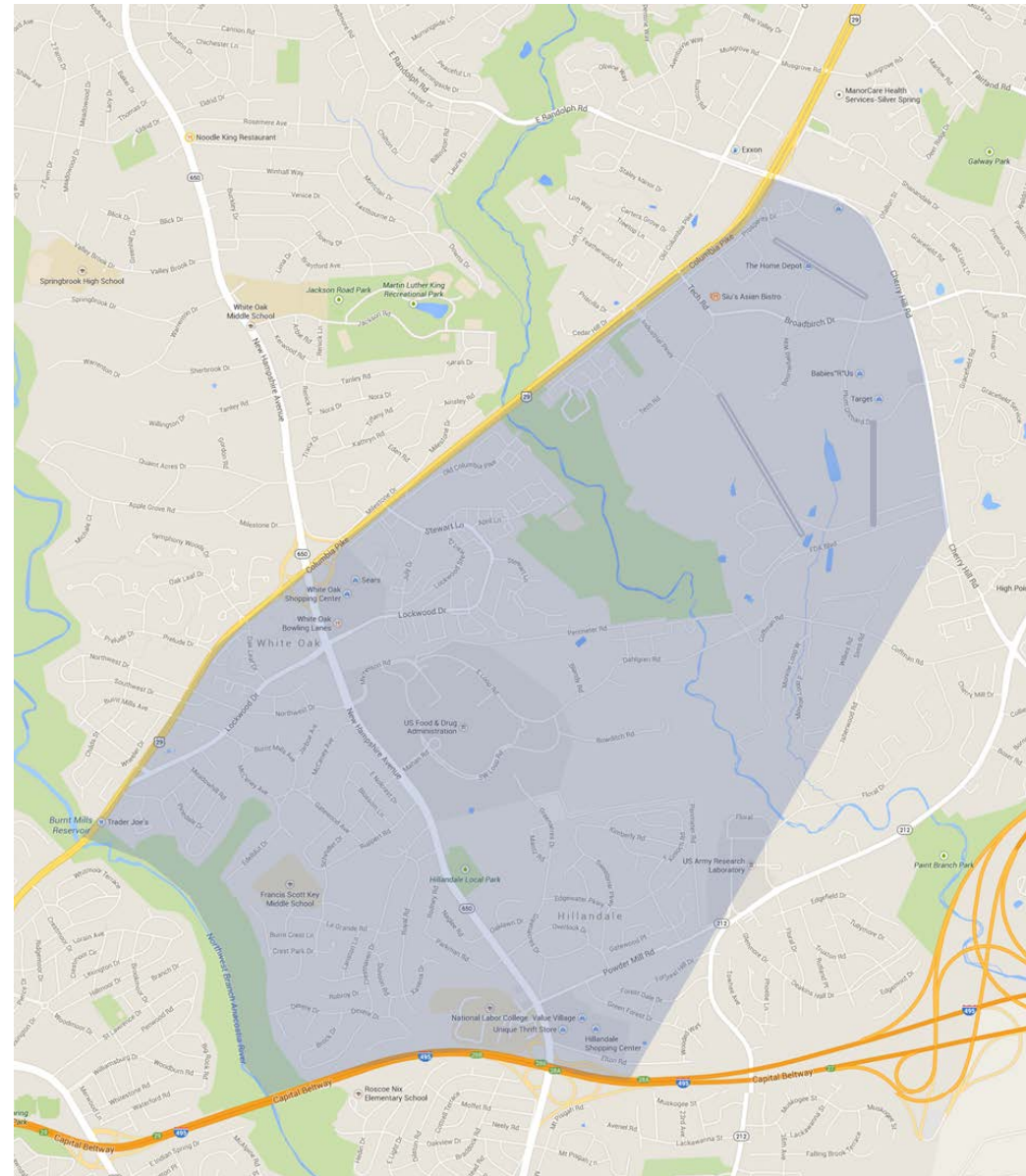
## ▪ Miscellaneous:

- Circulator
- Adventist Transit Center
- Hillandale Transit Center
- Bikeshare
- Transportation Management District



# Master Plan

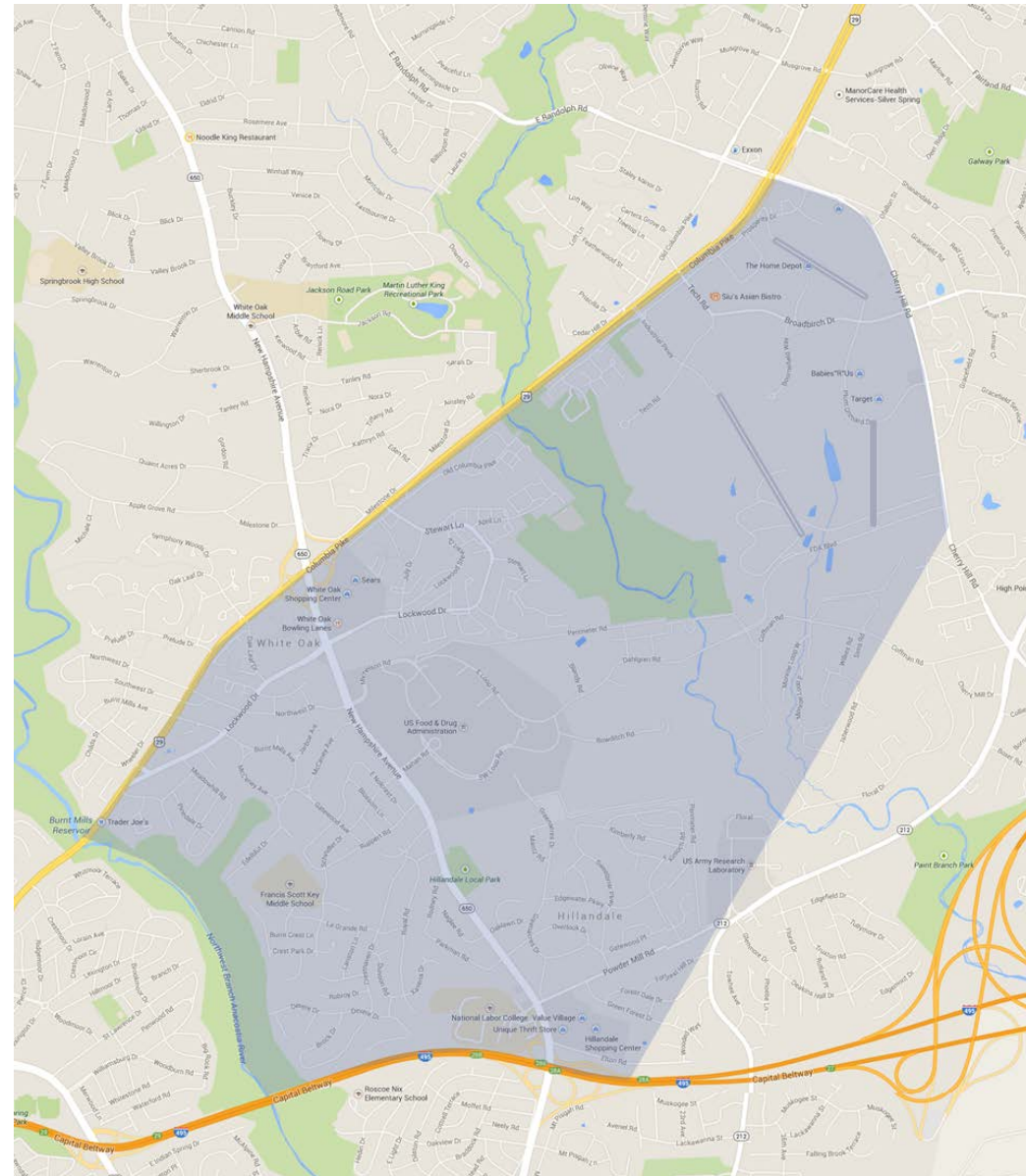
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  - **Intersection Treatments**
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# Purpose

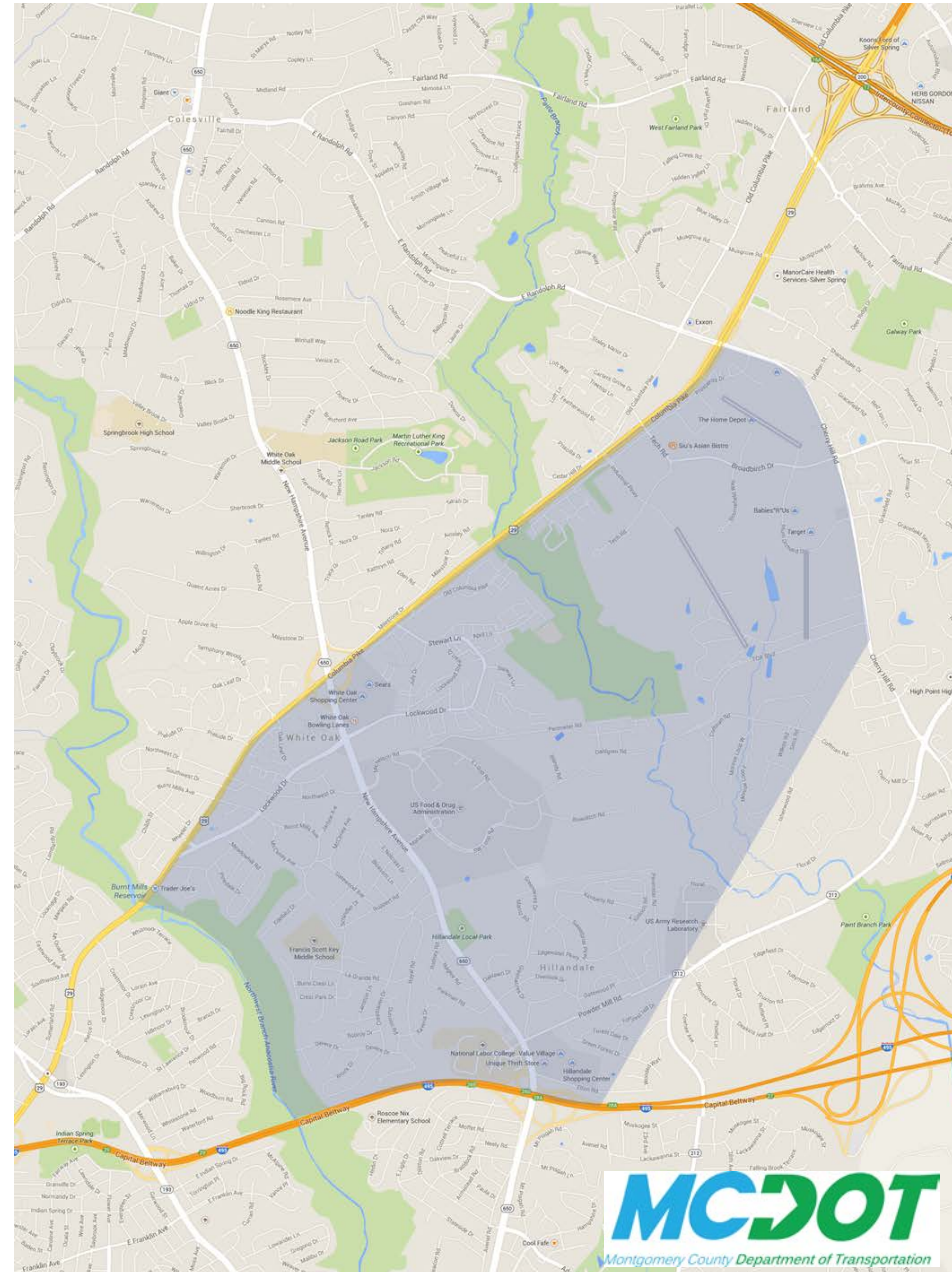
- **Typical LATR** (*Local Area Transp Review*)
  - Intersection-by-intersection analysis done individually by each development
  - Developer must mitigate any failing conditions

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- **Criticisms**
  - Earliest developers get available capacity for free; later developers tend to pay more.
  - Spot-by-spot treatments with no cohesiveness, little coordination, unreliable scheduling.
  - Many traffic studies do not prompt any mitigation; resources could be better allocated

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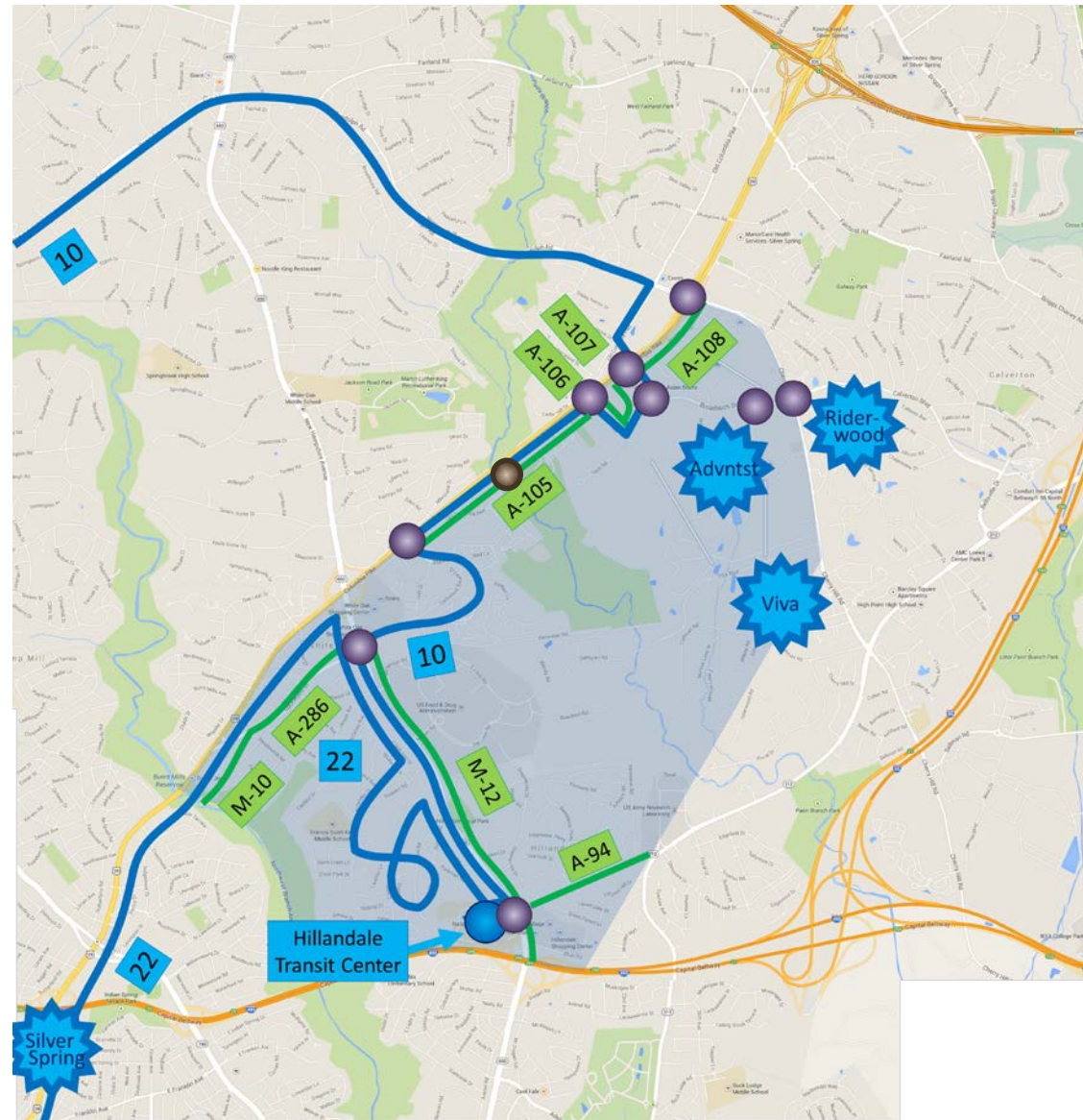
- **LATIP Fee** (*Local Area Transp Improvement Program*)
  - Intersection-by-intersection analysis done comprehensively by the County
  - Developers expected to pay pro-rata fees into the White Oak CIP based on trips generated.



# Purpose

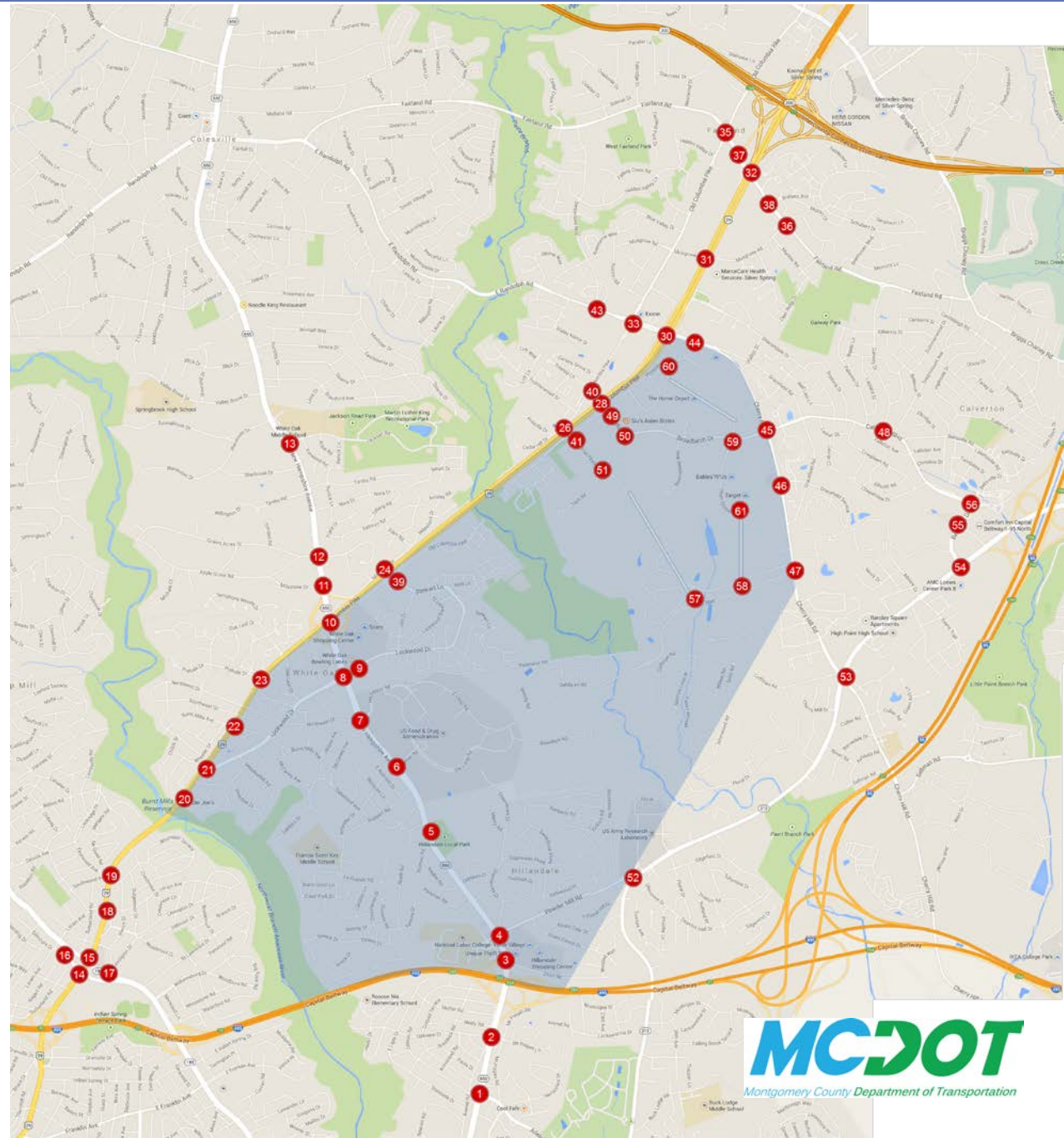
$$\text{LATIP Fee} = \frac{\$ \text{ infrastructure } \$}{\# \text{ of trips}}$$

- We know the denominator from the Master Plan
- We need to find the numerator



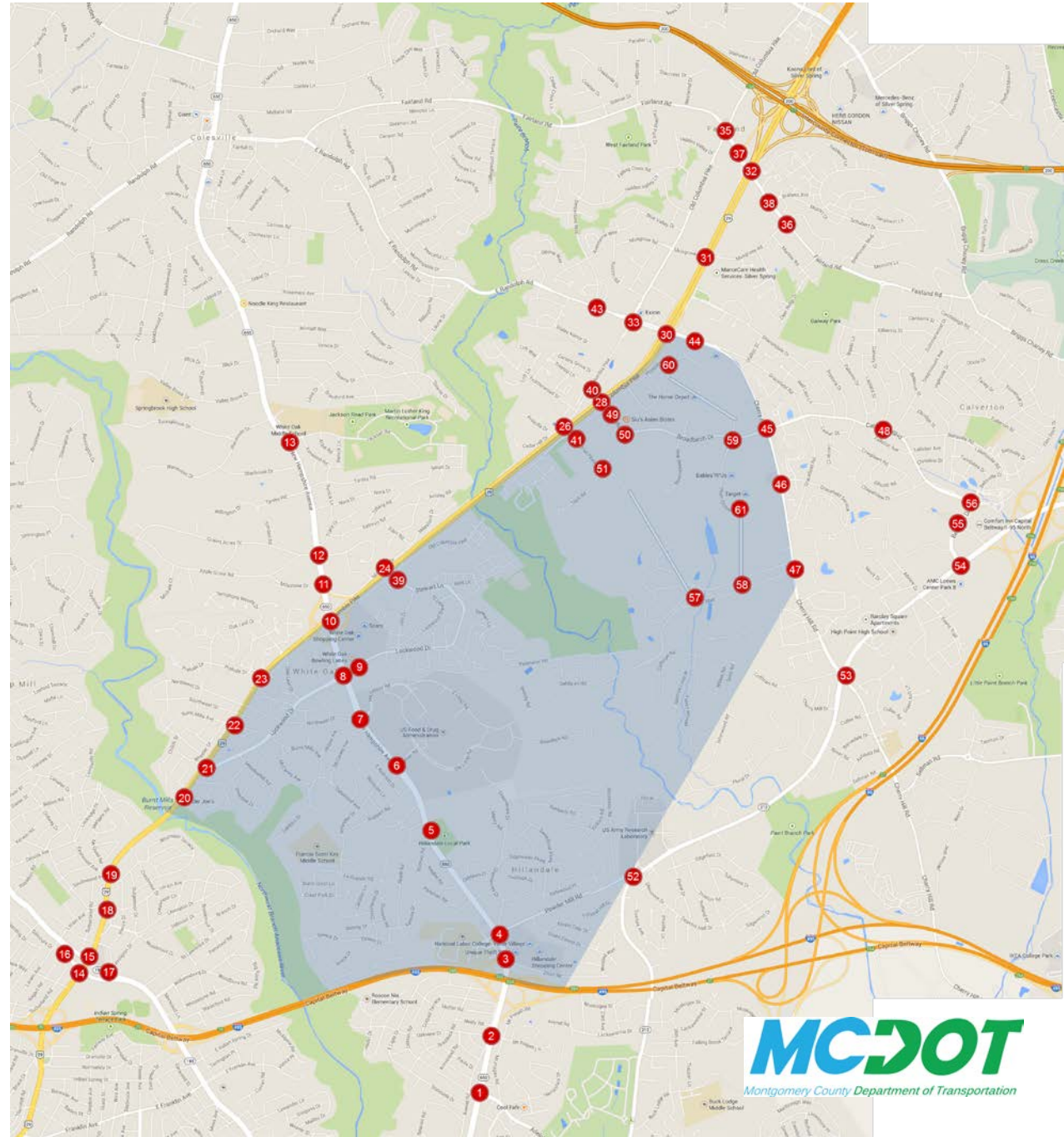
# Methodology

- 61 intersections studied
- Includes areas outside policy area & in Prince George's
- Includes identifying potential interim treatments in lieu of interchanges



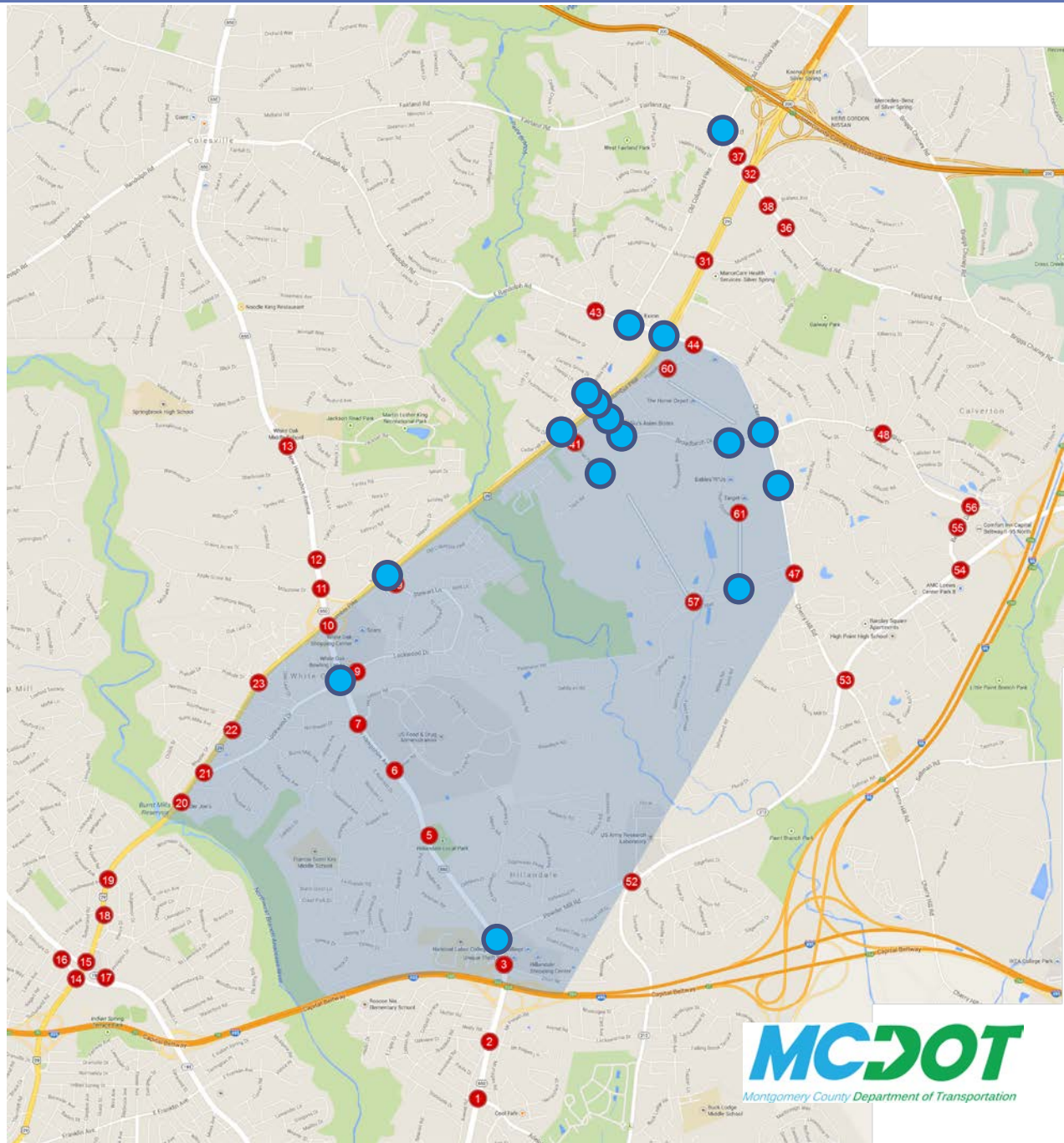
# Methodology

- Travel demand model
- Identify intersection needs
- Estimate costs to address identified needs
- Total the costs to calculate the pro-rata fee (the numerator)



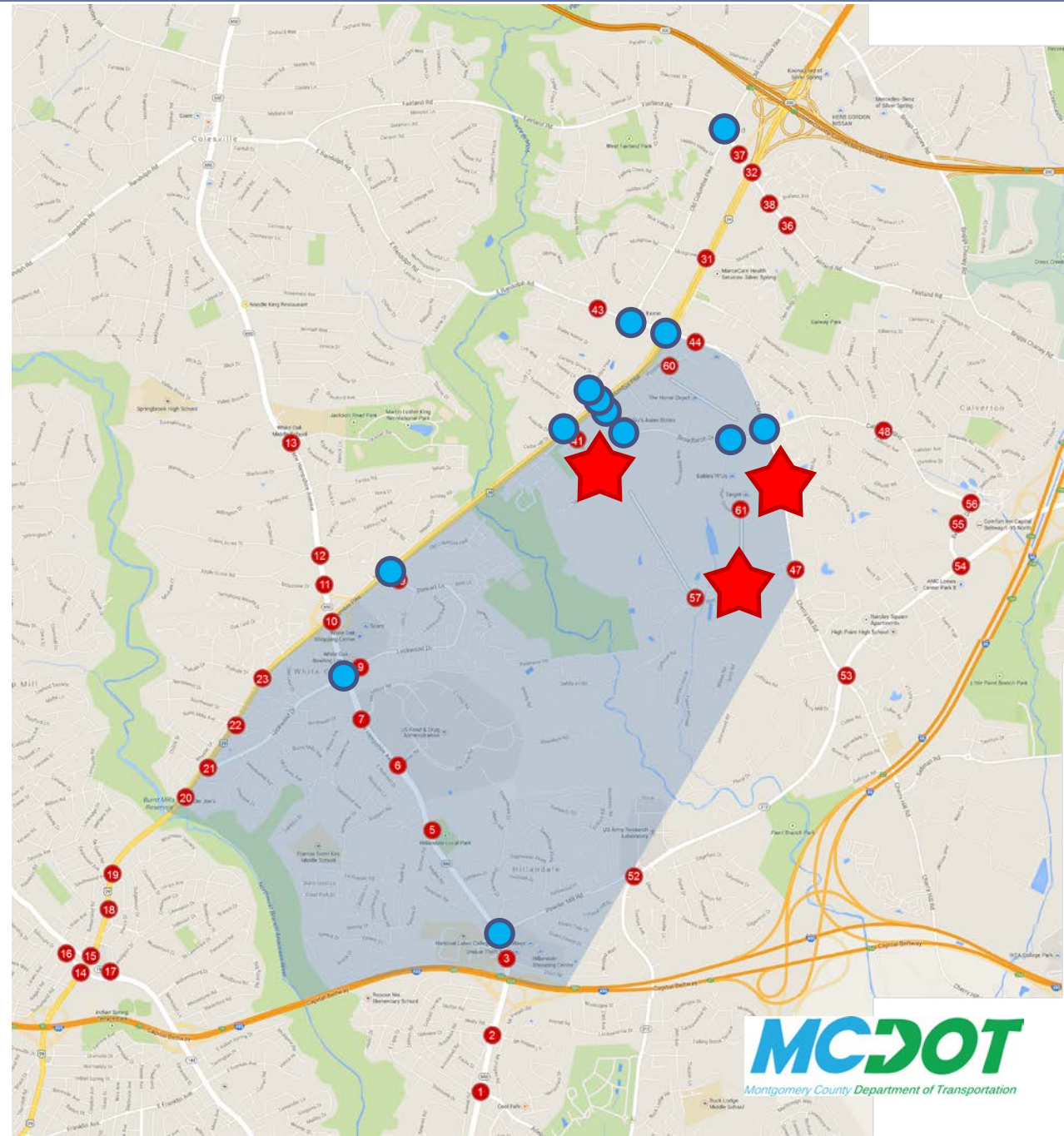
# Findings

- 16 intersections with identified needs



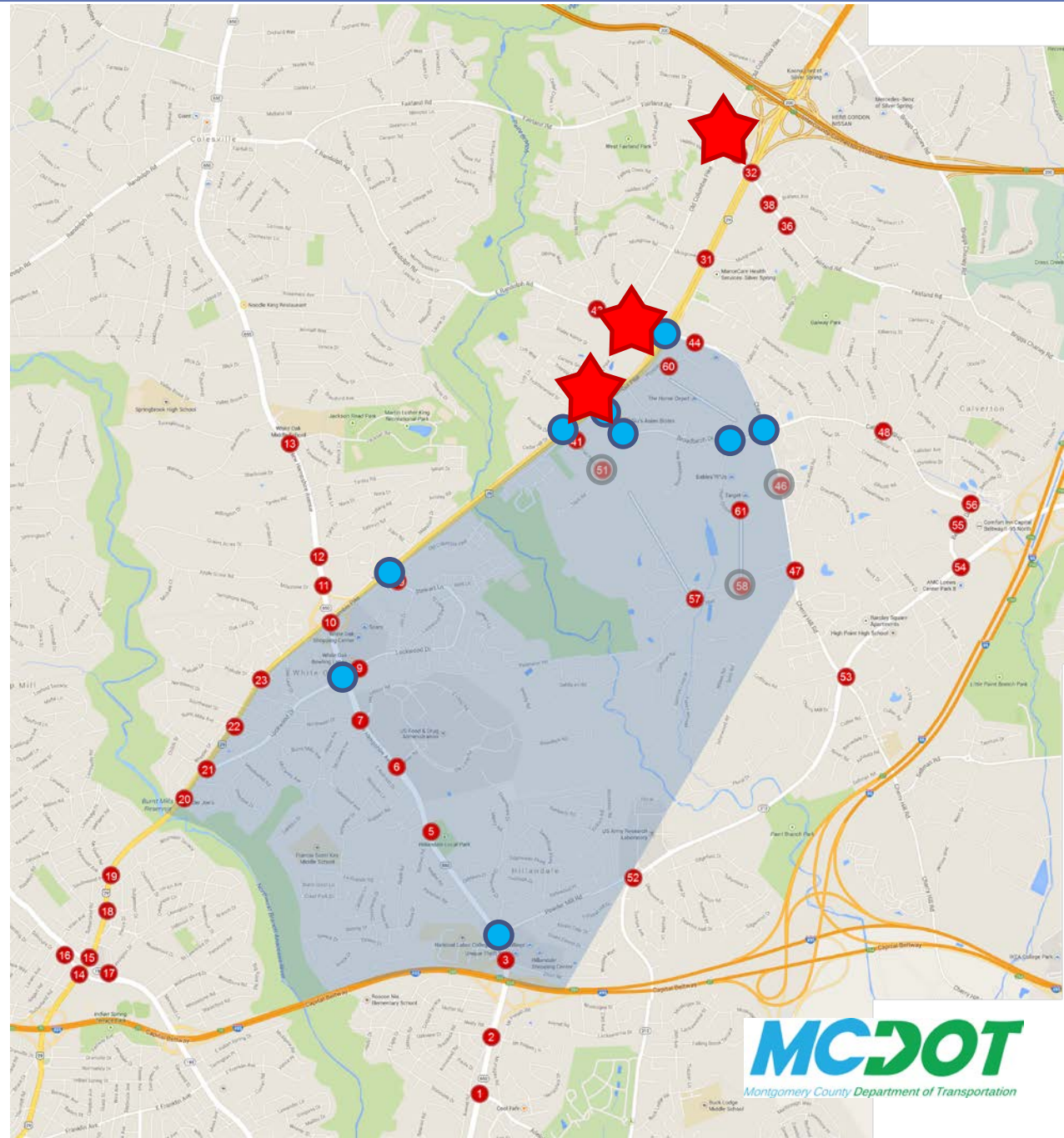
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- 16 intersections with identified needs
- 3 locations to be addressed by specific developments



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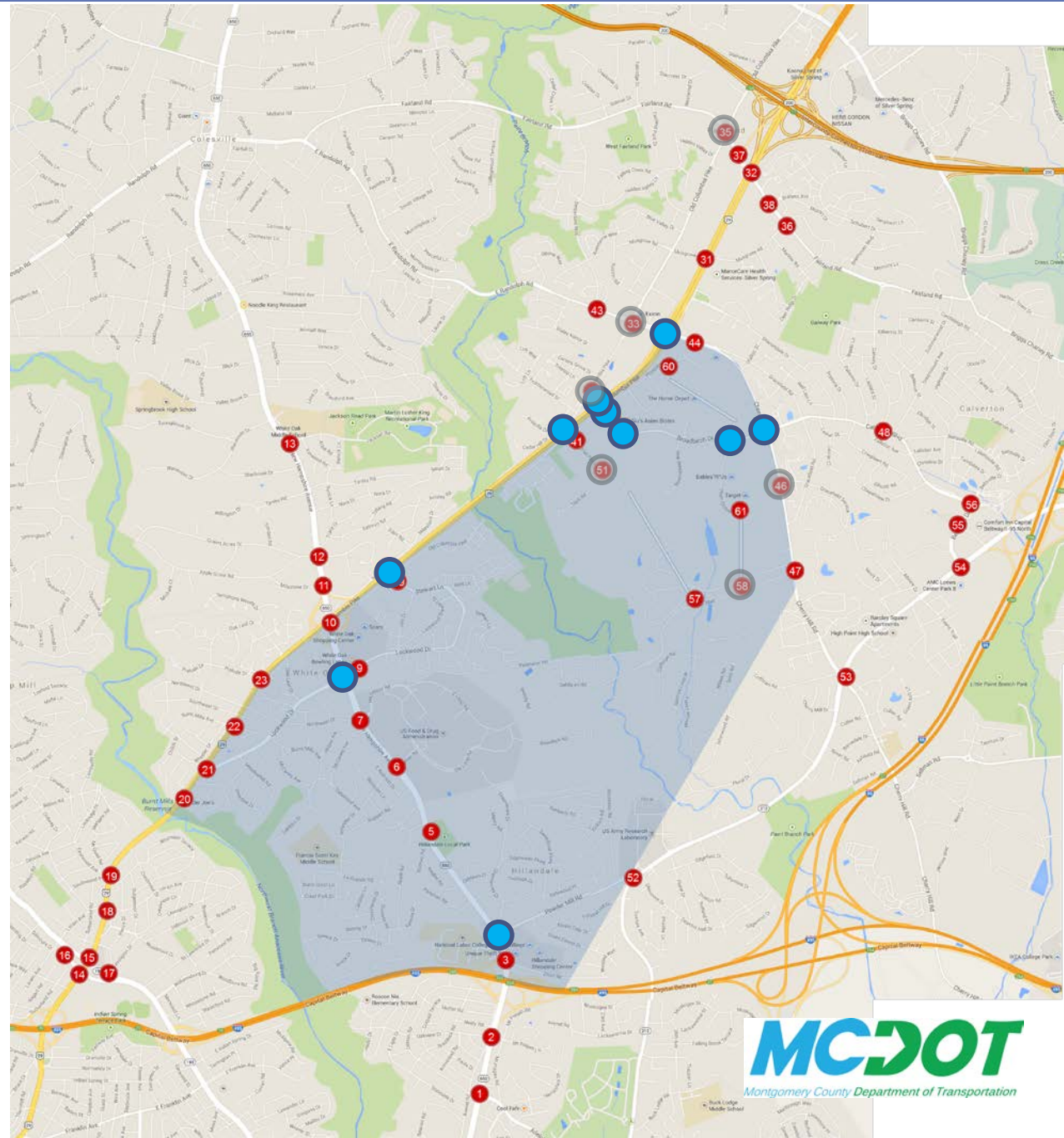
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- 3 locations to be addressed by specific developments
- 3 locations are outside of the policy area





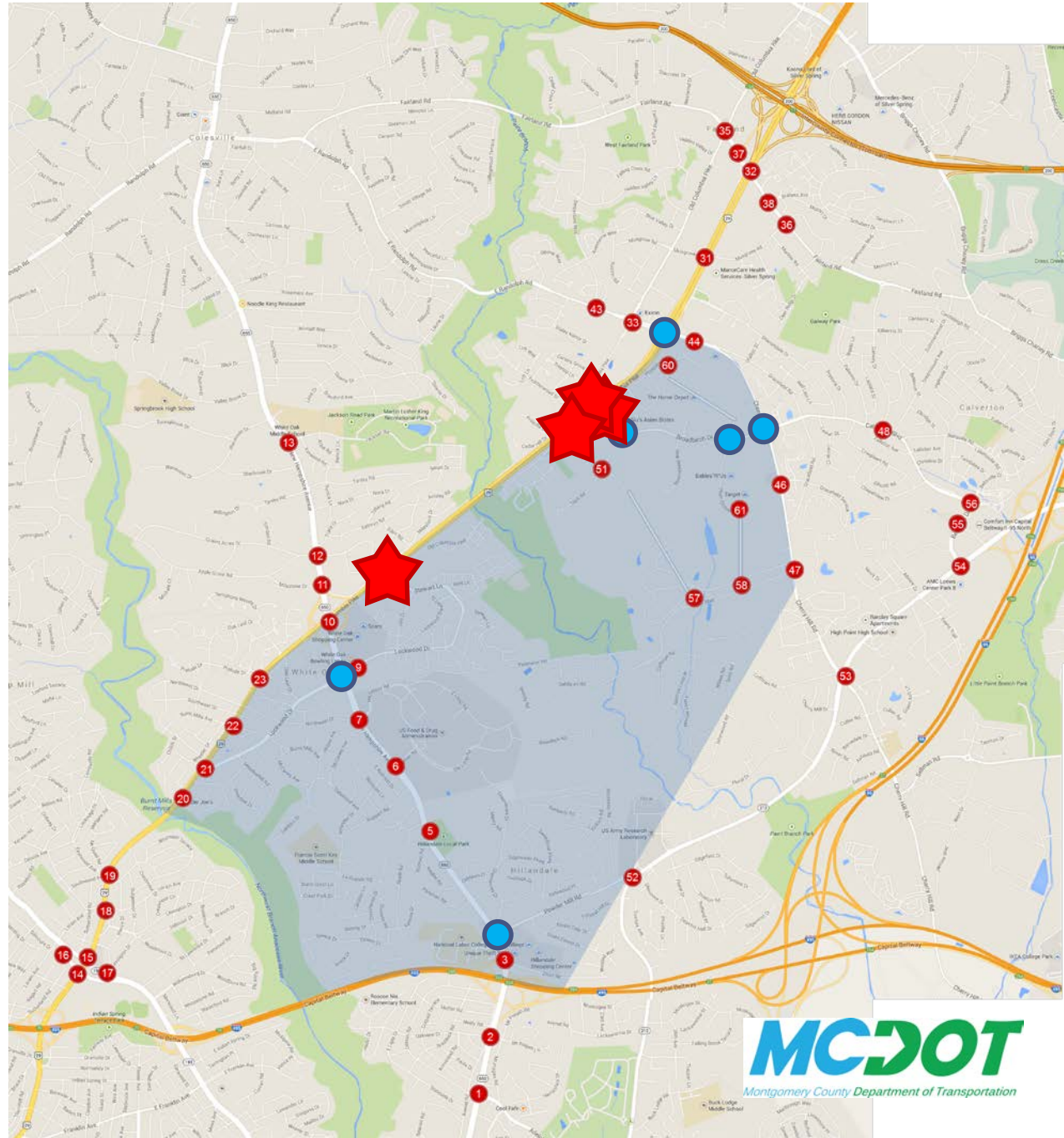
# Findings

- 16 intersections with identified needs
- 3 locations to be addressed by specific developments
- 3 locations are outside of the policy area
- 10 locations proposed for inclusion into the fee



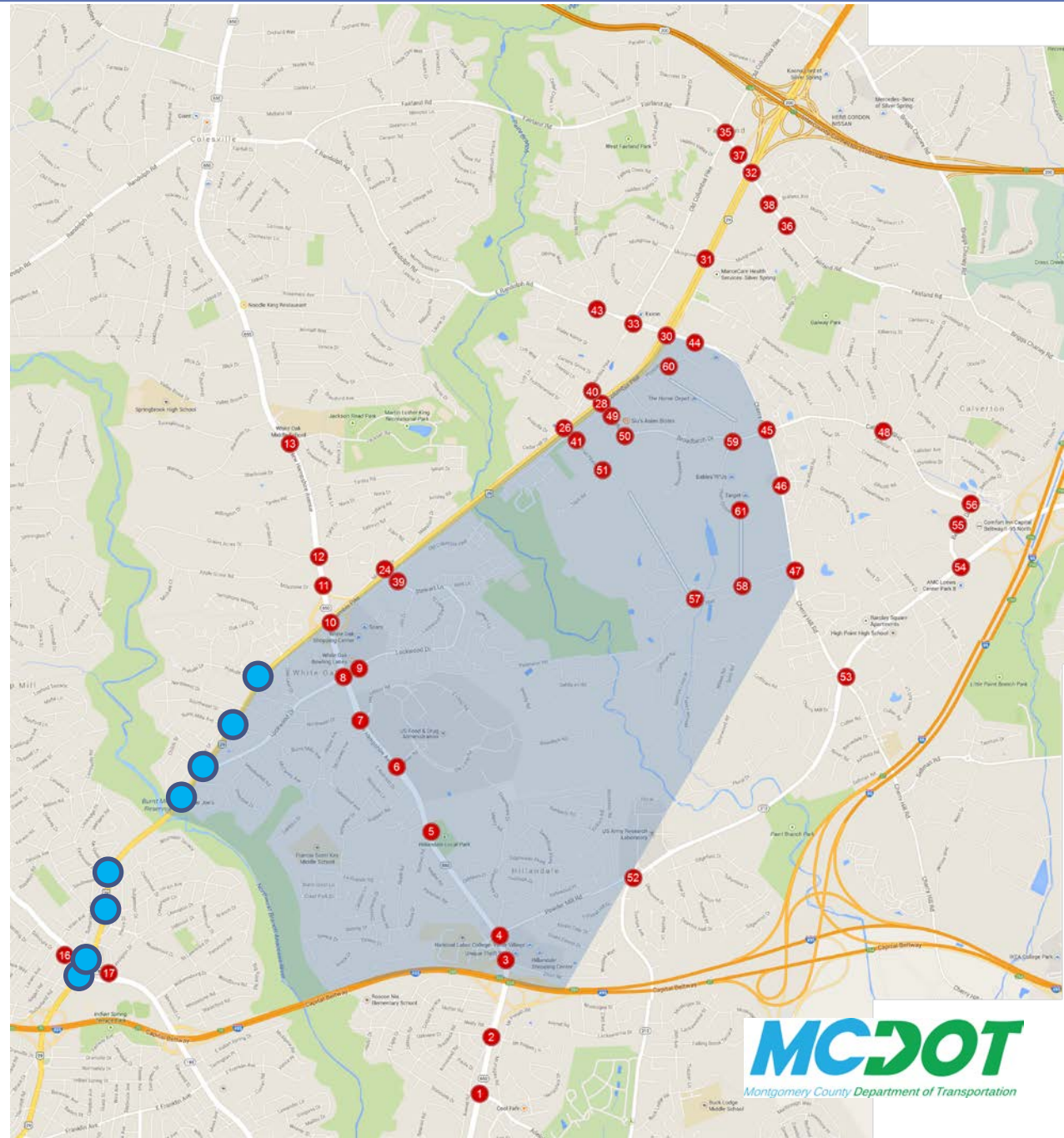
# Findings

- 4 locations would be addressed by master planned interchanges.
- Would be removed from the fee at a future reassessment if the interchanges proceed to construction.



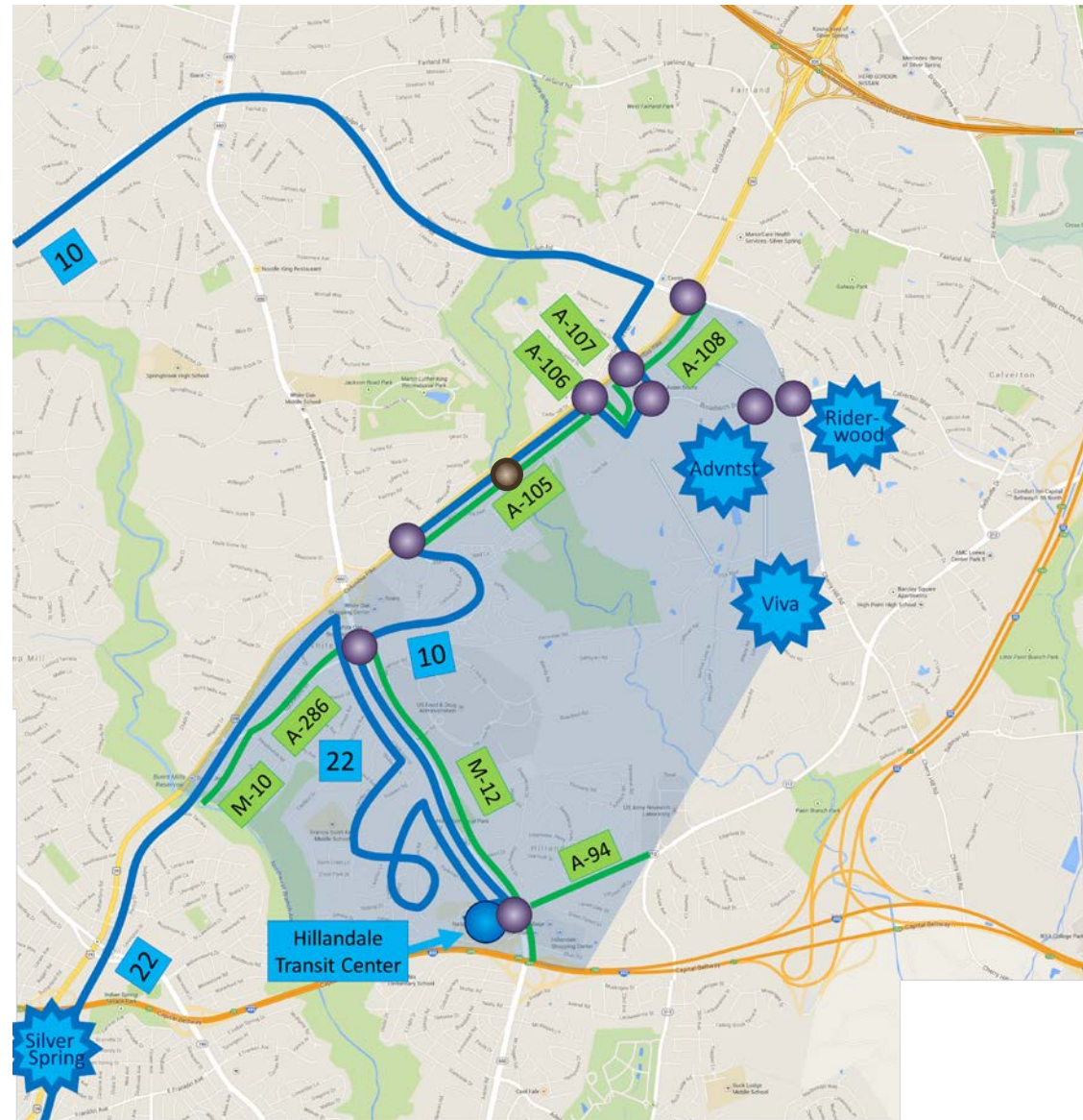
# Findings

- Analysis also found impacts along US 29 that could not be feasibly addressed by typical auto-focused treatments.
- In lieu of auto-focused treatments, a nexus was drawn toward non-auto projects to reduce demand on car infrastructure.



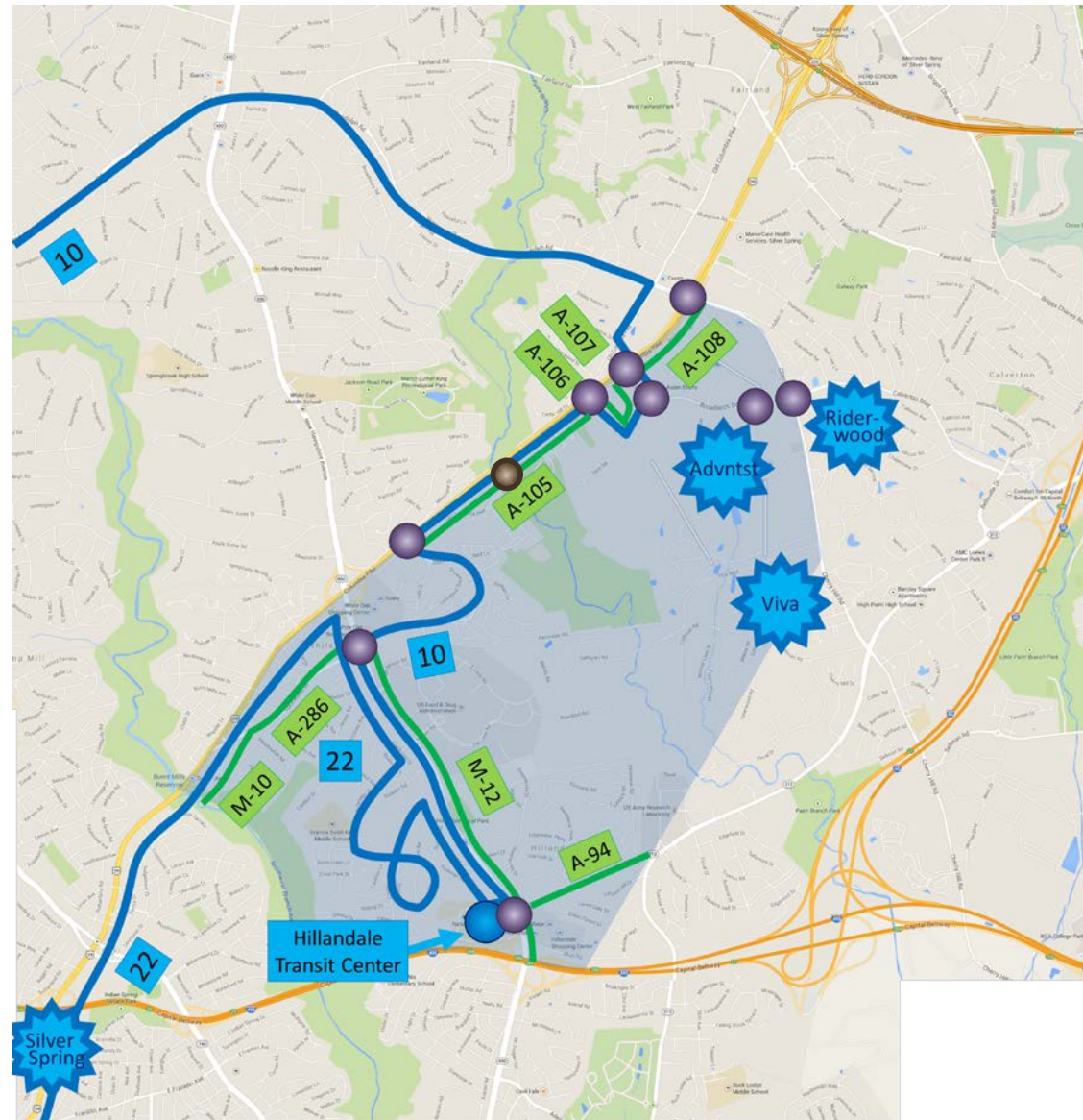
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- Interest from Council and agencies in including other items in this cost: transit, ped/bike, etc.



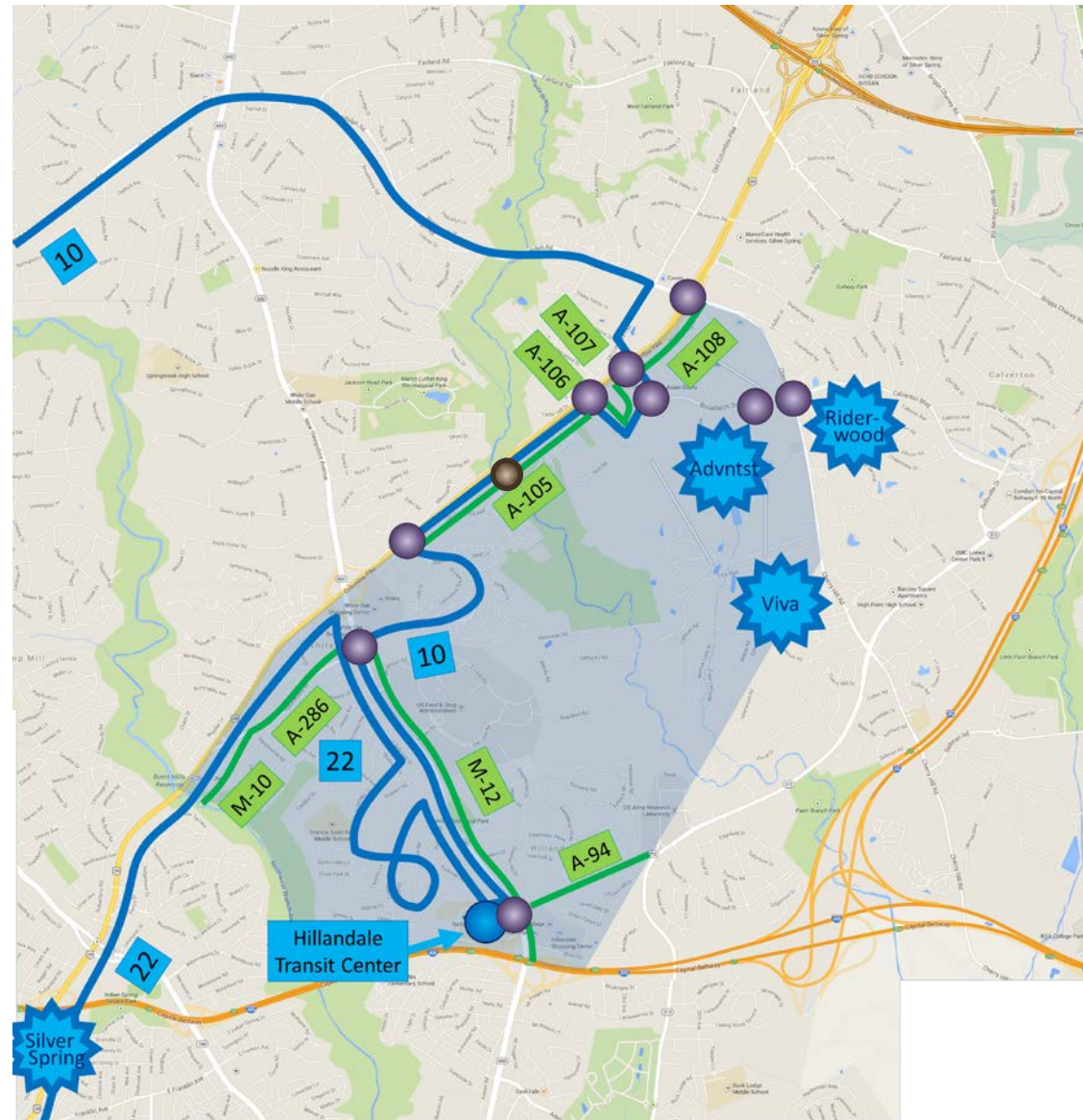
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- Council included:
  - Contributions toward additional service to the Ride-On 10 and 22
  - New Ride-On service to Riderwood, Adventist, Viva, and Silver Spring CBD (capital costs)
  - Hillandale Transit Center
  - Bus Stop Improvements
  - Bikeshare (capital costs)
  - 3 new segments of shared use paths
  - 4 new segments of bike lanes
  - Reconstruction of Old Columbia Bridge over Paint Branch



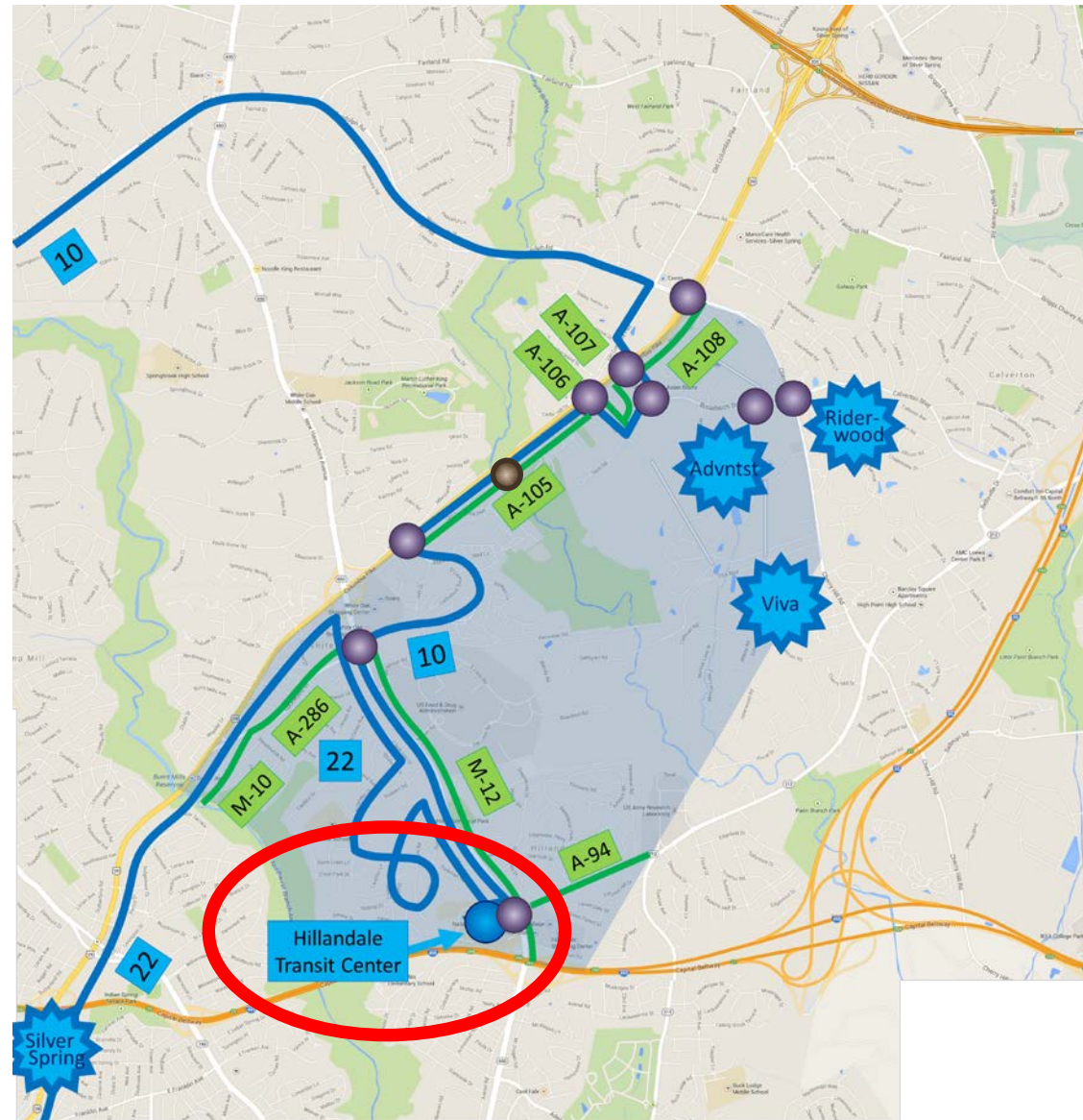
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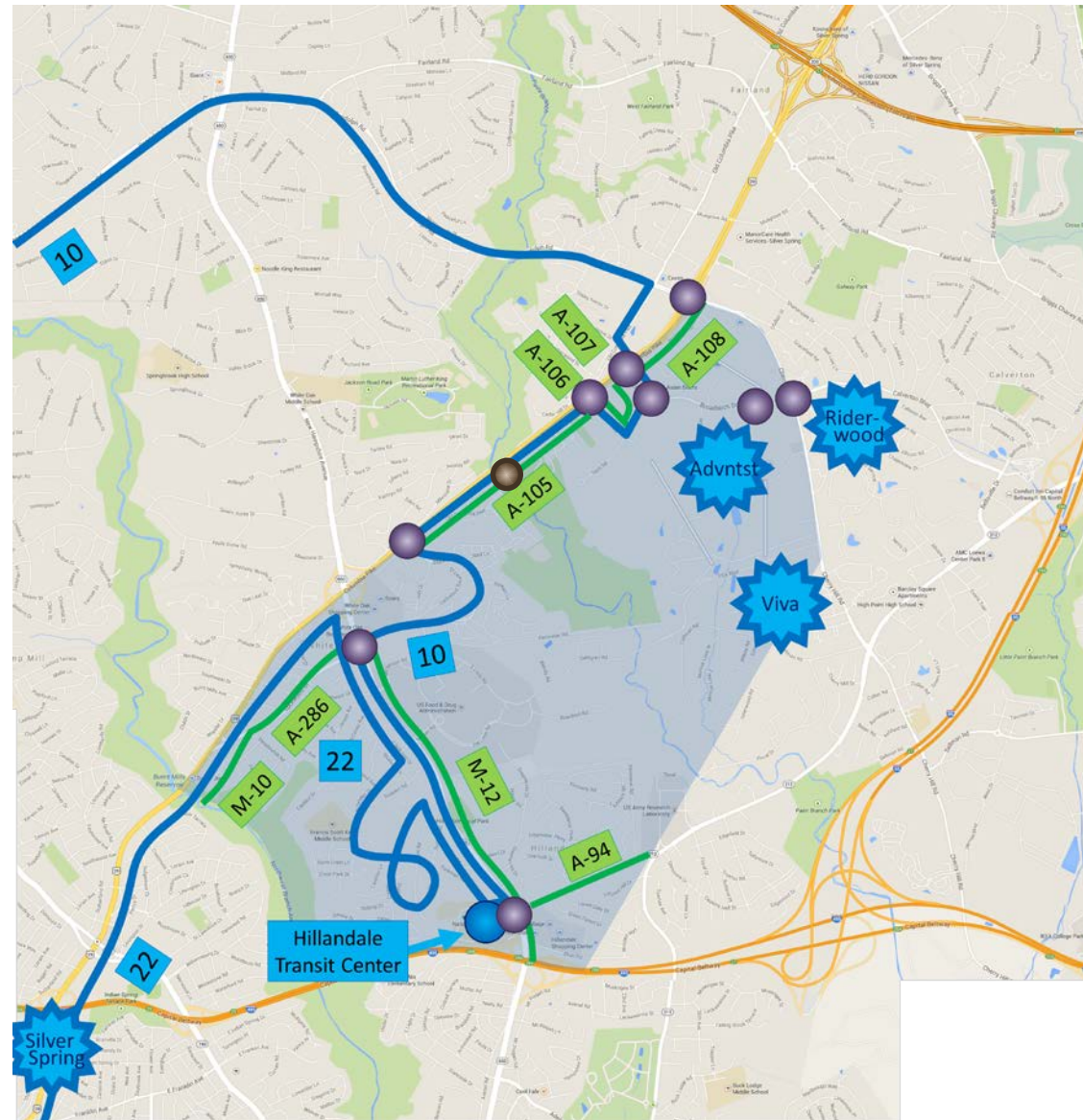
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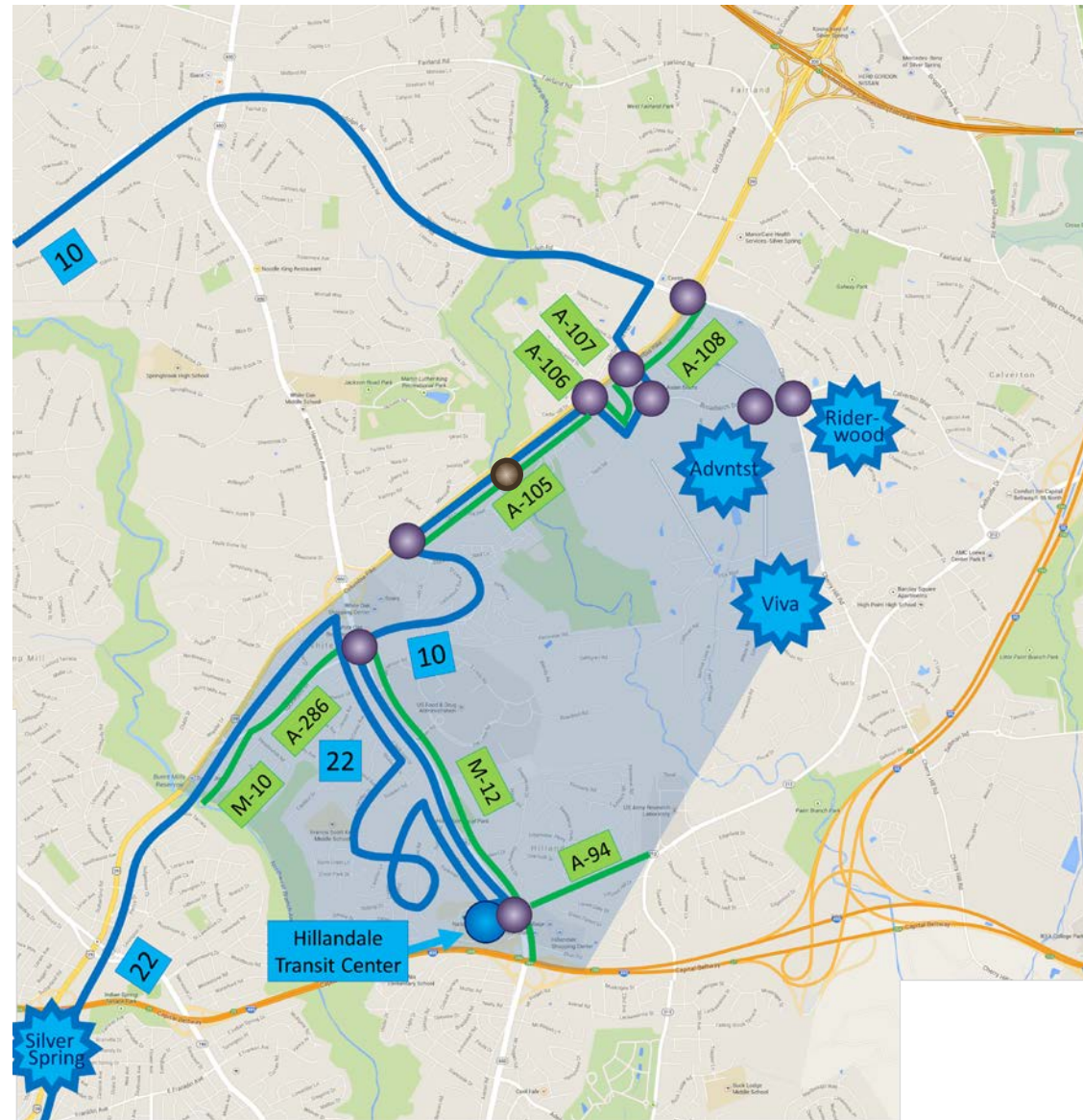
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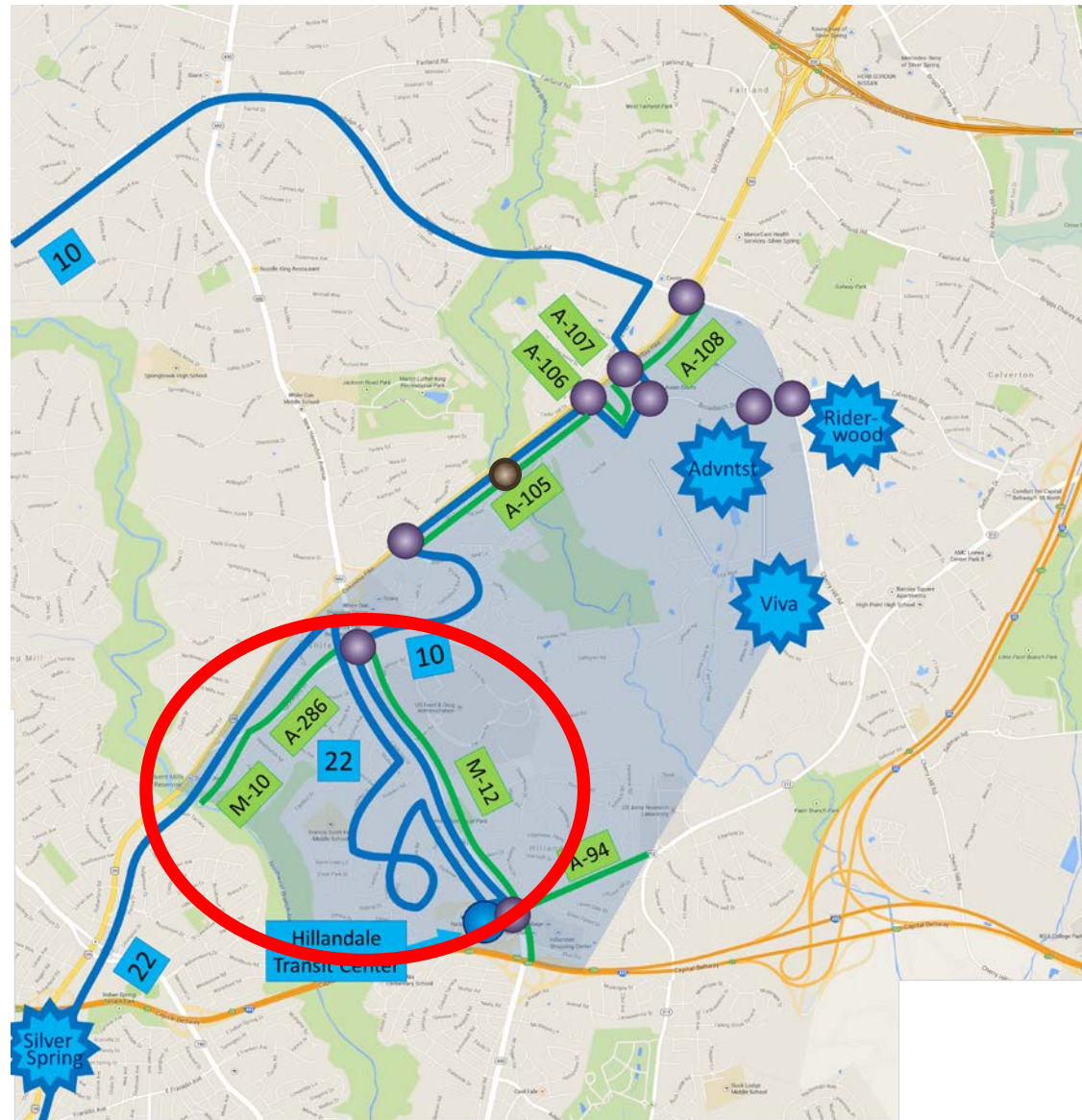
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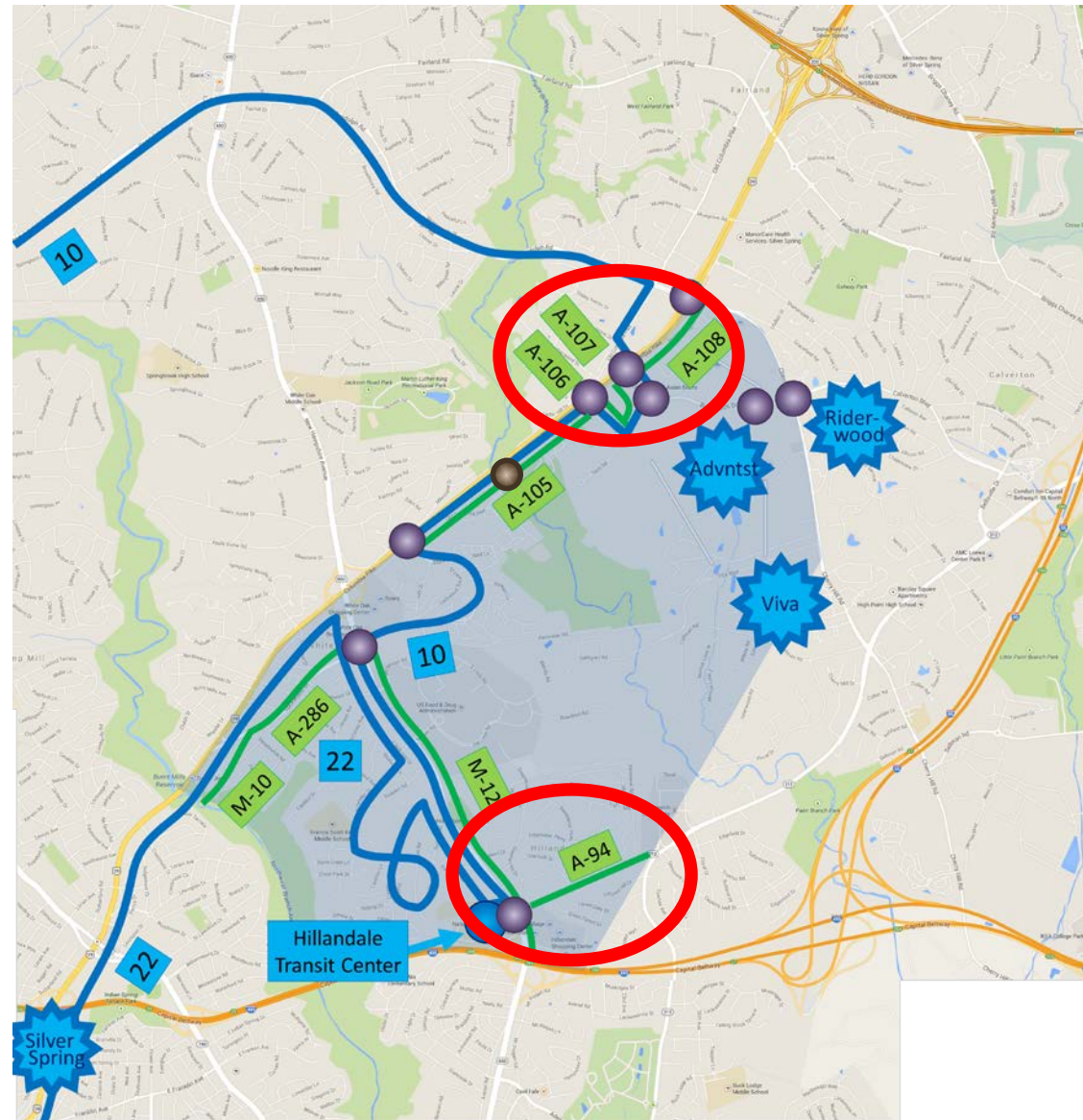
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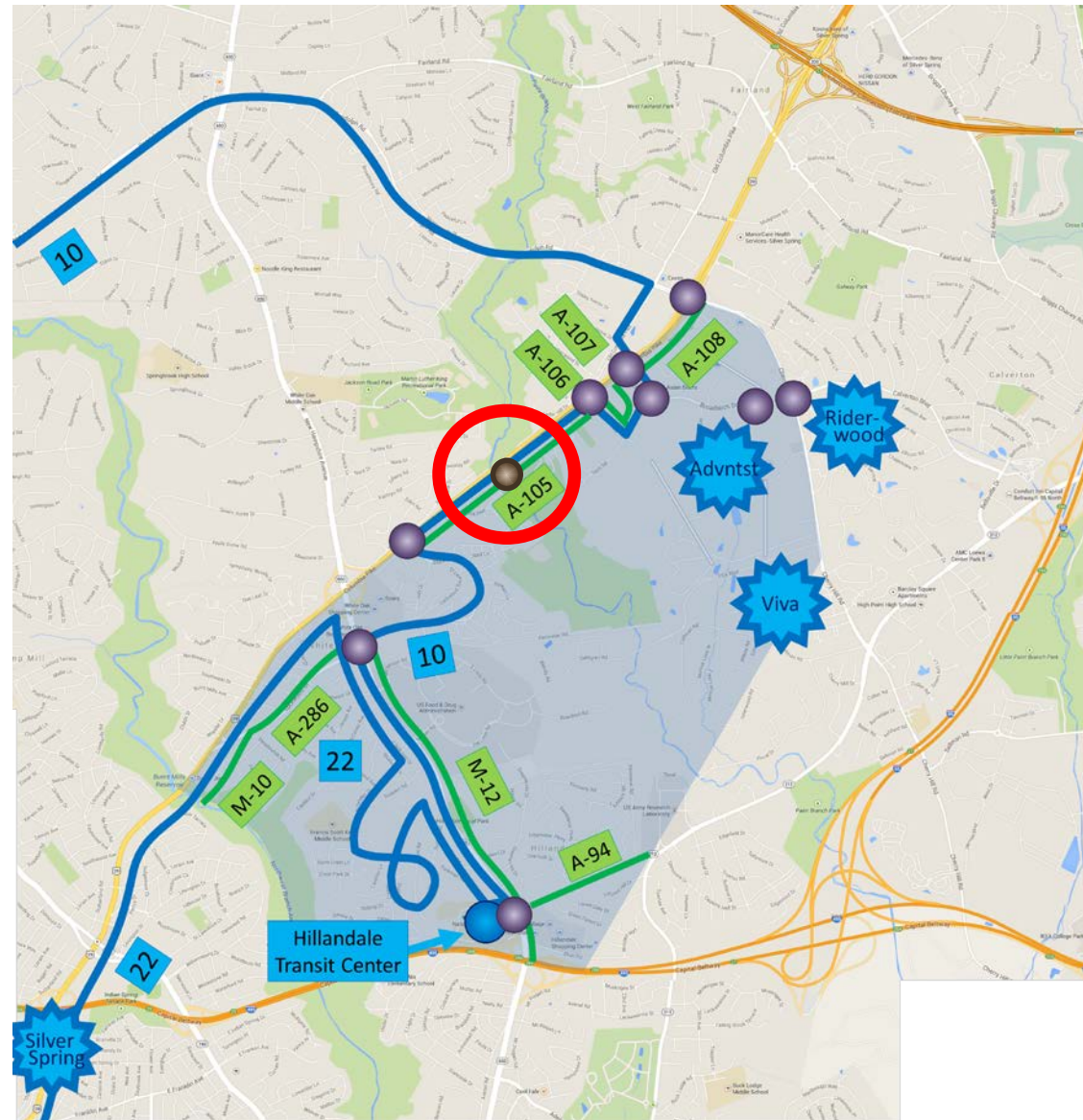
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# Findings

- **Numerator:**

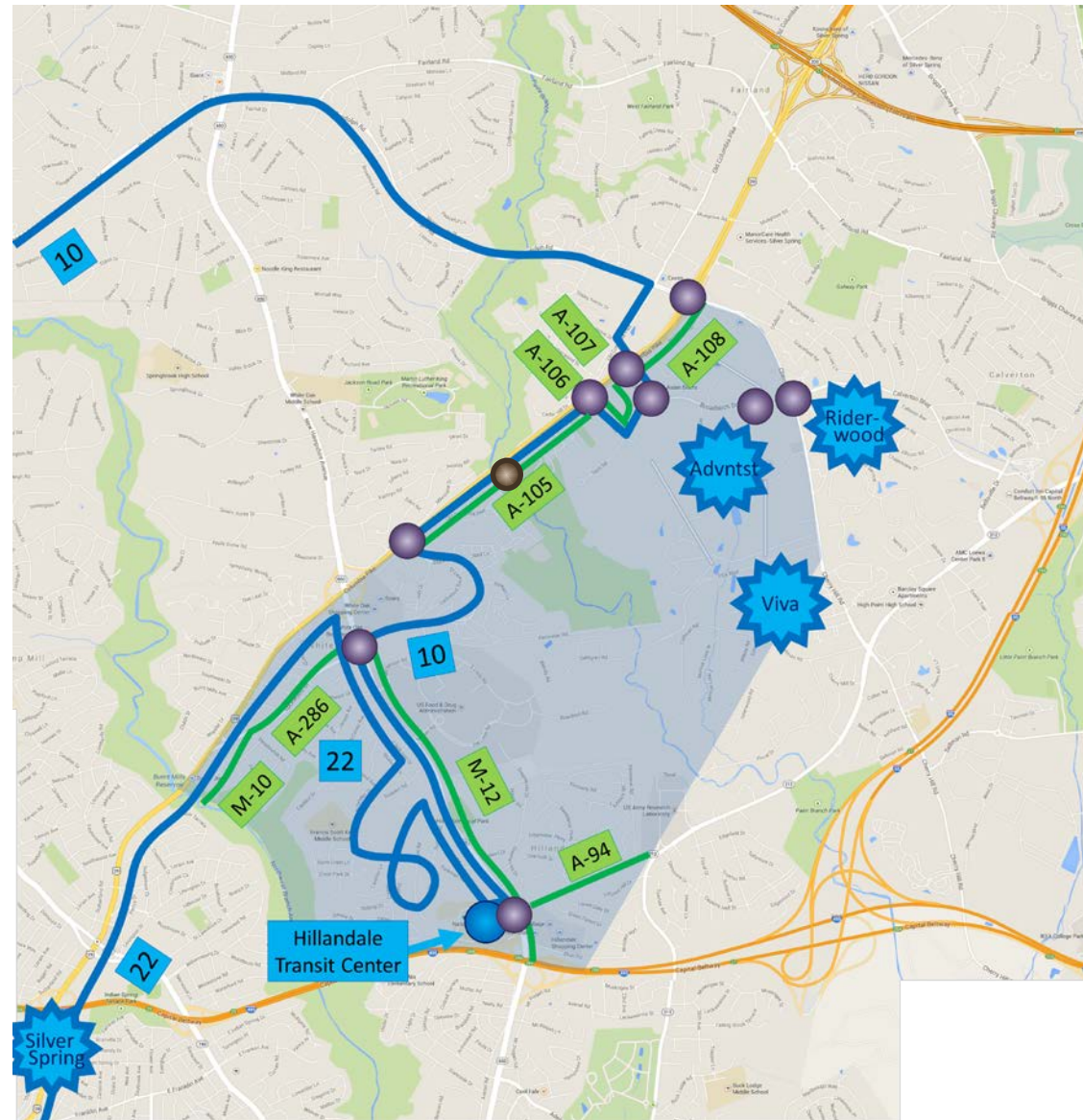
Intersections	\$31,400,000
Transit	\$19,800,000
Bikeways	\$38,200,000
Old Col Bridge	\$12,000,000
LATR Analyses	\$400,000
<b>TOTAL</b>	<b>\$101,800,000</b>

- **Denominator:**

Approx 20,000 PM peak hr  
veh-trips at 100% build-out

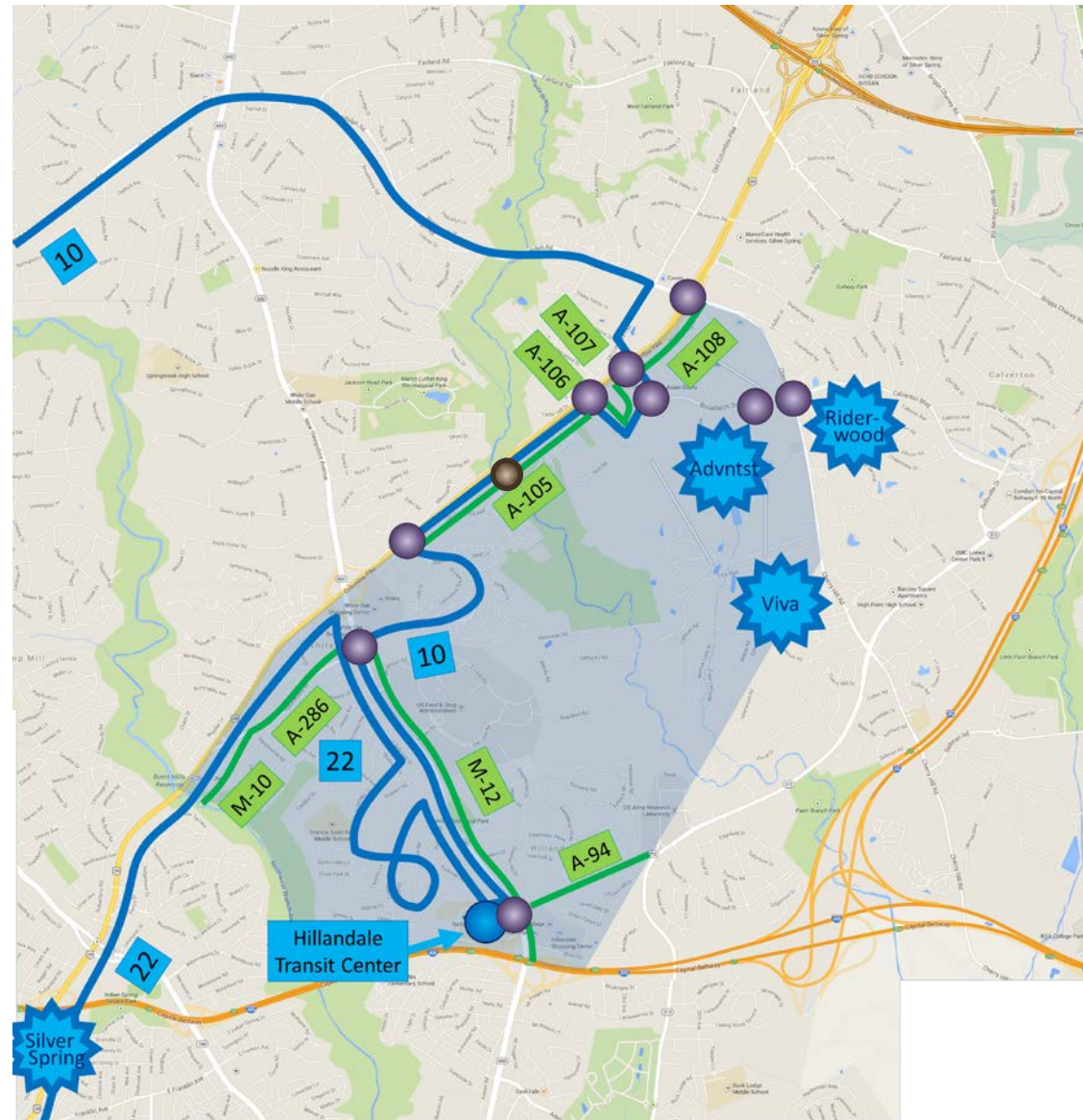
- **LATIP Fee:**

**\$5010 per PM peak hour veh-trip**



# Implementation

- Developers:
  - How to estimate trips
  - Local access analyses
  - Developments outside White Oak
  - Credits to LATIP Fee and Impact Tax



Information available at:

[https://www.montgomerycountymd.gov/dot-dir/dev\\_review/development\\_review.html](https://www.montgomerycountymd.gov/dot-dir/dev_review/development_review.html)

# Implementation

- Public Agencies:
  - Forward funding
  - Monitoring / Reassessment
  - Collection & Application
  - Coordination with State Agencies (SHA, MTA)
  
- Each project still goes through a typical public process
  
- White Oak is the first of our UMPs (Unified Mobility Program)

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