

Post-Hearing Performance Oversight Questions District Department of Transportation

A. BUDGET AND FINANCE

1. DDOT reported in its response to pre-hearing Question 15 that it paid MPD \$50,000 for body cameras.
 - How does DDOT intend to deploy these body cameras?

Response:

Currently, DDOT uses National Highway Traffic Safety Administration (NHTSA) grant funding to support body cameras for MPD traffic officers. NHTSA encourages states to use funds to combat impaired driving (e.g., alcohol and drugs) and to advance alcohol ignition interlock laws. MPD uses NHTSA funding (passed through DDOT) to perform high visibility enforcement efforts that thwart impaired driving. The cameras help traffic officers collect evidence, especially during impaired driving cases where coordination with the Office of the Attorney General is necessary. Moreover, these funds support the District in implementing national enforcement campaigns, such as Checkpoint Strikeforce.

The programs that the annual grant from NHTSA supports are outlined in the District's Strategic Highway Safety Plan (a nationwide requirement for this funding). States are authorized to direct funding consistent with NHTSA guidelines, including allocating to different state agencies. However, it is uncommon to reallocate the funds for new purposes once they are established in a Strategic Highway Safety Plan (finalized in 2014 and next expected revision in 2021). In FY15, DDOT supported MPD body cameras for traffic officers using \$50,000 of NHTSA funds; in FY16, the amount was \$72,000. DDOT provides budget to MPD via a Memorandum of Understanding and an intra-district transfer.

2. In FY 2014, DDOT generated \$698,000 in the Tree Fund, but spent only \$30,000 (only 4%). In FY 2015, DDOT generated almost \$840,000, but listed expenditures in the amount of \$1,000,000. Please explain this discrepancy.

Response:

The FY14 Tree Fund remaining revenue balance of \$668,310 was carried forward as Fund Balance to be used in the outgoing years. In FY15, the budget was increased by \$650K (totaling \$1M); based on available fund balance carryforward. Due to the timing of the tree planting activities, the Administration was not able to spend the full budget authority prior to 9/30/15. Therefore, allowable expenditures from Tree Planting Project CG314C were transferred to Tree Fund (6140) in order to expend the budget authority.

3. In FY 2014, DDOT generated \$433,000 in the Pedestrian and Bicycle Safety Fund, but spent only \$44,000 (only 10%). In FY 2015, DDOT improved slightly, spending \$146,000 of \$402,000 generated. However, this still amounts to expenditure of only 36% of the amount raised—Why?

Response:

In previous years, this fund was difficult to project revenues for budget authority, so budget authority was often well below the annual revenues. The fund has been used to pay for transportation safety programs, such as the DC contributions to the regional Street Smart campaign. The FY16 budget dissolved the fund and created the new Vision Zero fund with \$500K from automated traffic enforcement revenues. Through the Vision Zero Initiative, these funds will be used in FY16 to implement programs in partnership with other agencies.

B. PROGRAM-SPECIFIC QUESTIONS

4. In its prehearing responses, DDOT noted that there are approximately 364 miles of alleys in the District. However, in its response to pre-hearing oversight questions in FY14, DDOT noted that the District had 409 miles of alleys. What happened in the past year to reduce the number of alleys in the District by 45 miles?

Response:

The 2014 figure of 409 was incorrect. The 364 figure includes both improved and unimproved alleys (e.g., fully paved alleys and “paper alleys”). While there can be some variance each year in this figure due to alley closures, alley closures do not account for this 45 mile difference.

5. DDOT stated that it has completed the first phase of the 11th Street Bridge, involving the replacement of the river crossing bridges and the construction of a new interchange along I-695 and I-295/DC-295. However, it noted that the completion of the second phase of the 11th Street Bridge—involving a portion of the I-695 EB off-ramp to 11th Street—has been complicated by construction conflicts with the CSX Virginia Avenue Tunnel, and that construction cannot continue until the CSX tunnel is completed.
 - What is the timeline associated with the completion of the CSX tunnel?

Response:

CSX Virginia Avenue Tunnel project is anticipated to be completed by the summer of 2018.

- How soon can DDOT resume construction after the CSX tunnel is completed?

Response:

The two additional ramp lanes from the I-695 East Bound off-ramp to 11th Street will be completed concurrent with CSX’s Virginia Avenue Tunnel. Therefore, construction of the lanes is expected to be completed by summer 2018.

6. In Appendix 7, DDOT provided a list of all of its Information Technology Electronic Systems. This list includes DDOT's Compendium, a platform which provides agency policies and procedures for managing the District's transportation network and public space. However, this system has not been upgraded since 2013, and when you go to this page online, and navigate to the section on Alleys, it says that the expected investigation time for a repave/repair request is 1-10 days, while the estimated repair time is 7-14 days. Moreover, in its responses to the Committee's prehearing questions in Appendix 43, DDOT stated that it has taken an average of 32 days to inspect, and 108 days to fulfill alley service requests in FY15. Is there a process to ensure that DDOT's IT team regularly updates its websites?

Response:

In FY16, DDOT began reviewing all of its 311 service request categories and associated timelines for each type of request (including alley repairs). As part of the review, DDOT is developing a process to ensure that the agency publishes up-to-date information about each service request. Historically, DDOT reviewed and updated systems and webpages on a system-by-system basis. This meant that parts of the DDOT compendium were not updated regularly.

DDOT hired a new Chief Performance Officer in 2015. He is working with each DDOT team, going through each Cityworks service request one-by-one to identify where holes or miscommunications occur. DDOT also receives more than 130,000 service requests each year; therefore, this evaluation will take some time. As part of this process, we will ensure that DDOT teams are updating publicly available information regularly (including the Compendium). Specific to sidewalks, DDOT has taken down these inaccurate timelines and will update the information after DDOT completes its review of the average days between the request and completing the work. DDOT will review and update the compendium on a quarterly basis.

7. According to DDOT's pre-hearing responses, the Street Inventory System provides users with information on the number of lanes, routes, pavement condition, and pavement type in the District. However, this system has not been updated in 8 years and is not publically available.
 - What is DDOT doing to move this system forward?

Response:

While DDOT's Street Inventory System (SIS) continues to exist on DDOT's intranet, the SIS is obsolete and will be decommissioned this year. The publicly-facing system that DDOT uses for non-pavement condition information on streets (e.g., lanes and routes) is our Street Spatial Database (SSD). The SSD was described in Appendix Q7 of the Council Prehearing Question Responses. The information on this system is maintained daily by DDOT's GIS team, and we provide updates to the systems regularly.

For pavement condition, DDOT currently uses Micro Paver to store this information (also described in Appendix Q7). The Pavement Condition Index (PCI) is collected yearly for federally-owned streets and every other year for all other streets.

- Why is this critical information not accessible by the public?

Response:

The SSD system is available to the public at:

<http://maps2.dcgis.dc.gov/dcgis/rest/services/DDOT/SSD/MapServer>. The pavement conditions are contained in a GIS layer here: <http://dc.gov/service/street-resurfacing>.

DDOT is working on adding pavement type to this GIS layer, and it should be completed by the end of the calendar year.

8. In FY 2014, DDOT began issuing Visitor Parking Passes (VPP) through an online registration system.

- Does each pass have a barcode or unique identifier that allows for tracking if it is reported stolen? If so, is the pass deactivated or invalidated for parking enforcement if it was reported stolen?

Response:

Each VPP has a unique identifier (QR Code) that allows for tracking if a pass is lost or stolen. DDOT maintains a database (with a contractor) and can mark a pass as lost or stolen if it is reported. In cases of loss, DDOT will issue one new VPP to the resident. In cases of theft, DDOT coordinates with MPD to prevent valid VPPs from being misused.

- What steps has DDOT taken, either with or without DPW, to ensure that annual Visitor Parking Passes (VPPs) are used as intended, only within the boundaries of the recipient's ANC, and that parking citations can be (and are) issued for use of VPPs outside those boundaries?

Response:

DDOT works closely with partnering agencies to ensure passes are used as intended through issuance and VPP enforcement. DDOT limits the addresses that are eligible to receive VPPs so that passes are only issued to addresses that fall within the eligible ANC boundary. DDOT advances enforcement efforts by ensuring that VPPs are only used in their correct ANC at monthly coordination meetings. DDOT works directly with DPW and DMV at these meetings to discuss continued enforcement efforts and educate enforcement partners on VPP policies.

- Has DDOT revoked any VPPs as a result of repeated misuse? If so, how many? If a VPP is revoked for any reason (misuse, theft, loss, etc.), is that information made available to DPW?

Response:

While we do not revoke VPPs, DDOT works with MPD in cases where VPPs are fraudulently used. DDOT's Customer Service Clearinghouse works to identify any "do-no-mail" residents whom have attempted to obtain more than one VPP. If someone is added to the list, DDOT's database will be updated, and no further VPPs will be issued to that address. Furthermore, any vehicle with a fraudulent VPP is treated the same as those vehicles without a VPP; therefore, this vehicle can be ticketed.

- Are DPW parking enforcement officers armed with technology capable of readily identifying such invalid VPPs so that citations may be issued?

Response:

DPW parking enforcement officers are armed with technology capable of readily identifying such invalid VPPs (i.e., scanners for QR codes) so that citations may be issued for invalid VPPs (same as having no VPP).

9. The DC Circulator currently operates six routes throughout the District.

- Has DDOT entered into discussions with WMATA regarding the further expansion of the Circulator?

Response:

DC Circulator has reached the limits of the maintenance facilities currently available for the service. DDOT is engaged in a site selection process to identify a location for a maintenance facility that will enable the DC Circulator to provide additional service in the future, on extensions and new routes, with a goal of bringing additional maintenance capacity online in FY 2017. Until then, DC Circulator is unable to implement any extensions or new routes.

- Does the agency have any plans to increase fares?

Response:

DDOT is not currently planning any fare increases. On November 4, 2015 DDOT hosted a DC Circulator Public Meeting Open House to provide, among other things, information on the DC Circulator system-wide improvements. DDOT provided an update to the community and gained feedback on Title VI Public Outreach for Major Service Changes and Fare Policy Changes. The meeting was held at the Anacostia Library from 6pm-8pm. Any future consideration of fare increases will include public involvement and a public hearing prior to changes to the fare.

10. Currently, the District leases a lot for the purposes of providing a garage for our Circulator fleet; however, we do not have a permanent garage.

- What is the status of DDOT securing a permanent garage for our Circulator busses?

Response:

The DC Circulator currently uses a maintenance facility that is leased through the operations and maintenance contractor. For vehicle storage, DC Circulator plans to use a National Parks Service facility at Hains Point for approximately one quarter of the fleet. DDOT is working to identify a site for a permanent home for the DC Circulator with adequate maintenance capacity to keep the fleet in a state of good repair.

- Has the agency determined potential locations for a garage?

Response:

DDOT has so far been unable to identify a suitable location for the DC Circulator maintenance facility. The site selection process is ongoing.

11. What steps are taken by DDOT to ensure that the agency coordinates with other entities (e.g., DC Water; Washington Gas; Pepco) for repaving and other roadwork?

- How does DDOT work with other agencies to ensure that all of the work necessary for a particular street is achieved simultaneously (so that a road isn't repaved and then almost immediately excavated for another project)?

Response:

There is a regulatory prohibition on excavations of roadways that have been repaved in the previous five (5) years. Those same regulations also provide for exceptions when warranted. Examples of authorized exceptions include:

- Emergency work (defined as a loss of vital service or “action necessary for the preservation of life or property” (DCMR §24-3403.9)
- Providing new service (or “capping” existing service) to a property.

These requests are required to be in writing and are all reviewed by a manager at DDOT's Public Space Permit Office. If authorized, the person performing the excavation is held to a higher standard for restoration, which can include as much as a new asphalt layer curb to curb and intersection to intersection as well as additional concrete requirements. In addition to this regulatory prohibition, DDOT meets monthly with all utilities to coordinate ongoing and upcoming activities including repaving and other roadwork. To prevent excavations in areas where work is prohibited, DDOT has the authority to issue Stop Work Orders, levy fines and take other enforcement actions as necessary to correct the situation.

- Residents have registered concerns that DDOT’s repaving is being conducted with materials that are not durable, which not only fails to solve the initial problem, but creates a new traffic hazard. What materials are being used for filling potholes? What is the lifetime associated with these materials? What is the agency’s methodology for assessing the repair requirements of a given pothole?

Response:

All materials used by DDOT are designed and approved to be consistent with DDOT Standard Specifications for Highways and Structures and American Association of State Highway and Transportation Officials (AASHTO) standards. These standards apply nationwide (including other state and local DOTs), and they ensure durability and reliability. However, depending on the age and condition of the surrounding roadway, these materials may not perform as expected (including their durability). The following provides a summary of the materials, pothole causes, and why age and surrounding roadway condition can affect performance:

Materials Used

DDOT use two types of asphalt repair materials for filling potholes. These materials are specified in DDOT Standard Specifications for Highways and Structures and are listed below:

1. **Hot Mix Asphalt** - This material is used as a “permanent repair” during summer or when the air temperature is above 50 Fahrenheit. This is the same hot mix asphalt that is used for paving and resurfacing of an entire roadway. Hot mix asphalt is produced and supplied by local asphalt plants in DC.
2. **High Performance Cold Mix Asphalt** - There are two different types of cold mix asphalt used by DDOT. One type is used during dry weather and the other during inclement weather and/or when there is ground water issue in the area where pothole exists. Both Cold Mix Asphalt materials are proprietary and consist of plant mixed or bagged stockpile. These materials are used at all times of year, regardless of weather conditions. They are also suitable for use under adverse weather conditions and sub-freezing ambient road temperatures.

Causes

Potholes occur for a number of reasons, including utility cuts, ground water, and sub-base materials in need of repair. The pothole materials described above will last for years if the pothole is cleaned out and materials are applied properly. Additionally, general road deterioration or ground water problems can cause persistent problems that pothole repair alone cannot address.

Lifetime of Materials

The underlying conditions of the roadway determine how long the materials will last. As mentioned above, hot mix asphalt material is considered to be a permanent repair and is expected to last for 8-10 years. Cold mix asphalt, when placed in a pothole or utility cut, are expected to maintain their integrity as long as, or longer

than, the surrounding existing paved material. The lifespan of cold mix asphalt varies, depending on the age and condition of the pavement base. If base materials on the roadway are sound, high performance cold mixes can last for years.

Methodology for Assessing the Repair

The process begins when a pothole request is entered into the Mayor's 311 Call System. The request is then routed to DDOT. DDOT evaluates the request in light of other requests in the area; for areas with repeated requests, an inspection is conducted (or scheduled) to see if non-pothole issues are causing the problem. Non-pothole issues range from broken utilities (waterline or sewer breaks), failed utility restoration (permanent or temporary), or groundwater. If it is a non-pothole issue, DDOT will close the request and indicate the reason (i.e., utility cut). In these cases, DDOT will schedule an inspection from its public space inspection to determine if the utility has a valid permit for its work, or if not, DDOT will take appropriate enforcement action.

If the agency determines that work is needed, the work is scheduled for DDOT's Street Maintenance Division. There are varying levels of pothole repair: there could be a single pothole or there could be numerous potholes in the area or even large portions of missing roadway. Most reported potholes are truly potholes; they require minor roadway repair via cuts, and patching with hot mix and or cold mix asphalt, or installing a concrete panel. However, a few "pothole requests" are actually too large for these techniques, requiring total resurfacing instead.

Total resurfacing of the roadway for the entire block entails milling, repairing the base, and adding a new asphalt topping. Some cases even require replacement of the roadway base (either sections or total reconstruction). Nevertheless, it is important to note that for most potholes there is no additional work or inspection required.

12. What is the agency doing to ensure that pocket parks are properly maintained? Has the agency considered transferring the parks to DPR?

Response:

DDOT properly maintains pocket or "triangle" parks that are under DDOT's jurisdiction. Specifically, DDOT's Urban Forestry Administration (UFA) maintains these parcels through in-house staff or contracts depending on the site conditions. Maintenance could include maintenance of turf, trees or general vegetation cover. In terms of transferring jurisdiction of the parks, many pocket parks are U.S. Reservations that were transferred to the District subject to limitations placed by the federal government on the park (or Reservation) at the time of transfer, typically from the National Park Service that affect which District agency retains jurisdiction over that particular park. Despite these limitations, DDOT continues to coordinate with DPR, OP, and DGS on jurisdiction and control over these parks. Furthermore, the Transportation Reorganization Act also delineates a process whereby DDOT will develop, implement, and enforce a

comprehensive plan that covers the care, maintenance, and upkeep of public space and federal reservations under the control of DDOT.

13. What is the status of the Pennsylvania Avenue Streetscape project, including major project milestones and timetables?

Response:

The Golden Triangle BID studied improvements to Pennsylvania Avenue NW between 17th and 22nd Streets. DDOT is negotiating a contract to conduct a robust planning study of the potential improvements, including pedestrian, bike, transit, and vehicular improvements. This study will expand on the BID study to include more detailed traffic analysis, incorporate the WMATA study of H & I streets to improve bus circulation, and address multi modal travel and safety issues in the study area. The planning study will kick off in Spring 2016 and will take 9-12 months to complete. Depending on the recommended course of action and funding availability, the project would move to the Preliminary Design phase in 2017. Final design and construction would occur after Preliminary Design, at which point DDOT would also have a refined construction cost estimate.

14. In Appendix 34, DDOT listed the following Streetscape projects as delayed:

- Kennedy Streetscape Georgia to North Capitol Street;
- 17th Street Potomac to Benning; and
- NJ & NY Avenues Intersection Improvements H Street to N Street. Please

Explain the delays associated with these projects.

Response:

DDOT leadership and senior managers and the Office of Contracting and Procurement and the Office of the Chief Financial Officer hold weekly meetings to ensure that projects are moving smoothly through the procurement process. The meetings focus on projects that are approaching the anticipated Notice to Proceed (NTP) step in the procurement process. If there are barriers to meeting the anticipated NTP dates, we discuss ways to remove barriers. This process begins early (months in advance of the anticipated NTP date). The goal is to keep senior managers abreast of project delivery schedules, potential delays, risks, and brainstorm solutions to facilitate the procurement process.

DDOT listed three delayed streetscape projects in its council oversight responses:

- 1) Kennedy Street: DDOT experience a delay on the Kennedy Street Streetscape because the project came in over budget. As a result, DDOT experienced a procurement delay; we are currently in the process of rebidding this project.
- 2) 17th Street (from Potomac to Benning): We experienced a utility delay whereby DC Water and Washington Gas are doing utility work before we can proceed with our construction.
- 3) NJ & NY Avenues Intersection Improvements: DDOT is experiencing a delay in construction because this project directly conflicts with the air rights for the Capitol Crossing project.

15. What is the status of DDOT's Congestion Management Study?

Response:

DDOT procured consultant services and issued a Task Order in December 2015 to conduct the study and to build public-facing analysis and visualization tools. The study is on track to be completed by Sept. 30th as planned. Currently, DDOT has completed a review of best practices and performance measures. DDOT is in the process of documenting baseline conditions that can then be used to assess possible short- and mid-term actions to address congestion and system reliability.

16. During its oversight hearing, several witnesses noted that the condition of the 16th Street roadbed north of Missouri Avenue, particularly between Van Buren and Aspen Streets, has deteriorated rapidly over the past two years.

- What are DDOT's plans for repair of the roadbed in this area?

Response:

DDOT is planning to resurface the road at this location. Resurfacing covers milling, repairing the base, and placing a new asphalt topping thereafter.

- What is the timeline for the restoration of this area?

Response:

This work will be completed by summer 2016.

- Does the agency have any plans to change traffic light sequencing in this area to reduce traffic speed?

Response:

The 16th Street corridor is part of the National Highway System and is a principal arterial under the District's roadway functional classification system. By this designation, 16th Street serves a major portion of trips entering and leaving the District, as well as significant intra-District north-south travel. DDOT does not change light sequencing along the arterial roadways to increase or decrease traffic speed. Signal timing is developed based on the posted speed limit. As for the 16th Street corridor, DDOT is actively working on network-wide signal timing optimization and bus prioritization initiatives. The primary objectives for optimization and prioritization initiatives are to reduce transit delays in this corridor with high bus ridership, optimize pedestrian crossing times, and improve overall flow of traffic. Both optimization and bus priority projects are scheduled for completion this fall.

17. Please provide an inventory of pedestrian crossing push buttons at signalized intersections in the District, DDOT's methodology for assigning crossing times to these push buttons, and the agency's plan to upgrade the city's system of pedestrian crossing buttons.

Response:

DDOT has provided an updated inventory of actuated pedestrian push buttons attached. This inventory includes all signalized locations in the District where push button actuations are required to cross the mainline traffic. In addition, DDOT is coordinating with a parallel effort, the ADA GIS data inventory, to map push-button actuated pedestrian crosswalks. Push buttons are required to initiate the walk signal at 304 intersections (20% of the signals in the District).

In terms of methodology, crossing times at the push button locations are calculated based on various factors as described in the Manual on Uniform Traffic Control Devices (MUTCD). These factors include, among other things, walking speed, length of the crosswalk, reaction time, pedestrian volumes etc. Special considerations are made at intersections with high volumes of elderly citizens to account for the unique needs of the user group. These considerations also include adjusting the calculations to reflect a lower walking speed to determine clearance intervals, providing leading pedestrian intervals, etc.

Regarding improvements to pedestrian crossing signals District-wide, DDOT continues to install Accessible Pedestrian Signals (APS). In many cases, installation of an APS requires reconstruction of poles, signals and curbs ramps. When all of these elements must be improved, the cost can approach \$250,000 per signal. Because of this significant cost, DDOT aligns signal improvements with the agency's reconstruction projects every year to upgrade about 5-10 signals every year. DDOT also leverages signal construction funding, which the agency receives every year for the construction of new traffic signals, HAWKs, and signal modifications, to rehabilitate one to two signals per year (as part of the 5-10 figure above). DDOT encourages APS signals as part of development projects as much as possible.

18. What plans does DDOT have for further extensions of the bicycle lane on 15th Street?

Response:

DDOT is planning to extend the bicycle lane on 15th Street from V Street to Euclid as part of DDOT's FY16 workplan. The current estimated construction date is Fall 2016. Construction of this segment will occur in sequence with the adjacent project currently under construction at 15th and W Street NW.

In March 2016, DDOT also completed a small connection of the 15th Street protected bike lane through the security perimeter at Lafayette Square, in partnership with the U.S. Secret Service and National Park Service.