

**MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION TESTIMONY
2024-2028 PLANNING BOARD DRAFT
GROWTH AND INFRASTRUCTURE POLICY**

September 10, 2024

My name is Haley Peckett and I am the Deputy Director for Transportation Policy with the Montgomery County Department of Transportation.

First, I want to thank Planning for their collaborative approach to the Growth and Infrastructure Policy and for including many recommendations that we at MCDOT support. We welcome the recommendations that streamline the development process as well as those that grant more flexibility in spending revenues. We also appreciate the Planning Board's leadership in recommending a new working group for infrastructure funding.

Our primary focus as MCDOT, as it relates to the GIP, is to ensure provision of adequate public facilities for all new development. We want to ensure residents and visitors, regardless of income or mode, can travel safely and efficiently.

What that means is that we must ensure that development provides infrastructure to accommodate new growth, or that it generates revenue that allows the County to provide that infrastructure. A number of GIP recommendations will do the opposite.

The recommendations from Thrive and area master plans are very expensive, and construction costs have gone up substantially in recent years. We want to highlight a few recommendations in the GIP that will reduce the County's fiscal ability to build these projects:

1. Recommendation 3.1a will reduce impact tax revenue and reduce infrastructure built by developers, in areas where we do not yet have robust transit service or other options for travelers to avoid that congestion. We believe changes to policy areas should be linked to the implementation of transportation alternatives, especially increased transit service, so that we can realistically achieve the mode shift we wish to see.
2. Recommendation 4.8a, which allows Impact Tax credits for treatments along State roads, could substantially reduce our impact taxes and risk shifting a large amount of County resources to activities that are not within the County's jurisdiction - meaning the priorities we identified through our master plan and budget process will be harder to fund and may face further delay.
3. Several other recommendations seek to encourage certain types of development by reducing impact taxes and requirements for developer-provided infrastructure. While we agree in principle with the aspirations behind these recommendations, particularly encouraging the growth of affordable housing, 3 bedroom units, daycare, and biotech – we also want to ensure that residents and workers in these developments have equitable investment of infrastructure.

We look forward to working with you in the coming weeks through Transportation and Impact Tax-focused work sessions on these issues and other technical comments. Together we can ensure that growth can meet the multimodal goals articulated in Thrive and provide adequate public facilities for all.