



Review of County Executive's Recommended FY17 Capital Budget and FY17-22 Capital Improvements Program

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Description

The County Executive published his Recommended FY17 Capital Budget and FY17-22 Capital Improvements Program (CIP) on January 15, 2015. The document may be found at:

http://www.montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy17/ciprec/FY17_Recommended_Capital_Budget.pdf. We have analyzed the budget and have noted below those projects that are new, where there have been significant changes in budget or in schedule, and where there are projects of particular interest because of the need for coordination with development or because of parks impacts.

Staff recommendations to the Planning Board on the capital budget and CIP are included in this memo and the Planning Board is requested to endorse or revise these recommendations and transmit them to the County Council.

Recommendations

Staff recommends that the following comments be transmitted to the County Council:

- County Funding of Projects on State Highways:** We recommend that the Council discuss the issue of County funding of projects on State highways to ensure that, in addition to leveraging State dollars, these funds are best meeting the County's transportation objectives. A decade has passed since we significantly increased Montgomery County's funding of projects on State highways and a general re-evaluation is needed.
- Purple Line (501603):** We support the inclusion of this project to support the implementation of the State's Purple Line project. Revise the Project Description Form (PDF) to include the identification of needed pedestrian and bicycle improvements around the proposed stations. The actual improvements could be implemented as part of the State's Purple Line contract, this Purple Line PDF, the Bicycle-Pedestrian Priority Area Improvements PDF, or to another County PDF.
- Life Sciences Center (LSC) Loop Trail (P501742):** We strongly support this new project as a key amenity and Staging requirement of the Great Seneca Science Corridor Master Plan, which will enable both the private developers and the County to build their respective portions of the LSC loop in a consistent manner.
- MD355-Clarksburg Shared Use Path (P501744):** We appreciate the inclusion of this new project in the CIP and congratulate the Montgomery County Department of Transportation (MCDOT) on their successful application for significant State funding for this project.

5. **Metropolitan Branch Trail (P501110):** The sentence in the PDF that reads “The trail will be designed to be 8 feet to 12 feet in width.” should be revised to “The trail will be designed to be 10 feet to 12 feet in width with one-foot to two-foot-wide shoulders/shy distances.” to reflect MCDOT’s current design.
6. **Bethesda Metro Station South Entrance (P500929) and Silver Spring Green Trail (P509975):** Revise the PDFs for both projects to reflect the Purple Line’s current schedule, deleting construction funds shown in FY16.
7. **Rapid Transit System (P501318):** We support the addition of \$2M in funding to support the County’s oversight of the US29 and MD355 Bus Rapid Transit (BRT) studies by the State. Consider moving the Veirs Mill Road (MD586) BRT study to this PDF rather than retaining it in State Roads Participation (P500722) so that all BRT projects are included under this program; we note that \$1.6M in liquor bonds have been transferred to P501318, but the MD586 project has remained in P500722. In addition, \$4M should be added to complete the MD586 BRT study so that the Veirs Mill Road portion of the Montrose Parkway East project (P500717) can be properly designed.
8. **Montrose Parkway East (P500717):** Revise the PDF for this project to state that it will “accommodate” rather than “take into consideration” BRT on Veirs Mill Road (MD586). Also, revise the PDF to state that it will include a safe crossing of Veirs Mill Road for users of the Matthew Henson Trail.
9. **Platt Ridge Drive Extended (P501200):** Revise the PDF to reflect MCDOT’s current schedule to start construction of this project in FY17.
10. **Lyttonsville Place Bridge (P501421):** Revise the PDF as necessary to reflect the bridge typical section recommended in the Greater Lyttonsville Sector Plan, as approved later this year.
11. **Streetlighting (P507055):** Modify MCDOT’s PDF to specifically include provide lighting along Jackson Road in FY17 or provide funding in M-NCPPC’s budget to implement this project. The pedestrian sidewalks along Jackson Road provide connections from the neighborhood to White Oak Middle School, Jackson Road Elementary School, Martin Luther King Aquatic Center and Recreational Park, and the regional Paint Branch Hiker-Biker Trail. These sidewalks need to be adequately lighted to ensure the safety of children and other pedestrians. While funds were transferred in 2009 from M-NCPPC’s budget to MCDOT to implement this project, no construction has taken place.
12. **Facility Planning Transportation (P509337):**
 - a. Include the Emory Lane Bikeway from Muncaster Mill Road north to Holly Ridge Road as a candidate to eliminate a critical gap and provide a continuous hard surface trail from Lake Frank north to the ICC and Bowie Mill Local Park in Olney.
 - b. Include Crabbs Branch Way Extended/Amity Drive Extended as a candidate to provide access to the future Jeremiah Park.
 - c. Include a feasibility study/analysis for a hard surface trail/bikeway within PEPCO’s Potomac Corridor between Bethesda and Germantown.
13. **Gold Mine Road Bridge (P501302):** It may be prudent to defer construction of the path extension to New Hampshire Avenue, but the design of the eastern end of the path should be modified to tie into the roadway of Gold Mine Road so that it can be safely used by both bicyclists and pedestrians.
14. **Bicycle-Pedestrian Priority Area Improvements (P501532):** Add Piney Branch/University Boulevard Purple Line Station area and the Takoma-Langley Sector Plan areas as candidates for this program so

that opportunities for cost-effective improvements can be identified and undertaken in connection with the Purple Line construction. We also believe that, given the rapidly increasing level of pedestrian and bicycle activity in the County, the current level-of-effort funding for this program may not be sufficient to deliver necessary improvements on a reasonable schedule. We therefore recommend that the Council request that MCDOT provide a cost estimate for all the identified improvements needed in the Silver Spring CBD and use that estimate as guidance for what additional annual funding is needed for this program.

15. **Goshen Road South (P501107):** Re-evaluate the design to determine what bicycle facilities would be most appropriate, given the 2014 Road Code changes and impending update of the Bicycle Master Plan; and revise the PDF to state simply that bicycle facilities will be provided on each side of the roadway when the project is constructed in FY21.
16. **Bridge Design (P509132):** Add references to the PDF for this project that clearly state that each of the two added candidates - Glen Road Bridge #15 and Mouth of Monocacy Bridge #43 - is an Exceptional Rustic Road, as well as list the Rustic Roads Advisory Committee in the Coordination section. Also, add the following language to the PDF: "Projects should provide stream channel stabilization using modern in-stream revetments to ensure long-term stability, aquatic resource protection, and fish passage to the extent possible."
17. **Bridge Renovation (P509753):** Add language to this PDF to include "Projects should provide stream channel stabilization using modern in-stream revetments to ensure long-term stability, aquatic resource protection, and fish passage to the extent possible."
18. **Redland Road Sidewalk:** Include a PDF for the construction of a sidewalk along Redland Road between MD 200 and Briardale Road to complete the sidewalk network along Redland Road.
19. **White Flint Bikeways:** Modify one or more of the White Flint PDFs (P501204, P501506, and/or P501116) to implement the separated bike lane network master plan-level bicycle network for the White Flint Sector Plan area, created by Planning staff in coordination with MCDOT staff and supported by the Planning Board on December 3, 2015.
20. **White Flint Fire Station #23 (P451502):** The Department of General Services (DGS) should consider incorporating a police sub-station within the new Fire Station 23. Co-locating an Urban District office may also increase efficiencies for public facilities.
21. **Transportation Improvements for Schools (P509036):** Increasingly, students are using informal people's choice (unsanctioned) trails on parkland to travel between their homes and schools. "Unsanctioned" means these are not official trails that are mapped, marked, or regularly maintained. Some of these trails are unsafe and should be fixed. The evaluation of these trails should be recognized by Montgomery County Public Schools (MCPS) and/or Montgomery County Government (MCG), and improvements to these people's choice trails be funded (even partially) either using this PDF or using other Safe Routes to Schools funding.
22. **Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503):** Include funding for facility planning for the future expansion at Kennedy Shriver Aquatic Center Community Recreation Center at Wall Park.
23. **Stormwater Management for Projects that Include Parking Lots:** Several projects in the CIP include parking lots that would benefit from the application of the United States Environmental Protection

Agency's (EPA's) Stormwater Phase II Rule for municipal separate storm sewer systems (MS4). The Montgomery County Department of General Services (MCDGS) should coordinate individual projects with the Montgomery County Department of Environmental Protection (MCDEP) to incorporate MS4 aspects (i.e. Stormwater Management retrofits and impervious surface reductions).

24. **Wall Park Parking Garage:** We recommend that this project be added to the CIP to support the future development of Wall Park in White Flint.
25. **Bike-Sharing:** A project similar to other public participation projects should be added to the CIP to hold developer contributions to the County's future bike-share network, as well as fully fund the system. If the Council decides not to add a project, we request that the Planning Board be provided the reason(s) for the decision.
26. **Revolving fund for planning developer-built projects:** Include a project in the CIP for Facility Planning for developer-built projects and consider establishing a revolving fund to construct these projects and accept developer contributions as they move forward in the development process. If the Council decides not to add a project, we request that the Planning Board be provided the reason(s) for the decision.
27. **Estimated Schedule:** Whereas the cost changes for the individual projects in the Executive's Recommended CIP are fairly well documented and clearly groups projects that have had schedule accelerations or delays, the specific schedule changes should be noted on each PDF in the future.

Context for Developing the Capital Budget and CIP

Attachment 1 shows the shares of the budget comparing the Amended FY15-FY20 CIP and the Executive's Recommended FY17-22 CIP. The overall six-year CIP is recommended to be smaller than the current CIP: \$4,438,302,000 vs. \$4,580,629,000. The share of the budget would go down for most agencies, including M-NCPPC. Both the funding and share of the budget would increase however for Schools, Transportation, and General Government. The Executive's Context for developing the Capital Budget and FY17-22 CIP is shown as Attachment 2.

Update on Last Year's Recommendations on the FY16-20 CIP

On February 12, 2015, the Planning Board made the following recommendations which were subsequently transmitted to the Executive and County Council. The disposition of these comments is noted in italics following each comment.

General: We believe that the bicycle and pedestrian projects that are proposed to be delayed and/or have their funding reduced – or at least those in our more densely populated and commercial areas - should retain their funding and schedules to the greatest extent possible. We have recommended that several specific bicycle and pedestrian projects be kept partially or fully on track for construction, but the two most important projects of these are the Metropolitan Branch Trail (P501110) and the Bicycle Pedestrian Priority Area Improvements (P501532) project. *In the approved FY16 CIP, the Council added significant funding for bicycle and pedestrian projects, including the two specific projects mentioned. The Executive's Recommended CIP reflects the Council's previous action.*

1. **Estimated Schedule:** Whereas the cost changes for the individual projects in the Executive's Recommended CIP are fairly well documented and clearly groups projects that have had schedule accelerations or delays, the specific schedule changes should be noted on each PDF in the future. *The comment should be repeated.*

2. **Streetlighting** (P507055): Provide lighting along Jackson Road in FY16 or FY17. *While funds were transferred in 2009 from M-NCPPC's budget to MCDOT to implement this project, no construction has taken place. MCDOT's PDF should be modified to specifically include providing lighting along Jackson Road in FY17 or funding should be provided in M-NCPPC's budget to implement this project. The pedestrian sidewalks along Jackson Road provide connections from the neighborhood to White Oak Middle School, Jackson Road Elementary School, Martin Luther King Aquatic Center and Recreational Park, and the regional Paint Branch Hiker-Biker Trail. These sidewalks need to be adequately lighted to ensure the safety of children and other pedestrians.*
3. **Capital Crescent Trail** (P501316): Accelerate construction of the Capital Crescent Trail between the Talbot Avenue Bridge and Apple Avenue if the Purple Line is substantially delayed. *It appears that the Purple Line is advancing and that this comment does not need to be repeated.*
4. **Metropolitan Branch Trail** (P501110): The PDF should be revised to include:
 - a. Constructing Phase 2 of the trail from east of Georgia Avenue to Montgomery College, including the tunnel under Burlington Avenue, by FY18, as well as an interim trail for Phase 1. *The approved FY16 budget included expediting the funding of the project, as well as increasing it by over \$6M. The phasing numbering has been revised in the PDF and the graphic is shown as Attachment 3:*
 - *Phase 1 (the segment along Fenton and King Streets) will begin in FY16;*
 - *Phase 2 (the section between King and the eastern side of Georgia Avenue, including the grade-separation under Burlington Avenue (MD410)) will begin in FY18; and*
 - *Phase 3 (from the eastern side of Georgia Avenue to Ripley Street, including the new bridge over Georgia Avenue) will also begin in FY18. Two short segments of the remainder of the project is noted as being done by Washington Property Company, developers of the Progress Place site. MCDOT staff does not believe that we will need an interim trail - erroneously shown as a dashed line in the PDF graphic – because the developers will be finishing their work at the same time as MCDOT is under construction with Phases 2 and 3.*
 - b. Constructing the trail at a twelve-foot width plus two-foot wide buffers where feasible. *The PDF states that the trail will be designed to be 8 feet to 12 feet in width. No mention is made of providing two-foot-wide buffers. We recommend that the sentence in the PDF, "The trail will be designed to be 8 feet to 12 feet in width." be revised to "The trail will be designed to be 10 feet to 12 feet in width with one-foot to two-foot-wide shoulders/shy distances." To reflect MCDOT's current design that conforms better to the County's Road Code.*
 - c. Providing continuous lighting along the Metropolitan Branch Trail between the Silver Spring Transit Center and Montgomery College. *The PDF makes no mention of providing continuous lighting, but it is included in MCDOT's current scope.*
5. **Platt Ridge Drive Extended** (P501200): Since the start of construction of SHA's Phase 3 improvements at Connecticut Avenue/Jones Bridge Road has now been delayed until spring 2018, consider delaying this project until FY17 to provide budget room for other projects to stay on schedule. *The PDF still shows two-thirds of the construction funds being expended in FY16, however MCDOT's project status report shows the start of construction occurring in FY17. The replacement property for the parkland implemented by this project has still not been resolved and Parks staff anticipates bringing this issue back to the Planning Board shortly.*

6. **Rapid Transit System** (P501318): Revise the PDF to reflect the fact that the study of Randolph Road is not being pursued. *The reference has been deleted. \$2M has been added however to cover the County's oversight of the US29 and MD355 BRT studies by the State. We support the provision of this additional funding.*
7. **Facility Planning Transportation** (P509337):
 - a. Include the Emory Lane Bikeway from Muncaster Mill Road north to Holly Ridge Road as a candidate to eliminate a critical gap and provide a continuous hard surface trail from Lake Frank north to the ICC and Bowie Mill Local Park in Olney. *This project has not yet been added to the program. We recommend that the comment be repeated.*
 - b. Include the Frederick Road Bike Path from Stringtown Road north to Snowden Farm Parkway as a candidate to provide connectivity between the Clarksburg Town Center and Little Bennett Regional Park. The Department of Parks is planning a new, 0.9 mile, 8-ft. wide hard-surface trail on the east side of MD Route 355 from Snowden Farm Parkway to the south entry of the proposed Day Use Area in Little Bennett Park. The development of the day use area is included in the Parks FY15-20 CIP, and this gap in pedestrian connectivity from the Clarksburg Town Center needs to be addressed. *This project has been added as a standalone PDF: MD355-Clarksburg Shared Use Path (P501744). The project has also received \$523K in State funding as part of the overall \$3.3M cost. This project will impact parkland at Clarksburg Neighborhood Park, North Germantown Greenway Stream Valley Park, and Little Seneca Stream Valley Park.*
 - c. Include a feasibility study/analysis for a hard surface trail/bikeway within PEPCO's Potomac Corridor between Bethesda and Germantown.
8. **Bethesda Bikeway and Pedestrian Facilities** (P500119): The funding for this project should be increased to include design and construction of the segment along Bethesda Avenue between Woodmont Avenue and Wisconsin Avenue, as well as the crossing of Wisconsin Avenue. *The PDF has been revised to include this work, with an additional cost of \$1.7M.* This project will have an impact on parkland at Elm Street Park and will require a park construction permit; Final Phase of project is the Capital Crescent Trail Surface Route.
9. **Revolving fund for planning developer-built projects**: Include a project in the CIP for Facility Planning for developer-built projects and consider establishing a revolving fund to construct these projects and accept developer contributions as they move forward in the development process. *No project has been added. We recommend that the comment be repeated with a request for commentary from the Council should they choose not to create this program.*
10. **Bike-Sharing**: A project similar to other public participation projects should be added to the CIP to hold developer contributions to the County's future bike-share network, as well as fully fund the system. *No project has been added. We recommend that the comment be repeated with a request for commentary from the Council should they choose not to create this program.*
11. **Bicycle-Pedestrian Priority Area Improvements** (P501532): Funding for this project should be reinstated to support our investments in transit and bikesharing, as well as pedestrian safety. *The funding was reinstated and the same annual amount is proposed to be added for the two additional years of the CIP. We recommend that areas around the Flower Avenue/Piney Branch Road Purple Line Station area, the Piney Branch/University Boulevard Purple Line Station area and the Takoma-Langley Sector Plan areas be added as the next candidates for this program so*

that opportunities for cost-effective improvements can be undertaken in connection with the Purple Line construction. In addition, cost estimates for the initial improvements in the Silver Spring CBD indicate that the budget for this program should be increased beyond the current \$1M level-of-effort; we recommend that the Council request that MCDOT provide a cost estimate for all the identified improvements needed in Silver Spring and use that as guidance for what additional annual funding is needed.

12. **Roof Replacement** (MCG, P508331): Reconsider the scheduling of the roof replacement for the Little Falls Library given that the update of the Westbard Sector Plan may include a recommendation for a relocation of the library. *The relocation of the library is no longer being considered.*
13. **White Flint Bikeways**: Add funding in FY16 to develop concept plans for a network of separated bike lanes and protected intersections in White Flint. *A master plan-level bicycle network for the White Flint Sector Plan area, created by Planning staff in coordination with MCDOT staff, was supported by the Planning Board on December 3, 2015. MCDOT had indicated that it would be requesting additional language in one of the White Flint PDFs to implement this separated bike lane network, but this change was not made.*
14. **Bridge Design** (MCDOT, P509132): Add a reference to the emergency culvert replacement at Hillandale Road near the Bethesda Pool project with a description that states that the design will include associated stream channel stabilization measures to ensure long-term channel stability and bridge structure integrity. *This project is complete.*
15. **Little Bennett Regional Park Day Use Area** (M-NCPPC, P138703): Maintain the current schedule to begin the design of this project in FY17 rather than delay it to FY19 as recommended by the County Executive. *This project can be removed from the list. For affordability reasons, in this CIP cycle, the Planning Board had to delay the project to FY19. The Executive's Recommended Budget retains this schedule.*

Additional Analysis and Comment on the Executive's Recommended FY17 Capital Budget and FY17-22 CIP

Public Input

Past CIP documents have included a link to comments from the Citizens Advisory Boards and the Maryland-National Capital Park and Planning Commission on CIP priorities, but this year's Recommended CIP does not include this section. Staff will be discussing with OMB how best to ensure that the list of the highest ranked County priorities that the Board transmits to the Executive in advance of the preparation of the budget can be incorporated into their early decision-making process.

Transportation Program

County Funding of Projects on State Highways:

State Roads Participation (P500722): The cost of this project has increased by \$175K to reflect developer contributions for intersection improvements at MD355/West Old Baltimore Road. While no additional funding is recommended for FY21-22, the cost has been more than \$84M since it was initiated in FY07.

Intersection and Spot Improvements (P507017): This project has been used over the last several years to fund improvements at the intersections of State highways with County roads, intersections that were previously considered State responsibilities. Prior to 2007, Montgomery County did not generally fund projects on State highways, but this project was initiated to

address where the greatest congestion problems were seen regardless of who maintained the roads. An additional \$2.7M in funding is proposed for FY21-22, for a total of over \$10M.

Montgomery County has provided tens of millions of dollars for these and other projects on State highways over the last decade or so, at a time when the CTP was getting pretty close to zero on the funding for new capacity projects because of the lack of an increase in the gas tax. Enough time has passed, the gas tax increase is in place, and the County's budget challenges have increased, so it appears to be an appropriate time for a general reassessment of what the County's responsibilities should be in regard to CIP funding for projects on State highways. This reassessment may be more timely because of the very large contribution the County has been required to make for the Purple Line (discussed below), but also because of two recent changes in what the County has to pay for these projects. SHA has reinterpreted their funding programs for cost-sharing projects like sidewalks, increasing the County's share. They have also announced that they will charge the County an inspection fee of 15% of the construction cost for County-funded projects on State highways.

We recommend that the Council discuss the general issue of CIP funding of projects on State highways to ensure that, in addition to optimizing the leveraging of State dollars, these funds are best meeting the County's transportation objectives.

Purple Line (501603): This new project would provide \$45.9M in funding for County coordination and oversight for the State's Purple Line project, which will have impacts to multiple Parks, and Parks should actively coordinate with the County and MTA to incorporate Park facility restoration and stewardship goals with project construction. At the Mandatory Referral review of this project, the Planning Board recommended that improvements be made, particularly in regard to pedestrian and bicycle access around the proposed stations. While the winning contractor may include some of these improvements as part of their bid, it is likely that additional improvements will still be needed on County roadways. *We recommend that this PDF be revised to include the identification of needed pedestrian and bicycle improvements around the proposed stations; the actual improvements could be implemented as part of the State's Purple Line contract, this Purple Line PDF, the Bicycle-Pedestrian Priority Area Improvements PDF, or to another County PDF.*

Bethesda Metro Station South Entrance (P500929) and Silver Spring Green Trail (P509975): The PDFs for both projects show construction funds being expended in FY16, but since they are anticipated to be constructed with the Purple Line project, they should be revised to reflect the Purple Line's current schedule. The project cost of the first project has increased by \$2M.

Montrose Parkway East (P500717): The cost of this project has increased by \$20M, from \$119.9M to \$139.9M. The project is anticipated to be submitted for Mandatory Referral shortly, reflecting the merger of the State's project to provide a grade-separation at the CSX tracks and an interchange at Parklawn Drive with the original Montrose Parkway East project, which included only the segment east of Parklawn Drive. The start of construction is now scheduled for FY19.

The Planning Board last reviewed the original Montrose Parkway East project in November 2007 and reviewed the State's grade-separation project in March 2013. Since that time, the Countywide Transit Corridors Functional Master Plan, which includes BRT on Veirs Mill Road and an alternative alignment of the Randolph Road BRT corridor on Montrose Parkway East, has been approved and adopted. MCDOT staff has told us that their study of the latter has shown Randolph Road to be the better corridor, however no study report has yet been provided. The PDF states that the project will "take into consideration" the master planned Veirs Mill Road BRT service. Since the intersection improvements at

Montrose Parkway East and Veirs Mill Road are extensive and it would be very costly and disruptive to reconstruct the intersection, we recommend that the PDF's wording be strengthened to state that the project will accommodate BRT on Veirs Mill Road. The State's Veirs Mill Road BRT study is currently being funded by \$6M in County funds, which SHA estimates as being 60% of the funds needed to complete preliminary planning. *We recommend that \$4M be added to the **Rapid Transit System project (P501318)** to complete the planning so that the design of the Montrose Parkway East project can accommodate BRT on Veirs Mill Road within the limits of this project.*

The eastern project limit on Veirs Mill Road is right at the crossing of Matthew Henson Trail and the 2007 design included a roadway taper in the immediate vicinity of the crosswalk. When the Planning Board last reviewed this project, it forwarded the following comment to MCDOT:

Incorporate the SHA-approved design of the Matthew Henson Trail crossing of Veirs Mill Road into the project plans. The safety of the pedestrians, bicyclists, and transit patrons using this crossing must not be adversely affected in any way by this project. If this cannot be avoided with the current project scope, the project should be expanded to include the replacement of the existing culvert carrying Turkey Branch under Veirs Mill Road with a bridge that accommodates an underpass for Matthew Henson Trail.

The Montrose Parkway East project has still not begun construction, but SHA implemented some of the improvements that were under discussion at that time. There have been lingering safety concerns at this location and in December 2015, a 19-year-old man was killed attempting to make a nighttime crossing. Staff's understanding is that SHA plans to make additional safety improvements in the near future. We recommend however that the PDF for this project explicitly include a safe crossing for Matthew Henson Trail.

Life Sciences Center Loop Trail (P501742): This project provides for the planning of a 3.5-mile loop trail through the Life Sciences Center (LSC), which is a key amenity and feature of the Master Plan. This project will enable both the private developers and the County to build their respective portions of the LSC loop in a consistent manner. The Master Plan has staging requirements that must be met before development projects can proceed, and funding the LSC Loop trail in the County's CIP is a prerequisite for opening Stage 2. It was previously shown in Facility Planning-Transportation (P509337) but is now a standalone PDF and would receive \$400K in planning funding for FY17-FY18. The Department strongly supports this project, which was highlighted in the July 2015 Biennial Master Plan Monitoring Report.

Lyttonsville Place Bridge (P501421): The PDF states that five-foot-wide sidewalks will be provided on the bridge, but the Public Hearing Draft of the Greater Lyttonsville Sector Plan recommends that an eight-foot-wide sidewalk should be provided on the southwest side of the bridge and a twelve-foot-wide sidewalk on the northeast. *We recommend that the PDF be revised to reflect the recommended typical section shown in the Sector Plan when it is approved later this year.*

Needwood Road Bikepath (P501304): The Mandatory Referral for this project to construct a 1.7-mile path on the south side of Needwood Road was approved by the Planning Board on June 18, 2015. *The PDF is now in conformance with the Board's recommendations and the cost of the project has increased by \$1.57M. This project will have an impact on parkland at Needwood Golf Course and Lake Needwood and will require a park construction permit.*

Gold Mine Road Bridge (P501302): This project would replace the deficient bridge over Hawlings River in Hawlings River Stream Valley Park and would construct a shared use path on the south side of the

road. The western project limit of the path is at James Creek Court. But whereas the project previously included extending the path to New Hampshire Avenue, the path is now described in the PDF as ending at Chandlee Mill Road and shown in the current plans as ending just east of the bridge. While the PDF notes that there is a \$866K cost increase due to “roadway improvements, flood plain easements, retaining wall, and stream restoration”, it does not clearly state that more than a quarter-mile of path – and its associated cost - was deleted from the project. That extension to New Hampshire Avenue is estimated to cost an additional \$4M. While it may be a prudent decision to defer the decision on this costly extension for another time, the path is now proposed to end abruptly at a non-intersection. *We recommend that the eastern end of the path be constructed to tie into the roadway of Gold Mine Road so that it can be safely used by both bicyclists and pedestrians.*

Observation Drive Extended (P501507): The schedule for this project to construct a 2.2-mile four-lane divided roadway between Waters Discovery Lane and West Old Baltimore Road was pushed back one year to begin final design in FY20, but \$4.5M in funding was added for right-of-way acquisition in FY22.

Goshen Road South (P501107): The cost of this project has increased by \$3.8M. This project was reviewed by the Planning Board as a Mandatory Referral in 2010, but two significant changes to the design of bicycle facilities have occurred since that time. In 2014, the County Council revised the Road Code to state that the standard shared use path width is ten feet, as opposed to the eight-foot width noted in this project’s PDF. The second change is a move away from bike lanes directly adjacent to travel lanes on four-lane roads in favor of physically separated bike lanes where appropriate. *Since this project is not scheduled to be constructed until FY21, we recommend that the design be re-evaluated to determine what facilities would be most appropriate, and that the PDF be revised to state simply that bicycle facilities will be provided on each side of the roadway.*

White Flint District West: Transportation (P501116): The schedule for this project has been pushed back one year to begin in FY20.

White Flint District East: Transportation (P501204): The schedule for this project has been pushed back one year to be completed in FY20.

Facility Planning Transportation (P509337): The Crabbs Branch Way Extended/Amity Drive Extended project recommended in the Shady Grove Sector Plan (2006) will provide access to a future public park. The Planning Department’s July 2015 Biennial Master Plan Monitoring Report stated the following on page 61: “A neighborhood park at Shady Grove Crossing, formerly called Piedmont Crossing, located along Amity Drive has been implemented by Toll Brothers. In 2008, the Parks Department acquired 9.77 acres of the Piedmont Crossing property, near the Town of Washington Grove, for a future local park. Currently there is no public road access to this future park, either via Crabbs Branch Way extended or Amity Drive extended. The approved Shady Grove Station development has dedicated 4.1 acres of land for the future Jeremiah Park. In addition, on page 63 the Report stated: Establish public road access to the future public park on the Piedmont Crossing property via Crabbs Branch Way extended or Amity Drive extended.” We recommend that this project be added to the Facility Planning PDF.

Bridge Design (P509132): This project would add improvements to two bridges: Glen Road Road #15 and Mouth of Monocacy Bridge #43. Both of these bridges are on Exceptional Rustic Roads, a designation that should be noted for each. The Rustic Roads Advisory Committee should be listed in the Coordination section rather than “Rural/Rustic Roads Legislation”. *We recommend that references be added to the PDF for this project that clearly state each is an Exceptional Rustic Road and that the Rustic Roads Advisory Committee be listed in the Coordination section. We also recommend that the following*

language be added to the PDF: "Projects should provide stream channel stabilization using modern in-stream revetments to ensure long-term stability, aquatic resource protection, and fish passage to the extent possible."

Maryland/Dawson Avenue (P501405): \$2.26M in funding has been added to this project, mostly in construction funding, to support existing and future Phase 2 Town Center development in the City of Rockville.

Redland Road Sidewalk: The July 2015 Biennial Master Plan Monitoring Report recommended sidewalk along Redland Road between MD 200 and Briardale Road to complete the sidewalk network along Redland Road. *We recommend that a PDF be added to construct this project.*

Schools

There are no areas that are under moratorium in the FY16 Annual School Test, nor are any expected under the FY 17 Test. Five school clusters do have "placeholder capital projects" that were added as an amendment to the CIP during FY16 and remain as placeholders in FY17. Most school clusters not meeting school adequacy have projects programmed in the CIP at least for facility planning; however, at the high school level capital funding is the most challenging of the three school levels with most clusters undertaking a planning study or extending one already underway.

With respect to the FY16 Annual School Test, four school clusters are inadequate at the elementary school level. The preliminary results of the FY17 Annual School Test retain only two of these four clusters on the list of those inadequate at the elementary level: Northwood, and Quince Orchard. For the Northwood cluster a planning study was funded for FY16, this study initially indicated that an addition was warranted at several schools; however, due to budget constraints the threshold to trigger an addition was raised by MCPS placing several elementary schools just under the necessary requirement. MCPS plans to monitor the utilization rate of these schools over the next year. The Quince Orchard cluster has funding for a renovation/expansion at Brown Station Elementary School, as well as an addition planned for Dufief Elementary. The Dufief addition is expected to help alleviate overcrowding at Rachel Carson Elementary, the most overcrowded elementary school within the Quince Orchard cluster.

At the middle school level, only two out of eight clusters inadequate for the FY16 Annual School Test, are proposed to remain inadequate under the FY17 Annual School Test: Gaithersburg and Rockville. In the Gaithersburg cluster, Gaithersburg Middle School and Forest Oak Middle School will be over 105% utilization in 2021-2022; however, the level of overcrowding, while inadequate, is still below the level required to trigger programming for additional capacity. In the Rockville cluster, an appropriation for facility planning for the only middle school is requested.

At the high school level, capital facility funding is the most challenging of the three school levels. Several clusters remain inadequate at the high school level in FY17 compared with F16. Eleven high schools are proposed to be inadequate in FY17; two high schools came off the FY16 school test list (Northwest, and Whitman), while Gaithersburg High School has been added. A comprehensive planning study was appropriated in FY16 for the Downcounty Consortium (including five of the eleven inadequate high schools: Blair, Einstein, Kennedy, Northwood, and Wheaton); however, this study does not qualify as capital funding. It is expected that this study will inform the next CIP request. For Churchill and Paint Branch High Schools, FY17 facility planning funds are being requested. The MCPS Superintendent has requested a roundtable discussion group evaluate the options for facility planning for the Walter

Johnson cluster. For Richard Montgomery High School, an FY16 planning study was appropriated and a future CIP request is expected.

Transportation Improvements for Schools (P509036) Increasingly, students are using informal people's choice (unsanctioned) trails on parkland to travel between their homes and schools. "Unsanctioned" means these are not official trails that are mapped, marked, or regularly maintained. Some of these trails are unsafe and should be fixed. The evaluation of these trails should be recognized by Montgomery County Public Schools and/or Montgomery County Government, and improvements to these people's choice trails be funded (even partially) either using this PDF or using other Safe Routes to Schools funding.

Other Projects

Aspen Hill

Kensington (Aspen Hill) Fire Station #25 Addition (P450903): Design is complete and the bidding and construction process will begin in FY17. Project was delayed due to fiscal constraints; increased costs are due to escalation caused by the multi-year delay.

Bethesda

Bethesda CBD Streetscape (P500102) This project provides improvements to unfinished streetscape in the CBD. It has been deferred until FY 18, with construction to begin in FY 19. The Department supports the proposed schedule.

Clarksburg

Facilities Site Selection MCG (P500152) The Clarksburg Library and the Clarksburg Community Recreation and Aquatic Center are included in this project, although a site for the library in the Clarksburg Town Center has been approved for dedication. The Department supports this project, which will bring needed community facilities to this part of the county. The Planning Board approved Ovid Hazen Wells Recreational Park Master Plan Amendment (2015) and the subsequent Facility Plan (2015). Both reserve a site in the park for the recreation and aquatic center if the site selection determines it to be the top candidate.

Facility Planning MCG (P508768) The Clarksburg Library, Olney Civic Commons and Clarksburg Community Recreation and Aquatic Center are included on the candidate project list for FY 17 and FY 18. Each of these projects would provide important community facilities in their respective areas. The Department supports inclusion of these projects as facility planning candidates.

Clarksburg Library (P710500) The Library remains a priority for the Clarksburg area and funding for its planning, design and construction should be included in the early years of the CIP. It is currently shown for planning and design funds in FY 21.

Clarksburg Fire Station (P450300) The Department continues to support timely design and construction of this important community facility. The 2014 10 Mile Creek Limited Amendment to the Clarksburg Master Plan recommended that the Executive consider locations for the fire station outside the 10 Mile Creek watershed. Those efforts are ongoing, and the Department supports the proposed schedule.

Germantown

Germantown Student Services Center (P076612) The Planning Board previously endorsed increased funding for this project. The Department supports the proposed schedule, with planning and design to occur in FY 19 and FY 20 and construction in FY 21.

North Bethesda-Garrett Park

Davis Library Renovation (P710703)

The library, at 6400 Democracy Boulevard, was built in 1963 and this project includes renovation and an addition to the building. However, during the design phase, the feasibility of a building replacement instead of a total renovation will be explored due to the many inherent problems with the existing building. The library will be closed during construction. The design phase was planned to commence in late fall 2016 (FY17), but the project has been deferred due to fiscal constraints.

Silver Spring

Long Branch Town Center Redevelopment (P150700): The Department continues to support this project, for planning that will implement recommendations of the Long Branch Sector Plan. Planning activities are planned to coincide with construction of the Purple Line.

Wheaton CBD

Wheaton Redevelopment Program (P150401)

The Department continues to support this project, which includes a new MNCPPC headquarters and implements important Sector Plan objectives for public space and street activation.

Wheaton Library and Community Recreation Center (P361202)

The Department supports the current schedule for this project, which contemplates construction in FY17 and FY18.

White Flint

White Flint Fire Station #23 (P451502): The Planning Board previously supported inclusion of this project to build a new fire station in White Flint. The Department supports the proposed schedule for this project, which contemplates ongoing planning and design funding in FY17 through FY19, with construction anticipated in FY20. As noted on page 33 of the July 2015 Biennial Master Plan Monitoring Report: "The Department of General Services (DGS) should consider incorporating a police sub-station within the new Fire Station 23." The Planning Department reiterates its request that consideration be given to incorporating a police sub-station within the new Fire Station 23. In addition, co-locating an Urban District office may also increase efficiencies for public facilities.

Wall Park Parking Garage

The July 2015 Biennial Master Plan Monitoring Report recommended that the Parks Department create a new CIP project for construction of the Wall Park Parking Garage that will support Wall Park's future development. The Parks Department sent a CIP request to the Executive Branch for \$6 million to build the parking garage and make Wall Park a reality, as recommend in the 2010 White Flint Sector Plan. The County Executive did not include this item in his proposed FY17-22 CIP. *We recommend that the County Council include this project in the CIP.*

Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503): *While this PDF is limited in scope at this time, we recommend that funding be included for facility planning for the future expansion at Kennedy Shriver Aquatic Center Community Recreation Center at Wall Park.*

White Oak

Colesville/New Hampshire Avenue Community Revitalization (P761501): This project will implement recommendations of the 1997 White Oak Master Plan for commercial revitalization in four modest commercial areas along New Hampshire Avenue. The Department supports the proposed schedule, which contemplates planning and design funds for FY17 through FY20.

White Oak Science Gateway Infrastructure Development (P501540)

This project begins to implement transportation recommendations in the White Oak Science Gateway Master Plan, including FY16-17 funding for a regional traffic study related to the required Local Area Transportation Review.

White Oak Science Gateway Redevelopment Project (P361701)

This project implements a major recommendation of the White Oak Science Gateway Master Plan, for redevelopment of a 115-acre county-owned property in conjunction with a 185-acre privately owned parcel, as part of a public-private partnership. The Department supports the proposed schedule, which includes planning and design funds for FY17 through FY22.

IMPACTS TO M-NCPPC PROPERTIES AND FACILITIES AND INTER-AGENCY COORDINATION

Project description forms in the CIP identify departments and agencies that should coordinate design and construction. While the projects listed below are not in the M-NCPPC CIP, the Parks Department in particular, points out the need for other departments and agencies to coordinate with M-NCPPC on the following projects (grouped by category in the budget book):

General Government

- **Resurfacing Parking Lots:** MCG (P509914) MCDGS should coordinate individual projects with MCDEP to incorporate MS4 aspects (i.e. Stormwater Management retrofits and impervious reductions)

Public Safety

- **Glenmont FS 18 Replacement (P450900)** The Glenmont sector plan recommended the remainder of the property for a new local park; however, the sector plan requested park maintenance access and parking. Subsequently, the design of the fire station precluded park access and parking. The sector plan also states that if the police station is located on this block instead of a park, a replacement field should be provided for this neighborhood elsewhere.
- **Resurfacing: Fire Stations (P458429)** MCDGS should coordinate individual projects with MCDEP to incorporate MS4 aspects (i.e. Stormwater Management retrofits and impervious reductions)

Transportation: There are numerous road improvement projects that cross Stream Valley Parks and/or affect Park frontages. Project designs should incorporate connections to Park facilities, utilize environmentally sensitive stream crossings, and maximize Stormwater Management treatment prior to discharge onto Parks. These road improvement projects should coordinate with Park Department to include trail intersection safety improvements wherever the road intersects park trails.

- **Facility Planning Transportation (P509337):** Transportation projects often have significant environmental impacts to Parkland. PDF language should be revised to encourage protection of natural resources as part of each project.
- **Bethesda Metro Station South Entrance (P500929) and Silver Spring Green Trail (P509975):** The Purple Line impacts Sligo Cabin Neighborhood Park and Sligo Creek Stream Valley Unit 2.

- **Montrose Parkway East (P500717):** Major impacts to Rock Creek Stream Valley Park - Park Permit is under Review. Part of Lower County Loop (Countywide Park Trails Plan Amendment).
- **Platt Ridge Drive Extended (P501200):** This project will have an impact on parkland.
- **Travilah Road (P500101)** The 2003 Muddy Branch Trail Corridor Plan removed the proposed hard surface trail from this Stream Valley Park south of Quince Orchard Road, due to sensitive resources. In doing so, the expectation was that trail users would use the future/proposed bike path along Travilah Road to travel between Quince Orchard Road and the C&O Canal Towpath. Therefore, any improvements to Travilah Road, specifically the bike path, will impact parkland as it is part of a planned trail connection.
- **Stringtown Road Extended (P500403)** Coordination on Clarksburg Greenway Trail will be needed
- **Snouffer School Road (P501109)** This project will have an impact on parkland and will require a park construction permit.
- **Snouffer School Road North (Webb Tract) (P501119)** This project will have an impact on parkland and will require a park construction permit.
- **Goshen Road South (P501107):** This project will have an impact on parkland and will require a park construction permit.
- **Observation Drive Extended (P501507):** This project will have an impact on parkland and is currently at Mandatory Referral Stage.

Bridges: There are numerous bridges/culverts that cross Stream Valley Parks that would impact stream channels, natural resources and migration corridors. Project designs should provide environmentally sensitive crossings that will likely require stream restoration to provide ecological connectivity and not simply hydraulic passage.

- **Gold Mine Road Bridge M-0096 (P501302)** This project will have an impact on parkland and will require a park construction permit.
- **Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)** This project will have an impact on parkland and will require a park construction permit; this park includes an important trail connection between Rock Creek Trail and NIH/Walter Reed
- **Bridge Renovation (P509753)** Add language to PDF to include "Projects should provide stream channel stabilization using modern in-stream revetments to ensure long-term stability, aquatic resource protection, and fish passage to the extent possible."
- **Piney Meetinghouse Road Bridge (P501522)** This project will have an impact on parkland and will require a park construction permit.
- **Park Valley Road Bridge (P501523)** This project will have an impact on parkland and will require a park construction permit.

- **Pennyfield Lock Road Bridge (P501624)** This project will have an impact on parkland and will require a park construction permit.

Pedestrian Facilities/Bikeways: There are numerous bikeway improvement projects that cross Stream Valley Parks and/or affect Park frontages. Project designs should incorporate connections to Park facilities, utilize environmentally sensitive stream crossings, and maximize Stormwater Management treatment prior to discharge onto Parks.

- **Metropolitan Branch Trail (P501110):** This project impacts Jessup Blair Park.
- **MacArthur Blvd Bikeway Improvements (P500718)** Park construction permit will be required if this project impacts parkland.
- **Falls Road East Side Hiker/ Biker Path (P500905)** Park construction permit will be required if this project impacts parkland.
- **MD 355 Sidewalk (Hyattstown) (P501104)** This project will have an impact to Little Bennett Stream Valley Park and will require a park construction permit. This project should be coordinated with SHA project to replace MD-355 bridge over Little Bennett.
- **Frederick Road Bike Path (P501118)** This project will have an impact on Little Seneca Creek parkland and will require a park construction permit.
- **Capital Crescent Trail (MCDOT, P501316):** Project impacts Rock Creek Stream Valley Park, Elm Street Urban Park, and other Parkland.
- **Transportation Improvements For Schools (P509036)** Increasingly, students are using informal people's choice (unsanctioned) trails on parkland to travel between their homes and schools. "Unsanctioned" means these are not official trails that are mapped, marked, or regularly maintained. Some of these trails are unsafe and should be fixed. The evaluation of these trails should be recognized by Montgomery County Public Schools and/or Montgomery County Government, and improvements to these people's choice trails be funded (even partially) either using this PDF or using other Safe Routes to Schools funding.

Parking: MCDOT should coordinate individual projects with MCDEP to incorporate MS4 aspects (i.e. Stormwater Management retrofits and impervious reductions)

Highway Maintenance: MCDOT should coordinate with MCDEP to ensure that maintenance improvements balance with MS4 goals of water quality enhancements

- **Resurfacing Park Roads and Bridge Improvements (P500720)** Add language to PDF to include "Projects should provide environmentally sensitive culvert replacements/modifications, include stream channel restoration, and incorporate Stormwater Management retrofits into drainage improvements."
- **Sidewalk & Curb Replacement (P508182)** MCDOT should coordinate with MCDEP to identify any extraneous sidewalks and stub roads to determine if there are potential impervious removal opportunities

Culture and Recreation: There are numerous Recreation facilities located on and/or adjacent to Parkland where the County proposes expansions/improvements that may impact the adjacent Parks. Parks requests that MCDGS coordinate these projects with Park staff during Facility Planning for each project.

- **Kennedy Shriver Aquatic Center Building Envelope Improvement (P721503)** While this PDF is limited in scope at this time, the Department should include funding for facility planning for the future expansion at Kennedy Shriver Aquatic Center Community Recreation Center at Wall Park

Conservation of Natural Resources

Storm Drains: The vast majority of the County storm drain system ultimately drains to Parkland, so Parks has a vested interest in ensuring that these projects are designed and constructed in a manner that maximizes Stormwater Management treatment and minimizes negative impacts to aquatic resources. MCDOT should coordinate individual projects with Parks and MCDEP to incorporate MS4 aspects (i.e. Stormwater Management retrofits and impervious reductions) and watershed restoration goals. There are a countless number of failing stormdrain outfalls that discharge county stormwater directly onto Parkland. These deteriorating outfalls are constantly being discovered as seldom trafficked corners of the park system are surveyed. The failing infrastructure results in severely degraded and eroded channels that lead to the nearest watercourse. Parks is tracking these compromised outfalls as they are identified and working with MCDOT's Outfall Repair program to get them prioritized for design and repair in order to minimize further impacts to the downstream aquatic resources.

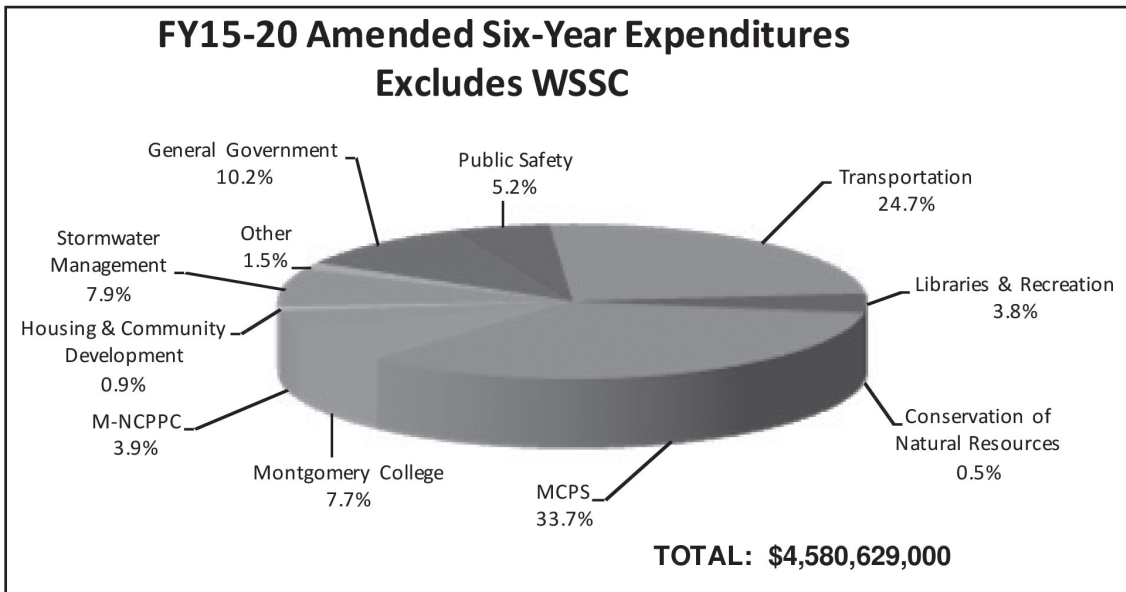
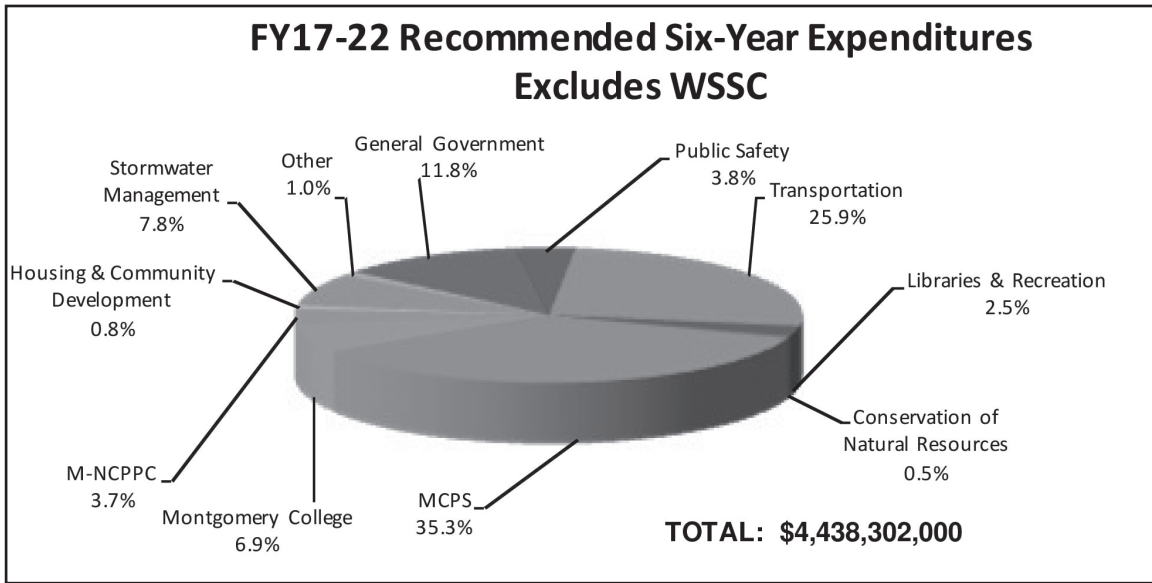
- **Storm Drain General (P500320)** MCDOT should coordinate individual projects with MCDEP to incorporate MS4 aspects (i.e. Stormwater Management retrofits and impervious reductions)
- **Facility Planning: Storm Drains (P508180)** MCDOT should coordinate individual projects with MCDEP to incorporate MS4 aspects (i.e. Stormwater Management retrofits and impervious reductions)
- **Outfall Repairs (P509948)** Add language to PDF to include "Projects should provide environmentally sensitive outfall enhancements to ensure long-term stability and resource protection to the extent possible."
- **Storm Drain Culvert Replacement (P501470)** Add language to PDF to include "Projects should provide stream channel stabilization using modern in-stream revetments to ensure long-term stability, aquatic resource protection, and fish passage to the extent possible."

Stormwater Management: Parks owns more than 400 Stormwater Management facilities that are structurally maintained by MCDEP. MCDEP and Parks actively coordinates projects through concept, detailed design, Park Permit, and construction. It is noted that with the County's recent increase in these programs associated with their MDE MS4 Permit, there will be an associated significant increase in workload for Park Planning and Stewardship Division and Park Development Division.

- **SM Facility Major Structural Repair (P800700)** This project will have an impact on various parkland. Increased workload for Park Planning and Stewardship Division Resource Analysis and Park Development Division Environmental Engineering and Construction.
- **SM Retrofit - Government Facilities (P800900)** This project will have an impact on various parkland. Increased workload for Park Planning and Stewardship Division Resource Analysis and Park Development Division Environmental Engineering and Construction
- **SM Retrofit - Schools (P801301)** This project will have an impact on various Park-School sites.
- **Misc. Stream Valley Improvements (P807359)** This project will have an impact on various parkland. Increased workload for Park Planning and Stewardship Division Resource Analysis and Park Development Division Environmental Engineering and Construction.
- **SM Retrofit: Countywide (P808726)** This project will have an impact on various parkland. Increased workload for Park Planning and Stewardship Division Resource Analysis and Park Development Division Environmental Engineering and Construction.
- **Facility Planning: SM (P809319)** This project will have an impact on various parkland. Increased workload for Park Planning and Stewardship Division Resource Analysis and Park Development Division Environmental Engineering and Construction.
- **Watershed Restoration - Interagency (P809342)** This project will have an impact on various parkland. Increased workload for Park Planning and Stewardship Division Resource Analysis and Park Development Division Environmental Engineering and Construction.
- **Wheaton Regional Dam Flooding Mitigation (P801710)** Project is downstream of Evans Parkway and may have park impacts.

Revenue Authority: Parks' lease with MCRA for golf courses on Parkland requires coordination of any CIP projects and issuance of Park Permits prior to construction. MCRA should coordinate with Parks during the Facility Planning of these projects to determine site specific requirements.

Montgomery County Public Schools: There are numerous Park-School sites that MCPS proposes expansions/improvements that may impact the adjacent Parks. Parks requests that MCPS coordinate these projects with Park staff during Facility Planning for each project.



Attachment 2

Executive's Context for Developing the Capital Budget and FY17-22 CIP

1. The Executive's challenges in developing the FY17-22 CIP included:
 - Significant operating budget pressures related to reduced income tax projections and the FY17 and FY18 severe income tax reductions due to the Wynne case. Operating budget revenue shortfalls make it more difficult to meet the PAYGO, current revenue, debt service and facility operating budget impacts related to the CIP.
 - Operating budget pressures led to the implementation of an FY16 savings plan to cushion the impact of these reduced revenues on the FY17 operating budget. As approved by the Council, the savings plan resulted in \$26.02 million in reductions in FY16 CIP spending with \$18.2 million deferred into the early years of the FY17-22 CIP without additional capacity to fund those costs.
 - Although annual general obligation bonds are at an all-time high (\$340 million/year), the improved implementation by all County agencies has led to the need to eliminate an overbooking rate that had previously been assumed. This resulted in a \$139 million reduction in funds available for programming.
 - Reductions in impact tax revenues and State Aid were partially offset by increases in Recordation Tax revenues.
2. It is not likely that the General Obligation bond limits will be increased in the near future.
 - GO bond debt service will grow \$133 million/year from FY16 to FY22. This is on top of the \$348 million tax-supported debt service in FY16.
 - Tax-supported debt in FY08 was under \$240 million/year. Annual tax-supported debt will exceed \$450 million/year by FY21.
 - Dollars spent on debt service "crowd out" other worthy operating budget expenditures.
 - The growth rate of GO bond debt service has been more than double the rate of growth in general fund revenues.
 - During a period of reduced revenues, budget flexibility is important. In the FY16 approved budget, MCPS and College Maintenance of Effort requirements and tax-supported debt service – inflexible components of our budget going forward – represented 64% of our general fund revenues. This does not include other fixed costs such as OPEB or funding for pensions or health insurance.
 - As part of the recent Spending Affordability Guidelines discussion for GO bonds, Council staff noted that our debt capacity indicators show that the "County is carrying too much debt." As a result of these factors, Council staff has advised Council that they should resist any efforts to increase bond limits for a long period of time – perhaps as much as 10 years – so that our revenues can "catch up" to the level of debt we're incurring.
3. The capital improvement needs were also significant. These included:
 - MCPS' substantial facility capacity and modernization needs. (MCPS requested \$1.7 billion – an increase of \$184.5 million.)
 - Critical economic development needs – including Wheaton Redevelopment, White Flint Redevelopment, and White Oak Redevelopment.
 - High priority transportation projects – including \$192.1 million for the Purple Line and related projects.
 - Cost increases in high priority projects
 - Large expenditures for previously approved projects moving into the 6-year period.

- The need to preserve core infrastructure. This is a particular challenge as funding for many of these “level of effort” projects have been flat-lined for years with few if any increases to reflect inflation and the increased number of facilities all agencies are responsible for.



Debt Service Opportunity Costs

Every \$1 million used for debt service could also be used for:

- ✓ 15 public school teachers
- ✓ 9 police officers
- ✓ 9 fire fighters
- ✓ Operating 1 library for a year
- ✓ Operating 5 recreation centers
- ✓ Rental assistance for 427 families
- ✓ 25,000 bednights in family shelters
- ✓ 10,204 bednights at overflow motels
- ✓ Respite care for 339 clients
- ✓ Child care subsidies for 156 children for a year
- ✓ Services for 4,124 Montgomery Cares clients
- ✓ 1,274 County-funded Maternity Partnership program
- ✓ 1,919 Housing Stabilization grants
- ✓ Pruning 2,150 trees
- ✓ Purchasing 2 buses
- ✓ Renovations for 250 bus stops

Attachment 3

