Prince George's County TRANSIT VISION PLAN

2025

Prince George's County TRANSIT TRANSFORMATION

PRINCE GEORGE'S COUNTY MARYLAND

Prince George's County Department of Public Works & Transportation

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OUR VISION

This Transit Vision Plan (TVP) is a roadmap for creating a more vibrant and connected Prince George's County for all. To achieve that goal, this plan outlines aspirational strategies and implementation actions for the Department of Public Works and Transportation (DPW&T) to improve the county's transit service and infrastructure.

WHY WE NEED THIS PLAN

If we do not invest more in transit, the county may lose economic opportunities to other parts of the region. Prince George's County changed a lot in the last decade, especially since the COVID-19 pandemic. Population growth and demographic changes, shifts in employment and commuting patterns, and increasing congestion all present opportunities for transit in the county.

This plan builds on previous and ongoing plans and studies, integrating lessons from the pandemic. While the pandemic abruptly affected transit ridership due to the large-scale shift to telework, the county concurrently grappled with a labor shortage for bus drivers and other frontline workers. The pandemic also highlighted the needs of essential workers who live and serve across the county, and the importance of getting transit riders where they need to go safely, reliably, and conveniently.

Prince George's County is at an inflection point as we move past the pandemic and look to support more flexible travel patterns on transit. This plan's successful implementation will better serve those travel patterns, strengthening the county's economy and supporting our diverse communities in the process.

To accomplish that, this plan guides the county in prioritizing resources to ensure transit investments align with changing travel patterns and community needs. This plan also encourages coordination and collaboration among various stakeholders across Prince George's County and the region.

This Transit Vision Plan develops an enhanced and interconnected transportation network in Prince George's County. It will advance a broader spectrum of transportation options including fixed-route transit, paratransit, microtransit, bikeshare, and other flexible transportation options.

1:

Executive Summary

Our three core values represent who we are:

Inclusivity
We infuse fairness and consideration of all people.

Sustainability
We do not compromise on the environment.

Innovation
We reimagine our practices to imbibe new approaches.

Our five key pillars represent what we deliver:

Inclusive
We want to be accessible and affordable to all.

Safe
We want everyone to feel comfortable on transit.

Reliable
We want to be fast, timely, and dependable.

User-Friendly
We want our network to be easy to understand and use.

Community-Centric
We want to involve the entire county in our plans and decisions.

HOW THIS PLAN WORKS

This plan is not developed in a vacuum! Not only is it informed by our core values and key pillars at left, it is driven by public feedback and covers every step necessary to get improvements moving toward reality within our Transit Transformation process at right.

This plan begins with a look into our **Background.** Before proposing anything, we want to know how the county is changing and what is and is not working with our transportation networks.

Next we continue to our **Aspirational Strategies.** These are ideas for funding and operating transit, as well as for developing our workforce and encouraging more transit-supportive development.
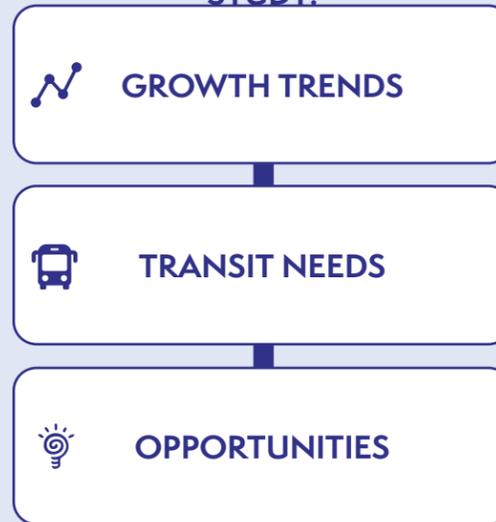
We then proceed to our **Implementation Actions.** This is where we develop short, medium, and long-term actions for the aspirational strategies.

Finally, we start with our **Transit Transformation** process itself. This is where we move the implementation actions into reality. Our Transit Transformation process is our ongoing commitment to provide inclusive, safe, reliable, user-friendly, and community-centric transit.
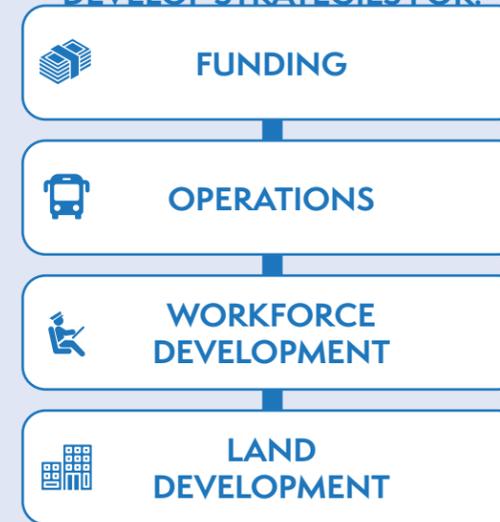
This plan includes several technical reports with details on the implementation actions moving into our Transit Transformation process and the engagement we have done as part of that process.

Engage everyone by asking about their transit experiences.

Building on our background analysis, develop strategies for the four areas below.

Engage everyone by asking for action feedback.

Integrate the actions into our Transit Transformation process, secure funding, and monitor progress.

BACKGROUND

ASPIRATIONAL STRATEGIES

IMPLEMENTATION ACTIONS

TRANSIT TRANSFORMATION

Informed by our core values and key pillars, study our trends, needs, and opportunities.

Engage everyone by asking for strategy feedback.

Break the aspirational strategies into short, medium, and long-term actions.

Engage everyone to make actions a reality.

STUDY:

- GROWTH TRENDS
- TRANSIT NEEDS
- OPPORTUNITIES

DEVELOP STRATEGIES FOR:

- FUNDING
- OPERATIONS
- WORKFORCE DEVELOPMENT
- LAND DEVELOPMENT

DEVELOP ACTIONS FOR THE:

- **SHORT-TERM**
  One to Three Years
- **MEDIUM-TERM**
  Three to Five Years
- **LONG-TERM AND ONGOING**
  Five or More Years

MOVE ACTIONS FORWARD:

- SECURE FUNDING
- MONITOR PROGRESS
- PLAN, DESIGN, AND BUILD

WHAT THIS PLAN DOES

This Transit Vision Plan develops implementation actions for our Transit Transformation process, which is our ongoing commitment to provide inclusive, safe, reliable, user-friendly, and community-centric transit. This plan is the roadmap for our Transit Transformation process and ensures we stay on the right path!

Implementation actions are a combination of recommendations, policies, and programs that work together to ensure transit investments align with the changing travel patterns and community needs across the county.

Together, these recommendations, policies, and programs form our Transit Transformation process. We call it a *process* because improvements are never truly finished; there is always more to explore, innovate, and build.

To develop this plan, Prince George's County collected and analyzed data, reviewed existing plans for the county and region to study opportunities for collaboration and ensure complementary planning, and worked closely with the stakeholders at left. Most importantly, we incorporated feedback from bus drivers, riders, and members of the public across the county.

WHAT YOUR ROLE IS

This plan is built on feedback from bus drivers, riders, and members of the public. Engagement is a continuous thread throughout this plan's four steps.

Engagement Lessons

The snapshot at right highlights what we learned from public feedback. From late 2022 through 2024, we held 39 Transit Vision Plan events and joined 44 Better Bus Network Redesign (BBNR) events. We will continue to ask the public for ideas and how we can make them a reality as part of our Transit Transformation process!

A Snapshot of Our Engagement

Engagement numbers reflect everything tallied from October 2022 through December 2024. These numbers include engagement for efforts that contribute to the TVP, such as service changes and microtransit.

WHAT WE HEARD

"Right now these buses barely come every 30 minutes. How can you make sure they will do so in the future?"

"Work is not the only thing people use transit for. There should be evening and weekend service."

"More service would fill in the Metrorail gaps and cut down on the number of Ubers I have to use."

OUR TAKEAWAY:
Improving reliability is an important concern from transit riders.

OUR TAKEAWAY:
DPW&T can offer more service outside of peak periods.

OUR TAKEAWAY:
DPW&T can serve more destinations in Prince George's County.

HOW THIS PLAN RESPONDS

RELIABILITY
Improving real-time information and building bus priority infrastructure.

OPERATING HOURS
Adding Sunday service and expanding evening service.

COVERAGE
Adding PGC Link zones and extending and adding bus routes.

WHERE WE REACHED OUT

We talked to the public at transit centers and community events, held meetings, focus groups, and workshops, and even joined riders for bus ride-alongs.
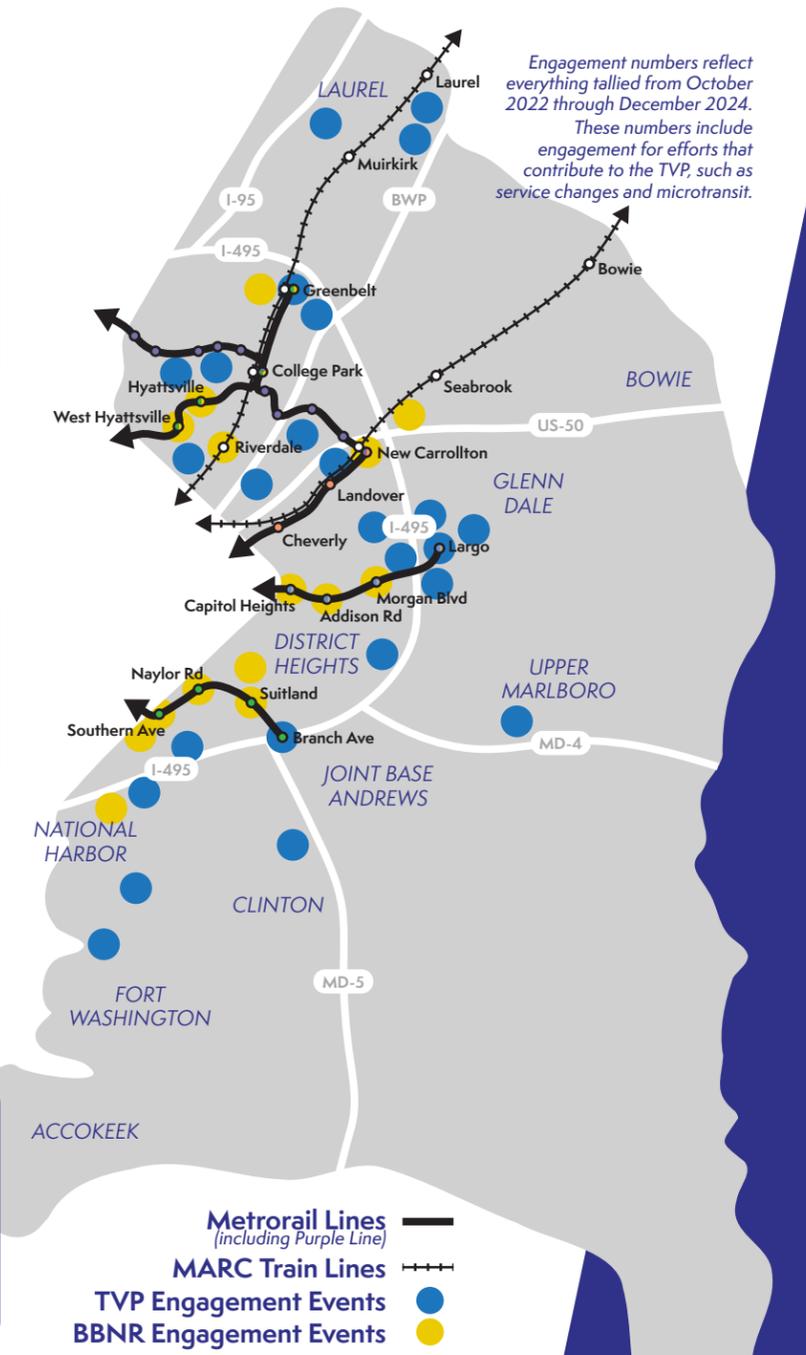
39 TVP EVENTS

44 BBNR EVENTS

OTHER WAYS WE REACHED OUT

Besides talking to the public in person, we also reached out via:

COMMENTS AND SURVEY RESPONSES
1,411 TVP
2,475 BBNR

E-MAILER AND PRINT MAILER RECIPIENTS
29,980 TVP
6,715 BBNR

SOCIAL MEDIA POSTS
99 TVP
78 BBNR

Metrorail Lines (including Purple Line)
MARC Train Lines
TVP Engagement Events
BBNR Engagement Events

LAUREL

Laurel

Muirkirk

I-95

BWP

I-495

Greenbelt

Bowie

Hyattsville

College Park

Seabrook

BOWIE

West Hyattsville

Riverdale

New Carrollton

US-50

Landover

GLENN DALE

Cheverly

I-495

Largo

Capitol Heights

Morgan Blvd

Addison Rd

DISTRICT HEIGHTS

UPPER MARLBORO

Naylor Rd

Suitland

Southern Ave

Branch Ave

MD-4

I-495

JOINT BASE ANDREWS

NATIONAL HARBOR

CLINTON

MD-5

FORT WASHINGTON

ACCOKEEK

Prince George's County Transit Vision Plan

2:

Background

OUR GROWTH TRENDS

Prince George's County is experiencing unprecedented population and economic growth. Congestion and dispersed development present opportunities for transit across the county. To respond effectively, transit must be considered earlier in the development process and play a more central role in the county's transportation network.

POPULATION TRENDS

Our population grew 12% since 2010 and will grow another 8% by 2045. Most residents live inside the Beltway (see the gray population centers), but growth is spilling beyond it to areas like Bowie, Upper Marlboro, and Laurel.

973,884
POPULATION NOW

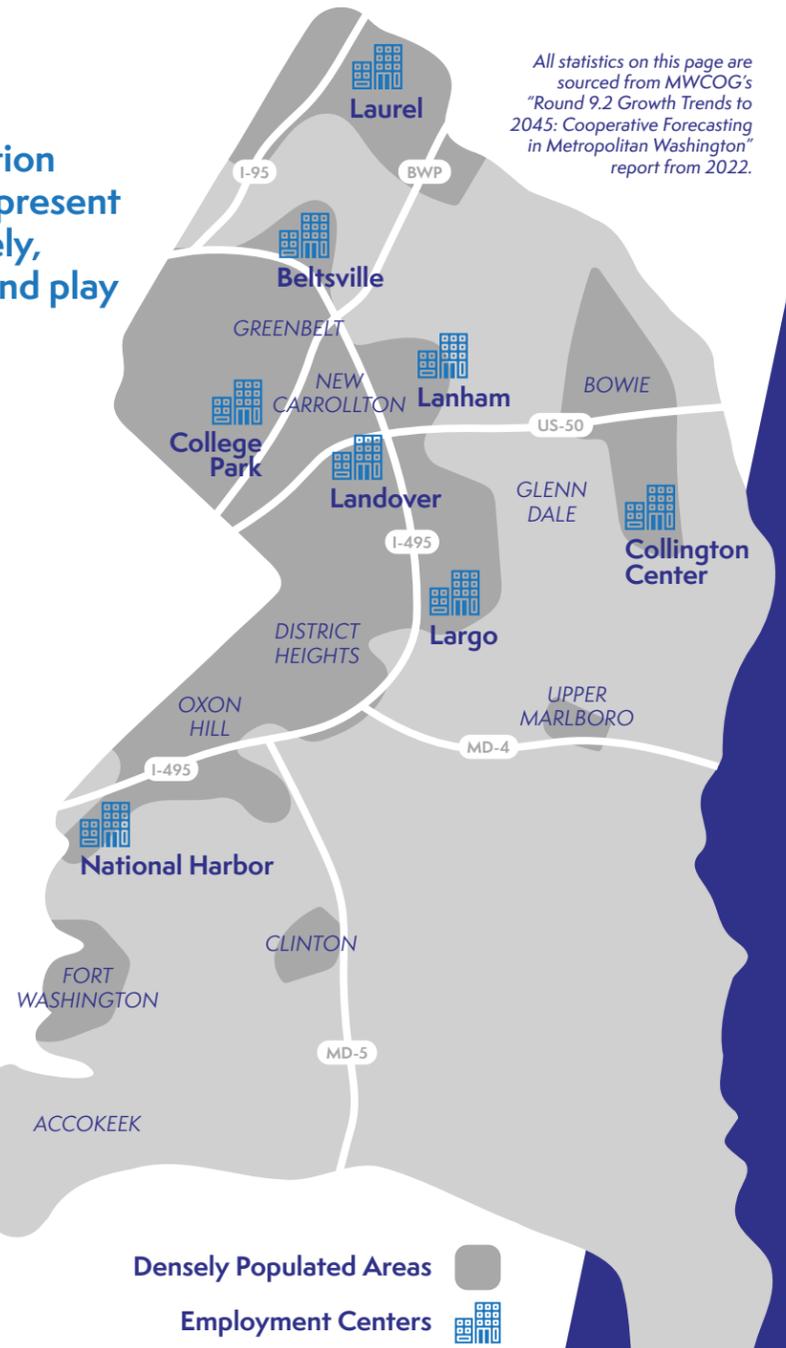**1,000,000+**
POPULATION BY 2045

EMPLOYMENT TRENDS

Our jobs will grow 15% by 2045. A quarter of residents stay in the county for work (see the blue employment centers), while a third commute to the District from many areas of the county, including areas not served by Metrorail.

43,000
MORE JOBS BY 2045

30% vs. 25%
WORK IN THE DISTRICT VS. PRINCE GEORGE'S COUNTY

ACCESSIBILITY TRENDS

We have large populations — including disabled residents, seniors, and rent-burdened and zero-car households — that benefit from improved transit access. Currently 11% of county commuters take transit while 65% drive alone.

12% DISABLED

13% SENIORS

11% TAKE TRANSIT TO WORK

19% RENT-BURDENED HOUSEHOLDS

9% ZERO-CAR HOUSEHOLDS

65% DRIVE TO WORK

Laurel
I-95
BWP
Beltville
GREENBELT
NEW CARROLLTON
Lanham
BOWIE
College Park
US-50
GLENN DALE
Landover
Collington Center
I-495
DISTRICT HEIGHTS
Largo
OXON HILL
UPPER MARLBORO
I-495
MD-4
National Harbor
CLINTON
FORT WASHINGTON
MD-5
ACCOKEEK

Densely Populated Areas

Employment Centers

Conclusions from Our Growth Trends

Since two-thirds of county commuters drive alone, continuing this trend would only:

- Increase **congestion** on our roads.
- Create more **air and noise pollution.**
- Impact the county's **sustainability goals.**
- Increase **conflict points** between vehicles and cyclists and pedestrians.
- Require more **parking.**

We can make the county safer and healthier by giving commuters more options to shift from driving to transit and other active transportation. In turn, the more people who use transit, the more we can invest in making it better.

If we do not invest more in transit — especially to better serve the demographic groups that benefit the most from transit improvements — the county may see stagnating economic growth. Without improving transit service, people may choose to live elsewhere where transit provides more and easier options to the District and to suburban areas alike.

Prince George's County may see stagnating economic growth if transit investments remain unmet.

OUR TRANSIT NEEDS

The best transit serves "show up and go" travel so people do not have to plan around timetables. Activity centers and residential areas across the county also benefit from expanded transit coverage. To achieve this, this plan proposes several aspirational strategies in response.

OUR TRANSIT SNAPSHOT AS OF MAY 2025

92 BUS ROUTES
- 24 TheBus
- 53 Metrobus
- 5 RTA
- 10 MTA Commuter Bus

35 RAIL STATIONS
- 1 Amtrak
- 8 MARC (2 lines)
- 15 Metrorail (5 lines)
- 11 Purple Line (future)

2 PARATRANSIT SERVICES
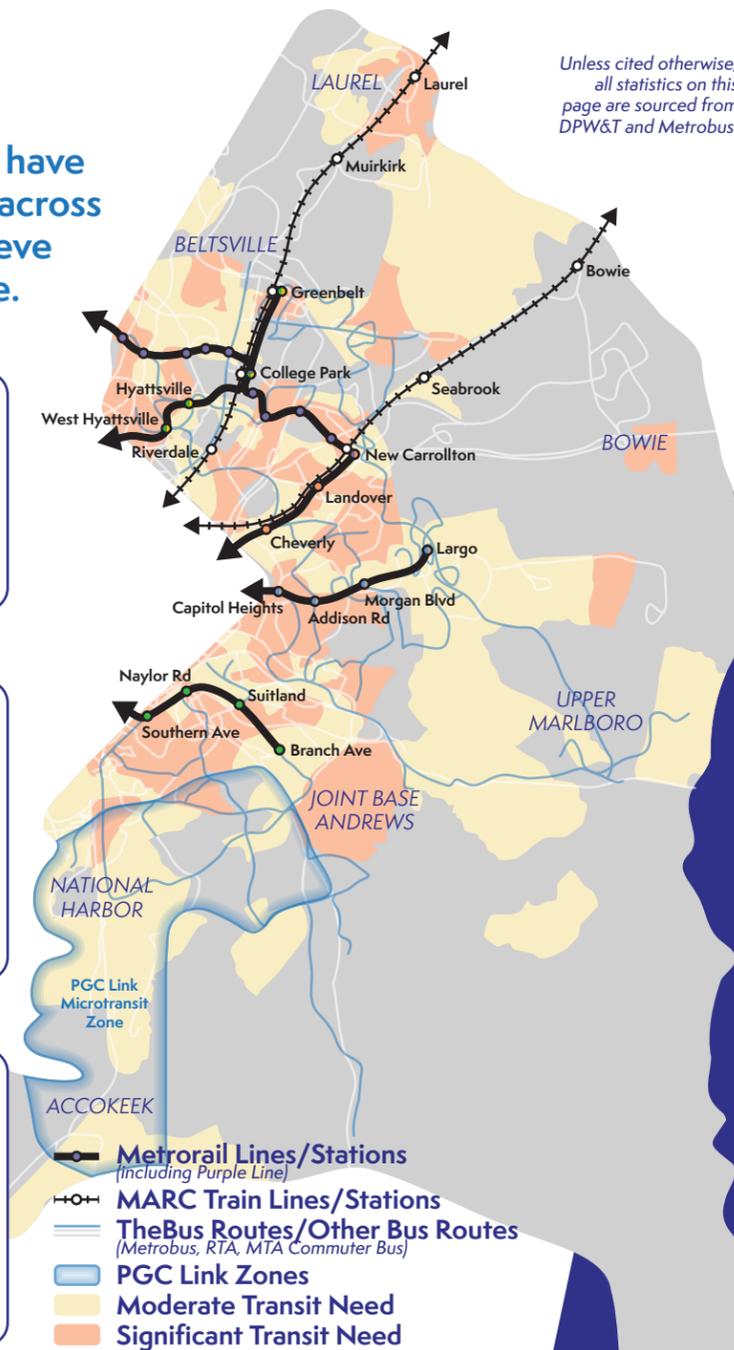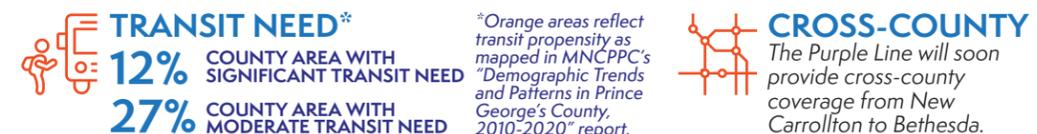- Call-a-Bus
- MetroAccess

1 MICROTRANSIT ZONE
- PGC Link

SERVICE NEEDS AS OF MAY 2025

DPW&T is working to improve three fundamental aspects of its transit service: reliability, frequency, and operating hours. These three aspects are critical in creating a convenient "show up and go" transit service.

RELIABILITY
73%
2024 ON-TIME PERFORMANCE; OUR GOAL IS 80% OR BETTER

FREQUENCY
36 Min.
AVERAGE TIME BETWEEN BUSES ON THEBUS ROUTES

OPERATING HOURS
7:00 P.M.
WHEN MOST ROUTES STOP RUNNING
Add Sunday
SERVICE ON THEBUS ROUTES

COVERAGE NEEDS AS OF MAY 2025

Several areas across the county demonstrate transit need but might not be adequately covered by existing transit options. Additionally, some areas with transit can benefit from cross-county transit coverage, reducing riders' need to travel to Metrorail transfer points or through the District to get across the county.

TRANSIT NEED*
12% COUNTY AREA WITH SIGNIFICANT TRANSIT NEED
27% COUNTY AREA WITH MODERATE TRANSIT NEED

*Orange areas reflect transit propensity as mapped in MNCPPC's "Demographic Trends and Patterns in Prince George's County, 2010-2020" report.

CROSS-COUNTY
The Purple Line will soon provide cross-county coverage from New Carrollton to Bethesda.

Unless cited otherwise, all statistics on this page are sourced from DPW&T and Metrobus.

Map labels: LAUREL, Laurel, Muirkirk, BELTSVILLE, Bowie, Greenbelt, College Park, Seabrook, Hyattsville, West Hyattsville, BOWIE, Riverdale, New Carrollton, Landover, Cheverly, Largo, Capitol Heights, Morgan Blvd, Addison Rd, Naylor Rd, Suitland, UPPER MARLBORO, Southern Ave, Branch Ave, JOINT BASE ANDREWS, NATIONAL HARBOR, PGC Link Microtransit Zone, ACCOKEEK

Legend:
- Metrorail Lines/Stations (including Purple Line)
- MARC Train Lines/Stations
- TheBus Routes/Other Bus Routes (Metrobus, RTA, MTA Commuter Bus)
- PGC Link Zones
- Moderate Transit Need
- Significant Transit Need

Conclusions from Our Transit Needs

To improve reliability and work toward its on-time performance goal of 80 percent or better, DPW&T adjusted TheBus running times in 2023 and 2024. But:

⚠️ The county's **congestion grows faster than road capacity,** so running time adjustments alone are not enough to overcome congestion.

➤ DPW&T will respond with **bus priority treatments** like bus lanes, queue jumps, and transit signal priority (TSP).

⚠️ The pandemic accelerated **diffuse transit demand;** commuting patterns are less concentrated in the morning and afternoon rush hours than they used to be.

➤ DPW&T will respond by **expanding evening and weekend bus service** and expanding alternative transit options like PGC Link microtransit service.

The aspirational strategies and implementation actions in this plan, and their integration into our Transit Transformation process, are critical in building a flexible "show up and go" transit network. Otherwise people may choose other travel options, and congestion will only increase.

The best transit serves "show up and go" travel; if people have to wait long they will choose other travel options.

OUR OPPORTUNITIES

In reviewing the county's growth trends and transit needs, we found that the county's transit faces these four general opportunities:

💵 **Funding** opportunities include reducing operating cost, responding to changes in the state's locally-operated transit systems (LOTS) funding formula, and balancing service between WMATA and DPW&T to maximize funding.

🚌 **Operations** opportunities include improving service quality, closing gaps in coverage, and replacing aging transit vehicles and facilities.

🧑 **Workforce Development** opportunities include recruiting and retaining more bus drivers and mechanics. We also want to improve their quality of life and professional development opportunities.

🏢 **Land Development** opportunities revolve around improving the rider experience at bus stops, addressing the county's sprawling, low-density development pattern, and addressing population growth and congestion.

💵 Funding

REDUCE OPERATING COST

DPW&T's operating cost per passenger mile is returning to pre-pandemic trends as ridership recovers. One way to accelerate this recovery is to explore going fare-free, which eliminates the need to maintain an expensive fare collection system. Since the pandemic, some of our neighboring transit providers have gone fare-free (Alexandria's DASH) or reduced fares (Montgomery County's Ride On).

RESPOND TO LOTS FUNDING FORMULA CHANGES

MDOT's proposed LOTS funding formula will change consistent year-to-year funding into annual assessments. This will affect DPW&T's funding, so we will work with MDOT to identify alternative funding sources like federal and state funds, grants, and public-private partnerships. Two examples include increased advertising and transit funding districts, which levy sales taxes or local fees to operate transit.

FIND THE RIGHT BALANCE OF SERVICE

As discussed later, DPW&T plans to expand service over time, which will require revenue hour cost adjustments in turn. To do that, we will work closely with WMATA and other transit providers to ensure our different service goals are accommodated.

DPW&T Transit Operating Cost Per Passenger Mile, 2015-2023
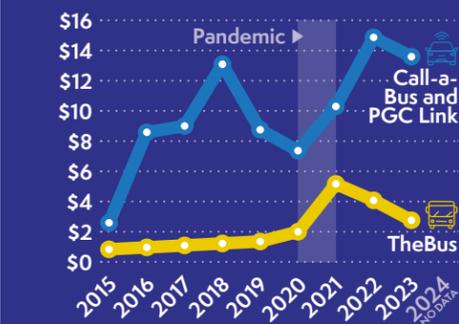
DPW&T Transit Ridership, 2015-2024
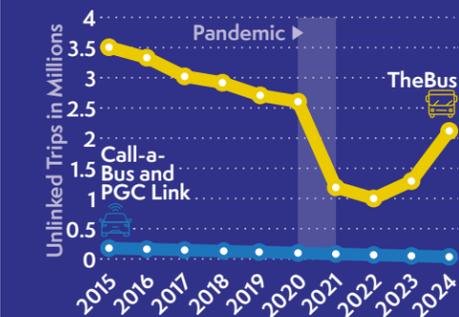
🚌 Operations

IMPROVE SERVICE QUALITY

As discussed in **Our Transit Needs,** TheBus' on-time performance in 2024 was 73 percent, below our goal of 80 percent or better. Bus lanes, bus stop bulbouts, queue jumps, and transit signal priority (TSP) can all reduce delays and improve reliability.
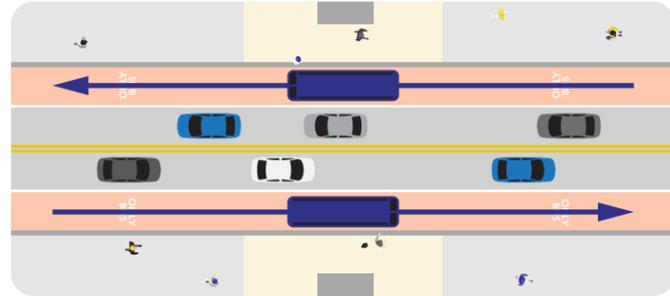
As shown at left, TheBus currently lacks Sunday service, and the hours for DPW&T's other transit services are similarly limited. To improve frequency, operating hours, and coverage, we are partnering with WMATA on the **Better Bus Network Redesign** (BBNR) to develop a new resource-neutral bus network (2025 Network) and an expansion and improvement of service (Visionary Network). We dive into this later in our **Aspirational Strategies.**
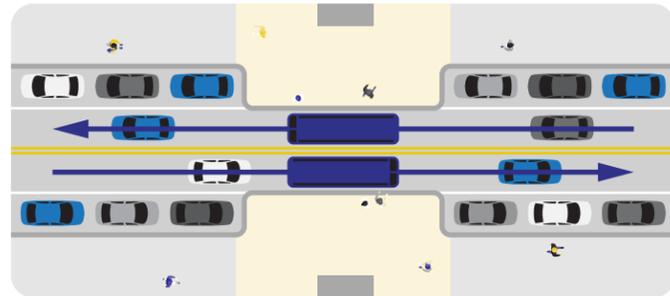
CLOSE GAPS IN COVERAGE

As shown on the **Our Transit Needs** map, the county has growing communities outside the Beltway that demonstrate transit need. Since more remote parts of the county may not be efficiently served by bus routes, expanded PGC Link microtransit zones can offer better coverage.
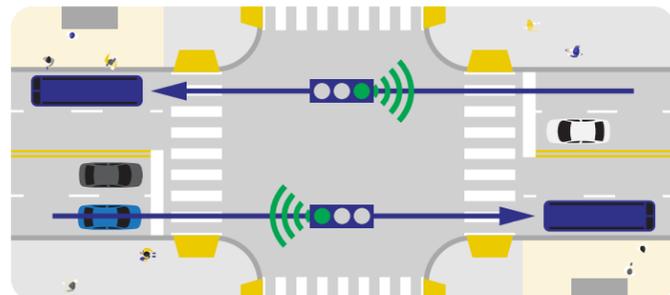
Bus lanes allow buses to move faster since general traffic does not get in the way.

Bus stop bulbouts reduce the time buses spend pulling in and out from the curb.

Transit signal priority (TSP) allows buses to get through intersections faster.

REPLACE AGING TRANSIT VEHICLES AND FACILITIES

DPW&T's operations and maintenance facility at D'Arcy Road is at capacity, so we are studying the feasibility of building another one. Our ongoing zero-emissions bus (ZEB) program shown at right requires facility upgrades anyway, and since nearly half of our transit vehicles are at or beyond their replacement benchmarks, we can integrate vehicle replacement into our ZEB program.

🚶 Workforce Development

IMPROVE RECRUITMENT AND RETENTION

DPW&T had difficulty finding bus drivers and mechanics even before the pandemic — which is an issue faced by transit providers across the country — and now faces increased competition for drivers with commercial driver's licenses (CDLs).

To respond, we can promote our benefits more clearly and explore recruitment incentives for older adults, "friends and family" bonuses, and a "live where you work" campaign highlighting the relative affordability of Prince George's County.

IMPROVE QUALITY OF LIFE

Varying working conditions among neighboring transit providers encourage bus drivers and mechanics to migrate between transit providers. Childcare, training and testing, personal safety,

and labor agreements are all considerations too. We can address these by expanding safety, health, and comfort programs and resources.

EXPAND PROFESSIONAL DEVELOPMENT OPPORTUNITIES

Given its long hours, bus driving can make it difficult to realize career ambitions. To respond, DPW&T can expand team-building activities and CORE workforce development programs to include new services and technologies.

🏢 Land Development

IMPROVE THE RIDER EXPERIENCE

The rider experience at bus stops can be improved by adding amenities like benches and shelters, and coupling these with real-time bus tracking and arrival information. These all require capital funding, underscoring the importance of the funding opportunities discussed earlier.

ADDRESS LOW-DENSITY DEVELOPMENT PATTERNS

Transit is most efficient when it serves dense communities that have walkable, direct, and interconnected streets. Since less-developed land outside the Beltway tends to be cheaper, affordable housing is increasingly scattered to places beyond transit's reach. This can trap people that cannot drive in places where they cannot easily get around.

By collaborating on BBNR's 2025 and Visionary Networks, we gain multiple opportunities to improve transit frequency, operating hours, and coverage.

Prince George's County's ZEB program includes:

$122 Million in Funding
This includes a $25 million USDOT grant in 2022.

20 Zero-Emissions Vehicles
These include buses, vans, and other vehicles.

Charging Infrastructure
The D'Arcy Road Transportation Campus has electric chargers.

DPW&T Transit Operating Hours

Most TheBus Routes

🚌	6:00 A.M.	*Weekdays*	7:00 P.M.
		Saturdays	

No evenings, nights, Sundays

Call-a-Bus

♿	8:30 A.M.	*Weekdays*	3:30 P.M.

No mornings, evenings, nights, weekends

PGC Link

🚐	10:00 A.M.	*Weekdays*	3:30 P.M.

No mornings, evenings, nights, weekends

WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Transit-oriented development (TOD) offers alternative options for living and working. The elements below are adopted from MDOT's *Designing for Transit* TOD guidelines.

A MIXED USES
Dense, mixed-use, and diverse building types accommodate different housing and businesses.

C CONNECTIVITY
Interconnected streets have sidewalks and cycling networks, plus storage for bikes, scooters, and microtransit.

B PUBLIC SPACE
Parks, plazas, and squares offer room for congregation, as do activities like restaurants.

D TRANSIT PRIORITY
Buses and/or trains centrally serve the development using dedicated lanes, guideways, and/or tracks.
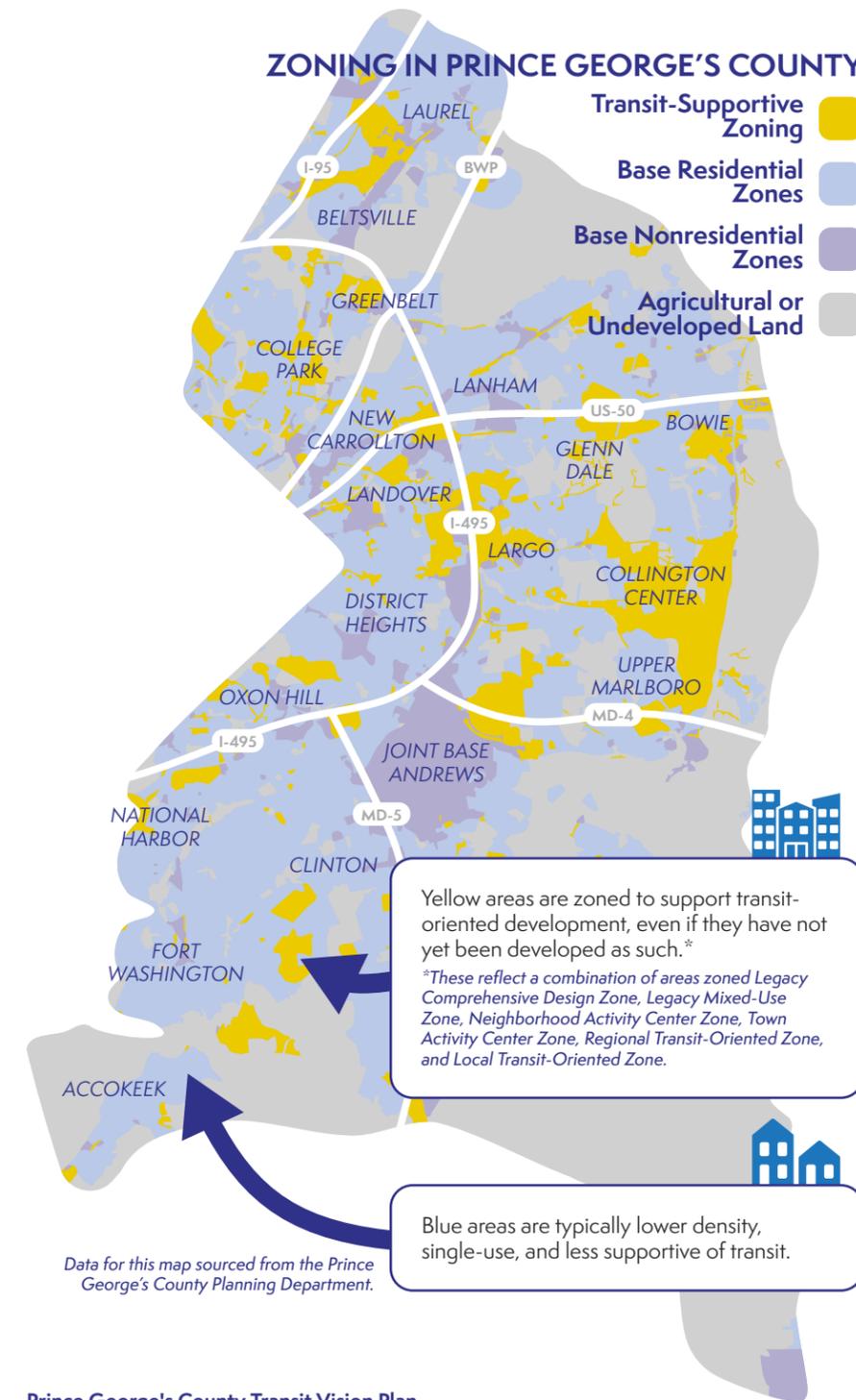
Aligning county development with regional planning efforts allows us to steer future housing to areas that can best accommodate transit-oriented development (TOD). These areas are shown in yellow on the **Zoning in Prince George's County** map, and some of these regional planning efforts include:

- **Go Prince George's Preliminary Plan**
- **Prince George's County Master Plan of Transportation 2035 (MPOT 2035)**
- **MARC Growth and Transformation Plan**
- **Maryland Statewide Transit Plan**
- **Regional Transit Plan for Central Maryland**

ADDRESS POPULATION GROWTH AND ROAD CONGESTION

The county's population growth results in increasing road congestion shown on the **Traffic Volume in Prince George's County** map, which affects transit's reliability. We can overcome this by implementing the bus priority treatments discussed earlier.
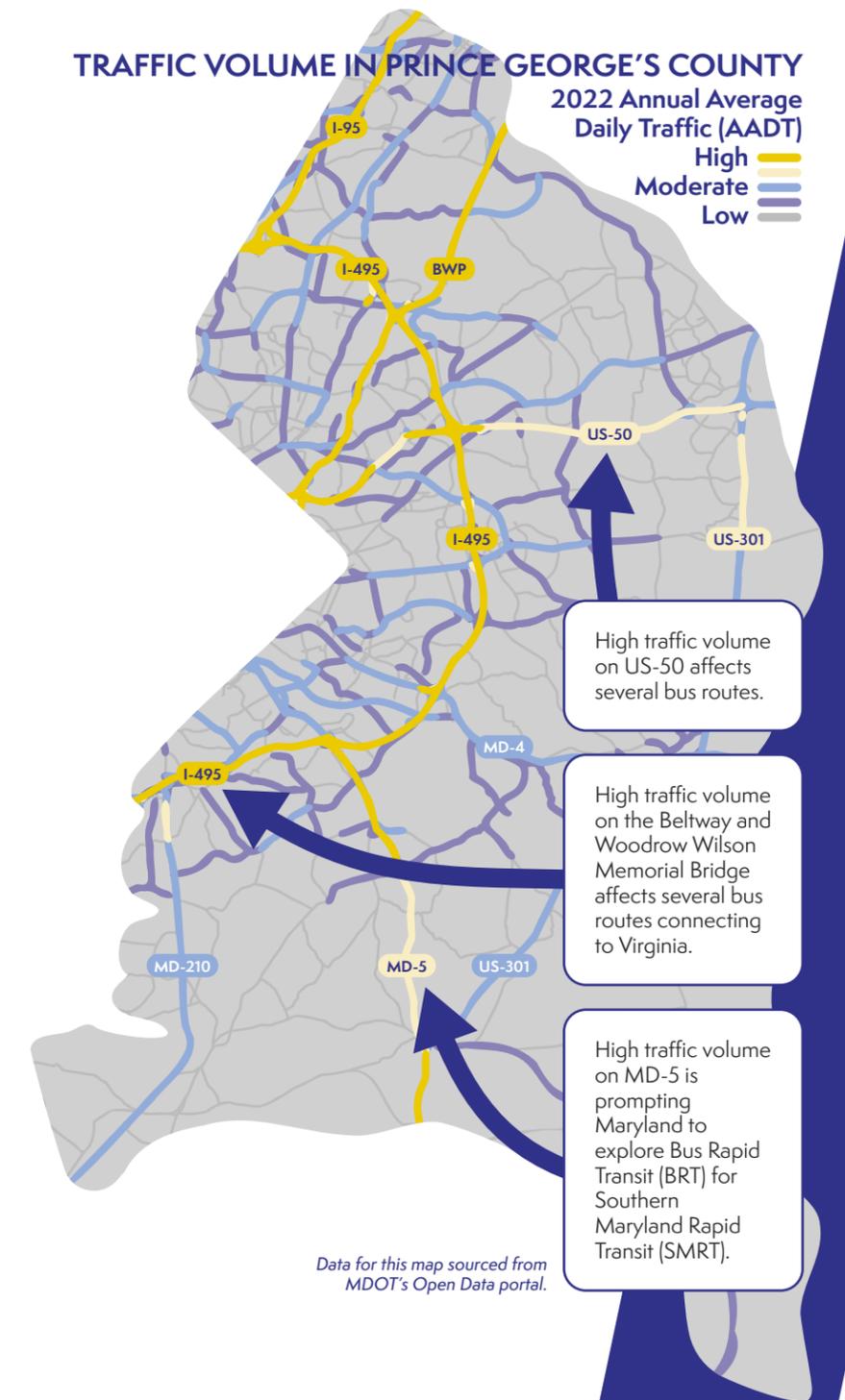
By coordinating with regional planning efforts, we ensure that our population growth is accommodated in a way that minimizes congestion, that our own county planning work is not duplicative or contradictory, and that the stakeholders in these efforts work together to address the needs and concerns of Prince George's County residents.

ZONING IN PRINCE GEORGE'S COUNTY

- **Transit-Supportive Zoning**
- **Base Residential Zones**
- **Base Nonresidential Zones**
- **Agricultural or Undeveloped Land**

LAUREL
I-95
BWP
BELTSVILLE
GREENBELT
COLLEGE PARK
LANHAM
US-50
BOWIE
NEW CARROLLTON
GLENN DALE
LANDOVER
I-495
LARGO
COLLINGTON CENTER
DISTRICT HEIGHTS
UPPER MARLBORO
OXON HILL
MD-4
I-495
JOINT BASE ANDREWS
NATIONAL HARBOR
MD-5
CLINTON
FORT WASHINGTON
ACCOKEEK

Yellow areas are zoned to support transit-oriented development, even if they have not yet been developed as such.*

These reflect a combination of areas zoned Legacy Comprehensive Design Zone, Legacy Mixed-Use Zone, Neighborhood Activity Center Zone, Town Activity Center Zone, Regional Transit-Oriented Zone, and Local Transit-Oriented Zone.

Blue areas are typically lower density, single-use, and less supportive of transit.

Data for this map sourced from the Prince George's County Planning Department.

TRAFFIC VOLUME IN PRINCE GEORGE'S COUNTY

2022 Annual Average Daily Traffic (AADT)
- **High**
- **Moderate**
- **Low**

I-95
I-495
BWP
US-50
I-495
US-301
MD-4
I-495
MD-210
MD-5
US-301

High traffic volume on US-50 affects several bus routes.

High traffic volume on the Beltway and Woodrow Wilson Memorial Bridge affects several bus routes connecting to Virginia.

High traffic volume on MD-5 is prompting Maryland to explore Bus Rapid Transit (BRT) for Southern Maryland Rapid Transit (SMRT).

Data for this map sourced from MDOT's Open Data portal.

3: Aspirational Strategies

OUR STRATEGIES

The previous chapter gives us plenty of opportunities to improve transit in Prince George's County, so in this chapter we have organized those opportunities into aspirational strategies, which consist of specific recommendations, policies, and programs.

These strategies build on the opportunities as comprehensively as possible, and many of them emerged from community and stakeholder feedback.

Funding

IDENTIFY ALTERNATIVE FUNDING SOURCES

We will continue to work with MDOT and other partners to find alternative funding sources. Potential sources include:

- **Increased advertising** on transit vehicles and stations, including potential naming rights, by leveraging our new advertising program.

- **Transit funding districts** and similar public-private partnerships that create steady funding streams. Transit funding districts will be part of the county's TOD projects, in which future development supports transit both financially and with good urban design. Transit funding districts employ sales taxes or other geographically-based fees to raise funds for the transit serving those districts.

- **Leveraging the LOTS funding formula change** by working harder to increase ridership, which allows us to capture more LOTS funding. We will also work closely with WMATA and MDOT to find the right balance of service to meet our different service goals in the context of the formula change.

- **Federal and state funds and grants.** Two recent federal examples include the Bipartisan Infrastructure Law signed in 2021 and the Moving Transit Forward Act introduced in 2024, and we will keep an eye on similar future legislation.

DPW&T can improve its funding stream by identifying alternative funding sources and offering alternative fare payment methods.

OFFER ALTERNATIVE FARE PAYMENT METHODS

We will work with other transit providers and with partners across the county to offer alternative fare payment methods that flexibly accommodate changing ridership patterns. These include:

- **Explore going fare-free** like some of our neighboring transit providers. This eliminates the need to maintain an expensive fare collection system and allows us to capture more LOTS funding with increased ridership.

- **Research alternative fare passes/types** to accommodate changing ridership patterns. These include more flexible pass and stored value options to accommodate travel patterns that do not align with regular commuting.

- **Engage more employers** to bundle transit passes with employee benefits. This can increase off-peak ridership by encouraging employees to familiarize themselves with the transit network.
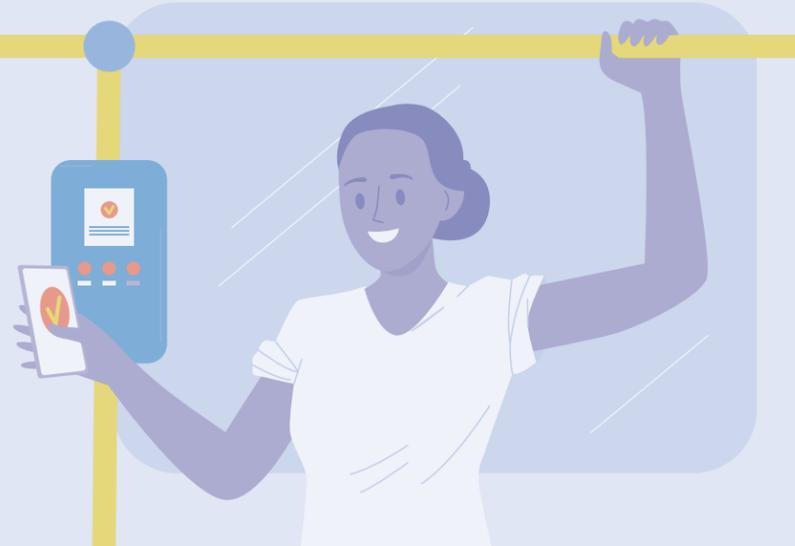
🚌 Operations

OVERHAUL OUR RIDER EXPERIENCE

After improving service quality (reliability, frequency, and operating hours), the next-best way to increase ridership is to improve the rider experience. This includes improving our communication with riders and improving their waiting experience at bus stops.

- **To improve communication with riders,** we are rebranding transit services — including TheBus, Call-a-Bus, and PGC Link — for better consistency and public recognition. This effort will include more responsive messaging and alerts on our web, social media, and app platforms, more consistent wayfinding (i.e., maps and signs) at bus stops and transit centers, and a unified app for accessing PGC Link and Call-a-Bus.

- **To improve the waiting experience,** we are making:

  - **Information improvements,** including digital displays on buses and shelters with real-time next bus and next stop tracking.

  - **Infrastructure improvements,** including upgrading bus stop accessibility (e.g., improving sidewalks, crosswalks, and curb ramps), increasing lighting at bus stops, and deploying a four-tier set of amenity improvements to bus stops across the county. As shown at right, over 70 bus stops are already in the pipeline.

A SNAPSHOT OF OUR RIDER EXPERIENCE IMPROVEMENTS

BUS STOP AMENITY TIERS

In addition to making sidewalk, crosswalk, and curb ramp improvements for better bus stop accessibility, we are rolling out a four-tier set of bus stop amenity improvements across the county. These include improved lighting, seating, shelters, wayfinding, and more. We already have over **70 bus stops** in our pipeline, with more to come!

TIER 1: PREMIUM STOP

1. BUS STOP SIGN
2. ACCESSIBLE BOARDING PAD
3. LIGHTING
4. SIDEWALK CONNECTION
5. SHELTER WITH BENCH
6. TRASH RECEPTACLE
7. MAPS AND SCHEDULES
8. REAL-TIME ARRIVAL DISPLAY
9. BIKE RACK

TIER 2: KEY STOP

1. BUS STOP SIGN
2. ACCESSIBLE BOARDING PAD
3. LIGHTING
4. SIDEWALK CONNECTION
5. SHELTER WITH BENCH
6. TRASH RECEPTACLE
7. MAPS AND SCHEDULES

TIER 3: STANDARD STOP

1. BUS STOP SIGN
2. ACCESSIBLE BOARDING PAD
3. LIGHTING

TIER 4: BASIC STOP

1. BUS STOP SIGN

Bus stop amenities shown here are illustrative and do not represent actual amenity designs.

Number of Bus Stop Improvements by Area

Data for this map sourced from DPW&T.

LAUREL 3
I-95

I-495   BWP

LEWISDALE 2
CHILLUM 1
HYATTSVILLE 1
CHEVERLY 7
7
LANDOVER
3 MITCHELLVILLE
1 GLENARDEN
1 KETTERING
COLUMBIA PARK 2
CAPITOL HEIGHTS 2
DISTRICT HEIGHTS 3
FORESTVILLE 10
US-50
I-495
MD-4
16
OXON HILL 4
I-495
UPPER MARLBORO
CLINTON 1
MD-5
FORT WASHINGTON 7
BRANDYWINE 2

EXPAND AND DIVERSIFY OUR FLEET

This strategy will require us to coordinate several complementary efforts: completing our ongoing ZEB transition, expanding our storage and maintenance facilities, diversifying our fleet and bringing it to a state of good repair, and updating our safety plan.

- **To complete our ongoing ZEB transition,** we will continue acquiring more zero-emissions vehicles. We will develop a microgrid to charge these vehicles, which is a decentralized network of energy sources that operate independently from the conventional electric grid.

- **To expand our storage and maintenance facilities,** we will identify and study suitable sites, develop designs, and ultimately build those facilities. We will start this process quickly since any increase in service (i.e., more vehicles) and our ongoing ZEB transition both require more space.

- **The ZEB transition will also help us diversify our fleet.** We currently have 119 buses, half of which we will replace or bring to a state of good repair. We will update our transit asset management plan to guide that process going forward.

- **Updating our safety plan** allows us not only to study the varied operational needs of a diversified fleet, but also to identify the safety improvements needed at the points where buses, pedestrians, and cyclists all interact.

> Our ongoing ZEB transition will be critical to diversify our fleet and bring it to a state of good repair.

IMPLEMENT THE BBNR 2025 NETWORK

WMATA, DPW&T, and neighboring transit providers have worked on BBNR since 2022. The project will overhaul bus service across the region in two phases: an initial resource-neutral network will be implemented in 2025 and a subsequent Visionary Network will build on that and be implemented over several years.

The 2025 Network lays the groundwork for several frequency, operating hours, and coverage improvements. While these improvements will not all be implemented at the beginning of the 2025 Network, it will ultimately lead to:

- **Improved frequency** means that we will maintain half-hourly weekday service to start, but begin working to improve off-peak frequency in the Visionary Network.

- **Improved operating hours** mean that there will be more evening and weekend TheBus service, including Sunday service within the next year.

- **Improved coverage** means that more of the communities with significant transit need identified in **Our Transit Needs** will have new or enhanced transit service.

To support these improvements, DPW&T will:

- **Adopt a clearer route naming system.**

- **Create a dashboard** to track our performance targets for regional alignment.

A SNAPSHOT OF OUR BBNR 2025 NETWORK

FREQUENCY IMPROVEMENTS

TheBus routes will maintain half-hourly or better weekday service, with improvements coming in the Visionary Network.

36 Minutes CURRENT NETWORK

34 Minutes 2025 NETWORK

OPERATING HOURS IMPROVEMENTS

The number of TheBus routes running past 7:00 P.M. on weekdays will increase from **7 to 10** and **multiple** TheBus routes will get Sunday service within the next year.

10 TheBus Routes WILL RUN PAST 7:00 P.M.

Multiple TheBus Routes WILL GET SUNDAY SERVICE *(within the next year)*
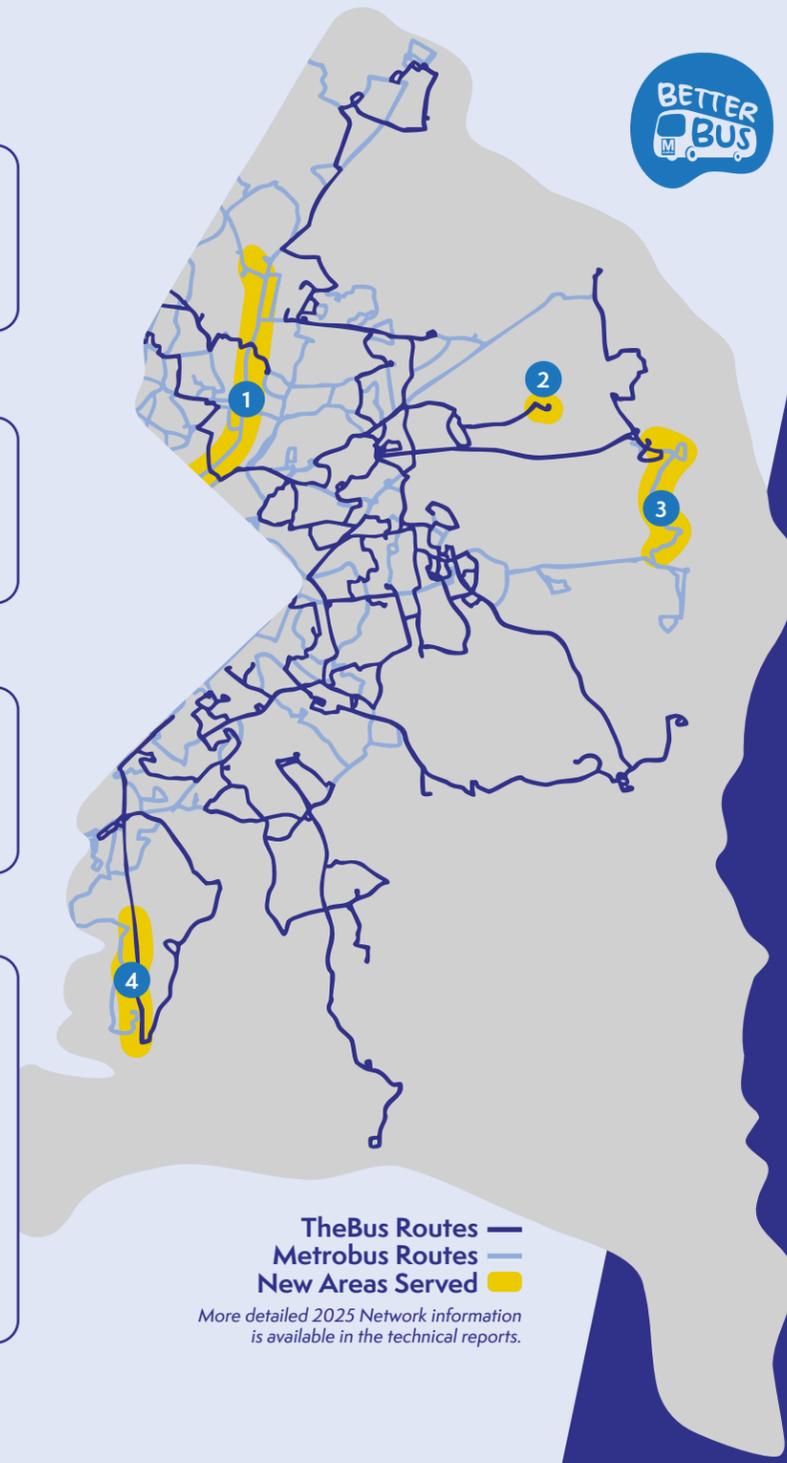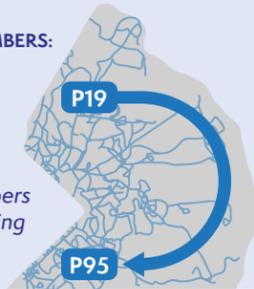
COVERAGE IMPROVEMENTS

Several areas will gain Metrobus and TheBus service over the current network:

1. **US-1** (Rhode Island and Baltimore Aves.) will get express service.
2. **Fairwood:** Fairwood Pkwy. and Hillmeade Rd.
3. **Bowie:** Mitchellville Rd.
4. **Fort Washington:** Indian Head Hwy and Livingston Rd.

NEW ROUTE NAMING SYSTEM

All Metrobus and TheBus routes will share the *same* route naming system. In Prince George's County, all bus routes will begin with **"P"** and their numbers will increase going clockwise from north to south.

ROUTE PREFIXES:

- **A** Arlington/Alexandria
- **F** Falls Church and Fairfax City/County
- **M** Montgomery County
- **P** Prince George's County
- **D/C** Washington, D.C. *(downtown and crosstown routes)*

ROUTE NUMBERS:

P19

Route numbers increase going clockwise.

P95

TheBus Routes
Metrobus Routes
New Areas Served

More detailed 2025 Network information is available in the technical reports.

IMPLEMENT THE BBNR VISIONARY NETWORK

Building on the 2025 Network, DPW&T will introduce even more improvements in the subsequent Visionary Network, phasing them in over a longer period as funding permits. The increased funding needed for the Visionary Network only highlights how important it will be to fulfill the funding strategies discussed earlier.

The Visionary Network will offer several frequency, operating hours, and coverage improvements over the 2025 Network. More specifically:

Improved frequency means that most TheBus routes will run half-hourly or better *seven days a week*, not just on weekdays.

Improved operating hours mean that most TheBus routes will run as late on weekends as they do on weekdays.

Improved coverage means that nine new Metrobus and/or TheBus routes will be added to cover new areas in the county. For example, a **new P16** will offer a direct cross-county connection between Laurel and Bowie!

To support these improvements, DPW&T will:

- **Rebuild schedules** based on consistent frequency standards. This will better accommodate transfers and layovers.

- **Pay special attention to transit needs in and around Laurel,** which is growing rapidly. We will start by transitioning RTA Routes 301 and 302 to TheBus, and as shown at right, the Visionary Network will also expand coverage in the Laurel area.

- **Extend several routes** from the 2025 Network to better connect to the new routes in the Visionary Network. For example, an **extended P84** will offer service all the way to Waldorf, and a **new P79** will finally connect Rosaryville and Marlton to the regional transit network.

See the technical reports for more information on these improvements and other details in the Visionary Network.

A SNAPSHOT OF OUR BBNR VISIONARY NETWORK

FREQUENCY IMPROVEMENTS

TheBus routes will run half-hourly or better **seven days a week** and the average time between buses will improve from **34 to 29 minutes.**

34 Minutes
2025 NETWORK

29 Minutes
VISIONARY NETWORK

OPERATING HOURS IMPROVEMENTS

The number of TheBus routes running past 7:00 P.M. on weekdays will increase from **10 to 28** and **32** TheBus routes will get more weekend service.

28 TheBus Routes
WILL RUN PAST 7:00 P.M.

32 TheBus Routes
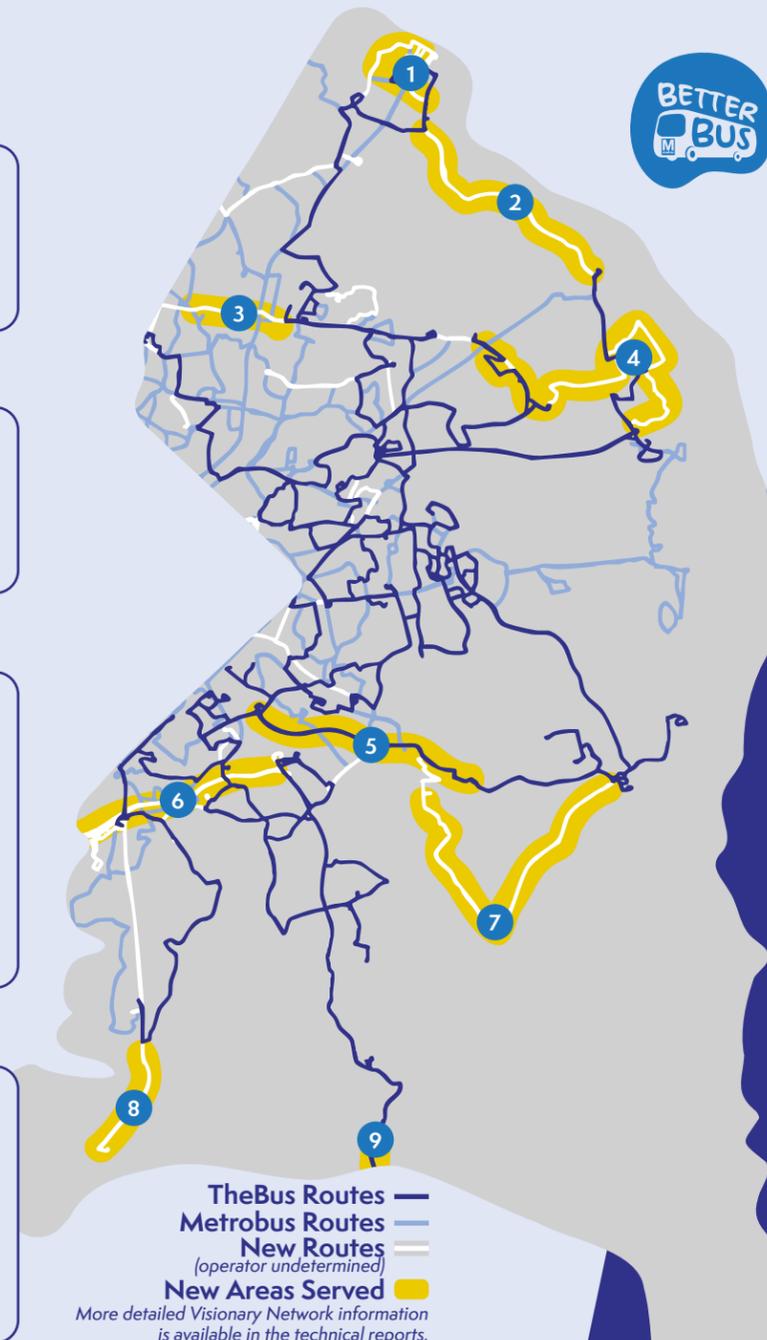WILL GET MORE WEEKEND SERVICE

COVERAGE IMPROVEMENTS

We will introduce **nine new routes** and expand coverage in these areas:

1. **Laurel:** New service on multiple streets around the community.
2. **Laurel to Bowie:** Direct connection via Laurel-Bowie Rd.
3. **Adelphi:** Metzerott Rd.
4. **Bowie:** New service on multiple streets around the community.
5. **Morningside:** Suitland Pkwy.
6. **I-495:** Express service from Branch Ave to Alexandria and Tysons.
7. **Rosaryville:** Crain Hwy, Rosaryville Rd, and Dower House Rd.
8. **Accokeek:** Indian Head Hwy.
9. **Waldorf:** Mattawoman Dr, Crain Hwy, and Western Pkwy.

SUPPORTING IMPROVEMENTS

To support the Visionary Network, we will also:

Rebuild schedules on consistent frequency standards for better transfer and layover accommodations.

Transition RTA Routes 301 and 302 to TheBus and increase coverage in fast-growing Laurel as shown at right.

Extend several routes from the 2025 Network to better connect to the new routes in the Visionary Network.

TheBus Routes ——
Metrobus Routes ——
New Routes ——
(operator undetermined)
New Areas Served ——
More detailed Visionary Network information is available in the technical reports.

CREATE MORE PGC LINK ZONES

The county's PGC Link microtransit service uses smaller vehicles to pick up and drop off riders anywhere in designated zones. Available to everyone, PGC Link is useful in places where TheBus is not practical, such as low-density neighborhoods.

We currently offer a single PGC Link zone covering the Fort Washington and Accokeek areas, but we will add more zones in the medium-term to meet the county's changing travel patterns and give the BBNR 2025 and Visionary Networks flexibility.

To expand PGC Link service, we will:

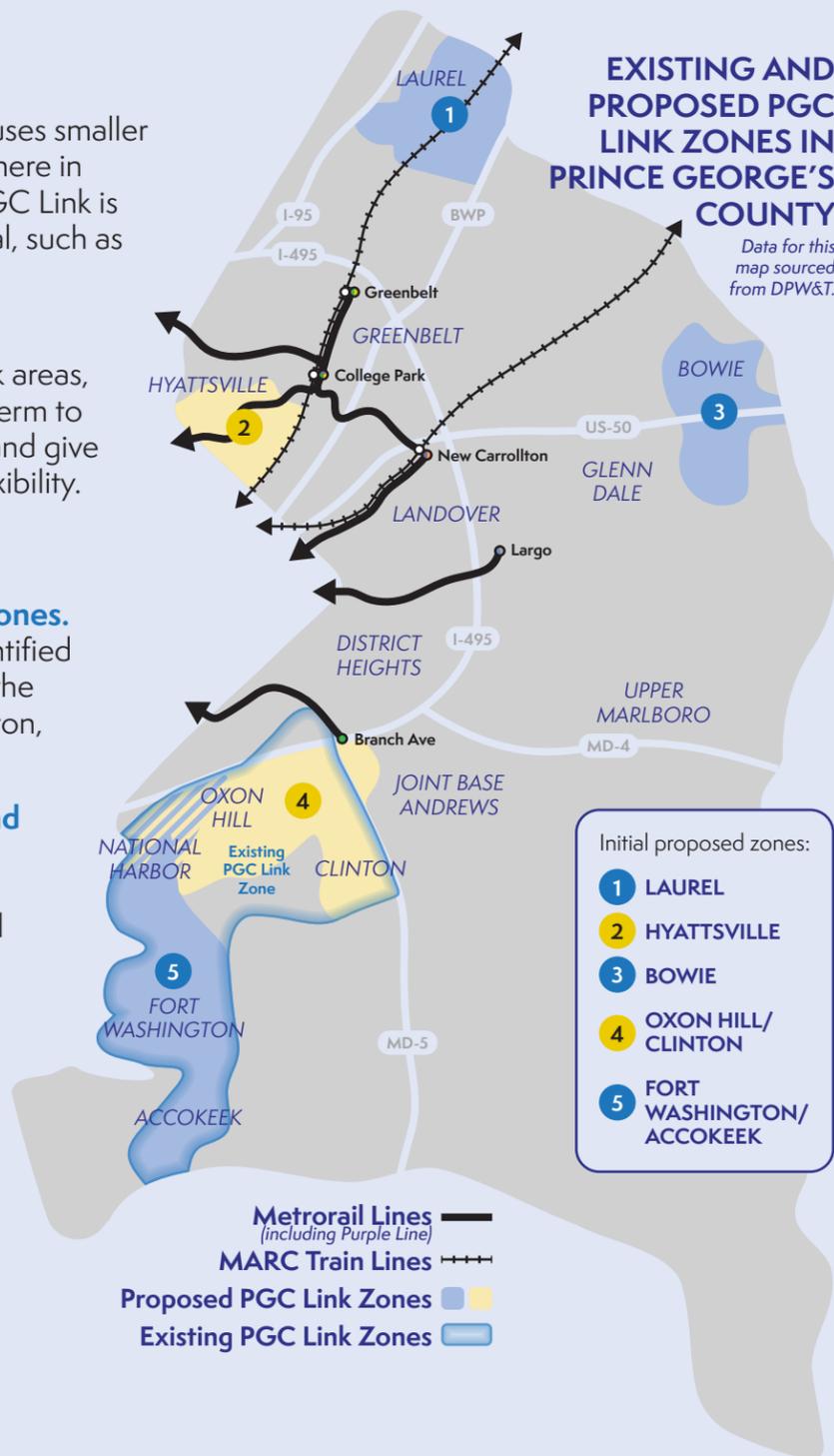- **Study additional areas for PGC Link zones.** We started this process in 2024 and identified the initial zones shown at right covering the Accokeek, Bowie, Clinton, Fort Washington, Hyattsville, Laurel, and Oxon Hill areas.

- **Create a PGC Link implementation and operations plan.** Besides adding more zones, we will develop procedures for storing, staging, and operating additional vehicles.

- **Roll out the pilot zones shown on the map** and adjust and add to them to meet changing travel patterns. This includes splitting the existing PGC Link zone in two, adjusting the new zones' boundaries, and potentially even adding more zones beyond the initial five shown here.

> PGC Link is useful in places where TheBus is not practical, such as low-density neighborhoods with sparse populations and incomplete sidewalks.

EXISTING AND PROPOSED PGC LINK ZONES IN PRINCE GEORGE'S COUNTY

Data for this map sourced from DPW&T.

Initial proposed zones:

1. LAUREL
2. HYATTSVILLE
3. BOWIE
4. OXON HILL/ CLINTON
5. FORT WASHINGTON/ ACCOKEEK

Metrorail Lines *(including Purple Line)*
MARC Train Lines
Proposed PGC Link Zones
Existing PGC Link Zones

DEVELOP HIGH-CAPACITY TRANSIT CORRIDORS

High-capacity transit corridors form the county's transit backbone by offering fast and frequent service separated from other traffic. They can be either bus or rail: Metrorail, Virginia's Metroway, Montgomery County's Flash, and the forthcoming Purple Line are all examples of high-capacity transit corridors.

As shown at right, we identified several high-capacity transit corridors in 2017, but we will add to these corridors to support the BBNR 2025 and Visionary Networks. To do that, we will:
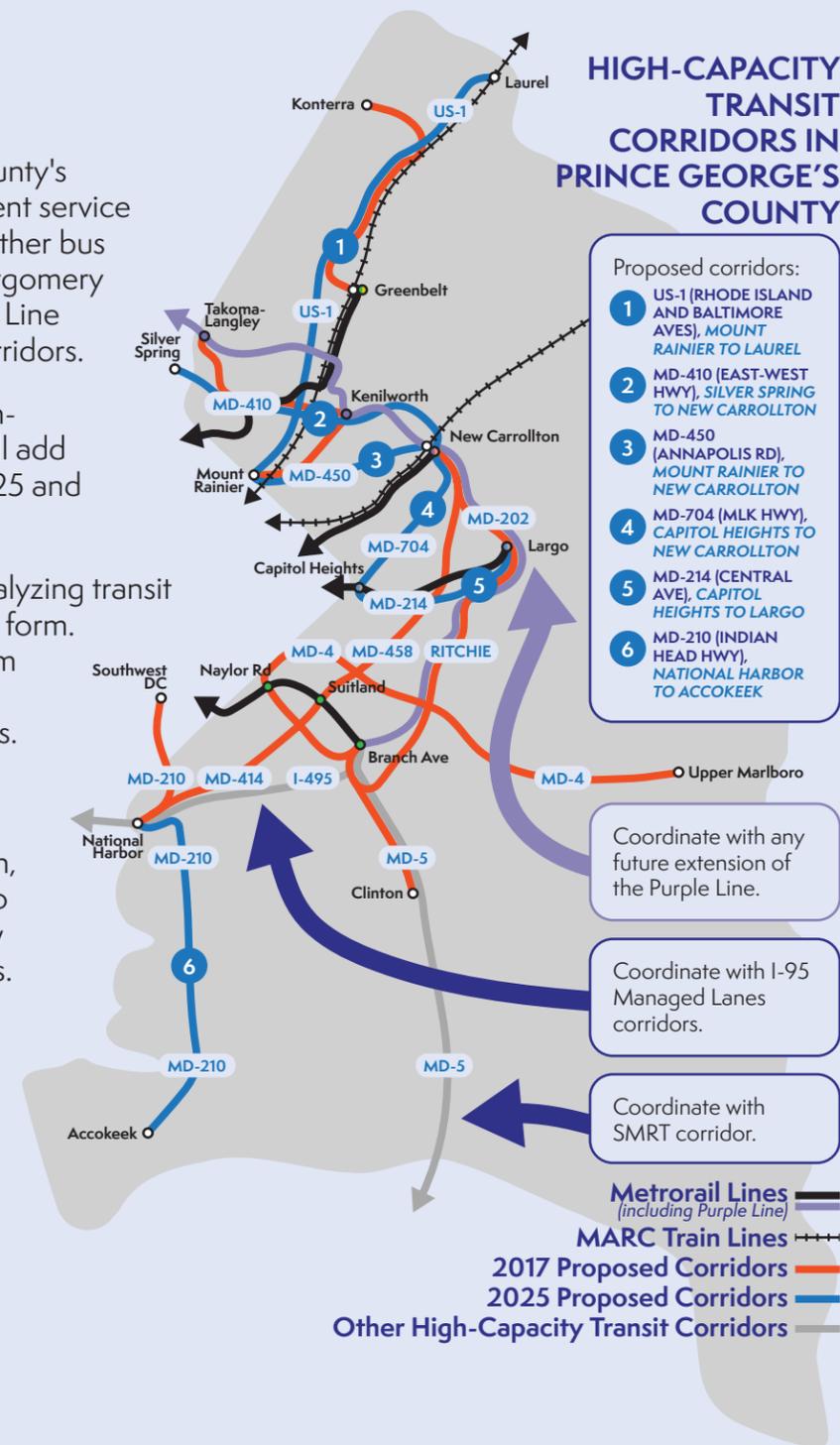
- **Study corridor implementation** by analyzing transit demand, space availability, and corridor form. For example, corridors may take the form of dedicated lanes on existing roads, or guideways or tracks in entirely new areas.

- **Continuously roll out new corridors** by developing design concepts and preparing environmental documentation, putting us on a faster track to respond to the Federal Transit Administration's New Starts and Small Starts funding programs.

- **Connect to high-capacity transit corridors outside Prince George's County** and coordinate on their implementation. As shown in **Our Growth Trends,** not everyone stays in the county for work, so we will ensure our corridors are part of a cohesive regional high-capacity transit network.

HIGH-CAPACITY TRANSIT CORRIDORS IN PRINCE GEORGE'S COUNTY

Proposed corridors:

1. US-1 (RHODE ISLAND AND BALTIMORE AVES), *MOUNT RAINIER TO LAUREL*
2. MD-410 (EAST-WEST HWY), *SILVER SPRING TO NEW CARROLLTON*
3. MD-450 (ANNAPOLIS RD), *MOUNT RAINIER TO NEW CARROLLTON*
4. MD-704 (MLK HWY), *CAPITOL HEIGHTS TO NEW CARROLLTON*
5. MD-214 (CENTRAL AVE), *CAPITOL HEIGHTS TO LARGO*
6. MD-210 (INDIAN HEAD HWY), *NATIONAL HARBOR TO ACCOKEEK*

Coordinate with any future extension of the Purple Line.

Coordinate with I-95 Managed Lanes corridors.

Coordinate with SMRT corridor.

Metrorail Lines *(including Purple Line)*
MARC Train Lines
2017 Proposed Corridors
2025 Proposed Corridors
Other High-Capacity Transit Corridors

> High-capacity transit corridors do not work in isolation, so we will connect to corridors outside the county to ensure we are part of a cohesive regional high-capacity transit network.

FAST-TRACK BRT AND BUS PRIORITY PROJECTS

Bus Rapid Transit (BRT) is a type of high-capacity transit corridor in which buses are given dedicated lanes or guideways to operate separately from other traffic.

If we determine that certain high-capacity transit corridors are best served by BRT, we will develop a process to get those corridors designed, funded, and constructed quickly. To accomplish that, we will:
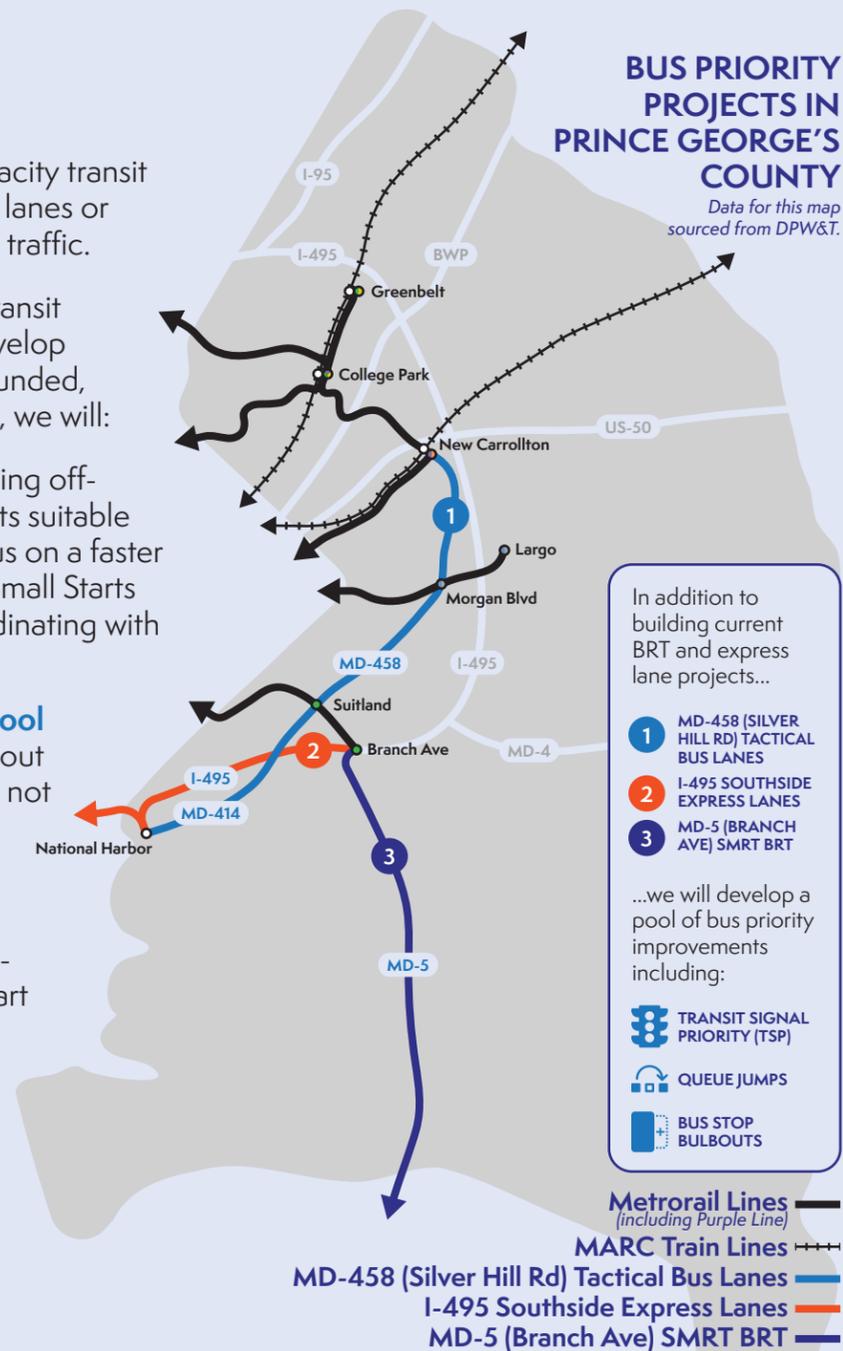
- **Study BRT constructability** by developing off-the-shelf and quick-build design concepts suitable for various road configurations, putting us on a faster track to respond to the New Starts and Small Starts funding programs. This will require coordinating with MDOT on rights-of-way.

- **Create a bus priority improvements pool** with TSP, queue jump, and bus stop bulbout locations to roll out quickly where BRT is not practical. This will require coordinating with MDOT on traffic signals.

- **Implement and construct BRT and express lanes** on MD-5, I-495, and MD-458 (Silver Hill Road) to ensure we are part of a cohesive regional BRT network.

We will create a pool of bus priority improvement locations to roll out quickly wherever BRT is not practical.

BUS PRIORITY PROJECTS IN PRINCE GEORGE'S COUNTY

Data for this map sourced from DPW&T.

I-95
I-495
BWP
Greenbelt
College Park
New Carrollton
US-50
1
Largo
Morgan Blvd
MD-458
I-495
Suitland
Branch Ave
MD-4
2
I-495
MD-414
National Harbor
3
MD-5

In addition to building current BRT and express lane projects...

1 MD-458 (SILVER HILL RD) TACTICAL BUS LANES

2 I-495 SOUTHSIDE EXPRESS LANES

3 MD-5 (BRANCH AVE) SMRT BRT

...we will develop a pool of bus priority improvements including:

TRANSIT SIGNAL PRIORITY (TSP)

QUEUE JUMPS

BUS STOP BULBOUTS

Metrorail Lines *(including Purple Line)*
MARC Train Lines
MD-458 (Silver Hill Rd) Tactical Bus Lanes
I-495 Southside Express Lanes
MD-5 (Branch Ave) SMRT BRT

ONLY BUS

Workforce Development

IMPROVE RECRUITMENT AND RETENTION

- **To attract more bus drivers and mechanics,** we will promote our benefits more prominently in recruitment advertisements, job postings, and career events. We will also develop recruitment incentives for older adults and "friends and family" bonuses, in addition to launching a "live where you work" campaign.

- **To retain our bus drivers and mechanics,** we will engage them in more CORE team building and community service activities like picnics, bus stop cleanups, and festivals. We will also examine how our working conditions compare to those at neighboring transit providers to determine areas for improvement, and work harder to address childcare, personal safety, and labor concerns.

EXPAND WORKFORCE DEVELOPMENT PROGRAMS

Expanded ZEB and PGC Link operations require specialized driving and maintenance skills, so we will expand CORE workforce development programs for those and other new technologies. We will also expand CORE mentorship programs between older and younger bus drivers to encourage intergenerational knowledge transfer.
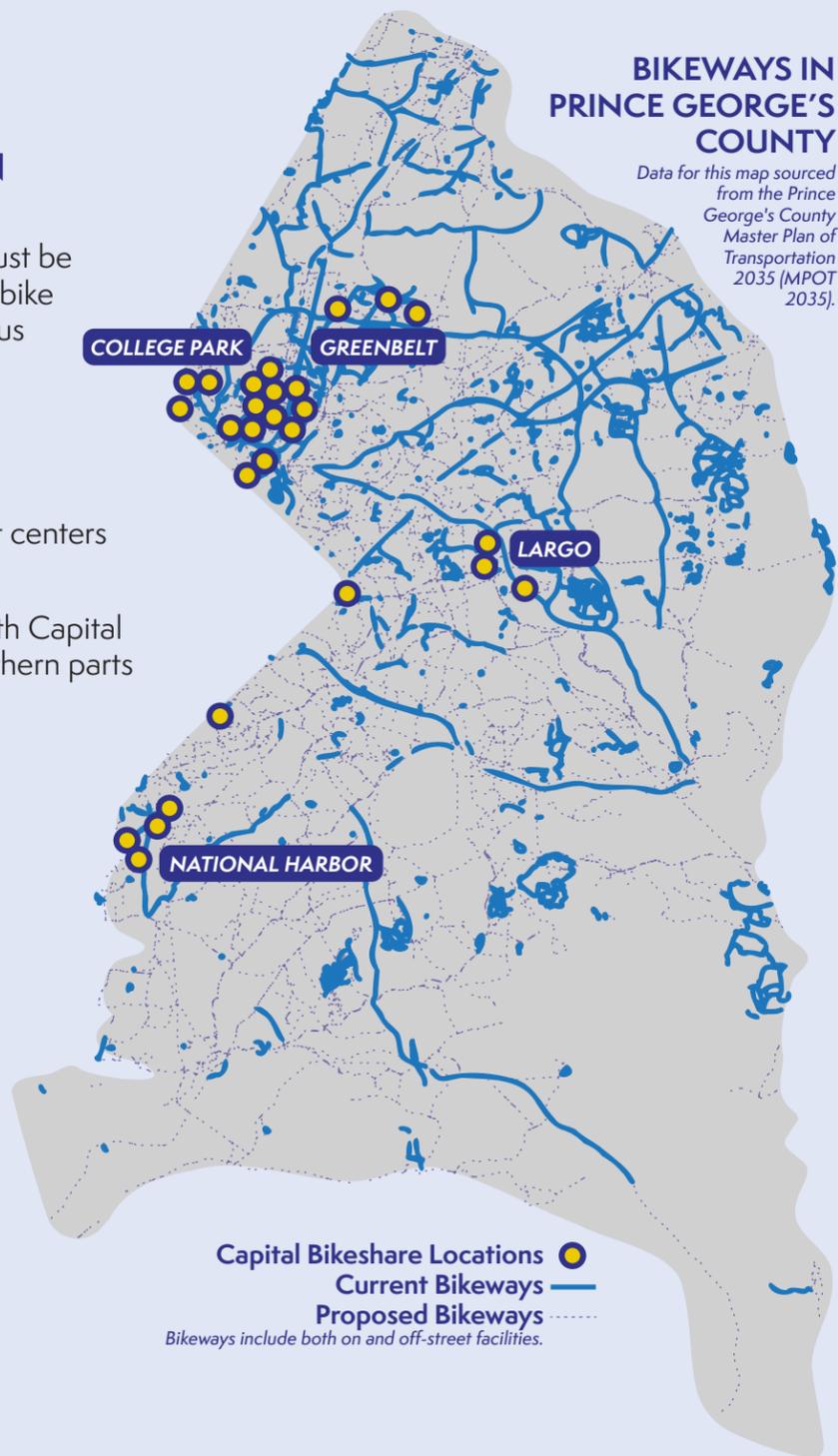
Land Development

IMPROVE BIKE AND PEDESTRIAN INFRASTRUCTURE

To be effective, any transit improvements must be supported by improvements to the county's bike and pedestrian infrastructure. This also gets us closer to the county's **Vision Zero** initiative.

To improve the county's bike and pedestrian infrastructure, we will:

- **Add bike and scooter parking** to transit centers and major transfer points.

- **Expand bikeshare docks** by working with Capital Bikeshare to cover underserved and southern parts of the county, and other areas of need.

- **Continue improvements to sidewalks and trails** across the county, with special attention on improving lighting and implementing recommendations from our Safe Passage to Schools and Pedestrian and Bicycle Access to Transit programs.

- **Make universal accessibility improvements** to and around stations and transit centers, especially at Metrorail and other high-capacity transit corridor stations. We will pay special attention to accessibility at Blue Line, Purple Line, and Southern Maryland Rapid Transit (SMRT) stations.

> Good transit is not possible without good bike and pedestrian infrastructure.

> Given their context of incomplete sidewalks, limited crosswalks, and high-speed roads, we will pay special attention to accessibility improvements at Blue Line, Purple Line, and SMRT stations.

BIKEWAYS IN PRINCE GEORGE'S COUNTY

Data for this map sourced from the Prince George's County Master Plan of Transportation 2035 (MPOT 2035).

COLLEGE PARK • GREENBELT • LARGO • NATIONAL HARBOR

Capital Bikeshare Locations ●
Current Bikeways ▬▬▬
Proposed Bikeways ┄┄┄
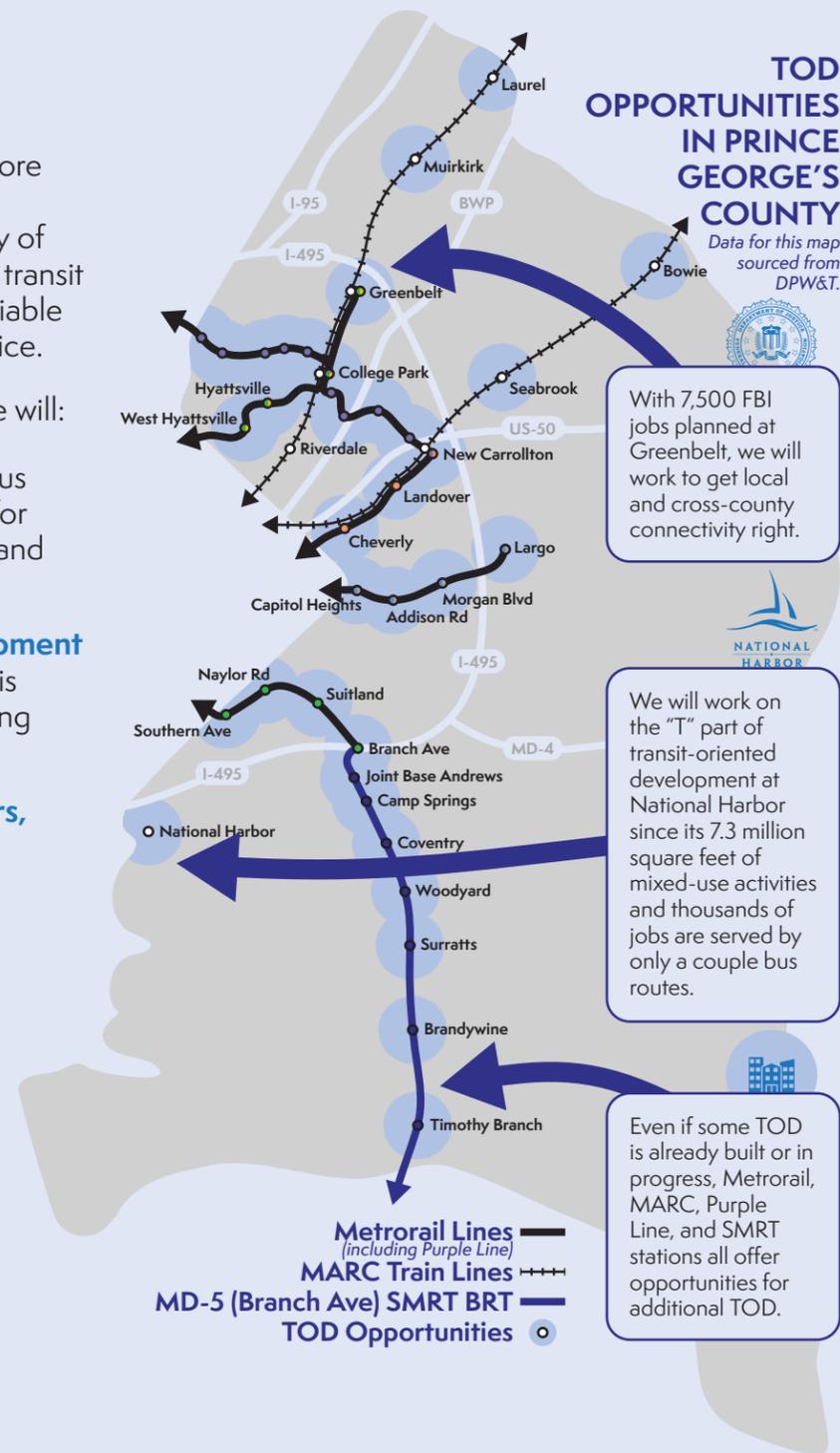*Bikeways include both on and off-street facilities.*

STREAMLINE TOD PROJECTS

As discussed earlier, more transit-oriented development (TOD) will make the county more walkable, bikeable, and accessible to those who cannot drive. TOD increases our supply of affordable housing and, when coupled with transit funding districts, it provides transit with a reliable funding stream to improve and expand service.

To streamline the county's TOD projects, we will:

- **Study TOD implementation** with a focus on specific opportunities and locations for affordable housing, workforce housing, and transit funding districts.

- **Continuously monitor county development** to ensure it is compatible with transit. This allows us to be more proactive in adjusting bus routes and bus stops.

- **Involve the MNCPPC, county planners, and private developers** more closely in transit planning to ensure future development is more proactively compatible with transit.

- **Create mobility hubs** at TOD locations to ensure transit is centrally accessible and that intermodal transfers are convenient.

- **Use WMATA's Joint Development Program** to coordinate on forthcoming and proposed TOD opportunities across the county, like those shown at right.

TOD OPPORTUNITIES IN PRINCE GEORGE'S COUNTY

Data for this map sourced from DPW&T.

With 7,500 FBI jobs planned at Greenbelt, we will work to get local and cross-county connectivity right.

We will work on the "T" part of transit-oriented development at National Harbor since its 7.3 million square feet of mixed-use activities and thousands of jobs are served by only a couple bus routes.

Even if some TOD is already built or in progress, Metrorail, MARC, Purple Line, and SMRT stations all offer opportunities for additional TOD.

> Good TOD has mixed-use development, public space, bike and pedestrian connectivity, and transit priority.

> Even if TOD is already underway at Metrorail and MARC stations, new corridors like the Purple Line and SMRT offer even more TOD potential.

Map labels: Laurel, Muirkirk, Bowie, Greenbelt, College Park, Seabrook, Hyattsville, West Hyattsville, Riverdale, New Carrollton, Landover, Cheverly, Largo, Capitol Heights, Morgan Blvd, Addison Rd, Naylor Rd, Suitland, Southern Ave, Branch Ave, Joint Base Andrews, Camp Springs, National Harbor, Coventry, Woodyard, Surratts, Brandywine, Timothy Branch. I-95, I-495, BWP, US-50, MD-4, MD-5

Metrorail Lines (including Purple Line) ▬▬▬
MARC Train Lines ┼┼┼┼
MD-5 (Branch Ave) SMRT BRT ▬▬▬
TOD Opportunities ◉

How the Purple Line Accelerates Our Aspirational Strategies

The Purple Line shows how our aspirational strategies work together to transform high-capacity transit corridors. When we apply coordinated strategies to overhaul our rider experience, implement the BBNR networks, create more PGC Link zones, fast-track BRT and bus priority projects, improve bike and pedestrian infrastructure, and streamline TOD projects, we achieve a transformation greater than the sum of its parts.
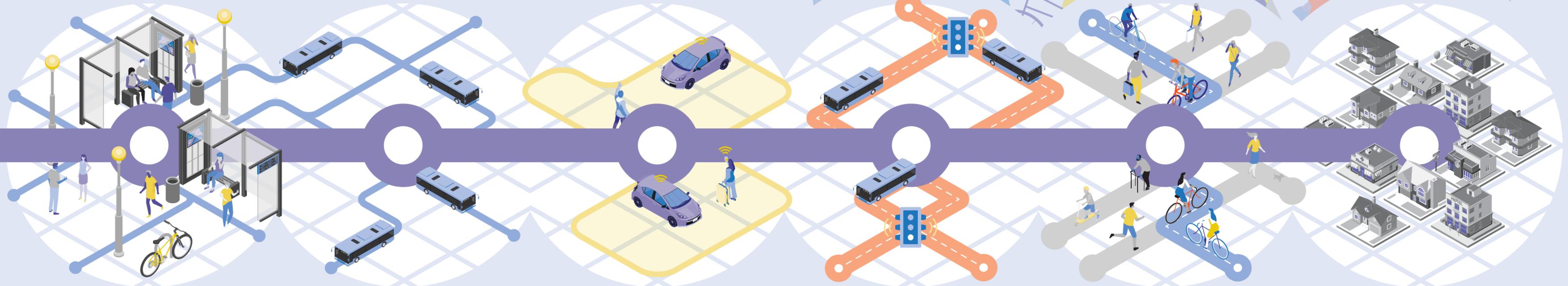
OVERHAUL OUR RIDER EXPERIENCE

We will add and improve amenities at the bus stops connecting to Purple Line stations, thereby improving the transfer experience for our riders.

IMPLEMENT THE BBNR NETWORKS

For both the 2025 and Visionary Networks, we will adjust bus routes to connect to Purple Line stations as directly and efficiently as possible.

CREATE MORE PGC LINK ZONES

We will adjust our PGC Link zones to determine which Purple Line stations to connect to, thereby transforming the stations into multimodal hubs.

FAST-TRACK BRT AND BUS PRIORITY PROJECTS

We will introduce bus priority treatments on the roads connecting to Purple Line stations to ensure buses get to stations quickly and efficiently.

IMPROVE BIKE AND PEDESTRIAN INFRASTRUCTURE

We will improve the sidewalk, crosswalk, and bikeway networks around Purple Line stations, with an emphasis on filling in gaps and missing segments.
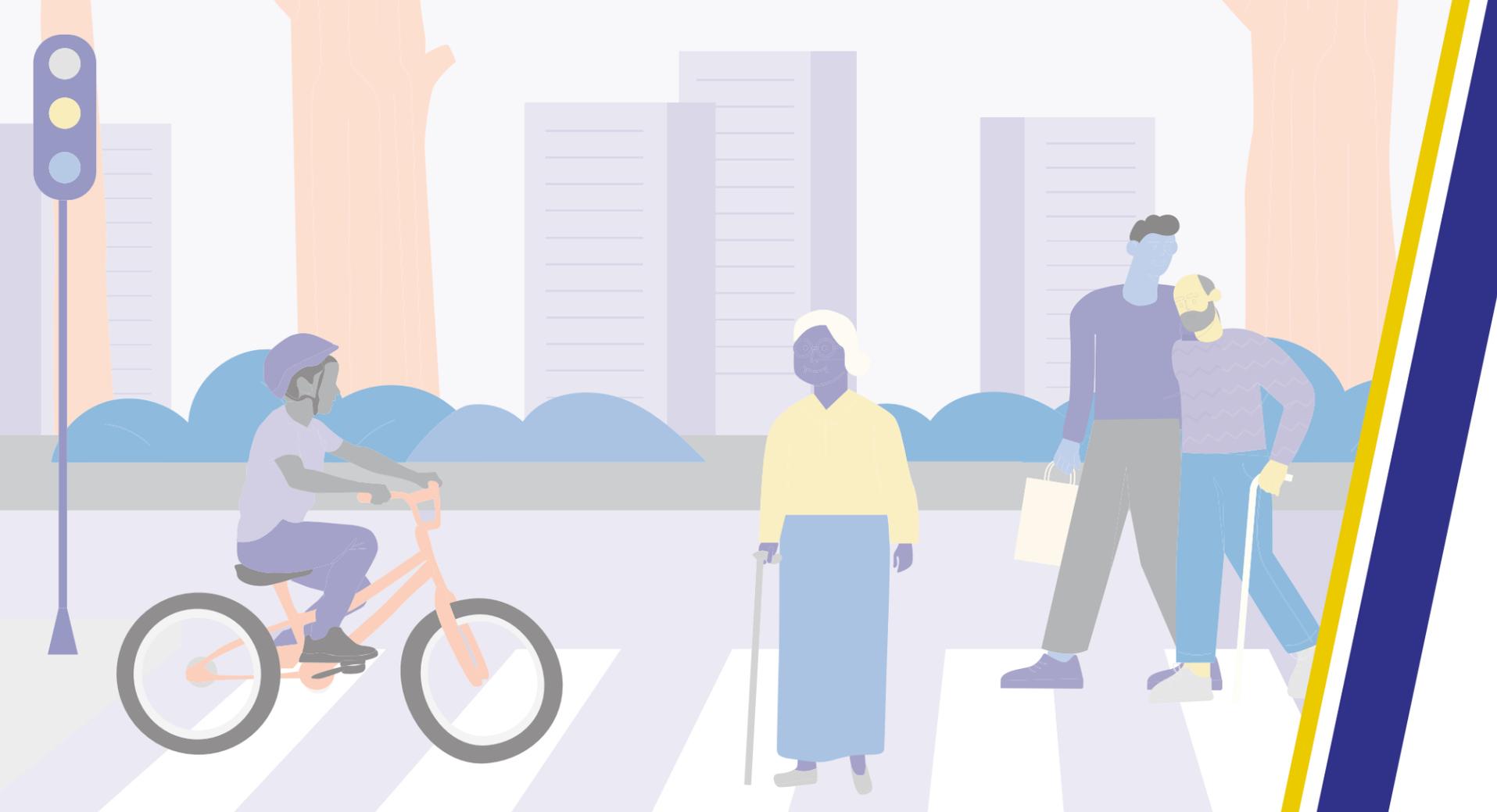
STREAMLINE TOD PROJECTS

We will prioritize Purple Line station areas for development and affordable housing, as well as Metrorail (e.g., Blue Line), MARC, and SMRT stations.

Turning Aspirational Strategies into Implementation Actions

Our aspirational strategies work together to transform transit by comprehensively building on the opportunities discussed earlier. Again, many of these strategies emerged from public feedback, and we will continue to ask for feedback as we turn them into implementation actions.

Funding
- IDENTIFY ALTERNATIVE FUNDING SOURCES
- OFFER ALTERNATIVE FARE PAYMENT METHODS

+

Operations
- DEVELOP HIGH-CAPACITY TRANSIT CORRIDORS
- EXPAND AND DIVERSIFY OUR FLEET
- IMPLEMENT THE BBNR 2025 NETWORK
- FAST-TRACK BRT AND BUS PRIORITY PROJECTS
- OVERHAUL OUR RIDER EXPERIENCE
- IMPLEMENT THE BBNR VISIONARY NETWORK
- CREATE MORE PGC LINK ZONES

+

Workforce Development
- EXPAND WORKFORCE DEVELOPMENT PROGRAMS
- IMPROVE RECRUITMENT AND RETENTION

+

Land Development
- STREAMLINE TOD PROJECTS
- IMPROVE BIKE AND PEDESTRIAN INFRASTRUCTURE

=

Implementation Actions
- SHORT-TERM ACTIONS (1 TO 3 YEARS)
- MEDIUM-TERM ACTIONS (3 TO 5 YEARS)
- LONG-TERM AND ONGOING ACTIONS (5 OR MORE YEARS)

4: Implementation Actions

OUR SHORT, MEDIUM, AND LONG-TERM ACTIONS

Now that we have aspirational strategies, we are thinking through the actions needed to implement them, and how long that might take. In a world of constraints, we cannot implement everything right away, so we have organized implementation actions into short, medium, and long-term phases.

1-3 YRS — **Short-term** actions focus on immediate improvements that can be quickly implemented to address pressing needs or take advantage of current opportunities.

3-5 YRS — **Medium-term** actions require more preparation and resources and represent an additional level of transit improvement.

5+ YRS — **Long-term** and ongoing actions achieve broader, more transformative goals that require significant planning, funding, or coordination over a longer period.

In the following sections, we have broken our aspirational strategies down into discrete actions and sorted them by timeframe and opportunity.

Short-Term Actions
One to Three Years

Short-term actions focus on immediate improvements that can be quickly implemented to address pressing needs or take advantage of current opportunities.

FUNDING

Identify alternative funding sources with *federal and state funds and grants, advertising* on transit vehicles and stations, and *transit funding districts* and similar *public-private partnerships.*

OPERATIONS

Overhaul our rider experience by improving *rider communications* and the *waiting experience.* For the former, rebrand transit services. For the latter, improve the infrastructure and amenities at bus stops for universal accessibility.

Expand and diversify our fleet by siting, planning, and designing *new storage and maintenance facilities,* developing a *phase one microgrid* for our ZEB transition, bringing our fleet to a *state of good repair* with our *transit asset management plan,* and updating our *safety plan.*

Implement the BBNR 2025 Network to improve *frequency, operating hours* (including adding Sunday hours), and *coverage.* Also create a *dashboard* to track performance targets for regional alignment, and transition *RTA Routes 301 and 302* to TheBus.

Create more PGC Link zones by studying *additional areas to serve* and creating a PGC Link *implementation and operations plan.*

Develop high-capacity transit corridors by studying *corridor implementation,* continuously rolling out *new corridors,* and connecting to high-capacity transit corridors *outside the county.*

Fast-track BRT and bus priority projects by studying *BRT constructability.*

WORKFORCE DEVELOPMENT

Improve recruitment and retention through better *benefits promotion, recruitment incentives for older adults, "friends and family" bonuses,* and a *"live where you work" campaign.* Additionally, engage the workforce in more CORE *team building and community service activities* and examine how our *working conditions* compare to neighboring transit providers.

Expand CORE workforce development programs for bus drivers and mechanics.
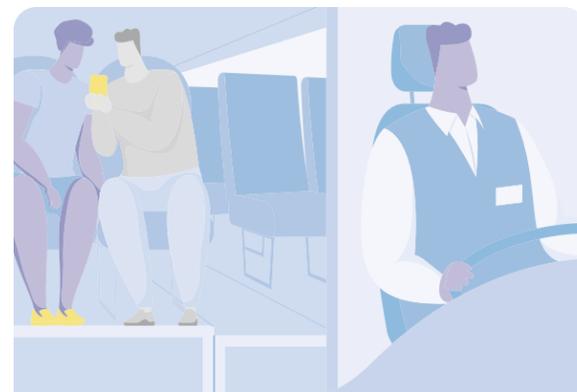
LAND DEVELOPMENT

Improve bike and pedestrian infrastructure by adding *bike and scooter parking* to transit centers and major transfer points, expanding *bikeshare docks* to underserved and southern parts of the county, continuing improvements to *sidewalks and trails* across the county, and making *universal accessibility improvements.*

Streamline TOD projects by studying *TOD implementation,* monitoring *county development* for transit compatibility, involving the *MNCPPC, county planners, and private developers* in transit planning, creating *mobility hubs* at TOD locations, and using WMATA's *Joint Development Program* to coordinate on forthcoming and proposed TOD opportunities.

Medium-Term Actions
Three to Five Years

FUNDING

Identify alternative funding sources by continuing to identify *federal and state funds and grants, advertising opportunities, transit funding districts,* and similar *public-private partnerships.*

OPERATIONS

Overhaul our rider experience by continuing to improve *rider communications.*

Expand and diversify our fleet by continuing to site, plan, and design *new storage and maintenance facilities,* developing a *phase two microgrid* for our ZEB transition, and bringing our fleet to a *state of good repair.*

Implement the BBNR Visionary Network to continue improving *frequency, operating hours,* and *coverage* (new routes, especially expanded coverage in the Laurel area). Support these by rebuilding *schedules* based on frequency standards and *extending routes* from the 2025 Network to better connect to the *new routes* in the Visionary Network.

Create more PGC Link zones by rolling out *pilot zones.*

Develop high-capacity transit corridors by continuing to roll out *new corridors* and connecting to high-capacity transit corridors *outside the county.*

Fast-track BRT and bus priority projects by creating a *bus priority improvements* pool and implementing and constructing *BRT and express lanes.*

WORKFORCE DEVELOPMENT

Improve recruitment and retention by continuing the *promotions, incentives, campaigns, and activities* from the short-term actions.

Continue CORE workforce development programs for bus drivers and mechanics.

LAND DEVELOPMENT

Improve bike and pedestrian infrastructure by continuing to add *bike and scooter parking,* expanding *bikeshare docks,* and continuing *sidewalk, trail, and universal accessibility improvements.*

Streamline TOD projects by continuing to monitor *county development* for transit compatibility, involving the *MNCPPC, county planners, and private developers* in transit planning, creating *mobility hubs,* and using WMATA's *Joint Development Program* to coordinate on forthcoming and proposed TOD opportunities.

Long-Term and Ongoing Actions
Five or More Years

FUNDING

Identify alternative funding sources by offering alternative *fare payment* methods and developing new *transit funding streams* with elected officials, stakeholders, and MDOT.

OPERATIONS

Overhaul our rider experience by continuing to improve *bus stop infrastructure and amenities.*

Expand and diversify our fleet by building *new storage and maintenance facilities* and completing our *ZEB transition.*

Implement the BBNR Visionary Network by continuing the *frequency, operating hours,* and *coverage* improvements from the medium-term actions.

Create more PGC Link zones by adjusting the medium-term's pilot zones and adding *permanent zones* as needed.

Develop high-capacity transit corridors by continuing to roll out *new corridors* and connecting to high-capacity transit corridors *outside the county.*

Fast-track BRT and bus priority projects by continuing to roll out *bus priority improvements* and implementing and constructing *BRT and express lanes.*
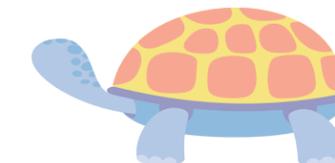
WORKFORCE DEVELOPMENT

Improve recruitment and retention by continuing the *promotions, incentives, campaigns, and activities* from the medium-term actions.

Continue CORE workforce development programs for bus drivers and mechanics.

LAND DEVELOPMENT

Improve bike and pedestrian infrastructure by continuing to add *bike and scooter parking,* expanding *bikeshare docks,* and continuing *sidewalk, trail, and universal accessibility improvements.*

Streamline TOD projects by continuing to monitor *county development* for transit compatibility, involving the *MNCPPC, county planners, and private developers* in transit planning, creating *mobility hubs,* and using WMATA's *Joint Development Program* to coordinate on forthcoming and proposed TOD opportunities.

Medium-term actions require more preparation and resources and represent an additional level of transit improvement.
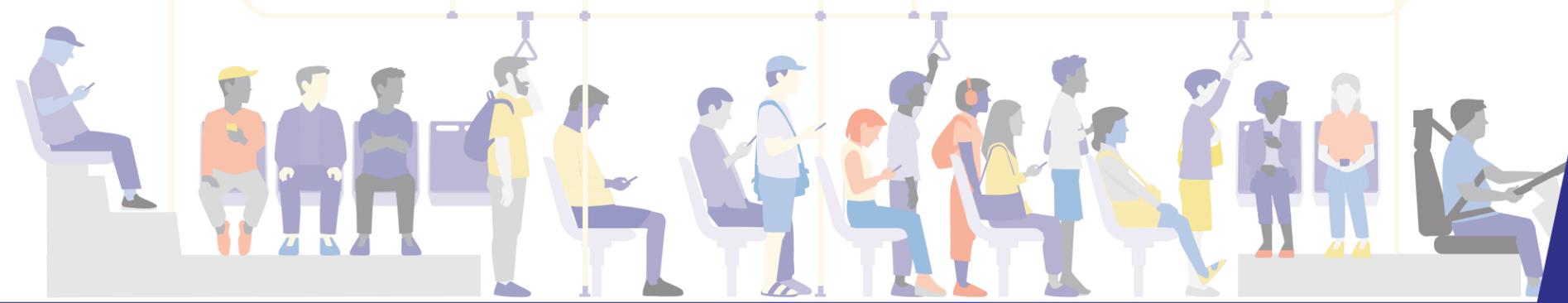
Long-term and ongoing actions achieve broader, more transformative goals that require significant planning, funding, or coordination over a longer period.

Moving Implementation Actions into Our Transit Transformation Process

Our implementation actions work together to transform transit and create a more vibrant and connected Prince George's County for all. By securing funding, overhauling our operations, developing our workforce, and promoting transit-oriented development, we can move confidently into our Transit Transformation process.

		SHORT-TERM One to Three Years	**MEDIUM-TERM** Three to Five Years	**LONG-TERM AND ONGOING** Five or More Years
FUNDING	Identify Alternative Funding Sources	▶ Identify federal and state funds and grants, advertising opportunities, transit funding districts, and public-private partnerships.		▶ Offer alternative fare payment methods.
OPERATIONS	Overhaul Our Rider Experience	▶ Improve the waiting experience with information improvements (digital displays with real-time bus and stop tracking) and infrastructure improvements (bus stop accessibility, lighting, and amenities).		
		▶ Improve rider communications (rebranding and messaging).		
	Expand and Diversify Our Fleet	▶ Site and plan new storage and maintenance facilities.	▶ Design new storage and maintenance facilities.	▶ Build new storage and maintenance facilities.
		▶ Develop a phase one microgrid for our ZEB transition.	▶ Develop a phase two microgrid for our ZEB transition.	▶ Complete our ZEB transition.
		▶ Expand and bring fleet to a state of good repair with our transit asset management plan and update our safety plan.		
	Implement the BBNR Networks	▶ **2025 NETWORK:** Improve frequency, operating hours, and coverage.	▶ **VISIONARY NETWORK:** Improve frequency, operating hours, and coverage (new routes).	
		▶ Align and monitor performance targets with a dashboard.	▶ Rebuild schedules and extend the 2025 Network's routes to better connect to the Visionary Network's new routes.	
		▶ Transition RTA Routes 301 and 302 to TheBus.		
	Create More PGC Link Zones	▶ Create an implementation and operations plan.		
		▶ Study areas to serve.	▶ Roll out pilot zones.	▶ Adjust pilot zones and add permanent zones.
	Develop High-Capacity Transit Corridors	▶ Study implementation, continuously roll out new corridors, and connect to corridors outside the county.		
	Fast-Track BRT and Bus Priority Projects	▶ Study BRT constructability.	▶ Create a bus priority improvements pool and implement and construct BRT (e.g., MD-458) and express lanes (e.g., I-495).	
WORKFORCE DEVELOPMENT	Improve Recruitment and Retention	▶ Promote benefits, offer recruitment incentives and bonuses, run a "live where you work" campaign, compare working conditions with peer transit providers, and engage workforce in activities.		
		▶ Expand CORE workforce development programs for bus drivers and mechanics.		
LAND DEVELOPMENT	Improve Bike and Pedestrian Infrastructure	▶ Add bike and scooter parking, expand bikeshare locations, improve and expand sidewalks and trails (especially lighting), and make accessibility improvements at stations and transit centers.		
	Streamline TOD Projects	▶ Study implementation, monitor county development and involve stakeholders, create mobility hubs at TOD locations, and coordinate on forthcoming and proposed TOD projects.		

Arrows indicate actions that will extend beyond the long-term phase into the next Transit Vision Plan.

OUR NEXT STEPS

This plan began with a look into our opportunities, which led to responsive aspirational strategies. We then broke those strategies down into short, medium, and long-term implementation actions. We can now make those actions a reality with our Transit Transformation process, which includes securing funding, starting planning, design, and construction, and monitoring progress.

Our Transit Transformation Process

As introduced at the beginning of this plan, our Transit Transformation process is our ongoing commitment to provide inclusive, safe, reliable, user-friendly, and community-centric transit.

By guiding transit investments through 2030 and beyond, our Transit Transformation process ensures that the implementation actions in this plan align with the changing travel patterns and community needs across the county.

Our Transit Transformation process will secure funding for the implementation actions in this plan, move each action into planning, design, and construction, and monitor their progress by developing and applying performance metrics.

Secure Funding

The funding actions discussed earlier are prerequisites for our Transit Transformation process. To implement many of the other actions, we will increase advertising on transit vehicles and stations, establish transit funding districts and similar public-private partnerships, leverage the LOTS funding formula change, and identify federal and state funds and grants.

Plan, Design, and Build

The diagram on the following page shows how our implementation actions are affected by the planning, design, and construction process. We will start planning now in order to design concepts in a few years so our implementation actions are built in a reasonable timeframe.

Any design and construction timelines that extend beyond this plan's 2030 focus will be incorporated into future Transit Vision Plans as we continue our Transit Transformation process. Again, we call it a *process* because improvement is a continuous effort and there is always more to explore, innovate, and build.

The technical reports have more information on our planning, design, and construction process, including cost estimates for our implementation actions.

We call Transit Transformation a process because there is always more to explore, innovate, and build.

PLANNING
We will start planning now...
2025 TO 2028

DESIGN
2028 TO 2030
...in order to design concepts in a few years...

CONSTRUCTION
...so our implementation actions are built in a reasonable timeframe.
BY OR AFTER 2030
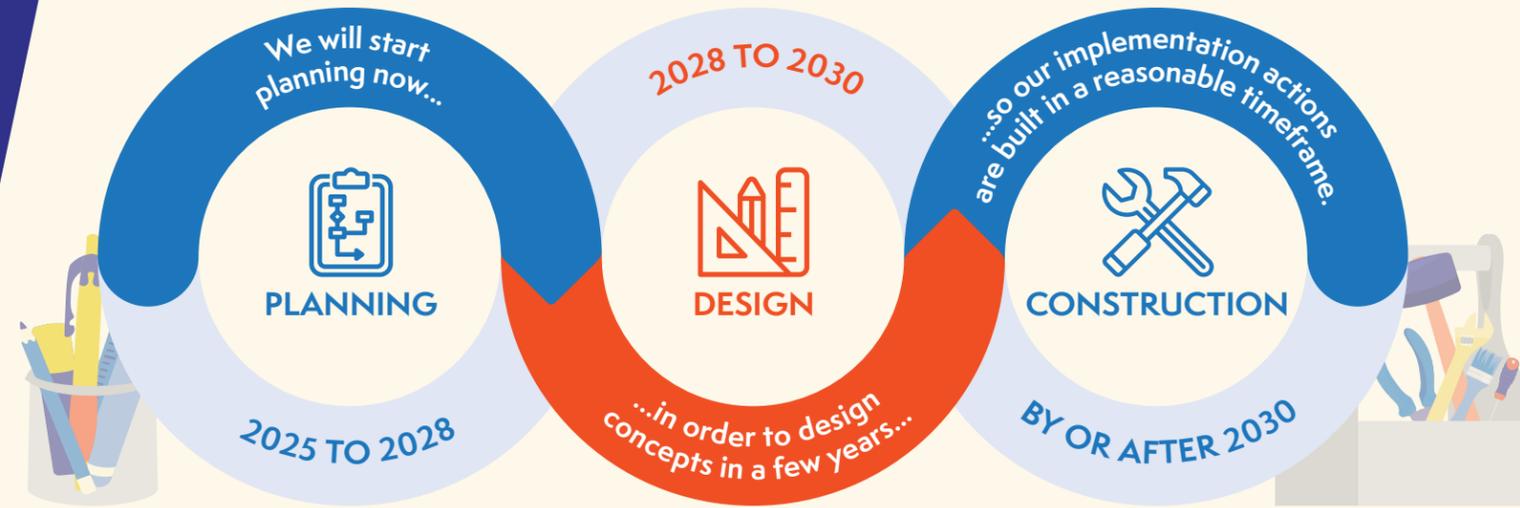
IF WE PLAN NOW:

Bus stops
for infrastructure and amenity improvements.

Locations
for new storage and maintenance facilities.

Locations
for ZEB power sources and chargers.

Better service
under the BBNR 2025 Network.

Implementation and operations plan
for PGC Link.

Corridors
for high-capacity transit.

Corridors
for BRT and other bus priority improvements.

Stations
for multimodal and accessibility improvements.

Locations
for TOD and mobility hubs.

WE WILL DESIGN:

Site plans
for infrastructure and amenity improvements.

Building plans
for new storage and maintenance facilities.

Installation plans
for ZEB power sources and chargers.

Changes
to scheduling, performance targets, and routing.

Pilot
PGC Link zones.

Corridor plans
for high-capacity transit corridors.

Corridor plans
for BRT and other bus priority improvements.

Site plans
for multimodal and accessibility improvements.

Site plans
for TOD connectivity and mobility hubs.

IN ORDER TO BUILD:

Improved bus stops
with better infrastructure and amenities.

New facilities
with more capacity for a larger fleet.

A complete microgrid
for our ZEB transition.

Even better service
under the BBNR Visionary Network.

Permanent
PGC Link zones.

A continuous stream
of high-capacity transit corridors.

A continuous stream
of BRT and bus priority improvements.

More multimodal options
to, from, and around stations.

More TOD
and transit-accessible affordable housing.

Monitor Progress

To ensure we are accountable to our riders, employees, and county residents, we have developed performance metrics centered on our core values and key pillars. These metrics help us track the progress of our implementation actions. Described in more detail in the technical reports, our metrics are summarized below:

INCLUSIVITY
Inclusivity metrics evaluate how accessible and affordable transit is to everyone in Prince George's County and if we adequately cover and connect populations with demonstrated transit need.

SUSTAINABILITY
Sustainability metrics examine if we are doing enough to reduce the environmental impact of transit service and support the county's **Climate Action Plan.**

INNOVATION
Innovation metrics assess if we are adequately embracing emerging technologies to address our opportunities.

SAFETY
Safety metrics analyze how safe and secure the environments in, at, and around our bus stops and vehicles are for everyone.

RELIABILITY
Reliability metrics evaluate the on-time performance of our bus routes and if our vehicles are in a state of good repair.

USER-FRIENDLY
User-friendly metrics check the thoroughness, accuracy, and consistency of the information we share with our riders.

COMMUNITY CENTRIC
Community-centric metrics judge how well we are responding to public feedback and the county's development patterns.

Technical Reports

This plan is accompanied by technical reports with more details on the work we did for each step:

- **Background Technical Report** has more information on the county's growth trends, transit needs, and opportunities.

- **Engagement Technical Report** describes how we obtained and applied public feedback.

- **Transit Transformation Technical Report** provides cost estimates and phases the planning, design, and construction for our implementation actions.

- **Route Profiles** have details on the bus routes and microtransit zones proposed in the county.

METRICS
KEY PILLARS
CORE VALUES
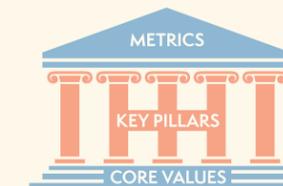
Our core values represent who we are and our key pillars represent what we deliver, so together they serve as the foundation for this plan's performance metrics.

6:

Glossary

Terms and acronyms in this plan include:

Accessibility: The process of accommodating people of all physical abilities at public facilities to comply with the Americans with Disabilities Act (ADA).

Annual Average Daily Traffic (AADT): A measure of how busy a road is by calculating the total volume of vehicular traffic on the road for an entire year, then dividing that by 365.

Better Bus Network Redesign (BBNR): An ongoing effort to improve bus service in the Washington, D.C. region involving WMATA, DPW&T, and other transit providers. BBNR consists of two bus networks: an initial resource-neutral 2025 Network and an enhanced subsequent Visionary Network.

Bikeshare: Short-term bike rentals, though longer arrangements (such as monthly or annual subscriptions) are also available. Capital Bikeshare is the largest bikeshare provider in the Washington, D.C. region.

Bus Lane: A road lane reserved exclusively for buses; emergency vehicles are also typically permitted.

Bus Rapid Transit (BRT): A method of turning bus routes into rapid transit by giving them bus lanes and stations separated from regular traffic.

Bus Stop Bulbout: Extending a bus stop's waiting area into the road's curbside parking lane allows buses to pick up and drop off riders without leaving the travel lane. Bulbouts improve accessibility and expand space for amenities like benches and shelters.

Commercial Driver's License (CDL): A special driver's license that requires extra training and testing for people who drive trucks or transport large numbers of passengers. Bus drivers must have CDLs.

DASH: The local transit provider in Alexandria, Virginia operated by the city-owned Alexandria Transit Company (ATC).

Department of Public Works and Transportation (DPW&T): The Prince George's County department responsible for the county's transportation infrastructure, including TheBus.

Express Lane: A high-speed road lane reserved for vehicles paying a surcharge to access it. Buses are typically given free access to express lanes.

Federal Transit Administration (FTA): An agency of the U.S. Department of Transportation (USDOT) that provides financial and technical assistance to transit providers across the country.

Fixed-Route Transit: An umbrella term for bus, rail, and other transit services that use published schedules to run on predetermined routes and serve predetermined stops. TheBus is fixed-route transit.

Frequency: A term for how often a transit route serves a stop. A route that runs every 15 minutes is more frequent — and therefore more convenient for riders — than a route that runs every half-hour.

Guideway: An umbrella term for the dedicated linear infrastructure that fixed-route transit uses to travel between stops and stations. Tracks, bus lanes, and BRT's bus-only roads are all examples of guideways.

High-Capacity Transit Corridor (HCTC):
An umbrella term for any transit mode (bus or rail) offering fast and frequent service separated from other traffic. Metrorail, Virginia's Metroway, Montgomery County's Flash, and the Purple Line are all HCTCs.

Locally-Operated Transit System (LOTS):
The network of local transit providers across Maryland that receives federal and state funding through the Maryland Transit Administration (MTA). DPW&T is one of more than 20 LOTS in Maryland.

Maryland Area Rail Commuter (MARC):
The statewide commuter rail network managed by the Maryland Transit Administration (MTA). MARC's Penn and Camden Lines serve Prince George's County.

Maryland Department of Transportation (MDOT):
The department responsible for all transportation modes in Maryland including transit, highways, ports, aviation, and more.

Maryland-National Capital Park and Planning Commission (MNCPPC): The state organization that manages park and planning efforts in Montgomery and Prince George's Counties.

Maryland Transit Administration (MTA):
An agency within MDOT responsible for local transit in the Baltimore region and statewide commuter bus and rail (MARC) service. MTA also oversees more than 20 locally-operated transit systems (LOTS) across the state.

Metropolitan Washington Council of Governments (MWCOG): A nonprofit organization consisting of 24 local governments in the Washington, D.C. region that coordinate on regional issues, policies, and programs.

Microtransit: An umbrella term for on-demand transit that does *not* run on a schedule and does not have predetermined routes or stops. Microtransit typically uses smaller vehicles to pick up and drop off riders anywhere within established zones, and riders typically reserve trips by phone or smartphone app. DPW&T's microtransit service is called PGC Link.

Paratransit: A form of microtransit in which access is restricted to people who require mobility assistance. Paratransit vehicles are equipped with mobility aids like wheelchair lifts. Prince George's County has two paratransit services: DPW&T's Call-a-Bus and WMATA's MetroAccess.

Purple Line: A 16-mile light rail line under construction in Montgomery and Prince George's Counties that will run between Bethesda and New Carrollton and connect Metrorail's Green, Orange, and Red Lines.

Queue Jump: A short section of curbside lane space at an intersection that allows buses to move to the front of the line of vehicles and pass through the intersection before the other vehicles. Queue jumps can be paired with transit signal priority (TSP).

Regional Transportation Agency of Central Maryland (RTA): The local transit provider in Howard County and parts of Anne Arundel, Baltimore, and Prince George's Counties. In Prince George's County, RTA primarily serves the Laurel area. Like DPW&T, RTA is one of more than 20 LOTS in Maryland.

Ride On: The local transit provider in Montgomery County. Like DPW&T, Ride On is one of more than 20 LOTS in Maryland.

Right-of-Way (ROW): A legal term that defines who is allowed to access a road or guideway. It is also used to describe the space needed to build or maintain that road or guideway.

Southern Maryland Rapid Transit (SMRT):
A proposed high-capacity transit corridor along MD-5 in Prince George's County and US-301 in Charles County. The corridor would take the form of bus rapid transit (BRT) to run between the Branch Avenue Metrorail Station and Waldorf.

TheBus: The network of bus routes run by DPW&T in Prince George's County. TheBus is fixed-route transit.

Transit-Oriented Development (TOD):
A form of development that prioritizes denser communities with walkable, direct, and interconnected streets. TOD features buildings with mixed uses, ample public spaces, multimodal connectivity with an emphasis on walking and cycling, and transit priority.

Transit Signal Priority (TSP): A method in which buses communicate with traffic signals to get through intersections faster. When a bus approaches a signal, TSP can extend green lights or shorten red lights.

Transit Vision Plan (TVP): The primary component in DPW&T's Transit Transformation process that creates a roadmap for improving the county's transit service and infrastructure by outlining aspirational strategies and implementation actions.

Washington Metropolitan Area Transit Authority (WMATA): This agency operates under the Metro brand to run Metrobus and Metrorail service in the Washington, D.C. region.

Washington Suburban Transit Commission (WSTC):
The state organization that coordinates transit efforts between MDOT, WMATA, and Montgomery and Prince George's Counties.

Zero-Emissions Bus (ZEB): A bus that is powered by means other than an internal combustion engine, such as battery or overhead electric power. Prince George's County has a $122 million ZEB program.

Prince George's County Department of Public Works and Transportation

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