

2021 Performance Oversight Questions
District Department of Transportation

A. ORGANIZATION AND OPERATIONS

1. Please provide a complete, up-to-date **organizational chart** for the agency and each division within the agency. Please include an explanation of the roles and responsibilities for each division and subdivision within the agency.
 - Please include a list of the employees (name and title) for each subdivision.
 - Has the agency made any organizational changes in the last year? If so, please explain.

DDOT's current organizational chart is attached as Appendix Q1a. A narrative explanation of the responsibilities for each division and subdivision is attached as Appendix Q1b. Please see Appendix Q3 for the list of employees, associated with the position listing requested in that item.

2. Please list each **new program** implemented by the agency during FY 2020. For each initiative please provide:
 - A description of the initiative.
 - The funding required to implement the initiative.
 - Any documented results of the initiative.

Slow Streets

In FY20, DDOT installed over 25 miles of Slow Streets across the city. The installations are designed to support neighborhood-based social distancing while residents walk, run, or cycle during the public health emergency. Slow Streets are restricted to local traffic only and the speed limit is set at 15 miles per hour. Drivers should only use a designated Slow Street if their destination is within two blocks of that street. Residents, emergency vehicles, deliveries, and trash collection vehicles still have access to Slow Streets. Streets with bus routes are not eligible for a Slow Streets designation.

Car Free Lanes

Dedicated, car free lanes will allow WMATA and Circulator to efficiently operate as the District enters Phase Two of reopening, helping to reduce passenger crowding and maintain safe distancing on buses. Bicyclists are permitted to use car free lanes, helping to reduce crowding on sidewalks.

Open Streets

In October 2019, DDOT hosted the inaugural DC Open Streets event along Georgia Avenue, NW. Nearly three miles of the avenue were closed to vehicular traffic to allow residents to walk along and in the roadway and enjoy a wide range of activities for all ages, abilities, and backgrounds.

Streateries

In May 2020, DDOT, in partnership with the Mayor's Office of Nightlife and Culture and the Alcoholic Beverage Regulation Administration, worked to launch the District's Streatery program. Streateries provide additional outdoor space on the sidewalk and parking lanes to provide space for restaurants to serve patrons while practicing effective social distancing.

Arts in the Right of Way

DDOT formally launched the Arts in the Right-of-Way (AROW) program to facilitate art in the public realm. AROW projects include various forms of art on public amenities and facilities such as bike racks, utility boxes, and pedestrian areas. In June 2020, DDOT installed rainbow-colored bands around crosswalks on 17th Street NW. DDOT worked on several projects to incorporate art into the right-of-way through curb extensions and closing unnecessary legs of traffic that allow for ground murals.

We are still analyzing data about these projects to better understand the related outcomes and contextualize them for the public health emergency.

3. Please provide a complete, up-to-date **position listing** for your agency, which includes the following information for each position:
 - Title of position.
 - Name of employee or statement that the position is vacant, unfunded, or proposed.
 - Date employee began in position.
 - Salary and fringe benefits, including the specific grade, series, and step of position.
 - Job status (continuing/term/temporary/contract).*Please list this information by program and activity*

See Appendix Q3.

4. Does the agency conduct annual **performance evaluations** of all of its employees? Who conducts such evaluations? What steps are taken to ensure that all agency employees are meeting individual job requirements? What are the performance measures by which employees are evaluated?

DDOT completes performance evaluations for each employee on a fiscal-year basis. The mid-year review is initiated by the employee's immediate supervisor, or (in the absence of the immediate supervisor) the reviewer. This review serves as a mechanism for providing feedback to an employee and to identify areas improvement and opportunities to reinforce positive work performance. Annual evaluations are facilitated by each employee's immediate supervisor with the supervisor's manager serving as the reviewer prior to finalization of the evaluation. DDOT's Human Resources Division utilizes queries created by DCHR to review current status of employees plans and evaluations; status updates are sent to the

employee's Supervisor and Managers encouraging them to conduct performance reviews and planning sessions with each employee. Each manager measures their respective employees through Peoplesoft standardized evaluation tool which measures the core competencies of Communication, Customer Service, Goal Attainment, Accountability and Job Knowledge. DDOT Human Resources collaborates with each manager whose employee does not meet individual job requirements with construction of Performance Improvement Plans(PIP) placement.

5. Please list all **employees detailed** to or from your agency, if any. Please provide the reason for the detail, the detailed employee's date of detail, and the detailed employee's projected date of return.

DDOT has detailed employee to the respective agencies of Department of Motor Vehicle (DMV) and Department of Employment Services (DOES). The detail assignments were a result of the Covid-19 pandemic and need for operational assistance. (See Attached – Q5 Appendix)

6. Please provide the position name, organization unit to which it is assigned, and hourly rate of any **contract workers** in your agency, and the company from which they are contracted.

Name	Unit	Contractor Name	Hourly Rate
Caleb Taylor	Call Center	Corporate Systems Resources, Inc.	\$23.47
Vontia Rogers	Public Space Regulations Division	Corporate Systems Resources, Inc.	\$23.81
Shawntanishia Zackery	Public Space Regulations Division	Corporate Systems Resources, Inc.	\$23.81
Sinaloa Hobson	Maintenance Division	RATP DEV USA	\$38.94
Stacy Poindexter	Maintenance Division	RATP DEV USA	\$33.65
Mary Kathryn Hart	Maintenance Division	RATP DEV USA	\$27.04
Katurah Brown	Transit Delivery	RATP DEV USA	\$32.69

7. Please provide the Committee with:
 - A list of all employees who receive cellphones, personal digital assistants, or similar communications devices at agency expense.
 - ◆ Please provide the total cost for mobile communications and devices at the agency for FY 2020 and FY 2021 to date, including equipment and service plans.

- A list of all vehicles owned, leased, or otherwise used by the agency and to whom the vehicle is assigned.
- A list of employee bonuses or special award pay granted in FY 2020 and FY 2021, to date.
- A list of travel expenses, arranged by employee.
- A list of the total overtime and worker's compensation payments paid in FY 2020 and FY 2021, to date.

A list of all employees who receive cellphones, personal digital assistants, or similar communications devices at agency expense.

- **Please provide the total cost for mobile communications and devices at the agency for FY 2020 and FY 2021 to date, including equipment and service plans.**

Please see Appendix Q7a for the list of all employees who receive cellphones, personal digital assistants, or similar communications devices at agency expense.

The total costs for mobile communications and devices for individual users are also listed in Appendix Q7a. Communication equipment are free to DDOT, as part of the service plans.

A list of all vehicles owned, leased, or otherwise used by the agency and to whom the vehicle is assigned.

Please see Appendix Q7b.

A list of employee bonuses or special award pay granted in FY 2020 and FY 2021, to date.

See Appendix Q7c.

A list of travel expenses, arranged by employee.

See Appendix Q7d

A list of the total overtime and worker's compensation payments paid in FY 2020 and FY 2021, to date.

See Appendix Q7e.

8. Please provide a list of each **collective bargaining agreement** that is currently in effect for agency employees.

- Please include the bargaining unit (name and local number), the duration of each agreement, and the number of employees covered.
- Please provide, for each union, the union leader's name, title, and his or her contact information, including e-mail, phone, and address if available.
- Please note if the agency is currently in bargaining and its anticipated completion date.

See Appendix Q8.

9. Please identify all **electronic databases** maintained by your agency, including the following:

- A detailed description of the information tracked within each system.
- The age of the system and any discussion of substantial upgrades that have been made or are planned to the system.
- Whether the public can be granted access to all or part of each system.

Please refer to the DC Enterprise Data Inventory (EDI) at:

<https://opendata.dc.gov/datasets/enterprise-dataset-inventory>. This is a comprehensive listing of DDOT's business systems and accompanying datasets. It is updated on an annual basis.

10. Please describe the agency's procedures for investigating allegations of **sexual harassment** or misconduct committed by or against its employees. List and describe any allegations received by the agency in FY 2020 and FY 2021, to date, and whether and how those allegations were resolved.

DDOT has designated a Sexual Harassment Officer (SHO) in accordance with the Mayor's Order 2017-313, Sexual Harassment Policy, Guidance and Procedures issued on December 18, 2017. The SHO is responsible for ensuring that both the individual filing the complaint and the accused individual are aware of the seriousness of the sexual harassment complaint. The SHO is responsible for adhering to the following procedural actions: explaining the sexual harassment policy and investigation procedures to the complainant and the respondent; arranging for an investigation of the alleged harassment; preparation of a written report of the findings; submission of a written report summarizing the results of the investigation and recommendations, submission of the final report to internal counsel for review and forwarding to the Mayor's Office of Legal Counsel (MOLC); and notification to the complainant and the respondent of the corrective actions.

Sexual Harassment Allegations:

FY 2019 – 3

All three (3) matters have been investigated. Two have been closed, and the third is still under review for legal sufficiency.

FY 2020 – 2

One matter was investigated and is pending an investigative report.
One matter is currently being investigated.

FY21 – 6

All six (6) matters have been investigated. Five have been closed and one is still under legal review.

11. For any **boards or commissions** associated with your agency, please provide a chart listing the following for each member:

- The member's name;
- Confirmation date;
- Term expiration date;
- Whether the member is a District resident or not;
- Attendance at each meeting in FY 2020 and FY 2021, to date.
- Please also identify any vacancies.

See Appendix Q11.

12. Please list the **task forces and organizations**, including those inside the government such as interagency task forces, of which the agency is a member and any associated membership dues paid.

- National Capital Region Transportation Planning Board (Metropolitan Planning funds from the FHWA allocation paid to the Metropolitan Washington Council of Governments to implement the Unified Planning Work Program that is approved annually)
 - State Technical Working Group
 - Transportation Planning Board Technical Committee (and multiple subcommittees such as Aviation, Bicycle and Pedestrian, Freight)
- Major Crash Review Task Force
- Mayor's Autonomous Vehicle Working Group
- Vision Zero Working Group
- Northern Virginia Regional Commission Fast Ferry Stakeholder Group (no known fee)
- Washington Metropolitan Area Transit Authority Jurisdictional Coordinating Committee (no known fee)
- Transportation Research Board (DDOT staff engage and lead various committees and topic areas) (approximately \$85K annually)
- Clean Air Partners (approximately \$55K, paid to the Metropolitan Washington Council of Governments)
- Conference of Minority Transportation Officials (COMTO)
- DC Multimodal Accessibility Advisory Committee
- DC Bicycle Advisory Committee
- DC Pedestrian Advisory Committee
- DC Sustainable Transportation Coalition (DCST)

Organizations for which dues are paid:

Organization	FY2019	FY2020	FY2021
American Association of State Highway & Transportation Officials (AASHTO)	\$30,549	\$30,549	\$30,549
Northeast Association of State Transportation Officials (NASTO)	\$2,000	\$2,000	\$2,000
National Association of City Transportation Officials (NACTO)	\$21,000	\$25,000	\$25,000 (estimate)

Eastern Transportation Coalition (I-95 Coalition)	\$40,000	\$40,000	\$40,000
North American Bikeshare Association (NABSA)			\$11,000

13. What has the agency done in the past year to make the activities of the agency more **transparent** to the public?

DDOT continues to build on existing processes and procedures to ensure the agency is providing timely, relevant, and beneficial information about operations, services, outreach activities, and key personnel. In response, the agency is using innovative and user-friendly technologies to reach the public and convey an array of information about services and programs that DDOT manages. The following resources and applications were implemented or improved to enhance transparency for the public:

Public Meetings - In FY 2020, DDOT continued to engage regularly with the public despite the challenges caused by the public health emergency. DDOT's Community Engagement team attended over 200 virtual ANC meetings to ensure that the community remained up-to-date on DDOT projects and other initiatives that will impact residents and users of the transportation network.

In late 2020, DDOT began hosting virtual public meetings for major projects and initiatives such as the moveDC 2021 Update and the Transportation Development Plan to engage residents about the return of DC Circulator service to Ward 7, among others. Public meetings provide an opportunity to listen to residents, garner input as well as share information regarding projects, studies, and services managed by the agency. Participants included the DDOT Director as well as senior and mid-level managers and project specialists. Community engagement and program staff continued to attend ANC meetings, civic association meetings, and other community meetings in an effort to better connect with residents and other impacted stakeholders. A full list of the meetings DDOT attended are available on the agency's website at www.ddot.dc.gov/events.

DDOT's Website - The main repository for all content, plans, services, and programs pertaining to DDOT is the public facing website that can be found at www.ddot.dc.gov. In 2020, DDOT's Public Information Division worked to redesign and refine the website to make it easier to navigate and more accessible for all stakeholders. The site increases the agency's transparency efforts as it houses comprehensive information and timelines for projects and studies, calendar of events, press releases, traffic advisories, weekly construction updates, testimonies, statements, and more. The website is updated regularly.

DDOT also continues to support the online community meeting request calendar to better plan for public meetings. The online intake form requests that residents give the agency three weeks advance notice to allow for proper coordination and staffing in preparation for the meetings. Meetings are now routinely accepted on a first-come, first-serve basis, with staff providing specific updates as requested. The form can be found at: <https://ddot.dc.gov/webform/meeting-request-form-advisory-neighborhood-commissions-or-other-community-groups>.

Social Media and Digital Engagement – DDOT incorporates social media into its overall communications strategies to deliver timely information to the public. DDOT's twitter feed (@DDOTDC) has more than 44,000 followers and actively engages the community via daily posts, responses, campaigns, and high engagement levels. DDOT's twitter handle continues to be a useful tool to share instant and up-to-date transportation-related changes to the community at large. DDOT's @DCVisionZero twitter feed performs a similar function, with an emphasis on safety information.

Traditional Media - On a monthly basis, DDOT's Public Information Division issues more than two dozen press releases, traffic advisories, public meeting notices, and weekly construction updates to keep residents informed about services, meetings, and projects. Each month, DDOT receives and responds to dozens of media inquiries from reporters from a variety of daily, weekly, and monthly outlets including broadcast news, newspapers, and online media.

DDOT Compendium - To continue supporting transparency with the District's constituency, DDOT maintains a public repository of policies and procedures when managing public space and the transportation network. In 2020, an interagency team began reviewing the information housed in the compendium to update the content and remove outdated information. As part of the effort, all DDOT owned manuals, guidelines, and policies are being transferred from the agency website to the compendium. All DDOT policies are publicly searchable and can be found at <https://wiki.ddot.dc.gov/display/public/COMP/Compendium>

Transportation Online Permitting System (TOPS) - DDOT provides the District with a real-time Public Space Permitting System. TOPS is an intuitive, online system that enables homeowners, utility companies, and businesses to apply for the specific type of public space occupancy, construction, excavation, and annual or rental permit required for use of the public space within the District of Columbia. TOPS may be accessed from home or conveniently placed kiosks at local Metropolitan Police Department District offices, and at DDOT's Public Space Permit Office located at 1100 4th Street SW.

Open Data - OCTO provides hundreds of data feeds on District government information via the open data website. DDOT has submitted many data sets that are publicly accessible including street light data, residential parking permit data, alley maintenance inventory, pavement marking data, and parking meter data. DDOT and OCTO published more than 17 million mapped records related to traffic enforcement and crashes. All of DDOT's open transportation data can be found at <http://opendata.dc.gov/datasets?q=transportation>

DDOT Call Center and Clearinghouse - DDOT manages an internal call center that answers and assists with incoming constituent queries pertaining to DDOT's feature services. This past fiscal year, the call center answered 47,792 calls. DDOT's customer service clearinghouse received and responded to 1,649 written communications from the "Ask the Director" link on DDOT's webpage, as well as formal letters to the Director and/or the Mayor via the Intranet Quorum (IQ) System.

14. How does the agency solicit **feedback** from customers? Please describe.
- What is the nature of comments received? Please describe.
 - How has the agency changed its practices as a result of such feedback?

DDOT is very interested in public feedback, and offers the community opportunities to provide input on changes to the District's transportation infrastructure and agency initiatives. DDOT uses a variety of methods to solicit feedback from customers including:

Social Media – DDOT continues to maintain a robust social media presence with over 44,000 followers on Twitter alone. The comments received through this medium vary, but they are typically related to projects, programs, and services provided by the agency. Residents also use social media to raise issues and seek corrective action for safety related issue. DDOT's Public Information Division monitors social media for comments, questions, and complaints and works with the appropriate divisions and teams for response and/or action, as necessary. DDOT responds to residents in the medium in which they approached the agency.

Public Meetings – DDOT regularly hosts and attends public meetings to gather input and public opinion as well as share information with the public regarding projects and services provided by the agency. The public health emergency caused by the COVID-19 altered normal operating posture, causing DDOT to rely on ANC Meetings to disseminate critical project updates to the community. In late 2020, DDOT began hosting virtual public meetings for major projects, ensuring that they were accessible for all residents to participate.

DDOT has continued its practice of allowing the public extended opportunities to weigh in on projects or proposed changes through online surveys. As a result of the feedback received, DDOT has improved proposed plans to address the concerns and needs of the District's varied constituencies.

Community Engagement Team - Community engagement is a core tenet of DDOT's external affairs strategy. DDOT's Community Engagement Division is made up of nine program analysts who have the pulse of the community's concerns related to the District's transportation network. The team is a critical resource to all DDOT teams whose work impacts the public. Their insight and feedback, based on their knowledge of the communities they serve, is critical to helping intra-agency teams develop thoughtful strategies for program and initiative rollouts.

Notice of Intent (NOI) - DDOT is required to give a written Notice of Intent (NOI) to modify traffic and/or parking requirements. The agency provides a publicly available NOI to notify ANCs and residents, as well as to solicit comments on the proposed modifications. Residents may provide comments to DDOT regarding the modifications proposed in an NOI no later than 30 days after the date of the NOI's publication. A listing of DDOT's recently published NOIs can be found at <https://wiki.ddot.dc.gov/display/NOI/Notice+of+Intent>

Public Space Meetings - The Public Space Committee meets monthly to review and render decisions on a number of permit applications for the use and occupancy of the public right of way. In 2020, the Public Space Committee Meetings were moved to a virtual setting. These permits include sidewalk cafes, over-height retaining walls, over-height fences, and security bollards. The public is encouraged to participate and provide feedback as it is considered. A complete list of the meeting dates can be found here <http://ddot.dc.gov/page/public-space-committee-meetings>

Press Releases and Media Relations – The public is informed of projects or initiatives that affect the community through press releases that are distributed to the media, the ANCs, other government leadership, stakeholders, and the community.

Specific Project Emails - DDOT creates new email addresses tied to various projects so staff can accept comments from the public. Residents can submit feedback, which is considered and included in project briefing packets and updates.

Ask the Director on the DDOT Website - DDOT's website features an Ask the Director tab, where residents can send in questions, complaints, and comments that are addressed in a timely fashion.

Public Involvement Plan - DDOT published a Public Involvement Plan in FY 2019 to guide the development of project-specific public outreach and standardize processes across different functional units in the department. The plan can be found at <https://ddot.dc.gov/page/public-involvement-plan>

15. Please complete the following chart about the residency of **new hires**:

Number of Employees Hired in FY20 and FY21 to date		
<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing		
Term		
Temporary		
Contract		

Number of Employees Hired in FY 2020*

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	174	102 (58.6%)
Term	0	0
Temporary	0	0
Contract	0	0

**This includes new hires, agency transfers, and promoted employees.*

Number of Employees Hired in FY 2021+*

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	34	9 (26.4%)
Term	1	1 (100%)
Temporary	0	0
Contract	0	0

+Note that all numbers are based on employees who were hired as of January 3, 2021.

**This includes new hires, agency transfers, and promoted employees.*

16. Please provide the agency's FY 2020 Performance Accountability Report.

See Appendix Q16, DDOT's FY 2020 Performance Accountability Report.

B. BUDGET AND FINANCE

17. Please provide a chart showing your agency's **approved budget and actual spending**, by division, for FY 2020 and FY 2021, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures.

See Appendix Q17.

18. Please list any **reprogrammings**, in, out, or within, related to FY 2020 or FY 2021 funds. For each reprogramming, please list:
- The reprogramming number;
 - The total amount of the reprogramming and the funding source (i.e., local, federal, SPR);
 - The sending or receiving agency name, if applicable;
 - The original purposes for which the funds were dedicated;
 - The reprogrammed use of funds.

See Appendix Q18.

19. Please provide a complete accounting for all **intra-District transfers** received by or transferred from the agency during FY 2020 or FY 2021, to date, including:
- Buyer agency and Seller agency;
 - The program and activity codes and names in the sending and receiving agencies' budgets;
 - Funding source (i.e. local, federal, SPR);
 - Description of MOU services;
 - Total MOU amount, including any modifications;
 - The date funds were transferred to the receiving agency.

See Appendices Q19a and Q19b

20. Please provide a list of all **MOUs** in place during FY 2020 and FY 2021, to date, that are not listed in response to the question above.

See Appendix Q20

21. Please identify any **special purpose revenue accounts** maintained by, used by, or available for use by your agency during FY 2020 or FY 2021, to date. For each account, please list the following:
- The revenue source name and code.
 - The source of funding.
 - A description of the program that generates the funds.
 - The amount of funds generated by each source or program in FY 2020 and FY 2021, to date.
 - Expenditures of funds, including the purpose of each expenditure, for FY 2020 and FY 2021, to date.

See Appendix Q21.

22. Please provide a list of all projects for which your agency currently has **capital funds** available. Please include the following:
- A description of each project, including any projects to replace aging infrastructure (e.g., water mains and pipes).
 - The amount of capital funds available for each project.

- A status report on each project, including a timeframe for completion.
- Planned remaining spending on the project.

See Appendix Q22.

23. Please provide a complete accounting of all **federal grants** received for FY 2020 and FY 2021, to date, including the amount, the purpose for which the funds were granted, whether those purposes were achieved and, for FY 2020, the amount of any unspent funds that did not carry over.

See Appendix Q23.

24. Please list each contract, procurement, lease, and grant (“**contract**”) awarded, entered into, extended and option years exercised, by your agency during FY 2020 and FY 2021, to date. For each contract, please provide the following information, where applicable:

- The name of the contracting party.
- The nature of the contract, including the end product or service.
- The dollar amount of the contract, including budgeted amount and actually spent.
- The term of the contract.
- Whether the contract was competitively bid or not.
- The name of the agency’s contract monitor and the results of any monitoring activity.
- Funding source;
- Whether the contract is available to the public online

See Appendix Q24 and Q38

25. Please provide the details of any **surplus** in the agency’s budget for FY 2020, including:

- Total amount of the surplus.
- All projects and/or initiatives that contributed to the surplus.

See Appendix Q25.

C. LAWS, AUDITS, AND STUDIES

26. Please identify any **legislative requirements** that the agency lacks sufficient resources to properly implement.

There are no current legislative requirements that DDOT lacks sufficient resources to implement.

27. Please identify any statutory or regulatory **impediments** to your agency’s operations or mission.

There are no statutory or regulatory impediments to DDOT's operations at this time.

28. Please list all **regulations** for which the agency is responsible for oversight or implementation. Where available, please list by chapter and subject heading, including the date of the most recent revision.

<i>DCMR Title & Chapter</i>	<i>Description</i>	<i>Most Recent Revision</i>
18-12	Bicycles, Motorized Bicycles, and Miscellaneous Vehicles	August 21, 2015
18-14	Commercial Transportation Safety	November 19, 2010
18-15	DC Circulator	December 10, 2010
18-16	DC Streetcar	November 28, 2014
18-17	Student Transportation	February 27, 2015
18-20	Traffic Regulations: Applicability and Enforcement	March 6, 1998
18-21	Traffic Signs, Signals, Symbols, and Devices	May 2, 2008
18-22	Moving Violations	February 28, 2020
18-23	Pedestrians	August 14, 1987
18-24	Stopping, Standing, Parking, and Other Non-Moving Violations	April 24, 2020
18-25	Size, Weight, Construction, and Loading of Vehicles	November 1, 1991
18-26	Civil Fines for Moving and Non-Moving Infractions	April 24, 2020
18-27	Special Parking Privileges for Persons With Disabilities	August 16, 2019
18-40	Traffic Signs and Restrictions At Specific Locations	April 24, 2020
18-99	Definitions	August 16, 2019
24-1	Occupation and Use of Public Space	February 14, 2020
24-2	Rental of Public Space	February 4, 2011
24-3	Administrative Procedures for Sidewalk Cafes	August 31, 2019
24-5	Vendors and Solicitors (Just Newspaper Stands)	July 30, 1993
24-6	Parking Facilities and Valet Parking	September 4, 2009
24-7	Parades and Public Events	September 24, 2010
24-8	Presidential Inaugurations	May 21, 1982
24-10	Deposits On Public Space	June 30, 1989
24-11	Downtown Streetscape	September 1, 2000
24-12	Sidewalks	December 13, 2013
24-13	Civil Fines Under D.C. Law 6-100	September 3, 2010
24-14	Street and Alley Closing	July 21, 1989
24-16	Valet Parking	September 3, 2010
24-20	Prevention of Hazardous Conditions	January 11, 1991

24-26	Transportation of Ultra-Hazardous Materials	December 9, 2005
24-33	Public Right-of-Way Occupancy Permits	October 30, 2020
24-34	Public Space Management of Excavation Work	February 14, 2020
24-35	Intercity Buses	June 24, 2011
24-37	Special Trees	January 21, 2005
24-41	Publisher Boxes	November 18, 2016

29. Please explain the impact on your agency of any **federal legislation or regulations** adopted during FY 2020 that significantly affect agency operations.

See responses to Questions 115 and 116. Otherwise, there were no federal legislation or regulations that were adopted during FY 2020 that significantly affected agency operations.

30. Please provide a list of all studies, research papers, and analyses ("**studies**") the agency requested, prepared, or contracted for during FY 2020. Please state the status and purpose of each study.

Study	Purpose	Status
Transportation Research Board Papers	<p>Presented at the 2021 Transportation Research Board Annual Meeting:</p> <ul style="list-style-type: none"> • "Comprehensive Transportation Review in DC: A Parking, TDM, and Design-Focused Alternative to the Traffic Impact Study in a Transit-Rich Setting" • "Bridge Life Cycle Cost Assessment: from Model Development to Analysis" • "Dynamic Curbside Management in the Age of New Mobility and e-Commerce: Case Studies from Columbus, OH" 	Presented January 2021

	and Washington, DC”	
Advisory Bicycle Lanes Evaluation	In October 2019, the FHWA granted DDOT permission for a trial of the advisory bicycle (bike) lane pattern on five corridors in the Capitol Hill area. Advisory bicycle lanes are not part of the Manual on Uniform Traffic Control Devices (MUTCD). In order to install these facilities and to support the ongoing evolution of permitted roadway features, DDOT must conduct an experiment and evaluate the designs.	Contracted in late September 2020. “Before” data analysis completed in fall 2020, “after” analysis will be done in summer/fall 2021.
DC Smart Street Lighting Project CE-3	DDOT and the District of Columbia Office of Public-Private Partnerships (OP3) are proposing to convert streetlighting across the District to light emitting diode (LED) technology, in conjunction with the Federal Highway Administration (FHWA). Due to the concerns raised early in the public involvement process, and in consultation with FHWA, DDOT made a determination early in the process to complete a CE-Level 3	Published September 2020
DC Autonomous Vehicles Study	DC Council directed DDOT to allocate \$250,000 to DC Sustainable Transportation (DCST) to commission a study on the impacts of autonomous vehicles (AVs) in the District. DCST hired AECOM to work on the study, guided	Delivered to Council on April 7, 2020.

	by a steering committee including DDOT, the DC Office of Planning, representatives from Business Improvement Districts, and other DCST partners.	
Congestion Pricing Study	In the Fiscal Year 2020 Budget Support Act, the Council allocated \$500,000 to evaluate the potential effects of implementing congestion pricing in the District. This study would focus particularly on equity, inter-jurisdiction collaboration, effects of different pricing strategies, and cordon pricing.	DDOT anticipates that DCST will submit the Final Report to DDOT in March of 2021. Afterwards, the report will undergo internal review before submission to Council.

31. Please list and describe any ongoing **investigations**, audits, or reports on your agency or any employee of your agency, or any investigations, studies, audits, or reports on your agency or any employee of your agency that were completed during FY 2020 or FY 2021, to date.

See Appendix Q31 & Q32.

32. Please identify all **recommendations** identified by the Office of the Inspector General, D.C. Auditor, or other federal or local oversight entities during the previous 3 years. Please provide an update on what actions have been taken to address these recommendations. If the recommendation has not been implemented, please explain why.

See Appendix Q31 & Q32.

33. Please list any **reporting** requirements required by Council legislation and whether the agency has met these requirements.

Please see the response to Question 90, which references Appendix Q90.

34. Please list all pending **lawsuits** that name the agency as a party, and provide the case name, court where claim was filed, case docket number, and a brief description of the case.

See Appendices Q34a and Q34b.

35. Please list all **settlements** entered into by the agency or by the District on behalf of the agency in FY 2020 or FY 2021, to date, including any covered by D.C. Code § 2-402(a)(3), and provide the parties' names, the amount of the settlement, and if related to litigation, the case name and a brief description of the case. If unrelated to litigation, please describe the underlying issue or reason for the settlement (e.g. administrative complaint, etc.).

See Appendix Q35.

36. Please list any **administrative complaints or grievances** that the agency received in FY 2020 and FY 2021, to date, broken down by source. Please describe the process utilized to respond to any complaints and grievances received and any changes to agency policies or procedures that have resulted from complaints or grievances received. For any complaints or grievances that were resolved in FY 2020 or FY 2021, to date, describe the resolution.

Office of Employee Appeals

Employees may appeal certain disciplinary actions or terminations to the Office of Employee Appeals (OEA) within 30 days of that action taking place. In general, employees can allege that DDOT did not follow the proper procedure to enact discipline or terminate his or her employment.

If parties request mediation or the nature of the appeal is one that can be settled through mediation, the appeal is referred to OEA's Mediation and Conciliation Program. If mediation is unsuccessful or the appeal was not referred to mediation, the appeal is referred to an administrative judge for adjudication.

An administrative judge will hold a pre-trial followed by a hearing where both parties can provide supporting documentation and call witnesses. The administrative judge will issue an initial decision that may be appealed either to the full OEA board or to the DC Superior Court.

DDOT is currently handling two OEA matters that are considered pending. In one claim, a former employee alleges DDOT did not adhere to the proper procedures when terminating her for failure to meet the standards of a performance improvement plan. The claim is currently pending.

In another matter, an employee appealed her termination for being found unsuitable for her position after allegedly driving while intoxicated and in violation of a court order prohibiting her from driving until further order of the court.

Office of Human Rights

Employees may file a claim with the Office of Human Rights if they believe they have been discriminated against due to membership in a [District protected class or trait](#). DDOT has received six claims of this nature; four are currently pending, one was dismissed, and one was withdrawn.

A terminated employee filed a claim based upon retaliation. This claim is currently pending.

An employee filed a claim based upon gender; the employee voluntarily withdrew the claim.

A former employee filed a claim for retaliation for utilizing FMLA. This claim is currently pending.

An employee has filed a claim based upon retaliation for utilizing FMLA. This claim is currently pending.

An employee has filed a claim for retaliation for failure to promote and provide training. This claim is currently pending.

A former employee filed a claim for retaliation, age, national origin, alleging failure to promote and termination. OHR administratively dismissed the claim based upon scarcity of resources.

U.S. Equal Employment Opportunity Commission

Former or current employees may file a claim with the U.S. Equal Employment Opportunity Commission (EEOC) if they believe they have been discriminated against due to membership in a federally protected class or characteristic to include an individual's: race, children, national origin, religion, sex, age, disability, sexual orientation, gender identity, genetic information, and retaliation for reporting a discriminatory practice. DDOT has received three claims of this nature: all have been dismissed.

An employee filed a claim for failure to promote based upon race, age, and retaliation. EEOC dismissed this claim; the employee has now filed a federal court lawsuit being handled by OAG.

A terminated employee filed a claim based upon race and color. EEOC dismissed this claim; the former employee has now filed a federal court lawsuit being handled by OAG.

A terminated employee filed a claim based upon race, color, and retaliation. EEOC dismissed this claim; the former employee has now filed a federal court lawsuit being handled by OAG.

Office of Administrative Hearings

DDOT serves Notices of Violation for public space violations and Notices of Infraction for Urban Forestry violations. These citations are adjudicated before the Office of Administrative Hearings (OAH).

In contrast to usual procedures, as opposed to DDOT initiating an OAH matter through enforcement action, DDOT received a claim before this tribunal from a public space permit applicant. The permit application was denied; and, as a result, the applicant seeks to have OAH compel DDOT to issue the two permits sought. This case was dismissed for lack of jurisdiction.

Public Employee Relations Board

The Public Employee Relations Board (PERB) responds to and adjudicates unfair labor practice complaints that are filed in accordance with PERB Rules.

DDOT adjudicated no unfair labor practice complaints through PERB this past reporting period.

D. ADDITIONAL ORGANIZATION AND OPERATIONS QUESTIONS

37. Please list any allegation of wrongdoing or workplace misbehavior with respect to ethics violations or fraud reported to the agency in FY 2020 and FY 2021, broken down by source. Please also describe the process utilized to respond to these allegations.

DDOT understands that this question is concerning allegations of ethics violations or fraud. DDOT has not received any allegations of ethics violations or fraud in Fiscal Year 2020 or Fiscal Year 2021, to date.

The process to respond to an allegation of an ethical violation is to forward that claim to the Board of Ethics and Government Accountability (BEGA) to take action. If BEGA issues a notice of violation against a DDOT employee, DDOT would take appropriate disciplinary action against the employee. The process to respond to an allegation of fraud is to forward the allegation to the Office of the Inspector General (OIG) to investigate. DDOT officials will work with OIG inspectors to determine if fraud has occurred. If there is criminal misconduct, OIG will assume the entire investigation. If OIG reports to DDOT that fraud has occurred, DDOT would take appropriate disciplinary action against the employee.

38. How many contracts did the agency enter into in FY 2020? Are all available to the public online? If not, how many are available online? Why are some not available online?

See Appendix Q24 and Q38. One hundred thirty-one contracts were awarded, extended, or had options exercised in FY2020. As of January 31, 2021, the Office of Contracting and Procurement (OCP) reports that eight contracts entered into during FY 2020 are now available online. One hundred sixteen of the items relevant to this question are Task Orders or Modifications to contracts. OCP reports that such items are typically not posted online. As of January 31, 2021, seven of the FY 2020 contracts are not yet available, because publishing is pending OCP approval of all relevant documentation.

39. What funds have been reprogrammed from the agency in FY 2021?

- a. The Mayor is currently planning a reprogramming of FY 2021 funds. What funds will be reprogrammed from DDOT?

In FY 2021, no funds have been reprogrammed from the agency.

40. How much of the agency's FY 2020 and FY 2021 budgets, in dollar amount and percentage, is federal funding?

- How much of this funding is for roads?

DDOT 2021 Performance Oversight Hearing
Appendix 40 - Federal Funding

Table 1: Federal funding for DDOT's Operating and Capital Budgets, FY 2020 (in thousands)

	<i>Total</i>	<i>Federal</i>	
Operating	\$146,658	\$14,509	10%
Capital	\$646,917	\$176,077	27%
<i>MRR00 - Major Rehabilitation, Reconstruction, Replacement*</i>		\$40,917	

Table 2: Federal funding for DDOT's Operating and Capital Budgets, FY 2021 (in thousands)

	<i>Total</i>	<i>Federal</i>	
Operating	\$146,997	\$17,212	12%
Capital	\$517,808	\$189,895	37%
<i>MRR00 - Major Rehabilitation, Reconstruction, Replacement*</i>		\$61,260	

* The MRR00 Master Project funds rehabilitation and reconstruction of minor arterials, collectors, arterials, roads on the national highway system, highways/freeways, bridges, as well as pedestrian and cyclist facilities.

Source: FY 2020 and 2021 Approved Budgets for the District of Columbia

41. Please answer the following about the Automated Traffic Enforcement Program:

- How are decisions made with respect to the placement of cameras?
- Whether such decisions have resident involvement?
- Whether such decisions have communication with executive officials outside of DDOT, such as the Deputy Mayor, Mayor's Office, CFO or others?

How are decisions made with respect to the placement of cameras?

Placement of automated enforcement cameras is determined by the DDOT Traffic Safety Assessment (TSA) process. As automated enforcement is another safety tool, using the TSA safety review process ensures that the area is reviewed for other potential safety improvements in addition to

automated enforcement. The site review for automated enforcement follows a data-driven process to ensure that areas with the greatest need are targeted for the small number of portable assets deployed under the rotational program. This site review considers a host of characteristics including an analysis of speed and crash data, adjacent land uses, potential points of exposure for pedestrians, bicyclists or other vulnerable roadway users.

Whether such decisions have resident involvement?

Most requests and recommendations for camera deployment and location surveys come from residents.

Whether such decisions have communicated with executive outside of DDOT such as the Deputy Mayor, Mayor's Office, CFO or others?

Senior MPD and DDOT management are notified before any installation.

E. PROGRAM-SPECIFIC QUESTIONS

I. Infrastructure and Maintenance

42. What is the state of federal roads in the District? Please provide:

- The number of miles of federal roads in the District.
- The percentage of federal roads assessed as Excellent, Good, Fair, and Poor.
- The agency's goals for federal roads assessed as Excellent, Good, Fair, and Poor in FY 2021.
- The amount of funding spent (broken out by local, federal, and special purpose dollars) on resurfacing/improving federal roads in FY 2020.
- Miles of federal roads resurfaced/improved in FY 2020.
- An assessment of whether the amount of funding dedicated to federal roads in FY 2020 was sufficient to meet agency goals.

The number of miles of federal roads in the District.

472.25, of which 448.52 miles are DDOT maintained.

The percentage of federal roads assessed as Excellent, Good, Fair, and Poor.

Excellent	27.55%
Good	22.81%
Fair	22.20%
Poor	27.44%

The agency's goals for federal roads assessed as Excellent, Good, Fair, and Poor in FY 2021.

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2021 paving plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset's condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

The amount of funding spent (broken out by local, federal, and special purpose dollars) on resurfacing/improving federal roads in FY 2020.

In FY 2020, DDOT spent \$35.0M in total on federal system, \$18.4M on non-National Highway System (NHS) roads and \$16.6M on NHS roads.

DDOT 2021 Performance Oversight Hearing

Expenditures on Roadway Rehabilitation Projects

data as of 1.22.21

Project	FY 2020
Federal funds	
MNT19A	\$16,639,916
MNT54A	\$18,437,644
Total	\$35,077,560

Miles of federal roads resurfaced/improved in FY 2020.

47.86 miles, as found on the [PaveDC](#) website

An assessment of whether the amount of funding dedicated to federal roads in FY 2020 was sufficient to meet agency goals.

The amount of funding allocated to the paving program in FY 2020 allowed DDOT to accomplish the proposed federal paving plan. However, there were a small number of locations that were delayed due to weather and other priority projects.

43. What is the state of local streets in the District? Please provide:

- The number of miles of local streets in the District.
- The percentage of local streets assessed as Excellent, Good, Fair, and Poor.
- The agency's goals for local streets assessed as Excellent, Good, Fair, and Poor in FY 2021.
- The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving local streets in FY 2020.
- Miles of local streets resurfaced/improved in FY 2020.
- An assessment of whether the amount of funding dedicated to local streets in FY 2020 was sufficient to meet agency goals.

The number of miles of local streets in the District.

699.47, of which 591.87 miles are DDOT maintained.

The percentage of local streets assessed as Excellent, Good, Fair, and Poor.

Excellent	40.89%
Good	16.49%
Fair	13.97%
Poor	28.64%

The agency's goals for local streets assessed as Excellent, Good, Fair, and Poor in FY 2021.

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2021 paving plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset's condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving local streets in FY 2020.

DDOT spent \$81.5M on local street resurfacing and roadway improvements in FY 2020.

DDOT 2021 Performance Oversight Hearing
Expenditures on Roadway Rehabilitation Projects
data as of 1.22.21

Project	FY 2020
Local funds	
SR301C-SR308C	\$81,529,878

Miles of local streets resurfaced/improved in FY 2020.

127.69 miles, as found on the [PaveDC](#) website

An assessment of whether the amount of funding dedicated to local streets in FY 2020 was sufficient to meet agency goals.

The amount of funding allocated to the paving program in FY 2020 allowed DDOT to accomplish the proposed paving plan. However, there were a small number of locations that were delayed due to weather and other priority projects.

44. What is the state of alleys in the District? Please provide:

- The number of miles of alleys in the District.
- The percentage of alleys assessed as Excellent, Good, Fair, and Poor.
- The agency's goals for alleys assessed as Excellent, Good, Fair, and Poor in FY 2021.
- The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving alleys in FY 2020.
- Miles of alleys resurfaced/improved in FY 2020.
- An assessment of whether the amount of funding dedicated to alley maintenance and repair in FY 2020 was sufficient to meet agency goals.

The number of miles of alleys in the District.

362.61, of which 350.18 miles are DDOT maintained.

The percentage of alleys assessed as Excellent, Good, Fair, and Poor.

Excellent	61.4 %
Good	12.1 %
Fair	9.5 %
Poor	17.0%

The agency's goals for alleys assessed as Excellent, Good, Fair, and Poor in FY 2021.

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2021 alley paving plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset's condition rating, outstanding 311 service request counts, age of service requests and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving alleys in FY 2020.

DDOT spent \$21.7M of local capital funds in FY 2020 on alleys.

DDOT 2021 Performance Oversight Hearing	
Expenditures on Alleys	
data as of 1.22.21	
Project	FY 2020
CEL21C (locally funded)	\$21,685,678

Miles of alleys resurfaced/improved in FY 2020.

407 alley locations or 19.85 miles, as found on the [PaveDC](#) website

An assessment of whether the amount of funding dedicated to alley maintenance and repair in FY 2020 was sufficient to meet agency goals.

The amount of funding allocated to the alley program in FY 2020 allowed DDOT to accomplish the proposed paving plan. However, there were a small number of locations that were delayed due to weather and other priority projects. The agency was able to start and complete AlleyPaloozas 8 & 9, complete 21.7 miles of alleys.

45. What is the state of sidewalks in the District? Please provide:

- The number of miles of sidewalks in the District.
- The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor.
- The agency's goals for sidewalks assessed as Excellent, Good, Fair, and Poor in FY 2021.
- The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving sidewalks in FY 2020.
- Miles of sidewalks resurfaced/improved in FY 2020.
- An assessment of whether the amount of funding dedicated to sidewalks in FY 2020 was sufficient to meet agency goals.

The number of miles of sidewalks in the District.

1,495.08, of which 1,406.76 miles are DDOT maintained

The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor.

Excellent	62.57 %
Good	32.08 %
Fair	5.35 %
Poor	0 %

The agency's goals for sidewalks assessed as Excellent, Good, Fair, and Poor in FY 2021.

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2021 sidewalk plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset's condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving sidewalks in FY 2020.

DDOT spent \$19.0M of local capital funds in FY 2020 on sidewalks.

Expenditures on Sidewalks

data as of 1.22.21

Project	FY 2020
CAL16C (locally-funded)	\$19,025,020

Miles of sidewalks resurfaced/improved in FY 2020.

57.17 miles of sidewalk blocks, as found on the [PaveDC](#) website

46. What is the state of bridges and tunnels in the District? Please provide:
- The number, name, and location of each structurally deficient bridge and tunnel.
 - The timeline for repairing or replacing each structurally deficient bridge and tunnel, including the date when construction is expected to begin.
 - Are any of these bridges and tunnels expected to reach a hazardous state, necessitating its closure or reduction in use, before construction is completed?
 - The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving bridges and tunnels in FY 2020.
 - Miles of bridges and tunnels resurfaced/improved in FY 2020.
 - What is DDOT's protocol for detecting and removing graffiti on bridges?

See Appendix Q46 for Structurally Deficient Bridges.

The number, name, and location of each structurally deficient bridge and tunnel.

There are five (5) DDOT owned structurally deficient bridges in the District. Attachment Q48 table shows the name and location of each structurally deficient bridge.

The timeline for repairing or replacing each structurally deficient bridge and tunnel, including the date when construction is expected to begin.

Project status for repairing or replacing of the structurally deficient bridges is included in Attachment Q48.

Are any of these bridges and tunnels expected to reach a hazardous state, necessitating its closure or reduction in use, before construction is completed?

None of these bridges is in a critical state.

The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving bridges and tunnels in FY 2020.

DDOT spent \$5.5M of capital funds in FY 2020 on resurfacing/improving bridges. DDOT also spent an additional \$4.6M on tunnels in FY 2020.

DDOT 2021 Performance Oversight Hearing	
Expenditures on Bridges & Tunnels	
data as of 1.22.21	
Bridge Asset Preservation Projects	FY 2020
CITYWIDE FEDERAL AID CONSULTANT BRIDGE I	\$2,189,669
MNT13A	
FY13 PREV MNT & EMERG REP HWY STR	\$1,748,900
MNT08A	
HWY STRUCTURES PREV MNT & REPAIRS	\$712,776
MNT56A	
FY17 CW CONSULTANT O-E BR DSGN	\$560,037
MNT49A	
BRIDGE MANAGEMENT PROGRAM	\$294,568
MRR43A	
MRRB7A	
BRIDGE DESIGN	\$25,990
MNT66A	
CW FA PREV MAINT & EMERG REPAIRS ON HIGH	\$10,521
MNT51A	
TOTAL	\$5,542,461
Tunnel Asset Preservation Projects	FY 2020
ASSET PRESERVATION OF TUNNELS IN THE DIS	\$3,491,061
MNT20A	
FY12-16 ASSET PRES & PREV MAINT OF TUNNE	\$1,073,937
CD063A	
TOTAL	\$4,564,998

Miles of bridges and tunnels resurfaced/improved in FY 2020.

In FY 2020 DDOT's bridge preservation and preventive maintenance program improved approximately 3.0 miles of bridges and 15 tunnels (2.2 miles).

What department at DDOT is responsible for removing graffiti on bridges?

Graffiti removal happens alongside regular maintenance work performed on the bridge, not as a separate work item. When such work occurs, DDOT's Maintenance Division is responsible.

What is DDOT's protocol for detecting and removing graffiti on bridges?

Graffiti detection comes to District of Columbia agencies from citizens, and DDOT workers, bridge inspections. DDOT and Preventive Maintenance removes graffiti incidental to bridge repairs. In cases where federal highway funding is used for bridge maintenance, if graffiti removal is not included in the scope of work, it cannot be done, even with local funds.

How much money did DDOT spend on removing graffiti on bridges in FY 2020?

No graffiti removal was performed by DDOT in FY 2020.

47. What is the status of the Streetscape projects currently underway? For each project, please include:

- The project's name and location.
- The project's budget.
- Status (e.g., the stage in design process or under construction).
- Whether the project is on schedule and on budget.
- Anticipated completion date.

See Appendix Q47 for all active streetscape projects.

Projects in earlier stages of the project development process (Planning and Preliminary Engineering) have less certain costs and construction schedules. The construction schedules shown assume funding availability. However, the construction dates may change based on funding availability. Projects shown with "TBD" dates in the table are being advanced through planning or preliminary design, but are too early in the process to assign construction start/end dates.

48. Please address the following projects with the same information as requested in question #43 (e.g. the project's name and location):

- The Florida Avenue Multimodal project
 - The Maryland Avenue Streetscape project
 - The Cleveland Park Streetscape and Drainage Improvement Project
 - The C Street Northeast rehabilitation project
 - The Reconstruction and Rehabilitation of the Pedestrian Bridge and Connecting Trail at Arizona Avenue, NW.
 - Canal Road and sidewalk connecting Arizona to Capital Crescent Trail
-
- The design for the Florida Avenue NE Streetscape Project (from 2nd Street to H Street NE) will be completed in February 2021. The project will then be advertised for construction, and DDOT plans to break ground later in 2021.
 - The Maryland Avenue NE Streetscape project is in construction and it is about 55% complete, the project is scheduled to be completed by December 2021. The change to completion date is due to additional scope added and unanticipated WG work which impacted the schedule.
 - The Cleveland Park Streetscape and Drainage Improvements design is completed. The solicitation preparation for construction is underway. Construction is expected to be advertised in Spring 2021 with construction to start in Summer 2021.
 - The C Street Northeast rehabilitation design was completed in May 2020, and it was advertised for construction in 2020. Construction should start in March 2021.

- The Pedestrian Bridge over Arizona Ave and connecting trails is 30% complete. DDOT endeavors to balance its trail portfolio across the District, and unfortunately due to limited resources cannot afford to move forward on all important trail projects at this time, including the Arizona Ave pedestrian bridge. Within these resource constraints, DDOT does have funding to advance the design of Arizona Avenue Connector Trail to the Capital Crescent Trail. DDOT will continue to evaluate our resources and will advance this project should funding become available.
- The Arizona Avenue Connector Trail to the Capital Crescent Trail has received FY 21 local funding for 30% design. Right of way discussions between DDOT and the National Park Service are ongoing and the project is on hold until a resolution can be reached.
- The Canal Road Slope Stabilization Project is located on Canal Road in Ward 4 from approximately Q St NW to Ridgeview Way NW. The project is currently in the Preliminary Geotechnical Design Stage. The 30% Design submission milestone is set for Spring, 2021 and the 30% Public Meeting is set for April, 2021. 100% Design completion is expected in Fall 2021. The project is currently planned for construction to begin in FY 2023.

49. What is the status of the 11th Street Bridge and South Capitol Street Bridge Projects? Did the timeline, budget, or scope of either project change in FY 2020 or FY 2021, to date?

11th Street Bridge Park Project

Bound by the Washington Navy Yard on one side and Anacostia Park on the other, the 11th Street Bridge Park will be a place for gathering and entertainment for those in the neighboring communities, a playful destination for some, and a pedestrian or bicycle route for others.

Current Status: The project is currently in the final design stage, National Capital Planning Commission (NCPC) and the Commission of Fine Arts (CFA) approved the preliminary design fall 2020. The final design to be completed by fall 2022. The environmental analysis and preliminary design of the project was completed fall of 2020.

Timeline: The project final design to be completed by Fall 2022. The project is currently not fully funded to begin construction at this time. The 11th Street Bridge Park Funding Limitations Act of 2015 sets limits on funding contributions such that 50% of the total projected construction cost should be raised by private donors. Once donations and local funding have been provided, DDOT can begin construction. This is a change from the schedule reported last year. The change was due to delays in the environmental review process, along with delays in the procurement for the final design contract.

South Capitol Street Bridge Project

The South Capitol Street (SCS) Corridor Project is divided into two phases:

- Phase 1 includes two segments: Segment #1 includes the new Frederick Douglass Memorial Bridge (FDMB) over the Anacostia River and the approaches on each side of the river; Segment #2 includes the reconstruction of a portion of I-295, including the I-295/Suitland Parkway Interchange.
- Phase 2 includes three segments: Segment #3 constructs a new interchange on Suitland Parkway at MLK, Jr. Avenue; Segment #4 includes reconstruction and streetscape improvements on South Capitol Street from O St to D St; and Segment #5 includes streetscape improvements on New Jersey Avenue north of M Street SE.
- Phase 1 of the SCS Corridor Project was awarded in July 2017 to South Capitol Bridge Builders - A Joint Venture of Archer/Western and Granite Construction Companies for \$440.8 million. To date there have been \$12.149 million of approved change orders bringing the total adjusted contract amount to be \$452,935,134.31. DDOT awarded the Program Management/Construction Management Oversight contract to HNTB in August 2017 for \$45,386,146.

Current Status: Construction progress is 74% complete as of December 1, 2020, and 69% of the construction budget has been invoiced. The contractor is performing satisfactorily and as certain potential risks have been mitigated or omitted, the program is considering advancing Phase 2, Segment 3 design activities ahead of schedule using available contingency funds. The program is also conducting a feasibility study of Segments 4 and 5 of Phase 2 during FY21. This feasibility study is intended to revisit the recommendations from the SFEIS, in light of the significant redevelopment that has occurred in the area since 2015.

Timeline: The project completion date has not changed significantly. With the award of the project and DDOT obtaining all major construction permits, the project timeline for Phase 1 remains as follows:

- Project Award - July 2017
- Start of Construction - January 2018
- New FDMB and approaches completion – September 2021
- Project Completion - Winter 2021/2022

Funding: Funding for the project remains as shown in the Updated Financial Plan.

50. Please provide the agency's street, alley, and sidewalk improvement schedule for FY 2020 through FY 2024.
- Which streets, alleys, and sidewalks were scheduled to be improved in FY 2020?
 - Of these, which were not completed? Why?

DDOT creates an annual work plan, in February/March, to address infrastructure related repairs (Sidewalk, Streets and Alleys) based on annual surveys, other quality assessments, and 311 service requests. The annual work plans are published on DDOT's [PaveDC](#) dashboard, as well as project status (planned, under construction, substantially complete, and completed). The FY 2021 work plan is currently under review by staff and paving locations are being inspected by DDOT's engineers for final approval. As with previous years any location that is not completed in FY 2020, due to conflicts or other issues, will be advanced to the FY21 work plan.

51. Please explain whether DDOT facilitates a utility working group to plan and coordinate when roads can and will be torn up for utility line replacement.
- Which entities are involved?
 - Are there set times for meetings? If so, when and how often are they? Please provide a list of meeting dates, times, locations, and attendees for FY 2020 and FY 2021, to date.
 - What is the protocol to determine whether a street can be torn up for utility work? How do the various utilities coordinate on which streets to tear up?
 - How many emergencies have there been in FY 2020 and FY 2021, to date, that required a road or sidewalk to be torn up?

DDOT IPMD holds monthly Utility Coordination Meetings where IPMD Project teams provide updates on the status of their projects in various stages of planning, design, and/or construction, and address necessary utility coordination efforts at a high level. Granular discussions occur at project specific meetings between representatives of the appropriate utilities and project team members. The monthly Utility Coordination Meeting also offers an opportunity for the entities listed below to communicate current and future work, and also address any coordination efforts that may be required at the present time.

Which entities are involved? Is this required by a law, regulation, or policy?

Invitees include representatives from the following entities:

- DC Water
- Pepco
- Washington Gas
- Verizon

- Comcast
- RCN
- CenturyLink/Qwest
- WMATA
- Public Service Commission
- DDOT IPMD Teams
- DDOT TOA Asset Management Branch
- DDOT PSRD

24 DCMR 3401.1 requires that “On the first day of June and December of each year, or the first regular business day immediately thereafter, any Person owning underground stand-alone conduit in the Public Right-of-Way shall submit to the Department a plan” showing planned excavation work anticipated during the upcoming two-year period. The above list of entities either own such conduit, own assets likely to be impacted by excavation in the public right-of-way, or have relevant regulatory authority over such entities.

Are there set times for meetings? If so, when and how often are they? Please provide a list of meeting dates, times, locations, and attendees for FY 2020 and FY 2021, to date.

The meetings are held ten (10) times annually, at 10:30 AM on the last Tuesday of each month excluding August and December. The meetings traditionally have taken place at DDOT’s 55 M Street SE location. Beginning in March 2020 the meetings have been conducted virtually through Microsoft Teams.

FY 2020 Dates:

- October 29, 2019
- November 26, 2019
- January 28, 2020
- February 25, 2020
- March 31, 2020
- April 28, 2020
- May 26, 2020
- June 30, 2020
- July 28, 2020
- September 29, 2020

FY 2021 Dates:

- October 27, 2020
- November 24, 2020
- January 26, 2021
- February 23, 2021
- March 30, 2021
- April 27, 2021

- May 25, 2021
- June 29, 2021
- July 27, 2021
- September 28, 2021

Please see Appendix Q51 for October 29, 2019 – November 24, 2020 meeting attendees.

DDOT's Public Space Regulation Division (PSRD) holds monthly meetings with DC Water, Pepco, Washington Gas, and Verizon individually. The meeting with DC Water is held the first Wednesday of the month, with Pepco the second Wednesday, with Washington Gas the third Wednesday, and Verizon the fourth Wednesday. The attendees include the utilities' permitting teams, construction teams including maintenance and capital improvement project teams, and government liaisons.

What is the protocol to determine whether a street can be torn up for utility work? How do the various utilities coordinate on which streets to tear up?

DC Regulations provide that other than for non-emergency work, a permit will not be issued for streets that have been "reconstructed or resurfaced" in the five (5) years before the application for a permit was submitted. The regulation does provide for DDOT to grant exceptions to this "moratorium" for good cause shown. Other than for emergency work, which is explicitly excluded from the moratorium, the most common reasons DDOT grants exceptions are for new utility connections for new construction and for capping existing service when service is no longer required by the end user. If an exception is granted, the person performing the excavation may be held to a higher standard for restoring the right of way beyond the limits of restoration provided for in DDOT's Standard Specifications for Highways and Structures.

What is the process for tearing up a road during an emergency? What constitutes an emergency, and is that definition based in regulation or policy?

Utilities report emergencies 24 hours a day, 7 days a week, using DDOT's online permitting system, TOPS. They initiate a report whenever a crew is dispatched to investigate any report the utility receives of an emergency in public space. Nearly 30 percent of initial investigations return a report that an emergency excavation is not required.

When an emergency report results in an excavation, the utility is then required to submit a public space permit application through the normal permitting process, consistent with regulations and practices. Emergencies are defined in regulations and policy (DCMR 24-3403.9 and the Standard Specifications for Highways and Structures). The DCMR provision defines an

emergency as “any action necessary for the preservation of life or property or for the restoration of interrupted service provided by a utility”. The Standard Specifications define an emergency much the same way (“a threat to public safety or a situation in which vital [i.e. electricity, gas, water, sanitary sewers, storm sewers, or telephone services to a premise] has been disrupted.”—107.08).

How many emergencies have there been in FY 2018 and FY 2019, to date, that required a road or sidewalk to be torn up?

In FY 2020, utilities reported 6,705 emergencies, of which 6,309 required some level of excavation. In FY 2021 to date (01/31/2021), utilities have reported 2,284 emergencies, of which 2,160 required some level of excavation.

Are utilities required to restore the road to its original condition within a certain amount of time after completing their work? Do they always meet this expectation? How does the agency enforce this requirement?

All excavations, whether emergencies or standard permitted work, are required to be restored at the end of the permit authorizing the work. (Note that all emergency work that requires an excavation must be followed by a public space permit application by DCMR 24-3403.9)

Utilities do not always meet this expectation. DDOT takes various enforcement actions with utilities when they fail to restore the right of way before a permit expires, depending on the severity of the failure to restore. In FY 2020 DDOT issued nearly 700 Notices of Violation and 286 Stop Work Orders for failure to restore before the permit expired, failure to restore to DDOT standards, excavating without a permit, and other violations.

How long does the agency permit metal plates to be installed in a road?

Plates are placed in the roadway for a variety of reasons. Those placed by persons performing excavations are permitted to be in place for the duration of the period necessary to perform the excavation. In most cases, this is a period less than a week. In the case of longer term excavations this can be a period of months.

52. Please provide an update on efforts to convert the District’s streetlights to LED.

- Where has DDOT already installed LED bulbs? Please provide a list or map of the locations that also indicates the temperature of the bulbs in those locations any other pertinent information as to their brightness.
- Where does DDOT intend to install LED bulbs in the remainder of FY 2021 and in FY 2022? Please provide a list or map of the

locations indicating the anticipated temperature of the bulbs to be installed in those locations.

- Where does the P3 currently stand?

Where has DDOT already installed LED bulbs? Please provide a list or map of the locations that also indicates the temperature of the bulbs in those locations any other pertinent information as to their brightness.

The DDOT streetlight asset GIS layer found here

(<https://dcdgis.maps.arcgis.com/apps/webappviewer/index.html?id=b3a33be7b45d4103ab2f6b94702b8f66>) contains the light technology, wattage, and color temperature of currently installed fixtures.

Where does DDOT intend to install LED bulbs in the remainder of FY 2021 and in FY 2022? Please provide a list or map of the locations indicating the anticipated temperature of the bulbs to be installed in those locations.

DDOT is still working on its implementation plan and has not yet determined the exact locations of LED installations. The conversion of LEDs resulting from the P3 project will not begin until the second half of FY2022 and the conversion plan will be determined after a bidder is selected.

Where does the P3 currently stand?

DDOT has finalized the proposed RFP documents, publishing them for public review. DDOT held a public meeting regarding the documents on January 12, 2021. The next step is to submit the proposed RFP to Council for 45-day passive approval, after which the RFP will be sent to the three most highly qualified bidders. DDOT anticipates selection of a preferred bidder in late summer/early fall, after which the project agreement will be submitted to the Council for active approval.

53. What is the status of the District's implementation of 5G Small Cells?

- How many 5G Small Cells have been installed in the public space thus far?
- Approximately how many 5G Small Cells does DDOT expect to be installed in the public space in FY 2021?
- Has DDOT settled on a uniform design for free-standing poles?
- If yes, has this design been approved by the Commission on Fine Arts, the National Capital Planning Commission, or the Office of Planning?

What is the status of the District's implementation of 5G Small Cells?

The permitting of Small Cell installations in public space is currently underway. On March 21, 2019, the Public Space Committee formally adopted a comprehensive set of guidelines that resulted from an open, transparent, comprehensive, and thorough campaign to solicit feedback from all

stakeholders. The guidelines were the first formal step in the implementation process.

When did DDOT begin accepting applications for 5G Small Cells?

On April 26, 2019 DDOT opened its online permitting system, TOPS, for small cell installation applications. On November 22, 2019, following coordination with the small cell providers and the owners of third-party utility poles (i.e. Pepco and Verizon), DDOT implemented an enhancement to the permit application system for small cell installations.

How many 5G Small Cells have been installed in the public space thus far?

DDOT has issued permits for small cell installations at 276 locations.

Is the 5G installation process delayed? If so, why?

The 5G installation process is not delayed. The implementation of a major utility infrastructure upgrade, especially one that will be deployed across the city and has many different stakeholders, requires a methodical and incremental approach. DDOT has deployed resources, time, and attention to ensure the program is deployed in a manner that is thoughtful and well-planned.

Additionally, there are elements of the deployment that are outside of DDOT's control. For example, installations on utility poles require the approval of the pole owner. The owner's input on the location, design, and installation of small cell infrastructure is outside of DDOT's authority to mandate. DDOT has included the pole owners in the discussions and planning for both the online permitting protocols and the mapping of an overall process flowchart so there are clear expectations and commitments from all stakeholders.

Has DDOT settled on a uniform design for free-standing poles?

The small cell providers and DDOT have not finalized the guidelines for free-standing poles.

54. What is the status of a bike lane on Connecticut Ave NW? Please explain the Connecticut Ave Reversible Lane study progress and timeline.

During this past year, DDOT and Consultant Team have developed four Concepts. The Community has provided us with three additional Concepts to consider. We have developed traffic forecasts and identified potential diversion impacts for the No-Build Concept and Concepts B and C. Concepts B and C are rising to the top in terms of feasibility and desirability by various stakeholders in the Community. Concept B includes the removal of the reversible lanes and restoring three traffic lanes in each direction. The Concept does not include a Protected Bicycle Lane. Concept C includes

removal of the reversible lanes and includes Protected Bicycle Lanes along the entire 2.7 mile Connecticut Avenue corridor from Legation Street NW to Calvert Street NW. Removal of parking is a concern with Concept C. Staff has met with over 25 stakeholder and agency groups this past year and we are conducting a Round 2 set of stakeholder meetings during February 2021. We have a Community Advisory Committee (CAC) in place and have had four meetings thus far. We anticipate holding Public Meeting No. 1 (virtually) at the end of March 2021. Subsequent to the Public Meeting in March 2021, a preferred alternative will be recommended.

55. What is the status of the completion of the H Street Bridge Project? Did the timeline, budget, or scope of the project change in FY 2020 or FY 2021, to date?

- Please provide an update on the FY 2020-25 Transportation Improvement Program for the National Capital Region and the allocation of Federal Grant money.

DDOT is completing the preliminary design of the project for the H Street Bridge project. The is a very complex project and DDOT has been actively coordinating with the Union Station Redevelopment Corporation (USRC), Amtrak, Akridge, Federal Railroad Administration (FRA), DC Streetcar, and the U.S. Department of Transportation in planning, preliminary design, and bridge construction.

DDOT is planning to use a “design-build” project delivery procurement for this project in order to considerably reduce construction time. Unlike the typical “design-bid-build” process which requires design to be complete before construction can begin, the “design-build” approach allows the design phase to overlap with the construction phase, reducing the total construction time.

Timeline: As of January 2021, DDOT has completed the bridging documents (30 percent design) and DDOT has completed the draft RFQ package. The design-build-construction contract is planned to be advertised by late-2021, as DDOT works toward satisfying requirements related to Environmental & Historic Preservation regulations and the Project Labor Agreement.

Scope: DDOT has been working with FRA, USRC, DC Streetcar and Amtrak on the reconstruction, maintenance, and design of the bridge. This work has been coordinated with the Washington Union Station Expansion Project Environmental Impact Statement (EIS) process. Decisions about passenger rail facilities, pedestrian and bicycle flow, parking access, intercity buses, streetcar, and development access all factored into the preliminary design and future construction of the bridge. DDOT has coordinated with other stakeholders to ensure the project meets the needs of all the stakeholders and to ensure it is successful.

Funding: The project will leverage local and federal resources. The FY 2021-FY2026 CIP includes \$212M and \$15M of a planned \$25M will be reflected in the FY 2021 - FY2024 STIP, after an amendment is approved by FHWA.

The preliminary design and the ongoing Washington Union Station Expansion Project Environmental Impact Statement led by the Federal Railroad Administration will refine the cost estimates for the final design and construction phases, along with programming the necessary funding in the region's Transportation Improvement Program (TIP) and the District's Statewide Transportation Improvement Program (STIP).

56. What is the status of the Oregon Avenue NW and Eastern Avenue NE Projects? Did the timeline, budget, or scope of either project change in FY 2020 or FY 2021, to date?

Oregon Avenue

Construction began on December 16, 2019 and while progress is currently three weeks behind schedule, the project has voluntarily accelerated certain scopes of work which are likely to bring the project back on track for a December 2021 completion. The budget and overall scope for construction has not changed.

Eastern Avenue

With the recurring flooding, the design will be revised to reflect the drainage design changes in the 2019 Design and Engineering Manual. Further, the new FHWA requirement is being implemented to include a Transportation Management Plan (TMP) . These two revisions will add 6 months to the design schedule. Design is anticipated to be completed in Summer 2021. Due to funding issues and prioritization, construction has been delayed until FY26.

Due to the delay in the project's construction, Asset Management will install a new traffic signal at the Sligo Mill Rd./Eastern Ave intersection as a safety measure in FY22. Additional safety measures will be performed in advance of the project's construction, including pavement markings and striping.

57. Please provide a status update of the rehabilitation of Broad Branch. In late 2017, DDOT resurfaced Broad Branch Road from Western Avenue NW down to Runnymede Place NW, but the road from Linnean Avenue NW to Beach Drive NW remained to be rehabilitated. Has the timeline of the project shifted in the last year? If so, how?

The Final EA/FONSI is being reviewed by FHWA. The Final EA/FONSI completion is expected to be in Summer of 2021. The next phase of the project will be the Design Phase. Construction is programmed for FY 2026 at an approximate cost of \$40 M.

58. What is the status of the East Capitol St. Bridge and Theodore Roosevelt Bridge rehabilitations? Did the timeline, budget, or scope of either project change in FY 2020 or FY 2021, to date? Has the East Capitol St. Bridge project been completed, as was estimated in last year's Performance Oversight responses?

East Capitol Street Bridge

The East Capitol Street Bridge Rehabilitation Project is complete with the contractor performing minor work and punchlist work. There are change orders, schedule reviews and closeout documents to complete.

Theodore Roosevelt Bridge

The Theodore Roosevelt Bridge rehabilitation project is currently under the final design phase which includes the environmental documentation task for Categorical Exclusion (CATEX) Level 3. The project performed supplemental assessment of the deck structure condition and Value Engineering (VE) review per DDOT Design Engineering Manual. The primary goal of the project stays the same as to perform major repairs on the aged bridge deck and other bridge components to extend the service life. The project also includes sidewalk extension on the northside to improve safety and accessibility of pedestrians and bicycles. The project continued to perform extensive coordination with various key stakeholders including National Park Service (NPS), Commission of Fine Arts and the Virginia DOT to address concerns associated with Right of Way, easement and land transfer.

Final design is currently 65% complete. The final design of bridge rehabilitation is anticipated to complete in December 2021. Construction is programmed for \$120 M using the federally appropriated program starting in FY 2022.

59. Last year, DDOT stated that it was reviewing other options rather than a large-scale capital project for the Tenley Plaza project. What options are DDOT currently reviewing and what is the timeline for options to be chosen and completed?

DDOT has already sent out an RFQ to consultants. We expect to select a firm by this Summer and kick off the project with the public immediately after to create and review options.

60. What is the status of the K Street Transitway project? What is the projected timeline of the project?

K Street Transitway completed 30% design in Spring 2020. Final Design is anticipated to begin March 2021 and completed in Spring 2022. Unavoidable delays were encountered in procuring the final design task. Mitigations for

these delays were developed to streamline future procurements for construction. DDOT continues to maintain an aggressive schedule to deliver the project.

61. What is the status of DDOT's plans to deal with the virtual circle of New York Ave, Florida Ave, First Street NE, and Eckington Place NE?
- What is the timeline for making changes there?

DDOT is redesigning the Florida Avenue-New York Avenue NE Intersection (sometimes known as “Dave Thomas Circle” or the “Virtual Circle”) to make it safer for pedestrians, bicyclists, and drivers. In 2019, DDOT worked with the Federal Highway Administration to secure environmental approval for the project. DDOT is currently working on the 65% design of the new intersection that will realign and add two-way traffic to First Street NE, restore two-way traffic on Florida Avenue NE, add protected bicycle lanes, and make other improvements that will benefit safety and legibility for all modes. This project represents an important opportunity to improve safety for all roadway users, particularly pedestrians and bicyclists, and to improve a key north-south and east-west transportation link across the city.

In addition to the safety benefits, the new design will result in the creation of three new public park spaces. As part of the design process, DDOT is partnering with the NoMa Business Improvement District (BID) and NoMa Parks Foundation, which hired a landscape architecture firm to design thoughtful, innovative public spaces. The NoMa Parks Foundation led community outreach in May 2020, including hosting a virtual public meeting, to seek feedback on the concepts for the public spaces. In 2020, the U.S. Commission on Fine Arts, the National Capital Planning Commission, and the State Historic Preservation Office all approved the concept design to move forward. The landscape architecture design is being incorporated into the final design for the intersection, and DDOT will advertise the entire project for construction.

The reconfiguration of the intersection necessitates DDOT's acquisition of the property at the center of the intersection, currently occupied by a Wendy's restaurant. In January 2021, the title for this property was transferred to the District by eminent domain. DDOT is working with the occupant of the acquired property to provide relocation assistance per the Federal Uniform Relocation and Real Property Acquisition Act and DDOT's Right of Way Manual.

DDOT anticipates completing the final design in Summer 2021 and, after procurement for the contractor, starting construction in 2022.

62. What is the status of the Pennsylvania Avenue West streetscape project?

The project is currently in the final design phase. 90% design is complete. The project will include new protected bike lanes in both directions, separated by new medians. Other streetscape improvements for streetlight, landscape, sidewalk, drainage, stormwater management are included in the project. Due to a conflict with a Washington Gas Capital project for the same project limit the project is anticipated to start construction in 4th quarter of 2022, pending upon fund availability.

63. In FY 2021, the Council allocated \$25,393,000 for Streetscapes and Beautification projects (LMBSS). Please list the projects being funded by this allocation and the estimated cost of each.

DDOT 2021 Performance Oversight Hearing	
Appendix 63 - Streetscapes & Beautification Master Project Allocation Plan (FY 2021)	
Master and Sub-Projects	Planned Allocation
LMBSSC - STREETSCAPES & BEAUTIFICATION	\$25,393,000
SR098C-WARD 8 STREETSCAPES	\$3,653,000
LMB14C-FLORIDA AVE NE (2ND TO H ST NE)	\$11,140,000
LMB26C-SOUTHERN AVENUE - PHASE I	\$10,000,000
LMB32C-MACOMB STREET	\$600,000

64. Please explain the status of the green alley program. Please include the location of any projects completed in FY 2019 and FY 2020 or planned for FY 2021 and FY 2022 and the costs associated with each project.
- What is the protocol for maintaining the green alleys? Are they assessed every year?

To date, DDOT's Stormwater Management team has constructed various green infrastructure (GI) facilities such as green alleys, permeable parking lanes, and bioretention cells at different locations in the city. Approximately \$11M has been expended on projects that are completed since FY 2017, with an additional \$1M planned for construction in FY 2021 and \$4M planned in FY 2022. DDOT has started designs for additional projects in 2020 with an expected construction cost of approximately \$8M.

The following projects have proposed construction

- CWC FY16 Funds - \$700,000, Construction in FY21
 - Bunker Hill Impervious Surface Removal Project
 - Green Alley
- CWC FY17 Funds - \$450,000, Construction in FY21
 - Green Alley
- 2019 Four Sub Watersheds (Pope Branch, Hickey Run, Nash Run and Fort Dupont) - \$8M, FY22-23, In design
 - Bioretention
 - Permeable Pavement
 - Impervious Surface Removal
 - Tree Plantings

- Green Alley
- 2021 Broad Branch and Spring Valley, in solicitation

Concerning maintenance of green alleys, there are two types of maintenance actions (routine and need-based) outlined in DDOT's GI standards.

Routine Maintenance

- Department of Public Works conducts routine maintenance of green alleys and permeable pavements installed along streets and parking lanes through the street sweeping program.
- Routine maintenance for permeable pavers is scheduled to be done quarterly in potential high sediment load areas or twice a year otherwise.
- Routine maintenance for bioretention ranges from watering plants to weed control, mulching, etc., and schedules vary from weekly (watering) to three years (remove and replace mulch layer).

Need-Based Maintenance

DDOT's Asset Management team performs all need based maintenance activities for major infrastructure repair or and specialized groups like the UFD for special needs.

In order to facilitate better and effective planning, implementation, and management of DDOT's Green Infrastructure, a DDOT project, named Stormwater Retrofits, is underway to address the following three citywide programmatic projects in FY 2020-2022. The estimated completion is December 2021.

- Create a GIS-based database in which DDOT will keep and update inventory of GI constructed to include unique identifier, geographic location, facility type, regular maintenance type, and status;
- Create citywide inspection and evaluation program for all DDOT built GI. This program will help trigger as-need maintenance work to keep facilities at their best possible performance state; and
- In an effort to reduce pre-design and design costs (mainly on green alleys), DDOT is planning to start a citywide GI Suitability study to identify potential suitable areas to implement GI projects, types of GI projects, and create standardized designs ready for construction.

65. What environmental or green initiatives has the agency pursued in FY 2020?

- How much impervious surface has been changed to pervious surface?
- How many green alleys have installed rain gardens, bioswales, or the like?

DDOT pursues various green initiatives by incorporating green infrastructure in streetscape projects; installing tree planters by creating

bump outs on roadways where there are no tree furnishing zones; retrofitting standard streetscape with green infrastructure facilities; converting impervious pavements to pervious on parking lanes, etc.

The following projects are some examples of green initiatives DDOT has either implemented or is currently working on:

- Implementation of green infrastructure in various streetscape projects throughout the city; (Ongoing)
- Urban Forestry Division installation of citywide tree canopy in all eight wards; (Ongoing)
- Retrofit Projects that replace standard streetscape with green infrastructure facilities—the area of the facilities is listed below but the acreage of stormwater managed is much higher: (Completed)
 - Green Alleys: 32,750 SF
 - Dix Street Green Infrastructure Retrofit: 9,060 SF
 - Alger Park Upland LID: 5,730 SF
 - Kingle Watershed: 1,160 SF
 - LeDroit Park Phase 2: 22,025 SF
 - Oregon Avenue Watershed Green Streets: 13,000 SF
 - Hickey Run, Nash Run, Pope Branch, Fort Dupont Watershed designs (under design)
 - Broad Branch and Spring Valley (under solicitation)

Note that most of the aforementioned projects are multi-year. Dix, Oregon, Alger and Green Alleys all finished work in FY20 but the bulk was completed in FY19. Grant funding is still being spent connected to these EPA funded projects

In addition, DDOT is developing Green Alley Standardization Guidelines. The proposed guidelines provide a standard design approach to reduce design costs and decrease construction time.

The Stormwater Management GI program also provides support for DDOT roadway projects with green infrastructure elements, including the following construction projects:

- Metropolitan Branch Trail
- Hill East Streetscape
- Oregon Avenue Reconstruction
- Broad Branch Road Reconstruction
- Rock Creek Trail
- Kenilworth Avenue Reconstruction
- C Street NE
- Pennsylvania Avenue Reconstruction
- South Capitol Street Bridge
- Pennsylvania and Potomac Avenue Intersection
- K Street Transitway

- East Capitol Street Bridge and TR Bridge
- Cleveland Park Streetscape

66. How much funding did DDOT receive for green infrastructure projects in FYs 2019, 2020, and 2021 from funds that the Department of Energy and Environment administers (broken down into the Stormwater Permit Compliance Enterprise Fund, the EPA Clean Water State Revolving Fund, and the Anacostia River Clean Up and Protection Act of 2009 fund)?

- a. How many gallons of stormwater will be managed as a result of each year's spending?
- b. Please provide the formula by which DDOT calculates this metric.

DDOT receives funding for its Green Infrastructure projects from a variety of sources. Primarily, funds may be classified in two groups: funding administered by the Department of Energy and Environment (DOEE) and DDOT matching local funds. Funding administered by DOEE come from the District Stormwater Permit Compliance Enterprise Fund (MS4 Fund), the Environmental Protection Agency (EPA) Clean Water State Revolving Fund (CWSRF), and the Bag Bill, which are administered by DOEE.

DDOT received funds for green infrastructure projects in FY 2019 from funds that DOEE administers. FY20 and FY21 funds have not been awarded to DDOT yet. DOEE receives funding from EPA at the end of a fiscal year and it takes 6- 8 months before awarded to DDOT. FY20 funds are expected in Spring 2021. DDOT has submitted applications to DOEE to receive more CWC funds in following years.

- FY 2019
 - DOEE Stormwater Enterprise Capital Funds: \$337,500
 - EPA CWSRF Clean Water Construction: \$742,500

Projects funded by DOEE and EPA often span multiple fiscal years and DDOT often receives funding from multiple sources for projects. For example, the projects funded in FY2018 include funding from FY2013 and FY2016 as well which complicates the calculation of gallons provided by each year's spending. Costs and associated gallon amounts are tracked per project, not fiscal year.

The cost effectiveness varies based on several factors, including the size of the area that drains to a facility, type of soil, and conflicting uses of the public space. Cost effectiveness is calculated based on the cost to construct the facility divided by the volume of stormwater the facility can treat. The amount of treatment provided by a facility is calculated based on the type of treatment provided. The most common treatment calculation follows DOEE regulations for stormwater retention credits (SRCs), which factors in the following:

- The amount of stormwater that flows to the facility
- The type of facility
- The storage available in the facility
- The infiltration rate of the soils below the facility

67. In FY 2014, DDOT, in conjunction with Pepco, introduced the DC Power Line Undergrounding (DC PLUG) Initiative to underground up to 60% of the most vulnerable primary and lateral mainline feeders in the city to provide resilience and greater reliability to the District's power system.

- What is the status of the undergrounding effort?
- What is the estimated completion time for this project?

Feeder 308, located in Ward 3, and the first stand-alone feeder undergrounding project, began construction in June 2019. A Mayoral groundbreaking was held on June 14, 2019. Civil construction was completed on May 4, 2020. Pepco completed the electrical construction work for Feeder 308 on January 14, 2021. This project is complete and in closeout.

Feeder 14900 is a DC PLUG "Opportunity Project" associated with the IPMD Team 2 Reconstruction of Oregon Avenue. Civil construction for Feeder 14900, located in Ward 4, is 70% complete with final completion expected in December 2021.

An RFQ for DC PLUG Program Management was released on September 28, 2019. Following a protest to the Contracts Appeals Board and ruling by the Board, the evaluation and source recommendation was completed by the Technical Evaluation Panel. A letter contract was issued January 22, 2020 and the definitized Contract was deemed approved in LIMS on May 8, 2020.

Two IDIQ design contracts for the remaining four feeders of the First Biennial Plan were awarded in 2020. Design for Feeder 368 located in Ward 4, began in April 2020 and will be completed in the first quarter of CY21. Design for Feeder 14758 located in Ward 8 began in May 2020 and will be completed in the second quarter of CY21. Design for Feeder 15009 located Ward 4 was issued NTP on January 13, 2021 and is expected to complete in the first quarter of CY22. Design for Feeder 14007 will begin in February 2021 and is expected to be completed in the first quarter of CY22.

The Second Biennial Plan was submitted to the Public Service Commission (PSC) in September 2019 and approved by the PSC on January 28, 2020 and includes ten feeders, with two each in Wards 3, 4, 5, 7 and 8.

Design contracts for all Second Biennial Plan DC PLUG feeders used the multiple-selection IDIQ contract procurement process. Three most highly qualified consultants were selected. Task Order negotiations are in process for Feeder 14008 located in Ward 5, Feeder 15001 located in Ward 4 and

Feeder 15166 located in Ward 8. Tasks for the design of the remaining seven feeder projects will be issued over the next 24 months. Construction procurement will follow the delivery of each design, and civil construction for the final 2nd Biennial Plan Feeder is expected to be completed in 2026.

An RFQ for Construction Management and Inspection services was released on December 16, 2020 with proposals currently due on February 12, 2021. Multiple IDIQ contracts will be awarded and Task Orders will be issued on an as-needed basis in advance of the individual feeder construction projects.

A third Biennial Plan will be submitted to the PSC in September 2021. Details of the third Biennial Plan will be available upon its submission and approval.

II. Transportation Operations Administration Programs

68. What is the status of the School Crossing Guard program? Please provide:

- The agency's current crossing guard deployment plan.
- The current number of crossing guard positions.
- The current number of vacancies.
- The number of new crossing guard positions necessary to meet the needs of District schools in FY 2021, and the number of outstanding crossing guard requests from schools.

The agency's current crossing guard deployment plan.

See Appendix Q68.

The current number of crossing guard positions.

265 positions

The current number of vacancies.

24 (as of January 21, 2021)

The number of new crossing guard positions necessary to meet the needs of District schools in FY 2021, and the number of outstanding crossing guard requests from schools.

To meet the needs of District Schools in FY 2021 we will need 279 total crossing guards, inclusive of the 14 outstanding requests from schools. However, due to the public emergency, and DC Schools being closed, the recruitment process has been temporarily suspended.

69. What is the status of the Traffic Control Officer (TCO) program? Please provide:

- The agency's current TCO deployment plan.
- The current number of TCO positions.
- The current number of vacancies.

- Statistics of tickets written by TCOs in FY 2020 and FY 2021, to date (understanding that these numbers may be small due to the Public Health Emergency).
- The three most common infractions for which TCOs write tickets.

The agency's current TCO deployment plan:

Given the public health emergency, the TCO deployment plan shifted significantly from FY19 and the beginning of FY20. Below is the current deployment plan.

16th & K ST NW (BLM)
 700-900 Main Ave SW (PUDO)
 400 block of K Street NW (PUDO)
 1900 2000 BLK of 14th St NW (PUDO)
 1200 6th St NE (PUDO)
 Vermont & H St NW (BLM)
 17th & K St NW (BLM)
 16th & I NW (BLM)
 16th & H ST NW(BLM)
 South Dakota & Galloway (COVID Test Site)
 1000 Blk of Wisconsin Ave NW(PUDO)
 6th & Fla Ave NW (PUDO)
 6th & Mass Ave NW (PUDO)
 7th & Mass Ave NW (PUDO)
 1200 Wisconsin Ave NW (PUDO)
 7TH & H ST NW (PUDO)
 Florida Ave & 9TH ST NW (PUDO)
 Florida Ave & 6TH ST NE (PUDO)
 18TH & M ST NW (PUDO)

Notes:

PUDO: Pick Up/Drop Off Zone

BLM: Black Lives Matter Plaza

COVID Test Site is located at Bertie Backus Campus

The current number of TCO positions:

146 Total TCO program staff

132 TCOs

10 TCO Leads

3 TCO Supervisors

1 TCO Branch Manager

The current number of vacancies

2 vacancies (as of January 21,2021)

Statistics of tickets written by TCOs in FY 2020 and FY 2021, to date and three most common infractions.

FY 2020 – 4,134 citations

P012 – Disobeying Official Sign – 537 citations

P007 – Park in a bus Zone – 510 citations

P269 – No Standing Anytime – 485 citations

FY 2021 to Date

P010 – Obstructing Crosswalk – 6 citations

P031 – Unauthorized Vehicles in Loading Zone – 2 citations

P015 – Obstructing Entrance of PKG Garage, Door or Gate – 1 citation

P020 – Parked within 10' Fire Hydrant – 1 citation

70. What is the status of DDOT and DPW's coordinated effort to address conflicting street signs in the District? Please provide:

- A list of meeting dates, times, locations, and attendees for FY 2020 and FY 2021, to date.
- The number of sign locations discussed by DDOT and DPW.
- The number of locations where signs were repaired, replaced, modified, or improved as a result of the meetings.
- The average length of time, in days, between DDOT receiving notice of an issue with a sign and remedying that issue.
- Steps taken by DDOT in FY 2020 and FY 2021, to date, to inform the public on how to report conflicting signs.

A list of meeting dates, times, locations, and attendees for FY 2020 and FY 2021, to date.

FY2020 (10/1/2019 – 9/30/2020)

Other Meetings

10/7/2019

10/9/2019 (DMOI Budget Coordination)

1/28/2020

2/26/2020

Interagency Parking Enforcement Coordination Meetings (led by EOM)

11/12/2019

12/10/2019

1/14/2020

2/11/2020

3/10/2020

5/12/2020

6/9/2020

7/14/2020

8/11/2020

9/8/2020

FY2021 (10/1/2020 – 1/28/2021)

Interagency Parking Enforcement Coordination Meetings (led by EOM)

10/13/2020

11/10/2020

12/8/2020

1/12/2021

The number of sign locations discussed by DDOT and DPW.

DDOT and DPW discussed 102 locations in FY2020 and in FY2021.

Some of the DPW efforts were suspended due to DPW's modified staffing to accommodate public health safety guidance. Also, with parking enforcement suspended, fewer curbside issues are identified and logged in the normal course of business. We appreciate DPW's collaborative efforts to date and look forward to continuing work with them when it is safe to do so.

The number of locations where signs were repaired, replaced, modified, or improved as a result of the meetings.

DDOT reviewed and modified signs at 36 locations in FY2020 and 41 locations in FY2021 due to these meetings.

The average length of time, in days, between DDOT receiving notice of an issue with a sign and remedying that issue.

DDOT took, on average, 210 workdays to close these related concerns.

Steps taken by DDOT in FY 2020 and FY 2021, to date, to inform the public on how to report conflicting signs.

In FY2020, DDOT's Parking and Ground Transportation Division (PGTD) continued to use the Parking 101 brochure, which focuses on the parking rules in the District that do not require signage (i.e. parking by a fire hydrant, bus stop, bike lane, etc.) and also highlights the rationale for the rule through graphics, with an emphasis on Vision Zero. In FY2020, DDOT released a public outreach campaign that focused on Parking 102, which focuses on signage components and messaging and Parking 103, which focuses on large vehicle curbside management. This campaign includes information on how to report conflicting signs to DDOT by using 311 and provides information to the public about signs to better understand what is and is not conflicting. In FY2021, PGTD will launch the ParkDC website, which will bring disparate curbside management and parking information together into a single point for the public. This website will include interactive maps and media and integrate the content from the DC.gov website, Parking 101, 102, and 103, and other sources of information.

The process to address conflicting signs is as follows:

- A conflicting sign report is submitted to DDOT.
 - A resident reports a conflicting sign to DDOT through 311, or
 - DPW inputs conflicting signs reports into DDOT's Cityworks portal when they are seen in the field, then
- DDOT downloads the requests daily and distributes to technicians for analysis (DDOT has a 10-day acknowledgment receipt process)
- Technicians create work orders and send them to DDOT's Field Operations Division (FOD) for replacement or repair
- Once the service request is completed, DDOT closes out the work order in the Cityworks portal

III. Services, Safety, and Planning

71. Please provide the number of service requests received by category of request for FY 2020.

- Please provide statistics on responsiveness to these requests.
- Has the response time for service requests decreased or increased in the last year?
- What is DDOT doing to improve its response to requestors?

DDOT received 69,349 service requests in FY2020. That compares to 106,733 requests in FY 2019 and 102,673 in FY 2018. The two main drivers regarding the percent change is DDOT's focused PaveDC program where our criteria includes streets with pothole requests and the impacts of parking usage during the COVID-19 pandemic. Please see the following table for the numbers by category.

Category	# of SRs Received in FY '19	# of SRs Received in FY '20	% Change from FY '19 - FY '20
Parking Meters	35,500	13,960	-61%
Roadway Signs	13,321	11,959	-10%
Streetlight	10,600	9,725	-8%
Potholes	14,944	4,487	-70%
Tree Inspection	6,503	6,752	4%
Sidewalk Repair	4,691	4,445	-5%
Traffic Signals	3,684	3,406	-8%
Tree Pruning	3,565	3,327	-7%
Tree Planting	2,683	2,810	5%
Tree Removal	2,132	2,231	5%
Roadway Repair	2,583	1,511	-42%

Safety and Traffic	1,874	1,479	-21%
Roadway Markings	1,599	1,132	-29%
Alley Repair	962	838	-13%
Utility Repair	670	585	-13%
Bicycle Issues	507	282	-44%
Bus/Rail	397	276	-30%
RPP	147	144	-2%
School Cross Guards	13	0	-100%
Child Safety Seat	8	0	-100%
Streetcar	5	0	-100%
DCRA - Illegal Construction	1	0	-100%
Total	106,389	69,349	-35%

Please provide statistics on responsiveness to these requests.

Of the 69,349 requests received in FY 2020, DDOT has closed the request and met the Service Level Agreement (SLA) 70% percent of the time, up from 49% in FY 2019. There are an additional 13 percent still open and within the SLA. Therefore, DDOT has the potential to meet the SLA 83% percent of the time for requests received in FY 2020.

311 Status	Definition	
Met	Closed 311 Service Requests that met the SLA	69.89% (48,470 requests)
Missed	Closed 311 Service Requests that missed the SLA	13.03% (9,035 requests)
Open	Open 311 Service Requests that are within the SLA	13.29% (9,218 requests)
Overdue	Open 311 Service Requests that are overdue	3.79% (2,626)

Has the response time for service requests decreased or increased in the last year?

DDOT has continued to focus on process improvements for responding to service requests from the 311 system. This has led to the closure of more and older service requests, but has also increased our closure rates due to the initial date of the request. Since the beginning of the public health emergency, DDOT had to pivot some employees from their normal work into a QAQC role, which allowed us to close additional backlog requests where the work was already completed. Through improved workflows, DDOT is making

sure that a resident's service requests go to the correct responsible division at the point we receive it (multiple divisions could be responsible for the same SR type) and have created backstops to make sure these completed requests no longer slip through. We've improved systems for duplicate service requests, which has allowed our teams to have more complete closures of service requests when an issue is resolved and have a quicker response time to the issue. This improved data governance of our 311 data is allowing us to provide more accurate data for planning and work in FY21 and beyond.

The average and median response time for service requests increased in FY 2020.

	FY 2018	FY 2019	FY 2020
Average Weekdays to Close a 311 SR	49 days	88 days	106 days
Median Weekdays to Close a 311 SR	2 days	13 days	3 days

FY in which 311 SR was closed	FY in which 311 SR was created	Average number of Weekdays to Close a 311 SR	Median number of Weekdays to Close a 311 SR	# of Requests
FY 2018	FY 2016	485	493	3,164
	FY 2017	187	174	11,196
	FY 2018	9	2	74,905
FY 2019	FY 2014	1,346	1,349	63
	FY 2015	1,060	1,050	169
	FY 2016	748	737	1,823
	FY 2017	486	489	5,804
	FY 2018	186	150	19,023
	FY 2019	20	4	83,039
FY 2020	FY 2015	1,205	1,210	196
	FY 2016	1,017	1,011	1,434
	FY 2017	757	753	1,764
	FY 2018	498	497	2,691
	FY 2019	201	202	11,190
	FY 2020	13	2	51,757

What is DDOT doing to improve its response to requestors?

DDOT conducts a TranStat meeting where the Performance Team focuses on service delivery. During these meetings, the performance team works directly with all DDOT programs to improve business processes, analyze data, and train staff on business analytics software. Together the effort is yielding improvements in overall work processes and data collection. In addition, the Director continues to hold specific deep dive reviews of programs where we

are able to understand how programs are operating. This has led to improvements across several programs and allowed the executive team to adjust budget and staff to help where the specific improvements have been identified. Additional in-field technology improvements coming online in FY21 will provide additional improvement in response time to our daily work effort.

72. Please list the number of public space permits, by type, issued in FY 2019, FY 2020, and FY 2021, to date. Please describe any trends in the type or quantity of permits issued.

Permit Type	Issued FY19	Issued FY20	Issued FY21 To Date (02/02/2021)
Occupancy	41,695	42,580	13,447
Construction	14,911	16,747	4,737
Annual Tag	2,576	257*	N/A*
Single Haul	1,755	2,251	1,012
Special Tree	1,315	1,632	425
Total	62,252	63,467	19,621

Permits issued in FY 2020 closely matched the number issued in FY 2019. The permits issued through February 2, 2021 in FY 2021 continues this trend. DDOT expects the rate of public space permitting to continue at this level. This is important to note given concerns that construction activity would be reduced during the public health emergency.

*In coordination with MPD's Motor Carrier Safety Division, which is responsible for enforcement of commercial vehicle annual tag compliance, DDOT has agreed to continue to allow commercial vehicles to operate using their previously-issued annual tags. This reduced the need to have face-to-face interactions with companies to pick up their annual tags. Only new registrations needed new tags. DDOT will resume issuing annual tag permits in 2021 when public health circumstances allow.

73. How many public space inspectors are currently employed by DDOT?

- What percentage of locations with public space permits were inspected by public space inspectors in FY 2019, FY 2020 and FY 2021, to date?

DDOT employs 27 Public Space Inspectors who perform inspections six days a week covering 18 to 20 hours every day through staggered shifts.

During the life of each public space application and permit, particularly for those permits that cover either a larger excavation area (e.g. the installation of hundreds or more feet of utility lines) or an extended time period (e.g. the occupancy of public space during construction of a building), a Public Space

Inspector conducts the following series of inspections to ensure compliance, oversight, and enforcement:

1. Pre-Inspection
 - a. Conducted during the application process
 - b. Assess the scope of requested work and the current field conditions
 - c. Identify any special conditions to apply to the permit or modifications to the plans prior to approval
2. Pre-Construction Meeting
 - a. Conducted after the permit has been approved and issued
 - b. Performed on-site with Permittee
 - c. Discuss timing of work, traffic control plan set up, and methods of construction
3. Ongoing Field Monitoring and Site Consultation
 - a. Conducted during the life of the permit
 - b. Typically includes multiple inspections
 - c. Inspections are both scheduled (e.g. when phase of construction will change, when permittee has modification or adjustment in the field based on site conditions, when inspector is conducting general area rounds, if requested by manager, or based on complaint received from the community).
 - d. When particular public space infrastructure will be installed, such as streetlights, street trees, or sidewalks. PSI may reach out to other DDOT offices for assistance with monitoring specialized installations, such as stormwater management facilities.
4. Final Inspection
 - a. Conducted prior to and upon permit expiration
 - b. Sets level of restoration based on DDOT standards, the condition of the roadway prior to excavation, and other relevant conditions
 - c. Identifies any “punch list” items to be completed prior to DDOT acceptance
 - d. Confirms all work has been completed to DDOT standards
5. Two-Year Inspection
 - a. Performed at completion of 2-year warranty period
 - b. Scheduled at the request of the permit holder
 - c. Confirms restoration has met DDOT standards and met warranty period and requirements
 - d. Authorizes release of any deposits

Public Space Inspections by Type	FY 2020	FY 2021 (through 02/02/2021)
Permitted Inspections	46,390	7,742
Emergency Work Permits	3,006	350
Add'l Inspection Requests	7,712	1,229
Total	57,108	9,321

74. Please provide a **list AND a map** identifying the location and length of all sharrows, cycle tracks, and bicycle lanes in the District. Please also identify how much of the District's bicycle infrastructure is contiguous.

- Please provide a list AND a map, identifying the location and length of all bicycle infrastructure the agency installed in FY 2020, and all bicycle infrastructure work currently underway or scheduled for installation in FY 2021, FY 2022, FY 2023, and FY 2024, with projected timeline for completion of each part.

The DC Bike Map shows all shared lane segments (sharrows), cycle tracks, and bicycle lanes in the District and is publicly available on DDOT's website: https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/BikeMap_2020_Back.pdf

Appendix 74a is a list of all bike facilities in the District, all bike facilities completed in 2020 and all bike facilities completed in the 1st quarter of 2021.

Appendix Q74b is a map of all bike facilities in the District.

DDOT does not have a metric for contiguous bike facilities, and there is not an industry standard for this metric. However, working to improve connectivity of bike facilities is a priority and a number of DDOT's newest bike lane projects improve connections to existing bike lanes. For example, at the east end, the new G St. NW cycle track begins at 17th St. NW adjacent to PA Ave, in front of the White House where the PA Ave. Cycle intersects. At the west end, the G St. Cycle track is a short distance from the Rock Creek Trail. The new Crosstown Irving St. Cycle track connects to the north-south 5th St./4th St. NW bike lanes.

The below link is a publicly available map and list of cycle tracks/protected lanes built in 2020 and planned for 2021-2022: https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/2020%2C%202021%2C2022%20map_12-11-20.pdf

We are currently assessing new segments beyond 2022 and will have those segments confirmed by the end of 2021.

Existing Bikeways

Total Bike Facility Mileage is now 94 miles (not including sharrows)

Facility Type	Length (Miles)
Bike Lane	76.5
Cycle Track/Protected Bike Lane	16.6
Sharrows	20.6

75. Please provide a **list or map** identifying the location and length of all trails in the District. Please also identify how much of the District's trail infrastructure is contiguous.

- Please provide a list, identifying the location and length, of all trail infrastructure the agency installed in FY 2020, and all trail construction work currently underway or scheduled in FY 2021 and FY 2022.

The following is a list of all existing trails in the District.

Trail Name	Primary Responsibility	Mileage
Anacostia River Trail East Bank	DDOT/NPS	7.27
Anacostia River Trail West Bank	DDOT/NPS	4.26
Anacostia Riverwalk Trail	DDOT	1.1
Bolling AFB Waterfront Trail	DOD	1.11
C&O Canal Towpath	NPS	4.92
Capital Crescent Trail	NPS	3.64
Ft Circle Parks Trail	NPS	4.09
Georgetown Waterfront Park Trail	NPS	0.47
Kingman Island Trail	DOEE	0.6
Klinge Valley Trail	DDOT	0.66
Marvin Gaye Trail	DDOT	2.39
Metropolitan Branch Trail	DDOT	4.39
Mount Vernon Trail	NPS	1.65
National Capitol Grounds	AOC	0.64
National Mall Trails	NPS	10.4
Oxon Cove Trail	DDOT	0.15
Oxon Run Trail	DDOT	3.52
Pennsylvania Ave SE Trail	DDOT	0.97
Rock Creek Trail	NPS	5.57
Rose Park Trail	NPS	0.45
South Dakota Ave Trail	DDOT	0.52
Suitland Parkway Trail	DDOT	1.97
Total Trail Mileage		60.74

The below is a list, identifying the location and length, of all trail infrastructure the agency installed in FY 2020, and all trail construction work currently underway or scheduled in FY 2021 and FY 2022.

Title and Link	Project Stage	Status / Next Steps	Ward	Anticipated Construction Timeline	Mileage
Met Branch Trail - Brookland - Fort Totten	Construction	Construction underway on Phase D (along the red line tracks). Complete construction expected in December 2021	5	2019 - 2021	0.5
Rock Creek Trail Improvements (DDOT sections)	Construction	Construction NTP in Spring 2021. Construction to last 2 years	1, 2, 3, 4	2021-2023	3.5
Malcolm X/ I-295 Shared Use Path	Construction	Construction activity ongoing. Construction completion expected in 2022.	8	2020-2022	1.2
Met Branch Trail - Fort Totten - Takoma	Final Design	Final design underway, expected to be complete March 2021. 65% complete.	4	2022	1.9
South Capitol Street Trail	Final Design	Currently coordinating ROW and property issues with JBAB, NPS, AOC. 95% Design submitted.	8	TBD	3.8
Rock Creek Trail/Kennedy Center Access (TR Bridge Tunnel)	Final Design	Final Design Completed; Eastern Federal Lands advertised for construction in June 2020, expected to	2	2021	0.6

		award contract in March 2021.			
Aspen St NW Trail	Final Design	Final Design underway for shared use path on south side of Walter Reed Campus. Final design Spring 2021.	4	2021	0.4
Arizona Avenue Pedestrian Bridge and Connecting Trail	Final Design	Rehab of pedestrian bridge and addition of stone trail. Project on hold due to additional funding needed for final design and construction.	3	TBD	0.5
Arboretum Bridge and Trail	Preliminary Design	Preliminary design complete, 65% design expected winter 2020/2021. Awarded \$6million Federal Lands Access Program Grant for Construction	5, 7	2022	0.3
New York Avenue Trail	Preliminary Design	Environmental compliance and ROW review in 2021. Construction phasing to be coordinated with VRE Midday Storage Yard, expected 2024-2026	5, 6	2024	2.1
Met Branch Trail - Takoma Area	Preliminary Design	Preliminary design expected to begin Spring 2021 for Western	4	2023	0.5

		Alignment from Blair Rd NW to Piney Branch Rd NW.			
Suitland Parkway Trail Rehabilitation	Planning	Design for trail rehabilitation and expansion.	8	TBD	1.7
Arizona Avenue to Capital Crescent Trail Connection	Planning	Design for trail connection on NPS land	3	TBD	0.25
Ft Lincoln - ART Connector Trail	Planning	Coordinating with future improvements to New York Avenue/US-50 Bridge and connection to Maryland.	5	TBD	0.5
Shepherd's Branch Trail Feasibility Study	Planning	Feasibility for trail study released in Oct 2020. ON HOLD - DDOT is not able to advance this project at this time due to significant ROW issues	7, 8	TBD	3.1

76. Please provide an update on the Metropolitan Branch Trail project. Did the timeline, budget, or scope of either project change in FY 2020 or FY 2021, to date?

Metropolitan Branch Trail Brookland to Fort Totten:

The design-build contract for this segment of trail was awarded to Potomac Construction and notice to proceed was issued on October 31, 2017. A groundbreaking was held in June 2018. The design has been substantially completed for the project, and construction permits have been coordinated with CSX, NPS, and WMATA. Construction activity has been substantially completed along John McCormack Drive NE, and is substantially complete between Gallatin St NE and the Fort Totten Metro. Construction is currently underway along the railroad tracks, near the DPW Trash Transfer Station and the Fort Totten Metro. The scope and budget of the project have

remained the same, but the timeline for the project completion has been delayed and is now expected to be complete in December 2021. Construction and design have experienced delays from the contractor and is seeking to expedite the remaining tasks.

Metropolitan Branch Trail Fort Totten to Takoma:

The preliminary design for this segment of trail was completed in 2017. DDOT engaged the community in nine public meetings in 2017 that resulted in a supportive resolution from ANC4B in support of advancing the project. The community concern primarily regards the trade-off of replacing one lane of traffic on Blair Rd with the Metropolitan Branch Trail. DDOT's design consultant is at the 65% phase of final design and expects to complete final design by the Summer 2021 with construction programmed for FY 2022. Construction costs were included in the budget at \$17 million.

Metropolitan Branch Trail Blair Rd to Piney Branch:

The preliminary design for this section of trail, the final section of the Met Branch Trail in the District, is expected to begin in 2021. This section of the project follows the Western Alignment through Takoma from the Metropolitan Branch Trail Environmental Assessment. The project will require acquisition of properties from WMATA along the Red Line between Chestnut St NW and Piney Branch Rd NW.

77. Please provide an update on Klinge Valley Trail with regard to the rehabilitation of the trail, the stormwater management plan, and tree replacement.

The repairs and improvements (storm sewer repairs, installation of bollards to prevent vehicle access to the trail, landscaping improvements and drainage improvements) to the trail were completed in Fall 2020. The project is in the closeout phase.

78. How many existing bicycle racks were damaged, destroyed, or lost in FY 2020? How many new or replacement bicycle racks did DDOT install in FY 2020?

DDOT repaired 54 bike racks in FY 2020. Three bike racks were reported lost and all three have been replaced.

In FY 2020, 628 bike racks were installed in the District (501 installed by DDOT; 127 installed by BIDs). This total does not include racks installed with new developments as mandated by zoning requirements as DDOT does not have a full accounting of the number of racks added through this method, but DDOT is committing to better tracking these installations going forward.

79. What is the status of the Capital Bikeshare Program? Please include:

- The number and location of stations that currently exist.
- The number and location of stations that DDOT added and removed in FY 2020.
- The number and location of stations that DDOT has added or plans to add in FY 2021.
- The number and location of requests for new bike stations.
- Plans for introducing bikes for the disabled.
- The number of active annual members and active monthly members in FY 2017, FY 2018, FY 2019, and FY 2020.
- Any plans DDOT has to keep Capital Bikeshare viable and competitive despite losing users to other means, such as dockless bikes or scooters.

The number and location of stations that currently exist.

There are 620 stations in the system, and 327 of them are located in the District.

The number and location of stations that DDOT added and removed in FY 2020.

DDOT added 20 Capital Bikeshare Stations in FY 2020. No stations were removed. Stations were added to the following locations:

- 8th & K St NE
- Kingman Island / The Fields at RFK
- Kenilworth Terrace & Hayes St NE
- Valley Ave & Wheeler Rd SE
- Ridge Rd Community Center
- Fort Stanton Rec Center
- Reservoir Rd & 38th St NW
- Grant Circle
- Hardy Rec Center
- 8th & H St NE
- Minnesota Ave & R St NE
- 1st & K St NE
- Oklahoma Ave & Benning Rd NE
- Capitol Ave & Kendall St NE
- 14th & D St SE
- Half & Water St SW
- 14th & Q St NW
- 13th & U St NW
- Stadium-Armory Metro
- Broad Branch Rd & Northampton St NW

The number and location of stations that DDOT has added or plans to add in FY 2021.

DDOT has added eight stations to date in FY21:

- 21st & G St NW

- 4th & G St SW
- Kansas Ave & Longfellow St NW
- 2nd & V St SW
- 1st St & Potomac Ave SE
- 3rd & M St SE / DDOT
- 20th St & Columbia Rd NW
- 53rd & D St SE / C.W. Harris Elementary

DDOT plans to add the following stations in the remainder of FY 21:

- 4th & P St SW / Titanic Memorial
- 4th St & Florida Ave NE
- 7th & Monroe St NE
- 11th & Clifton St NW
- 12th St & New York Ave NW
- Alabama Ave & Irving St SE / MPD 7th District
- Anacostia Ave & 40th St NE
- Anacostia Ave & East Capitol St NE
- Central & Southern Ave SE
- Chesapeake & 6th St SE
- Department of Homeland Security West
- East Capitol & 55th St NE
- Kelly Miller Middle School
- MacArthur Blvd & Arizona Ave NW
- Massachusetts Ave & 49th St NW
- New Jersey Ave & H St SE
- R.I.S.E. Pavilion
- Rose Park
- Sibley Hospital
- South Dakota & Rhode Island Ave NE
- South Dakota Ave & Bladensburg Rd NE
- South Dakota Ave & Channing St NE
- South Dakota Ave & Decatur St NE
- South Dakota Ave & Galloway St NE
- South Dakota Ave & Perry St NE
- South Dakota Ave & Webster St NE
- St. Elizabeths West
- Tanner Park

Additionally, DDOT plans on replacing 100 of its original stations from the system's launch in 2010 and 2011 to keep the system in a state of good repair.

The number and location of requests for new bike stations.

Due to a technical issue with our public request website

<http://www.cabistations.com>, DDOT handled station requests through email at info@godcgo.com. Through this method, DDOT received dozens of requests which covered all eight Wards.

Plans for introducing bikes for the disabled.

Separately from the Capital Bikeshare program, DDOT plans to launch an Adaptive Bike Program. Hand tricycles, recumbent tricycles, cargo-bikes, and tandems will be offered for short term rental from a brick-and-mortar location within the District. In 2019 DDOT conducted public outreach, including survey tools and stakeholder meetings. DDOT staff investigated similar programs in peer cities including Portland, OR and Detroit, MI. DDOT staff toured possible locations at Department of Parks and Recreation facilities as well as DDOT facilities. DDOT is currently identifying funding sources to establish this program. Once funding is secured a public grant process will be used to secure an operator for the program. DDOT hopes to establish this program in the fall of 2021.

The number of active annual members and active monthly members in FY 2020

Systemwide: At the start of FY20 there were 29,522 Annual Members, which increased to 30,040 before the public health emergency, before falling to 26,384 at the end of FY20. Monthly membership numbers stayed between 261 and 72, depending on the month.

In DC: At the start of FY20 there were 18,744 Annual Members from DC, which increased to 19,184 before the public health emergency, before falling to 16,784 at the end of FY20. Monthly membership numbers in DC stayed between 44 and 87, depending on the month.

Any plans DDOT has to keep Capital Bikeshare viable and competitive despite losing users to other means, such as dockless bikes or scooters.

DDOT remains committed to Capital Bikeshare which retains its core of annual members despite the proliferation and popularity of dockless bike and scooter options. To remain viable and competitive, DDOT has negotiated new marketing services into its contract with the operator of Capital Bikeshare, which led to immediate growth in annual membership levels before the public health emergency caused a sustained decline in travel across all modes. DDOT also has continued to expand Capital Bikeshare stations into new and underserved areas of the District. Most impactful, DDOT reintroduced e-bikes to the Capital Bikeshare fleet on July 8th. The e-bike launch started with 50 bikes deployed in areas to support essential trips. We now have approximately 600 e-bikes, with 1,500 ultimately planned for deployment. Response to the e-bike launch has been very positive. E-bikes are averaging twice the number of daily trips as regular Capital Bikeshare bikes. Despite being less than 10% of the CaBi fleet, e-bikes have provided over 20% of trips since launch. ebikes also attract a large number of non-member riders which Bikeshare marketing contractors are working to convert to long term

members. The strength of ebike ridership is a strongly positive sign for CaBi's post-pandemic recovery potential.

80. What is the status of the shared dockless bikeshare program? Please include:

- A list of companies participating in the program.
- The number of bikes each company has deployed.
- The number of complaints DDOT has received about dockless bikes for each month over the last 12 months. Please identify how many dockless bike operators there were for each month.

In 2020, DDOT permitted two dockless bike operators with year-long permits. Jump was permitted with 2,500 dockless vehicles. Helbiz requested a ramp-up period and by May 2020 was permitted for 1,470 bikes. For the 2021 calendar year, DDOT has permitted the same companies to continue to operate at the same fleet caps.

Through dockless.mobility@dc.gov, DDOT received 2 complaints about shared dockless bicycles from January through December 2020.

Month	# of Complaints	# of Permitted Operators
January	0	2
February	0	2
March	0	2
April	0	2
May	0	2
June	0	2
July	0	2
August	0	2
September	0	2
October	1	2
November	1	2
December	0	2

81. What is the status of the shared dockless scooter program? Please include:

- A list of companies participating in the program.
- The number of scooters each company has deployed.
- The number of complaints DDOT has received about dockless scooters for each month over the last 12 months. Please identify how many dockless scooters operators there were for each month.

DDOT has extended permits for 2019 dockless scooter operators through December 31, 2021 because of the ongoing public health emergency.

DDOT renewed the below companies permits through December 31, 2021. Companies were granted fleet increases based on the fleet increase criteria as found in current regulations. All operators started in April 2020 with 720 vehicles. The fleet sizes as of January 26, 2021 are as follows:

- Bird (720 electric scooters)
- Lyft (1,320 electric scooters)
- Lime (720 electric scooters)
- Razor (720 electric scooters)
- Skip by Helbiz (2,500 electric scooters)
- Spin (2,500 electric scooters)

Jump scooter ceased operating in April 2020 when the assets were sold to Lime. Helbiz purchased Skip and the Skip permit was transferred to Helbiz in December 2020. DDOT declined to renew the Bolt permit for calendar year 2021 based on performance issues.

Through dockless.mobility@dc.gov, DDOT received 20 complaints about shared dockless scooters from January through December 2020.

Month	# of Complaints	# of Permitted Operators
January	10	8
February	2	8
March	1	8
April	0	8
May	1	7
June	1	7
July	1	7
August	0	7
September	1	7
October	2	7
November	0	7
December	1	7

82. Please provide an update on DDOT's implementation of the recently passed Shared Fleet Devices Amendment Act of 2020.

- When does DDOT anticipate it will release new regulations in accordance with the law?
- Is DDOT planning to further decrease the number of scooter operators in the District?

DDOT will be able to release proposed rules for public comment when the Shared Fleet Devices Amendment Act of 2020 receives approval from Congress and becomes law, as is our standard practice.

DDOT has extended its existing permits through the end of 2021 for the providers who were operating in 2020, except for Bolt due to performance

issues. We are not currently planning on decreasing the number of operators further this year.

83. How does DDOT monitor dockless bicycle and scooter compliance with the regulations?

- Please provide data as to the most common injuries sustained while using a dockless bicycle and a dockless scooter.
- What other data does DDOT use to evaluate the dockless operators? Please provide that data.

DDOT does not track specific types of injuries beyond hospitalized or not hospitalized. Below is a tally of incidents reported to DDOT by the dockless operators that are classified as involving a Hospitalized Injury, an Injury (non-hospitalized) or No Injury.

Reported Incidents CY 2020	Bike	Scooter	Total
Hospitalized Injury	2	5	7
Injury	32	52	84
No Injury	9	78	87
Total	43	135	178

What other data does DDOT use to evaluate the dockless operators? Please provide that data.

DDOT uses data submitted by the operators that complies with the monthly data reports required by the permit Terms and Condition. Data is also collected from the private APIs that are also required by the permit Terms and Conditions. A description of the data sets can be found in the Terms and Conditions document, located at the following link:

https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/Final%20Dockless%20Scooter%20Terms%20and%20Conditions.pdf

These reports are categorized as level 3 in the District of Columbia's Data Privacy standards and the actual data sets have not been made publicly available due to concerns around Personally Identifiable Information (PII).

Please refer to <https://octo.dc.gov/page/district-columbia-data-policy> for the District's Data Privacy standards.

84. To date and to the best of the agency's knowledge, has dockless bikeshare competed with or complemented the existing Capital Bikeshare service?

- How has the use of dockless scooters in the District affected the number of Capital Bikeshare users?

It remains difficult to judge if dockless micromobility has competed with or complemented Capital Bikeshare. In all likelihood it has done both. From 2018 to 2020 Capital Bikeshare saw a sustained reduction in “casual” users, understood as users of the system who are not annual members. This, in turn, has led to a year-over-year revenue reduction of approximately 13 percent for the District. Prior to the public health emergency annual membership levels were stagnant in 2018 and 2019. There was encouraging Annual Membership growth in early 2020 based on new marketing efforts, but the public health emergency caused a significant drop in Annual Memberships, falling from 30,000 to 24,000 at the start of 2021. In other words, it is likely that Capital Bikeshare lost some non-member users to dockless services before the public health emergency, and that annual membership growth stagnation could be attributed to dockless competition as well. The public health emergency has been a much more serious shock to Capital Bikeshare’s user base and usage, so it is not possible to assess the impact of dockless service availability to Capital Bikeshare since the start of the public health emergency. Data on dockless usage shows a ~55% decline in dockless trips in 2020, Capital Bikeshare had a ~35% decline in trips during the same period. For comparison purposes, WMATA saw a 85% decrease in trips during the same period, so arguably Capital Bikeshare has overperformed during the public health emergency. Capital Bikeshare saw a sustained trend towards more recreational trips from non-members during 2020.

Regardless, Capital Bikeshare expects to reverse these declines post-pandemic by focusing on the very popular e-bikes that were re-introduced in July 2020. As stated above, the e-bike launch started with 50 bikes deployed in areas to support essential trips. We now have approximately 600 e-bikes, with 1,500 ultimately planned for deployment. Response to the e-bike launch has been very positive. E-bikes are averaging twice the number of daily trips as regular Capital Bikeshare bikes. Despite being less than 10% of the CaBi fleet, e-bikes have provided over 20% of trips since launch. The network’s e-bikes also attract a large number of non-member riders which Capital Bikeshare marketing contractors are working to convert to long term members. The strength of e-bike ridership is a strongly positive sign for CaBi’s recovery potential after the public health emergency.

85. Please describe all actions that the agency has taken in FY 2020 and FY 2021, to date, to improve pedestrian and bicycle safety.

- How was the Vision Zero Pedestrian and Bicycle Safety Fund used in FY 2020 and FY 2021, to date? Please be specific.

People on our streets who are not in vehicles are at special risk in the case of any incident, and the Vision Zero initiative aims to reduce the likelihood of injury and death through redesign and reorientation of roadway design. People should feel and be safe on our streets, whether they are walking,

exiting a vehicle, cycling, or using a wheelchair. During Fiscal years 2020 and 2021 to date, DDOT has undertaken the following actions to increase safety for these vulnerable road users:

- Constructed four miles of protected bike lanes as part of DDOT's 20x22 pledge to dramatically improve safety for people on bikes.
- Continued to improve the ATE program in coordination with MPD, to manage speeds on key arterials, saving lives and reducing injuries.
- Implemented over 25 miles of Slow Streets to improve safety on neighborhood streets.
- Began reconstruction of the intersection of Malcolm X Avenue and Martin Luther King, Jr. Avenue SE, a high-crash location
- Continued elimination of dual left-turn conflicts at intersections all around the District
- Left turn hardening to slow down cars as they enter crosswalks at 31 locations
- Expanded Leading Pedestrian Intervals that give people time to establish themselves in the crosswalk to almost half of all signals in the District
- Prohibited Right Turn on Red at 100 intersections to reduce conflicts
- Improved pedestrian safety facilities around new development through coordination with developers around the District.
- Installed new signals or upgraded signals around the District to improve crossing times and safety for those on foot.
- Monthly meetings of the Major Crash Review Task Force, with recommendations issued in the first annual report in summer 2019.
- Implementation of the Vision Zero rulemaking
 - Higher fines for dangerous behaviors
 - Commercial vehicle safety requirements
 - Slow zones near schools, recreation centers, seniors centers, pools, athletic fields, etc.
 - Improved patient transport and safety for first responders
- Expansion of Pick-up and Drop-off zones to alleviate conflicts along the curb
- Hosted bike and walk to school day events
- Trained DDOT staff and external stakeholders involved in the Transportation Management Plan (TMP), Maintenance of Traffic (MOT), and Traffic Control Plan (TCP) process for any type of Work Zone projects in the District of Columbia.

How was the Vision Zero Pedestrian and Bicycle Safety Fund used in FY 2020 and FY 2021, to date? Please be specific.

One grant continued implementation through the end of FY 2020.

Safe Routes to School National Partnership - \$117,000

The Safe Routes to School National Partnership will create “Safe Routes for Youth,” a program for teens in Wards 7 and 8 to support a youth-led Vision Zero agenda, develop youth leadership, and to implement activities that promote a culture of injury-free, healthy active transportation. The Vision Zero grant will support the goal of reducing collisions and fatalities over the medium to long-term by positioning youth in Wards 7 and 8 as community leaders who can engage their peers and District agencies on transportation safety and establish a youth-centered, culturally responsive transportation agenda. The program will prioritize approaches and design strategies that increase transportation safety for youth and conduct youth-led traffic safety education for young people. It will also seek to build understanding around safety issues affecting youth in Wards 7 and 8, including traffic injuries, street harassment, and street violence.

In FY 2021, DDOT is programming Vision Zero funds to support a change in driving culture in the District that will lead to a dramatically safer future city, including: quick-build traffic calming improvements, speed management programs, targeted outreach about bike safety, and safer accommodations for people with disabilities in quick-build pick-up and drop-off projects.

86. Please list the number and location of collisions involving pedestrians, bicyclists, and scooter users in the past 3 years, including the number of injuries and fatalities associated with each type of collisions. Please also list the number of pedestrian, bicyclist, and scooter fatalities for calendar year 2017, 2018, 2019, and 2020.
- Has DDOT identified any trends in these collisions? If so, please explain.
 - For each collision resulting in hospitalization in calendar year 2020, please describe how the collision occurred.

Please refer to Appendix Q86.

The total number and location of collisions involving pedestrians, bicyclists, and scooter users in the past 3 years (2018 through 2020), including the number of injuries and fatalities associated with each type of collisions can be found in the Tab labeled “Ped_Bike_Scooter”. The number of pedestrian, bicyclist, and scooter fatalities for calendar year 2017, 2018, 2019, and 2020 can be found in the tab labeled “NonMotorist_Fatality.”

Has DDOT identified any trends in these collisions? If so, please explain.

Trend analysis for crashes is published by Howard University’s Transportation Research Center under an agreement with DDOT. The latest analysis covers 2017 through 2019. Appendix Q86 (tab labeled “Trend”) shows the trend in non-motorist crashes from 2017 through 2020.

- The total number of non-motorist crashes and injuries are trending downwards over the past four years. However, it should be noted that the reduction for 2020 is more significant due to the pandemic.
- The number of scooter crashes have seen a steady increase between 2017 and 2019, which is consistent with increased exposure due to increases in micro mobility travel.

For each collision resulting in hospitalization in calendar year 2020, please describe how the collision occurred

For crashes resulting in hospitalization in calendar year 2020, please refer to the tab labeled “Ped Hospitalization 2019,” “Bike Hospitalization 2020,” and “Scooter Hospitalization 2020” in Appendix Q86. DDOT has provided crash report numbers and dates for these crashes in this appendix. Information related to descriptions of crashes that result in hospitalization is maintained by the Metropolitan Police Department.

87. Please identify the most dangerous intersections for vehicle, bicycle, scooter, and pedestrian crashes over the past 3 years.
- Please provide an update on the top 10 pedestrian crash locations identified in 2020.
 - Please provide an update on the top 10 bicycle crash locations identified in 2020.
 - Please provide an update on the top 10 scooter crash locations identified in 2020.
 - Please provide an update on the top 10 vehicle crash locations identified in 2020.

DDOT ranks the safety performance of intersections using a formula called the Crash Composite Index. The formula takes into account the severity of crashes that occur at an intersection, the frequency (or total number of annual crashes), and the rate of crashes (the share of car crashes that occurred out of the total number of cars that traveled through the intersection, for example). The Crash Composite Index is multi-modal, and accounts for crashes involving people walking, biking, and operating motor vehicles.

Appendix Q87 provides 2020 data and 2018-2020 data (by mode) for the frequency of crashes ranked by the Crash Composite Index. Please note that for scooter crashes, we are using frequency data, and no intersections have had more than two scooter crash. Therefore, all crash locations for that mode have been listed.

88. Please provide a list of the intersections DDOT has identified in its site assessments for “high crash” intersections in FY 2019 and FY 2020.

- Please describe the improvements planned and in progress for these intersections.
- Please describe the status of the plans for each site improvement.

In 2019, DDOT organized site visits at five (5) identified high-crash intersections. DDOT conducted a detailed safety evaluation at each site, the scope of which was intended to identify potential improvements to mitigate observed crash patterns. Short-term improvements, such as signage, marking enhancement, and signal timing adjustments were identified for installation. Long-term recommendations developed from the studies will be incorporated as part of planned capital improvement projects, such as intersection modification or streetscape projects, but improvements focused on those that can be installed in the short- and mid-term focusing on temporary materials and rapid deployment of safety interventions.

In 2020, public engagement site visits for high-crash locations were suspended due to the Covid-19 public health emergency, which posed hazards for in-person engagement, and posed additional burdens on DDOT staff to accommodate Covid-related street closures and modifications.

In 2019, DDOT visited the following locations:

7th and G Streets NW

Short-term improvements, including signage, removal of the shared bus-bike lane on northbound 7th Street NW, flex-post curb bump outs, and installation of planters (as part of a short-term streetscape project for 7th Street NW) have been completed. Improvements associated with DDOT's Left Turn Hardening project have also been completed. The timing of the traffic signal was also evaluated and updated as part of DDOT's yearly Signal Optimization program. Mid-term improvements, including the evaluation of right-turn on red restriction and additional flex-post curb extensions, is currently underway and will be completed and the results shared with the affected ANCs in 2020.

1st and Florida Ave NW

Short-term improvements, including installation of a left-turn arrow for southeast-bound Florida Avenue at R Street NW has been completed. The timing of the traffic signal was also evaluated and updated as part of DDOT's yearly Signal Optimization program. Other short- and mid-term improvements, including assessment of vehicle speeds, potential circulation changes, and ADA-upgrades, will be completed and shared with the affected ANCs in 2020.

7th and M Street NW

Short-term improvements, including installation of Left Turn hardening infrastructure have been completed. The timing of the traffic signal was also

evaluated and updated as part of DDOT's yearly Signal Optimization program. Other short- and mid-term improvements, including assessment of flex-post curb extensions, right-turn on red prohibition, and updates to the curbside uses/loading zones, will be completed and shared with the affected ANC's in 2020.

Vermont Ave & U Street NW

Short-term improvements, including installation of Left Turn hardening infrastructure have been completed. The timing of the traffic signal was also evaluated and updated as part of DDOT's yearly Signal Optimization program. Other short- and mid-term improvements, including assessment of flex-post curb extensions and right-turn on red prohibition, will be completed and shared with the affected ANC's in 2020.

14th Street & Spring Road NW

Short-term improvements associated with resurfacing the roadway – upgraded pavement markings and upgrading existing crosswalks to be ADA-compliant – have been completed. Other short- and mid-term improvements, including assessment of flex-post curb extensions, leading pedestrian intervals, and right-turn on red prohibition, will be completed and shared with the affected ANC's in 2020.

89. How does the agency make crash data available to the public, and how often is it updated?

A new map of injury and fatal crashes is available at <https://arcg.is/1OSbiX>. This page provides a map of crashes that is interactive by mode, severity, and date. The map is updated every Friday.

Current downloadable crash data is published every twenty-four hours at [opendata.dc.gov: http://opendata.dc.gov/datasets/crashes-in-dc](http://opendata.dc.gov/datasets/crashes-in-dc).

These data can be downloaded in multiple formats, including a spreadsheet for statistical analysis or in GIS (geographic information system) format for spatial analysis. Each data point refers to the street centerline network of Washington, DC maintained by DDOT and OCTO. In addition to locations, a related table consisting of [crash details](#) is available for each crash. This table provides some anonymized information about each of the persons involved in the crash. Crash data are derived from the MPD crash data management system (COBALT) and represent DDOT's attempt to summarize some of the most requested elements of the crash data. Details of point locations and crash details table include location points with some basic summary statistics, the DC ward in which the crash occurred, summary totals for: injuries (minor, major, fatal) by type (pedestrian, bicycle, car), mode of travel involved (pedestrian, bicycle, car), impaired participants (pedestrian, bicyclist, car passengers), if speeding was involved, the nearest intersecting

street name, distance from nearest intersection, cardinal direction from the intersection, and many other details.

90. Please identify any reports, studies, or regulations due to the Council in FY 2020, whether the deadline was met and, if not, why. Please also identify any outstanding reports, studies, or regulations due to Council from previous years, and why they remain outstanding.

See Appendix Q90.

91. Please provide any update on the Red Top Meter Program District-wide.
- a. Is DDOT pursuing any other initiatives to assist handicapped users of public parking?

DDOT was slated to roll out the expansion of the accessible meter program in the Stadium Event Zone in March 2020, in line with the 2020 Nationals season. However, due to the public health emergency, the outreach and launch of the expansion has been postponed until further notice. The infrastructure for the accessible meter program in the Stadium Zone is in place for a rapid launch when it is reasonable to do so again.

In the CBD, DDOT is looking to reimagine the accessible meter program towards a more asset lite approach, much like the infrastructure that is in place in the Stadium Event Zone. The asset lite accessible meter parking does not use a red domed meter. The accessible meter spaces are marked by two red poles that are 110” in height, in addition to two ADA Pay-to-Park signs with pay-by cell-information. The adjacent pay stations to the accessible meter spaces are inspected and retrofitted/replaced to ensure the latest parking meter pay station that is ADA accessible to access it and interact with it. That retrofit includes meter programming using Pay-by-Plate, allowing ADA customers (and all customers) to not have to return to their vehicle to place their proof of payment on the dashboard. This creates a more unified customer experience, allows the opportunity and flexibility to designate additional ADA spaces, and reduces operating costs for the program.

The incumbent parking meter contract has been modified as of FY20 to ensure all parking meter assets, regardless of location, are installed and operable to ADA standards, facilitating easier expansion of the program in the future. Furthermore, PGTD has increased the focus in the Development Review process on ensuring ADA accessibility is integrated into the curb design and programming.

92. DDOT currently operates performance parking pilots in Chinatown and Navy Yard. In 2020, the Council passed the Performance Parking and RPP Exclusion Amendment Act. Does DDOT anticipate updating its

performance parking zone regulations to comply with the updated law? If yes, when is this update expected to be completed?

DDOT considers performance parking zones for areas that have a high amount of parking activity, generally busy commercial or event corridors. These zones implement demand-based parking rates, which encourages parking turnover.

Performance parking zones (PPZs) have four goals:

- Encourage regular parking turnover in busy commercial areas
- Promote the use of other transportation modes than driving
- Regulate resident parking in residential zones
- Decrease motor vehicle congestion

There are currently three active PPZs in the District.

Penn Quarter/Chinatown Zone

This zone is the area bounded by H Street NW, 3rd Street NW, E Street NW and 11th Street NW. Parking meter rates have historically varied between \$1.00/hour and \$7.00/hour throughout this zone. Rates change based on location and time of day.

Accessible meter parking is available in this zone. Users must pay the prevailing rate on the block but may stay on a meter for up to 4 hours.

Stadium Zone

The Stadium Zone includes both Nationals Stadium and Audi Field. The zone is bordered by the District's Southeast Waterfront/Anacostia River, I-695 (SE/SW Expressway), 2nd St. SW/Delaware Ave. SW, and 5th St. SE.

Accessible meter parking is available in this zone. Users must pay the prevailing rate on the block. Users may stay on a meter for up to 4 hours when there is no event and may stay on the meter with no time limit during events.

H Street NE

The H Street NE PPZ supports the H Street NE retail and DC Streetcar corridor. This zone, which is on H Street NE from 3rd Street NE to 15th Street NE, allows better curb access for the businesses in the area.

Pay-by-Plate in FY2021 (post-COVID)

One change we hope to implement in 2021 is the rollout of Pay-by-Plate parking. Initially useful for facilitating asset light accessible meter parking, Pay-by-Plate parking will facilitate progressive duration pricing and other mechanisms in the 2020 Performance Parking law. DDOT expects to implement this upgrade in the Stadium Event Zone and then retrofit the

Chinatown PPZ from its current Pay-by-Space system to Pay-by-Plate parking.

Under the Pay-by-Plate system, drivers who park at metered spaces in the affected PPZ will pay by mobile device or at a kiosk located on each block. There will be no changes to how drivers pay by mobile device. At the kiosk, drivers will be required to enter their license plate number and pay accordingly. In the Stadium Zone, at least one kiosk is located on each side of the street that is metered.

With Pay-by-Plate, customers no longer need to return to their vehicle to place a receipt on their dashboard. This creates a more unified customer experience and reduces customer hassle and operating costs for the program. Additionally, customers do not need to worry about a specific parking space number. By allowing customers to enter license plate information, the parking experience is simplified.

DDOT was slated to roll out the expansion of the Pay-by-Plate program in the Stadium Event Zone in March 2020, in line with the 2020 Nationals season. However, due to the public health emergency, the outreach and launch of the expansion has been postponed until further notice. The infrastructure is in place to roll out this program quickly once it again becomes reasonable to do so.

Performance Parking Zone Education and Outreach

DDOT will publish ParkDC.com in FY2021. ParkDC.com will be a central hub for all of DDOT's parking and curbside information. This website will include information on performance parking zone boundaries, rules, regulations, and information on how to use the all parking fee technologies. This website will also include information on how to contact Parking and Ground Transportation directly.

DDOT is developing the tools to be able to effectively present data on curbside usage broken down by location and time of day for each performance parking zone, but it will not be available at the launch of ParkDC.com.

93. What is the status of DDOT's Traffic Calming Assessment program?

Please provide:

- A list of all Traffic Calming Assessment Application Petitions DDOT received in FY 2020 and FY 2021, to date, including whether the Petition was accepted or denied, the rationale for why the Petition was accepted and denied, and the status of any ongoing petitions.
- The average length of time, in days, between DDOT's receipt of a Traffic Calming Assessment Application Petition and the

implementation of traffic calming measures to address issues raised in the Application Petition.

- A list of the number, location, and type of traffic calming measures which were installed in the District in FY 2020 and FY 2021.

Please see Appendix Q93 for a list of Traffic Calming Assessment Petitions.

The average length of time to complete a Traffic Calming Assessment is approximately 115 days. The actual time it takes to complete a single Traffic Calming Assessment varies around that average based on complexity, scope, and even the time of year. Several projects begin as traffic calming and may evolve into larger-scale projects at the neighborhood level. The assessment for those projects utilizes more resources and requires more time for completion. Additionally, the data collection effort around a Traffic Calming Assessment is also limited to specific times within the year when representative data can be collected. In general, data collection is not conducted during the school summer vacation, holidays, weekends, winter weather events, or other times that create unusual traffic patterns. The processing time is currently longer than usual due to the increased number of request during the Covid-19 public health emergency. Finally, the actual implementation of safety measures is sometimes only possible during the warmer months of each year.

Regardless of the results of DDOT's traffic calming assessments, safety improvements are nearly always made at the requested locations. In the event that the data show that speeding is not a regular occurrence at the requested location and traffic calming devices are not warranted, DDOT works with the requestor and the community to make other modifications such as refreshed crosswalks and signage that will help address the stated safety concerns.

Below is a list of the number, location, and type of traffic calming measures which were installed in the District in FY 2020 and FY 2021.

Ward 3

1. 3335 Tennyson St, NW -- (2) Speed Humps with signs and markings

Ward 4

1. 4100 block of 7th St, NW -- (2) Speed Humps with signs and markings
2. 500 block of Randolph St, NW -- (2) Speed Humps with signs and markings
3. 500 and 600 blocks of Longfellow St, NW -- (2) Speed Humps with signs and markings
4. 1400-1500 Varnum St, NW (2) Speed Humps with signs and markings
5. 5500 7th St, NW (1) Speed Humps with signs and markings
6. Fern St. NW between Georgia Ave and Alaska Ave, NW -- (5) Speed Humps with signs and markings

7. 4100 and 4200 block of 8th St NW -- (1) Speed Humps with signs and markings
8. 5000 block of 9th Street NW -- (1) Speed Humps with signs and markings
9. Unit block of Gallatin St and 1st St, NW -- (1) "One Way" sign
10. 1st St and Gallatin St, NW -- (1) "Wrong Way" sign
11. 1st St and Gallatin St, NW -- (1) Left Turn Only sign

Ward 5

1. 2104 I Street, NE -- (1) Speed Humps with signs and markings
2. 700 21st Street, NE -- (1) Speed Humps with signs and markings
3. 800 21st Street, NE -- (3) Speed Humps with signs and markings
4. 900 21st Street, NE -- (1) Speed Humps with signs and markings
5. 1948 Bennett Place, NE -- (2) Speed Humps with signs and markings
6. 3400 Commodore Joshua Barney Drive, NE -- (2) Raised Crosswalk with signs and markings
7. 3400 Commodore Joshua Barney Drive, NE -- (2) Speed Humps with signs and markings

Ward 6

1. 4700 8th St NE to 5000 Block of 8th St, NE -- (3) Speed Humps with signs and markings
2. 600 Block of D Street, SE -- (2) Speed Humps with signs and markings
3. 1624 F Street, NE -- (1) Speed Humps with signs and markings
4. 600 Block of C Street, SE -- (2) Speed Humps with signs and markings
5. 100 block of Tennessee Ave, NE -- (2) Speed Humps with signs and markings
6. 1200 Carrollsburg Place SW -- (3) Speed Humps with signs and markings

Ward 7

1. 900 block of 44th Street, NE -- (2) Speed Humps with signs and markings
2. 3600 block of 36th Street, SE -- Driver Feedback Sign
3. 4300 block of Burns Street, SE -- (1) Speed Humps with signs and markings
4. 51 Street, 52nd Street, and Ayers Place SE -- Installed Cross Traffic/Not Stop Signs
5. 5581 Central Avenue, SE -- Placed 25 MPH Speed Limit sign
6. 4900 block of Central Ave, SE -- Placed 25 MPH Speed Limit Sign
7. Central Ave. And 50th Street, SE -- (2) Installed Pedestrian Crosswalk
8. 51 Street, 52nd Street, and Ayers Place, SE -- Installed High Visibility Crosswalks
9. Central Ave, 53rd Place, and Astor Place, SE -- Replaced Missing Stop signs, Do Not Ever Signs

Ward 8

1. 2200 block of 14th Street, SE -- (2) Speed Humps with signs and markings
2. 3200 block of 15th Place, SE -- (2) Speed Humps with signs and markings
3. 1400-1500 block of W Street, SE -- (3) Speed Tables with signs and markings
4. 1700 Block of 18th Street, SE -- (1) Speed Humps with signs and markings
5. 1800 Block of 18th Street, SE -- (1) Speed Humps with signs and markings
6. 1400 19th Street, SE -- (1) Speed Humps with signs and markings
7. 1600 Block of U Street, SE -- (2) Speed Humps with signs and markings
8. 2200 Block of Shannon Place, SE -- (2) Speed Humps with signs and markings
9. 1300 Block of Valley Avenue, SE -- (3) Speed Humps with signs and markings
10. 2300 block of Elvans Rd, SE -- (2) Speed Humps with signs and markings
11. 200 block of Wayne Place, SE -- (3) Speed Humps with signs and markings
12. 1400-1500 block of Cedar Street, SE -- (3) Speed Humps with signs and markings
13. 1500 block of Mississippi Rd, SE -- (3) Speed Humps with signs and markings

IV. Alternative Transportation

94. What actions did DDOT take to improve the quality and efficiency DC Circulator service in FY 2020 and what actions does DDOT plan to take in FY 2021?

In FY 2020, DC Circulator service, similar to transit system nationwide, was greatly impacted by the pandemic, suffering a loss in weekday ridership of close to 87% compared the same period of time in 2019. Weekend ridership loss was closer to 84% during the same period of time in 2019. However, DDOT continue to move forward with finalizing multiple initiatives to improve the quality and efficiency of DC Circulator service. The program staff continue to work to enhance oversight of system service, maintenance, and technology investments completing the following activities: completion of new service schedule that would improve spacing and frequency of buses, installation of automatic passenger counters on all the fleet vehicles (currently now working toward evaluation and acceptance of system with the FTA), completion of one maintenance audit on September 2020 demonstrating significant improvement by operations and maintenance

contractor regarding the maintenance of the fleet, completion of research, evaluation and installation of operator shields in 44 of 72 DC Circulator vehicles (staff continues e manufacturing of additional shields due the nationwide demand); finalize the installation and acceptance of the Clever Devices equipment and system in all vehicles (the Clever Devices supports the efforts of data collection and operational data collection to help day to day monitoring of the service); updated the farebox DCU system and enhanced farebox data infrastructure at the garages; completion of procurement package for the purchase of additional electric buses; initiation of design activities for the improvements to the South Capitol electric bus facility and initiation of the DC Circulator Sustainability Plan.

Lastly, the DC Circulator team is currently finalizing the 2020 Transit Development plan that will unveil the new DC Circulator route in Ward 7 as well as other system improvements for short term and long term considerations. Some of these improvements include traffic signaling, consideration of different DC Circulator service levels and continued consideration pending future funding for the U Street extension of the Rosslyn-Dupont Circle route.

The Transit Delivery Division continues to work with the dedicated staff positions on the growing demands on the program, as well as, working with the Program Management Consultant (PMC) team to improve standard operating procedures of various program areas particularly maintenance. DDOT also continues to work with a Support Services contract, which provided support for the Transit Development Plan and federal compliance, and continues to support with the program's technology strategy and oversight, electric bus pilot and bus procurement.

DDOT continues the work with the Department of General Services (DGS) to enhance operations and maintenance facilities. Work on 2020 was completed at the 17th Street NE facility to improve the parking lot (mill and overlay) as well as enhance the interior areas. Work continues at this time to waterproof the facility and enhance the gate and security booth. DDOT continues to work throughout FY 2020 to the present with DGS to secure a site (land) in Maryland for a permanent garage facility. This new facility will house all operations and maintenance activities for the system.

DDOT finalized negotiations with the DC Circulator Operations and Maintenance contractor, RATP Dev, to modify the existing contract and ensure moving forward equitable pay adjustment for vehicle operators. The contract also modified additional performance measure targets that aligned further with industry standards.

In the coming year, DDOT staff will continue to work to finalize the installation of operator shields; continue to promote safe riding with a

marketing campaign gear towards helping attract back riders to the system while promoting COVID safe recommended protocols; complete APC acceptance process, finalize procurement package approval by Council; and begin the public outreach process that will support the implementation plan for the Ward 7 route (including public hearing and operational planning).

95. What actions did DDOT take in FY 2020 to increase the sustainability of the Circulator fleet?

- How many circulator buses will reach end-of-life in FY 2021 and FY 2022?
- Will these buses be replaced in FY 2021 and FY 2022, and if so, what fuel will the replacement buses run on?

DDOT is currently undertaking multiple actions to improve the sustainability of the DC Circulator fleet and overall program. DDOT recently selected the consultant team that will support with the DC Circulator Sustainability Plan after a long year effort working with OCP to procure the consultant. Currently the team is entering contract negotiations but hopes to have NTP by the end of February. The plan will fulfill DC Circulator's portion of the comprehensive clean vehicle transition plan required of DDOT by section 503 of the Clean Energy DC Omnibus Amendment Act of 2018. The agency assigned federal Congestion Mitigation and Air Quality (CMAQ) funding to aid in the development of this plan. In addition, the program applied to the Federal Transit Administration's Low or No Emission Vehicle Program, an application which resulted in an award of \$2.6 million for a future vehicle procurement. The program also continues to work with DOEE to advance a memorandum of understanding which would allow DC Circulator to utilize \$4.9 million in Volkswagen Clean Air Act Civil Settlement funds for a future vehicle procurement. DDOT staff is currently working this spring to put together a second procurement package that will focus on utilizing both LoNo and VW funding for the purchase of additional BEB vehicles to replace the oldest vehicles in the fleet.

DC Circulator's 14 Van Hool vehicles, introduced to the fleet in 2009, will reach the end of their useful life in FY 2021. During FY 2020, the program initiated and completed in 7 vehicles a "mini-overhaul" campaign, focusing on engine, transmission, and suspension repair, along with an interior and exterior refresh. The mini-overhaul work continues this fiscal year to complete the remaining 7 Van Hool vehicles. DDOT is currently in the process of procuring an additional 14 vehicles, to be delivered in FY20-FY21. These vehicles will have battery-electric propulsion, similar to the current fleet of 14 battery-electric vehicles. With the delivery of these fleet expansion vehicles, the Circulator fleet will number 86 vehicles. DDOT plans to initiate a second battery-electric vehicle procurement, numbering 17 buses, following the current procurement, which will be a fleet replacement procurement, and allow DDOT to retire the 14 Van Hool vehicles dating to 2009. In order to

house and charge the 14 new battery-electric vehicles, DDOT is working to expand the parking area of the South Capitol Street facility into DDOT-owned land, which will provide space for additional parking and charging infrastructure. Currently DDOT is in the process of finalizing the selection of the design team to complete the work. DDOT is continuing its collaboration with DGS to acquire land which will host a new consolidated DC Circulator operations and maintenance facility. This facility will have space to house at least 100 vehicles. Once this facility is operational, DDOT will be able to add the 17 replacement and expansion battery-electric vehicles to the Circulator fleet. The entire fleet will then number 89 vehicles.

96. Please describe the status of the following requirements or programs under the contract signed with RATP-DEV to operate the Circulator:

- The contract gives DDOT the ability to conduct mystery rider evaluations up to three times per year. Has DDOT performed any of these evaluations? If so, please provide the results.
- The contract requires RATP-DEV to document customer complaints and make them available to DDOT? Does DDOT receive these complaints from RATP-DEV? If so, please provide the nature of the top three customer complaints RATP-DEV has received.
- The contract mandates RATP-DEV make its General Manager available for weekly meetings with DDOT. Have these meetings been occurring? If so, please provide the date and location of the last three month's meetings.
- The contract requires that RATP-DEV maintain at least a 6:1 ratio of buses to technicians. What is the current ratio of buses to technicians?

DDOT did not complete a customer satisfaction survey across the entire DC Circulator system due to the COVID 19 pandemic. The last customer service report conducted in fall 2019 concluded that overall, riders are satisfied with DC Circulator , giving an average rating of 8.7 on a 0 to 10 scale. While satisfaction is still high at an 8.7, it has declined from levels observed in 2018 (9.0). Notably, almost all (99 percent) would recommend DC Circulator to others. Its greatest strengths are that it is seen as easy to use and easy to pay your fare. During FY 2020, DDOT did not conduct a mystery rider evaluation due to the pandemic, but is planning on continue to have DDOT staff conduct evaluations of the service, until is safe to schedule the evaluation again. Currently we are projecting the next customer service evaluation to be conducted in the Fall of 2021.

DDOT receives customer complaints directly through the DC Circulator website and social media accounts. Starting FY21 we will begin, as part of a broader DDOT effort, to provide customer service assistance 24/7 via our call center. DDOT staff works with RATP Dev to investigate and resolve customer complaints. In FY 2020, the top three categories for customer

complaints were (76) On-Time Performance, (38) Failure to service stop and (24) Operator Conduct.

DDOT holds regular weekly meetings with RATP Dev's Circulator General Manager and other staff, generally on Thursday mornings. Due to the pandemic these meeting have been taking place via TEAMS. See dates of meeting for the last three months:

November 5, 2020

November 12, 2020

November 19, 2020

November 24, 2020 *Tuesday due to Thanksgiving Holiday

December 3, 2020

December 2020

December 10, 2020

December 22, 2020

*Week of 28th meeting was skipped due to the holidays.

January 7, 2021

January 14, 2021

January 21, 2021

January 28, 2021

According to RATP Dev's latest staffing report, dated December 13, 2019, there are currently 12 maintenance technicians employed, meaning the buses to technicians ratio is 72:12, or 6:1.

97. What is the status of the implementation of the updated Circulator Transit Development Plan?

DDOT updates the DC Circulator Transit Development Plan (TDP) every three years. The 2020 TDP Update kicked off in November 2019 and throughout the year the project team evaluated the existing system and reviewed various route options to extend the DC Circulator service to Ward 7 with the public. DDOT staff attended 11 community meetings to inform residents about the TDP, the new Ward 7 route, and the opportunity to weigh in through surveys evaluating the existing service and routes options for Ward 7. The survey for the Ward 7 route options launched on September 24 and closed on October 23, 2020. Respondents were able to complete the survey online and in hard copy. The project team spread word of the survey through social media, radio and newspaper ads, notices posted around the community, and mailers sent to every Ward 7 residential address. The virtual public meeting held on October 14 saw about 40 participants. DDOT worked with the consultant team in evaluating the public feedback and the technical review of the options. The final draft report of the 2020 TDP is under review by senior leadership. DDOT will be sharing the draft with the public in February/March to provide feedback and expects to have a final

report by the end of Spring 2021. Any recommended system changes would then be subject to a public hearing before implementation.

98. What is the status of securing a permanent garage for our Circulator fleet?

- Has a site been purchased?
- If not, to the extent that it is not confidential, please list all locations the agency is currently considering for such a purpose, including the anticipated cost of obtaining each location and the estimated cost of construction of a new maintenance facility at each identified location.

In summer of FY2020, DGS executed a Letter of Intent with the owners of 1201 Claybrick Road, Capital Heights, Maryland property for the purchase of 11.2 acres. Due to the pandemic, negotiations were delayed, but DGS finally was able to secure a consultant team to support in finalizing the purchasing and permit requirements to present to the planning board in Prince George's County. DGS expects the purchase and sale agreement will be executed by summer 2021. The new facility will support an improved system condition. All three of the existing DC Circulator maintenance facilities are sub-optimal, and construction of a new facility will replace them with a modern asset. This will reduce costs, obviating the need to maintain outdated and inadequate facilities, and allowing DDOT an opportunity to develop and implement a lifecycle management plan for the facility. The new facility will be built to include adequate space for bus storage and provide all necessary equipment to properly maintain the Circulator fleet. The new facility will also support enhanced access and mobility in the District, as more vehicle storage space will allow the system to acquire additional vehicles and expand service.

The total cost of the project, including site acquisition, labor, design, construction, and equipment was initially estimated at \$157,000,000. However, the design process will refine these estimates for construction costs of the site. At this time, the construction of the new facility has not been funded.

99. Where has DDOT currently implemented Transit signal priority?

- Where does DDOT plan to implement Transit Signal Priority in the future?

Transit Signal Priority ("TSP") and/or Queue Jump is currently operational at 185 traffic signals along the Metrobus priority corridors in the District including 16th Street NW, Georgia Avenue NW, Wisconsin Avenue NW, and downtown.

- 177 of 185 intersections provide TSP only
- 6 of 185 intersections provide Queue Jumps only

- 2 of 185 intersections provide TSP and Queue Jumps

The highlights of DDOT's continued efforts on Transit Signal Priority program related activities in 2020 are:

- Executed the Memorandum of Agreement of Transit Signal Priority between DDOT and WMATA to set forth the rights and responsibilities of two agencies in the maintenance, operation, and expansion of the Transit Signal Priority ("TSP") and Queue Jump System within the District of Columbia. The MOA was signed by both parties and took effect on February 3rd, 2020.
- Designed seven new Queue Jump locations last year through a close coordination with WMATA. Following locations will be implemented in 2021:
 - Martin Luther King Jr Ave & W St, SE
 - Massachusetts Ave & New Jersey Ave, NW
 - 15th St & U St, NW
 - 17th St & U St, NW
 - Vermont Ave & U St, NW
 - 16th St & Good Hope Rd, SE
 - Georgia Ave & Barry Pl, NW
- Migrated the central management server for the TSP system to the cloud, which increased the performance, scalability, reliability, and security of the TSP application.
- Established standing meetings between WMATA and DDOT to exchange TSP operational data, monitor the system's health, identify key elements to improve the existing system, and raise awareness of the potential issues for DDOT technicians to troubleshoot and fix.

In 2021, DDOT plans to continue our collaboration with WMATA to further expand and optimize the existing TSP network through following efforts:

- Construct Queue Jump features at seven locations that were designed in 2020;
- Design five new Queue Jump locations;
- Relocate less effective TSP hardware from downtown to other new bus priority corridors, as recommended by WMATA;
- Initiate the roadside-equipment upgrade to support 4G wireless network (current TSP system runs on 3G network);
- Continue working with WMATA to ensure TSP can be best utilized to meet DDOT's goal to improve public transit in the City.

100. Please explain the status of the bus-only lanes DDOT has piloted in FY 2020 or FY2021, to date.

- Has DDOT decided to make these lanes permanent?
- By what percentage did these lanes increase bus travel times?
- Is DDOT looking to implement more bus-only lanes throughout the District? If so, where?

Has DDOT decided to make these lanes permanent?

In FY20 and FY21, DDOT constructed the following bus lanes:

1. H and I Street NW: DDOT piloted rush-hour bus-only lanes on H and I Streets NW in downtown in FY 2019 from June 3 to September 29, 2019. The bus lanes extend from 14th to 18th Street NW on H Street and from 13th to 20th Street NW on I Street. DDOT decided to make these lanes permanent and extend the hours of operation to 7:00 AM – 7:00 PM, which went into effect on November 14, 2019. DDOT is currently finalizing the upgraded design for the corridor to further improve bus performance, for construction in FY21 (H and I Street NW 2.0).
2. 14th Street NW: DDOT completed construction of the shared protected bus and bike lanes on 14th Street NW between Euclid and Irving Streets NW in November 2020. DDOT is evaluating the performance of the project for the year following installation to determine if any operational or design refinements are needed to the bus lanes.
3. MLK Jr. Ave SE: DDOT completed construction of the bus lanes on MLK Jr. Ave SE between W St and St. Elizabeths East Campus in November 2020. DDOT is evaluating the performance of the project for the year following installation to determine if any operational or design refinements are needed to the bus lanes, as well as performing additional planning to identify further bus priority improvements along the corridor.
4. M Street SE: DDOT completed construction of the bus lanes on M Street SE between 10th St and Half St SE in December 2020. DDOT is evaluating the performance of the project for the year following installation to determine if any operational or design refinements are needed to the bus lanes, as well as performing additional planning through a TAP grant project led by the Capitol Riverfront BID to explore options for bike lanes along the corridor.

DDOT is currently monitoring all bus lanes and making adjustments as needed to improve operations and the efficiency of the service. We have no plans to remove the bus lanes.

By what percentage did these lanes increase bus travel times?

Overall, the bus lanes on H and I Streets NW have improved bus travel times. WMATA's analysis of November – December 2018 versus 2019 show the following trends:

- Average travel times fell by 10%
- Delays over 2 minutes fell by 39% overall
- Slowest travel times (95th percentile travel times) fell by 9%
- Instances of buses running 3 mph or slower fell by 18%

DDOT is currently finalizing the upgraded design for the corridor to further improve bus performance and address issues identified during the pilot, as well as public feedback, for construction in FY21 (H and I Street NW 2.0).

Performance analysis for 14th Street NW, MLK Ave SE, and M Street SE will be available starting in late spring 2021.

Is DDOT looking to implement more bus-only lanes throughout the District? If so, where?

Upcoming construction in FY21 includes:

1. 16th St NW: Arkansas Ave to H St NW
2. H and I Street NW 2.0

Bus priority projects for planning or design in FY21 include:

1. 7th Street NW: Massachusetts Ave to Pennsylvania Ave
2. H Street NW: 14th St to North Capitol
3. Minnesota Ave SE: Pennsylvania Ave to East Capitol
4. MLK Jr Ave SE 2.0: Good Hope Rd to St Elizabeths East Campus (building on the existing pilot bus lanes)
5. M Street SE 2.0: 10th St to Half St (building on the existing pilot bus lanes)
6. Columbia Road NW: 16th St to California St
7. Alabama Avenue SE: MLK to 25th St (part of multimodal corridor study)
8. Pennsylvania Avenue SE: 2nd to Barney Circle (part of protected bike lane project)
9. K Street Transitway

101. How many of the bus stops located in the District comply with the Americans with Disabilities Act (ADA)? Please include:
 - The number of bus stops that were brought into compliance with the ADA in FY 2019 and FY 2020, and the locations of those bus stops.
 - The bus stops that the agency will make compliant with the ADA in FY 2021, and the locations of those bus stops.

In FY 2020, DDOT completed 34 bus stop improvements as part of the maintenance improvement work performed on our road and sidewalk by the Maintenance Division. Some accessibility issues improved include sidewalk condition, landing area width, and other path of travel obstructions. In addition, the 14th Street Streetscape Improvement Project provided improvements to 10 bus stops within the corridor.

We are currently scoping the bus stops within the Sidewalk Improvement Plan on Pave DC for FY 2021 and expecting to do improvement to 20 bus stops at a minimum. All sidewalk improvement work will provide

repairs/improvements for accessibility to the bus stops within the project limits, if necessary. At this time, this count does include bus stops been improved by capital improvement projects.

Location	Quadrant	Bus Stop #	Construction Completed
16th Street NW & R Street Northbound	NW	1002913	10/19/2019
16th Street NW & U Street Southbound	NW	1002877	10/19/2019
16th Street NW & P Street Outbound	NW	1001428	10/19/2019
New Hampshire Avenue NE & Longfellow Street	NE	1002634	1/28/2020
15th Street NW & F Street	NW	1001060	2/27/2020
M Street NW & Wisconsin Avenue	NW	1003204	2/21/2020
Connecticut Ave. NW & Kalorama Rd. NW	NW	1001722	4/2/2020
Connecticut Avenue NW	NW	1002331	4/10/2020
Connecticut Ave. NW & Calvert St. NW	NW	1001826	03/27/20
Connecticut Ave. NW & Wyoming Ave. NW	NW	1001697	04/06/20
Connecticut Ave. NW & Leroy Pl. NW	NW	1001626	04/08/20
Connecticut Ave. NW & R St. NW	NW	1001574	
Connecticut Ave. NW & Q St. NW	NW	1001509	
Connecticut Ave. NW & Q St. NW	NW	1001507	
Connecticut Ave. NW & 20th St. NW	NW	1001535	04/08/20
Connecticut Ave. NW & S St. NW	NW	1001592	
Connecticut Ave. NW & Kalorama Rd. NW	NW	1001717	
Connecticut Ave. NW & Florida Ave. NW	NW	1001618	
M Street NW & Wisconsin Avenue	NW	1001319	5/2/2020
M Street NW & Thomas Jefferson St.	NW	1001321	5/2/2020
U Street & 10th Street NW	NW	1001685	5/18/2020
M Street & 30th Street NW	NW	1001322	5/26/2020
1075 Kenilworth Avenue NE	NE	1001304	5/19/2020
1215 Kenilworth Avenue NE	NE	1001348	5/26/2020
605 Kenilworth Avenue NE	NE	1001526	6/4/2020
1602 Kenilworth Avenue NE	NE	1001528	6/9/2020

Kenilworth Avenue & Nash Street NE	NE	1001359	6/15/2020
Kenilworth Avenue & 44th Street	NE	1003225	6/15/2020
Kenilworth Avenue & Lan Pl.	NE	1001313	6/18/2020
Connecticut Avenue & L Street	NW	10011278	6/25/2020
Wisconsin Avenue & R Street	NW	1001959	9/24/2020
1310 Wisconsin Avenue NW	NW	1001373	9/24/2020
Wisconsin Avenue & 34th Street	NW	1001637	9/28/2020
Pennsylvania Avenue SE & Minnesota Avenue SE	SE	1000482	12/1/2020

102. What is the status of the Streetcar project? Please include:
- A spending plan and schedule for obligating funds for the 8-mile system.
 - The status of the Environmental Assessment for the Benning Road extension.
 - The methods being considered by the agency to collect fares once revenue operations commence, and a timeline for the implementation of fare-capture.
 - Any operational and financial constraints on DDOT's ability to run and maintain the Streetcar.

A spending plan and schedule for obligating funds for the 8-mile system

DDOT is actively advancing eastern (Benning) extension, which is part of the proposed eight-mile system. The Benning project is on 65% design phase. The final design phase is anticipated to be complete by Spring 2022.

The spending plan can be found in Appendix Q102.

The status of the Environmental Assessment for the Benning Road extension

DDOT Director and FHWA have signed the Final EA and FONSI for the Benning Road extension project. All parts of the Final EA/FONSI have been released to the public on the project website.

The methods being considered by the agency to collect fares once revenue operations commence, and a timeline for the implementation of fare-capture

DDOT will conduct an analysis on streetcar fare payment collection and fare policy enforcement in coordination with regional partners in the fare payment collection and management process based on previous studies, prior to the completion of Benning Extension construction. Details of fare collection and fare revenue management will be announced if DDOT makes a change in the Streetcar fare policy. Based on the recommendation of the new fare collection, policy enforcement and revenue management analysis, DDOT

would develop the timeline and fare collection methods closer to the start of the streetcar revenue service in Benning Extension.

Any operational and financial constraints on DDOT's ability to run and maintain the Streetcar

DDOT continues to experience some operational challenges related to the building maintenance and repair services with DGS. DDOT continues to work with DGS to mitigate these issues and to understand the long-term maintenance plan for the carbarn. The Streetcar contractor has identified the lack of availability of some key spare parts as an on-going issue. Several parts suppliers are located in Europe, while some American suppliers are no longer in streetcar/Light Rail Transit business. The inability to obtain parts impacts the contractor's capacity to complete necessary maintenance and repairs in a timely manner. This impacts vehicle availability and service provided. Given the limited capacity to procure needed parts for either streetcar fleet, especially the older fleet, parts availability will continue to be limited in the future and will continue to have an operational impact. The Contractor has worked with other transit agencies, which use the similar type of streetcars to operate a "parts sharing" arrangement, but this is a temporary solution. DDOT will look to update and standardize parts to increase accessibility to parts suppliers.

V. Tree Canopy

103. DDOT conducts land cover assessments in roughly 5-year intervals. When is the next one scheduled to occur? Please provide graphs indicating the District's urban tree canopy coverage by ward beginning in 2006 and including every year this assessment was done since then.

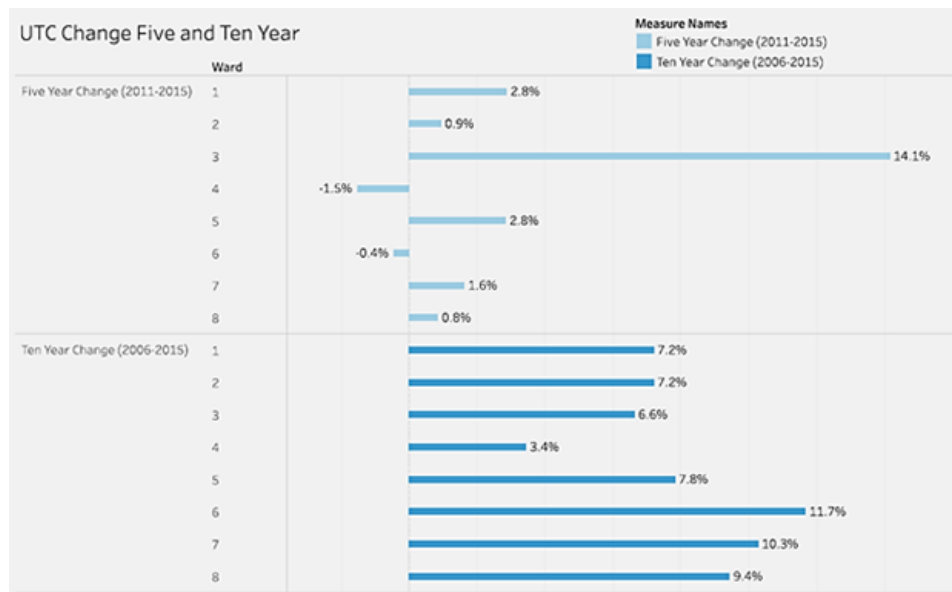
A study to evaluate land cover characteristic changes from the period 2015 – 2020 is currently underway. Collection of the underlying data used to generate a land cover assessment (LiDAR and Satellite Imagery) was delayed due to COVID-19 precautions. However, the required informational resources have since been obtained, and analysis is currently underway. DDOT anticipates delivery of the land cover study by summer 2021. This forthcoming study will be the fourth such analysis and provide unmatched insight into not only the status of land cover characteristics across the city, but also the drivers of change since 2006. This historical perspective will allow for critical assessment of the programmatic and regulatory framework that are focused on protecting and enhancing the city's tree canopy.

104. Please provide any estimates of the District's total tree canopy coverage each year for the past 4 years.

The last assessment of urban tree canopy (UTC) analyzed the change from 2011 - 2015, which found that DC had increased coverage from 37.1 to 38

percent. In the time since this most recent assessment was completed, DDOT has installed nearly 46,000 new trees. Based on a combination of the historic trend of UTC increase summarized below, and the aggressive approach to tree planting, DDOT estimates that the current UTC has at a minimum remained steady, or grown incrementally.

It is important to understand that these results are an exercise in remote sensing, and while DDOT has complete confidence in the results, any consumer of this information should be aware that such assessments are biased toward loss. Loss of UTC is easy to observe and quantify. UTC gain, however, accrues in very small increments; therefore, quantifying all areas of gain is a complicated exercise. Often times, the growth of small trees can be difficult to capture, yet the growth of their canopies continues nonetheless. These realities suggest that if this data errs, or is incomplete in any way, it is in the direction of under-reporting existing canopy. This background is useful in interpreting results that show gain in all but two wards over the past 5-year period, compared to UTC gain in every ward when viewed over the ten year horizon. The table below compares the 5 and 10 year periods, as well.



105. How many trees are in the District’s public space? Did this number increase or decrease in FY 2020?

As of January 25, 2021, 172,514 trees exist in the District’s public space. These trees are detailed in DDOT’s [Public Tree Database](#). This represents an increase of 7,636 additional trees, or nearly 4.5% compared to the same time in the prior year. At the present time, more than 98% of the existing tree spaces across the city have been planted, and no ward has more than 1,000 total open spaces. To learn more about this accomplishment, please visit this [interactive dashboard](#) that examines planting levels by ward.

106. How many empty tree boxes currently exist, and how many does the Urban Forestry Administration anticipate filling in FY 2021?

As of January 25, 2021, 3,700 open public tree spaces exist. DDOT anticipates planting more than 2,500 additional trees in FY 2021, which will result in further reduction of open tree spaces. Based on DDOT's current and projected public tree planting efforts, the Urban Forestry Division anticipates achieving full stocking levels by the end of the current Fiscal Year, as predicted in last year's performance hearing testimony. At the present time, less than 2% of the existing tree spaces across the city remain open and unplanted, and no ward has more than 1,000 total open spaces. To learn more about this remarkable accomplishment, please visit this [interactive dashboard](#) that examines planting levels by ward.

107. What was the survival rate of newly planted trees in FY 2017, FY 2018, FY 2019, and FY 2020?

Fiscal Year	Survival Rate*
2016	92.93%
2017	93.81%
2018	88.73%
2019	90.72%
2020	94.30%

*Results compare number of trees planted with the number which required warranty replacement.

VI. Public Health Emergency Questions

108. Please give an overview of the initiatives DDOT started in response to the Public Health Emergency due to COVID-19.

During the public health emergency caused by COVID-19, DDOT advanced the following initiatives to reimagine public space for residents and businesses across the District:

- Temporary permits for Restaurant Pick-Up Drop-Off (PUDO) Zones which allow residents and commercial drivers easy access to restaurants and eateries that are offering delivery or carry out service during the declared public health emergency.
- Sidewalk Extensions near grocery stores and other essential retailers to allow pedestrians enough space to practice social distancing during the coronavirus (COVID-19) public health emergency. Sidewalk extensions were installed across the District based upon DDOT's evaluation and suggestions from the public.
- In partnership with the Mayor's Office of Nightlife and Culture and the Alcoholic Beverage Regulation Administration, DDOT administered the streatory program, allowing restaurants to create outdoor seating that meet physical distancing and other criteria.

Restaurants are able to use expanded sidewalk space, alleys, parking lanes, and travel lanes for table seating.

- Since June, DDOT has installed over 25 miles of Slow Streets. Slow Streets are restricted to local traffic only and the speed limit is set at 15 miles per hour to support neighborhood-based safe social distancing while walking, running, or cycling. Drivers should only use a designated Slow Street if their destination is within two blocks of that street. Residents, emergency vehicles, deliveries, and trash collection vehicles still have access to Slow Streets. Streets with bus routes are not eligible for a Slow Streets designation.
- DDOT also continued to expand Car Free Lanes during the pandemic. Dedicated, car free lanes will allow WMATA and Circulator to efficiently operate by reducing passenger crowding and maintain safe distancing on buses. The three quick-build bus priority projects allowed for rapid implementation and were selected from DDOT's list of bus priority corridors to help address current and future needs for Metrobus and Circulator service. Bicyclists are permitted to use car free lanes, helping to reduce crowding on sidewalks.

109. Please provide an update on the Streatery and Parklet programs.
- How many Streatery and Parklet permits have been issued during the PHE?

Restaurants

Beginning Friday, May 29, 2020, every business with a current valid sidewalk café permit has been able to operate in compliance with public health and safety requirements, which are made easily accessible online.

To expand an existing café or provide new seating, a restaurant must complete a simple online form and then begin operating sidewalk café in compliance with public health and safety requirements. Restaurant owners have five (5) business days from submitting the registration to complete a public space permit for a temporary sidewalk table service via TOPS, DDOT's online permitting system.

Curbside table service by a restaurant is called a parklet. To operate a parklet, a restaurant must register using this simple online form and then submit a parklet permit application via TOPS. Restaurants may not begin operating a parklet until DDOT issues an approved permit.

Restaurants can have a pick-up space and a parklet on a street. A restaurant must have the appropriate amount of space to accommodate a pick up and drop off zone (three parking spaces) and parklet in front of the eatery. Restaurants must also acquire written support from adjoining businesses.

These temporary parklets or Streatery Zones will not be required to have a platform but will need to provide a moveable Americans with Disabilities Act (ADA) compliant ramp to the seating area from the sidewalk.

Additional Curbside and Travel Lanes

Only Business Improvement Districts, Community Improvement Districts, Main Streets and other community organizations can submit a request to use the entire curb along the block. An organization can complete a simple online form and then submit a permit application for “Other Special Event” via TOPS. DDOT expects to issue permits within two to seven days of receiving an application. Permits for cafes in the curb lane require more review and coordination due to the impacts on the roadway and transportation networks as well as mass transit and public safety considerations.

Physical Distancing of Customers

In sidewalk cafes and streateries, each table must be at least 6 feet from any other table so that customers can maintain appropriate physical distance. Customers dining at the same table together don’t need to maintain physical distance.

Permits

Restaurants that have a valid sidewalk café permit and are not using any additional space do not need an additional public space permit. Restaurants that want to expand their sidewalk café space should apply for a public space permit via TOPS. Restaurants must complete a simple online form and then begin providing service on the sidewalk. After completing the registration form, restaurants have five (5) business days to submit an application for a temporary sidewalk table service permit via TOPS.

DDOT started implementing an expedited review process to support the Phase 1 reopening, and continuing through the public emergency. Permit application reviews will be completed within 2-5 business days of receipt. Given that these uses of public space are temporary, ANC review will not be required, except for streateries requiring full roadway closures. All permits for outdoor seating and pick-up/drop-off are set to at the end of the current declared public emergency. All permits are subject to renewal.

As of December 2020, 292 public space permits have been issued for streateries, which includes expanded outdoor dining on the sidewalk and within parking lanes, travel lanes, and alleys.

Retailers

Retailers may use up to 4 feet from the face of their building to stage products for customer pickup. Retailers can reserve up to three (3) curbside spaces to provide a temporary pickup zone under an approved public space permit. All retailers must have a public space permit before providing

curbside pickup. A permit application for Other Reserved Parking may be submitted via TOPS.

Guidelines

DDOT is currently updating the streatory guidelines with clearer and more comprehensive information about outdoor dining within public space. Guidelines should be posted online at the end of January.

110. Where has DDOT temporarily expanded sidewalks during the PHE?

DDOT has temporarily extended sidewalks near grocery stores and other essential retailers to allow pedestrians enough space to practice social distancing during the coronavirus (COVID-19) public health emergency.

Locations include:

- North side of Irving Street NW between Hiatt Place and 15th Street NW
- East side of 25th Street NW between Pennsylvania Avenue NW and the Trader Joe's driveway and north side of L St NW between 25th St NW and the driveway
- North side of H Street NE between 3rd Street NE and 4th Street NE
- Full closure of the Connecticut Ave NW service lane between Macomb Street NW and Ordway Street NW
- 3000 block Mt. Pleasant St NW (west side, from Irving St NW to driveway)
- Unit block of H St NW (north side, from 1st St NW to driveway)
- 1500-1600 blocks of 17th St NW
- 1800 block of 20th St NW

111. Which of DDOT's divisions are currently working remotely?

- What percentage of DDOT's total employees currently work remotely?
- Please provide a copy of the agency's Continuing Operations Plan and any remote working protocol.

Currently DDOT staff are following the latest Mayor's and Director's Order regarding COVID-19 work protocols. In addition, field related operations are working is reduced and alternating work scheduled to reduce the number of people gathering. Our Warehouse and Safety and Risk teams are fulfilling PPE requests from all on site staff and ensuring they have all the of the PPE they need to operate according to the latest COVID-19 protocols.

Which of DDOT's divisions are currently working remotely?

DDOT Departmental Order 2020-03, entitled "District Department of Transportation Declaration of Emergency #3 in Response to Coronavirus (COVID-19)" was issued July 21, 2020 This order created six work-status

categories in to govern each of the agency's program areas during the public health emergency. Based on these categories, the program's work status was established during the continued Mayor's Orders. In general, program areas that did not require field activities have remained in a remote-work status, and where the work was field-based, sizing and schedules were adjusted to provide the safest work environment.

Here is the breakdown of the Divisions at DDOT that are fully remote or partially remote:

Fully Remote

- External Affairs
- Equity & Inclusion
- Office Deputy Director
- Office of the Director
- Office of COO
- Customer Service Call Center
- IT/GIS
- Performance Management
- Project Delivery
- Davis Bacon
- Resource Allocation
- Office of the General Counsel
- Safety
- ITS Systems
- PGTD
- Asset Management
- Signals Maintenance
- Permitting
- Street and Bridge Maintenance (Support)
- Maintenance

Partially Remote (Home and Field. Does not report to office.)

- Inspections - Maintenance
- Signals Maintenance
- Safety & Security
- Asset Management
- Streetlights
- Public Space Inspections
- UFD
- IPMD

What percentage of DDOT's total employees currently work remotely?

Approximately 60-70% depending on special events and other demands on District resources.

Please provide a copy of the agency's Continuing Operations Plan and any remote working protocol.

At the outset of the public health emergency, COOPs were submitted to the Office of the City Administrator. We defer questions regarding the specifics of DDOT's COOP and remote working protocol to City Administrator Kevin Donahue.

112. What programs and services faced reductions in FY 2020 and FY 2021 to date, due to the PHE? What agency programs and services have been impacted by revenue loss during the PHE?

On April 6, 2020, the Mayor issued an order that froze hiring and spending and required waivers for many non-personal services comp source groups and hiring. DDOT was required to realize savings as a part of the hiring and spending freeze.

DDOT is working with the Executive Office of the Mayor on the FY 2022 Budget formulation process to evaluate what, if any, reductions will be proposed as a part of an FY 2021 supplemental budget. Under the Public Health Emergency DDOT has not collected fare revenue on its Circulator bus routes and is estimating lower than projected revenue for the DC Circulator program because of this. DDOT is working with the OCFO to evaluate whether or not there are other programs with revenue impacts due to the Public Health Emergency.

113. How did the agency ensure that all staff have access to appropriate equipment and internet connection, so as to work from home? What happens if a worker did not have the right tech or a stable connection?

DDOT has been working over the last several fiscal years to improve the agency's ability to use technology in a flexible and agile manner. Prior to the public health emergency, DDOT had been improving staff capacity to understand and use technology updating staff devices, and aligning technology needs with the agency's COOP Plan. Due to this proactive planning, DDOT had more than 80% of staff set up with laptops with cloud and web based work applications prior to March 13th - when the agency received direction to shift most operations to work remotely. The Performance Administration started the first week of remote operations with daily technology training events on establishing Teams, Office 365, VPN and other technology applications to create a framework for agency operations.

DDOT also partnered with sister agencies, like OCTO, to quickly expand technology options to meet all the demands on the DDOT team. As the work remained virtual, DDOT IT staff were physically and remotely available to

address hardware and software issues for any staff member that had issues in the remote stance. In addition, the agency had Microsoft Teams already in use prior to COVID –19 and used it for all meetings which allowed for a virtual replication of the physical environment. The MS Teams application provided multiple access points for staff, including non-DDOT attendees, for all levels and all work functions.

114. Please list any reductions in FTEs stemming from the PHE, noting the division or program.

DDOT has not cut any FTEs due to the Public Health Emergency.

115. How much federal stimulus relief was directed to the agency, and for what purposes was it used? Is the agency anticipating any funding from the most recent stimulus bill, and how will that be factored into the upcoming budget submission or supplemental?

Please see Appendix Q115.

116. Was the agency a recipient of any other federal grants stemming related to the public health emergency?

As of January 2021, DDOT has been approved for FEMA reimbursement funds related to the public health emergency in FY20 in the amount of \$32,526.69, which represents a 75% federal cost share of the total obligated activity cost of \$43,368.91. DDOT was also the recipient of \$1.3M from the CARES Act to support Circulator transit operations.

117. Please provide a list of agency grant recipients that were asked to reduce services, including by how much (\$ or %).

No DDOT grant recipients were asked to reduce services.

118. How did DDOT update its methods of communications and public engagement to connect with customers during the PHE?

In the early months of the pandemic, DDOT began attending virtual ANC meetings to provide updates on critical projects and initiatives rather than hosting DDOT-led meetings. This approach ensured that information was shared with the community in a more streamlined manner while residents adjusted to the stay-at-home orders. Additionally, DDOT continues to rely on social media to disseminate critical information to residents.

In early Fall, DDOT began hosting public meetings virtually. The Community Engagement Division and the Information Technology Division worked to ensure that meetings were accessible, regardless of residents'

access to technology. All public meeting notices contain information about how to request language interpretation or other supports and residents always have the option to call in to listen to DDOT sponsored public meetings.

119. For any reductions to services, programs, or staffing, please provide the agency's plans to mitigate those in future FYs.

In FY 2021 DDOT achieved savings mainly through the reduction of fixed costs for energy and rent due to forecast adjustments and the removal of one-time funds. DDOT does not project the need for mitigation of these adjustments in future fiscal years.

120. How does the agency assess whether programs and services are equitably accessible to all District residents?
- What were the results of any such assessments in FY 2020?
 - What changes did the agency make in FY 2020 and FY 2021, to date, or does the agency plan to make in FY 2021 and beyond, to address identified inequities in access to programs and services?
 - Does the agency have the resources needed to undertake these assessments? What would be needed for the agency to more effectively identify and address inequities in access to agency programs and services?

The agency is currently developing an Equity Assessment Tool/Scorecard to assist with determining where agency resources are best spent within the District to promote equity and eliminate barriers. DDOT defines transportation equity as the shared and just distribution of benefits and burdens when planning for and investing in transportation infrastructure and services. Transportation decisions are made in collaboration and in participation with the community DDOT serves, to establish a system that is safe, accessible, affordable, reliable, and sustainable. Focused attention is given to historically under-resourced communities in order to overcome existing disparities and achieve transportation equity that include, but are not limited to:

- People of color
- People with low income
- People living with disabilities
- LGBTQ+ people
- Individuals who identify as female
- Youth; Older adults
- Residents at risk of displacement
- People experiencing homelessness or housing insecurity
- Immigrant and refugee communities
- People with limited English proficiency and literacy

What were the results of any such assessments in FY 2020?

A full assessment has not been completed.

What changes did the agency make in FY 2020 and FY 2021, to date, or does the agency plan to make in FY 2021 and beyond, to address identified inequities in access to programs and services?

The agency is in the process of developing an Equity Assessment Tool. As described in the response to Question 123 below, in 2020 DDOT published an Equity Statement that acknowledges structural inequities. In Fall 2020, DDOT's Resource Allocation Division and State and Regional Planning Division jointly required all project submissions for future budget requests to address consistency of the budget request with the Equity Statement.

Does the agency have the resources needed to undertake these assessments? What would be needed for the agency to more effectively identify and address inequities in access to agency programs and services?

DDOT currently has staff and funding in place to support the development of the equity assessments and as the process progresses, DDOT will reassess to determine if additional resources are necessary.

DDOT reviews all resource requests with its Chief Officers in order to identify and address inequities in access to agency programs and services. DDOT also anticipates that the newly-established Mayor's Office of Racial Equity will provide valuable assistance in helping the agency determine resource needs.

121. Does the agency have a racial or social equity statement or policy?

Please share that document or policy statement with the Committee.

- a. How was the policy formulated?
- b. How is the policy used to inform agency decision-making?
- c. Does the agency have a division or dedicated staff that administer and enforce this policy?
- d. Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?

Yes, DDOT's Equity Statement is as follows:

DDOT recognizes that there are inequities in transportation policy, planning and project delivery in Washington, DC. Deep-rooted structural injustices and inequities have contributed to the disparate access to safe, affordable, and efficient transportation that provides access to economic opportunities, housing and services for communities across the District. DDOT also acknowledges these inequities have disproportionately and negatively impacted environmental and health outcomes in our underserved communities.

Through our organizational framework, DDOT is committed to elevating and advancing transportation equity by evaluating our policies, planning, community engagement and project delivery, to ensure public investments in transportation justly benefit all residents, visitors and commuters. Additionally, DDOT values how diversity within our Department helps shape the work we produce. To that end, DDOT will continue to recruit, hire and retain a workforce that reflects the diversity of the District at all levels of the organization.

DDOT recognizes its shared responsibility to acknowledge and prevent transportation inequities while explicitly upholding anti-racist and anti-discriminatory practices. In honoring this commitment, we will continue to listen, learn and strive towards equity, inclusion and access in response to the needs of communities across the District.

How was the policy formulated?

The policy was formulated by members of DDOT's Executive Leadership, MoveDC team, and DDOT's Equity and Inclusion Division/Office of Civil Rights.

How is the policy used to inform agency decision-making?

DDOT's Equity Statement was issued in Fall 2020. DDOT is still in the process of developing procedures and practices to ensure that the Equity Statement fully informs agency decision-making. One recent example is that in the Fall of 2020, DDOT's Resource Allocation Division and State and Regional Planning Division jointly required all project submissions for future budget requests to address consistency of the budget request with the Equity Statement.

Does the agency have a division or dedicated staff that administer and enforce this policy?

Although DDOT does have an Equity and Inclusion/Office of Civil Rights Division, the policy applies to all aspects of the agency. Promoting equity cannot rest with one division or small number of employees.

Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?

The Equity Statement was recently created and an Assessment Tool is being developed so no assessment result are available at this time.

122. Does the agency have an internal equal employment opportunity statement or policy? Please share that document or policy statement with the Committee.

- a. How was the policy formulated?
- b. How is the statement or policy used to inform agency decision-making?

- c. Does the agency have a division or dedicated staff that administer and enforce this policy?
- d. Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?

DDOT has the attached EEO Policy Statement. See attached **2020 EEO Policy Statement**. In addition to its EEO Policy Statement, the agency has also adopted an Equity Statement as well. See **Equity Statement** [here](#).

How was the policy formulated?

The District Department of Transportation (DDOT) is a recipient of federal and local funds. As a recipient of federal funds, we are mandated under 23 CFR 230C, with maintaining a State Internal Equal Employment Opportunity (SIEEO) Program. Specifically, under Sec. 230.307, the department adopts the policy to perform all official equal employment opportunity actions in an affirmative manner, and in full accord with applicable statutes, executive orders, regulations, and policies enunciated thereunder, to assure the equality of employment opportunity, without regard to race, color, religion, sex, or national origin both in its own workforce and in the workforces of contractors, subcontractors, and material suppliers engaged in the performance of Federal-aid highway construction contracts. Similarly, as an employer in the District of Columbia, we also adopt the requirements of the DC Human Rights Act, as amended, and other locally mandated non-discrimination laws, regulations, and Mayoral Orders.

How is the statement or policy used to inform agency decision-making?

From 2015 – 2020, DDOT followed its approved Federal Highway Administration (FHWA) SIEEO Program Plan. See Five (5) Year SIEEO Plan [here](#). As indicated in Section 6 – Specific Programs to Eliminate Discriminatory Barriers, DDOT initiated various activities and programming to address barriers to equal employment opportunity, diversity and inclusion across the various stages of the employee lifeline.

Does the agency have a division or dedicated staff that administer and enforce this policy?

DDOT has an established EEO, Diversity, and Inclusion Program within their Equity and Inclusion Division (EID). Specifically, the purpose of the EEO, Diversity, and Inclusion Program is to maintain DDOT's compliance with the following federal and local mandates:

Federal

- Title VII of Civil Rights Act of 1964
- The Age Discrimination Employment Act of 1967 (ADEA)
- The Equal Pay Act (EPA)
- The Americans with Disabilities Act (ADA)

- The Genetic Information Nondiscrimination Act of 2008 (GINA)
- U.S. DOT Regulations – State Transportation Internal EEO and Affirmative Action Program – 23 CFR § 230.305 (a)(1)

Local

- DC Human Rights Act of 1977, as amended; and its Regulations at 4 DCMR § 104.1 (c); § 105.2 – 105.11; and § 105.12. These sections outline the responsibilities of the following designations: EEO Counselor, EEO Officer, and Sexual Harassment Officer.
- Mayor’s Order 2017-313 – District’s Sexual Harassment Policy and Procedures; and Guidance. This order outlines the responsibilities of the Sexual Harassment Officer.
- DC Family Medical Leave Act (DCFMLA)
- DC Parental Leave Act
- DC Protecting Pregnant Workers Fairness Act (PPWFA)
- Unemployed Anti-Discrimination Act of 2012 (UADA)
- Fair Credit in Employment Amendment Act of 2016
- Fair Criminal Record Screening Amendment Act of 2014 (FCRSA)
- Employment Protections for Victims of Domestic Violence, Sexual Offenses, and Stalking Amendment Act of 2018

The EEO, Diversity, and Inclusion Program is managed by the agency’s EEO Program Manager who reports to the Chief Transportation and Inclusion Officer. The EEO Program Manager is the agency’s designated EEO Officer, Affirmative Action Officer, and Sexual Harassment Officer (SHO).

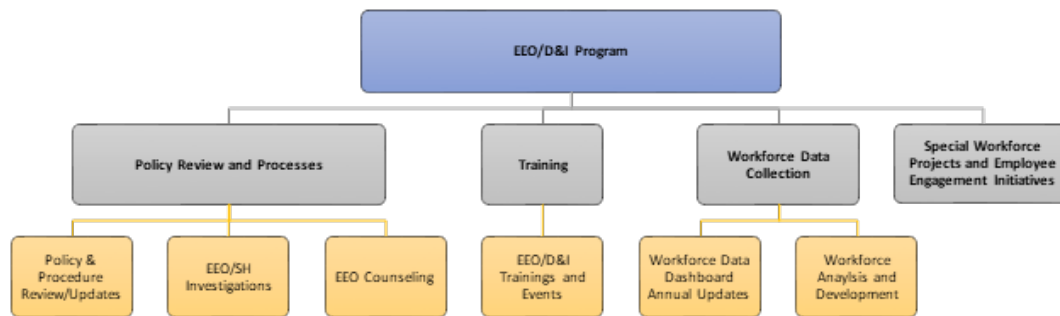
Responsibilities under these designations include:

- Investigating complaints of discrimination (including sexual harassment) on behalf of the agency;
- Providing managers and staff with EEO and Diversity and Inclusion trainings;
- Managing and overseeing the agency’s diversity and inclusion initiatives;
- Advising the agency head and supervisors on EEO matters, including the review of personnel actions, employment practices, and workforce conditions that constitute barriers to EEO;
- Advising and assisting in the development and coordination of career development and upward mobility programs;
- Serving as the agency’s liaison with the community and advocacy organizations in matters related to recruitment, affirmative action, and equal employment;
- Serving as the Chairperson of an agency EEO, D&I, and/or employee-based committee;
- Developing, coordinating, and/or monitoring various relevant policies, processes and/or procedures; and

- Setting up monitoring systems/processes that measure the effectiveness of the overall program and alignment to the agency's long-term strategic goals around EEO, and D&I.

Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?

The program areas outlined below have been established to monitor the agency's compliance:



Policy Review and Processes

DDOT is committed to promoting a work environment free of discrimination and harassment. The agency's policies and procedures are reviewed and updated to comply with federal and local laws, regulations, and guidance. The review process also includes ensuring prohibited behavior is clearly explained and procedures are enforced in uniformity across the agency.

In accordance with the agency's EEO/Non-Harassment policy, current, former, or prospective DDOT employees who believe they have been subjected to discrimination and/or sexual harassment may file a complaint with the EEO Program Manager, as the designated EEO Officer/SHO. The EEO Program Manager has the responsibility to investigate all reporting/complaints of discrimination and sexual harassment. Similarly, the EEO Program Manager ensures neutrality is maintained throughout the investigation process; and debriefs with the need-to-know manager(s) regarding the investigation findings and recommendations. The Notice of Findings are issued by the Chief Transportation Equity and Inclusion Officer.

Lastly, DDOT is committed to participating in the District's EEO Counseling Program which provides District agencies the opportunity to informally address and possibly resolve complaints of discrimination, including sexual harassment. DDOT's participation in the EEO Counseling Program can take two (2) forms.

DDOT Employees

The Program Manager's role at DDOT presents a conflict in conducting EEO Counseling for DDOT employees who want to file a formal complaint with the DC Office of Human Rights. Therefore, DDOT employees are referred out to

Certified EEO Counselors at other DC Government agencies. Upon receipt of the complaint filed by the DDOT employee through the external EEO Counselor, the Program Manager will conduct fact-finding interviews and request relevant documents, engage the EEO Counselor in resolutions efforts, and produce a response to the allegations and resolution demands on behalf of the agency. The external EEO Counselor issues the Program Manager a copy of the Exit Letter.

External DC Government Employees

District Government employees have the option to go to any Certified EEO Counselor, even if they are located at another agency. Upon receipt of an external employee's complaint, the Program Manager engages the employee's agency in attempt to resolve the matter within 30-60 days. Regardless of the outcome, the employee is issued an Exit Letter to file a formal complaint with the DC Office of Human Rights.¹

Trainings

The implementation of DDOT's EEO/Non-Harassment policy and procedures is supported by the offering of routine trainings to its staff and managers to ensure their understanding of the agency's policies and procedures. In a good faith effort, the agency also provides diversity and inclusion programming and trainings to support inclusion and solutions that do not adversely affect or marginalize any part of the workforce. The EEO/D&I Program partners with the agency's Training and Development Office to provide these trainings and events.

Workforce Data Collection

The agency is committed to systemically collecting workforce information, including complaint data, to understand its workforce. The data includes demographic makeup (including race, sex, age), employment characteristics (including salary, tenure, and appointment type), new hires, separations, training, promotions, and disciplinary actions. The EEO/D&I Program partners with DDOT's Administrative Services Division, Legal, and Performance team to annually update its Workforce Analysis Dashboard.

The program manager analyzes the workforce data and provides recommendations and implementation to DDOT's leadership for improvements in the following areas:

- Recruitment Strategy and Hiring Practices
- Career Progression/Training and Development Opportunities
- Retention Opportunities
- Leveraging Diverse and Inclusive Perspectives

Special Workforce Projects and Employee Engagement Initiatives

The program manager is called to advise/collaborate on a broad range of workforce projects and initiatives led by other agency divisions. Examples of this would be the:

- agency-wide employee survey;
- employee engagement initiatives;
- Lactation, Wellness, and Prayer Room policies and procedures; and/or
- training/events focusing on workforce equity and inclusion.