



Angela D. Alsobrooks
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF MANAGEMENT AND BUDGET

November 8, 2022

MEMORANDUM

TO: Turkessa M. Green
County Auditor

THRU: Stanley A. Earley Director *SAE*
Office of Management and Budget

FROM: Michael D. Johnson, Director
Department of Public Works & Transportation

RE: FY 2023 Operating/Program Review Questions
Department of Public Works & Transportation

In an effort to facilitate an efficient and effective budget review and reporting process, we are submitting a separate request for operational and programmatic information. Please respond to the questions and complete any tables with the applicable data. In some cases, we have populated the tables with available known data. In instances where the tables need to be re-sized or modified to accommodate additional information, please feel free to do so. Please note, some of these questions were previously embedded in the overall first round budget question document. We are working to streamline that process and highlight the agency's operations outside of the routine budget process.

ORGANIZATION

Looking back at the closeout of FY 2022, please provide an update on achievements and changes the Department has experienced.

1. Please discuss the Department's achievements since March 2022.

The Department of Public Works and Transportation (DPW&T) and Prince George's County has had tremendous success in obtaining several critical grant and technical assistance awards just in the past few months. This infusion of funding will be essential in advancing many of the Departments long-standing programs and initiatives. As many of these programs are extremely competitive, it is important to highlight these recent accomplishments that will serve as the foundation to leverage even greater advances in the future. Some of the successful initiatives include the following:

Wayne K. Curry Administration Building, 1301 McCormick Drive, Largo, MD 20774
(301) 952-3300
www.princegeorgescountymd.gov



- 12 new buses and completed the battery electric charging and infrastructure project in FY2022
- Right Tree Right Place was awarded a \$1,000,000 grant for planting trees within equity zones for FY23.
- Completed approximately 100 small drainage projects.
- Completed rehabilitation and sediment removal at 65 failing SWM facilities (ponds).
- Installed new pump at the Bladensburg pumping station.
- Systematically begun the unclogging of blocked inlets of 76% and more based on the recent Storm Drain inventory.
- Awarded \$4,603,167 in grant funding by the Maryland Department of Transportation out of the Transportation Alternatives Program for Construction efforts of Metzert Road (between MD 650 and Adelphi Road) as a Green-Complete Street.
- Awarded \$560,000 in Federal Funding from the Federal Highway Administration out of the new discretionary Bridge Investment Program for reconstruction efforts of the Campus Drive and Cherry Hill Road bridges.
- The County Executive's Office was awarded \$20,500,000 in Federal Funding from the United States Department of Transportation Federal RAISE Program for New Carrollton multi-modal Transportation Station Project to advance efforts for a Transit Hall, Plaza and Garden City Drive improvements.
- Awarded \$25,000,000 in Federal Funding from the Federal Transit Administration out of the Low-No Emissions Program for the "Proud to Charge" Zero Emissions Transportation Sustainability Initiative.
 - The Low-No Grant award will contribute to DPW&T's ongoing implementation of the "Proud to Charge" initiative by allowing the purchase of 20 zero-emission buses, the modernization of bus garages to utilize charging systems, and the redesign of bus routes. The program will support DPW&T's initiative to reach, if not exceed, the goal of a 70% electric bus fleet by 2035.
- An MWCOG technical assistance award to M-NCPPC for a study of multi-modal upgrades to Walker Mill Road.

Litter & Mowing Blitz

In September 2022, DPW&T launched an enhanced litter and mowing strategy under a directive from the County Executive to address our County's litter issue and support the County's overall beautification strategy. We have embarked on an unprecedented litter and mowing blitz, quadrupling our efforts while continuing to provide education to residents about the negative impacts of littering in our communities. DPW&T crews have been working extremely hard to help us tackle this issue, and we are proud of the progress that has been made in fulfilling the overall goals of the 180-day initiative.

- **Weekly litter collections on County roadways and twice-a-week collections on heavy-littered roadways starting in October 2022**
- **Increasing the frequency of mowing (a change from every 3 weeks to every 2 weeks on County roadways and for rural roadside mowing, a change from 6-8 weeks to every 3 weeks) and street sweeping (one cycle every month for all County primary collector and arterial curbed roadways and residential streets)**

Growing Green with Pride

DPW&T hosted the Fall 2022 Growing Green with Pride community cleanup day on Saturday, October 15. Nearly 5,000 volunteers of all ages were out cleaning and beautifying neighborhoods across the County. We had a total of 124 sites, where volunteers planted approximately 2,690 plants, 430 shrubs, 490 trees, 1,770 flowering perennials, 10,000 daffodils, and installed 2,240 bags of mulch. In addition, 18.41 tons of litter were collected.

Back to School Program

On August 27, 2022, DPW&T joined County Executive Angela Alsobrooks' Back to School Summer Passport Closing Event. We are Prince George's Proud to have been able to give away 550 backpacks to our fellow Prince Georgians. The event provided residents with free haircuts, food, school supplies and giveaways. DPW&T appreciates and would like to thank everyone who contributed to make this a successful drive, as we helped to prepare our youngest and brightest to proudly start their school year off strong.

Bike to Work Day

The 21st Annual Bike to Work Day was held on May 20, 2022. DPW&T co-hosted a pitstop at The Largo / Kettering / Perrywood Community Center with M-NCPPC Department of Parks and Recreation, Prince George's County and the Prince George's Countywide Bicycle and Pedestrian Community Advisory Group. More than 150 people attended the pitstop, one of ten in the County.

Traffic Garden Back to School Event

DPW&T, along with the Prince George's County Police Department, Perrywood Elementary, and the Maryland-National Capital Park and Planning Commission, hosted a wonderful and engaging Back to School Traffic Garden Event to kick off the school year in August 2022. Children learn by experience, and our Vision Zero Traffic Garden in Largo provides a fun and safe learning environment for children to practice the rules of the road.

Capital Improvement efforts are key under Vision Zero Prince George's, which works to create safer roadways for all users in our County.

2. Please identify and discuss areas where progress on program goals and objectives has fallen short of expectations.

The Department is presently assessing the 311 backlog of work order requests associated with DPW&T's service delivery functions within Stormwater Maintenance, Engineering and Roadway Maintenance. In doing so, we have determined that resource

and organizational structure enhancements are needed to address systematic gaps in support and resolution. Areas of consideration include but are not limited to revamping the department's console administration structure within the 311 system and centralizing the tracking and reporting elements to ensure greater awareness of complex challenges/requests, accountability, and performance overall.

Additionally, as we exit the peak of the pandemic and the County moves towards the renormalization of services and supports to its residents, we are continuing to evaluate our ability to restore transit services to pre-COVID levels of service and ridership. For example, we are seeking to:

- Reimagine public transit in Prince George's County through the PGC Transit Transformation Initiative, improving the rider experience and expanding outreach/marketing opportunities.**
 - Partner with the WMATA Better Bus Network Redesign project to redesign the bus service in the county and prioritize buses on local roads improving the rider experience.**
 - Enhance the delivery of bus services including micro-transit, weekend service that connects people to healthcare services, modernize existing transit facilities and rolling stock.**
3. Have any unforeseen issues or obstacles developed that have impeded planned progress? If so, please identify the issues and obstacles and discuss ongoing or planned actions to address these matters.

Yes. We are presently evaluating the organizational framework of resources and support to many of the programmatic and front facing service areas of the department. In doing so, we recognize that a very real challenge has been the level of personnel resources available and equipped with the knowledge, skills, and abilities to manage and execute critical functions across offices. As we continue to evaluate this, we recognize that the industry of public works and transportation as a whole, has evolved. Likewise, we must institute systems of support, analysis, policy, and service frameworks that adjust to what we are experiencing at the County, State and Federal level. Lastly, we continue to partner with peer agencies to evaluate and support the improvement of workflows that will aide DPW&T in meeting its goals. Several of these partnered exercises include but are not limited to:

- 1. Liaising with OHRM to support Time to Fill requirements on vacancies;**
- 2. Working with OIT to ensure the accurate and coordinated review and approval of technology and systems solutions, and**
- 3. Partnering with the Office of Central Services – Contracting and Procurement Division, to aide with the timely execution and administration of CIP and Operating Contracts/Agreements.**

4. Does the Department foresee additional potential obstacles that could further inhibit FY 2023 planned program performance and operations? If so, please identify the potential obstacles and discuss possible options to address them.

Yes. In addition to what is provided under Q3, we realize that there are still natural supply/chain challenges relative to the acquisition of certain goods and services for our programs. More directly, we are assessing the spending pressure for FY 2023 capital outlay funds for vehicles as vendor production timelines for buses and heavy equipment vehicles/parts are still recovering from the pandemic. Additionally, the pool of available talent in areas of Transit and Heavy Equipment Operation (CDL specific) is still extremely strained due to increased competitiveness in the market, and a decrease in qualified candidates due to backlogs in licensure/certification at the State level/MVA.

5. At last report in March 2022 there were 84 authorized vacancies, and the attrition rate was 9%. Please share your mid-year numbers and any barriers the Department is encountering to filling those positions.

The department continues to fill positions; however, many are for internal promotional opportunities. While promotions aide in supporting internal succession, unfortunately those efforts fail to significantly impact the overall vacancy rate, as the department is still experiencing a high rate of natural turnover due to retirements and resignations. At this time, the Department's midyear numbers for authorized vacancies have increased to 113, with a current attrition rate of 4.06%.

Barriers to filling our positions continue to be the current labor market shortage for Commercial Driver's License (CDL) Operators (Office of Storm Drain Maintenance (OSDM)/Office of Highway Maintenance (OHM) Field and Transit Operations). Out of our 113 vacancies, there are 40 positions that require such licensure (35%). Overall, our recruitments are simply not yielding the same level of qualified candidates as year's past due to a drop in available CDL holders and our inability to truly be competitive in today's market.

There are still a number of fairly significant gaps in classification/compensation comparability between our unique positions (Engineering, Transit, Storm Drain and Road Construction/Maintenance) and the industries that these functions reside within. Reclassification and a full examination of compensation scales associated with these positions are needed in order to ensure we are matched fairly and reasonably to the labor market. Lastly, we do not have the present ability to institute incentives to hiring (bonuses, education/certification packages – tuition reimbursement/coverage) in the same manner that surrounding jurisdictions are able to for like roles/functions. These tools not only aide with establishing us as an Employer of Choice; but they aide with the sustainability and development of the present workforce.

Due to this we are presently seeking out partnerships with local trades/community based educational institutions which offer CDL Training/Certification programs, that we may begin to pull viable candidates for entry level positions from these resource areas within the County. We are also seeking to establish a series of “Trainee” positions which will provide a bridge into careers in specialized DPWT areas. We are also instituting a workforce engagement and development program for current personnel that will support their progression into career ladder opportunities, to include CDL based opportunities.

LEGISLATIVE MANDATES

6. Since the end of the 2022 Maryland General Assembly session, has there been an update any known or anticipated operational impacts that the Maryland State Budget, or other action taken or being considered by the Maryland General Assembly, may have on the Department’s programs and operations?

There have not been any known or anticipated operational impacts or other actions taken/considered at this time relative to the Maryland General Assembly. The department continues to monitor and assess impacts via its legislative arm with each assembly session and remain prepared to report out on any impacts as they are realized.

7. What has been the progress in securing IIJA funding through the State grant programs?

The Department has been tremendously successful in securing grant awards through the funding enabled through the IIJA as mentioned in Q1: Accomplishments Response. Recent awards include:

1. **\$560,000 from the Federal Highway Administration out of the new discretionary Bridge Investment Program for reconstruction efforts of the Campus Drive and Cherry Hill Road bridges.**
2. **\$25,000,000 from the Federal Transit Administration out of the Low-No Emissions Program for the “Proud to Charge” Zero Emissions Transportation Sustainability Initiative. The Low-No Grant award will contribute to DPW&T’s ongoing implementation of the “Proud to Charge” initiative by allowing the purchase of 20 zero-emission buses, the modernization of bus garages to utilize charging systems, and the redesign of bus routes. The program will support DPW&T’s initiative to reach, if not exceed, the goal of a 70% electric bus fleet by 2035.**
3. **Awarded \$4,603,167 in grant funding by the Maryland Department of Transportation out of the Transportation Alternatives Program for Construction efforts of Metzert Road (between MD 650 and Adelphi Road) as a Green-Complete Street.**

4. **\$20,500,000 in Federal Funding from the United States Department of Transportation Federal RAISE Program for New Carrollton multi-modal Transportation Station Project to advance efforts for a Transit Hall, Plaza and Garden City Drive improvements.**

In addition, the Department has pending applications for additional funding through the Federal Bridge Investment Program and the Safe Streets for All Program.

8. Kindly elaborate on the discussion provided in first round budget questions regarding Highway User Revenues. The statement was made that because of how the County allocates these funds, DPW&T does not actually expend them. Please explain.

DPW&T does not receive the Highway User Revenue (HUR) directly. These funds are not specifically tracked by the Department. HUR is a General Fund revenue dedicated towards debt service costs for capital road projects.

GOALS AND PERFORMANCE MEASURES

9. GOAL: To provide County roadway and rights-of-way infrastructure improvements and maintenance services for the safe movement of pedestrians, bicyclists, and motorists. Please provide an update on the progress of this goal.
 - a. Please provide updates on Vision Zero initiatives and summarize resources utilized in FY 2022 toward achieving the long-term goals and achieve compliance with County Resolution with (CR-59-2019).
 - o **The High Injury Network (HIN) reflects our analysis crash locations and as a tool for identifying similar crashes that are occurring within a segment of roadway. Specifically, the Vision Zero Prince George's HIN represents one-mile roadway segments where severe and fatal crashes occurred involving people walking and biking, the most vulnerable roadway users.**
 - o **Vision Zero is a data-driven initiative: We use the HIN as a guide for our resource allocation and this helps inform Capital Improvement Projects and quick build/spot safety improvements.**
 - o **State Highway Administration, District 3, leads an Engineering workgroup, to focus on proven safety countermeasures within the High Injury Network. Efforts include reducing the speed limit, installing speeding countermeasures and improving traffic signals.**
 - o **We are supporting PGPD on the expansion of the Automated Speed Enforcement program.**
 - o **On behalf of Vision Zero, DPW&T received grants from the Maryland Highway Safety Office for behavior change efforts, MWCOG/TPB technical assistance for traffic gardens and road safety assessments, and the Maryland Department of Transportation for the Transportation Alternatives Program – improvements around schools.**

- o **Operating resources include printing and translating education materials, safety related items / giveaways, signage and items for the temporary traffic garden set up.**
- b. In the Spring it was mentioned that the Department is pursuing additional opportunities for funding initiatives and strengthening collaboration with the Department of Health and PGCPs. Please update on how that is going.

DPW&T is collaborating with the Department of Health on promoting issues related to risky youth driving behavior, including focus group events. Maryland Highway Safety Office awarded DPW&T a grant to promote the regional road safety campaign, Street Smart, with high school students in the County and will roll-out in winter 2023.

- **The Street Smart "Shattered Lives" Testimonial Display tells stories of traffic victims from our region and provides tips on safe use of the road, whether you drive, bike, or walk (Information is in both English and Spanish). We partnered with the Prince George's Community College to promote traffic safety awareness and share the Vision Zero Prince George's strategy from February 14-16, 2022. In April and May, we co-hosted with MDOT the "Shattered Lives" Testimonial Display at the Motor Vehicle Administration offices in Largo and Beltsville.**
- **Held the first Vision Zero "Focus on the Road" Traffic Safety Video Contest for high school and middle school students in June 2022. Promoted the contest and shared Vision Zero information at the Prince George's County Regional Association of Student Governments. The Vision Zero "Focus on the Road" Traffic Safety Video Contest challenged Prince George's County Public Schools' middle and high school students to create 30-second videos to encourage people to focus on their surroundings and put away distractions when driving, cycling and walking. DPW&T received entries from students at 18 different schools in the County and selected 6 winning videos. [See the winning entries in the contest announcement video.](#)**

[2022 Vision Zero "Focus on the Road" Video Contest Winners \(canva.com\)](#)

10. Objective: Increase the pavement condition index (PCI) of County roadways.
 It is known that resources don't match the need. Kindly paint a picture the need is versus the resources. Please include the below data.
- a. What is the current percentage of failing roads (by miles)? How does the County compare regionally or nationally?

Average PCI	By Classification
57.39	Arterials, Collectors, Industrial
56.13	Residential

To date, comparisons have not been done at a regional or national level.

- b. What is the estimated total cost to bring all failing County roads up to code?

We will be updating the condition of the roads in calendar year 2023 with the goal to provide an accurate budget need.

- c. With the federal emphasis on infrastructure, how far will the budgeted resources get us?

With the level of funds budgeted, we pave approximately 18 to 20 lane miles each year.

11. GOAL: To provide litter removal services to the traveling public in order to ensure the roadways are aesthetically pleasing. We often hear comparisons of how much litter accumulates on County roads versus other Counties. How does the County compare?

- a. On State roads, where there is a lot of litter, do we have equity compared to Montgomery County and Anne Arundel Counties as it relates to SHA maintenance and service?

At this time, SHA is still responsible for the direct maintenance of state-controlled roadways. While this is the case, DPW&T continues to engage and partner as necessary to support uniform needs associated with the County's litter control goals.

- b. According to data, are resources for the Clean Lots program concentrated in certain communities? If so, what communities? And what is driving the trends?

The County Clean Lots program is administered by the Department of Permitting, Inspections and Enforcement, (DPIE). The DPW&T accepts referrals to conduct clean-up activities throughout the County in response to these requests. Resources typically budgeted for these tasks are approximately \$750,000 annually. Information regarding the driving trends may be obtained from our partners in DPIE.

- c. To date, what has been the impact of collaborative enforcement (monitoring, citations and prosecutions) efforts on illegal dumping?

The Chief Administrative Officer holds monthly countywide multi-agency meetings focused on beautification and maintenance efforts. As part of this effort, DPW&T continues to meet with a number of internal and external County partners to address critical needs associated with litter and illegal dumping. The focus of these engagements is centered on evaluating data metrics to track progress, identifying future legislation opportunities to support enforcement needs, as well as determining

more effective solutions for outreach and education in local residential communities and heavy-littered areas throughout the County.

12. GOAL: To provide stormwater management services to residents and businesses in order to protect property from flooding damage.
- a. What are the key projects and target locations for stormwater management that the Department is focused on in FY 2023?

The Department's OSDM continues to complete small drainage projects to resolve roadside and residential flooding issues. These are initiated through Service Requests input by citizens in PGC311.

In addition to daily stormwater maintenance responsibilities, OSDM is responsible for addressing the Consent Decree projects, which entail rehabbing failed SWM facilities across the County. As part of this work, sediments are removed to bring storage volumes back to original capacity or greater. To date, over 18,000 Cubic Yards of sediment have been removed.

- b. How are new infrastructure funds impacting the planning and implementation of these projects?

Consideration is currently being given to applying for grant funding from the Bipartisan Infrastructure Law. If successful, these grants would represent funds available in FY 2024 or FY 2025. Currently, grant funding from the American Rescue Plan Act (APRA) is being utilized to deliver three major drainage projects: Clinton Street Storm Drain Project, Swan Creek Road Drainage Project, Longfield Drainage Project. The construction effort for Swan Creek Road, Phase 1 was completed in FY 2022 using this funding. Construction is proposed in FY 2024 for the Clinton Street Storm Drain Project and Longfield Drainage Project.

TRANSIT

13. GOAL: Expansion of Existing Bus Routes – TheBus - to provide safe, enhanced fixed route transit service to all users and offer more flexible and safer paratransit options. Two years after the pandemic and with the increase in activity and movement, how is the TheBus and Call-A-Bus ridership recovering?
- a. Please share comparative ridership data for the first two quarters of 2021 and 2022.

2021(January – June)

Route	JAN	FEB	MAR	APR	MAY	JUN
13 - Route 13	1,803	1,974	2,693	2,346	1,898	603
16 - Route 16	2,072	2,205	1,568	1,344	1,996	1,062
17 - Route 17	1,732	1,792	1,008	961	750	553
18 - Route 18	2,906	2,904	2,157	2,196	1,992	1,365
20 - Route 20	1,291	1,395	1,639	1,340	713	580
21 - Route 21	1,115	1,238	2,849	977	605	706
24 - Route 24	1,852	1,838	1,462	1,831	876	649
26 - Route 26	1,073	839	802	1,052	570	637
28 - Route 28	401	227	376	423	127	148
30 - Route 30	1,644	895	857	1,094	668	635
32 - Route 32	1,681	1,648	1,456	1,480	1,195	693
33 - Route 33	1,112	1,477	900	885	707	586
34 - Route 34	298	456	226	172	204	179
35 - Route 35	2,588	1,352	1,422	1,065	710	838
36 - Route 36	554	473	295	355	312	307
37 - Route 37	223	131	100	175	132	117
51A - Route 51A	48	53	46	12	27	122
51B - Route 51B	33	43	64	43	62	134
51X - Route 51X	105	20	0	1	99	0
Total	22,531	20,960	19,920	17,752	13,643	9,914

2022 (January – June)

Route	JAN	FEB	MAR	APR	MAY	JUN
11 - Route 11	354	598	754	749	841	675
13 - Route 13	197	198	374	287	448	587
14 - Route 14	402	393	380	418	538	505
16 - Route 16	5,648	7,160	9,280	7,804	8,366	6,730
17 - Route 17	2,542	2,288	2,443	2,306	2,503	1,946
18 - Route 18	8,324	10,282	11,079	10,328	11,477	13,367
19 - Route 19	399	462	382	398	788	939
20 - Route 20	3,407	3,396	4,332	5,090	4,347	4,996
21 - Route 21	3,474	4,985	5,201	5,196	4,543	7,078
23 - Route 23	860	1,198	1,673	1,073	1,090	1,572
24 - Route 24	3,807	4,899	6,210	6,609	7,229	6,715
26 - Route 26	2,368	3,365	4,347	4,747	4,465	4,686
28 - Route 28	140	159	246	282	404	153
30 - Route 30	1,197	3,150	4,888	4,951	5,173	5,261
32 - Route 32	4,376	5,025	6,723	6,687	7,246	6,603
33 - Route 33	3,679	4,608	5,118	4,353	4,284	4,437
34 - Route 34	215	468	803	436	593	399
35 - Route 35	2,935	3,412	3,559	3,490	3,061	3,062
36 - Route 36	730	794	1,301	1,151	1,093	1,664
37 - Route 37	762	908	864	609	669	456
53 - Route 53					17	217
21X - Route 21X	232	525	815	576	719	798
51A - Route 51A	58	75	163	155	223	
51B - Route 51B	28	36	140	189	253	
51X - Route 51X	85	152	42	0	5	61
Total	46,219	58,536	71,117	67,884	70,375	72,907

2022 (Saturday Service)

Route	JAN	FEB	MAR	APR	MAY	JUN
13 - Route 13	35		82	22	67	
16 - Route 16	438	601	875	935	657	274
17 - Route 17	236	229	249	525	223	48
18 - Route 18	789	987	1,163	1,701	1,005	861
19 - Route 19	11	74	44	35	46	6
20 - Route 20	205	328	343	521	312	332
21 - Route 21	207	404	285	481	385	122
23 - Route 23	60	42	82	152	104	32
24 - Route 24	532	705	570	847	680	288
26 - Route 26	166	318	399	619	395	314
30 - Route 30	77	415	340	596	579	394
32 - Route 32	448	669	647	646	737	198
33 - Route 33	334	499	407	557	498	196
35 - Route 35	264	465	476	962	522	235
36 - Route 36	113	120	96	141	104	65
Total	3,915	5,856	6,058	8,740	6,314	3,365

b. How has the implementation of Saturday services impacted ridership?

The implementation of Saturday service has assisted TheBus in maintaining steady ridership numbers throughout the COVID-19 pandemic. Productivity is being monitored and studied for service modification during the spring 2023 service change.

c. What are the trends since the inception of Link services in the Fort Washington area?

The Department is continuing to explore a spring marketing and outreach engagement to bolster the awareness of the system's affordability, flexibility, and efficiency.

d. Please provide an update on the launch of proposed PGC Link services in Clinton and Bowie areas?

DPW&T proposes launching a pilot during the spring service change (April/May 2023).

e. Please discuss any updates on the solicitation for the Transit Vision Plan 2023-2028.

The Transit Vision Plan solicitation is active with the anticipated notice to proceed award in mid-November 2022.

PROGRAMMATIC PERFORMANCE UPDATES AND TRENDS

14. Please provide an updated brief summary of the support, integration and relationship provided by DPW&T in the oversight of the New Carrollton Multimodal Metro Station.

DPW&T continues to work with DPIE and the County’s Office of Economic Development in advancing multimodal improvements in the New Carrollton Multimodal Metro Station area. In executing the recently awarded RAISE Grant, DPW&T attended the federal kick-off meeting along with representatives of the County Executive Office. The Department will work closely with the County Executive’s Office and relevant entities in execution of the grant and the overall effort to make New Carrollton a dynamic and vibrant Regional Transportation Hub. DPW&T will provide an engineering review of the proposed roadway improvements on Garden City Drive that is the County roadway frontage for the New Carrollton Metro Station which is to be designed and constructed by a development team.

15. Transportation Network Services Fund Impacts:
a. Enhancing Taxi service in the County – Please provide an update on acquiring a universal taxi digital system.

The procurement of the universal taxi digital system has been drafted and submitted to SPEED.

- b. What is the state of the taxi industry in Prince George’s County? How many remaining cabs operate in the County?

The Office of Transportation estimates 60—70 operating taxis in the County. A mass inspection is proposed for spring 2023 to acquire an accurate count.

16. How many new locations are targeted for Bikeshare in FY 2023? What is the average cost to install a new CaBi station? Has there been any thought to installing them near educational institutions, such as high schools and colleges and universities?

In FY 2023, the County is planning to install 2 bikeshare stations at new locations.

15 Dock Bikeshare Station	\$34,561
8 classic bikes	\$8,888
2 E-bikes	\$7,340
Installation fee	\$3,258
Total Average Cost	\$54,047

The County plans to install bikeshare stations at the following educational institutions:

- A second bikeshare station will be installed at Prince George’s Community College in the ROW of Prince Place on a site adjacent to Largo High School.**

- **One bikeshare station will be installed in the ROW of Hanover Parkway adjacent to Eleanor Roosevelt High School.**
- **Three bikeshare stations will be installed at the University of Maryland, College Park in the ROW of Guilford Dr, Mowatt Lane and Hotel Drive.**

Bikeshare stations are installed and in operation at the following educational institutions:

- **One bikeshare station is located adjacent to Prince George's Community College in the ROW of Campus Way S.**
- **One bikeshare station is located adjacent to Northwestern High School in the ROW of Adelphi Road.**
- **One bikeshare station is located adjacent to the Hyattsville Branch Memorial Library in the ROW of Adelphi Road.**

17. The Right Tree Right Place program is fundamental to removing invasive trees and planting the appropriate trees. What are the global targets for this program? Overall, is this program performing according to programmatic expectations? What are the programmatic goals in FY 2023?

Right Tree Right Place (RTRP) was awarded a Chesapeake Bay Trust grant for \$1M (\$675k in FY 2023) and will continue to pursue this grant over the next 4 years annually. RTRP is aiming to plant 7,500-10,000 in FY 2023. Yes, overall, the program is on track. The 5-year target is to plant 40,000 trees and continue to remove dead / high risk trees systematically across the County. The greatest emphasis is placed on communities of need and low canopy locations.

18. Customer Service: How many 3-1-1 calls has the Department received in FY 2023 (YTD), and what are the most common issues received? Please list the top five and the number of calls.
- a. Please indicate the percentage of on-time closure rate for FY 2023 (YTD) and define on-time. What are some contributing factors for cases not being closed on-time?

PGC311. July 1,2022 to November 2, 2022

Subject	Record Count	Percent Open
DPW&T - Trees New, Removal, Replacement or Trimming	1242	75%
DPWT - Street and Sidewalk Issues	628	40%
DPWT Grass and Weeds Removal	422	5%
DPWT- Tree Debris and Stump Removal	371	15%
DPWT - Sinkholes, Storm Drain, Channel, Drainage Ditch Maintenance	370	20%

The Department continues to operate on an 18-24 month schedule for the resolution of various 311 complaints. We are actively assessing the complaints and bringing on additional resources to address tree and tree debris removal resolutions. Proper resource mechanisms will be in place to close out a significant number of complaints by early next year.

CAPITAL IMPROVEMENT PROJECTS (CIP)

19. Given that DoE is the County agent for complying with federally mandated water improvement goals, and DPW&T plays a role in implementation, please provide an update on the Department's progress in complying with these goals. List all locations where technology has been implemented in FY 2022 and those under consideration in FY 2023, including details related to the water quality program storm water management techniques to be deployed.

a. CIP Project Impact

Calverton Channel Rehabilitation – The Calverton Channel Rehabilitation project is located within the Calverton community which is part of Council District 1. This project removed a legacy concrete channel which conveys Galway Tributary which is part of the Anacostia River watershed. The project was Prince George's County's first project to pilot returning a concrete channelized urban waterway back to a natural stream. Flowing through the heart of the Calverton community, this aging and failing concrete channel was replaced with over a half mile of natural stream, riparian habitat, and green corridor. The project reduces localized flooding and provides increased capacity for the Calverton community's storm drain systems during increased precipitation events. The Calverton Channel Rehabilitation project is consistent with the Prince George's County's commitment to supporting community-wide environmental sustainability and restoration of the Chesapeake Bay.

b. Water Quality Restoration Projects

The Department's OSDM RTRP planted over 3,500 trees in FY 2022 equating to 14 acres of credit. RTRP was awarded a \$1M grant through CBT for tree plantings and currently has over 6,000 trees planned for FY23 with an anticipated goal of 7,500 trees planted in FY 23 (which would provide 30 acres of credit).

c. Operational Activities and Maintenance Facilities

The Department's OSDM completed the storm drain inventory. In addition to the Storm Drain Inventory, OSDM worked to bring this database and the SWM Facility database to the County's internal server setting up tools for use by County staff.

d. Stormwater Management Obligations

The Department's OSDM completed rehabilitation of approximately 60 SWM facilities from March 2022 to date (October 2022).

20. Please provide a summary/update on the status of the following transportation projects since last updated in March 2022.

- a. Purple Line Project – Over the last year, there has been significant but slow change as the State has repositioned this project with a new contractor. Please provide updates on the scheduled completion since the onboarding of the new contractor.

Maryland Transit Solutions (MTS) has recently deployed fully into construction of the Purple Line. Completion of the project and opening for revenue service is scheduled for fall of 2026.

- b. MD 210 Interchange Projects – With the first interchange completed, what is the next section targeted for construction and are there sufficient funds to proceed?

The Maryland Department of Transportation is now advancing the initial stages of planning for the next interchange. It is not currently funded for construction. MDOT is also advancing a bicycle and pedestrian corridor study.

- c. Strategic Highway Safety Plan (2016-2021) – When will a new plan be initiated? What is the timeline for completion?

A new Vision Zero Action Plan will include the requirements of an update to the Strategic Highway Safety Plan to be initiated in Spring of 2023 and anticipated completion by the end of FY 2024.

PROGRAMMATIC FUNDING

21. Please update CR-72-2019 – Transportation Network Services chart below.

TNS Revenue FY2022

FY	QTR	ACTIVITY PERIOD	LYFT	UBER	Admin Fee Refund	TOTAL
2022	1	JULY - SEPT	240,919.00	306,246.75		547,165.75
2022	2	OCT - DEC	333,237.25	322,247.75		655,485.00
2022	3	JAN - MAR	241,779.50	323,456.50		565,236.00
2022	4	APR - JUNE	243,520.50	361,329.25		604,849.75
			959,456.25	1,313,280.25	-	2,272,736.50

22. Please provide a list of *updates* since March 2022, to any Federal, State and County grants and other COVID-19 relief funds received and their amount. Including CARES, ARPA and IJJA.

a. Were funds expended in full during the fiscal year?

As of September 15, 2022:

Available Grant Funds						
Grant	Grant Validity Dates (Per Grant Agreement)	Original Grant Amount	Expended Amount (FY22)	Encumbered Amount (FY23)	Future Planned Expenditures	Available funds
ARPA	1/20/20-6/30/24	\$ 17,613,199	\$ 2,870,121	\$ 8,216,875	\$ 1,259,466	\$ 5,266,737
CRRSSA	1/20/20- 6/30/24	\$ 10,401,214	\$ 597,558	\$ -	\$ -	\$ 9,803,656
Total:		\$ 28,014,413	\$3,467,680	\$8,216,875	\$ 1,259,466	\$15,070,392

- **FY 2022 spend of \$2.87M in ARPA funds covered:**
 - Furloughed Service
 - PPE/Cleaning Supplies
- **FY 2023 Encumbered amount of \$8.216M includes \$7.0M for RATP salary renegotiation and \$1.216M in DPWT LTGF staffing.**
- **Future planned expenditures include \$1.259M in DPWT LTGF staffing.**
- **The \$5.266M in available ARPA Funds before 6/30/24 will offset operational cost of TheBus**
- **FY 2022 spend of \$597,558 in CRSSAA funds covered:**
 - Printing
 - Furloughed Service
- **The \$9.803M in available CRSSAA Funds before 6/30/24 will offset operational cost of TheBus**

b. Were there any challenges in expending the funds?

No. The department does not anticipate challenges expending the funds.

c. What does the Department anticipate receiving?

We anticipate receiving funds in FY 2024 relative to ILJA, but none in FY 2023. We were awarded a Bridge Investment Program Grant (\$560,000 Federal grant) but will most likely receive the majority of this funding in FY 2024 and FY 2025 as we initiate the two bridge projects covered by this grant. We have applied for a number of other ILJA grants but have not been advise on the status of any award, as yet. Additionally, the Department has recently been awarded the following discretionary grants:

- **\$4,603,167 Award by the Maryland Department of Transportation out of the Transportation Alternatives Program for Construction efforts of Metzertt Road (between MD 650 and Adelphi Road) as a Green-Complete Street.**
- **\$560,000 from the Federal Highway Administration out of the new discretionary Bridge Investment Program for reconstruction efforts of the Campus Drive and Cherry Hill Road bridges.**

- **\$25,000,000 from the Federal Transit Administration out of the Low-No Emissions Program for the “Proud to Charge” Zero Emissions Transportation Sustainability Initiative**
- **The Low-No Grant award will contribute to DPW&T’s ongoing implementation of the “Proud to Charge” initiative by allowing the purchase of 20 zero-emission buses, the modernization of bus garages to utilize charging systems, and the redesign of bus routes. The program will support DPW&T’s initiative to reach, if not exceed, the goal of a 70% electric bus fleet by 2035.**

Question 9b - Vision Zero Video Link

[2022 Vision Zero "Focus on the Road" Video Contest Winners \(canva.com\)](#)