



Tara H. Jackson
Acting County Executive



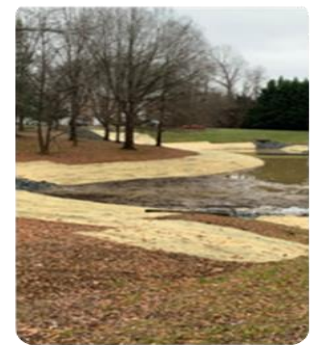
Michael D. Johnson, P.E.
Director

Transportation, Infrastructure, Energy and Environment (TIEE) Committee

April 24, 2025

Departmental Overview

- Core Services and Expertise
- Accomplishments
- New Programs
- Core Programs
- Active Transportation Enhancements
- Transit Transformation



Core Services and Expertise

The Department of Public Works & Transportation provides an array of services:



Director's Office

- Communications
- Constituent Services
- Vision Zero
- 311



Administrative Services



Engineering and Project Management



Highway Maintenance



Multimodal Transportation/ Transit Services



Storm Drain Maintenance

Enhanced Communications



RECENT ENHANCEMENTS

Snow Response – Round 2

DPW&T took immediate steps to refine and fine-tune our approach and presented this information to Council Members. The refinements and feedback resulted in a successful subsequent response, demonstrating the department's ability to listen, learn, adapt, and improve.

Residential Street Sweeping Program

Phase II of the County's Residential Street Sweeping Program is currently underway. DPW&T will continue to keep update residents, address community concerns, and keep stakeholders informed in a timely and transparent manner.

DPW&T continues its efforts to enhance communications with residents and elected officials by providing timely updates, increasing transparency and responsiveness.

A commitment to continuous refinement of our approach to sharing information through collaboration and communication with stakeholders.



Agency Accomplishments – PGC 311 Backlog

- In April 2023, the 311-system recorded **10,776 backlog requests, which has been reduced to 1,587**. This dramatic decrease demonstrates our commitment to efficiency, effectiveness and responsiveness.
- PGC 311 office is working with all internal offices to improve Service Level Agreements (SLA's). Each office uses **a forecasting spreadsheet to monitor daily and weekly progress**, tracking the number of requests received by category, and estimate when all requests will be completed.
- In partnership with OIT, the Department is working to acquire work order management system to track all operations – reactive and preventative maintenance needs. Other strategies such as **Geographic Information Systems (GIS) mapping of service requests and triaging tickets has improved closure rates**.
- The Department continues addressing concrete-related trip hazards, to help decrease the volume of concrete service requests. Since December 2023, the agency's vendor has **eliminated over 24,000 trip hazards in neighborhoods** throughout the county.





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New Programs

Thin-Lift Overlay

The Department of Public Works is utilizing thin lift overlays as a pavement preservation technique to lengthen the life of pavement, seal cracks, and improve ride quality, while also reducing costs.



Briarwood Court



Briarwood Drive

New Program – Pavement, Sidewalk Program

DPW&T will be performing a complete Sidewalk Asset collection to assess the entire sidewalk network for condition and hazards along the County road system.

- Schedule: May 2025 through the end of 2025
- After completion, the network will be put into a GIS layer to aid County staff in efficient maintenance of this significant County asset.



Collection Vehicle

New Program – Residential Sweeping



Phase II Operations began April 14th !!

- Street sweeping removes debris and pollutants from roadways, improves quality of life and improves air quality and neighborhood aesthetics.
- **Phase I:** Focused on the most heavily littered portion of the county (completed in Fall 2024). 370 tons of roadside litter was collected during this phase.
- **Phase II:** Started in April 2025, incorporating lessons learned/community feedback; Phase II to run through Fall 2025.
- The sweeping program is a no-penalty initiative, as such, cars will not be ticketed or towed. Residents are requested to move their cars from the roadway on their scheduled sweeping day. We appreciate the cooperation!
- Resident participation is crucial for the program's success. Any questions, concerns and/or feedback to sweep@co.pg.md.us.
- Information/schedules can be found on the Residential Street Sweeping page: mypgc.us/sweep. Sweeping schedules are subject to change based on weather conditions, holidays and operational issues.

New Program – Career Ladder – CORE University

Project CORE (Cultivating Opportunity, Retention, and Excellence) is the Department's Workforce Development framework launched in FY2024 and served to formalize internal on-the-job (OTJ) training, mentorship, and career advancement pathways. In FY25, the framework transitioned to a CORE University program model, focusing on three initial areas of curriculum development.

prePAIR Peer Mentorship Program

Designed to support onboarding, retention, and job readiness through structured peer-to-peer mentorship. Participants are paired with trained Peer Mentors who provide guidance during the first 90 days, helping new hires navigate their roles, build confidence, and acclimate to DPW&T's work culture.

Leadership League

Focused on strengthening internal leadership capacity. Offers targeted development for emerging and current supervisors. Programming includes coaching, structured learning plans, and applied leadership practice aligned with the County's managerial competencies. Launching in phases in FY2026.

CDL Cohort Pilot Training Program

A career mobility initiative for employees seeking to transition into CDL-required positions. Participants complete enhanced theory training and practice driving sessions led by veteran employees. This program is directly supporting promotion readiness for roles like Equipment Operator and Transit Operator.

Program Reach & Impact

- 155 employees served as CORE Ambassadors to design the foundational programs.
- Employees from **OHM**, **OSDM**, and **Transit** are actively enrolled in the CDL Cohort and using CORE to pursue upward mobility.
- CORE programming is tied directly to operational needs—targeting vacancy reduction and long-term workforce sustainability.



Expansion in FY2026 will focus on supervisor readiness, peer mentor development, and increased CDL training cohorts to support internal promotion.



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Core Programs

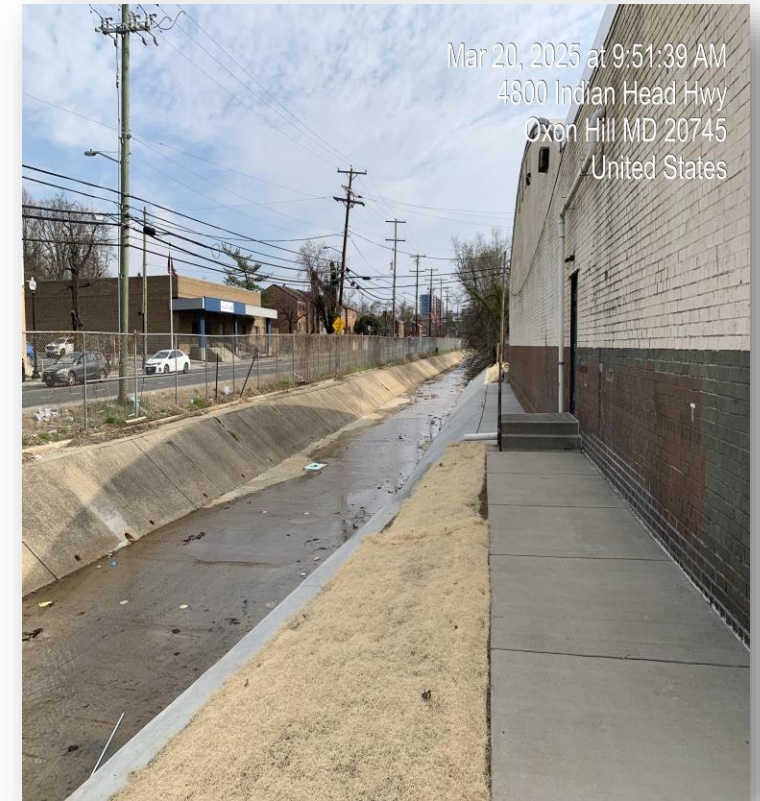
In FY25, the Office of Storm Drain Management (OSDM) continued to meet the CEX's Proud Priorities by improving flooding mitigation, esthetics through beautification, and environmental health through water quality efforts. These efforts include the restoration, improvement, and maintenance of the existing stormwater infrastructure throughout the County



DPW&T - OSDM - Stormwater Infrastructure Improvements in FY25 To Date

Minor Flood Control Projects (EA)	83
Inlet Replacement/ Improvements (EA)	335
Storm Drainpipe Replacement/ Improvements (LF)	4600
Channel Conveyance Maintenance (LF)	19,057
Major Flood Control Projects (EA)	5
Inlet Maintenance (jet-vacuum) (EA)	670
Sediment/ Debris Removal (Tons)	1,200

The Office of Storm Drain Management (OSDM) completed several extensive channel restoration and maintenance projects in FY25 to ensure proper drainage and minimize flooding.



Owens Road Channel, Oxon Hill – Restored 1,100 LF of conveyance

Right Tree Right Place

Program Goals

The Right Tree Right Place (RTRP) program aims to **improve air quality, reduce urban heat island effects, beautify and educate communities, and mitigate climate change, enhancing quality of life, human health, and community livability.**

In FY25, DPW&T—OSDM exceeded its goal of planting 6,000 trees, of which 3,707 will be native trees planted in the county's underserved areas (EJ40 zones). The RTRP team worked with over 70 communities throughout the county, including the Berkshire Community. The RTRP Team designed/installed a new "Welcome Sign" at Berkshire in FY 25.



National Pollutant Discharge Elimination System

Permit: SWM Pond Maintenance

Stormwater Management (SWM) Pond Maintenance

OSDM is responsible for the functional maintenance of **782** SWM facilities in DPW&T's inventory. Five to ten new assets are added each year.

- Mowing of SWM Facilities twice a year – Spring and Fall.
- Perform Triennial Inspections as required by MDE.

Regular Maintenance

- 40 facilities were restored and reinspected in FY25.
- 15 Additional Ponds scheduled for FY25
- 40 SWM Facilities identified as failing in FY25.

Triennial Inspections

- 214 Facilities Inspections completed in FY25.



Litter Program

- From July 2024 to March 2025, **699 tons of litter was collected**
- Contractors operate on a bi-weekly schedule in all 9 council districts
- County Rights-of-Way (3ft from roadway edge) are the areas of responsibility.
- Adopt-a-Road; OHM will be relaunching this program in Spring 2025.
- Abutters Ordinance: Home and land-owners are responsible for cleaning debris, leaves and small trash on their property.



Agency Enhancement – Snow Operations



- The most recent snow season, running from December 15th through March 15th, included 15 snow events.
- This year, the County experienced its heaviest snowfall in nearly a decade. The season was challenging for residents and tested DPW&T Snow Operations in unanticipated ways.
- With those challenges, came opportunities for collaboration, engagement and improvement. The final snowfall of the season was met with quicker response times and quickly cleared streets.

MDE Consent Decree

Maryland Department of the Environment (MDE) Consent Decree Mandate: DPW&T is responsible for sections II6a and II6C.

Consent Decree Status:

- 122 Failing SWM facilities and 16 Restoration BMPs were identified in the Consent Decree as failing
- OSDM completed the Consent Decree in July 2024.
- Consent Decree Restoration BMP completed in April 2024
- Consent Decree is completed and accepted by MDE



Maryland
Department of
the Environment

Wes Moore, Governor
Aruna Miller, Lt. Governor
Serena McIlwain, Secretary
Suzanne E. Dorsey, Deputy Secretary
Adam Ortiz, Deputy Secretary

April 16, 2025

Ms. Adriana Caldarelli
Acting Director
1801 McCormick Drive
Largo, MD 20774

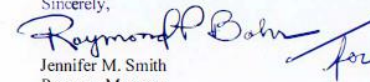
Dear Ms. Caldarelli:

The Maryland Department of the Environment (Department) received Prince George's County's submittal of the 2024 Final Consent Decree Report on December 24, 2024. This submittal is required as part of the Consent Decree executed on December 1, 2021, which required the County to perform corrective actions to comply with its NPDES MS4 permit. The Department has reviewed the report and provides the following comments.

The 2024 Final Consent Decree (CD) Report indicates that the County has completed all corrective actions required in the CD. This includes the completion of the Supplemental Environmental Project, appropriate revisions to credits applied to stream restoration and failed practices, revised calculations for outfall stabilization, resolution of drainage area information and geodatabase reporting, submittal of illicit discharge standard operating procedures, and attaining compliance with practices in failed condition and those missing as-built plans. The report also shows that the County has implemented, inspected, and completed the impervious surface restoration gap of 3,718 acres. In addition, County total maximum daily load implementation plans for the Anacostia, Patuxent, and Piscataway Watersheds have been resubmitted and include final completion dates for attaining waste load allocations. Therefore, the report documents that all corrective actions had been completed by December 31, 2024 as required under the Consent Decree.

The Department recognizes the substantial effort the County has made to achieve compliance with the permit. This effort is essential in our mutual goal of restoring urban streams and Chesapeake Bay. If you have any questions, please contact me at 410-537-3561 or Deborah Cappuccitti at 410-537-3553, or Deborah.Cappuccitti@Maryland.gov.

Sincerely,



Jennifer M. Smith
Program Manager
Stormwater, Dam Safety, and Flood Management Program

cc: Jeff DeHan, Prince George's County



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Active Transportation Enhancements



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Capital Bikeshare Expansion



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Director



- DPW&T operates Capital Bikeshare at 35 bikeshare docking stations in the County providing users access to classic pedal bikes and hybrid e-bikes as an affordable and sustainable way to travel.
- Between October 2024 and February 2025, DPW&T installed 11 new Capital Bikeshare stations and added 170 new pedal bikes and 30 new e-Bikes to the system providing users improved access and connectivity.
- In FY26, DPW&T plans to install new Capital Bikeshare Stations in the following locations:
 - Fort Washington
 - Greenbelt
 - Addison Road

Vision Zero: Safe Streets for Everyone

CURRENT PROJECTS

- **Road to Zero 2025-2030: Prince George's County Action and Implementation Plan**
- Proactive Approaches to Transportation Safety: Near miss study
 - Funded through MWCOCG RRSP Program
 - Expected completion June 30th, 2025
- Street Smart VR Challenge at 3 Events
 - Funded by MHSO General Safety Grant
 - Hosted at:
 - Love My Largo: April 5th, 2025
 - ✓ UMD Maryland Day: 26th April 2025
 - Hope Without Boundaries 5k Run/Walk: 31st May 2025



Gap Assessment

Final draft submitted, under DPWT internal review



Action Plan

Ongoing, expected completion Summer 2025



Implementation Plan

Expected completion Fall 2025



Vision Zero: Safe Streets for Everyone

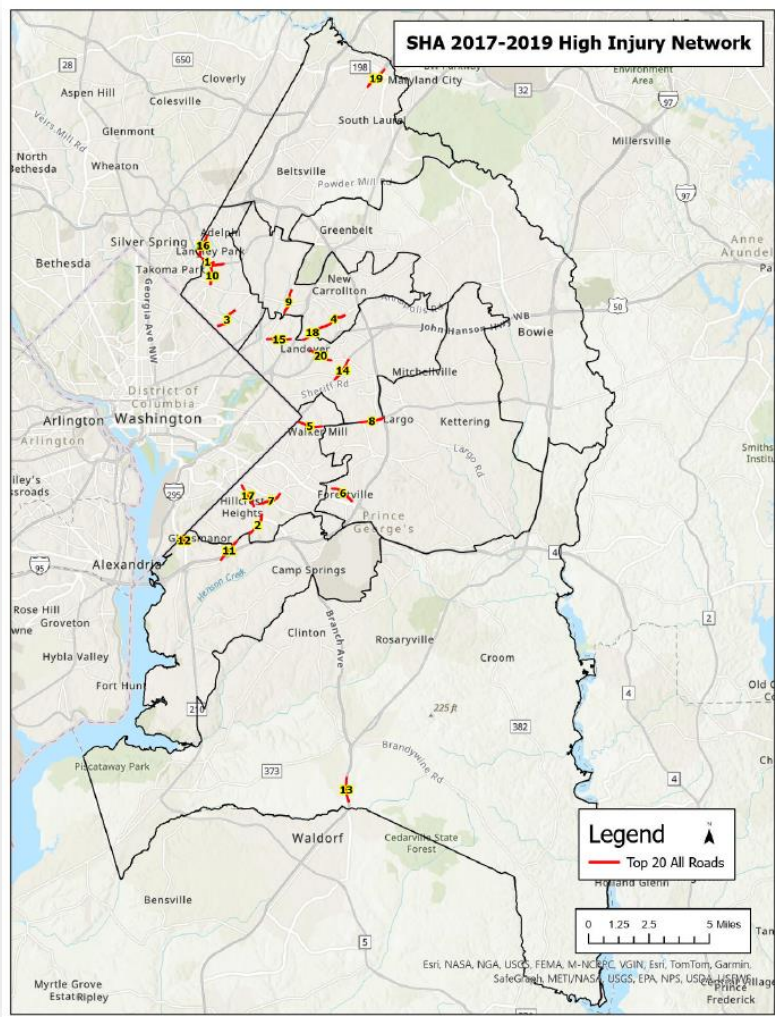
OUTREACH AND ENGAGEMENT PLAN FOR ROAD TO ZERO

- **Outreach Action #1 – March or April 2025**
Tabling at in-person **20 - 30 pop-up events** throughout the county over Spring and Summer of 2025.
- **Outreach Action #2 – May 2025** (tentative)
Distribute **Ambassador Toolkits** to stakeholders, elected officials, and municipal leaders.
- **Outreach Action #3 – April 2025** (tentative)
Facilitate a focus group **workshop** with community organization leaders.
- **Outreach Action #4 – July 2025** (tentative)
Host a county-wide **listening session** with the public.



Vision Zero: Safe Streets for Everyone

UPDATING HIGH INJURY NETWORK TO PRIORITY CORRIDORS



High Injury Network 2017-2019

Developed and shared by SHA

Based on 2017 – 2019 data
(3 years)

Considered ONLY bike and
pedestrian crashes

Reactive : ONLY based on
historic crash data



Priority Corridors

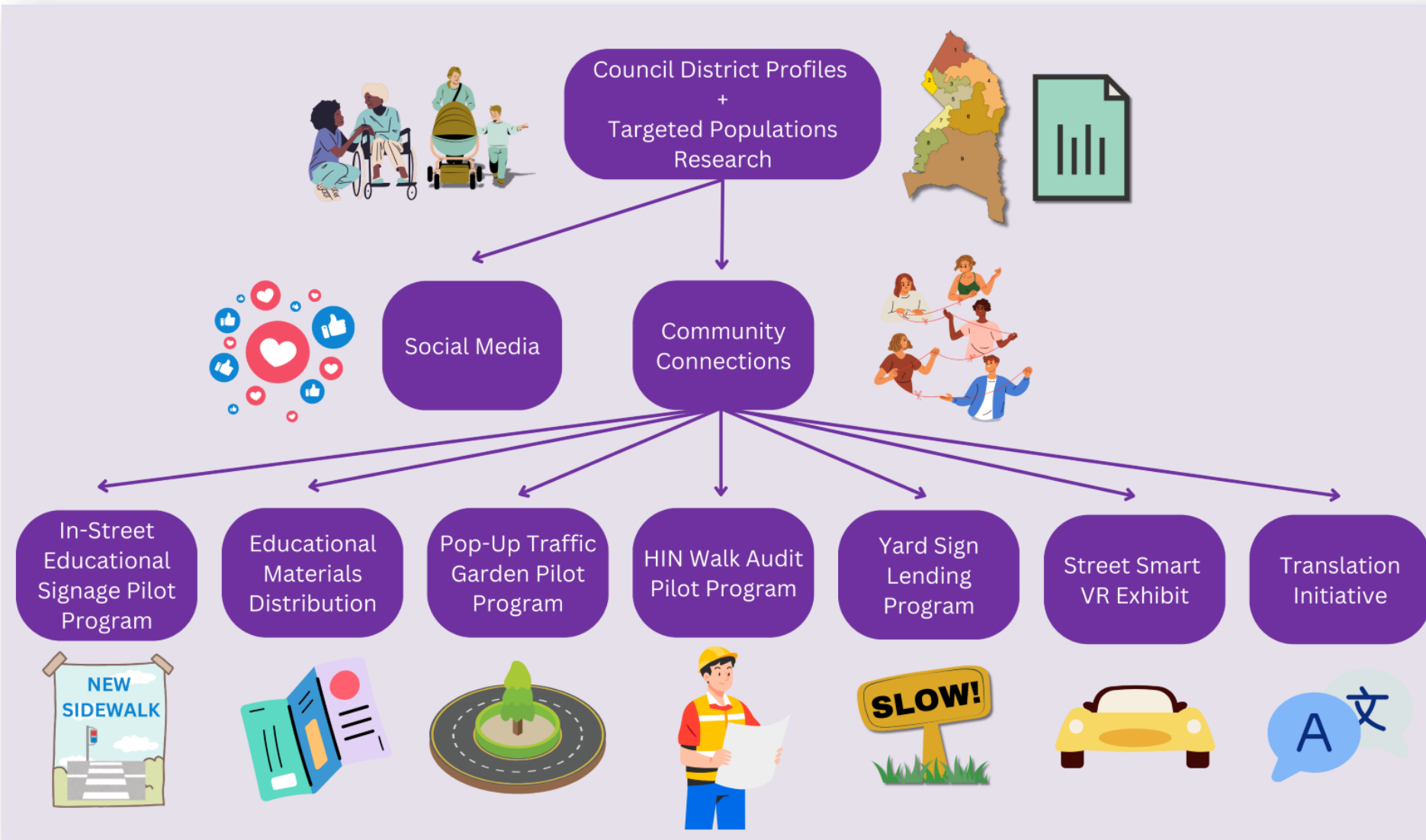
Developed by DPW&T through
Road to Zero Plan

Based on 2019 – 2023 data
0 (5 years)

Generating 2 different list:
1. Based on all mode crashes
2. Based on Vulnerable Road
Users crashes

Reactive: High injury network
+
Proactive: High risk network
+
Need based: High or medium
need Area (census tracts)

Vision Zero: Safe Streets for Everyone



INTERIM ENGAGEMENT PLAN

The Vision Zero team has developed a data-driven engagement plan to guide efforts in Calendar year 2025 while the Road to Zero Plan is being drafted.



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Transit Transformation

Transit Transformation - Transit Vision Plan

PROGRESS SINCE DECEMBER

- **Reviewed and updated data** for better and more accurate recommendations.
- **Expanded recommendations** for funding, operations, staffing, and development based on feedback.
- **Thoroughly rewrote** the TVP with more accessible language and public-friendly concepts.

OUR NEXT STEPS

- **By late April:** Finish the first draft of the TVP
- **By late April:** Launch a new website to host the TVP for public comment.
- **Starting this summer:** Start more engagement activities on the TVP's strategies and actions.

Transit Transformation - Transit Vision Plan: Outreach

Previous Engagement:

- More than 80 TVP events.

Previous Feedback Theme:

- Reliability, operating hours, and coverage. These are themes throughout the TVP.

Upcoming Feedback Theme:

- Asking for feedback on aspirational strategies, implementation actions, and what to prioritize for Transit Transformation.

The Transit Vision Plan will include an engagement report describing past, present, and future efforts.

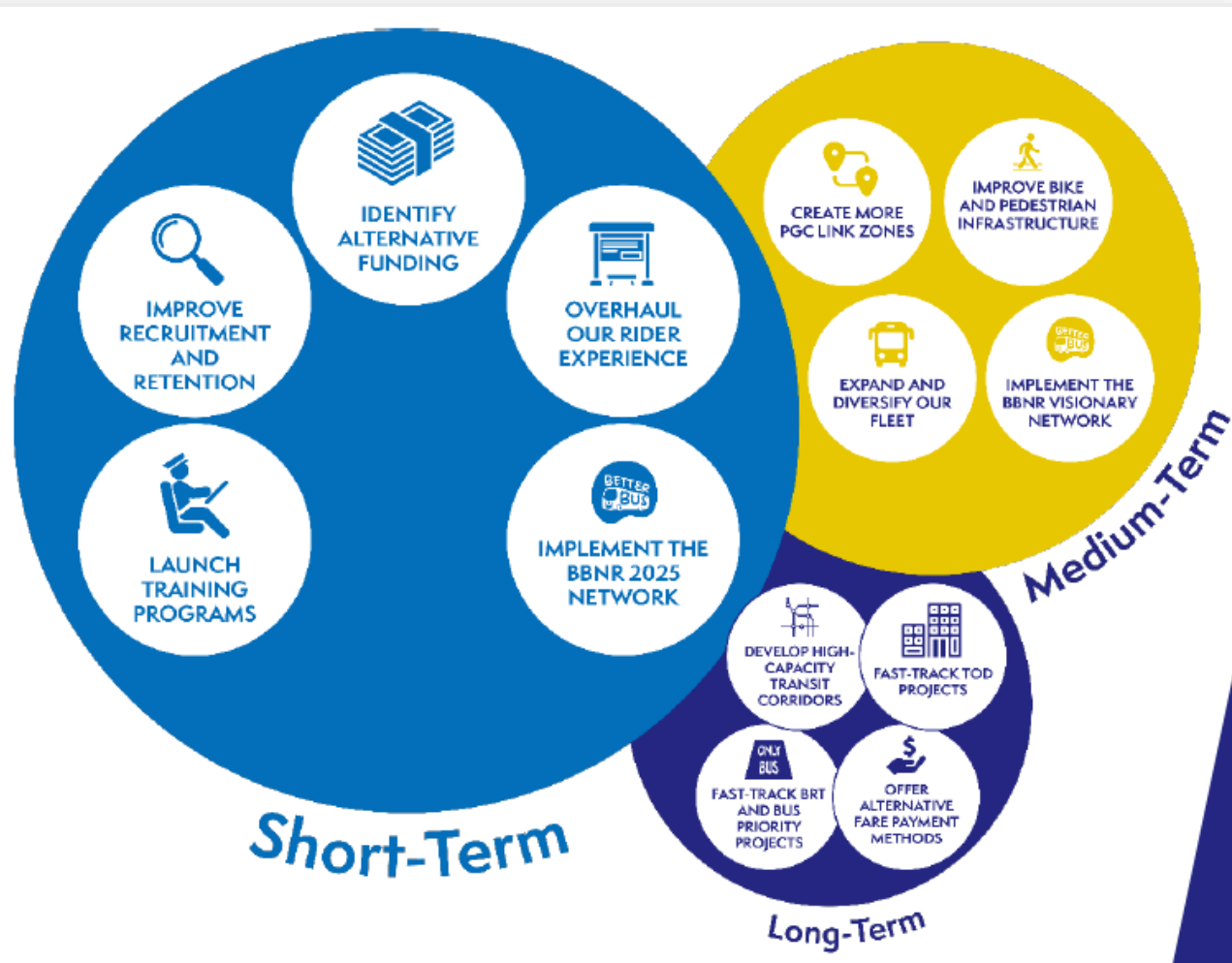


Transit Transformation - Transit Vision Plan

IMPLEMENTATION ACTIONS

These sort the strategies into three phases:

- **Short-term actions (1-3 years)** focus on immediate improvements to implement quickly.
- **Medium-term actions (3-5 years)** require more preparation or resources.
- **Long-term and ongoing actions (5+ years)** achieve broader, more transformative goals that require coordination over a longer period.





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Transit Transformation – BBNR (Better Bus Network Redesign)



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BBNR 2025 NETWORK

- BBNR is an integral part of the plan, supporting other aspirational strategies (and vice versa).
- The BBNR networks (2025 and Visionary) are introduced from how they respond to the feedback themes: reliability, operating hours, and coverage.
- **The 2025 Network is resource-neutral but lays the groundwork for things like Sunday service!**

A SNAPSHOT OF OUR BBNR 2025 NETWORK

FREQUENCY IMPROVEMENTS



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



OPERATING HOURS IMPROVEMENTS



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



COVERAGE IMPROVEMENTS



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

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

NEW ROUTE NAMING SYSTEM



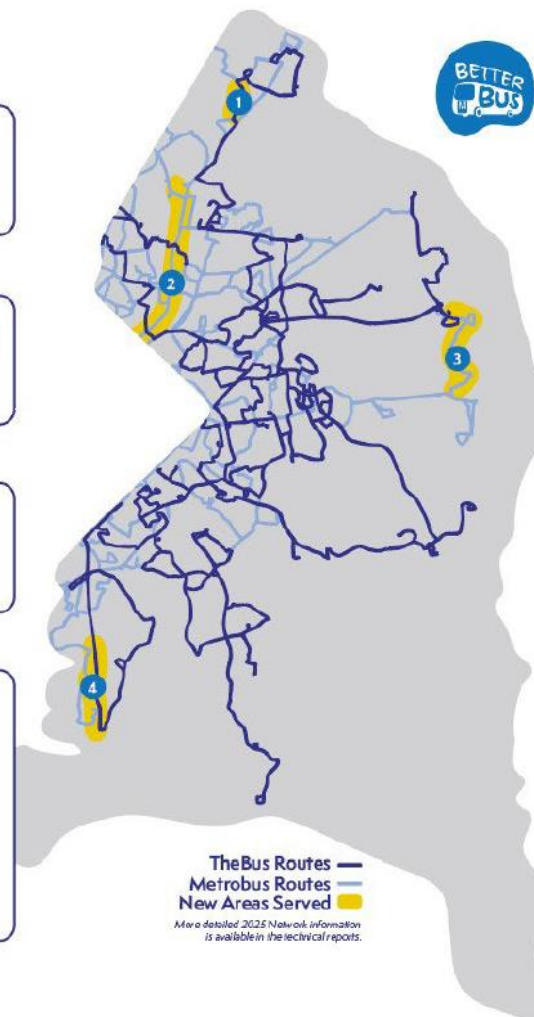
All Metrobus and TheBus routes will share the same route naming system. In Prince George's County, all bus routes will begin with "P" and their numbers will increase going clockwise from north to south.

ROUTE PREFIXES:

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

ROUTE NUMBERS:

Route numbers increase going clockwise.





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Transit Transformation – BBNR cont.



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Bottom Line

- The latest network is the **same number of revenue hours** as the existing network.
- The latest network requires **three additional vehicles** compared to the existing network.
 - These vehicles are on order and expected to arrive by June.
 - Regional transit agencies have transferred vehicles to the County.
- TheBus' redesign is intertwined with WMATA's redesign efforts. Implementing in phases would result in **overserving some places and a service loss in others.**
- Latching on to WMATA's **sign replacement and customer education** efforts creates efficiencies.



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Transit Transformation – BBNR cont.



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Next Steps

Operational Planning

- Title VI Analysis
- Schedule Development
- Testing and Training

Education and Outreach

- Public Involvement and Engagement
 - In-Reach with Frontline staff
 - Public Outreach
 - Key Stakeholders Briefings (i.e., County Council, cities, municipalities, MTA, WSTC, etc.)

Customer Facilities

- Bus stop installation



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Transit Transformation – Transit Forward



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Fleet Acquisition, Diversification, & Deployment of Transit Vehicles

- 11 of 12 brand new Gillig Diesel buses have been delivered.
- 5 New Flyer hybrid buses were transferred to TheBus from the MTA.
- 10 New Flyer hybrid buses are being transferred to TheBus by WMATA.
- It is imperative for DPW&T maintain the fleet replacement plan to meet service commitments.





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Transit Transformation – Transit Forward cont.




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COMING SOON

New TheBus bus stop signs are aligned with the BBNR Implementation starting June 30th.

3. Prince George's County TRANSIT flag



Prince George's County
TRANSIT

ENDS JUNE 28	A11, B12	
STARTS JUNE 29 2025	92	Mt. Rainier
	84	Ikea Way

301-324-2877 STOP# 1234567



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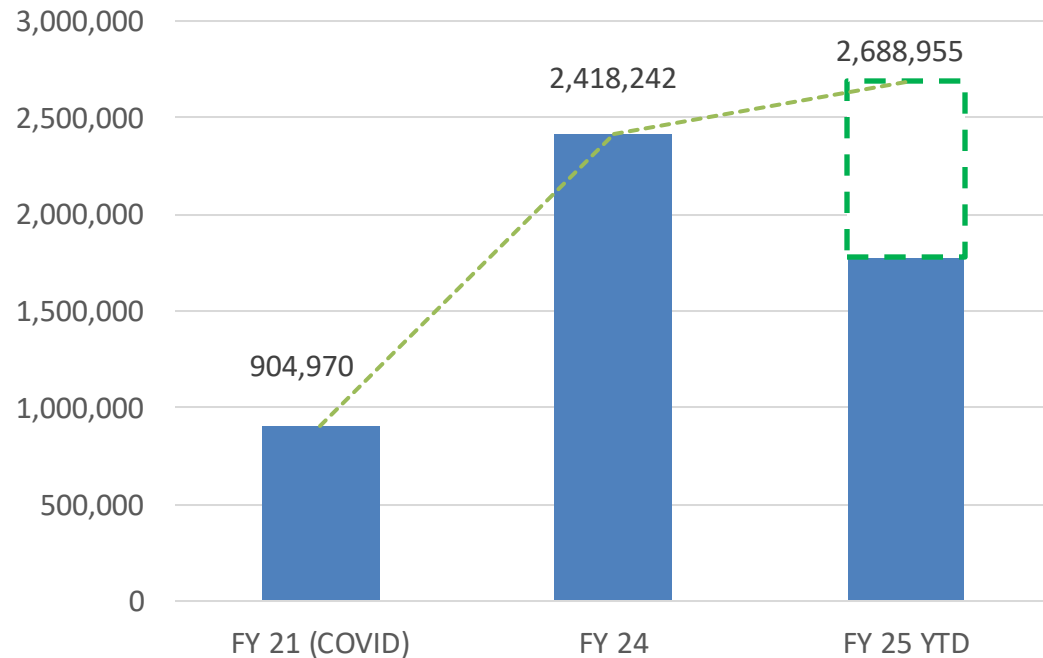
Transit Transformation – Transit Forward cont.



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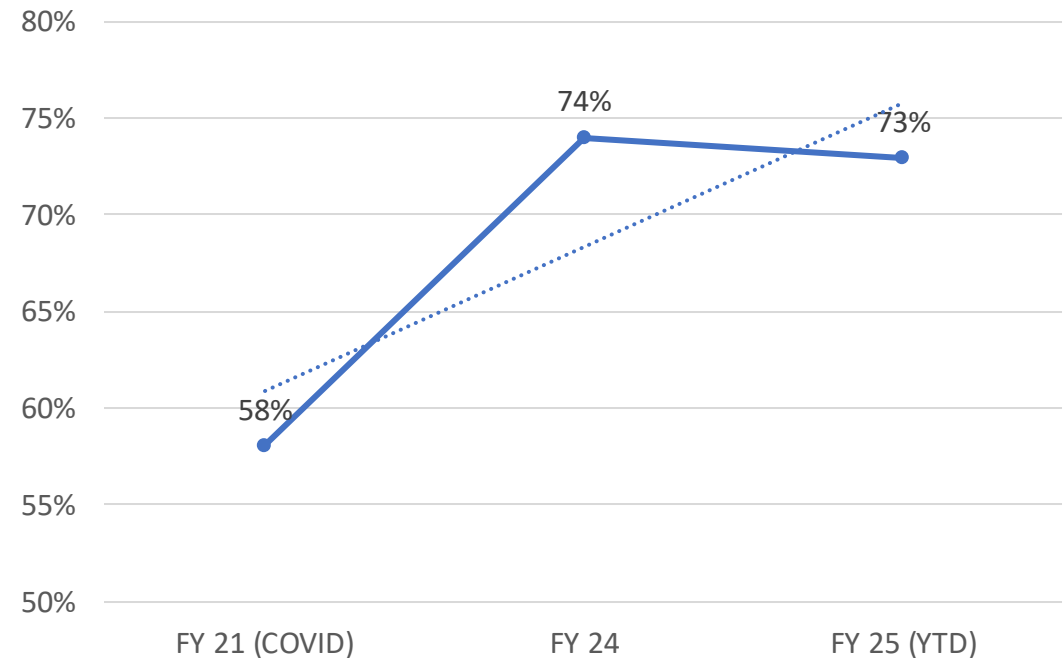
Ridership (Boardings)

Pre and Post COVID Ridership (Fiscal Year)



On-time Performance (OTP)

Pre and Post Covid OTP (Fiscal Year)



Note: FY25 year-to-date figures represent data from July 1, 2024, through April 17, 2025. The full-year ridership projection is based on the average daily boardings observed during this period.

Transit Transformation – Zero Emissions

OT successfully retrofitted 6 transit buses to operate on clean burning B100 Biodiesel.

- 8600-gallon biodiesel tank at D'Arcy fueling depot was installed
- Retrofitted 6 diesel transit buses with equipment to operate on cleaner burning B100 Biodiesel fuel.
- Since August 2024:
 - **traveled 112,613 miles,**
 - **consumed 22,036 gallons of B100 Fuel**
 - **saved of 430,414 lbs. carbon emissions**



Aug 15, 2024 at 2:45:32 PM



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THANK YOU