October 9, 2025

FISCAL AND POLICY NOTE

TO: Colette R. Gresham, Esq.
Acting Council Administrator

Karen T. Zavakos, Esq.
Acting Deputy Council Administrator

FROM: Lavinia Baxter
Senior Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement
CB-073-2025 Public Transit Access Authorization Act of 2025

CB-073-2025 (*Proposed by*: Krystal Oriadha)

Assigned to the Transportation, Infrastructure, Energy and Environment (TIEE) Committee

AN ACT CONCERNING PUBLIC ACCESS AUTHORIZATION ACT of 2025– For the purpose of establishing a formal process for public transportation agencies to request and obtain access to private residential or commercial property for the purpose of installing or operating a public bus stop within Prince George's County; providing for certain definitions; providing for an application and review process; providing for certain approval; providing for property owner rights and protections; providing for implementation and regulations and generally regarding public transit access authorization.

Fiscal Summary

Direct Impact

Expenditures: Additional expenditures will be required.

Revenues: No anticipated revenue impact.

Indirect Impact

Mixed indirect impact.

Legislative Summary:

CB-073-2025[1], proposed and sponsored by Council member Krystal Oriadha, was presented on September 9, 2025, and referred to the Transportation, Infrastructure, Energy, and Environment (TIEE) Committee. This bill amends the code to provide equitable access for public transit agencies to install, maintain, or continue a public bus stop on private property. The structured application process would contain an approval process that includes:

1. A description of the proposed stop location; and
2. Documentation of existing anticipated ridership volume; and,
3. A safety and feasibility assessment conducted by the transit provider; and
4. A summary of prior use (if any) of the location as a public bus stop; and,
5. Proof of notification to the property owner, including the proposed site plan and rationale.

The approval process is then routed through the Department of Public Works and Transportation (DPW&T), the private property owner, and then, after consideration, the County Council may adopt a Resolution authorizing the issuance of a Transit Access Permit.

Background/Current Law:

Provisions of CB-073-2025

CB-073-2023 adds Subtitle 20A, Division 3 "Public Transit Authorization". This section outlines a process for public transit bus stops that is currently a written policy between the WMATA and the Maryland National Capital Park and Planning Commission (M-NCPPC), and DPW&T. Currently, bus stop locations are adopted or modified in the following three ways:

1. The Community can make a request.
2. Service Development or the process by which the transit agency determines to install new locations. This is done in coordination with the city, State Highway, and private landowners.
3. Service Changes – i.e., bus stop relocation or bus stop consolidation.

Resource Personnel:

[1] Prince George's County Council - Reference No. CB-073-2025

- Kathy Canning, Legislative Attorney
- Tiffany Hannon, Chief of Staff, District 7
- Vic Weissberg, Special Assistant to the Director, DPW&T
- Efon Epanty, Transit Service Manager, DPW&T

Discussion/Policy Analysis:

In January of 2025, a dispute arose between WMATA and the Forest Hill Apartments leading to the discontinuation of eight bus stops along the P12 route in Oxon Hill, Prince George's County. According to news sources, the dispute arose because the property owner claims that heavy transit buses ruined the asphalt in their parking lot. Forest Hill demanded that WMATA repair the parking lot, which the agency was not amenable to. In response, the property owner sent a cease-and-desist letter to WMATA, which led to Metro discontinuing eight bus stops on Route P12, including four bus stops within the apartment complex. This has now affected approximately 150 weekday customers. [2]

According to DPW&T, there is currently no established process for public transit access on private property. WMATA directly negotiates with private property owners for bus stop placement, while the County negotiates with private property owners and Maryland State Highway Administration (SHA) easements before installing bus facilities on private, state or federal properties. This issue with Forest Hill Apartments provides an opportunity for multiple entities to come together to work out how to negotiate transit access during plan review; thus, the Department recommends forming a work group to discuss how these access issues can be solved, along with ironing out maintenance for existing bus stops on private property.

Wider Policy Implications

Discussion on this bill has raised broader policy objectives that could go further in providing the County, transit agencies, riders, and other stakeholders with clarity, structure, and resources for all things transit oriented. DPW&T acknowledges that while the Prince George's County Planning Department has some transit policies in place, the County needs to re-examine and organize these policies into a comprehensive Traffic Demand Management program. This ordinance would establish clear, consistent, and fiscally responsible standards for managing transportation demand and access across all developments. Currently, Arlington County's Transportation Demand Management agency represents a comprehensive model program with a mission to reduce traffic congestion, improve air quality and mobility, and increase the use of sustainable transportation through various initiatives.[3]

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[2] Metro discontinues eight P12 bus stops after cease-and-desist demand from property owner | WMATA
[3] Transportation Resources for Arlington County – Official Website of Arlington County Virginia Government

Fiscal Impact:

- *Direct Impact*

Enactment of CB-073-2025 will likely not have any direct fiscal impact on County expenditures. This bill creates no additional costs and will likely generate no additional revenues.

- *Indirect Impact*

Enactment of CB-073-2025 may have a mixed indirect impact. As drafted, this bill may slow the current process by inserting Council approval that begins with planning and permitting. However, this bill highlights gaps in policy that could lead to broader policy considerations to create efficiencies and mitigate future conflict among private property owners and transit agencies.

Effective Date:

CB-073-2025 shall be effective (45) calendar days after it becomes law.

If you require additional information or have questions about this fiscal impact statement, please email me.