

Department of Public Works and Transportation Fiscal Year 2022 Budget Review Summary

Proposed FY 2022 Operating Budget

Expenditures by Fund Type

Fund	FY 2020 Actual	FY 2021 Budget	FY 2021 Estimate	FY 2022 Proposed	\$ Change	% Change
General Fund	\$ 11,351,805	\$ 14,192,700	\$ 14,294,400	\$ 13,711,100	\$ (481,600)	-3.4%
Enterprise Fund	14,038,027	16,474,600	13,326,300	19,958,200	\$ 3,483,600	21.1%
Special Revenue	639,654	1,599,700	1,599,700	1,599,700	\$ -	0.0%
Grants	8,719,008	8,089,000	12,319,100	3,418,000	\$ (4,671,000)	-57.7%
Total	\$ 34,748,494	\$ 40,356,000	\$ 41,539,500	\$ 38,687,000	\$ (1,669,000)	-4.1%

Authorized Staffing - All Classifications

Fund	FY 2021 Approved	FY 2022 Proposed	Change	% Change
General Fund	266	266	0	0.0%
Enterprise Fund	145	145	0	0.0%
Grants	3	3	0	0.0%
Total	414	414	0	0.0%

FY 2021 Proposed Budget – Key Highlights

General Fund

- Compensation/Fringe is decreased by approximately \$1.5 million due to vacancy lapse and anticipated staff attrition.
- Operating Costs are proposed to increase by approximately \$5.3 million due to expanded service hours (expanded Sat. and evening hours) for The Bus system, additional contractual obligations for snow and ice removal and increases technology cost.
- Capital Outlay is proposed to decrease by approximately \$4.3 million due to a reduction in the purchase of fixed-route transit buses.
- Recoveries are proposed at approximately \$78.9 million which is a slight reduction (\$182,100) when compared to FY2021. Majority of the Department's recoveries from the Washington Suburban Transit Commission (WSTC) Fund with others coming from the Solid Waste Fund, Capital Improvement Program (CIP) and Storm Drain Fund.

Enterprise Fund (Stormwater Management)

- Compensation/Fringe are proposed to be reduced by approximately \$560k due to vacancy lapse and anticipated staff attrition.
- Operating Costs are proposed to increase by approximately \$4 million due to increased costs associated with the stormwater structure restoration and construction project.

Special Revenue Fund (i.e. Uber/Lyft fund)

- Operating Costs are proposed to remain constant with FY 2021 approved level. These costs are aligned with cash match requirements for various Federal and State grant programs.
- Fund is projected to have an ending balance of approximately \$10 million at the end of FY2021.

Grant Fund

- Funding is proposed to decrease by approximately \$6.2 million and is due primarily to the removal of prior year appropriation for the Maryland Volkswagen Mitigation and USDOT/FTA Low or No Emission grants.
- Grant funding will be utilized for outreach for rideshare services, capital equipment purchases, and feasibility studies for Bus Rapid Transit and Micro-transit.

Staffing

- Vacancies (As of 3/1/21): Thirty-three (33) FT and two (2) limited-term General Fund positions; eighteen (18) Enterprise Fund; one (1) Rideshare position.
- Key Programs/Initiatives: Vision Zero Program, Bikeshare Program, Mass Transit Enhancements, Maintaining County roadways and drainage infrastructure.

DPWT Fund Budgets

Category General Fund	FY 2020 Actual	FY 2021 Budget	FY 2021 Estimate	FY 2022 Proposed	Change Amount	% Change
Compensation	\$ 15,971,213	\$ 16,158,400	\$ 15,892,000	\$ 15,201,600	\$ (956,800)	-5.9%
Fringe Benefits	5,571,967	6,010,900	5,918,500	5,366,400	\$ (644,500)	-10.7%
Operating Expenses	35,955,838	54,935,100	44,733,200	60,200,700	\$ 5,265,600	9.6%
Capital Outlay	647,499	16,125,300	16,125,300	11,797,300	\$ (4,328,000)	-26.8%
Recoveries	(46,794,712)	(79,037,000)	(68,374,600)	(78,854,900)	\$ 182,100	-0.2%
Total	\$ 11,351,805	\$ 14,192,700	\$ 14,294,400	\$ 13,711,100	\$ (481,600)	-3.4%

Category Enterprise (SWM) Fund	FY 2020 Actual	FY 2021 Budget	FY 2021 Estimate	FY 2022 Proposed	Change Amount	% Change
Compensation	\$ 7,138,001	\$ 7,852,300	\$ 7,332,900	\$ 7,394,500	\$ (457,800)	-5.8%
Fringe Benefits	3,552,412	3,934,000	2,625,200	3,830,400	\$ (103,600)	-2.6%
Operating Expenses	3,347,614	4,688,300	3,368,200	8,733,300	\$ 4,045,000	86.3%
Total	\$ 14,038,027	\$ 16,474,600	\$ 13,326,300	\$ 19,958,200	\$ 3,483,600	21.1%

Category Special Revenue (Transportation Safety Improvement) Fund	FY 2020 Actual	FY 2021 Budget	FY 2021 Estimate	FY 2022 Proposed	Change Amount	% Change
Operating Expenses	639,654	1,599,700	1,599,700	1,599,700	-	0.0%
Total	\$ 639,654	\$ 1,599,700	\$ 1,599,700	\$ 1,599,700	\$ -	0.0%

Category Grant Fund	FY 2020 Actual	FY 2021 Budget	FY 2021 Estimate	FY 2022 Proposed	Change Amount	% Change
Compensation	\$ 68,750	\$ 79,000	\$ 65,500	\$ 133,400	\$ 54,400	68.9%
Fringe Benefits	26,125	44,200	36,600	49,400	\$ 5,200	11.8%
Operating Expenses	8,496,632	4,727,100	8,768,000	3,858,700	\$ (868,400)	-18.4%
Capital Outlay	155,000	5,868,500	5,405,700	500,000	\$ (5,368,500)	-91.5%
Total	\$ 8,746,507	\$ 10,718,800	\$ 14,275,800	\$ 4,541,500	\$ (6,177,300)	-57.6%

Proposed FY 2022 -FY 2027 Capital Improvement Program

	Expended to Date	Proposed FY22 Capital Budget	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Proposed CIP Funding Beyond 6 years
49 Projects	\$ 532,286,000	\$ 169,194,000	\$ 97,521,000	\$ 62,904,000	\$ 46,227,000	\$ 54,839,000	\$ 58,291,000	\$ 74,802,000

Highlights

- Funded by General Obligation Bonds (61%), Federal (6%), State (13%), Developer (15%) and Other (5%).
- Key Projects: Maryland 210 Improvements, Bridge Replacement and Rehab of several bridges: Chestnut Ave, Livingston Road, Sunnyside and Temple Hill Road; Curb and Road Rehabilitation 2 includes substantial pavement and concrete rehabilitation work; DPW&T facilities construction and repairs at Brandywine and Glenn Dale; Green Street Improvements; and addressing Pedestrian Safety Improvements.



THE PRINCE GEORGE'S COUNTY GOVERNMENT
Office of Audits and Investigations

April 22, 2021

MEMORANDUM

TO: Calvin S. Hawkins II, Chair
Committee of the Whole

THRU: David H. Van Dyke, County Auditor

FROM: Larry Whitehurst Jr., Audit Manager

RE: Department of Public Works and Transportation (DPW&T)
Fiscal Year 2022 Budget and FY 2022-2027 Capital Improvement Program Review

Operating Budget Overview

The FY 2022 Proposed Budget for the Department of Public Works and Transportation is \$38.7 million, a decrease of approximately \$1.7 million, or 4.1%, below the FY 2021 Approved Budget.

The General Fund portion of the budget decreases by \$481,600, or 3.4%. This decrease is primarily due to the decrease in compensation, fringe, recoveries, and capital outlays offset by increases in operating expenses.

Proposed Grant funding is approximately \$3.4 million, a decrease of approximately \$4.7 million, or 57.7%, below the FY 2021 approved level, primarily due to a reduction in Maryland Volkswagen Mitigation Plan-Environment Trust fund grants. The grant budget also includes a proposed FY 2022 County cash match obligation of approximately \$1.1 million, which is a decrease of approximately \$1.5 million when compared to the FY 2021 approved cash match level.

Proposed Stormwater Management Enterprise Fund is approximately \$20 million, an increase of approximately \$3.5 million, or 21.1%, over the FY 2021 approved level, largely due to increase operating expenses for costs associated with the stormwater structure restoration and construction project.

The Transportation Services Improvement Special Revenue Fund is being proposed at approximately \$1.6 million, which is consistent with the approved FY 2021 budget level. The budget is reflective of County cash match obligations based on grant requirements for the Statewide Specialized Transportation Assistance Program (SSTAP), State Transit Innovation Award (STIG) Micro-transit grant programs, Transportation Alternative Plan (TAP), and Rideshare program grants partially offset by other net operating changes.

Budget Comparison – All Funds

Fiscal Year 2020 Actual, the FY 2021 Approved to Proposed Fiscal Year 2022

Category	FY 2020 Actual	FY 2021 Approved	FY 2021 Estimate	% Change - Est vs App	FY 2022 Proposed	\$ Change	% Change
General Fund	\$ 11,351,805	\$ 14,192,700	\$ 14,294,400	0.7%	\$ 13,711,100	\$ (481,600)	-3.4%
Grant Funds	8,719,008	8,089,000	12,319,100	52.3%	3,418,000	(4,671,000)	-57.7%
Enterprise Funds	14,038,027	16,474,600	13,326,300	-19.1%	19,958,200	3,483,600	21.1%
Special Revenue Funds	639,654	1,599,700	1,599,700	0.0%	1,599,700	-	0.0%
Total	\$ 34,748,494	\$ 40,356,000	\$ 41,539,500	2.9%	\$ 38,687,000	\$ (1,669,000)	-4.1%

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

	FY 2021 Approved	FY 2022 Proposed	Change Amount	Percentage Change
Full-Time	405	405	0	0.0%
Part-Time	2	2	0	0.0%
Limited Term	7	7	0	0.0%
Total	414	414	0	0.0%

Budget Comparison - General Fund

Fiscal Year 2020 Actual, the FY 2021 Approved to Proposed Fiscal Year 2022

Category	FY 2020 Actual	FY 2021 Approved	FY 2021 Estimated	% Change - Est vs App	FY 2022 Proposed	\$ Change	% Change
Compensation	\$ 15,971,213	\$ 16,158,400	\$ 15,892,000	-1.6%	\$ 15,201,600	\$ (956,800)	-5.9%
Fringe Benefits	5,571,967	6,010,900	5,918,500	-1.5%	5,366,400	(644,500)	-10.7%
Operating Expenses	35,955,838	54,935,100	44,733,200	-18.6%	60,200,700	5,265,600	9.6%
Capital Outlay	647,499	16,125,300	16,125,300	0.0%	11,797,300	(4,328,000)	-26.8%
Sub-Total	\$ 58,146,517	\$ 93,229,700	\$ 82,669,000	-11.3%	\$ 92,566,000	\$ (663,700)	-0.7%
Recoveries	(46,794,712)	(79,037,000)	(68,374,600)	-13.5%	(78,854,900)	182,100	-0.2%
Total	\$ 11,351,805	\$ 14,192,700	\$ 14,294,400	0.7%	\$ 13,711,100	\$ (481,600)	-3.4%

Authorized Staffing Count - General Fund

	FY 2021 Approved	FY 2022 Proposed	Change Amount	Percentage Change
Full-Time	258	258	0	0.0%
Part-Time	1	1	0	0.0%
Limited Term	7	7	0	0.0%
Total	266	266	0	0.0%

Staffing Changes and Compensation – General Fund

- The Department’s General Fund full-time staffing complement will remain the same as FY 2021. The proposed FY 2022 General Funds are provided for 258 full-time positions, one (1) part-time position, and seven (7) limited term positions.
- FY 2022 proposed compensation is approximately \$15.2 million, a decrease of \$956,800 or 5.9%, below the FY 2021 approved level, due to vacancy lapse and anticipated staff attrition.
- The Department has included \$218,100 in its proposed FY 2022 General Funds budget to cover overtime costs. As of February 28, 2021, the Department projects the FY 2021 overtime expenditures to be \$218,000, which is \$420,600 below the FY 2021 approved level.
- As of March 1, 2021, the Department reported a total of 36 General Fund vacancies, consisting of 34 full-time, and two (2) limited term positions. In FY 2022 the Department anticipates having 42 vacant general fund positions consisting of 40 full-time and two (2) limited term positions, with all except for eight (8) of the full-time positions being funded.
- The Department currently has two (2) positions assigned to the County Executive’s Office, one (1) Administrative Specialist, and one (1) Administrative Assistant. In addition, two (2) positions are assigned to the Department but are funded by the Department of the Environment (DOE); an Engineering Technician IV and an Administrative Assistant III.
- As of March 2021, the Department reports that 17 employees have resigned or separated from the Department. The Department cites the key factors contributing to these separations to be an aging workforce, and the inability to offer competitive salaries in line with nearby jurisdictions and the private sector.

- The table on the following page provides the Departments rate of attrition for the last five (5) fiscal years:

Attrition Rate Historical Trend					
	FY 2017	FY 2018	FY 2019	FY 2020*	FY 2021+
# of Total Separations	30	26	32	24	17
# of Filled Positions	325	325	332	362	352
Rate of Attrition	9.5%	8.0%	9.6%	6.6%	4.8%
<i>* As of July 1, 2019, + As of March 1, 2021</i>					

Fringe Benefits – General Fund

- Fringe benefit expenditures in FY 2022 are proposed to decrease by \$644,500, or 10.7%, to align to anticipated costs.

Operating Expenses – General Fund

- In FY 2022, operating expenses are proposed at approximately \$60.3 million, and are comprised of the following major items:
 - Operating Contracts \$43,955,900
 - Gas and Oil 4,884,300
 - General Office Supplies 4,067,700
 - Vehicle Equipment Repair/Maintenance 3,470,700
 - Office Automation 1,287,100
- Overall, operating expenses are proposed to increase by \$5.3 million, or 9.6%, above the FY 2021 Approved Budget level.
- The accompanying table compares the FY 2022 Proposed Budget operating expenditures with the FY 2021 Approved Budget operating expenditures. In nine (9) of the categories, the FY 2022 Proposed Budget reduces planned spending from the FY 2021 Approved Budget. In six (6) of the categories, the FY 2022 Proposed Budget level remains unchanged compared to the FY 2021 Approved Budget. FY 2022 expenditures increase in five (5) categories.

Operating Objects	FY 2021 Approved	FY 2022 Proposed	FY 2021 - FY 2022	
			\$ Change	% Change
Operating Contracts	39,239,600	43,955,900	4,716,300	12.0%
Office Automation	1,707,700	2,151,600	443,900	26.0%
General & Administrative Contracts	915,000	1,070,000	155,000	16.9%
Vehicle Equipment Repair/Maintenance	3,373,400	3,470,700	97,300	2.9%
Other Operating Equipment/Repair	-	50,000	50,000	100.0%
Gas and Oil	\$ 4,884,300	\$ 4,884,300	\$ -	0.0%
General Office Supplies	4,067,700	4,067,700	-	0.0%
Membership Fees	7,000	7,000	-	0.0%
Office and Operating Equipment Non-Capital	2,000	2,000	-	0.0%
Misc. Services Other	108,000	108,000	-	0.0%
Data-Voice	50,800	50,800	-	0.0%
Periodicals	700	250	(450)	-64.3%
Travel: Non-Training	1,500	1,000	(500)	-33.3%
Disposal Fees	53,000	50,000	(3,000)	-5.7%
Telephone	244,000	239,625	(4,375)	-1.8%
Printing	74,300	64,050	(10,250)	-13.8%
Mileage Reimbursement & Moving Costs	95,900	85,150	(10,750)	-11.2%
Advertising	23,900	12,550	(11,350)	-47.5%
Training	46,300	30,200	(16,100)	-34.8%
Interagency Charges	140,000	-	(140,000)	-100.0%
TOTAL	\$ 55,035,100	\$ 60,300,825	\$ 5,265,725	9.6%

- The most significant reduction (\$140,000) between the FY 2022 Proposed Budget and the FY 2021 Approved Budget is in Interagency charges. This reduction is to align these costs with historical actuals.
- The most significant increase (approx. \$4.7 million) between the FY 2022 Proposed Budget and the FY 2021 Approved Budget is in operational contracts and is due to scheduled contractual increases related to transit contracts. *For a complete listing of all operational contracts please see Attachment#3 to the Departments First Round FY 2022 Proposed Budget Responses.*

Capital Outlay – General Fund

- The FY 2022 Proposed Budget includes approximately \$11.8 million, which is a decrease of approximately \$4.3 million when compared to the FY 2021 Approved capital outlay Budget funding. The requested \$11.8 million will be used to purchase the following:
 - fixed route transit vehicles;
 - Proterra electric vehicles;
 - AVL and farebox overhaul/upgrades; and
 - Multi-model transit replacement (Vans/Hybrid) vehicles.
- The Department plans to purchase eleven (11) buses by the end of FY 2021 and another thirteen (13) in FY 2022 using grant funding. *For a complete listing of all planned equipment and vehicle purchases see Question #51 of the Departments First Round FY 2022 Proposed Budget Responses*

Recoveries – General Fund

- The FY 2022 Proposed Budget includes approximately \$78.9 million in recoveries, which is a decrease of \$182,100, or 0.2%, below FY 2021 approved level. The slight reduction is due to a decrease of capital outlay purchases offset by increased operating expenses associated with The Bus transit system, increasing recoverable expenditures from the Washington Suburban Transit Commission (WSTC) fund. *For a complete breakdown of all recoveries see Questions #24 and 25 of the Departments First Round FY 2022 Proposed Budget Responses*

Highlights – General Fund

The pandemic had the following effect on the Department's operations:

- The Department created a rotating A/B shift schedule for Para-Transit operators and crews within the Office of Highway Maintenance. These schedules included staggering reporting times and eliminating planned Saturday work. Although this adjustment aided in ensuring that social distancing could take place it resulted in the cutting of onsite work which led to supplementing lost onsite time with Administrative Leave with pay. Effective March 8, 2021 the usage of Administrative Leave with pay was eliminated with the replacement of employees filling on-site work hours with training opportunities.
- The Department purchased additional safety gear such as hand sanitizer, disinfectant spray, cleaning wipes, masks, and plastic barrier shields and distributed throughout the department including on public transportation buses to ensure safety of the operators and the public. Buses were sprayed and wiped down during layovers and steam cleaned at the end of the day. The purchase of this gear was absorbed in the Department's operational budget.
- Prior to the pandemic the Department did not have a telework model in place for its workforce. During the pandemic the Department identified 107 of its 353 filled positions as telework eligible. The Office of Highway Maintenance administrative staff began teleworking on April 2020. The remaining 246 employees were also deemed as essential, which resulted in the Department incurring approximately \$610,000 in hazard pay for employees who continued to work on-site and in the field during the pandemic. The issuance of hazard pay ended on December 31, 2020.
- As of March 5, 2021, the Department has had 187 of its employees impacted by COVID-19 ranging from positive test results, direct exposure or caring for sick family members. These occurrences resulting in the Department adjusting teams and crews, work assignments and schedules while trying to maintain service commitments.
- The Office of Transportation has reduced the fixed transit routes to combat low ridership. The fixed route bus contractor staffing levels were maintained to avoid layoff/furlough, staff were utilized to operate smaller buses to the fullest extent possible. The plan is to reinstate these routes once the nation has recovered from the pandemic. The Office of Transportation has not collected The Bus revenues since March 2020, resulting in a \$750,000 loss.

Transit Services

- Fixed route public transportation services account (i.e. TheBus service) for the majority of the Office of Transportation resources. The operational services are provided through a vendor contract. The County provides the vehicles and transportation facilities. The contractor provides the drivers and maintenance services.
- The Office of Transportation, as a result of the pandemic, has restructured TheBus and Call-A-Bus services to include reduction/suspension of revenue service hours and an increase in homebound meal deliveries. The Department plans to restore the services in a revamped model to include Micro-transit, deviated/flex routing/route deviations as services are reimplemented.
- The Office of Transportation continues to offer the Call-A-Cab program even though the activity level has seen a significantly reduction from prior year activity, as evidenced by the reduction in coupon purchases.
- In October 2020, Call-A-Bus expanded from 5-day to 6-day service operating on Saturdays. Additionally, Call-A-Bus is operating the PGC Link pilot in the Fort Washington/Oxon Hill zone. Beginning April 2021, the service will begin providing next day reservations, as well as, same day reservations. The PGC Link service is proposed to expand to the Brandywine, Bowie and Clinton areas. To correct the 2019 FTA Triennial Audit Finding, the homebound nutrition program will transition back to the Department of Family Services by September 30, 2021

Bikeshare/Rideshare Program

- The Bikeshare Initiative Project continues to implement Capital Bikeshare (Cabi) stations throughout the County in areas designated in the feasibility study. This involves the planning, design, right-of-way acquisition, construction of infrastructure and seeking grant funding to support the station acquisition and installation process. These projects are funded through a transportation alternative Program (TAP) grant, which will assist in the purchase of Bikeshare stations that will be implemented in phases throughout FY 2021 and FY 2022. There are currently twenty-four (24) existing stations and an additional 30 stations are planned in the future
- In 2020, ridership remained steady even during the pandemic. There were 37,174 total trips to and/or from bike share stations in the County. The National Harbor Carousel Station, which was installed in December 2019, continues to have the highest ridership of all stations within the County. Before the end of the year, the County expects to install three (3) stations in the City of Greenbelt.

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 requirements of the legislation, as quickly as possible. The centralized software was implemented in October and the pilot is operating currently and is

collecting operational data. Unfortunately, COVID-19 has forced the Department to suspend enforcement operations, as many County taxi businesses have ceased operations.

- To implement changes associated with Council Bill (CB-09-2016 - Taxicab Regulation), the Department anticipates incurring the following costs.

Cost Elements	FY 2019 Actual	FY 2020 Actual	FY 2021 Estimated	FY 2022 Proposed
Taxi Data Management System	\$0	\$0	\$65,000	\$100,000
Taxi Enforcement Investigators (4 positions)	218,702	291,626	297,500	300,352
Other Positions:				
Community Developer	72,900	0	0	0
QA Analyst	36,450	0	0	0
Permit Specialist	36,450	37,900	39,400	41,500
Other Costs	30,990	30,025	30,500	30,500
Total Costs	\$ 395,492	\$ 359,551	\$ 432,400	\$ 472,352

- The Department has mentioned previously that as the Taxi Administration and Enforcement programs continue to grow, it will require funding commitments for software standup and maintenance, enforcement staff and daily operations (including vehicles, ticketing equipment, etc.). Although the number of taxis is decreasing, the resultant fleet should be newer, cleaner, and more “right-sized” to better fit the needs and trends within the County. By law, the fleet will still need monitoring, oversight and reporting.

Transit-Oriented Development (TOD)

- The Department continues to lead the development of the annual Consolidated Transportation Program (CTP) priority letter and list. The CTP letter includes the ranking for requested State support for specific Transit-Oriented Development (TOD) projects within the County. The TOD list in the letter is built upon the economic growth priorities as expressed by the County Executive and the Approved Plan Prince George’s 2035 General Plan. In addition, attention is given to TOD centers that are currently on the State’s list of designated TOD’s which is used for designating MEDCO bond disbursement.

Road Repair and Maintenance

- The Department reported that it mobilized nine (9) weather related events this past winter season at a cost of approximately \$2.6 million.
- The County will continue to respond to pothole requests within 72 business hours. If the pothole poses a danger it will be filled immediately. During the Pothole Blitz in the spring and fall, crews fill potholes based on snow maps. Finally, the Department continues to establish a pothole repair contract

to address potholes during the winter season. This process provides a more permanent repair than the use of cold mix.

Litter and Illegal Dumping

- 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 work forces, contracted crews, inmates on work release, community service program participation and volunteers. The Department employs a variety of strategies by performing daily litter removal operations with in-house and contracted crews, planning community clean-up activities, and regulating laws such as the Abutter's Ordinance to aid in accomplishing the litter control goals. The Department has a dedicated crew to assist the Sheriff's Department in removing abandoned property deposited in the County's right-of-way after residential evictions as well as a dedicated crew to assist DPIE in abatement of property violations.
- The Department removed over 789 tons of litter and debris to date (July 2020 through January 2021) and expended \$1.15 million in contract expenses. The anticipated total expenditure for FY 2021 is \$2.0 million which is projected to remain constant in FY 2022.
- The Department uses in-house crews and contracted work forces to address illegal dumping in the public right-of-way. Illegal dumping removal service requests continue to increase and present challenges to the Department due to lack of heavy equipment and limited in-house crews to remove large bulky items and materials such as cars, boats, tires, concrete, steel and other construction debris. In order to address this need, a significant amount of this work is contracted. The current FY 2021 budget for illegal dumping contract service is \$750,000 of which \$395,000 has been expended to date (thru Jan. 2021). The Department is requesting \$750,000 for illegal dumping removal contract service in the FY 2022 budget.
- The Department also has two (2) Minority Business Enterprise (MBE) contractors to provide countywide litter collection and illegal dumping removal in all nine (9) Councilmanic Districts as follows:
 - Delta, LLC (contract value: \$750,000) removes illegal dumping and provides clean lot services throughout the County.
 - Community Bridge, Inc. (contract value: \$2.0 million) services all major collector and arterial roadways on a biweekly basis.

Tree Maintenance

- The Department's Office of Highway Maintenance manages several service contracts for tree maintenance operations to remove tree related hazards, to clear roadways and sidewalks of debris due to inclement weather and storm events, and to preserve the health of the County's extensive street tree inventory.

- The Department previously mentioned that tree trimming is based on service requests and routine inspections to eliminate hazards. Work orders are issued to contractors to schedule and perform removal and trimming services. Other tree maintenance services include trimming and stump removals to ensure safe and aesthetic conditions of trees in the public right-of-way. The Department also utilizes in-house crews in each maintenance district to remove trees that are three (3) inches or less in diameter, to supplement contracted maintenance services. Maintenance work each construction season will be impacted by the number of available trucks; the number of staff and available funding in the operating budget.
- The Department's FY 2021 Right Tree Right Place (RTRP) program includes the participation of more than twenty-eight (28) communities and subdivisions county-wide. The RTRP accomplishments to date are as follows:
 - 2,000 Tree Removals
 - 7,000 Trees Planted
 - 1,400 Tree Trimming
 - 2,200 Stump Removals

Vehicle and Equipment

- The Department's heavy vehicle fleet is aged, and a replacement program has been initiated. The Department's equipment procurement cost (actual and planned) in FY 2021 is approximately \$10 million. The equipment cost proposed for FY 2022 is approximately \$10.6 million.
- The Department plans to receive thirty-two pieces of equipment (32) in FY 2021, and Thirty-five (35) vehicle and equipment purchases are planned in FY 2022.
- The Department has 250 automated vehicle locator (AVL) units deployed in its fleet, as well as 245 additional units for use in contractor vehicles during inclement weather operations. Over the past several years of operation, the system has proven invaluable in the command center operations and allowed for better decision making and asset tracking during day-to-day operations.
- The federal government provided significant funding for fixed route buses in 2009 by way of American Recovery and Reinvestment Act (ARRA) grants. These buses have a useful life of 12 years and a large number will require replacement in 2020 – 2023. While the Department was successful in utilizing two (2) regional contracts to secure 20 buses in FY 2020, the Federal Transit Administration (FTA) prefers independent Request for Proposal (RFP) and the riding of other contracts is increasingly difficult. The Department proposes issuing a fixed route bus RFP which will allow replacement of 10 – 12 buses annually over the next 5 years.

Pedestrian Safety

- The Department is continuously focusing on improving pedestrian safety based on data driven crash assessments as part of the Vision Zero High Injury Network. This data driven crash assessment targets projects to provide access to the most vulnerable and transit dependent communities and users. Staff assess roadway infrastructures to determine whether adequate safety measures are in place or other

Budget Comparison – Grant Fund

Fiscal Year 2020 Actual, the FY 2021 Approved to Proposed Fiscal Year 2022

Category	FY 2020 Actual	FY 2021 Approved	FY 2021 Estimated	% Change - Est vs App	FY 2022 Proposed	\$ Change	% Change
Compensation	\$ 68,750	\$ 79,000	\$ 65,500	-17.1%	\$ 133,400	\$ 54,400	68.9%
Fringe Benefits	26,125	44,200	36,600	-17.2%	49,400	5,200	11.8%
Operating Expenses	8,496,632	4,727,100	8,768,000	85.5%	3,858,700	(868,400)	-18.4%
Capital Outlay	155,000	5,868,500	5,405,700	-7.9%	500,000	(5,368,500)	-91.5%
Total	\$ 8,746,507	\$ 10,718,800	\$ 14,275,800	33.2%	\$ 4,541,500	\$ (6,177,300)	-57.6%

Grant Highlights

- The FY 2022 Proposed Grant Budget totals approximately \$4.5 million (including transfers from General Fund and Transportation Network Services Fund), a decrease of approximately \$6.2 million, or 57.6%, below the FY 2021 Approved Budget. The decrease is primarily due to the removal of prior year appropriations for the Maryland Volkswagen Mitigation Plan-Environment Trust Fund and U.S. DOT/FTA Low or No Emission Grant Program; and decreased cash match requirements. The Department’s FY 2021 budget estimate includes spending from multi-year Local Bus Capital Grants, Statewide Specialized Transportation Assistance Program (SSTAP) grants and Transportation Alternatives Program (TAP) grants. For a complete listing of all FY 2021 approved and FY 2022 proposed grants, please refer to the FY 2022 Proposed Operating Budget book, page 552-553 and the *see Questions #2 and 3 of the Departments First Round FY 2022 Proposed Budget Responses.*
- The anticipated County match for FY 2022 new grants in support of these programs is proposed at approximately \$1.1 million, which is approximately \$1.5 million less than FY 2021 approved level of approximately \$2.6 million.
- The Department plans to utilize grant funding for 1) Outreach for rideshare services, 2) Capital equipment purchases, and 3) Feasibility studies for Bus Rapid Transit and Micro-transit.

Staffing Changes and Compensation – Grant Fund

- The FY 2022 Proposed Grant funding for compensation in the amount of \$133,400 provides for three (3) full-time positions for the Rideshare Program. Staffing levels remain unchanged from the FY 2021 approved level. The full-time total represents three (3) County merit employees that are partially grant funded.
- The Department reported one (1) grant-funded vacancy (Community Developer position) currently in FY 2021. However, the Department anticipates that that the community developer position will be filled in FY2022 and another position (Transit Operator) will be vacant in FY 2022.

Budget Comparison – Stormwater Management Enterprise Fund

Fiscal Year 2020 Actual, the FY 2021 Approved to Proposed Fiscal Year 2022

Category	FY 2020 Actual	FY 2021 Approved	FY 2021 Estimated	% Change - Est vs App	FY 2022 Proposed	\$ Change	% Change
Compensation	\$ 7,138,001	\$ 7,852,300	\$ 7,332,900	2.7%	\$ 7,394,500	\$ (457,800)	-5.8%
Fringe Benefits	3,552,412	3,934,000	2,625,200	-26.1%	3,830,400	(103,600)	-2.6%
Operating Expenses	3,347,614	4,688,300	3,368,200	0.6%	8,733,300	4,045,000	86.3%
Total	\$ 14,038,027	\$ 16,474,600	\$ 13,326,300	-5.1%	\$ 19,958,200	\$ 3,483,600	21.1%

Authorized Staffing Count – Stormwater Management Enterprise Fund

	FY 2021 Approved	FY 2022 Proposed	Change Amount	Percentage Change
Full-Time	144	144	0	0.0%
Part-Time	1	1	0	0.0%
Total	145	145	0	0.0%

Staffing Changes and Compensation – Stormwater Management Enterprise Fund

- The FY 2022 Proposed Stormwater Management Enterprise Fund Budget is approximately \$20 million, an increase of approximately \$3.5 million, or 21.1%, over the FY 2021 Approved Budget.
- The Stormwater Management Enterprise Fund proposed compensation for FY 2022 provides for 144 full-time, and one (1) part-time position. This level of staffing remains unchanged from the current fiscal year.
- In FY 2022, compensation decreases by \$457,800, or 5.8%, primarily due to increased vacancy lapse and anticipated staff attrition.
- The Department reported a total of eighteen (18) full-time Stormwater Management Fund funded vacancies.
- Fringe Benefits in FY 2022 is projected to be approximately \$3.8 million, or 2.6% under the FY 2021 Approved Budget.
- The Department has included \$400,000 in its proposed FY 2022 Enterprise Fund budget to cover overtime costs. As of January 31, 2021, the Department projects the FY 2021 overtime expenditures to be \$120,000, or \$280,00 below the FY 2021 approved level.

Operating Expenses – Stormwater Management Enterprise Fund

- In FY 2022, operating expenses are proposed at approximately \$8.7 million, which is an increase of approximately \$4 million, or 86.3%, above the FY 2021 Approved Budget level.
- The accompanying table compares the FY 2022 Proposed Budget operating expenditures with the FY 2021 Approved Budget operating expenditures. In one (1) of the categories, the FY 2022 Proposed Budget reduces planned spending from the FY 2021 Approved Budget. In five (5) of the categories, the FY 2022 Proposed Budget level remains unchanged compared to the FY 2021 Approved Budget. FY 2022 expenditures increase in three (3) categories.

Operating Objects	FY 2021 Approved	FY 2022 Proposed	FY 2021 - FY 2022	
			\$ Change	% Change
Operating Contracts	\$ 3,741,500	\$ 7,686,500	\$ 3,945,000	105.4%
Office Automation	489,200	589,200	100,000	20.4%
Uniforms and Roadway Supplies	-	70,000	70,000	100.0%
Telephone	51,100	51,100	-	0.0%
Utilities	15,000	15,000	-	0.0%
Equipment Lease	35,000	35,000	-	0.0%
Printing	1,500	1,500	-	0.0%
Disposal Fees	65,000	65,000	-	0.0%
Gen. Office Supplies	290,000	220,000	(70,000)	-24.1%
TOTAL	\$ 4,688,300	\$ 8,733,300	\$ 4,045,000	86.3%

- The most significant reduction (\$70,000) between the FY 2022 Proposed Budget and the FY 2021 Approved Budget is in General Office Supplies. This reduction is due to the shifting of these expenses to the Uniforms and Roadway Supply category.
- The most significant increase (approx. \$3.9 million) between the FY 2022 Proposed Budget and the FY 2021 Approved Budget is in operational contracts and is due to scheduled contractual increases related to transit contracts. *For a complete listing of all operational contracts please see Attachment#3 to the Departments First Round FY 2022 Proposed Budget Responses.*

Highlights – Stormwater Management Enterprise Fund

- The Storm Drainage Maintenance Division develops, administers, and inspects contractual and in-house maintenance and repair activities for the public storm drainage and flood control facilities; maintains flood control pumping stations and maintains grounds for flood control stations. It also repairs stormwater main lines, cleans catch basins, maintains roadway shoulders, bridges, box culverts, inlets, and ditches and stabilizes eroded stormwater channels.
- The Department continues to administer the Pond Restoration and Pond Beautification Programs. The goal is to identify and mitigate facilities that have been found to have moderate or severe problems during the inspection stage. The complete list of Pond Beautification Program projects completed in FY 2021 and planned in FY 2022 are provided on page 31 of the Department’s First Round Response.

Budget Comparison – Special Revenue Fund

The FY 2022 proposed Transportation Services Improvement Special Revenue Fund budget is approximately \$1.6 million, which is unchanged from the FY 2021 Approved Budget.

Fiscal Year 2020 Actual, the FY 2021 Approved to Proposed Fiscal Year 2022

Category	FY 2020 Actual	FY 2021 Approved	FY 2021 Estimate	% Change - Est vs App	FY 2022 Proposed	\$ Change	% Change
Operating Expenses	639,654	1,599,700	1,599,700	0.0%	1,599,700	-	0.0%
Total	\$ 639,654	\$ 1,599,700	\$ 1,599,700		\$ 1,599,700	\$ -	0.0%

Operating Expenses – Special Revenue Fund

- The FY 2022 expenditures from this fund will be used to support cash match requirements for the Statewide Specialized Transportation Assistance Program (SSTAP), State Transit Innovation grant (STIG) Micro-Transit Grant, Transportation Alternative Plan (TAP), and Rideshare Program Grants, which are partially offset by other net operating changes. There is no staffing supported by this fund.

Operating Objects	FY 2021 Approved	FY 2022 Proposed	FY 2021 - FY 2022	
			\$ Change	% Change
Operating Contracts	\$ 200,000	\$ 200,000	\$ -	0.0%
Office Automation	100,000	100,000	-	0.0%
Gen. Office Supplies	324,800	317,300	(7,500)	-2.3%
Advertising	10,000	10,000	-	0.0%
GA Contracts	800,000	418,100	(381,900)	-47.7%
Training	10,000	10,000	-	0.0%
Cash Match	154,900	544,300	389,400	251.4%
TOTAL	\$ 1,599,700	\$ 1,599,700	\$ -	0.0%

Highlights – Special Revenue Fund

- The fund was created in 2015 with the enactment of CB-72-2015 to establish and improve the delivery of bus service and accessible transportation services in the County. The fund’s additional purpose includes; satisfying connectivity to bus transit service through bike share; enhancing and expanding the provision of readily available, quality, accessible taxi service; ensuring compliance with applicable taxi legislation and any other purposes permitted by section 20A-212 of the County Code.
- All revenues are generated through a \$0.25 per-trip surcharge on certain transportation network services (TNS) originating in the County. The Fund ending balance for FY 2020 was approximately \$10.7 million with \$1.2 million to be kept in reserve. To date the revenues received from TNS companies Lyft and Uber are approximately \$3.5 million and \$7.2 million, respectively.

Capital Improvement Program (CIP) Overview

- The Department of Public Works and Transportation provides and sustains a safe, well-maintained, aesthetically pleasing and environmentally responsible system of roads, sidewalks, bike paths, and transit services. Core responsibilities include:
 - Design, construct, repair and otherwise maintain roads, bridges, streets and sidewalks;
 - Acquire property needed to maintain, repair and construct County transportation facilities;
 - Plan, install, and maintain streetlights and traffic control systems;
 - Maintain landscaped areas and trees along County-owned roadways;
 - Maintain flood control facilities and the County’s storm drainage network;
 - Coordinate with the Maryland State Highway Administration (MSHA) on the planning, design, construction and operation of the state-owned roadway system.

- The FY 2022 – FY 2027 Proposed Capital Budget for the Department of Public Works and Transportation (DPW&T) is approximately \$1.2 billion and it includes a total of 49 projects. *Please see pages 28-31 at the end of this report for a full listing all DPW&T CIP Projects.* The total budget includes all funds expended to date, estimated expenditure for FY 2021, 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. There were no new projects added and no projects were deleted from the Department’s proposed budget. The total project funding request for FY 2022 is approximately \$169.2 million, which is an increase of \$48.2 million, or approximately 39.9%, over FY 2021. The FY 2022 funding sources are as follows:

Funding Source	Amount
General Obligation Bonds (61.3%)	\$ 103,715,922
Federal (5.8%)	9,813,252
State (13.5%)	22,841,190
Developer Contributions (14.6%)	24,702,324
Other (4.8%)	<u>8,121,312</u>
TOTAL	\$ 169,194,000

DPW&T CIP Project Highlights

a. Bridge Replacement and Repairs

- **Bridge Repair and Replacement Project** – (FY 2022 Funding Request: approx. \$20 million)
 Funding will continue to support the replacement and rehabilitation of several bridge projects. The following bridge projects has funding including FY 2022 Proposed CIP:
 - Bridge Rehabilitation Federal Aid \$ 8,350,000
 - Bridge Repair and Replacement 2 3,700,000
 - Temple Hill Road 2,467,000
 - Chestnut Avenue 2,300,000
 - Brandywine Road 2,150,000

- Sunnyside Avenue 1,000,000
- Emergency Road and Bridge Repair 500,000
- Livingston Road 350,000

b. Roadway Improvements

- **MD 210 Interchange Project** - (FY 2022 Funding Request: approx. \$4 million)
MDOT SHA is continuing its \$82 million interchange construction project on MD 210 (Indian Head Highway) from south I-95/I-495 to north of Palmer Road. The project is over 50% complete and through the construction phase with an estimated completion date of December 2021. Once the project is complete, there will be a new interchange that improves safety, mobility and alleviates current and future traffic congestion. Concurrently, the County is strongly encouraging the State to advance planning and design for the next interchange moving southward in the corridor.

c. Traffic and Transit Management

- **Transit Oriented Development (TOD) Infrastructure** – (FY 2022 Funding Request: \$5.0 million) These projects provide for major roadway improvements and other public infrastructure in proximity to the County’s Metro Stations.
 - Construction will continue improvements to support development in and around the New Carrollton Metro Station. The amount invoiced to date is \$2.23 million.
 - The Garden City Drive project is 95% complete.

d. Special Programs

- **Strategic Highway Safety Plan (2016 – 2020)** – (FY 2022 Funding Request: incorporated in various projects) In 2017, DPW&T became the second County in the State to develop its own local Strategic Roadway Safety Plan with goals and objectives to specifically target eliminating fatalities and serious injuries of local and state roadways in Prince George’s County, as part of Maryland’s Strategic Highway Safety Plan (2016 -2020). In addition, DPW&T co-chairs joint bimonthly Interagency Pedestrian and Bicycle meetings with PGC Police as well as the Pedestrian and Bicycle Emphasis area comprised of regional safety partners. In 2018, DPW&T developed Strategic Roadway Safety Implementation Plan in line with the State with guidance for six emphasis areas; Impaired Driving, Pedestrian/Bicyclists, Occupant Protection, Aggressive Driving, Distracted Driving, and Highway Infrastructure. The plan emphasizes using the desktop GIS Crash Mapping Tool, known as “RAVEN”, so that DPW&T engineers can continue best practice efforts, which results in the reduction of crashes, injuries and deaths. Outreach for the Plan continues to grow and strengthen through continues participation in Regional Street-Smart Campaigns, Bike to Work Day the launch of Capital Bikeshare and other promotional community safety events. In 2019, the County Executive announced that Prince George’s County is now a Vision Zero jurisdiction, with a goal of lowering traffic related fatalities to zero.

- **Maryland Purple Line** - (FY 2022 Funding Request: \$20 million) The project is in the final process of completing the detailed engineering phase and is well into the construction of the project. However, due to the termination of the initial contract, the construction team of the Public Private Partnership (P3), and the renegotiation with their leadership, the Purple Line Transit Partners (PLTP) agreed to a \$250 million settlement with the Maryland Department of Transportation (MDOT) and Maryland Transit Administration (MTA). While the finance and operating elements remain the same in the structure of the Concessionaire, there will be a need for a new construction team to be brought to the project. MTA is currently in the process of releasing a request for projects and has narrowed the prospective teams to three (3) through a recently completed request for qualifications process. The County's commitment to fund this project is for six (6) installments of \$20 million over a six (6) year period. However, due to the circumstances and coupled with a requested change order to enable the construction of the Riverdale Park Station future obligations are being adjusted. These commitments would have a significant impact on the County's ability to deliver projects if the Department was required to draw from its allotment of general obligation bond funding in order to cover this project
- **MAGLEV** (FY 2021 Funding Request: \$0) In 2016, the Federal Railroad Administration (FRA) awarded MDOT \$27.8 million to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) to evaluate the Baltimore-Washington Superconducting Magnetic Levitation Project. While MDOT is administering this effort, this is intended to be a privately funded venture. Prince George's County is not being asked to play a financial role. The study has narrowed its focus to two alignment routes, both along the Baltimore-Washington (BW) Parkway (one on the east of the Parkway, the other on the west)). Currently they are proposed to be in a tunnel from the downtown area of the District of Columbia, then come above ground north of Greenbelt, continuing through Anne Arundel County, stopping at BWI Airport before ending in Baltimore City. The project is now focusing on maintenance facility locations outside of Prince George's County. On January 19, 2020, Prince George's County Executive Angela Alsobrooks together with the County Council issued a letter requesting a 180-day extension to the comment period in addition to raising concerns with the process. A draft Environmental Impact Statement was released by the Federal Railroad Administration (FRA) on January 22, 2021 providing a 90-day comment period ending on April 24, 2021. It is not clear what the new anticipated date is to issue a record of decision/final impact statement, however project sponsors are continuing their efforts.

DPW&T Master List of CIP Projects

#	Project Name	Est. Comp.	Approved FY 2019 - 2024 CIP		Approved FY 2020 - 2025 CIP		Approved FY 2021 - 2026 CIP		Proposed FY 2022 - 2027 CIP		Change in Fiscal Project Cost		Change in Total Project Cost	
			Approved FY19 Capital Budget	Total Approved Project Cost	Approved FY20 Capital Budget	Total Approved Project Cost	Approved FY21 Capital Budget	Total Approved Project Cost	Proposed FY22 Capital Budget	Total Proposed Project Cost	\$ Change	% Change	\$ Change	% Change
1	Bridge Rehabilitation Federal Aid	Ongoing	1,800,000	19,800,000	2,000,000	28,400,000	4,600,000	29,641,000	8,350,000	35,201,000	3,750,000	82%	5,560,000	19%
2	Bridge Repair & Replacement 2	Ongoing	1,690,000	39,106,000	3,089,000	41,995,000	2,330,000	37,163,000	3,700,000	42,503,000	1,370,000	59%	5,340,000	14%
3	Bridge Replacement - Brandywine Road	2023	350,000	5,277,000	200,000	5,086,000	150,000	5,713,000	2,150,000	5,547,000	2,000,000	1333%	(166,000)	-3%
4	Bridge Replacement - Chestnut Avenue	2023	400,000	2,150,000	250,000	2,000,000	200,000	2,000,000	2,300,000	4,608,000	2,100,000	1050%	2,608,000	130%
5	Bridge Replacement - Governor Bridge Road	TBD	750,000	7,100,000	750,000	9,712,000	-	9,712,000	-	651,000	-	0%	(9,061,000)	-93%
6	Bridge Replacement - Livingston Road	2026	400,000	9,362,000	550,000	7,175,000	350,000	8,384,000	350,000	10,534,000	-	0%	2,150,000	26%
7	Bridge Replacement - Oxon Hill Road	TBD	-	5,500,000	-	5,500,000	-	5,500,000	-	5,500,000	-	0%	-	0%
8	Bridge Replacement - Sunnyside Avenue	2023	8,400,000	14,135,000	8,185,000	13,187,000	5,300,000	14,273,000	1,000,000	15,773,000	(4,300,000)	-81%	1,500,000	11%
9	Bridge Replacement - Temple Hill Road	2023	3,475,000	5,746,000	3,537,000	5,745,000	3,208,000	7,529,000	2,467,000	8,008,000	(741,000)	-23%	479,000	6%
10	Bridge Replacement - Varnum Street	TBD	-	1,562,000	-	1,562,000	-	1,562,000	-	1,562,000	-	0%	-	0%
11	DPW&T Facilities	2022	2,150,000	18,338,000	11,000,000	19,769,000	6,728,000	21,600,000	-	21,600,000	(6,728,000)	-100%	-	0%
12	Brandywine Road Club Priority Projects	2022	4,850,000	7,600,000	4,330,000	7,880,000	2,750,000	7,880,000	123,000	2,916,000	(2,627,000)	-96%	(4,964,000)	-63%
13	Developer Contribution Projects	2022	6,000,000	21,363,000	6,034,000	25,197,000	6,540,000	29,913,000	4,400,000	29,913,000	(2,140,000)	-33%	-	0%
14	Permit Bond Default Revolving Fund	Ongoing	1,000,000	18,310,000	1,813,000	20,123,000	1,000,000	10,685,000	1,000,000	11,685,000	-	0%	1,000,000	9%
15	Planning & Site Acquisition 2	Ongoing	795,000	5,224,000	795,000	4,680,000	850,000	4,678,000	850,000	4,885,000	-	0%	207,000	4%
16	Sound Barriers	Ongoing	-	5,425,000	-	5,425,000	-	5,228,000	-	5,228,000	-	0%	-	0%
17	Street Tree Removal and Replacement	Ongoing	2,000,000	13,411,000	1,147,000	13,411,000	1,000,000	12,696,000	1,000,000	13,196,000	-	0%	500,000	4%
18	Utility Repair Project	TBD	-	11,773,000	-	11,773,000	-	11,773,000	1,000,000	13,264,000	1,000,000	100%	1,491,000	13%

#	Project Name	Est. Comp.	Approved FY 2019 - 2024 CIP		Approved FY 2020 - 2025 CIP		Approved FY 2021 - 2026 CIP		Proposed FY 2022 - 2027 CIP		Change in Fiscal Project Cost		Change in Total Project Cost	
			Approved FY19 Capital Budget	Total Approved Project Cost	Approved FY20 Capital Budget	Total Approved Project Cost	Approved FY21 Capital Budget	Total Approved Project Cost	Proposed FY22 Capital Budget	Total Proposed Project Cost	\$ Change	% Change	\$ Change	% Change
19	Addison Road I	TBD	1,100,000	9,997,000	500,000	10,687,000	600,000	11,772,000	4,160,000	7,167,000	3,560,000	593.3%	(4,605,000)	-39.1%
20	Auth Road II	TBD	-	16,950,000	-	16,950,000	-	16,950,000	-	16,950,000	-	0.0%	-	0.0%
21	Brandywine Road & MD 223 Intersection	2022	11,372,000	12,372,000	1,164,000	13,834,000	6,336,000	13,834,000	11,064,000	13,834,000	4,728,000	74.6%	-	0.0%
22	Cherry Hill Road III	TBD	-	13,322,000	-	8,000,000	-	8,000,000	-	8,010,000	-	0.0%	10,000	0.1%
23	Church Road Improvements	TBD	-	9,788,000	-	9,788,000	250,000	10,038,000	-	10,038,000	(250,000)	-100.0%	-	0.0%
24	Contee Road Reconstruction	2023	2,173,000	23,910,000	1,388,000	25,298,000	10,000	25,505,000	-	25,505,000	(10,000)	-100.0%	-	0.0%
25	County Revitalization & Restoration 2	2022	800,000	6,026,000	2,286,000	8,312,000	-	8,312,000	-	8,312,000	-	0.0%	-	0.0%
26	Curb & Road Rehabilitation 2	Ongoing	27,000,000	278,453,000	30,000,000	312,306,000	30,000,000	316,367,000	16,000,000	336,373,000	(14,000,000)	-46.7%	20,006,000	6.3%
27	Emergency Repairs Roadways & Bridges	Ongoing	350,000	2,800,000	500,000	3,851,000	500,000	3,701,000	500,000	4,201,000	-	0.0%	500,000	13.5%
28	Livingston Road	TBD	-	3,200,000	-	3,200,000	-	3,200,000	-	3,200,000	-	0.0%	-	0.0%
29	Lottsford Road III	TBD	-	2,900,000	-	2,900,000	-	2,900,000	-	2,900,000	-	0.0%	-	0.0%
30	MD 4 (Pennsylvania Avenue)	TBD	-	158,000,000	-	158,000,000	-	158,000,000	-	10,000	-	0.0%	(157,990,000)	-100.0%
31	Oxon Hill Road	TBD	175,000	30,350,000	-	28,344,000	-	28,321,000	-	28,321,000	-	0.0%	-	0.0%
32	Rhode Island Avenue	TBD	-	11,333,000	-	11,333,000	-	11,333,000	-	11,333,000	-	0.0%	-	0.0%
33	South County Roadway Improvements	2024	5,800,000	27,549,000	5,800,000	27,549,000	5,800,000	19,049,000	5,800,000	19,749,000	-	0.0%	700,000	3.7%
34	Suitland Road	TBD	-	13,651,000	-	13,651,000	-	13,651,000	-	13,651,000	-	0.0%	-	0.0%

#	Project Name	Est. Comp.	Approved FY 2019 - 2024 CIP		Approved FY 2020 - 2025 CIP		Approved FY 2021 - 2026 CIP		Proposed FY 2022 - 2027 CIP		Change in Fiscal Project Cost		Change in Total Project Cost	
			Approved FY19 Capital Budget	Total Approved Project Cost	Approved FY20 Capital Budget	Total Approved Project Cost	Approved FY21 Capital Budget	Total Approved Project Cost	Proposed FY22 Capital Budget	Total Proposed Project Cost	\$ Change	% Change	\$ Change	% Change
35	Surratts Road	2021	-	14,094,000	-	13,856,000	-	13,856,000	-	13,856,000	-	0.0%	\$ -	0.0%
36	Town of Upper Marlboro	TBD	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	0.0%	\$ -	0.0%
37	US 301 Improvements	TBD	-	24,000,000	190,000	24,190,000	410,000	32,000,000	4,130,000	24,780,000	3,720,000	907.3%	\$ (7,220,000)	-22.6%
38	Virginia Manor Road	TBD	300,000	24,793,000	1,000,000	28,826,000	500,000	25,526,000	500,000	26,026,000	-	0.0%	\$ 500,000	2.0%
39	ADA Right of Way Modifications	Ongoing	400,000	5,395,000	-	4,995,000	400,000	4,904,000	-	3,007,000	(400,000)	-100.0%	\$ (1,897,000)	-38.7%
40	Green Street Improvements	2025	12,096,000	60,593,000	11,099,000	58,023,000	11,120,000	47,856,000	3,635,000	35,724,000	(7,485,000)	-67.3%	\$ (12,132,000)	-25.4%
41	Maryland Purple Line	2023	20,000,000	129,962,000	20,000,000	129,962,000	-	127,200,000	40,000,000	127,200,000	40,000,000	100.0%	\$ -	0.0%
42	Bus Mass Transit/Metro Access 2	Ongoing	1,650,000	4,593,000	660,000	6,309,000	760,000	4,781,000	2,326,000	9,829,000	1,566,000	206.1%	\$ 5,048,000	105.6%
43	MD 210 Corridor Transportation Improvements	2027	2,678,000	9,519,000	4,118,000	33,336,000	-	31,223,000	4,029,000	36,307,000	4,029,000	100.0%	\$ 5,084,000	16.3%
44	Pedestrian Safety Improvements	Ongoing	4,958,000	36,899,000	7,235,000	54,313,000	7,420,000	50,366,000	14,300,000	52,931,000	6,880,000	92.7%	\$ 2,565,000	5.1%
45	Southern Maryland Rapid Transit	TBD	-	500,000	500,000	500,000	500,000	500,000	-	500,000	(500,000)	-100.0%	\$ -	0.0%
46	Street Lights & Traffic Signals 2	Ongoing	3,250,000	48,104,000	4,225,000	55,231,000	4,950,000	51,121,000	3,710,000	42,931,000	(1,240,000)	-25.1%	\$ (8,190,000)	-16.0%
47	Traffic Congestion Improvements 2	Ongoing	1,273,000	27,712,000	3,499,000	28,000,000	7,550,000	69,490,000	22,800,000	59,653,000	15,250,000	202.0%	\$ (9,837,000)	-14.2%
48	Transit Oriented Development Infrastructure	2024	1,000,000	3,175,000	5,210,000	29,168,000	5,000,000	17,615,000	5,000,000	22,615,000	-	0.0%	\$ 5,000,000	28.4%

#	Project Name	Est. Comp.	Approved FY 2019 - 2024 CIP		Approved FY 2020 - 2025 CIP		Approved FY 2021 - 2026 CIP		Proposed FY 2022 - 2027 CIP		Change in Fiscal Project Cost		Change in Total Project Cost	
			Approved FY19 Capital Budget	Total Approved Project Cost	Approved FY20 Capital Budget	Total Approved Project Cost	Approved FY21 Capital Budget	Total Approved Project Cost	Proposed FY22 Capital Budget	Total Proposed Project Cost	\$ Change	% Change	\$ Change	% Change
49	Transportation Enhancements 2	Ongoing	2,300,000	30,995,000	3,070,000	34,665,000	3,750,000	34,665,000	2,450,000	35,365,000	(1,300,000)	-34.7%	700,000	2.0%
	TOTAL		\$ 159,774,000	\$ 1,357,008,000	\$ 146,324,000	\$ 1,389,136,000	\$ 120,962,000	\$ 1,388,066,000	\$ 169,194,000	\$ 1,232,952,000	\$ 48,232,000	39.87%	\$ (155,114,000)	-11.2%