

Resolution No.:	18-726
Introduced:	December 13, 2016
Adopted:	February 14, 2017

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President

SUBJECT: White Oak Local Area Transportation Improvement Program and Mitigation Payment

Background

1. Under County Code 52-51(a), an applicant for a building permit for any building on which an impact tax is imposed under this Article must pay to the Department of Finance a Mitigation Payment if this payment is required for a building included in a preliminary plan of subdivision that was approved under the Local Area Transportation Review provisions in the County Subdivision Staging Policy (SSP).
2. The 2016-2020 SSP adopted in Council Resolution 18-671 on November 15, 2016 states that the Planning Board may approve a subdivision in the White Oak Policy Area conditioned on the applicant paying a fee to the County commensurate with the applicant's proportion of the cost of a White Oak Local Area Transportation Improvement Program, including the costs of design, land acquisition, construction, site improvements, and utility relocation. The proportion is based on a subdivision's share of net additional peak-hour vehicle trips generated by all master-planned development in the White Oak Policy Area approved after January 1, 2016. The components of the White Oak Local Area Transportation Improvement Program and the fee per peak-hour vehicle trip will be established by Council resolution, after a public hearing.
3. On December 8, 2016 the Department of Transportation transmitted to the Council its recommended White Oak Local Area Transportation Improvement Program totaling \$131.7 million, and its recommended mitigation payment of \$6,500 per vehicle-trip.
4. A public hearing on this resolution was advertised and held on January 17, 2017.
5. The Planning, Housing and Economic Development Committee reviewed this resolution on February 6 and 7, 2017, and it forwarded its recommendations to the Council.

Action

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

The White Oak Local Area Transportation Improvement Program consists of the following projects and programs:

INTERSECTIONS

• US 29 at Randolph Rd / Cherry Hill Rd	\$2,000,000
• Broadbirch Dr at Cherry Hill Rd & Plum Orchard Dr	\$3,600,000
• Broadbirch Dr at Tech Rd	\$1,700,000
• US 29 at Industrial Pkwy	\$4,400,000
• US 29 at Stewart Lane	\$3,300,000
• US 29 at Tech Road	\$3,300,000
• Tech Rd at Prosperity Dr / Old Columbia Pike	\$2,300,000
• Tech Road at Industrial Parkway	\$4,400,000
• MD 650 at Lockwood Dr	\$1,400,000
• MD 650 at Powder Mill Rd	\$5,000,000
	Subtotal \$31,400,000

TRANSIT

• New Ride-On Service	\$8,400,000
• White Oak Circulator	\$2,400,000
• Increased service on Ride On Route 10	\$2,000,000
• Increased service on Ride On Route 22	\$1,800,000
• Hillandale Transit Center	\$500,000
• Bus Stop Improvements	\$100,000
	Subtotal \$15,200,000

BIKEWAYS

• M-10 US 29 (Columbia Pike)	\$2,800,000
• M-12 MD 650 (New Hampshire Ave)	\$6,600,000
• A-94 Powder Mill Rd	\$3,400,000
• A-105 Old Columbia Pike (Stewart Lane to Industrial Parkway)	\$5,000,000
• A-106 Industrial Pkwy	\$8,400,000
• A-107 Tech Rd	\$2,700,000
• A-108 Prosperity Dr	\$3,600,000
• A-286 Lockwood Dr	\$5,700,000
• Bikesharing stations and bikes	\$4,600,000
	Subtotal \$42,800,000

NEW ROADS AND OTHER

• A-105 Old Columbia Pike: bridge over Paint Branch	\$12,000,000
• LATR Analyses	\$400,000
	Subtotal \$12,400,000

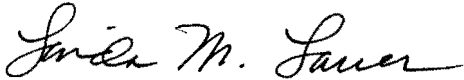
Total \$101,800,000

The fee is established at \$5,010 per vehicle-trip. The fee must be paid at a time and manner

consistent with Local Area Transportation Mitigation Payments as prescribed in Section 52-51 of the County Code. The Department of Finance must retain funds collected from this fee in an account to be appropriated for transportation improvements that result in transportation capacity and mobility for the specific projects in the White Oak Local Area Transportation Improvement Program.

The fee should be recalculated effective July 1 in odd-numbered years to reflect changes in the cost of the projects in the program. The first recalculation should go into effect on July 1, 2019. In addition, the program of projects and the calculation of peak-hour vehicle-trips should be comprehensively reviewed every six years, or sooner if the White Oak Master Plan is significantly amended.

This is a correct copy of Council action.

A handwritten signature in cursive script, reading "Linda M. Lauer".

Linda M. Lauer, Clerk of the Council