

FY 2022 Pre-Hearing Budget Oversight Questions  
***District Department of Transportation***

**Pre-Hearing Meeting Follow-Up Questions:**

1. Circulator – Fare Collection. How much is this? What is the commitment?

**Response:** Forecasted ridership levels for FY22 remain uncertain due to the state and potential recovery timeline of the emergency, but the baseline Budget Authority certified by OCFO for Fund 6030 (which is the repository for Circulator revenues) was for \$1.6M. Of this \$1.6M, \$1.397M is the amount needed to fund contractual commitments associated with the Circulator Operations & Maintenance Contract and \$203K is the amount normally required to perform and account for fare collection. The delta between the OCFO certification for Fund 6030 (\$1.6M) and the Mayor’s budget (\$1.397M) is the savings associated with fare collection, which will now not be required if fares are not charged.

2. Mall Route SPR – why is there a balance and what’s the plan for spending?

**Response:** Funds collected from National Park Services depend on the availability of meter revenue collected on the National Mall, and therefore may not be able to be provided to DDOT within the fiscal year as earned, and the program is only able to use funds as received. The Circulator program has a need and plan to expend all funding, both in balance and in future revenues received. DDOT will be using these funds on required program cost reimbursables, which are critical to the continued maintenance of facilities and administration of the program. Examples of cost-reimbursable items include South Capitol Street Facility security, Union Station parking, fleet cleaning activities, fire suppression facility system maintenance, and schedule and ridership tracking software.

3. Enterprise Fund – How do you spend these funds?

**Response:** The Enterprise Fund provides for critical recurring agency commitments and needs, including DDOT's annual payment to DC Water associated with the Northeast Boundary Neighborhood Protection Project and updates to DDOT’s Transportation Online Permits System (TOPS). The Fund is also used for the majority of DDOT’s intra-district agreements for services provided by other agencies, such as OCTO, DPW, and DCHR.

4. Vision Zero Fund – what is the FY21 spend plan.

**Response:** The FY21 spend plan for the Vision Zero Fund provides for safety analysis of high injury corridors (\$200K), Traffic calming materials and bike racks (\$76K), Support of upcoming Open Streets events (\$83K), ADA compliance for Pick Up Drop Off (PUDO) Zones (\$50K), Business Improvement District support to install bike “fix-it” stations for cyclists (\$17K) and a partnership with DMV and The Lab@DC project on ATE frequent offender interventions (\$3K). The remaining balance is part of a planned rollover into FY 22 to support contractual services for high crash site visits in FY22.

5. CaBi Replacement – Cost of Bikes by Type

**Response:** The estimated costs to buy bikes are as follows:

- Classic Bikeshare: \$1,000
- E-Bike: \$2,500
- Adaptive: \$2,500

6. Share ARPA capital and operating breakdown

**Response:** Mayor Bowser’s allocates \$193.1 million in ARPA funds in DDOT’s operating and capital budgets, as described in the table below.

Table: Proposed Investment of America Rescue Plan Act funds at DDOT (in millions)

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b>Operating Funds</b>							
Open Streets	\$3.9						\$3.9
Bus Priority and Efficiency Initiative	\$1.5	\$ .5	\$1.6				\$3.5
Bicycle Lane and Trail Maintenance	\$ .7	\$ .7	\$ .7				\$2.1
Capital Bikeshare	\$ .4	\$ .2	\$ .2				\$ .8
Traffic Alternatives Pilot	\$ .3	\$ .3	\$ .3				\$ .8
<b>Capital Funds</b>							
Bus Priority and Efficiency Initiative	\$11.8	\$15.7	\$23.3				\$50.8
Capital Bikeshare Expansion	\$4.6	\$2.6	\$2.6				\$9.9
Equipment	\$ .3	\$ .3	\$ .3				\$ .9
Safety & Mobility	\$5.1	\$22.2	\$4.7				\$31.9
Streetscapes	\$40.1	\$25.0					\$65.1
Trails	\$15.0	\$8.4					\$23.4
<b>Total</b>	<b>\$83.6</b>	<b>\$75.7</b>	<b>\$33.7</b>				<b>\$193.1</b>

7. DPW Drug Testing – how much and what is it for?

**Response:** DPW has developed a program to comply with the Commercial Driver's License ("CDL") testing requirements in accordance with the Omnibus Transportation Employee Testing Act of 1991. DDOT will employ approximately one hundred (100) employees during Fiscal Year 2021 who are required to have Commercial Drivers Licenses ("CDL employees"), and who are subject to random drug and alcohol-testing. Under the terms of this MOU, DPW allows DDOT to participate in its Drug and Alcohol Testing Program. The amount of this MOU for FY21 is \$144,000.

8. Bus Priority – breakdown table of locations

**Response.** Please see attachment.

9. Palisades Trolley Trail – Cost / Status Schedule

**Response:** Per the PALISADES TROLLEY TRAIL & FOUNDRY BRANCH TROLLEY TRESTLE Decision Document from January 6, 2020.

The District Department of Transportation (DDOT) has completed the feasibility study for the Palisades Trolley Trail and Foundry Branch Trolley Trestle Bridge. This study was an effort by the DDOT to identify critical issues in developing a trail for pedestrians and bicyclists of all ages and

abilities on the former Glen Echo Trolley line corridor, an area commonly referred to as the Palisades Trolley Trail (PTT).

The study considered a range of factors including, but not limited to, transportation network connectivity, topography, utility conflicts, right-of-way impacts, stormwater management, cost, stakeholder and public input.

Based on the constraints identified in the feasibility study, DDOT has determined that two sections of the trail corridor will not be advanced to next phases of project, to include the trail portion East of Foxhall Road, including the Foundry Trestle Trolley Bridge and the Nebraska Avenue to Foxhall Road and does not have a cost estimate or schedule for those components at this time.

10. What is MNT55A? What are balances going to be used for?

**Response:** MNT55A is the Traffic Sign Inventory Upgrade project and is fully funded with FHWA federal aid grant budget. The remaining balances will be used along side the current FY21 federally obligated funding to effectively manage the traffic sign inventory in a manner that yields compliance with the FHWA ruling on minimum sign reflectivity standards, MUTCD standards and enables efficient use of budgetary dollars for sign maintenance work. This project will promote and increase visibility, mobility and safety for road users.

11. Bridge Condition Assessment

**Response:** According to DDOT’s Maintenance Division, in FY 21 there are 5 structurally deficient bridges (down from 6 last year) with the successful replacement of the 31<sup>st</sup> Street Bridge over the C&O Canal.

The five bridges are detailed below:

Structure Number	Features Intersected	Facility Carried	Location	Functional Class
<b>0104-1</b>	Kenilworth Avenue	Ramp from Benning Road to Kenilworth Avenue	Benning Road at Kenilworth Avenue	Other Principal Arterial
<b>0529</b>	Washington Yards	H Street, N.W.	H Street, N.E.	Minor Arterial
<b>1009</b>	Suitland Parkway	Anacostia Freeway	Anacostia Freeway over Suitland Parkway	Interstate
<b>1011</b>	South Capitol Street	Suitland Parkway	South Capitol Street and Suitland Parkway	Freeway/ Expressway
<b>1200 (Main)</b>	Potomac River and Rock Creek & Potomac Parkway	I-66 (Theodore Roosevelt Memorial Bridge)	Theodore Roosevelt Memorial Bridge over Potomac River	Interstate

**12. Shared Fleet Devices Am Act**

The Shared Fleet Devices Amendment Act is funded as a part of the LMEQUC – Equipment Master Bucket and the funds will be allocated Active Transportation Equipment sub-project (LMEQ2C) at \$300K/year.

Master Bucket/Sub-Project	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2022 - FY 2027
<b>LMEQUC - EQUIPMENT</b>	<b>\$6,234,163</b>	<b>\$300,000</b>	<b>\$300,000</b>				<b>\$6,834,163</b>
Active Transportation Equipment	\$300,000	\$300,000	\$300,000				\$900,000
Equipment - Maintenance	\$300,000						\$300,000
Parking Meters	\$5,134,163						\$5,134,163
Parking Meters - Condition Assessment	\$500,000						\$500,000

**Questions due back June 15<sup>th</sup> by 5:00pm**

35. Please explain the proposed increase of 2.0 FTEs in the State and Regional Planning Division (SRDV) within the Administrative Administration (AA00).

**Response:** This increase is administrative in nature only and associated with the creation in the FY22 budget of the new State and Regional Planning Division (SRDV), which was previously located within the Project Delivery Administration. The 2.0 FTE are the Fund 100 (Operating) staff within the SRDV, and the remainder of the SRDV employees are situated on Fund 300 (Capital) budget, so do not appear as part of the Operating FTE count.

36. Please explain \$250,195 budget of federal ARPA funds to increase DDOT’s response capabilities. What response capabilities is this referring to and what will the funding be used for?

**Response:** This funding is associated with the Mayor’s Traffic Enforcement Alternatives pilot, and will fund the addition of 3.0 FTE within DDOT to provide instructional services to those involved in minor crashes, to inform callers of the necessary steps required (exchange of information, etc.) 2.0 FTE will be housed in DDOT’s Call Center, and 1.0 FTE will be housed in the Traffic Management Center (TMC), to provide the same function for calls that are received outside of the Call Center’s business hours.

37. Please explain the \$1,495,000 and 6.0 FTE decrease in the Maintenance Division (MTDV) within the Operations Administration (OA00).

**Response:** This is a net change to the Maintenance Division (MTDV) that is comprised of the following inputs:

- **Fund 100:** The Non Personal Services (NPS) decrease modifies funding for electrical energy (streetlights) budget to align with prior year actuals, and the Personal Services (PS) funding decrease shifts 6.0 FTE that were housed in MTDV in FY21 to other areas of the Operations Administration portfolio in FY22, in support of the TODV realignment.

- **Fund 6555:** This is an NPS funding shift only that is part of the larger TODV realignment, and shifts the funding of \$235K for Mall Tunnel Lighting from the MTDV to the new Transportation Signals & Lighting Division; as this funding in FY21 is housed within the MTDV in the capacity of the Streetlights branch budget, whose function (and budget) will now be part of the Transportation Signals and Lighting Division in FY22.

38. Please explain the \$1,195,000 increase to the Parking and Ground Transportation Division, while the division sees a reduction of 1.0 FTE.

**Response:** This is a net increase to the local operating subsidy of PGDV, and is comprised of \$1.27M increase in NPS funding as part of the Mayor's proposed budget to provide sufficient resources for the continuance of baseline Parking Meter operations and maintenance, less a reduction associated with anticipated savings for the conversion of Single Space Meters to Multi Space Meters and implementation of Pay by Plate technology. There is also a reduction of \$75K and 1.0 FTE which is administrative in nature only and part of the larger TODV realignment; to correct the budget location of a position is functionally housed within the Field Operations Branch and should be identified as part of that budget.

39. Please explain the \$698,000 increase in Public Space Regulation Division (PRDV) within the Operations Administration (OA00).

**Response:** This is a net increase to the local operating subsidy of PRDV, and is comprised of \$1.045M increase in NPS funding as part of the Mayor's proposed budget to provide general permit capacity support and for the Autonomous Vehicle Testing program, as well as a \$348K decrease which is administrative in nature only and part of the larger TODV realignment; to correct the budget location of positions that are functionally housed within the Field Operations Branch and should be identified as part of that budget.

40. Please explain the \$976,000 decrease in the ITI Division (ITDV) within the Performance Administration (PA00).

**Response:** This is a net shift of the local operating funds for ITDV Non Personal Services activities (-\$1,051,908.00 NPS; +\$75,512.56 PS), which is part of an administrative transfer for eligible costs to be provided through the agency's federally funded Indirect Cost Recovery Grant (IDCR), rather than through local operating. The PS increases accounts for the applicable staff increase costs within that division associated with step increases.

41. Please explain the \$3,619,000 decrease in Planning and Sustainability (PSDV) within the Project Delivery Administration (PD00).

**Response:** This adjustment is comprised of the following inputs:

- **Fund 100:** The decrease of \$354K NPS funding is associated with the movement of the State and Regional Planning program from PSDV to the Administrative Administration, and the decrease of \$567K in PS funding is associated with the FTE movement out of PSDV for 2.0 FTE in State and Regional Planning Division (to Administrative Administration), 2.0 FTE from the National Highway Traffic Safety Administration (NHTSA) program (to External Affairs Administration), and 1.0 FTE for a vacant position that was reallocated to the Community Engagement Division in accordance with current agency need.
- **Fund 1135:** There is a total increase of \$4.9M for PSDV for American Rescue Plan (ARPA) enhancements; \$4.2M in NPS funding to support Open Streets events, maintenance of trails and protected bike lanes, and expansion of the Capital Bikeshare fleet and new Adaptive Bikeshare program; as well as \$780K in associated PS funding.
- **Fund 8200:** The decrease of \$7.7M reflects the movement of the NHTSA program from PSDV to the External Affairs Administration.

42. Please explain the increase of 2.0 FTEs in the Transit Delivery Division. Given this division is effectively seeing no change in its budget, how are these positions being funded?

**Response:** This is a net FTE increase comprised of the following movements:

- **Fund 100:** The decrease of 1.0 FTE is the result of a position vacancy within TDDV that was determined to be needed for reallocation to the Operations Administration to support the TODV realignment, which is a critical agency endeavor for FY22. This position vacancy was rescoped to enable the creation of the Deputy Chief Operations Officer.
- **Fund 1135:** There is a total increase of 3.0 FTE associated with the ARPA increase for the ATE Enforcement Bus Priority Enhancement.

43. The agency's budget proposal states that \$1,500,000 in ARPA funding will support improving curbside parking. What exactly will this funding be used for, and where?

**Response:** Mayor Bowser's allocates \$193.1 million in ARPA funds in DDOT's operating and capital budgets, as described in the table below.

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44. The agency’s budget proposal states that DGS estimates a decrease in \$396,396 for energy fixed costs. What is the basis for this decrease?

**Response:** DDOT bases our energy cost need based on estimates provided by DGS. We have historically seen reductions throughout the fiscal year, and this decrease captures savings from aligning the FY22 budget with actual costs observed in prior years

45. The agency’s budget anticipates a decrease of over \$1 million across divisions, primarily in contractual services. What reductions in contracted services are causing this significant funding reduction?

**Response:** This budget modification is not a decrease in actual services or activities rendered, but effectuates a shift of eligible costs to rely on the agency’s federally funded Indirect Cost Recovery Grant (IDCR), rather than via local operating funds. This shift is associated with the agency’s Information Technology fund needs, which are an eligible use of the federal IDCR grant.

46. The agency’s key performance indicators note that DDOT was able to complete only one third of the potholes in FY 2020 that it completed in FY 2019. What is the cause for that reduction?

**Response:** DDOT has been working diligently to close pothole 311 service requests and improve road surface conditions through its annual paving plan under Mayor Bowser’s PaveDC Initiative. During the COVID 19 public health emergency, the suspension of sporting events, reduced capacity limits at local businesses and telework status greatly impacted the normal commute of District roadways. This resulted in significantly lower vehicle traffic as well as fewer opportunities for residents to encounter and report pothole service requests. The mild 2020 winter also explains why fewer potholes were developed in FY 2020.

47. The key performance indicators also note that DDOT repaired more than 4,000 fewer streetlights in FY 2020 than in FY 2018 and FY 2019. What was the cause for that reduction?

**Response:** The workload measure of streetlights repaired is driven by both resident calls for service and DDOT found deficiencies. From the start of the COVID-19 pandemic in March 2020, DDOT received significantly fewer service requests for Streetlight Repair Investigations as compared to the same months in previous years. Calls for service have begun to return to historic levels as of March 2021. Through the entire period, needed repairs identified by DDOT and its maintenance contractor saw a slight dip as workflows adapted. DDOT resumed its nighttime inspections in FY21.

48. A news article in March indicated that DDOT was still broadcasting a radio signal about road closures for the 2013 Presidential Inauguration. See article here: <https://www.thedrive.com/tech/39549/the-strange-story-of-dcs-lost-am-radio-station-still-transmitting-inauguration-road-closures-from-2013>
- a. Please detail the costs associated with the broadcasting and where those expenses live in DDOT's operating budget.

**Response:**

DDOT installed 6 transmitters in key areas around the city more than 15 years ago. These transmitters were mounted on short poles that allowed them to be easily removed. The transmitters were maintained through DDOT's federally funded signal maintenance contract. The system reached the end of its useful life and DDOT transitioned away from AM radio broadcasts, after we deployed 12 fixed dynamic message board systems along major freeways. DDOT powered down all of the stations in March 2021. However, one transmitter was solar and did not power down initially and may have still been broadcasting.

49. KA0-LMEQU Equipment
- a. Please provide a description of each sub-project.

**Response:**

- Parking Meters (6EQ05C) - This project supports the acquisition and installation of parking meters.
- Parking Meters - Condition Assessment (New project) - This project supports the condition assessment of parking meter assets.
- Equipment Maintenance (CE302C) - This project supports the acquisition of equipment to support the maintenance of streets, alleys, and sidewalks.
- Active Transportation Equipment (New project) - This project supports the acquisition and installation of bicycle racks, micromobility corrals and other equipment to support cycling and scootering.



b. What is the maintenance plan going forward?

**Response:** The Mayor’s budget provides funding for a condition assessment for our parking meter assets to better determine the maintenance and replacement schedule for our curbside assets.

50. ZU000A Travel Demand Management

a. DDOT has significantly reduced funding for this project for FY 2023 through 2027. What changes to the project’s scope does this reduction represent? What work will not be completed, due to this funding reduction?

**Response:** DDOT has developed a capital plan better aligned to the estimated funding amount expected to be received from FHWA funding. The ZU000A project is a federal master bucket and the budget authority loaded in the Mayor’s budget is subject to change once the FY22 federal plan is completed and submitted to MWCOG.

51. KA0-LMVAE Vehicle Fleet

a. Is this what CARSS projected?

**Response:** Yes, the DDOT fleet budget is developed using the OCFO’s Capital Asset Replacement Scheduling System. It should be noted that in addition to the CARSS output, the Mayor provided \$2M in FY 22 for a new project to support the purchase of bicycle lane maintenance equipment, such as plows and sweepers.

52. KA0-SR301-308 Local Streets

a. Please provide the actual dollars spent in FY 2021 thus far for each ward.

**Response:** To follow DDOT’s paving program please reference the PaveDC website ([www.ddot.dc.gov/pavedc](http://www.ddot.dc.gov/pavedc)). The information below was pulled from the PaveDC website and represents expenditures by ward from October 12, 2020 and June 15, 2021. It should be noted that this timeframe represents two separate paving work plans (2020 October thru December & 2021 - January – June 2021) and expenditures are uneven across wards due to the start and end of the periods of performance.

Local Paving by Ward (October 1, 2020 - June 15, 2021)	
Ward	Expenditures
Ward 1	\$1,104,151
Ward 2	\$831,167
Ward 3	\$6,809,640
Ward 4	\$8,000,286
Ward 5	\$6,119,393
Ward 6	\$1,803,542
Ward 7	\$7,193,267
Ward 8	\$2,415,157
<b>Total</b>	<b>\$34,276,602</b>

Source: PaveDC (Accessed June 2021)

53. KAO-LMMIT Transportation Mitigation

- a. Please explain in detail the purpose of this project.

**Response:** This project allows DDOT to perform project design review and inspections to ensure that privately-funded project that have a transportation component meet the District's design and construction standards – the funds deposited in the Transportation Mitigation Funds are paid by private project developers.

54. What tool or mechanism does DDOT use to formulate the appropriate budget levels for its capital projects?

**Response:**

Many of DDOT's capital projects, especially the larger and/or more complex ones, require multi-year design through construction planning. DDOT requires its project managers to update the cost estimates annually during budget formulation to capture improved estimates from the progressed design or from changes in the cost of materials and or economic factors that affect the cost of construction labor. Additionally, DDOT looks at past spending and contractual needs to make any adjustments to the requested budget. DDOT balances safety needs, asset management, multi-modal improvements, required federal programming, and looks at these allocations across the program when finalizing its budget estimates.

55. In your proposed FY22 budget, which reductions may burden certain communities more than others? If applicable, what strategies has your department taken to mitigate any potential adverse impacts?

**Response:** In the Mayor's Budget, there are no significant capital reductions, and the operating reductions are administrative or due to cost savings or realignments.

In 2020, DDOT adopted an equity statement, an important next step in our effort to execute our mission to equitably deliver a safe and reliable transportation network and define what equity means to us as an agency.

We believe that transportation equity is the shared and just distribution of benefits and burdens when planning for and investing in transportation infrastructure and services. This budget reflects the Bowser administration's commitment to centering equity as a guiding principle in our long-range planning and current programs, projects, and services.

56. Consider one operational data point and one performance data point where your agency collects information by race or could collect information by race. How could your department use this data to inform future budget decisions?

**Response:** DDOT has been tracking transportation services used by different demographic populations such as Capital Bikeshare membership. In 2020, 56% of riders identified as members of racial and/or ethnic minority groups. DDOT is working toward

having more data points that measure transportation equity. As that effort improves, it can be utilized with the transportation needs maps created in the update to moveDC. That map is based on an index of proximity to frequent transit, access to jobs / destinations, and identified safety risks. It includes four of the populations included in DDOT's equity definition (persons of color, low-income, persons with disabilities, and persons with low-English proficiency), allowing DDOT staff to see where needs and historically -under-resourced communities live. As our programmatic data points improve, that can become part of our systemwide analysis and ensure we are expanding programs where safety, mobility, and accessibility needs will be most improved or impactful.

57. Please provide a hiring plan, including age of vacancy, for each of the following vacant positions:

- Operating Budget (Local) – all position numbers TBD:
  - i. Transportation Planner
  - ii. Transportation Planner
  - iii. Transportation Planner
  - iv. Traffic System Operator
  - v. Transportation Assistant (RO/MVO)
  - vi. Transportation Assistant (RO/MVO)
  - vii. Legal Instrument Examiner
  - viii. Legal Instrument Examiner
  - ix. Transportation Planner
  - x. Transportation Planner
  - xi. Transportation Planner
  - xii. Maintenance Mechanic
  - xiii. Maintenance Mechanic
  - xiv. Maintenance Mechanic
  - xv. Maintenance Mechanic
- b. Capital Budget:
  - i. 00011626, Supv Mgmt and Program Analyst
  - ii. 00011990, Program Analyst
  - iii. 00016354, Deputy Director, District Depa
  - iv. 00017192, ASPHALT WORKER
  - v. 00018676, ASPHALT WORKER LEADER
  - vi. 00019625, Tree Trimmer & Remover Supvsr.
  - vii. 00019831, Maintenance Mechanic (Equipmen
  - viii. 00019832, Transportation Engineer
  - ix. 00019987, Maintenance Mechanic Leader
  - x. 00021416, CIVIL ENGINEER
  - xi. 00024005, Transportation Spec (Traff Op)
  - xii. 00024929, Street and Bridge Maintenance
  - xiii. 00025449, Program Analyst
  - xiv. 00030903, Program Analyst
  - xv. 00034986, Transportation Planner
  - xvi. 00035472, City-Wide Program Support Mgr.
  - xvii. 00035805, Civil Engineer
  - xviii. 00038133, Street and Bridge Maintenance
  - xix. 00040177, Transpor Asst (RO/MVO)

- xx. 00043704, CIVIL ENGINEER
- xxi. 00048644, Program Analyst
- xxii. 00098985, PROJECT MANAGER
- xxiii. 00100275, Civil Engineer
- xxiv. 00100276, Engineering Tech. (Electrical)
- xxv. 00100376, Engineering Tech. (Civil)
- xxvi. 00102597, Supv Civil Engineer
- xxvii. 00102598, Program Analyst
- xxviii. 00103173, Landscape Architect
- xxix. 00103194, Forester (Urban)
- xxx. 00004695, Transportation Specialist
- xxxi. 00006580, Landscape Architect
- xxxii. 00007464, Transportation Specialist
- xxxiii. 00014145, Transportation Specialist
- xxxiv. 00017879, Civil Engineer

**Response:** Please see appendix attached (Attachment Q57), which provides recruitment status updates for each position listed above.

FY 2022 Post-Hearing Budget Oversight Questions  
***District Department of Transportation***

**Questions due back June 21 by 12:00pm**

1. Has DDOT applied, or does DDOT plan to apply for any RAISE grant applications this year? If yes, which ones?

**Response.** Yes, DDOT is applying for RAISE discretionary grant funding. The RAISE appropriation is for capital and planning funds and a state can submit three applications. DDOT is applying for two capital projects (Benning Road Bridge and Interchange Improvements (streetcar activities are not part of the application) and South Capitol Street Trail and one planning project, the Circulator Electric Bus Garage.

2. What is the timeline for the S Street Revitalization project? Is it possible the timeline will be moved up in future budgets?

**Response.** The S Street NW (from 7th Street to Florida Avenue) Safety Improvement project is currently in final design (65%). The project is currently scheduled for construction funding in FY 2026. As the project advancing through final design, DDOT will revisit the cost and schedule of the project.

3. Please provide a spending plan for each SPR DDOT manages.

Fund Detail	Spend Plan
6000 – General O- Type Revenue Fund	Revenue is generated from fees assessed for special events and is used to offset Fund 100 charges incurred to support special events.
6030- WMATA (Circulator) Fund	No longer applicable for FY22, in accordance with proposed budget
6031- DC Circulator Fund- NPS Mall Route	Funds collected from National Park Services depend on the availability of meter revenue collected on the National Mall, and therefore may not be able to be provided to DDOT within the fiscal year as earned, and the program is only able to use funds as received. The Circulator program has a need and plans to expend all funding, both in balance and in future revenues received. DDOT will be using these funds on required program cost reimbursables, which are critical to the continued maintenance of facilities and administration of the program. Examples of cost-reimbursable items include South Capitol Street Facility security, Union Station parking, fleet cleaning activities, fire suppression facility system maintenance, and schedule and ridership tracking software.
6140- Tree Fund	Tree Fund supports Tree Planting Incentives partnership with the Department of Energy and Environment, the DC State Nursery, and Municipal Planting. Moreover, this fund enables the agency to

	unburden expenses from UFDV capital projects, to augment capacity of project delivery.
6555- Mall Tunnel Lighting	US General Service Administration (GSA) reimburses DDOT for 50% of cost of lighting, ventilation, and maintenance of tunnels underneath the National Mall
6901- DDOT Enterprise Fund	The Enterprise Fund provides for critical recurring agency commitments and needs, including DDOT's annual payment to DC Water associated with the Northeast Boundary Neighborhood Protection Project and updates to DDOT's Transportation Online Permits System (TOPS). The Fund is also used for the majority of DDOT's intra-district agreements for services provided by other agencies, such as OCTO, DPW, and DCHR.
6903- Bicycle Sharing Fund	Entirety of FY22 budget will support new Capital Bikeshare Operations & Maintenance
6905- Parking Meter Pay by Phone Transaction Fee Fund	Any revenues received to fund are from pay-by-phone parking transaction fees and are then paid to vendor (is "pass through" fund only)
6910- Vision Zero Pedestrian and Bicycle Fund	The FY21 spend plan for the Vision Zero Fund provides for safety analysis of high injury corridors, Traffic calming materials and bike racks, Support of upcoming Open Streets events, ADA compliance for Pick Up Drop Off (PUDO) Zones, Business Improvement District support to install bike "fix-it" stations for cyclists and a partnership with DMV and The Lab@DC project on ATE frequent offender interventions. The remaining balance is part of a planned rollover into FY 22 to support contractual services for high crash site visits in FY22.

4. For DDOT's Paper Alley pilot, why will the District need to purchase land (\$100,000 is budgeted each year for site acquisition)?

- If these are Paper Alleys, aren't they already owned by the District?  
Yes, it is anticipated that DDOT will need to acquire right-of-way to deliver these alleys because they exist on paper as part of the District's right-of-way. While it is difficult to estimate site acquisition costs, DDOT's estimate for the pilot assumes most of the cost of the program will be for design and construction.
- Have locations for the pilot already been chosen? If so, where?  
At this time, DDOT has identified 45 "unimproved" alleys across the District. Of that list, DDOT has done further evaluation of 17 locations to determine the types of treatments that would be required. Here is a breakdown of the paper alley lists by ward:

Paper Alley Candidates by Ward (as of June 2021)			
Ward	Assessed by DDOT	Not Assessed by DDOT	Grand Total
1			1
2		1	2
3		2	6
4		1	3
5		2	6
6			2
7		7	17
8		4	8
<b>Grand Total</b>		<b>17</b>	<b>45</b>

- How many does DDOT plan to do in each of the next two fiscal years?  
**Response.** As part of the pilot, DDOT would target 1 or 2 locations a year for design and construction.
- What prompted DDOT to undertake this project? What demand has there been for the agency to convert paper alleys?  
**Response.** We have been receiving a consistent volume of requests from residents regarding construction of paper alleys. At present, DDOT does not have a proper contracting vehicle to respond to these requests. We have 45 known paper alley locations in the District. In the last four years, DDOT has received inquiries from residents related to nearly half of these sites. Without funding devoted to improving these paper alleys, DDOT has been unable to address these requests.

5. Please provide an update on the Van Ness Commercial Corridor project.
  - How much funding will the project need to be completed?

**Response.** The scope for the Van Ness Commercial Corridor project is being updated. The project will end with a concept plan and complete the environmental phase. Once the project advances through these phases, DDOT will have a better understanding of the future design and construction costs for the project.

6. Last year, DDOT stated that it had enough capital dollars to purchase land for the new Circulator garage, but not enough to build the garage itself. Is that still the case?

**Response.** Yes. DDOT currently has sufficient funding for property acquisition. It should also be noted that DDOT is applying for a RAISE discretionary grant from USDOT to conduct the planning, environmental approval, and design of the electric bus garage.

7. Please explain what projects will be completed in the next three fiscal years under the Citywide Livability capital subproject within the Safety and Mobility master project.

**Response.** Please see attachment titled, "DDOT Livability Projects."

8. Please explain how the remaining available allotment for FLD01C Prevention of Flooding in Bloomingdale/Ledroit project will be spent.

**Response.** The project has been completed and DDOT is working on administrative closeout which includes moving balances of the project to support the stormwater management program and its IDIQ design and construction contracts to mitigate stormwater issues.

9. LMBSSC-Streets and Beautification has \$423,810 in available allotment. Does DDOT have a plan to spend this money? If yes, please share.

**Response.** Yes, the balance for LMBSSC will be used for the award of the Cleveland Park Streetscape construction solicitation with a bid opening scheduled for July 12. The project will leverage local and federal resources and DDOT is working on administrative action to ensure that the sufficient balances are available within the local portfolio to cover the construction, construction management, DDOT labor, and administrative costs.

10. Please provide the breakdown of new cameras being added in the ATE program by type of camera. Please also breakdown how many cameras are new versus how many are refreshed cameras.

**Response.** The Automated Traffic Enforcement (ATE) program is currently comprised of both District-owned and leased equipment. The District-owned equipment has reached the end of its useful life (10-13 years). In FY 2022, DDOT will be entering into a new contract that will exclude the maintenance of our existing District owned cameras and will be lease-based. Below you will find a breakdown of DDOT's planned asset refresh and expansion planned for the ATE program in FY2022.

ATE Camera Investment		FY 2022
<b>Additional PS (Millions)</b>		<b>\$ 0.90</b>
FTE Number		6
<b>Additional NPS Budget (Millions)</b>		<b>\$ 4.80</b>
New Bus Lane Cameras		10
New Fixed Bus/Bike Lane Cameras		10
New Bus Mounted Cameras		56
New Stop Sign Cameras		6
New Red light Cameras		10
New Speed Cameras		17
Replaced Red Light Cameras		40
Replaced Stop Sign Cameras		6
Replaced Speed Cameras		80
Replaced Truck Overheight Cameras		2
<b>Total (Millions)</b>		<b>\$5.70</b>
<b>Total (Cameras)</b>		<b>237</b>
	New	109
	Replacement	128

- Do camera types (bus lane enforcement, speed, stop light, stop sign) have different costs for lease, installation, and maintenance? Please provide the anticipated costs associated with these different camera types.



**Response.** Yes, camera types have different costs for leasing, installation, and maintenance. There are different prices based on technology, level of processing (usage), and service needs. At this time, DDOT is preparing a solicitation package for a new leasing contract and providing the government estimate prior to the solicitation may impact the outcome of the solicitation. The current monthly cost per unit per camera type per the current contract are: Speed/stop sign approximately: \$2.1K and red-light approximately: \$2K.

11. Approximately how much would a corridor modernization design cost for North Capitol Street that focuses on making the corridor safer for pedestrians and cyclists?

**Response.** The Mayor has provided DDOT with \$1M for a corridor study from approximately Michigan Avenue to Florida Avenue and the deckover will be concept for consideration. Once the corridor study is complete, DDOT will have a better understanding of the scope and cost for future phases of the project.

12. In the hearing, Director Lott stated that DDOT was engaged in a Georgia Avenue safety analysis. Please elaborate on the timing and scope of this analysis and where the money for such analysis is budgeted.

**Response.** The Near Northwest III Safety and Mobility study aims to improve safety and mobility through quick-build projects. This study proposes tactical projects at 40 locations, 10 of which will be implemented during 2021. The study will conclude in July with a series of quick-build projects and other near-term actions that may include traffic calming and intersection safety enhancements. The study proposes three (3) tactical interventions on Georgia Avenue: Girard and Georgia, Park and Georgia, and Columbia and Georgia. The proposed designs are on the project website: <https://nnwiii-dcgis.hub.arcgis.com/> The study was funded through capital funds. DDOT will construct the intersection improvements through several existing construction contracts.

13. In the hearing, Director Lott stated that Minnesota Avenue was undergoing a streetscape project. Please elaborate on the timing and scope of this project and where the money for the project is budgeted.

**Response.** The Pennsylvania Avenue and Minnesota Avenue SE Intersection Project will improve safety and public space at this intersection. The project will realign two complex intersections with multiple traffic movements into one clearer signalized intersection. A jurisdictional transfer of land from the National Park Service to the District will facilitate the intersection modification and enhancement of green spaces. The design for the project is complete. DDOT is finalizing the transfer of jurisdiction, which will be reviewed by Council, and beginning construction procurement. DDOT anticipates starting construction in 2022. The project is fully funded with \$15 million in federal funds.

14. Please elaborate on the funding to purchase snow removal equipment. Is this effort duplicative of DPW's efforts? If not duplicative, why is DDOT purchasing snow removal equipment, rather than entering into an MOU with DPW for any necessary snow removal work?

**Response.** The Mayor's budget provides \$30.6M in funding for vehicle and specialized equipment replacement aligned with the OCFO's CARSS output. In addition to providing funding for the replacement of our existing fleet, the Mayor also included an additional investment of \$2M for the acquisition of specialized sweepers and snow equipment related to protected bicycle lanes. This investment is being made to improve safety of our existing and planned historic expansion of our bicycle lane infrastructure. This effort is in addition to any investments made by DPW for street and bike lane sweeping and is needed to ensure the District has sufficient fleet for the work.

Row Labels	Sum of FY 2022	Sum of FY 2023	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2022 - FY 2027
-LMVAEC - VEHICLE FLEET	\$10,967,424	\$4,829,863	\$3,874,020	\$4,644,839	\$4,049,048	\$4,215,112	\$32,580,306
DPW Fleet Transfer - Bike & Ped Safety Equipment	\$2,000,000						\$2,000,000
Fleet	\$8,967,424	\$4,829,863	\$3,874,020	\$4,644,839	\$4,049,048	\$4,215,112	\$30,580,306

15. One witness testified that (according to him) DDOT told him that the ADA does not apply District-wide. Can DDOT elaborate on what the witness may have meant?

**Response.** DDOT is responsible for ensuring the Public Right of Way (PROW) is safe, secure, and accessible in compliance with Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 requirements covered under United States Department of Transportation 49 Code of Federal Regulations Part 27.

DDOT includes ADA improvements to the PROW as part of the construction work that alter street corridors. Examples of construction works are pavement and resurfacing; roadway, bridge, or tunnel improvements; sidewalk improvements; and/or streetscapes. Minor improvements, maintenance repairs or emergency repairs, such as pavement markings, pavement seal coats and drainage issues, are considered maintenance activities and do not always include ADA Compliance requirements or elements in accordance with guidance from the Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing.

In addition, DDOT ensures that its services, programs, and activities do not discriminate against individuals with disabilities in accordance with Title II of the ADA. Any proposed reconfiguration to a street corridor, to improve a specific service or program, is evaluated to ensure that all the services and programs in such corridor meet ADA Compliance and is accessible to all users. Examples of those services and operations being evaluated for a corridor modification include but are not limited to: accessibility to bus stops, modification of parking spaces, inclusion of accessible parking spaces, addition of bike lanes, installation of commercial loading zones, and inclusion of Pick-Up Drop-Off Zones.

16. Please provide a timeline for DDOT’s evaluations of converting Sherman and Grant Circle to one travel lane. DDOT shared similar analyses with the community in 2017.
- Please clarify how the current work will build on this previous analysis, and when DDOT will be able to make a final decision on any potential changes.
  - Please also clarify if there is sufficient funding in the FY22 budget to complete the design and construction work.
  - If a one-lane concept is likely to increase queueing into a traffic circle during peak usage, will DDOT still advance the project?

**Response.** DDOT evaluated Grant Circle in 2017 and Sherman Circle in 2018. These studies included traffic modeling and data collection under regular two-lane operations. DDOT then conducted a pilot project which closed one lane in each circle for one week to collect data and assess the impact of the change. For Grant Circle, DDOT’s analysis concluded that reducing the circle to one-lane would increase queueing into the circle for several blocks in peak hours and was not feasible. For Sherman Circle, the data also showed that reducing the circle to one-lane would increase queueing and was not recommended. DDOT held several meetings and site visits with the community before and during these evaluations.

At a site visit in April 2021, an ANC Commissioner asked DDOT about the possibility of converting Grant Circle to one-lane operations. DDOT is following up with the Commissioner to share information about the 2017 study. DDOT is not currently planning to convert either Grant Circle or Sherman Circle to one travel lane.

17. Provide the “grace” or threshold (in terms of distance past the stop bar and time spent stopped) over which a driver receives a ticket from ATE stop sign cameras.

**Response.** Motorists must fully comply with stop sign regulations to avoid receiving a ticket at an intersection where stop signs are enforced with automated cameras. The motorist must come to a full stop behind the stop bar before proceeding. As such, there is no “grace” distance as outlined in Title 18 of the DCMR, Section 2208.3 states that “Except when directed to proceed by a police officer, a police cadet or an official traffic control device, every driver of a vehicle approaching a STOP sign shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if no crosswalk, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersecting roadway.” The District government enforces this regulation as it is codified in the DCMR.

18. During the hearing, Director Lott stated that there was no backlog on sidewalk repairs. However, residents routinely send us 311 requests for sidewalk repairs that have been outstanding for months or sometimes years. Can you clarify what Director Lott meant?

**Response.**

In FY 18 DDOT had approximately 15,000 sidewalk service requests open. Since then DDOT has reviewed each request that was open and was able to close-out approximately 7,800 of those requests as locations that had completed work. Of our open sidewalk requests, 99% are tied to a work order, which are confirmed work locations. While each work order is a unique issue, roughly a third of our service requests are duplicates of other requests and are all tied to the

same work order. Moreover, once a work order is closed with repairs, all associated service requests are closed as well.

Since FY 18, through Mayor Bowser's Pave DC initiative, DDOT's Asset Management Branch (AM) has developed a formal sidewalk selection process and reconstructed and/or repaired more than 130 miles of sidewalks. This year DDOT will reconstruct 39 miles of sidewalk through our Pave DC plan (roughly 400 blocks). We anticipate the same volume of work for subsequent years with current funding levels. This also includes the team's work on reducing tree related trip hazards by installing porous flexible pavement (PFP) on approximately 200 sites since 2018.

Additionally, DDOT has completed nearly 2,000 small sidewalk repairs by our Street and Bridge Maintenance Branch (SBM). SBM will complete more than 1,000 sidewalk locations needing small repairs for brick and concrete material as well as performing temporary repairs using asphalt. Furthermore, the agency has deployed a contractor to perform horizontal sidewalk cutting which essentially removes any trip hazard between ¼ inch and 1 ½ inches on concrete slabs. This undertaking has occurred over the past two years and has helped tackle 450 sidewalk locations.

In an effort to create a more equitable repair plan and get additional data on our sidewalk conditions, DDOT is piloting a proactive sidewalk inspections program, looking at areas where no work or service requests have been put in since our last sidewalk conditions assessment. This will allow DDOT to better plan work and react quicker to issues in areas where 311 usage isn't as high as other parts of the District.

19. Are there funds in any DDOT capital project other than LML02C that will cover costs related to the P3 contract, or investments in streetlight broadband infrastructure specifically?

- For each identified project, what portion of capital funding in those projects will go toward broadband infrastructure investments, as opposed to other costs for these projects?

**Response.**

Yes, any subprojects, or related project, that have a balance under LMLIGC – Streetlight Master Project will be used to support the P3 when the contract is executed. These balances will be used for milestone and stipend payments for the contractor. It should also be noted that the streetlight program has a split funding: 58% federal and 42% local. LML02C only represents the local share.

As it relates to broadband infrastructure, OCTO will be responsible for covering the cost of installation/collocation and the P3 will be the vehicle for delivery.

20. For capital bike share expansion planned in the budget, what is the per unit cost for docking station and bicycle? How many units of each will DDOT be able to purchase with the proposed investment?

**Response.**

Below you will find the unit cost by asset for the Capital Bikeshare program and total equipment will be purchased by asset based on the Mayor’s budget.

Asset	Approx Unit Cost per Station/Bike	Total New Equipment (6-year total)
New Stations	\$40,000	80
New Pedal Bikes	\$1,000	800
Replacement Stations	\$40,000	183
Replacement Pedal Bikes	\$1,000	1,830
New ebikes	\$2,500	2,500

21. DDOT informed the Committee that the \$300,000 reduction in (5339) Bus and Bus Facility Formula Pro reflects not a reduction but a shift of funds to another project. What project is that?

**Response.** Correct, the Bus and Bus Facility Formula project was created in as a pilot to establish local match to our formula program. During the execution of the FY 21 budget and formulation of FY22, DDOT found that using existing capital projects under the LMCIRC – Circulator Master Project and BEE00C – Bus Efficiency pool project improved the administration of funds.

22. The 2019 Circulator Customer Survey provided to the Committee mentions many riders come from other states and countries, is there data available that shows how many of the riders hail from different states and countries?

- What Director Lott said: Circulator:
  - o DDOT knows from its 2019 Customer Service Survey,
    - 33% or riders are going to and from work or a business related meeting;
    - 24% are going to or from an appointment or shopping;
    - 61% of the ridership is persons of color; and
    - 35% make less than \$36K annually.

## Trip Purpose

One-fourth of riders (24 percent) use the DC Circulator to commute to or from work, with the largest proportion specifically using the Rosslyn-Dupont Circle route to do so (36 percent, significantly greater than any other route). Interestingly, a slightly greater proportion of riders say they use DC Circulator for shopping on weekends (15 percent) than on weekdays (11 percent).

Moreover, the riders onboard the National Mall route show a marked deviation in trip purpose from the trends seen in the other five routes. Significantly more riders on the National Mall route indicated that they take trips on the National Mall route to go to or from a museum (38 percent).

**Share of Trip Purpose**  
% Using DC Circulator by route used most often

% Using DC Circulator for [purpose] =  $\frac{\text{total sum of trips for [purpose]}}{\text{total sum of all trips}}$

	Total '18	Total '19	CH-US <sup>B</sup>	EM-LP <sup>C</sup>	GT-US <sup>D</sup>	RS-DP <sup>E</sup>	NMS <sup>F</sup>	WP-AM <sup>G</sup>
Go to or from work	25%	24%	19%	17%	29% <sup>BGG</sup>	36% <sup>BCEFG</sup>	19%	23% <sup>C</sup>
Go to or from school	6	7	9 <sup>E</sup>	6	6	5	4	6
Go to or from a business or job-related meeting	9	9	9	10	10	7	6	9
Go to or from a personal appointment	12	12	12	14 <sup>F</sup>	11	12	5	13 <sup>F</sup>
Go to or from a medical appointment	8	8	11 <sup>DEF</sup>	11 <sup>DE</sup>	6	4	3	8 <sup>E</sup>
Go to or from shopping	12	12	13 <sup>F</sup>	14 <sup>F</sup>	11	12	6	13 <sup>F</sup>
Go to or from dining out or a social or entertainment event	11	11	11	11	12	13	7	12
Go to or from an arts or cultural venue	8	8	8	8	7	7	11	9
Go to or from a museum	9	9	8	10	7	6	38 <sup>BCEGG</sup>	8

*Q7. How many times per week do you use DC Circulator for each of the following trips?  
A/B/C/D/E/F/G note results that are significantly higher than that letter's corresponding route.*

## Ridership Profile

	Total '18	Total '19	CH-US <sup>B</sup>	EM-LP <sup>C</sup>	GT-US <sup>D</sup>	RS-DP <sup>E</sup>	NMS <sup>F</sup>	WP-AM <sup>G</sup>
<b>Race/Ethnicity</b>								
White	36%	39%	10%	36% <sup>B</sup>	37% <sup>B</sup>	58% <sup>BCEGG</sup>	68% <sup>BCEGG</sup>	38% <sup>B</sup>
Black or African American	36	38	75 <sup>CDEFG</sup>	57 <sup>DEFG</sup>	36 <sup>EF</sup>	12	15	34 <sup>EF</sup>
Hispanic/Latino	14	13	7	6	11	13 <sup>BC</sup>	17 <sup>C</sup>	21 <sup>BCE</sup>
Asian	12	10	3	1	17 <sup>BCEG</sup>	17 <sup>BCEG</sup>	2	8 <sup>F</sup>
American Indian or Alaska Native	3	3	4	3	3	2	3	3
Native Hawaiian or other Pacific Islander	1	1	<1	1	2	<1	-	-
Middle Eastern	<1	<1	-	1	1	-	-	1
Other	2	2	2	2	1	3 <sup>D</sup>	1	2
<b>Income</b>								
Less than \$24,000	24%	22%	38% <sup>CDEFG</sup>	17%	20% <sup>E</sup>	11%	17%	24% <sup>E</sup>
\$24,000 to less than \$36,000	15	13	21 <sup>EG</sup>	14	14	8	14	9
\$36,000 to less than \$48,000	11	8	10 <sup>F</sup>	14 <sup>DF</sup>	6	10 <sup>F</sup>	3	8 <sup>F</sup>
\$48,000 to less than \$60,000	10	12	9	11	11	13	8	15
\$60,000 to less than \$72,000	9	7	4	8	7	11 <sup>B</sup>	7	7
\$72,000 to less than \$84,000	5	6	2	5	6	11 <sup>B</sup>	6	7
\$84,000 to less than \$96,000	5	7	3	9	9	7	14 <sup>B</sup>	5
More than \$96,000	22	24	11	22	27 <sup>B</sup>	28 <sup>B</sup>	32 <sup>B</sup>	23 <sup>B</sup>
<b>Median Income:</b>	<b>\$49.0K</b>	<b>\$54.4K</b>	<b>\$30.6K</b>	<b>\$53.6K</b>	<b>\$59.3K</b>	<b>\$67.6K</b>	<b>\$74.4K</b>	<b>\$54.6K</b>
<i>Base = Those Answering (2018 n=995-1,115; 2019 n=854-960; CH-US=171-190; EM-LP=102-112; GT-US=162-178; RS-DP=194-217; NMS=60-78; WP-AM=165-185)</i>								
<b>Household Makeup</b>								
% of Households With Children Under 18	38%	35%	55% <sup>CDEG</sup>	35%	29%	21%	46% <sup>F</sup>	29%
Mean (number of children) <sup>1</sup> :	2.1	2.1	1.9	1.8	2.0	1.6	2.5 <sup>BE</sup>	2.3 <sup>BE</sup>
% of Households With More Than One Adult Age 18 or Over	67%	65%	69%	65%	64%	61%	85% <sup>BCEGG</sup>	58%
Mean (number of adults):	2.3	2.2	2.4	2.3	2.1	2.0	2.5 <sup>DE</sup>	2.4

*<sup>1</sup>Of those with children in their household  
A/B/C/D/E/F/G note results that are significantly higher than that letter's corresponding route.*

○

## Connecticut Avenue Reversible Lanes:

**Response:** The Connecticut Avenue NW Reversible Lane Safety and Operations Study is assessing the multi-modal (vehicular, transit, bicycle, pedestrian) operational and safety impacts associated with either removing or maintaining the current reversible lane system. Public Meetings were held on March 30th and April 1, 2021. DDOT estimates that design and construction will cost **roughly \$10M (\$2.2M design and \$7.8M)**, but neither is funded. Given funding, design work could begin in 2022.

Pedestrian Bridge over Arizona Avenue Project:

**Response:** As noted in our responses to the Committee’s questions in advance of DDOT’s Performance Oversight Hearing, the design of 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. The reconstruction and Rehabilitation of the Pedestrian Bridge and Connecting Trail (From Nebraska Avenue to Galena Place NW) is estimated to cost approximately \$8.5 million.

Within proposed resources, 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.

12. Status of Canal Road & Cleveland Park Streetscape

**Response:**

***Canal Road Rock Slope Stabilization***

Following the rockslide that occurred east of Clark Place NW on March 10, 2011, that blocked Canal Road. DDOT has begun to study and design slope stabilization and hazard mitigation measures. The project is currently in preliminary design and has funding for final design. The Mayor’s Budget provides local funding in FY 2024 to support the construction of the design for stabilization of rock slope failure along the section of Canal road, NW near Clark Place, NW, including the intersection as the recommended means of hazard mitigation. The project will leverage both local (\$6M) and federal (\$5.5M) resources.

**Cleveland Park - Phase 1: Streetscape and Drainage**

*(Connecticut Ave NW from Macomb Street NW to Porter St NW)*

Install permeable pavers and other measures to address flooding at Cleveland Park Metro Station entrance. Add curb extensions, improve crosswalks, add street furnishings, and raise the service lane to improve pedestrian safety.

- Status: In procurement for construction
- FY 2022 CIP: Funded in FY 2021 leverages local and federal

**Cleveland Park - Phase 2: Drainage & Watershed Improvements**

Address stormwater management needs upstream on Connecticut Avenue and drainage improvement work.

Status:

- Status: Final Design
- FY 2022 CIP: Funded in FY 2024 for construction (\$16.5M)