



April 23, 2026

MEMORANDUM

TO: Thomas E. Dernoga, Esq., Chair
Transportation, Infrastructure, Energy, and Environment (TIEE) Committee
FROM: Sylvia King
Senior Legislative Budget Officer
RE: Department of Public Works and Transportation (DPW&T)
Fiscal Year 2027 Operating Budget and
FY 2027-2032 Capital Improvement Program (CIP) Review

Operating Budget Overview

The FY 2027 proposed budget for the Department of Public Works and Transportation (DPW&T) is approximately \$42.97 million, a decrease of -\$2.33 million, or -5.1%, under the FY 2026 approved budget. This is primarily due to the decreases in all snow-related operating costs based on the creation of an Emergency Fund to support weather-related emergencies (\$-5.084M), operating contracts services based on a one-year TheBus contract extension offset with an increase for temporary administrative staffing needs (\$-4.228M), and reductions in capital outlay due to the realized purchase of electric buses (\$-2.506M). Decreases are being offset primarily by increases in operating expenditures attributable to a decrease in recoverable costs from The Washington Suburban Transit Commission (WSTC) (73%), the Capital Improvement Program (CIP) (13%), Solid Waste (11%), and Stormwater (3%) enterprise funds (\$4.514M), and increases in mandated salary requirements(\$1.66M).

Budget Comparison – All Funds

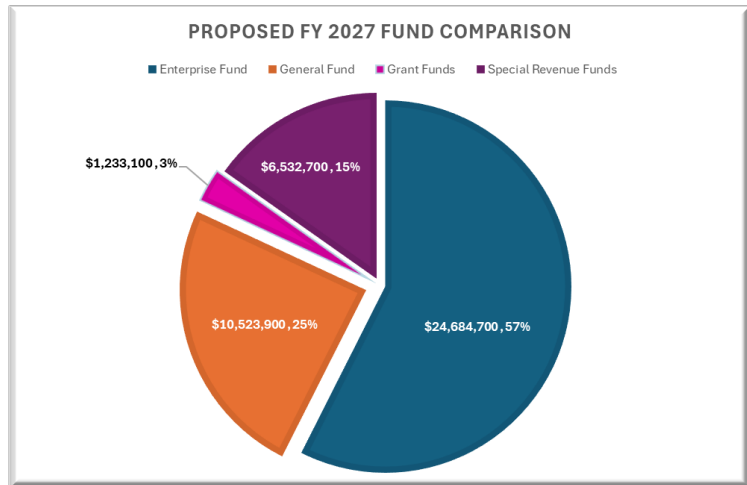
Table with 8 columns: Category, FY 2025 Actual, FY 2026 Approved, FY 2026 Estimate, % Change - Est vs App, FY 2027 Proposed, \$ Change, % Change. Rows include Enterprise Funds, General Fund, Grant Funds, Special Revenue Funds, and Total.

New in FY 2027 - Creation of an Emergency Management Fund

Four circular icons with text: Purpose: To support weather related emergencies; Amount: \$15 Million; Managed by: DPW&T; Users: DPW&T Handling weather related emergencies e.g. snow, ice, floods etc.

Funding for DPW&T is derived from the following four (4) sources:

- ✚ 57% or \$24.7M - Enterprise Funds
- ✚ 25% or \$10.5M - General Funds
- ✚ 15% or \$6.5M - Special Revenue Funds
- ✚ 3% or \$1.2M - Grant Funds



Supplemental FY 2026 Request

- The Department anticipates that FY 2026 supplemental appropriations from general funds will be requested.

- **General Fund – \$24.6 Million**

- Project Elevate
- Strikeforce Efforts Related to:
 - Beautification
 - Snow & Ice Control
 - Other Related Expenses

- ✚ A total of 15 snow and ice control events

- Plow contractors
- Heavy Equipment contractors
- Salt application



- The Agency does not anticipate the need for additional supplemental appropriation at this time.

Table of Contents

Operating Budget Overview	1
Supplemental FY 2026 Request	2
Revenues – Washington Suburban Transit Commission (WSTC).....	4
Authorized Staffing Count – All Classifications (General, Enterprise, and Grant Funds)	4
Budget Comparison - Stormwater Management Enterprise Fund.....	5
Budget Comparison – General Funds.....	9
Transportation Services Improvement (TSI) - Special Revenue Funds (SRF).....	24
Capital Improvement Program (CIP) (FY 2027 – FY 2032) – DPW&T	28

Revenues – Washington Suburban Transit Commission (WSTC)

- The FY 2027 proposed WSTC budget is approximately \$50.9 million, an increase of \$1 million compared to the FY 2026 estimated revenue amount, based on historical increases. Bus fare charges were discontinued in FY 2026.

Revenue Type	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed
Property Taxes	\$ 35,213,093	\$36,913,093	\$ 37,913,093
Intergovernmental	\$ 13,037,699	\$13,000,000	\$13,000,000
Fare Revenue	\$ 47,265	\$ -	\$ -
Total	\$ 48,298,057	\$49,913,093	\$ 50,913,093

Authorized Staffing Count – All Classifications (General, Enterprise, and Grant Funds)

- The proposed FY 2027 total staffing complement increased by one (1) Limited-term grant-funded (LTGF) position from the previous fiscal year for a total of 460 positions.

Authorized Positions	FY 2025 Budget	FY 2026 Approved	FY 2027 Proposed	Change FY26-FY27
General Fund				
Full Time - Civilian	273	276	276	0
Full Time - Sworn	0	0	0	0
Subtotal - FT	273	276	276	0
Part Time	1	1	1	0
Limited Term	15	15	15	0
Enterprise Fund				
Full Time - Civilian	144	144	144	0
Full Time - Sworn	0	0	0	0
Subtotal - FT	144	144	144	0
Part Time	1	1	1	0
Limited Term	0	0	0	0
Grant Program Funds				
Full Time - Civilian	3	3	3	0
Full Time - Sworn	0	0	0	0
Subtotal - FT	3	3	3	0
Part Time	0	0	0	0
Limited Term	18	19	20	1
TOTAL				
Full Time - Civilian	420	423	423	0
Full Time - Sworn	0	0	0	0
Subtotal - FT	420	423	423	0
Part Time	2	2	2	0
Limited Term	33	34	35	1



- In FY 2026, the Agency reallocated the Human Resources Unit from the Office of Administrative Services to the Office of the Director. There are no planned changes in FY 2027.

Budget Comparison - Stormwater Management Enterprise Fund

Expenditures by Category						
Category	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimate	FY 2027 Proposed	Change FY26-FY27	
					Amount (\$)	Percent (%)
Compensation	\$10,444,656	\$11,560,500	\$10,195,500	\$12,198,500	\$638,000	5.5%
Fringe Benefits	4,450,939	5,450,300	4,662,700	5,661,700	211,400	3.9%
Operating	2,976,885	6,759,700	5,617,300	6,771,100	11,400	0.2%
Capital Outlay	447,100	83,000	180,000	53,400	(29,600)	-35.7%
Total	\$18,319,580	\$23,853,500	\$20,655,500	\$24,684,700	\$831,200	3.5%
Total	\$18,319,580	\$23,853,500	\$20,655,500	\$24,684,700	\$831,200	3.5%

The proposed FY 2027 Stormwater Management Enterprise Fund budget for DPW&T is approximately \$24.7 million, an increase of \$831,200, or 3.5%, over the FY 2026 approved budget.

- Increases are attributed to compensation for mandated salary requirements (\$638K), fringe benefit costs (\$211.4K), and operating costs (\$304.5K), primarily due to contractual expenses to support herbicide application, pond mowing, flood services control, storm drain cleaning, and rubble disposal.
- Increases are being offset primarily with decreases in operating costs related to vehicle maintenance and repair for fleet (\$326K), and a decrease in capital outlay due to the realized purchase of two (2) SUV vehicles for field staff in relation to pond, inlet, channel, and pumping station inspection and oversight (\$29.6K).

Compensation & Staffing – Stormwater Management Fund

- Compensation costs increase to approximately \$12.3 million, which is \$638,000, or 5.5%, over the FY 2026 budget, and includes funding for 139 out of 144 full-time positions, and one (1) part-time position. Five (5) positions are unfunded in FY 2027.

Enterprise Fund				
Full Time - Civilian	144	144	144	0
Full Time - Sworn	0	0	0	0
Subtotal - FT	144	144	144	0
Part Time	1	1	1	0
Limited Term	0	0	0	0

- Proposed FY 2027 Fringe benefit expenditures increase to approximately \$5.7 million, which is \$211,400, or 3.9%, over the FY 2026 budget, to align with projected costs, including \$1.34 million budgeted for other post-employment benefits (OPEB) related costs.
- As of March 19, 2026, the Department reported 34 full-time Stormwater Management Enterprise Fund vacancies.

For a complete listing of all vacancies, please see *Attachment B to the Department’s First Round FY 2027 Proposed Budget Responses Q.13.*

- The Department has included \$520,000 in its proposed FY 2027 Enterprise Fund budget to cover overtime costs. As of March 2, 2026, the Department reports overtime expenditures of \$824,620, and projects total FY 2026 overtime expenditures to be \$1.2 million, which is \$710,000 over the FY 2026 approved level of \$490,000. Overtime in FY 2026 is primarily due to Project Elevate and Strikeforce efforts related to beautification, and a total of 15 snow and ice control program mobilizations.

Operating Expenses – Stormwater Management Fund

- In FY 2027, operating expenses are proposed at approximately \$6.8 million, which is an increase of \$11,400, or 0.2%, over the FY 2026 budget primarily due to increases in contractual expenses (Proposed at \$5.2 million), based on the need to add heavy and specialized equipment rental due to aging equipment on as needed basis-for flood-related events.
- The accompanying table compares the FY 2027 Proposed Budget operating expenditures with the FY 2026 Approved Budget operating expenditures. The largest expenditure categories are operating contracts (\$5.2M), Office Automation (\$854.4K), and General Office Supplies (\$464K).

Enterprise Fund (Stormwater Management)						
Operating Objects	FY 2026 Approved	FY 2026 Estimated	FY 2027 Proposed	\$ Change	% Change	Explain reason for budgetary change for each object
General Office Supplies	\$ 350,000	\$ 300,200	\$ 464,000	\$ 114,000	38.0%	Increased need based on water meter rentals, wildlife trapping, and warehouse storage needs.
Operating Contracts	5,126,000	4,034,100	5,235,000	\$ 109,000	2.7%	Based on need to add heavy and specialized equipment rental due to aging equipment on as needed basis-flood related
Training	14,700	16,800	59,700	\$ 45,000	267.9%	Based on need to attend industry workshops and certification programs for NPDES
Office Automation	821,500	806,300	854,400	\$ 32,900	4.1%	Based on new specialized field based IT needs for inspection staff
Utilities	-	-	20,000	\$ 20,000	N/A	Based on historical expenditure trends
Telephone	120,000	132,600	135,000	15,000	11.3%	Slight increase based on cell phone audit
Printing	1,500	100	3,000	\$ 1,500	1500.0%	Increased based on plan and reporting needs
Mileage Reimbursement	-	1,200	-	\$ -	0.0%	Mileage related to local NPDES required training
Vehicle Equipment Repair/Maintenance	326,000	326,000	-	\$ (326,000)	-100.0%	Decreased and realigned to Contract services based on procurement method.
TOTAL	\$ 6,759,700	\$ 5,617,300	\$ 6,771,100	\$ 11,400	0.2%	

- The largest increase between the FY 2027 Proposed Budget and the FY 2026 Approved Budget is in General Office Supplies (+\$114K) based on the increased need for water meter rentals, wildlife trapping, and warehouse storage.
- The largest reductions between the FY 2027 Proposed Budget and the FY 2026 Approved Budget is in Vehicle Equipment Repair/Maintenance (-\$326K), based on decreased and realigned costs to contract services based on procurement method.
- *Please see Attachment C to the Department’s First Round FY 2027 Proposed Budget Responses Q.23 for a complete listing of all operating contracts.*

- **Capital Outlay** - Proposed FY 2027 expenditures are \$53,400, for the purchase of two (2) Inspector vehicles. In FY 2026, \$180K was expended for vehicles for field staff inspectors.
- **Recoveries** – Proposed FY 2027 Stormwater Enterprise Fund recoveries total approximately \$3.5 million, primarily for compensation and fringe. Additionally, the Office of Highway Maintenance will also recover ~\$1.2 million for operating expenditures.

Details of Total Proposed Recoveries FY 2027		
Division	Character (i.e., Compensation, Fringe, Operating, Capital Outlay, etc.)	Stormwater Recovery
Highway Maintenance	Compensation	1,167,600
Highway Maintenance	Operating	1,160,000
Highway Maintenance	Fringe	428,300
Eng. & Project Mgmt	Compensation	360,800
Office of the Director	Compensation	239,200
Office of Admin Svcs	Compensation	48,600
Office of the Director	Fringe	43,800
Office of Admin Svcs	Fringe	17,800
Total		3,466,100

Highlights – Stormwater Management Enterprise Fund

The Office of Storm Drain Maintenance (OSDM) has four (4) core programs for environmental and flooding protection and beautification, ensuring compliance with the NPDES MS4 Permit requirements, addressing chronic flooding through improvements and mitigation, increasing the tree canopy to meet the Tree Solutions Now Act of 2021 (TSNA), and maintaining and restoring County stormwater conveyance infrastructure. OSDM continues to sustain Stormwater Infrastructure throughout Prince George's County and currently:

- maintains and enhances County stormwater facilities, including levees, pumping stations, approximately 900 stormwater management facilities, 700 miles of storm drains, and 100,000 drainage structures.
- addresses service requests, improves system performance, and advances climate resiliency efforts through the four core programs that align with the County Executive's priorities for environmental and flooding protection and beautification,
- remaining compliant with the Municipal Separate Storm Sewer System (M24) permit through the National Pollutant Discharge Elimination System (NPDES).
- FY 2027 goals and initiatives for the OSDM include:
 - Enhancement of storm drain, conveyance, drainage improvement projects, expansion of jetvac programs, enhancement of pumping stations, and increasing herbicide treatment along Anacostia levees flood-prone locations.
 - Continuing its partnership with the Department of the Environment (DOE) on the Bladensburg Flood Protection Project, which is designed to protect several homes from immediate flood risks. A total of \$15.6M between the operating and capital budget will support these efforts in FY 2027.
- The General 4th Permit Consent Decree was completed on December 31, 2024. The Agency completed the consent decree mandates related to stormwater ponds and triennial inspections in April 2024.

- Attachment F: Consent Decree Pond Listing lists the ponds identified in the Consent Decree Order, along with their costs and completion dates.

- The Department is actively working to comply with federal and State mandates under the NPDES General 5th Permit (MDE 20-DP-3314), from December 2, 2022, with a completion deadline of December 2, 2027. Continued support and adequate funding are critical to meeting the following compliance mandates:
 - Conduct and document preventative maintenance of all public stormwater infrastructure, storm drain systems, and SWM conveyance channels.
 - ✚ [Securing timely approval and funding for a CCTV Inspection Truck is essential for meeting inspection requirements.](#)
 - Conduct and document preventative maintenance of all public stormwater management ponds and perform triennial inspections.
 - ✚ [Approval and funding for the 936-H Contract extension are necessary to sustain CIP Pond Restoration and compliance efforts.](#)
 - Manage properties through the development and implementation of the new NPDES/MS4 Good Housekeeping Plan (GHP) and continued execution of the Stormwater Pollution Prevention Plan (SWPPP) for County and municipal properties.
 - ✚ [Adequate resources are required to fulfill these permit requirements.](#)
- *See Attachment E: FY 2026 and FY 2027 Stormwater Obligations of First Round Responses.*

- *Pond Beautification:*
 - The County is currently under Maryland's NPDES General 5th Permit MDE 20-DP-3314.
 - The Department is actively working to comply with the Pond Maintenance and Inspection Program mandated by Maryland's NPDES General 5th Permit (MDE 20-DP-3314).
 - OSDM *faces ongoing procurement constraints in FY 2026 and FY 2027*, which threaten the ability to sustain restoration and maintenance operations needed to meet the December 2, 2027, compliance deadline.
 - ✚ [Continued support and timely funding are essential to conduct and document restoration, preventative maintenance, and triennial inspections of all public stormwater management ponds.](#)
 - ✚ [Approval of the 936-H Contract extension is critical to maintaining CIP Pond Restoration and achieving permit compliance.](#)

The FY 2026 and FY 2027 restoration inventory, please see *Attachment D to the Department's First Round FY 2027 Proposed Budget Responses Q.35 p.25-26.*

Budget Comparison – General Funds

Expenditures by Category - General Fund

Category	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimate	FY 2027 Proposed	Change FY26-FY27	
					Amount (\$)	Percent (%)
Compensation	\$21,345,481	\$24,350,700	\$22,883,300	\$25,560,200	\$1,209,500	5.0%
Fringe Benefits	7,353,133	8,653,200	6,734,400	9,394,400	741,200	8.6%
Operating	55,449,051	81,754,500	79,493,700	74,901,500	(6,853,000)	-8.4%
Capital Outlay	8,494,031	20,062,000	10,437,900	17,556,300	(2,505,700)	-12.5%
SubTotal	\$92,641,696	\$134,820,400	\$119,549,300	\$127,412,400	\$(7,408,000)	-5.5%
Recoveries	(76,486,568)	(121,402,100)	(81,454,900)	(116,888,500)	4,513,600	-3.7%
Total	\$16,155,128	\$13,418,300	\$38,094,400	\$10,523,900	\$(2,894,400)	-21.6%

The FY 2027 proposed General Fund budget for the Department of Public Works and Transportation (DPW&T) before recoveries is approximately \$127.4 million, and represent a decrease of ~\$7.4 million, or -5.5%, under the FY 2026 approved budget. After recoveries, the Proposed budget is ~\$10.5 million, a decrease of ~\$2.9 million, or -21.6%, under the FY 2026 approved budget. Recoveries are made from the CIP, Enterprise Funds (Stormwater/Solid Waste Management) and WSTC.

- Decreases in operating expenditures are primarily attributed to:
 - The removal of all snow-related costs from the Department’s budget, based on the creation of an Emergency Fund to support weather-related emergencies (~\$5.1M).
 - Decrease in operating contract services based on a one-year TheBus contract extension offset with an increase for temporary administrative staffing needs (~\$4.2M).
 - Decrease in travel/training, telephone, vehicle equipment repair and maintenance, and gas and oil costs based on expected needs (\$656K).

- Net Capital Outlay decreases are attributed to the realized purchase of electric buses (~\$2.5M).

Staffing Changes and Compensation – General Fund

- In FY 2027, the Department’s General Fund full-time staffing complement remains unchanged from FY 2026 approved levels and provides for 276 full-time positions, one (1) part-time position, and 15 limited-term grant-funded (LTGF) positions.

Authorized Positions	FY 2025 Budget	FY 2026 Approved	FY 2027 Proposed	Change FY26-FY27
General Fund				
Full Time - Civilian	273	276	276	0
Full Time - Sworn	0	0	0	0
Subtotal - FT	273	276	276	0
Part Time	1	1	1	0
Limited Term	15	15	15	0

- FY 2027 proposed compensation is approximately \$25.6 million, an increase of ~\$1.2 million, or 5.0%, above the FY 2026 approved level, which is due to the annualization of FY 2026 and planned FY 2027 salary adjustments. Compensation costs include funding for 269 out of 276 full-time positions, one (1) part-time position, and 15 limited-term positions.

- As of March 19, 2026, the Department reports 66 funded General Fund vacancies, 63 of which are full-time, and three (3) are limited term. For FY 2027, the Department anticipates having 59 General Fund vacancies (56 FT & 3 LTGF), and seven (7) unfunded FT General Fund vacancies

- See *Attachment B to the Department's First Round FY 2027 Proposed Budget Responses Q.13* for a complete listing of all vacancies.

- In FY 2025, the Department accumulated approximately \$2.4 million in salary lapse and funds were utilized for overtime, shift differential, and seasonal staffing needs. As of early March 2, 2026, the amount accumulated was approximately \$2.48M in salary lapse and attrition, which portions will be used on spring overtime, shift differential, and seasonal staff needs for the Agency. In addition, the Agency will likely use a portion of the funds for leave payout as there is a large pool of employees that are currently eligible for retirement.

- By the end of FY 2027, 118, or 35.43%, of the agency's personnel are eligible to retire, with a fiscal impact of ~\$10.7 million if all eligible personnel do in fact retire. By the end of FY 2029, 42.33% of the agency's general-funded employees will be eligible to retire with a fiscal impact of ~\$23 million.

Timeframe	# of Personnel Eligible to Retire	% of Personnel Eligible to Retire	# of Personnel Eligible to Retire (cumulative)	% of Personnel Eligible to Retire (cumulative)	Fiscal impact of retirements
By June 30, 2026	107	32.13	107	32.13	\$9,544,660
By June 30, 2027	11	3.3	118	35.43	\$1,147,181
				TOTAL	\$10,691,841
By June 30, 2028	11	3.3	129	38.73	\$803,943
By June 30, 2029	12	3.6	141	42.33	\$840,237
TOTAL FY 2026 - FY 2029	141			148.62	\$ 23,027,862

Note: Data derived per guidance from OHRM on retirement eligibility.

- To date, there has been total of 28 separations thus far in FY 2026: Voluntary (13), Retirement (7), Involuntary (5), and Death (3), with an attrition rate of 7.5% as of 3/6/2026.
- Proposed FY 2027 overtime is \$830,500. As of March 2, 2026, the Department reports FY 2026 overtime expenditures of ~\$1.3 million and projects total FY 2026 overtime expenditures to be \$1.5 million, which is an estimated \$768,400 over the approved level.
 - Primary drivers for increased overtime include snow and ice control and flooding events, Northwest Stadium traffic control events, and Strikeforce/ Project Elevate efforts. Additionally, Agency staff overtime has increased relative to 311 resolution gap efforts.
 - Reimbursable overtime by the Washington Commanders for traffic control is being projected at \$150K in FY 2027.

Fringe Benefits – General Fund

- General Fund Fringe benefit expenditures for FY 2027 are proposed at approximately \$9.4 million, an increase of \$741,200, or 8.6%, above the FY 2026 level. This aligns with projected costs for pension, healthcare, and workers' compensation.

Operating Expenses – General Fund

- In FY 2027, operating expenses are proposed at approximately \$79.5 million, a decrease of ~\$6.9 million, or -8.4%, under the FY 2026 budget. This is primarily due to operating decreases for TheBus system services, vehicle repair and maintenance, and gas and oil costs. Additional decreases are due to all snow operation costs being realigned to a new dedicated special fund called the Emergency Operations Fund under Non-Departmental. All weather-related expenditures will be passed through this fund instead of the agency’s budget starting in FY 2027. *See chart below.*

General Fund						
Operating Objects	FY 2026 Approved	FY 2026 Estimated	FY 2027 Proposed	\$ Change	% Change	Explain reason for budgetary change for each object
Office Automation	\$ 4,300,300	\$ 2,461,800	\$ 5,031,600	\$ 731,300	29.7%	Increase need based on transit IT needs related to battery electric bus efforts.
Building Repair/Maintenance	500,000	500,000	750,000	250,000	50.0%	Increased need based on closure of Agency Marburger building. 100% CIP recoverable
General & Administrative Contracts	1,302,000	622,100	1,393,300	91,300	14.7%	Slight increase based on temporary staffing needs for front facing administrative roles
Printing	40,000	23,400	49,100	9,100	38.9%	Increase due to rebranding of transit systems, including materials for better bus network
Mileage Reimbursement	\$1,300	59,400	\$4,400	3,100	5.2%	Slight increase based on projected local training needs.
Membership Fees	36,900	21,600	38,400	1,500	6.9%	Increase based on industry memberships, including NABSA, APWA, WTS, SHRM, ASPA, NAMA, NFBPA, IT MD, and ITS America
Travel: Non-Training	-	55,000	-	-	0.0%	Snow and Ice staff hoteling as part of FY26 estimate.
Office and Operating Equipment Non-Capital	-	340,500	-	-	0.0%	
Advertising	59,300	24,400	58,900	(400)	-1.6%	Slight decrease based on actualized expense trend
Periodicals	800	-	-	(800)	N/A	n/a
Training	422,900	268,000	362,200	(60,700)	-22.6%	Decrease based on actualized expense trend
Vehicle Equipment Repair/Maintenance	2,175,200	1,058,600	2,017,900	(157,300)	-14.9%	Slight decrease based on actualized expense trend
Data-Voice	375,000	178,600	202,000	(173,000)	-96.9%	Decrease in fiber needs; 100% CIP recoverable
Gas and Oil	5,705,800	4,003,700	5,473,900	(231,900)	-5.8%	Slight decrease based on actualized expense trend
Telephone	567,100	534,400	235,200	(331,900)	-62.1%	Decreased need based on cell phone audit to eliminate zero usage accounts
General Office Supplies	4,301,000	12,980,600	3,636,900	(664,100)	-5.1%	Decrease based on removal of salt and other snow operational needs
Operating Contracts	61,886,900	56,361,600	55,567,700	(6,319,200)	-11.2%	Decrease based on historical actualized expense trends related to Fixed Route transit service and removal of snow contracts
TOTAL	\$ 81,754,500	\$ 79,493,700	\$ 74,901,500	(6,853,000)	-8.6%	

- The largest increases proposed in FY 2027 are for:
 - Office Automation (\$731.3K) based on increased transit IT needs related to battery electric bus efforts.
 - Building Repair/Maintenance (\$250K), based on closure of the Agency’s Marburger building, and 100% CIP recoverable.
 - General & Administrative Contracts (\$91.3K), based on temporary staffing needs for front facing administrative roles.

- Telephone costs decreased by \$331.9K, or 62.1%, in the General Fund, based on reduced need identified during a cell phone audit to eliminate zero usage accounts. Note: some expenses will realign to various funds, including the Emergency Weather Fund, for Automatic Vehicle Locator (AVL) units, used during Snow and Ice Control efforts.
 - ✚ The Agency commenced the cell phone audit to reduce potential fiscal waste, and found a total of approximately 355 cellular service lines that were no longer needed or needed for a portion of the year, from a combination of employee retirements and separations, post-COVID phone needs, and Automatic Vehicle Locator needs.
 - ✚ The audit also revealed there were several lines being charged to the incorrect fund (i.e. Enterprise Fund, Proposed Emergency Weather Operations Fund) based on program function.
 - ✚ The Agency is working with phone carriers to disconnect and/or hibernate/suspend lines that are no longer needed for some or all of the fiscal year, and creating program specific accounts to ensure phone charges are being funded from appropriate funding structures.
 - ✚ Lastly, the Agency will conduct monthly audits on cell phone bills to determine non-use accounts and recommend hibernations and/or disconnections pending program need.

- The FY 2027 Proposed Budget includes funding of \$2.0M for Litter Removal, \$1.025M for Clean Lots, and ~\$3.7M for Median Mowing, and ~\$3M for tree removal/trimming. The largest proposed FY 2027 contract is \$39.5 million with RATP for transportation costs.

Contracts, FY 2025, FY 2026 and FY 2027				
Vendor/Contractor Name	1 = MBE 2 = CBB 3 = CBSB 4 = CLB Unknown	Summary of Contract Services	Amount	
			FY 2027 Proposed Contract Amount	Funding Source: General Fund
Express Business Services, LLC	Unknown	Median Mowing Contract	\$726,700	GF
R.H. Hilarious	3	Mowing Median	\$562,000	GF
			\$3,668,700	
Asplundh	Unknown	Tree removal/trimming	\$1,427,800	GF
Forest Valley Tree	3	Tree removal/trimming	\$278,900	GF
Kelly's Tree & Lawn Service	Unknown	Tree removal/trimming	\$314,700	GF
Lewis Tree	Unknown	Tree removal/trimming	\$975,100	GF
			\$2,996,500	

Contracts, FY 2025, FY 2026 and FY 2027				
Vendor/Contractor Name	1 = MBE 2 = CBB 3 = CBSB	Summary of Contract Services	Amount	
			FY 2027 Proposed	Funding Source: General Fund (GF), Y
RATP	Unknown	Continuation of Contract	\$39,500,000	GF
TBD	Unknown	transition to new bus contract	1,500,000	GF
Asplundh	Unknown	Tree removal/trimming	1,427,800	GF
Howard County	Unknown	RTA Service	1,378,000	GF
Delta LLC	Unknown	County-Owned Clean Lots	1,025,000	GF
Professional Facility	Unknown	Litter Removal	1,000,000	GF
Express Business	Unknown	Litter Removal	1,000,000	GF
Lewis Tree	Unknown	Tree removal/trimming	\$975,100	GF
Express Business	Unknown	Median Mowing Contract	\$726,700	GF
Revenue Authority	1	Fringe Lot Maintenance / MOU	\$566,500	GF
R.H. Hilarious	3	Mowing Median	\$562,000	GF
TBD	Unknown	Bus & Bus Shelter Advertising	\$530,000	GF

Please see Attachment C to the Department’s First Round FY 2027 Proposed Budget Responses Q.23 for a complete listing of all operating contracts.

Capital Outlay, Vehicles & Equipment – General Fund

- The FY 2027 Proposed Budget is approximately \$17.6 million for Capital Outlay, a decrease of approximately -\$2.5 million, or -12.5%, under the FY 2026 budget due to the realized one-time purchases of electric buses. Funding is included for paratransit equipment replacements, electric buses, and vehicles to support traffic signal installations and the Capital Improvement Program (CIP) oversight.

	Description	FY 2026 Estimate	FY 2027 Proposed Budget	Purpose for Request	Fund (GF, EF, Grants)
1	Local matches for various Grants (WAG 5307, FY24 LONO, BSBF, AOPP); TSP pilot	\$ 10,307,900	\$ 16,939,400	grant local match; 100% WSTC recoverable	GF/ Grants
2	Local match- SSTAP	\$ 130,000	\$ 166,900	grant local match; 100% WSTC recoverable	GF/ Grants
3	Inspector vehicles	\$ -	\$ 100,000	100% recoverable to CIP	GF
4	Sign Shop vehicles	\$ -	\$ 320,000	100% recoverable to CIP	GF
5	Traffic Signal Cabinet	\$ -	\$ 30,000	100% recoverable to CIP	GF
	Total	\$ 10,437,900	\$ 17,556,300		

- In FY 2025, the Agency ordered and received 12 diesel fixed-route buses. Thus far in FY 2026, the Agency received 11 electric fixed-route buses.
- The Department works with the Office of Central Services (OCS) Fleet Services and places orders through the Certificate of Participation (COPs) program, in addition to purchasing vehicles and equipment independently.

- The table shows orders for vehicles and equipment placed through the COPs program.

Note: The Agency is currently awaiting confirmation from Office of Central Services (OCS) Fleet regarding COPS funding.

	Description (Type and quantity of equipment purchase)	FY 2026 Equipment Cost (Purchased to date)	FY 2026 Equipment Cost (Planned to be purchased)	FY 2027 Equipment Cost (Proposed to be purchased)	Purpose for Request	Fund (GF, IS, EF, Grants)
1	16 Electric buses	\$ 11,799,301	\$ -	\$ 6,500,000	Electric Buses	GF/Grants
2	3 Diesel buses	\$ -	\$ 2,142,297	\$ -	Fixed Route Diesel Buses	GF/Grants
3	3 Paratransit buses	\$ -	\$ 246,839	\$ -	Paratransit Vehicles	GF/Grants
4	5 SUV vehicles	\$ -	\$ 261,000	\$ 53,400	Administrative/Inspection vehicles	EF
5	12- 3500 Level trucks	\$ -	\$ 1,272,480	\$ -	Replacement of Aging Fleet	COPS
6	2- Rubber Track Pads	\$ -	\$ 40,000	\$ -	New Agency need based on Scope of Expected service	COPS
7	3- 3500 Level trucks	\$ -	\$ 318,120	\$ -	New Agency need based on Scope of Expected service	COPS
8	2- Mower Dingo	\$ -	\$ 18,000	\$ -	New Agency need based on Scope of Expected service	COPS
9	3- Freightliner equipment	\$ -	\$ 796,572	\$ -	New Agency need based on Scope of Expected service	COPS
10	3- Utility Trucks	\$ -	\$ 258,000	\$ -	New Agency need based on Scope of Expected service	COPS
11	2- Concrete Mixer	\$ -	\$ 20,000	\$ -	New Agency need based on Scope of Expected service	COPS
	Total	\$ 11,799,301	\$ 5,373,308	\$ 6,553,400		

Recoveries – General Fund

- The FY 2027 Proposed Budget includes approximately \$116.9 million in recoveries, which is a decrease of \$4.5 million, or -3.7%, under the FY 2026 budget primarily due to decreases in operating expenses associated with TheBus transit system.
 - Other decreases in recoveries are based on recoverable capital outlay costs.

- The recovery sources for the agency include:
 - The Washington Suburban Transit Commission (WSTC) fund \$85.2 million
 - Capital Improvement Program 15.6 million
 - The Solid Waste Management Fund 12.6 million
 - The Stormwater Management Fund 3.5 million

Information Technology (IT) Initiatives – General Fund

- The Department has expended \$610,000 for various IT initiatives to date for the four (4) projects noted below. The Department has included funding of \$300,000 in the FY 2027 Proposed Budget for Workorder Management and Microtransit at \$150K each.

IT Initiatives							
	Project Name	Summary of Project Purpose and Benefits	Year Initiated	Estimated Completion Date	Total Project Cost	Amt of funding spent to date	Proposed FY 2027 Funding Amount
1	Workorder Management	Workorder management system	FY2025	Ongoing	TBD	\$ -	\$ 150,000
2	MOEV	Provides electric vehicle battery charging monitoring	FY2025	Ongoing	\$ 350,000	\$ 135,000	
3	ZEB	Efficient charging of batteries/buses	FY2025	Ongoing	\$ 600,000	\$ 350,000	
4	Microtransit	Software to enable communities to access additional transportation using technology	FY2025	Ongoing	\$ 300,000	\$ 125,000	\$ 150,000

Facilities – General Fund

- The Agency did not acquire any new facilities in FY 2026; however, it did relocate some staff to 1801 McCormick Drive as the Marburger building has been shut down due to hazardous conditions.

Highlights – General Fund

Office of the Director

- The Vision Zero team continues to work toward the improvement of Pedestrian Safety throughout Prince George’s County, including targeted goals of zero pedestrian fatalities on County maintained roadways through a data-driven approach that includes installing or upgrading sidewalks, crosswalks, and automated pedestrian signals.
- The Agency continues to prioritize improvement of response times for roadway maintenance by implementing Countywide beautification initiatives and strengthening responsiveness to constituent concerns, while maintaining quality service delivery, through the 311 Gap Resolution Strategy.
 - 311 Gap Resolution Strategy allows the Agency to use dedicated resources to validate concerns and streamline resolution with internal and external resources.

Transportation

- The Agency continues to expand and improve Countywide transportation options through the delivery of safe and reliable fixed-route transit services, expand flexible and secure paratransit options for seniors, and pilot innovative service models in low-density or emerging activity centers.
 - *Sunday Service* - The Agency is excited to launch Sunday service for our fixed-route Transit system.
 - Scheduled to launch in June 2026, this service will allow Prince George’s County residents and visitors access to necessities seven (7) days per week.
 - To better support areas where traditional fixed-route transit is less effective, the Agency is taking an innovative approach by launching an expanded on-demand mobility microtransit service, scheduled for implementation beginning in the Summer of 2026.
- The Agency continues to work towards the implementation of *Transit Vision Plan*¹ projects, as highlighted in the chart below.

Transit Vision Plan Projects	FY26/27 (timeline)	Total Est. Budget	Grant Award
Bus Stop Improvements Phase 4/Shelter Installs	10 months	\$ 1 Million	SSTAP-Capital
Micro transit Implementation (Bowie, Laurel, & Hyattsville)	12 months	\$1.5 Million	WAG
Zero Emissions Buses/Infrastructure (Biodiesel/Chargers)	12 months	\$ 8 Million	2021 B&BF
BRT/High-Capacity Transit	12 months	\$ 3 Million	
Transit Forward/Service Enhancements	6 months	\$ 1.5 Million	WAG
Transit Facility Feasibility Study	8 months	\$ 850K	2021 HUD
Transit Efficiency Study	4 months	\$160K	
Purple Line Service Integration and Enhancement Study	4 months	\$160K	
System Brand Refresh	6 months	\$1.5 Million	

¹ [Transit Vision Plan](#)

- The \$15M grant and Washington Suburban Transit Commission (WSTC) funding investment will allow the Agency to move transit forward, with implementation of additional micro transit service in underserved areas, enhance bus stops through installation of bus stop pads and shelters, system rebranding for a fresh new approach to transit, and infrastructure improvements to highlight the County's commitment to zero emissions.
- *Transit Oriented Development Update*
 - The County is a sub-recipient of the federal RAISE grant funds (\$20.5 million) that was executed by MTA/FTA to address three elements (station (WMATA), station plaza, and roadway improvements) over the next five (5) years.
 - The other approved funding will be a combination of State PAYGO and State grant funds (Grant 24-P011 and 24-P004 for \$25.7 million and \$10.0 million respectively) and \$15.0 million in State Funding.
 - Expenditures in FY 2025 and FY 2026 are Developer related (Design) until the Developer Participation Agreement (DPA) and the Escrow Agreement (EA) are finalized and other funding for soft costs are executed.

Office of Engineering and Project Management (OEPM):

- The Office of Engineering and Project Management began a sidewalk assessment and inventory project in June of 2025.
 - The field data collection of the entire County sidewalk network of 1,856 miles has been completed.
 - The next step of the project includes quality assurance and control measures.
 - The final project programming tool will be complete in FY 2027, which will aid the Agency in planning and programming future sidewalk projects.
 - Additional miles to be repaired are contingent on several variables, including available budget appropriation, vendor labor, and material costs. Baseline costs will be developed as the Agency moves into subsequent phases of this project.
- In FY 2026, the Agency launched a new pavement technique, called Thin Lift Overlay (TLO). This is applied to roads that are in fair condition in residential neighborhoods and cul-de-sacs.
 - This cost-effective innovation allows the Agency to restore additional roadway miles throughout Prince George's County within its existing budget appropriation.
 - The TLO method has emerged as a pivotal tool in the Agency's ongoing efforts to enhance the preservation metrics of our roadways.
 - Notably, since integrating TLO technology into our paving strategy, the Agency increased paving mileage by approximately 10%, specifically in smaller residential roadways, while maintaining the existing budgetary appropriation.
 - This enhancement represents considerable cost savings for the County as the cost for TLO is significantly less than conventional road resurfacing methods.
- Pedestrian Safety efforts continue in FY 2027 with a detailed response of project status and anticipated future efforts below:
 - The Proud to Pave the Way for Multimodal Safety Project Group contains six 80% SS4A USDOT/FHWA Grant Funded projects, and they are currently in the semi-final (65%) Design Phase:
 - ✚ Langley Park Pedestrian-Bike Access Project provides a combined total of 1.4 miles on new on and off-road pedestrian and bicycle facilities.

- ✚ Cool Spring-Adelphi Pedestrian-Bike Access Project provides a combined total of 1.4 miles on new on and off-road pedestrian and bicycle facilities.
- ✚ Sheriff Rd. Safety Improvement Project provides a combined total of 1.4 miles on new on and off-road pedestrian and bicycle facilities.
- ✚ Belcrest Rd. Safety Improvement Project provides a combined total of 0.8 miles on new on and off-road pedestrian and bicycle facilities.

- ✚ Adelphi Rd., Roadway Improvement CIP Project provides a combined total of 1.5 miles on new on and off-road pedestrian and bicycle facilities.
- ✚ Metzertott Rd., Adelphi Rd., to MD 193 Pedestrian Safety CIP project provides a combined total of 1.2 miles on new on and off-road pedestrian and bicycle facilities.

- Four previously designed projects are currently under construction:
 - ✚ Rhode Island Ave., Paducah Rd. to US 1 (WBS#4.66.0002)
 - This County funded project addressed a 3,000-foot gap in pedestrian and bicycle facilities.
 - ✚ Addison Road I (WBS#4.66.0024)
 - Phase I of this project reconstructed the signalized intersection of the Addison Rd. at Walker Mill Rd. intersection to provide new accessible signalized school pedestrian crossings. This project is County funded.
 - ✚ Metzertott Rd., MD 650 to Adelphi Rd., Pedestrian Safety CIP Project (WBS#4.66.0040)
 - This project is being implemented through an 80% reimbursable Transportation Alternative Program (TAP) Grant through MDOT SHA. New off-street Pedestrian and Bicycle facilities totaling 4,400 linear feet are provided.
 - ✚ Marlboro Pk., Pedestrian Safety Improvements Ph. 2, CIP Project (WBS#4.66.0040)
 - This project is being implemented through an 80% reimbursable Safe Streets and Roadways for All (SS4A) Grant through USDOT/FHWA. Improved sidewalks and lighting along 1.2 miles of roadway and assisting access to transit through new signals and median refuge are currently under construction.

Office of Highway Maintenance (OHM):

- The Office of Highway Maintenance remains focused on spearheading the delivery of improved service surrounding County Executive initiatives, including beautification, trip hazard, and snow and ice removal efforts.
 - To achieve the highest level of service delivery in FY 2027, the Agency will focus on solution-oriented operational efficiency and equipment modernization, inclusive of internal, partner, and contractor/heavy equipment resources, that elevate the Agency's emergency response.
- The Agency is exploring:
 - cost effective alternatives for sidewalk trip hazard mitigation,
 - creation of in-house treated salt program; and,
 - expansion of partnerships with sister Agencies, the Maryland National Park and Planning Commission, and the Prince George's County Public Schools for increased staffing and equipment resources during emergency weather mobilizations.
- The Agency anticipates a large fiscal investment to accomplish these goals and is working with the Office of Management and Budget to establish an Emergency Operations Fund in FY 2026 to mitigate resource challenges.

Litter Removal and Countywide Beautification

- The Department is responsible for litter collection and illegal dumping removal in the public right-of-way. Litter control is one of the Department's primary goals and is accomplished by county workforces, contracted crews, inmates on work release, community service program participants, and volunteers.

The Department employs various strategies by performing daily litter removal operations with in-house and contracted crews, planning community clean-up activities, and regulating laws such as the Abutters' Ordinance to accomplish the litter control goals.

There is a dedicated crew to assist the Office of the Sheriff in removing abandoned property deposited in the County's right-of-way after residential evictions.

A dedicated crew assists the Department of Permitting, Inspections, and Enforcement (DPIE) in abatement of property violations.

- The proposed FY 2027 Beautification budget is approximately \$4.8 million, broken down by Litter Removal (\$2.0 million), ROW Median Maintenance (~\$1.3 million), Illegal Dumping/Clean Lots (\$1.025 million), and Street Sweeping (\$463.4K). This is an increase of \$50.8K from the prior year's budget.

FY2027 Proposed Beautification Budget			
Category	FY2026 Budget	Planned FY2027 Spending	Examples of Work
Litter Removal	\$ 2,056,000	\$ 2,000,000	Litter removal activities across the County
Street Sweeping	\$ 445,600	\$ 463,400	Street sweeping contractual expenses
ROW Median Maintenance	\$ 1,239,200	\$ 1,288,700	Median maintenance for County Right-of-Way medians
Illegal Dumping/Clean Lots	\$ 985,500	\$ 1,025,000	Illegal dumping program; Clean Lots Program
Total:	\$ 4,726,300	\$ 4,777,100	

- Currently Professional Facilities and Express Business Services are leading contractor efforts for litter control on County right-of-way. To date, approximately 862 tons of litter have been collected.
 - The current (FY 2026) year-to-date expenses - \$2,197,506
 - The anticipated total expenditures for FY 2026 - The Agency anticipates spending approximately \$3.8M inclusive of Project Elevate scope increases.
 - The FY 2027 proposed budget provides \$2M for litter efforts.

Road Repair and Maintenance – The Office of Highway Maintenance (OHM)

Snow & Ice Control

- The Department reported that it mobilized 15 snow and ice control events this past winter season at a cost of approximately \$27.3 million, which was significantly over budget and necessitated a supplemental budget request for FY 2026.
- The Agency has calculated approximately \$1.83M of the \$27.3 million expended, was spent on personnel overtime costs related to FY 2026 snow and ice control weather events, inclusive of partner Agency overtime.

Department of Public Works & Transportation FY2026 Snow and Ice Control Cost Estimate			
Event	Mobilization Type	Date	Estimated Costs *
1	Dry Run	10/31/2025	\$ 170,346
2	Snowflake	12/2/2025	\$ 14,618
3	Snowflake	12/6/2025	\$ 171,155
4	Modified	12/15/2025	\$ 869,179
5	Snowflake	12/26/2025	\$ 30,557
6	Snowflake	12/31/2025	\$ 14,123
7	Snowflake	1/15/2026	\$ 12,081
8	Snowflake	1/18/2026	\$ 157,291
9	Full	1/24/2026	\$ 23,675,300
10	Snowflake	1/31/2026	\$ 174,005
11	Modified	2/3/2026	\$ 302,112
12	Modified	2/5/2026	\$ 707,192
13	Snowflake	2/8/2026	\$ 97,704
14	Snowflake	2/22/2026	\$ 791,572
15	Snowflake	3/2/2026	\$ 84,507
Total:			\$ 27,271,742

*Estimate based on mobilization data and subject to change based on actualized contractor, heavy equipment, PGCPs, and MNCPPC vendor invoices.

Plans to Address Snow & Ice Control Challenges

- The Agency has identified the following strategies to mitigate challenges experienced during the FY 2026 ‘snow & ice control’ events:



1) Increased Resources

- The Agency has requested funding to increase its seasonal staffing complement to support emergency weather operations mobilization.
 - o The funding will support an additional 16 seasonal staff.
 - o To obtain the highest level of efficiency, the Agency could use an additional 32 seasonal staff, equating to approximately \$825,000 in funding needs supported by the Emergency Fund.

- The Agency also plans to continue strengthening partnerships with sister agencies, requesting mandated participation to complement internal resources for snow and ice control mobilizations.
- The Agency will continue to expand partnerships with PGCPs and MNCPPC to assist with cul-de-sacs and known challenge areas throughout residential routes.
- Additionally, the Agency is looking at opportunities to obtain additional equipment resources to elevate its fleet used for snow and ice control, through internal partnership with Office of Central Services (OCS) Fleet and through the use of funding from the proposed Emergency Operations Fund.
- The Agency continues working with the Office of Procurement to identify additional contractor and heavy equipment contractor resources.

2) *Enhancing Communication Tools*

- The Office of Highway Maintenance (OHM) has identified a significant gap in the technology currently used to communicate real-time snow operations information to residents. To improve transparency and operational awareness, the Agency is evaluating enhancements that would provide more accurate, real-time updates on snow response activities, and is actively evaluating alternative technology to replace Stormtrak.
- These improvements would enhance the County's ability to track operations, provide timely updates, and improve situational awareness for residents during winter weather events.
- Implementation of these enhancements will require investment in both software platforms and supporting hardware infrastructure.
- Key stakeholders are planning to attend the 2026 American Public Works Association (APWA) Snow conference in April 2026, which will afford the Agency the opportunity to engage with peer jurisdictions and assess systems currently in use by other States and municipalities.
- This approach will support identification of solutions that provide the greatest operational value, scalability, and return on investment for the County.
- The Agency hopes to finalize decisions related to this technology by the end of FY 2026.

3) *Improving Quality Assurance*

- Quality Assurance and Quality Control (QA/QC) improvements included reallocation of contractor resources and use of technology.
- Specifically, internal and partner staff inspectors were deployed to validate 311 requests leading to immediate deployment of contractor resources to mitigate snow and ice challenges and complaints.
- Additionally, several Agency vehicles were equipped with technology to provide additional telematic information that allowed for a specific operational change to occur, relative to salt usage and plowing needs.
- A technology contractor also was periodically on site to test potential new software that may be implemented in future snow seasons.

4) *Enhancing 3-1-1 Accuracy and Wait Times*

- The Agency has implemented an operational strategy to address 3-1-1 service requests related to snow and ice operations.
 - Under current procedures, service requests are evaluated and addressed within twenty-four hours after precipitation has ended, which aligns with operational response timelines required to safely deploy crews and equipment across the County.
 - The Agency also intends to work with Office of Community Relations (OCR) to improve snow and ice control complaints to a more concise and efficient data capture, with reduction in duplicative and municipal requests.
- ***Road Resurfacing and Sidewalk Projects*** by Councilmanic District. See Attachment G: FY 2026 Completed and Attachment H: FY 2027 Planned efforts of the Department's First Round FY 2027 Proposed Budget Responses Q.48.

Bikeshare/Rideshare Program

- The Bike and Pedestrian Network Project includes the following sub-projects that are in the Design Phase. The Agency is refining the existing conditions to identify the feasible pedestrian and bicycle improvements to reduce crashes within the right-of-way. The sub-projects are as follows:
1. Allentown Rd. Roadway CIP Project
 2. Beltsville Dr. Roadway CIP Project
 3. Brandywine Rd. Roadway CIP Project
 4. Brinkley Rd. Roadway CIP Project
 5. Cipriano Rd. Roadway CIP Project
 6. Donnell Dr. Roadway CIP Project
 7. Good Luck Rd. E Roadway CIP Project
 8. Good Luck Rd. W Roadway CIP Project
 9. Iverson St. Roadway CIP Project
 10. Kirby Rd. Roadway CIP Project
 11. Old Branch Ave. Roadway CIP Project
 12. Pennsy Dr. Roadway CIP Project
 13. Prospect Hill Rd. Roadway CIP Project
- Currently, the County has 35 bike facilities, with an anticipated additional station installed by end of FY 2026.
- The County plans to add another six (6) bikeshare stations in FY 2027. The locations of the FY 2027 are anticipated for various areas of the County, including support of areas near the Addison Road and Morgan Blvd metro stations.

Taxicab Regulation Update

- Taxicab Regulation (CB-09-2016) was enacted to provide a better customer experience, more accessible transportation, and uniformity in the look of taxicabs in the County. Since the enactment, the Department has worked to implement the legislation requirements as quickly as possible.
 - Since July 2025, the Taxi Licensing Division has recorded 439 visits to address new needs. Some visitors came multiple times, resulting in 180 unique individuals, with some making repeated visits. These visits served various purposes, including renewing Taxi Identification Cards and PG Certificates, obtaining updated credentials, processing vehicle modifications, conducting taxi inspections, attending meter courses, and handling general taxi inquiries.
 - Currently, three (3) cab companies hold a total of 690 PG Certificates. Of the 690 PG certificates issued to the companies, approximately ten (10) PG Certificates are currently active.
 - Effective January 1, 2024, the Agency resumed the collection of taxi-related fees. This initiative is part of a broader effort to ensure that all taxicab operators contribute to the sustainability and oversight of the taxi industry within Prince George's County. Fees collected are deposited into the General Fund.
 - Since July 1, 2025, the total amount collected in fees has reached \$10,350, demonstrating the ongoing compliance efforts and financial contributions of the County's taxi operators.
 - The Taxi Division continues to emphasize compliance and financial responsibility among taxicab operators, reinforcing the importance of adhering to county regulations.
 - Moving forward, the division will maintain active oversight and support for the taxi industry while working toward further technological advancements to improve regulatory processes.
 - The Taxicab Board is scheduled to meet quarterly; however, due to quorum challenges, multiple meetings have been canceled. Some board members are serving expired terms, and one (1) position remains vacant. The vacant position is designated for a public member with a disability. Efforts are ongoing to ensure the board is fully staffed and able to conduct business.
 - *Recommendation:* The Agency recommends a quarterly stipend as an incentive for taxi board members to support the ongoing commitment.
 - Taxi Investigators have resumed patrols throughout Prince George's County, with a focus on areas experiencing high taxi traffic. Investigators have conducted over 150 inspections, including both annual and random checks of taxicabs and operator credentials. These inspections play a critical role in ensuring compliance with County regulations and maintaining the integrity of the taxi industry.
 - The presence of Taxi Investigators has deterred unauthorized operations.
 - *Limitations in enforcement authority and resources hinder the effectiveness of these efforts.*
 - *Strengthening enforcement capabilities, including the ability to impose penalties for violations, could enhance compliance and further discourage illegal taxi activities.*

- To implement changes associated with Council Bill (CB-09-2016 - Taxicab Regulation), the Department anticipates incurring costs of \$146,777 and \$261,300 in FY 2026 and FY 2027, respectively.

Cost Elements	FY 2025 Actual	FY 2026 Estimated	FY 2027 Proposed
Consultant	\$ -	\$ -	\$ -
Taxi Data Management System	\$ -	\$ -	\$ 130,000
Taxi Enforcement Investigators	\$ 104,294	\$ 120,677	\$ 105,000
Other Positions:			
-Community developer	\$ -	\$ -	\$ -
-QA Analyst			
-Permit Specialist			
Other Costs	\$ 27,343	\$ 25,800	\$ 26,300
Total Costs	\$ 131,637	\$ 146,477	\$ 261,300

Blue Line Corridor Projects

- The Agency is working in partnership with Economic Development staff on this effort. The project is currently in review by the team and updates will be provided, as applicable.

Transportation Services Improvement (TSI) - Special Revenue Funds (SRF)

The Transportation Services Improvement Fund (TSI) was created in 2015 to improve the delivery of bus service and accessible transportation services in the County, with additional provisions enacted in 2018. The fund's revenues are generated through a \$0.25 per trip surcharge on certain transportation network services originating in the County.

The FY 2027 proposed Transportation Services Improvement Special Revenue Fund budget for the Department of Public Works and Transportation is ~\$6.5M, a decrease of -\$500,000, or -7.1%, under the FY 2026 approved budget.

- Revenues in FY 2027 are anticipated to total approximately \$6.5 million, or -7.1%, under the FY 2026 budget, and includes \$4.8 million of appropriated fund balance usage. Projected FY 2027 revenues from Lyft/Uber Surcharge is ~\$1.7 million, and represent a decrease of \$800K, or -31.6%, under the FY 2026 budget.

Fund Summary

Category	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimated	FY 2027 Proposed	FY 2026-2027	
					Change \$	Change %
BEGINNING FUND BALANCE	\$16,488,023	\$16,488,023	\$13,207,719	\$8,707,719	\$(7,780,304)	-47.2%
REVENUES						
Lyft/Uber Surcharge	\$3,387,668	\$2,532,700	\$2,532,700	\$1,732,700	\$(800,000)	-31.6%
Transfers in	—	—	—	—	—	0.0%
Appropriated Fund Balance	—	4,500,000	4,500,000	4,800,000	300,000	6.7%
Total Revenues	\$3,387,668	\$7,032,700	\$7,032,700	\$6,532,700	\$(500,000)	-7.1%
EXPENDITURES						
Compensation	\$—	\$—	\$—	\$—	\$—	0.0%
Fringe Benefits	—	—	—	—	—	0.0%
Operating Expenses	867,972	1,632,700	1,632,700	1,732,700	100,000	6.1%
Capital Outlay	—	—	—	—	—	0.0%
Transfers Out	5,800,000	5,400,000	5,400,000	4,800,000	(600,000)	-11.1%
Total Expenditures	\$6,667,972	\$7,032,700	\$7,032,700	\$6,532,700	\$(500,000)	-7.1%
EXCESS OF REVENUES OVER EXPENDITURES	(3,280,304)	—	—	—	—	0.0%
OTHER ADJUSTMENTS	—	(4,500,000)	(4,500,000)	(4,800,000)	(300,000)	6.7%
ENDING FUND BALANCE	\$13,207,719	\$11,988,023	\$8,707,719	\$3,907,719	\$(8,080,304)	-67.4%

- Overall Operating costs decrease due to transfers out based on the one-time transfer to Capital Improvement Program (CIP) for bus shelter construction (\$600K) and travel and training costs (\$3K).

- There is a net increase in operating contracts for Capital Bikeshare maintenance costs, and purchase and oversight of electric vehicles (\$76K), and operating adjustments for general office supplies (\$27K).

- No staffing is supported by this fund.

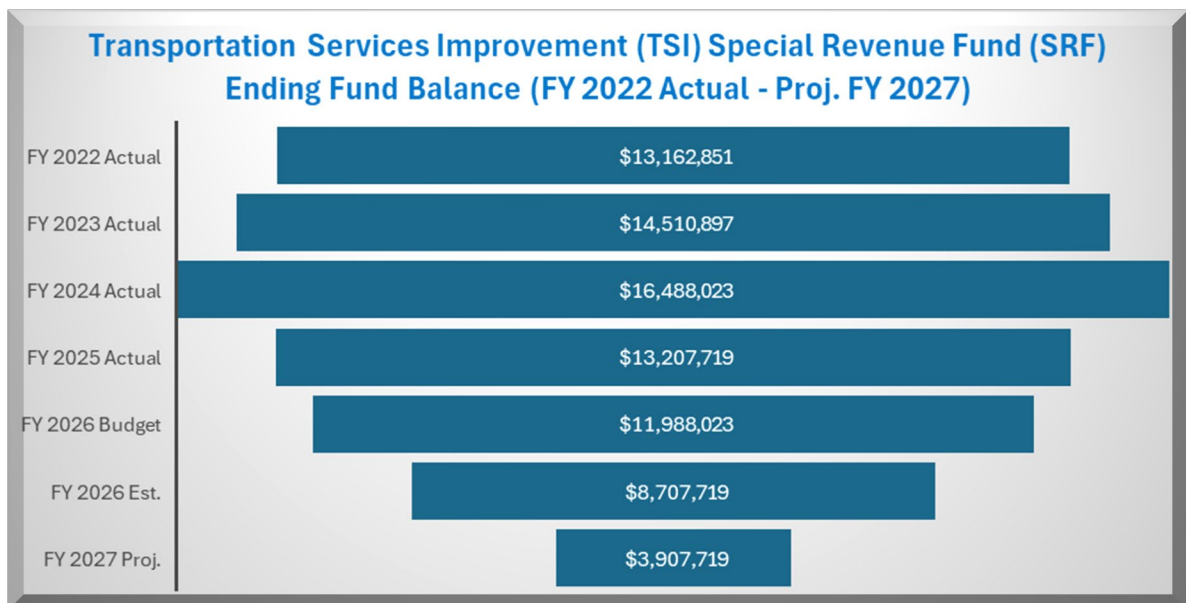
- The budget includes \$4.8 million transfer to capital project Bus Mass Transit / Metro Access 2 (4.66.0006) as County cash match for the Low – No / Buses and Bus Facilities Program for the purchase of electric buses.

Special Revenue Fund-Transportation Network					
Operating Objects	FY2026 Approved	FY2026 Estimated	FY2027 Proposed	\$ Change	Explain the reason for budgetary change for each object
Training	\$ 15,000	\$ 8,000	\$ 12,000	\$ (3,000)	Decrease in International Association of Taxi Regulators (IATR)
Membership	\$ 4,000	\$ -	\$ 4,000	\$ -	
General-Admin Contract	\$ -	\$ -	\$ 51,000	\$ 51,000	Increased need based on zero emissions oversite
Operating Contracts	\$ 1,350,000	\$ 1,350,000	\$ 1,375,000	\$ 25,000	increase in Capital Bikeshare Operations and Maintenance
General Office Supplies	\$ 263,700	\$ 250,000	\$ 290,700	\$ 27,000	Realigned based on supplies need
Transfers Out	\$ 5,400,000	\$ 5,400,000	\$ 4,800,000	\$ (600,000)	Decrease in transfers out based on 1 time transfer for shelter construction
Total:	\$ 7,032,700	\$7,008,000	\$6,532,700	\$(500,000)	

- To date, five (5) shelters have been constructed, located at WB Palmer Road at Indian Head Highway, Allentown Road, Piscataway South at Brandywine Road, Riggs Road at Powder Mill Road, and Northbound Lamont Drive at Westbrook Drive. The remaining five (5) FY 2026 units are scheduled for construction by the end of Spring in 2026.

TSI – Special Revenue Fund Balance

- While the TSI-SRF fund balance had been steadily increasing from FY 2022 and reached a high of approximately \$16.5 million in FY 2024, it has since been steadily drawn down. It is projected to be approximately \$3.9 million at the end of FY 2027. The fund requires that \$1.2 million be kept in reserves. The County is still awaiting FY 2026 revenue data from the State.



- An up-to-date statement of fund revenue and expenditure balances for FY 2026 through the most recent quarter is provided in **Appendix A** of this report.

Budget Comparison – Grant Funding

Expenditures by Category - Grant Funds

Category	FY 2025 Actual	FY 2026 Budget	FY 2026 Estimate	FY 2027 Proposed	Change FY26-FY27	
					Amount (\$)	Percent (%)
Compensation	\$766,769	\$124,200	\$824,000	\$214,200	\$90,000	72.5%
Fringe Benefits	111,431	43,500	329,800	75,000	31,500	72.4%
Operating	1,684,496	101,500	1,915,400	232,200	130,700	128.8%
Capital Outlay	(4,306,108)	850,400	12,136,200	850,400	—	0.0%
SubTotal	\$(1,743,412)	\$1,119,600	\$15,205,400	\$1,371,800	\$252,200	22.5%
Recoveries	—	—	—	—	—	—
Total	\$(1,743,412)	\$1,119,600	\$15,205,400	\$1,371,800	\$252,200	22.5%

- The FY 2027 proposed grant budget for the Department of Public Works and Transportation is ~\$1.2 million, an increase of \$231,000, or 23.1%, over the FY 2026 approved budget, as a result of the new grant for Safe Routes to School.

- Other major sources of funds in the FY 2027 proposed budget include:

- Local Capital Bus Grant	\$400.0K
- Statewide Specialized Transportation Assistance Program (SSTAP)	\$332.9K
- Rideshare Program	\$269.2K

Total Office of Transportation	\$2,562,696	\$1,002,100	\$12,822,700	\$1,233,100	\$231,000	23.1%
Subtotal	\$2,562,696	\$1,002,100	\$12,822,700	\$1,233,100	\$231,000	23.1%
Total Transfer from General Fund - (County Contribution/Cash Match)	(4,306,108)	117,500	2,382,700	138,700	21,200	18.0%
Total	\$(1,743,412)	\$1,119,600	\$15,205,400	\$1,371,800	\$252,200	22.5%

- The proposed budget includes \$138,700 in matching funds for the Local Bus Capital Grant, Statewide Specialized Transportation Assistance Program (SSTAP), and Safe Routes to School grant.

Grant Highlights

- The FY 2027 Proposed Grant funded compensation is \$214,200, and fringe is \$75,000. FY 2027 proposed compensation is increasing by \$90K, or 72.5%, and fringe is increasing by \$31.5K, or 72.4%, over the FY 2026 approved levels.
- In FY 2027, funding is provided for three (3) full-time positions and 20 limited-term grant fund (LTGF) positions. This is an increase of one (1) LTGF position over the FY 2026 approved budget.

- The full-time total represents three (3) County merit employees who are partially grant-funded from the Rideshare Program.

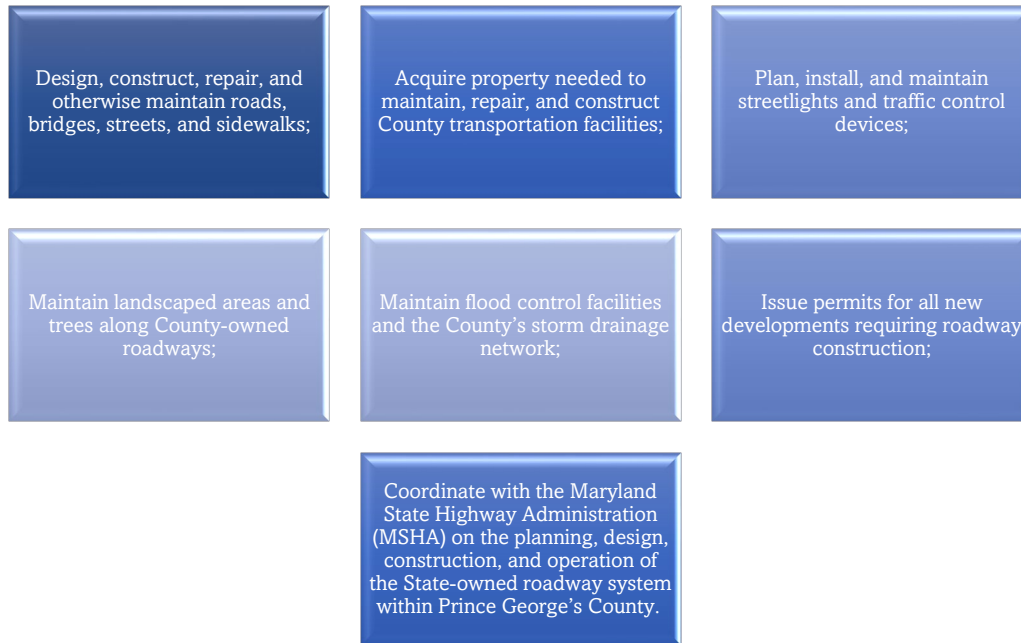
Staff Summary by Division - Grant Funds

Staff Summary by Division & Grant Program	FY 2026			FY 2027		
	FT	PT	LTGF	FT	PT	LTGF
Office of Transportation						
Rideshare Program	3	—	—	3	—	—
5307 American Rescue Plan Act	—	—	14	—	—	14
FY 2024 Low-No / Buses and Bus Facilities Program	—	—	3	—	—	3
Buses and Bus Facilities Program	—	—	2	—	—	2
Safe Routes to School	—	—	—	—	—	1
Total Office of Transportation	3	—	19	3	—	20
Total	3	—	19	3	—	20

- There are currently 12 LTGF positions that are vacant as of 3/19/2026.
- In FY 2025, the Agency did not expend \$104,414.05 from the Rideshare Grant (grant# 802619). Unspent funds resulted from delays in processing the grant agreement, which in turn delayed procurements utilizing grant funds. Currently, the Agency does not anticipate returning any FY 2026 grant funds.
- For a complete listing of all FY 2026 approved and FY 2027 proposed grants and details on their uses, see the *FY 2027 Proposed Budget Book pages 588-589*. See *Attachment A of the First Round Responses for FY 2027* of the: FY 2025 - FY 2026 Grant Report.

Capital Improvement Program (CIP) (FY 2027 – FY 2032) – DPW&T

- The Department of Public Works and Transportation (DPW&T) provides and sustains a safe, well-maintained, aesthetically pleasing, and environmentally responsible system of roads, sidewalks, bicycle paths, bridges, and transit services. Core responsibilities include:



I) The FY 2027 – FY 2032 Proposed Capital Budget for the Department of Public Works and Transportation (DPW&T) is approximately \$2.2 billion, and includes 53 projects. No new projects were added, and none were deleted. The proposed budget includes all funds expended to date, estimated expenditures for FY 2026, the total expected expenditures for the next six (6) years (including the proposed budget year), and the dollars anticipated for the projects beyond six years.

- The Proposed FY 2027 Capital Expenditure Budget for DPW&T is approximately \$150.142 million, and the Proposed FY 2027 Funding Budget is approximately \$171.201 million, for a portfolio of 53 projects. In addition, prior year unused funding allocations may be utilized in FY 2027.

Program Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2026 Estimate	Total 6 Years	Budget Year FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	Beyond 6 Years
EXPENDITURE											
PLANS	\$225,143	\$95,924	\$42,958	\$25,850	\$5,465	\$6,385	\$3,800	\$2,950	\$4,025	\$3,225	\$60,411
LAND	11,686	8,558	2,815	210	10	50	50	—	50	50	103
CONSTR	1,610,247	471,588	421,555	538,863	125,755	132,426	66,433	69,215	74,418	70,616	178,241
EQUIP	21,547	—	13,247	8,300	3,300	1,000	1,000	1,000	1,000	1,000	—
OTHER	335,596	282,799	13,185	39,612	15,612	5,000	4,500	4,500	5,000	5,000	—
TOTAL	\$2,204,219	\$858,869	\$493,760	\$612,835	\$150,142	\$144,861	\$75,783	\$77,665	\$84,493	\$79,891	\$238,755
FUNDING											
GO BONDS	\$1,182,337	\$624,310	\$173,619	\$312,960	\$60,618	\$56,589	\$48,106	\$40,677	\$52,833	\$54,137	\$71,448
FEDERAL	170,733	16,064	60,852	89,326	13,820	20,916	18,760	13,606	14,072	8,152	4,491
STATE	130,118	16,255	46,413	67,450	19,850	16,300	22,500	6,300	1,200	1,300	—
DEV	255,431	19,003	51,781	21,907	—	4,130	4,130	4,130	4,387	5,130	162,740
OTHER	465,600	256,692	14,962	193,946	76,913	74,900	10,525	10,639	10,258	10,711	—
TOTAL	\$2,204,219	\$932,324	\$347,627	\$685,589	\$171,201	\$172,835	\$104,021	\$75,352	\$82,750	\$79,430	\$238,679

✚ The full list of DPW&T Capital Projects, including Council district, project class, total project cost, and completion date, can be found on pages 202-254 of the FY 2027-2031 Proposed CIP Book²

² [FY 2027-2031 Proposed Capital Improvement Program & Budget, Public Works and Transportation](#)

- For FY 2027-2032, there are no new or deleted projects. There are:
 - Increases in total project costs for 28 projects, primarily due to inflation and/or revised cost estimates.
 - Decreases in two (2) project costs: Bridge Replacement - Livingston Road & Transportation Enhancements 2 (Cumulative appropriation will support the installation of guardrails, speed humps, and thermoplastic pavement markings on County roadways -\$7.089 million).
 - One (1) project has been accelerated: Green Street Improvements.
 - Five (5) project schedule delays: Brandywine Road & MD 223 Intersection, Bridge Replacement - Brandywine Road, Bridge Replacement - Governor Bridge Road, Bridge Replacement - Livingston Road & US 301 Improvements.
 - The following four (4) projects are significantly complete but remain in the budget for close-out: Bridge Replacement – Sunnyside Avenue, Contee Road Reconstruction, Bridge Replacement – Temple Hill Road, and Maryland Purple Line.

The table of revised projects can be found on page 197 of the FY 2027-2032 Proposed CIP Book³

- Proposed FY 2027 Funding will support the following projects:

Project Name	Project Status	FY 2026 Approved Budget	FY 2026 YTD Expenditures**	FY 2027 Proposed Budget
Curb / Sidewalk and Road Resurfacing	Construction	\$27,000,000	\$7,379,502	\$25,500,000
Blue Line Corridor	Design	\$15,055,000	\$0	\$14,850,000
Pedestrian Safety Improvement Projects	Construction	\$17,312,000	\$5,111,484	\$14,124,000
MD 210 Corridor Transportation Improvements	Design	\$13,380,000	\$0	\$8,078,000
Street Lights and Traffic Signals	Construction	\$5,370,000	\$2,203,315	\$7,723,000
Bus Mass Transit/Metro Access	Design	\$10,147,000	\$1,764	\$4,800,000
Bridge Repair, Replacement and Rehabilitation Projects	Design	\$2,900,000	\$37,664	\$2,772,000
Brandywine Rd & MD 223 Intersection	Design	\$1,000,000	\$0	\$1,000,000
Addison Road I	Construction	\$0	\$2,735,446	\$0
Green Street Improvements	Design	\$250,000	\$0	\$0
South County Road Improvement Project	Not Started	\$0	\$0	\$0
Street Tree Removal and Replacement	Construction	\$0	\$0	\$0
Traffic Congestion Improvements	Construction	\$0	\$0	\$0
Transportation Enhancements 2	Construction	\$110,000	\$1,675,443	\$0

***Actualized expenses (confirmed) include use of carryforward funds; does not include unactualized committed funds. Unactualized committed funds (or commitments) are financial obligations created by signed contracts or purchase orders that have not yet been recognized as actual liabilities (invoices/payables).*

³ [Revised DPW&T CIP Projects](#)

DPW&T CIP Highlights

- **Added Project FY 2026: #4.66.0061/Sidewalk Infill and Repair.** This project provides sidewalk mitigation in high-trip-hazard areas within Prince George's County.
 - ✚ Highlights: The funding for this new project is general obligation (GO) bonds. The County Charter requires that projects utilizing GO bonds as a funding source be approved via an enabling act passed by a referendum of the voters of the County during a general election.

- ***Sidewalk Infill and Repair Project***

The Agency anticipates the project will be funded in FY 2028.

After it has been enabled by voters in the next scheduled general election is November 2026 (FY 2027).

Total Project Cost: \$3.5 million

Proposed Funding Beginning in FY 2028: \$1.5 million

- **Project Schedule Accelerated in FY 2027 - Green Street Improvements.** This project provides funding for improvements along major roadways and at key intersections to improve appearance, safety, and functionality while addressing environmental issues. Project improvements are carried out utilizing the complete street concept including environmental and bio-retention facilities, pedestrian and bicyclist safety improvements, landscaping enhancements, and streetlights.
 - ✚ Highlights: No significant highlights for this project. Construction on Campus Drive is starting in FY 2028.
 - ✚ Total Project Cost: \$38.899 million
 - ✚ Prior Year Accumulated Funding: \$4.025 million, with an additional \$2.025 million projected for FY 2028.
- **Delayed Projects.** Five (5) project schedule delays: Brandywine Road & MD 223 Intersection, Bridge Replacement - Brandywine Road, Bridge Replacement - Governor Bridge Road, Bridge Replacement - Livingston Road & US 301 Improvements.
 - i. Brandywine Road & MD 223 Intersection
 - ✚ This project is subject to developer and County funding. Developer participation for an adequacy determination requires payment of a pro-rata share toward this project, either through a Planning Board resolution or direct agreement with the County.
 - ✚ \$1 million proposed funding in FY 2027 fulfills the County's obligation for this project.
 - ii. Bridge Replacement - Brandywine Road
 - ✚ The project has been pushed back by one (1) year.

- ✚ The FY 2027 budget supports the installation of sidewalks, streetlights, and landscaping costs associated with the replacement of the existing bridge over Piscataway Creek.
 - ✚ Federal funding for this project comes from the Federal Highway Administration (FHA) and is administered through the State Highway Administration (SHA).
 - ✚ The total project costs have increased due to inflation and revised cost estimates.
 - ✚ Proposed FY 2027 Funding: \$1.260 million
- iii. Bridge Replacement - Governor Bridge Road
- ✚ The project has been pushed back by one (1) year.
 - ✚ Federal funding will be utilized for design and construction of the project at an 80/20 federal/local funding ratio. Federal funding for this project comes from the Federal Highway Administration and is administered through the State Highway Administration.
 - ✚ 'Other' funding comes from Anne Arundel County on a partnership for bridge work.
 - ✚ The total project costs have increased due to inflation and revised cost estimates.
 - ✚ Proposed FY 2027 Funding: \$315K
- iv. Bridge Replacement - Livingston Road
- ✚ The project has been pushed back by one (1) year.
 - ✚ Federal funding will be utilized for design and construction of the project at an 80/20 federal/local funding ratio. Federal funding for this project comes from the Federal Highway Administration and is administered through the State Highway Administration.
 - ✚ Cumulative appropriation (\$9.047 million) will support the planned work in FY 2027.
- v. US 301 Improvements - This project consists of improving US 301 by providing a third through lane, north and south bound between MD 214 and MD 4 to accommodate lane transition, and further widening, as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road, Village Drive West, and Queen Court also will be undertaken.
- ✚ No significant highlights for this project.
 - ✚ Cumulative appropriation (\$20.650 million) will support the planned work in FY 2027.

Funding in FY 2027 or existing funds will support the following:

- ✚ The Blue Line Corridor will provide State funding to support infrastructure projects along the Blue Line Corridor, including improvements around the Largo, Garrett Morgan Boulevard, Addison Road/Seat Pleasant, and Capitol Heights metro stations.
- ✚ Carillon Parking and FBI Headquarters Infrastructure Improvements.
- ✚ Planned transit-oriented development efforts in the New Carrollton Metro Station area.
- ✚ The replacement and rehabilitation of several bridges, including Livingston Road, Governor Bridge Road, and Brandywine Road.

- ✦ The Bus Mass Transit / Metro Access 2 project continues to support improvements related to pedestrian and vehicular access at bus stops, and the procurement of buses and associated charging infrastructure.
- ✦ The County maintains at least \$25.5 million in funding each year through FY 2032 to resolve roadway safety, pedestrian accessibility, concrete repairs, underdrain, and traffic safety issues under the Curb & Road Rehabilitation 2 project. FY 2027 funding supports construction and repairs at DPWT facilities, including salt dome repairs, roof repairs at the Glendale site, drainage work for the tool room, and renovations at the material lab and tool room.
- ✦ Further development and implementation of a pavement preventive maintenance program will resume. The resurfacing and sidewalk improvement program continues in coordination with the following two programs: Developer Contribution Projects and Permit Bond Default Revolving Fund.
- ✦ The Green Street Improvements project utilizing the complete street concept including environmental and bio-retention facilities, pedestrian and bicyclist safety improvements, landscaping enhancements, and streetlights. The construction phase of the Campus Drive project will start in FY 2028.
- ✦ Project design along with pavement and concrete rehabilitation work for pedestrian and school access projects. The Marlboro Pike Phase I and Phase II, Metzert Road, Race Track Road, and Stuart Lane pedestrian safety projects are included. Design for smaller-scale pedestrian safety roadway improvements (which can be delivered as a component of pavement and concrete rehabilitation contracts) will be ongoing with funding from the Safe Streets and Roads for All grant.
- ✦ New and upgraded traffic signal installations at various locations in the County under the Street Lights & Traffic Signals 2 project.
- ✦ The Street Tree Removal & Replacement project budget supports the removal and replacement of trees deemed unsafe by the County.
- ✦ The Transportation Enhancements 2 project continues funding for nonstandard transportation improvements which are time sensitive, including requirements associated with guardrails and thermoplastic pavement markings.
- ✦ The Utility Repair Project budget continues to support reparations for streets and roads that have been damaged by various utility companies laying utility lines under the County right-of-way.
- ✦ The FY 2027 budget supports construction costs associated with structural replacements of the Beaver Dam Road bridge, design work for Temple Hill Road with construction starting in FY 2028, continuation of the Culvert Replacement and Rehabilitation Program, and other costs related to the general inspection of bridges under a 20-foot span.
- ✦ Support land acquisition and design across various engineering projects.
- ✦ Planned work at the Brandywine Road & MD 223 Intersection.
- ✦ Planned design and construction of various improvements to the MD 210 corridor.
- ✦ Funding for a diverging diamond interchange on Arena Drive as part of the Capital Center Redevelopment Interchange.
- ✦ Utilize existing funds to support the bridge replacement at Chestnut Avenue, traffic congestion improvements, and design and construction activities at Walker Mill Road.

Stormwater Management District (FY 2027 – FY 2032) – DPW&T CIP⁴

The Prince George's County Stormwater Management District (a special taxing district) was established to assume the stormwater management functions previously performed by the Washington Suburban Sanitary Commission (WSSC). DPW&T maintains and operates publicly owned stormwater management and flood control facilities.

- The Department's portion of the FY 2027-2032 Stormwater Management District CIP is proposed at \$35.822 million in expenditures for FY 2027. The program total for DPW&T is \$391.4 million overall for a portfolio of four (4) projects.
- The Stormwater Management section of the CIP includes four DPW&T programs: *Major Reconstruction Program (DPWT) (5.66.0003)*; *Stormwater Classified Dams (DPWT) (5.66.0005)*; *Stormwater Management Restoration (DPWT) (5.66.0002)*; and *Stormwater Structure Restoration and Construction (DPWT) (5.66.0004)*.
 - ✚ Aggregate total funding is \$391.4 million. See **Attachment B** of this report.
 - ✚ Aggregate FY 2027 proposed funding for these projects is approximately \$35.822 million.
 - ✚ Total project costs have decreased for one (1) project - except for the Stormwater Classified Dams, and increased for the other three (3) of the four (4) projects primarily due to inflation and revised cost estimates, and supports:
 - ✚ Stormwater Management Restoration (DPWT) 5.66.0002 Highlights:
FY 2027 funding supports the reconstruction of drainage channels, culvert replacements, and the Office of Storm Drain Maintenance pipe replacement and removal program. The total project costs have increased due to inflation and revised cost estimates for pond and pipe structure work within the County. (\$7.650 Million)
 - ✚ Major Reconstruction Program (DPWT) 5.66.0003 Highlights: In FY 2027, construction continues for various flood control projects. Total project cost increased due to revised project estimates based on additional needs for this project. (\$11.172 Million)
 - ✚ Stormwater Structure Restoration and Construction (DPWT) 5.66.0004 - Highlights:
FY 2027 funding supports the removal and replacement or reconstruction of the stormwater BMP structures. Total project costs have increased due to revised cost estimates and increased project inventory. (\$16 Million)
 - ✚ (Stormwater Classified Dams (DPWT) 5.66.0005- Highlights:
In FY 2027, this project will begin identifying and analyzing small groups of existing dams and performing a standard breach analysis to evaluate potential flood impacts in downstream areas. The total project costs have decreased to account for the realignment of project priorities across all stormwater projects. (\$1 Million)

⁴ These projects are included at pages 179-196 in the [FY 2027-2032 Proposed Capital Improvement Program & Budget, Stormwater Management](#) section.

Appendix A
TNS Fund Analysis

Prince George's County Department of Public Works and Transportation Transportation Network Services (TNS) Fund Analysis								
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026*
Beginning Fund Balance	\$ 4,464,893	\$ 7,827,827	\$ 10,025,459	\$ 11,483,448	\$ 13,162,851	\$ 14,510,897	\$ 16,488,022	\$ 13,207,718
<i>Revenue Category</i>								
Quarter 1	\$ 760,422	\$ 834,047	\$ 521,005	\$ 547,164	\$ 631,178	\$ 775,770	\$ 866,513	\$ -
Quarter 2	\$ 828,598	\$ 853,071	\$ 507,115	\$ 714,617	\$ 661,660	\$ 809,125	\$ 865,354	\$ -
Quarter 3	\$ 880,456	\$ 792,450	\$ 506,372	\$ 506,372	\$ 714,427	\$ 835,351	\$ 814,917	\$ -
Quarter 4	\$ 893,458	\$ 357,718	\$ 504,583	\$ 504,585	\$ 751,392	\$ 718,377	\$ 840,884	\$ -
Total Revenues	\$ 3,362,934	\$ 2,837,286	\$ 2,039,075	\$ 2,272,738	\$ 2,758,657	\$ 3,138,622	\$ 3,387,668	\$ -
<i>Expense Category</i>								
Transportation scheduling assistance	\$ -	\$ -	\$ 35,200	\$ 10,531	\$ -	\$ -	\$ -	\$ -
Capital Bikeshare Program	\$ -	\$ 341,975	\$ 311,536	\$ 389,310	\$ 310,205	\$ 761,262	\$ 569,724	\$ 850,000
Transportation related	\$ -	\$ -	\$ 9,350	\$ -	\$ -	\$ -	\$ 29,055	\$ 130,200
Transportation vehicle refresh	\$ -	\$ 269,104	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Microtransit Technology	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -
Printing	\$ -	\$ -	\$ -	\$ 993	\$ -	\$ -	\$ -	\$ -
Intellegent Transportation Systems	\$ -	\$ -	\$ -	\$ 192,500	\$ 877,000	\$ 180,912	\$ 192,500	\$ 192,500
Training and Conferences	\$ -	\$ -	\$ -	\$ -	\$ 2,327	\$ 7,143	\$ -	\$ 10,000
Automatic Vehicle Locator	\$ -	\$ 28,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox related	\$ -	\$ 225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer to CIP for vehicle purchase							\$ 5,800,000	\$ 5,400,000
Transit Planning/Transit Vision Plan	\$ -	\$ -	\$ -	\$ -	\$ 221,079	\$ 212,180	\$ 76,693	\$ 250,000
Total Expenses	\$ -	\$ 639,654	\$ 581,086	\$ 593,334	\$ 1,410,611	\$ 1,161,497	\$ 6,667,972	\$ 7,032,700
Ending Fund Balances	\$ 7,827,827	\$ 10,025,459	\$ 11,483,448	\$ 13,162,851	\$ 14,510,897	\$ 16,488,022	\$ 13,207,718	\$ 6,175,018
<i>*Notes & Assumptions:</i>								
The TNS Fund did not have budget appropriation nor load for FY2019.								
FY2025 is unaudited; Revenue has not been received for FY2026 Q1								
Revenue Received is inclusive of Uber and Lyft revenue collection.								
FY26 expenses are estimated based on budgeted amounts.								

Appendix B
Stormwater Management District – DPW&T

Project Name	Total Project Cost	FY 2027 Allocation
Major Reconstruction Program	\$ 194,952,000	\$ 11,172,000
Stormwater Management Restoration	\$ 109,865,000	\$ 7,650,000
Stormwater Structure Restoration and Construction	\$ 77,919,000	\$ 16,000,000
Stormwater Classified Dams	\$ 8,672,000	\$ 1,000,000
Program TOTAL - DPW&T	\$ 391,408,000	\$ 35,822,000

Agency Overview						STORMWATER MANAGEMENT	
Project Listing							
CIP ID#	Project Name	Address	Planning Area	Council District	Project Class	Total Project Cost (000)	Completion Date
5.54.0016	Bear Branch Sub-Watershed	Laurel Area, Laurel	Northwestern	One	Rehabilitation	\$12,345	FY 2034
5.54.0024	Calvert Hills	Various Locations	College Park, Berwyn Heights, and Vicinity	Three	Rehabilitation	29,344	FY 2027
5.54.0018	Clean Water Partnership NPDES/MS4	Countywide	Not Assigned	Countywide	Rehabilitation	428,579	Ongoing
5.54.0012	Corps of Engineers County Restoration	Anacostia River Watershed	Not Assigned	Various	Rehabilitation	42,465	Ongoing
5.54.0015	Emergency Response Program	Countywide	Not Assigned	Countywide	Rehabilitation	5,129	Ongoing
5.54.0014	Endangered Structure Acquisition Program	Countywide	Not Assigned	Countywide	Land Acquisition	10,652	Ongoing
5.54.0005	Flood Protection and Drainage Improvement	Countywide	Not Assigned	Countywide	New Construction	149,647	Ongoing
5.54.0019	MS4/NPDES Compliance & Restoration	Countywide	Not Assigned	Countywide	Rehabilitation	234,622	Ongoing
5.66.0003	Major Reconstruction Program (DPWT)	Countywide	Not Assigned	Countywide	Replacement	194,952	Ongoing
5.54.0006	Participation Program	Countywide	Not Assigned	Countywide	New Construction	8,882	Ongoing
5.66.0005	Stormwater Classified Dams (DPWT)	Countywide	Not Assigned	Countywide	Rehabilitation	8,672	Ongoing
5.54.0007	Stormwater Contingency Fund	Countywide	Not Assigned	Countywide	Non Construction	8,000	Ongoing
5.66.0002	Stormwater Management Restoration (DPWT)	Countywide	Not Assigned	Countywide	Rehabilitation	109,865	Ongoing
5.66.0004	Stormwater Structure Restoration and Construction (DPWT)	Countywide	Not Assigned	Countywide	New Construction	77,919	Ongoing
Program Total						\$1,321,073	