

FY22 Performance Oversight Questions—Part 1

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.**
 - a. **Please include a list of the employees (name and title) for each subdivision.**
 - b. **Has the agency made any organizational changes in the last year? If so, please explain.**

See DDOT's current organizational chart in **Appendix Q01a**. A narrative explanation of the responsibilities for each division and subdivision can be found in **Appendix Q01b**. **Appendix Q03** provides a list of employees associated with the position listing requested in that item.

2. **Please list each new program implemented by the agency during FY 2022. For each initiative please provide:**
 - **A description of the initiative.**
 - **The funding required to implement the initiative.**
 - **Any documented results of the initiative.**

In keeping our moveDC goal safety and equity, DDOT has introduced several new initiatives this year that have focused on improvement of alignment of resources with programs and services that directly impact these areas.

Traffic Safety Investigations – Process improvements

In Fiscal Year 2022, DDOT took its initial review of our Traffic Safety Investigation (TSI) program and its overall effectiveness in improving roadway safety. The program provides a mechanism for DDOT to hear from residents on roadway segments and intersections where users have safety concerns.

Prior to FY 22, 311 users could request a safety modification to their roadway via a request for a TSI. As part of the process, requesters would have to work with their ANC to complete a petition reflecting that those impacted by the proposed change agreed to the work forthcoming. This process often proved time-consuming and even prohibitive if a requester wanted a modification that was not embraced by neighbors of those impacted by the change.

In an effort to move more safety assessments from study to action, DDOT removed the requirement for ANC review allowing requesters to share their ideas with DDOT directly for review. This small change allowed for DDOT to receive more than 2600 TSIs in FY22, compared to a little more than 300 in FY21.

To continue to improve upon the TSI process, this fiscal year, DDOT has again refined the TSI process to maintain resident engagement, but allowing for a quarterly prioritization across a series of factors including crash patterns, equity, proximity to Vision Zero High Injury Network corridor, proximity to schools, and other statistically significant features to ensure first review of those requests that genuinely make a defined impact on safety.

The Traffic Safety Program leverages both local and federal funding for project delivery.

Annual Safety Improvement Program (ASaP)

During FY22, DDOT launched its Annual Safety Improvement Program (ASaP). As part of the ASaP, DDOT rapidly deploys proven safety treatments at 100 locations across the District each year. Projects include multi-modal safety treatments, Highway Safety Improvement Program (HSIP) locations, and proven speed management practices. See progress on the Vision Zero site through the ASaP dashboard.

Funding for ASaP is supported through the agency's Multi-modal Traffic Safety Construction and Vision Zero Safety Improvements resources.

Streetlight Public Private Partnership

During FY22, DDOT selected the winning bidder for the Streetlight Public Private Partnership, Plenary Infrastructure DC (PIDC). The DC Smart Street Lighting Project will modernize DC's more than 75,000 streetlights by converting them to LED technology with remote monitoring and control capabilities. LEDs better direct light onto the road, sidewalks, and trails, all helping to advance the District's Vision Zero goals. The project increases the city's sustainability efforts by reducing streetlight energy consumption by more than 50%, eliminating 38,000 tons of greenhouse gas emissions each year. The project also adds 239 Wireless Access Points, expanding the District's broadband Wi-Fi network to more areas of need. This \$309 million project is the District's first-ever Public Private Partnership.

Bipartisan Infrastructure Law

As part of President Biden's Infrastructure Investment and Jobs Act, DDOT received a \$225 million award over five years to support the District's the repair of eight bridges that are in poor condition and improve the entire bridge network. The first stage of DDOT's bridge rehabilitation plan involves immediately beginning a program of increased preventative maintenance on bridges throughout the District, extending useful lifespans and saving taxpayer money in the long-term. The next stage focuses on rehabilitating or

replacing some of the most important, high-cost connections. Projects supported by this federal funding include the Theodore Roosevelt Memorial Bridge, the bridge carrying New York Avenue across the Anacostia River, and the H Street NE (Hopstotch) Bridge.

moveDC Multimodal Transportation Plan Update

In FY22, DDOT announced the launch of the update to moveDC, the District's long-range multimodal transportation plan. The updated plan incorporates priorities captured from extensive community engagement with residents across all the eight wards and is framed around seven goals: safety, equity, mobility, project delivery, management and operations/state of good repair, sustainability, and enjoyable spaces. The final plan is available here - <https://movedc.dc.gov/>.

Bus Priority Plan

Last fiscal year, DDOT released its first Bus Priority Plan to improve bus speeds and reliability for riders across the District, whether on Metrobus, DC Circulator, or commuter buses. By improving bus service, DDOT is improving mobility and access to opportunities for District residents, workers, and visitors. Bus priority includes the following strategies: improvements to the roads where buses operate, including bus lanes, transit signal priority, and floating bus islands; changes to the way bus service is operated, including more direct routes, faster fare payment and boarding, and bus stop rebalancing; enforcement of bus lanes and bus stops; improvements for multimodal safety and pedestrian access to bus stops.

The Bus Priority and Efficiency Initiative project was funded in the FY 2022 local capital program at \$64 million for the six-year program. The program funding increased in the FY 2023 local capital program to \$102 million across the six-year program.

Bladensburg Road NE Multimodal Safety and Access Study

DDOT is conducting a multimodal (e.g., vehicle, bus, bicycle, and pedestrian) transportation study of Bladensburg Road, NE between Benning Road and Eastern Avenue. The study will identify traffic safety and access issues and develop solutions to improve safety and access for all users, especially pedestrians and bicyclists. The project will develop two corridor alternatives and evaluation metrics to help the community and DDOT weigh the tradeoffs and select a preferred alternative to take to 30% design. The first public meeting was hosted in June 2022.

The FY 2023 local capital budget includes \$1.4 million in FY 2023 to continue project development.

Tenleytown Multimodal Access Project

DDOT is developing a concept design for pedestrian, streetscape, and multimodal safety and access improvements in the area surrounding the east entrance of the Tenleytown-AU Metrorail Station.

Using recommendations from a 2016 WMATA study as a starting point, DDOT refined concepts and worked with community and agency stakeholders to review project objectives and seek feedback on proposed design elements. The project will also be informed by recommendations from the Tenleytown Public Life Study, completed by the Office of Planning.

The project will review the following key elements:

- Enhanced pedestrian spaces
- Better sidewalk design
- Improved intersection geometry
- High-visibility crosswalks
- Improved bus shelters and bus layover space
- Streetscape and landscaping
- Bicycle infrastructure
- Safer curb cuts and driveways
- Improved public spaces
- Pop-up urban design improvements

The next public meeting for this project is Saturday, February 25.

Georgia Avenue NW Bus Priority (Barry Place to Kansas Avenue)

In FY22, DDOT launched planning for the Georgia Avenue NW Bus Priority Project, which is focused on improving bus operations and safety between Barry Place and Kansas Avenue. This project will identify ways to improve bus service, access to bus stops, and safety along the corridor and seek input from the community. The project was launched in Spring 2022 and is current in concept design phase.

Funding for this planning is part of the Bus Priority Program budget.

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 Q03**.

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 at the end of the fiscal-year. The mid-year review is initiated by the employee's immediate supervisor, or (in the absence of the immediate supervisor) the designated reviewer. This review serves as a mechanism for providing feedback to an employee and to identify areas of 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 the 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 a Peoplesoft standardized evaluation tool that measures the core competencies of Communication, Customer Service, Goal Attainment, Accountability and Job Knowledge. Each employee performance plan also includes at least three and not more than five Specific, Measurable, Attainable, Realistic, and Time Related (SMART) goals. DDOT Human Resources collaborates with each manager of employees who do not meet individual job requirements to develop Performance Improvement Plans (PIP).

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.

The agency does not have any interagency details currently.

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.

See **Appendix Q06**.

7. Please provide the Committee with:

- a. A list of all employees who receive cellphones, personal digital assistants, or similar communications devices at agency expense.**
 - a. Please provide the total cost for mobile communications and devices at the agency for FY 2022 and FY 2023 to date, including equipment and service plans.**

See **Appendix Q07a.**

Total Cost for FY22 = \$799,244.49

Total Equipment Cost FY22 (includes fees) = \$52,336.98

Total monthly service plan amount FY22 - \$746,907.51 (average of \$62,242.29 per month)

Total Cost for Q1 FY23= \$205,223.56

Total Equipment CostQ1 FY23 (includes fees) = \$10,581.64

Total monthly service plan amount FY23 = \$194,641.92 (average of \$64,880.64 per month)

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

See **Appendix Q07b.**

- c. A list of employee bonuses or special award pay granted in FY 2022 and FY 2023, to date.**

See **Appendix Q07c.**

- d. A list of travel expenses, arranged by employee.**

See **Appendix Q07d.**

- e. A list of the total overtime and worker's compensation payments paid in FY 2022 and FY 2023, to date.**

See Appendix Q07e1 and Appendix Q07e2.

8. Please provide a list of each collective bargaining agreement that is currently in effect for agency employees.
- a. Please include the bargaining unit (name and local number), the duration of each agreement, and the number of employees covered.
 - b. 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.
 - c. Please note if the agency is currently in bargaining and its anticipated completion date.

See Appendix Q08.

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) by visiting <https://opendata.dc.gov/datasets/enterprise-dataset-inventory> and filtering "Agency Name" by "District Department of Transportation." This is the most comprehensive listing of DDOT's business systems and accompanying datasets. It is updated on an annual basis. As part of moveDC DDOT is undertaking several strategies to increase the transparency of our datasets, resolve and privacy concerns, and either share those datasets or provide publicly accessible dashboards.

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 2022 and FY 2023, 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: (1) explaining the

sexual harassment policy and investigation procedures to the complainant and the respondent; (2) arranging for an investigation of the alleged harassment; (3) preparing 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 (4) notifying the complainant and the respondent of the corrective actions.

Sexual Harassment Allegations

FY22 – 4

2 matters have been investigated and closed. 2 matters have been investigated and are in the process of being closed out with the issuance of investigative report and notice of findings.

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

- a. The member’s name;**
- b. Confirmation date;**
- c. Term expiration date;**
- d. Whether the member is a District resident or not;**
- e. Attendance at each meeting in FY 2022 and FY 2023, to date.**
- f. Please also identify any vacancies.**

Board/ Commission	DDOT Designee	Seat Designation	Date of Appt.	Term End Date	Residency
Pedestrian Advisory Committee (PAC)	George Branyan	DDOT	12/31 2014	Serves at the pleasure of the Mayor	MD
PAC	Karyn McAlister	DDOT	12/31 2020	Serves at the pleasure of the Mayor	MD
Public Space Committee	Anna Chamberlin	DDOT	12/31 2018	Serves at the pleasure of the Mayor	DC
Recreational Trails Advisory Committee	Stephanie Piperno	DDOT	10/20 2015	Serves at the pleasure of the Mayor	DC
Undergrounding Project Consumer Education Task Force (UPCETF)	Anthony Soriano	DDOT	8/23 2018	1/2/2023	DC

Transit Rider Advisory Council	Yohannes Bennehoff	DDOT	1/14 2020	Serves at the pleasure of the Mayor	MD
Multimodal Accessibility Advisory Council (MAAC)	Zachary Smith	DDOT	12/15 2017	Serves at the pleasure of the Mayor	VA
Bicycle Advisory Council (BAC)	Mike Goodno	Bicycle Coordinator at DDOT	7/31 2015	Serves at the pleasure of the Mayor	VA
Public Space Committee	Matthew Marcou	DDOT	12/31/ 2018	8/31/2022	DC
Public Space Committee	Elliott Garrett	DDOT	9/1/20 22	Serves at the pleasure of the Mayor	MD

All listed members attended all meetings as part of their job responsibilities.

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.

	2019	2020	2021	2022
American Association of State Highway & Transportation Officials (AASHTO)	\$ 30,549	\$ 30,549	\$ 30,549	\$ 30,549
Northeast Association of State Transportation Officials (NASTO)	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
National Association of City Transportation Officials (NACTO)	\$ 21,000	\$ 25,000	\$ 23,000	\$ 25,000
Eastern Transportation Coalition (I-95 Coalition)	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
North American Bikeshare Association (NABSA)			\$ 11,000	\$ 8,000
National Association of State Foresters			\$ 3,190	\$ 3,190
Clean Air Partners*	\$55,000	\$55,000	\$55,000	\$55,000

Transportation Research Board	\$85,000	\$85,000	\$85,000	\$85,000
National Capital Region Transportation Planning Board: State Technical Working Group, Transportation Planning Board Technical Committee**				
Major Crash Review Task Force				
Mayor's Autonomous Vehicle Working Group				
Mayor's Build Back Better Taskforce Transportation Innovation Subcommittee				
Vision Zero Working Group				
Northern Virginia Regional Commission Fast Ferry Stakeholder Group (no known fee)				
Washington Metropolitan Area Transit Authority Jurisdictional Coordinating Committee (no know fee)				
Conference of Minority Transportation Officials (COMTO)				
DC Multimodal Accessibility Advisory Committee (MAAC)				
DC Bicycle Advisory Council (BAC)				
DC Pedestrian Advisory Council (PAC)				
DC Sustainable Transportation Coalition (DCST)				
Building Blocks DC				
DCBIA Working Group				
Public Restrooms Working Group				
Lead Pipe Replacement Working Group				
Multi-agency Flood Task Force				
Open Mobility Foundation				

Inter-agency Parking Enforcement Coordination Meeting				
Bipartisan Infrastructure Law Central Team				
School Safety and Safe Passage Working Group				

*Paid to Metropolitan Washington Council of Governments

** 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. Transportation Planning Board Technical Committee includes multiple subcommittees such as Aviation, Bicycle and Pedestrian, and Freight.

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:

Traffic Safety Input Dashboard – DDOT recently launched its updated Traffic Safety Input (TSI) Dashboard. The dashboard tracks the process from start to finish for prioritized TSI locations. Many of the TSI requests are complex and require review, data collection, site visits, or other actions as part of the evaluation. This program provides a mechanism for DDOT to hear from residents on roadway segments and intersections where users have safety concerns.

DDOT tracks each step to ensure residents can follow the progress of prioritized TSIs. A Traffic Safety Input can be submitted via 311 by a resident, ANC, or other community member or organization and will be prioritized based on objective factors such as roadway characteristics, crash patterns, equity, proximity to Vision Zero High Injury Network corridors, and locations utilized by vulnerable road users such as schools, Metro rails stations, and bus stops. Based on these factors, DDOT’s Traffic Safety Branch will develop a work plan for 800 prioritized locations per year (200 each quarter) to evaluate the safety concerns expressed and determine if any action is needed. All TSI submissions that are not included in the quarterly work plan will remain in the system for prioritization in following quarters.

[The dashboard can be found at this link.](#)

Public meetings – DDOT continues to engage members of the community in recurring public meetings and project meetings organized to solicit feedback from neighbors. The agency's Community Engagement Division attends community meetings, and project staff host public meetings about our work. DDOT's website shares all information about the outreach performed and feedback received. 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 central 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 2021, DDOT's Public Information Division worked to redesign, refine, and improve the website's functionality 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, provides a calendar of events, press releases, traffic advisories, weekly construction updates, testimonies, statements, and more. Finding reliable information can be a challenge, especially if you don't know where to start. That is why DDOT designed a three-step process on its home landing page that helps residents request 311 services, find relevant information, and apply for our top searchable permits. The website is updated on a weekly basis to support resident needs.

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.

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 49,000 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. Residents can also submit DDOT service requests via 311's Twitter account. If DDOT is tagged in a service request Tweet, the communications team will tag 311 to generate a service request ID. DDOT's @DCVisionZero twitter feed performs a similar function, with an emphasis on safety information.

Traditional/Broadcast 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. All DDOT policies are publicly searchable and can be temporarily found at

<https://ddotwiki.atlassian.net/wiki/spaces/HOME/overview?mode=global>.

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 is enhanced every year to adapt to the changing needs of the District and Mayoral priorities and make permitting more efficient and transparent. One example from this year is the update to include streetery permits. 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 – The Office of Chief Technology Officer (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.

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 the agency’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.

Strategic Planning Documents – DDOT released its strategic long-range plan, moveDC. moveDC communicates the department’s goals, policies, strategies, and importantly the metrics to be used in measuring our success. The website is designed to be easily accessible to the public and allow interested stakeholders to read the plan in its entirety or focus on areas of interest. DDOT will track progress on the strategies included in the plan and report on an annual basis in addition to the routine updates to the overall plan that will happen every five years (as also required in the Vision Zero Enhancement Omnibus Amendment Act of 2019).

moveDC can be found here: <https://movedc.dc.gov/>

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 continues to maintain its commitment to open engagement with District residents and businesses as we work collaboratively to improve our transportation network. Through multiple platforms, events, and resources, DDOT is able to gather feedback from our customers and respond to questions and requests for service.

311 Service Request Survey – DDOT is committed to closing 311 service requests within the Service Level Agreement (SLA) and provide satisfactory services. To solicit feedback from residents, DDOT monitors the responses of 311 service request surveys that the Office of Unified Communications (OUC) automatically sends out to residents when a 311 service request gets closed. The survey asks for feedback on and rating of customer service and experience, and thus it serves as a good indicator for DDOT to identify its strengths and areas for potential growth. To use these data to improve systems and processes, DDOT built a dashboard to continuously track survey responses and identify trends. These findings are routinely presented and discussed in internal 311 performance meetings.

Social Media – DDOT continues to maintain a robust social media presence with more than 49,000 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 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. While our virtual meeting platform is still utilized, DDOT begin hosting in person public meetings and engagements in FY 22.

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 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 www.pschearing.dc.gov.

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. We are also in the process of a comprehensive website update to capture broken links and missing content created from past platform updates. The tab can be found here: <https://dcforms.dc.gov/webform/district-department-transportation-ask-director> as well as at the bottom of the DDOT homepage when viewed from a desktop.

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-and-is-updated-as-required-by-USDOT-or-as-DDOT's-outreach-portfolio-evolves>.

Dashboards and Online Resources

During FY22, DDOT developed implemented several dashboards and online resources to better support public awareness about projects, maintenance, and planning. A list of these sites and tools is noted below:

- DDOT Capital Projects - <https://projects.ddot.dc.gov/>: presents major capital projects organized by ward.
- Vision Zero Crash Analysis Dashboard - <https://visionzero.dc.gov/pages/crash-analysis>: presents crash data used to inform our vision zero priorities.
- Traffic Safety Input Dashboard - <https://ddot.dc.gov/featured-content/traffic-safety-investigation-tsi-dashboard>; Presents and overview of the TSI program and where requests are in the consideration process.
- Annual Traffic Safety Program (ASAP) - <https://www.arcgis.com/apps/dashboards/09c7b80de6fe4e35858af711be99ffb1>; Presents an overview of the ASAP program and the location and timing of installations.

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

Number of Employees Hired in FY 2022*

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	274	135 (46.7%)
Term	12	8 (66.7%)
Temporary	3	0
Contract	0	0

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

Number of Employees Hired in FY 2023+*

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	140	58 (41.4%)
Term	0	0
Temporary	0	0

Contract	0	0
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+Note that all numbers are based on employees who were hired as of January 3, 2023.

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

16. Please provide the agency's FY 2022 Performance Accountability Report.

The FY22 Performance Accountability Report (PAR) is available on the Office of the City Administrator's (OCA) website at:

https://oca.dc.gov/sites/default/files/dc/sites/oca/publication/attachments/DDOT_FY22PAR.pdf

B. BUDGET AND FINANCE

17. Please provide a chart showing your agency's approved budget and actual spending, by division, for FY 2022 and FY 2023, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures.

See **Appendix Q17a** and **Appendix Q17b**.

18. Please list any reprogrammings, in, out, or within, related to FY 2022 or FY 2023 funds. For each reprogramming, please list:

- a. The reprogramming number;
- b. The total amount of the reprogramming and the funding source (i.e., local, federal, SPR);
- c. The sending or receiving agency name, if applicable;
- d. The original purposes for which the funds were dedicated;
- e. The reprogrammed use of funds.

See **Appendix Q18a** and **Appendix 18b**.

19. Please provide a complete accounting for all intra-District transfers received by or transferred from the agency during FY 2022 or FY 2023, to date, including:

- a. Buyer agency and Seller agency;
- b. The program and activity codes and names in the sending and receiving agencies' budgets;
- c. Funding source (i.e. local, federal, SPR);
- d. Description of MOU services;
- e. Total MOU amount, including any modifications;
- f. The date funds were transferred to the receiving agency.

See Appendix Q19.

20. Please provide a list of all MOUs in place during FY 2022 and FY 2023, to date, that are not listed in response to the question above.

Please see response to Question 19. Many of the intra-District transfers from FY 2022 will continue in FY 2023 and are currently in process.

21. Please identify any special purpose revenue accounts maintained by, used by, or available for use by your agency during FY 2022 or FY 2023, 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 2022 and FY 2023, to date.
- Expenditures of funds, including the purpose of each expenditure, for FY 2022 and FY 2023, 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 2022 and FY 2023, to date, including the amount, the purpose for which the funds were granted, whether those purposes were achieved and, for FY 2022, the amount of any unspent funds that did not carry over.

See Appendix Q23a and Appendix Q23b.

24. Please list each contract, procurement, lease, and grant ("contract") awarded, entered into, extended and option years exercised, by your agency during FY 2022 and FY 2023, 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.

25. Please provide the details of any surplus in the agency's budget for FY 2022, including:

- a. Total amount of the surplus.
- b. 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.

See the chart below:

<i>CMR Title & Chapter</i>	<i>Description</i>	<i>Most Recent Revision</i>
7-33	Transit Benefit Programs	February 25, 2022
18-12	Bicycles, Motorized Bicycles, and Miscellaneous Vehicles	December 9, 2022
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 12, 2021
18-23	Pedestrians	July 23, 2021
18-24	Stopping, Standing, Parking, and Other Non-Moving Violations	August 12, 2022
18-25	Size, Weight, Construction, and Loading of Vehicles	November 1, 1991
18-26	Civil Fines for Moving and Non-Moving Infractions	April 8, 2022
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	December 9, 2022
24-1	Occupation and Use of Public Space	July 23, 2021
24-2	Rental of Public Space	April 8, 2022
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 14, 2022
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 2022 and FY 2023, to date, that significantly affect agency operations.

The United States Department of Transportation released guidance throughout FY22 on the eligible uses of new formula funding types established by the Infrastructure Investment and Jobs Act (IIJA). DDOT assessed these eligible uses to develop plans for the best project types to utilize each funding type. Similarly, the increases to existing funding types have been assessed for their best uses, including increasing funding for traffic safety inputs & improvements and preventative maintenance on the District’s bridges to maintain a state of good repair. The additional funds from IIJA have been integral to keeping important infrastructure projects underway and included for future funding while inflation has raised the costs associated with many projects in DDOT’s portfolio.

30. Please provide a list of all studies, research papers, and analyses (“studies”) the agency requested, prepared, or contracted for during FY 2022. Please state the status and purpose of each study.

See the chart below:

Study	Purpose	Status	Requesting Agency
Tax Revenue and Telecommuting	The main objective of this research is to investigate the most influential parameters and possible scenarios affecting the District’s Highway Trust Fund (HTF) revenues due to increased	Study is being done by Morgan State University and the University of Maryland under subcontract to Howard University.	DDOT

	<p>telecommuting and changes in commute mode in order to propose a multi-criteria decision-making model for transportation tax revenue generation. The final report will identify trends in HTF funds and make recommendation for possible ways to avoid insolvency.</p>	<p>Work commenced in August 2021 and the study will be submitted for DDOT review and approval by early March 2023.</p>	
<p>Identifying and Intervening with High-Risk Drivers</p>	<p>Every year there are dozens of recorded driving-related fatalities, thousands of traffic crashes, and hundreds of thousands of driving violations (speeding and dangerous driving) in the District. With 27 traffic fatalities in 2019 and 209 crashes resulting in injuries to date in 2020, we are far from the District's goals of achieving zero traffic fatalities by 2024.</p> <p>DDOT, the Department of Motor Vehicles (DMV), the Metropolitan Police Department (MPD), and The Lab @ DC in the Office of the City Administrator (OCA) are working together on this project to identify drivers at high risk of being involved in a serious crash and to test proactive interventions to these high-risk drivers.</p>	<p>DDOT's Research funds are supporting this effort led by The Lab @ DC. Funds were obligated in late 2021 and the full project is expected to be complete in 2023.</p>	<p>DDOT</p>
<p>Low-Income Transit Fare Pilot Program Evaluation</p>	<p>To learn whether and to what extent cost is a key barrier to transit equity, DDOT is partnering with The Lab @ DC, WMATA, DOEE, and the World Bank to conduct a randomized evaluation of a fully and partially subsidized</p>	<p>DDOT's Research funds are supporting this effort led by The Lab @ DC. Funds were obligated in late 2021 and the full project is</p>	<p>DDOT</p>

	<p>Metro transit program. Can a subsidized fare program for low-income residents increase (1) mobility through greater usage of public transit and (2) other measures of social and economic well-being?</p>	<p>expected to be complete in mid-2023.</p>	
<p>Pedestrian and Cyclist Intersection Safety Sandbox</p>	<p>The research is intended to implement a sandbox for one or more pilot or demonstration projects that use emerging technology solutions to improve pedestrian and/or cyclist safety in intersections. The sandbox will encompass a single intersection or corridor within the District. Envisioned solutions include:</p> <ul style="list-style-type: none"> • Technology that enhances DDOT’s situational awareness of intersection activity to inform safety improvements • Technology that provides auditory or visual alerts for pedestrians, cyclists, and/or drivers approaching crosswalks based on real-time activity in the intersection <p>The research will fund a consultant to facilitate the program management and evaluation of this sandbox project. The primary tasks for the consultant will be to assist DDOT in finding an appropriate mix of vendors,</p>	<p>This project was contracted out in December 2020 and is expected to be complete in mid 2023. An RFI to identify technologies was put out in May 2021. Selected technology solutions were deployed during 2022. Evaluations are underway for the technologies and will be the basis for the final report.</p>	<p>DDOT</p>

	facilitate pilots and provide incentive funds to help cover vendor pilot costs (using funds from project budget), and evaluate the pilots.		
Measuring the effectiveness of DC Commuter Benefits Law and its impact on sustainable mode choices in Washington, DC.	This research aims to evaluate the effectiveness of the DC Commuter Benefits Law in Washington, DC using a comprehensive survey. This survey will assess employers' adoption of and compliance with the DC Commuter Benefits Law, commuters' enrollment in the newly offered benefits, as well as employers' and commuters' response to the three types of benefits contained in the DC Commuter Benefits Law. The ultimate goal of this survey is to reveal what else we need to do pragmatically to adopt pre-tax benefits, direct benefits, and employer-provided transportation. In addition, this information will help us encourage more people to use sustainable modes and use pre-tax benefits.	This project was selected for funding in FY22 and will be conducted by Howard University. Funds obligated in late FY22. Expecting Task Order Q2 FY23 with a 14-month timeline for study completion.	DDOT
Bicyclists vs. Right Turn Vehicles: Optimizing Design Based on Conflict Risk Data	While protected bike lanes are very safe for users while cycling behind the protection, cyclists must cross intersections where there is no physical protection. Between 2014 and 2016, 44% of bicyclist fatalities in urban areas occurred at intersections. Of the intersection fatalities during that period, vehicle right turn vs bicyclist in the same	This project was initiated in 2022 and data collection completed in the fall of 2022. Project is expected to be completed in mid-2023 once all data from the US cities is analyzed and added to findings from the Canadian cities.	DDOT

	<p>direction ("right hook" crashes) were listed in the Top 7 most common crash types. There is a lack of data on crashes and on near-misses to inform facility design.</p> <p>This project is seeking to quantify the safety effects of intersection design treatments recommended in national guidance and evaluate other key contextual elements known to impact bicyclist safety by studying the frequency and severity of detected conflict events. This study is being done in collaboration with other North American cities to conduct similar, parallel studies so that findings can be shared and generate a database for future research.</p>		
Advisory Bicycle Lanes Evaluation (part 2)	<p>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. Phase 2 of this project includes the "after" evaluation and final report.</p>	<p>Phase 1 of this project was completed in the fall of 2020. Phase 2 was contracted and completed during FY2022. The final report has been submitted to DDOT and is in final review before submission to Federal Highway Administration (FHWA) and publication.</p>	<p>DDOT, as part of compliance with the MUTCD experimentation process (so FHWA will be receiving and reviewing the results)</p>
Digital Trust for Places and Routines	<p>Digital Trust for Places and Routines (DTPR Standard) is an emerging open-source "system-to-people" visual communication standard for</p>	<p>The cohort launched in summer 2022 and DDOT participated in all activities. Signage was</p>	<p>DDOT</p>

<p>Learning Cohort</p>	<p>transparency and accountability around digital technology in the places where people live and work. It includes a standard dictionary of concepts around digital tech and data practices, and a standard set of icons and design patterns to quickly and clearly communicate those concepts. DDOT participated in a cohort of implementation pilots in 2021/2022 to facilitate demonstrations of this DTPR Standard and provide shared learning opportunities between the Cohort members. DDOT linked the DTPR pilot to the Pedestrian and Cyclist Safety Sandbox project.</p>	<p>developed and tested at public outreach events, then fully deployed in fall 2022 when the Sandbox project's technologies were deployed. The formal cohort pilot is complete and a final report is in review for publication.</p>	
<p>Building Up Agency-Wide Automated Image Processing Capability to Inform Safety and Mobility</p>	<p>DDOT frequently uses camera imagery (e.g., panoramic street-level photography, time-lapse cameras, closed-circuit television (CCTV) cameras) to better understand traveler behavior and existing configuration and condition of the roadway and associated infrastructure. To date, much of the processing of this imagery has been done manually, which often proves costly and inefficient, thereby limiting the degree to which DDOT is able to use camera imagery. Recent advances in artificial intelligence and machine learning have the potential to speed up and improve processes for analyzing</p>	<p>This project was selected and obligated in FY21. Staff attempted to procure consultant support for this project during FY22 but ultimately determined another method will be needed. This project has a new approach identified and an agreement to advance the project is expected in Q2 of FY23.</p>	<p>DDOT</p>

	<p>camera imagery. DDOT staff have engaged with vendors to explore some of these possibilities on a limited scale, but have recognized the need for a consistent, agency-wide approach to ensure quality of analysis, maximize utility across divisions, and minimize any duplication of effort.</p> <p>This project will develop a roadmap for a DDOT-wide approach to automated image processing that will ultimately enhance DDOT's ability to assess traveler behavior and roadway conditions for planning, design, and operations.</p>		
<p>Sidewalk Condition Assessment Leveraging Machine Learning/AI and Mobile LiDAR</p>	<p>This research project seeks to demonstrate the feasibility of mobile LiDAR data as a cost-effective means to support efficient inventory and condition assessment of sidewalks at DDOT. The objective of this research project is twofold: 1) to develop and validate an improved point cloud data processing method that can automatically map pedestrian infrastructures (e.g., sidewalk, curb ramp, etc.) using point cloud data, which will demonstrate its feasibility for network-level analysis (e.g., using Ward 7 as the pilot testing field; 2) if it proves feasible, to apply the developed, automated method to the city-wide mobile LiDAR dataset collected by CycloMedia and</p>	<p>This project was selected for funding in FY22. This project is being conducted by University of Massachusetts-Amherst under subcontract to Howard University. Funds were obligated in late FY22. The task order was issued to Howard University in Q1 FY2023 and work will commence in Q2 FY23 once subcontracting is done.</p>	<p>DDOT</p>

	generate a complete pedestrian infrastructure map in the entire District.		
Evaluation of Different Curb Extension Treatments for Pedestrian Comfort and Safety at Intersections	DDOT has over the last few years installed several curb extension treatments on different intersections throughout the city. While DDOT has anecdotally heard that these treatments are appreciated by impacted communities, more evaluation is needed to determine the actual impacts on safety and comfort for pedestrians who cross at these locations. In this study, the research team will partner with DDOT staff to collect survey data and video data that will then be used to measure these impacts for pedestrians. Specifically, this project will focus on permanent curb extensions, tactical curb extensions, and painted mural curb extensions. Results will be compared to non-treated locations to help DDOT distill guidance about crossing treatments.	This project was selected for funding in FY22 and will be conducted by Portland State University and University of North Carolina at Chapel Hill, under subcontract to Howard University. Funds obligated in late FY22. Expecting Task Order Q2 FY23 with a 22-month timeline for study completion.	DDOT
Innovative Parking Practices on Residential Streets Study FY 2021-2022	Pursuant to the Residential Parking Study Emergency Act of 2021, DDOT conducted a study of parking practices on residential streets. The scope of the study focuses on residential streets near major commercial centers and includes the following: 1. An evaluation of the feasibility and cost of	This report was transmitted to Council and published on the DDOT website on October 28, 2022	Council

	reducing the size of residential permit parking (RPP) zone boundaries from the Ward boundaries to the Advisory Neighborhood Commission (ANC) boundaries; and 2. An evaluation of allowing paid parking by non-residents in RPP zones.		
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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 2022 or FY 2023, to date.

See Appendix Q31 and 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 and Q32.

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

See Appendix Q33.

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 Appendix Q34.

35. Please list all settlements entered into by the agency or by the District on behalf of the agency in FY 2022 or FY 2023, 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 Q35a** and **Appendix Q35b**.

36. Please list any administrative complaints or grievances that the agency received in FY 2022 and FY 2023, 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 2022 or FY 2023, to date, describe the resolution.

Office of Administrative Hearings

Description of Process Utilized

- 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)

Complaints and Grievances

- During 2022, DDOT issued 753 Notices of Infraction or Notices of Violation. Most of these cases involve either violations of the District's "Heritage" or "Special" tree laws or public space-related violations. One hundred and seventy-six of these matters are being litigated before OAH. Furthermore, 141 have been resolved as follows:
 - Default Dismissal: 6
 - Judgement in Favor of Petitioner: 96
 - Judgement in Favor of Respondent: 21
 - Voluntary Dismissal: 18
- A public utility company is seeking relief from a final order against it stemming from a public space violation. The matter is currently pending.

Office of Employee Appeals

Description of Process Utilized

- 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 their 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-hearing conference 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.

Complaints and Grievances

- A former employee appealed their termination, which DDOT imposed due to attendance and neglect of duty violations. The matter is currently pending.

Office of Human Rights

Description of Process Utilized

- 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.

Complaints and Grievances

- An employee filed a claim alleging sexual harassment and retaliation against DDOT. The parties have reached a negotiated settlement and are finalizing the agreement.
- A former MSS employee filed a claim of race and age discrimination stemming from their "not-for-cause" termination. The matter is currently pending.

U.S. Equal Employment Opportunity Commission

Description of Process Utilized

- 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.

Complaints and Grievances

- The former employee of a DDOT contractor, filed a discrimination complaint against both DDOT and the contractor. EEOC issued a 'Notice of Right to Sue' letter and the former employee then filed federal suit

against DDOT and the contractor. OAG has moved to dismiss the complaint. The motion is still pending.

Public Employee Relations Board

Description of Process Utilized

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

Complaints and Grievances

- Have not received complaints filed against DDOT.

D. EQUITY

37. How does the agency assess whether programs and services are equitably accessible to all District residents?

DDOT defines transportation equity, [which can be found on the website](#), 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.

To overcome existing disparities and achieve transportation equity, focused attention is given to historically under-resourced communities that include, but are not limited to the following:

1. Black, Indigenous and People of Color (BIPOC)
2. People with low incomes
3. People living with disabilities
4. LGBTQ+ people
5. Individuals who identify as female
6. Youth (17 and younger)
7. Older adults (60+)
8. Residents at risk of displacement
9. People experiencing homelessness or housing insecurity
10. Immigrant and refugee communities
11. People with limited English proficiency and literacy

During the FY 2024 budget formulation period, DDOT staff were required to complete the Department's internal Equity Assessment Tool (EAT) for each budget request, including operating enhancement requests and capital projects.

DDOT's Executive Leadership, moveDC team, and DDOT's Equity and Inclusion Division/Office of Civil Rights developed and implemented the EAT in FY 2021 to assist staff with evaluating budget requests and measure adherence to moveDC, the District's long-range transportation plan. Questions on the original EAT aligned with moveDC's goals of improving proximity to frequent transit, access to jobs and destinations, safety risks, community engagement strategy, and environmental impact. In FY 2022, DDOT's Equity and Inclusion Division/Office of Civil Rights refined the EAT to include an internal equity impact analysis to evaluate a project, program, or service's impact (benefit or burden) on one or more of the historically under-resourced groups mentioned above by describing the anticipated outcomes on the following transportation equity indicators:

- **Accessibility:** Accessibility refers to the availability of DDOT's projects, programs, and services are to different stakeholders, particularly historically under-resourced groups.
- **Affordability:** Transportation affordability is a households' ability to purchase transportation services needed to access essential activities such as education, work, shopping, and healthcare.
- **Enjoyable Spaces:** Enjoyable spaces are public spaces and transportation systems managed by DDOT that are accessible, safe, and welcoming to residents, visitors, and commuters.
- **Meaningful Internal/External Engagement:** Meaningful internal/external engagement is involving a stakeholder who could potentially be impacted by a project, program, or service during the decision-making process to ensure that the intended results and outcomes align with the stakeholder and/or DDOT's needs.
- **Recruitment, Hiring and Retention:** DDOT values diversity within the agency. To that end, the Equity Assessment Tool evaluates the strategy to recruit, hire and retain a workforce that reflects the diversity of the District at all levels of the organization.
- **Reliability:** A reliable transportation network offers some assurance of getting to a given destination within a reasonable range of an expected time.
- **Safety:** Safety on the Equity Assessment Tool refers to projects, programs and services that impact safety in the public right-of-way and/or the safety of DDOT employees.

a. What were the results of any such assessments in FY 2022?

Total points earned (raw scores) on each EAT submission converted to equity scores ranging from 1 – 3. Once an equity assessment is submitted, the project receives an equity score ranging from 1 to 3, where 3 is considered equitable, 2, neutral and, 1, recommending that the project be examined more closely before any new funding is allocated or existing funding is maintained.

The chart below explains the equity score for each project, program, or service:

Equity Score	Assessment	Description
3	Equitable	The project, program, or service has been designed with equity in mind and at the center and clearly aims to advance equity.
2	Neutral	The project, program or service demonstrates an attempt to advance equity. However, further review is needed to ensure impacted stakeholders, particularly historically under-resourced groups, are included in the decision-making process.
1	Not Equitable	The project, program or service does not appear to further equity or reflect that equity is a priority and key goal. The program or service should not advance without changes or a valid reason to proceed.

Higher scores should lead to a more equitable transportation network. However, a lower score does not necessarily mean the project, program or service is not contributing to improving transportation equity since there are other ways to improve equity beyond the criteria considered in the EAT.

Of the 274 requests submitted using the Equity Assessment Tool, 78% received an Equity Score of 3, 21% received an Equity Score of 2, and 1% received an Equity Score of 1.

b. What changes did the agency make in FY 2022, to date, or does the agency plan to make in FY 2023 and beyond, to address identified inequities in access to programs and services?

The EAT was refined in FY 2022 to evaluate the impact of DDOT’s projects, programs and services on historically under-resourced groups outlined in the equity statement. To do this, the EAT asks staff to consider and report:

- A strategy to meaningfully engage historically under-resourced groups throughout the project and remain accountable after the project is completed;
- Any potential benefits and/or burdens that may result; and
- Any potential impact the project, program or service has on a moveDC goal and equity indicators such as safety, reliability, accessibility, and/or affordability improvements.

Additionally, project and program staff can use the EAT beyond the budget formulation process to ensure that DDOT’s projects, programs and services are equitable from the conception, throughout implementation and after completion.

While the EAT is relatively new, DDOT has identified additional improvements to better engage staff in the evaluation of projects, programs, and services such as. DDOT's equity and accessibility program analyst will work to develop an equity score dashboard and refine and improve the EAT map.

c. 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 equity assessments. However, applying an equity lens requires an intentional shift towards collaborative decision-making with stakeholders through meaningful internal/external engagement rather than simply informing stakeholders of a planned project, program, or service. Funding for projects that include extensive, meaningful engagement strategies will continue to support the agency in reducing inequities.

38. 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 that 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 toward equity, inclusion, and access in response to the needs of communities across the District.

a. 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.

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

DDOT conducts an internal review of potential projects as a part of its resource development process. (Please see response to Question 3).

DDOT's long-range transportation plan moveDC also incorporated the equity statement to ensure equity is central to DDOT's work.

c. 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 a small number of employees.

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

The internal Equity Assessment Tool measures compliance with moveDC and the agency's equity goals to advance transportation equity among historically under-resourced groups, which are included in the equity statement (Please see response to Question 3).

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

The internal Equity Assessment Tool measures compliance with moveDC and the agency's equity goals to advance transportation equity among historically under-resourced groups, which are included in the equity statement (See response to Question 3).

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

DDOT's EEO Policy Statement can be found [here](#). Please note, DDOT is in the process of updating its EEO Policy Statement to reflect the recent addition of "[homeless status](#)" as a protected trait under the D.C. Human Rights Act, as amended. In addition to its EEO Policy Statement, the agency has adopted an Equity Statement, which can be found [here](#).

a. How was the policy formulated?

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 Section 230.307, we adopted 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 adopted the requirements of the DC Human Rights Act, as amended, and other locally mandated non-discrimination laws, regulations, and Mayoral Orders.

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

From 2015–2020, DDOT followed its approved Federal Highway Administration (FHWA) State Internal Equal Employment Opportunity (SIEEO) Program Plan. See the 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.

c. 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 the 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

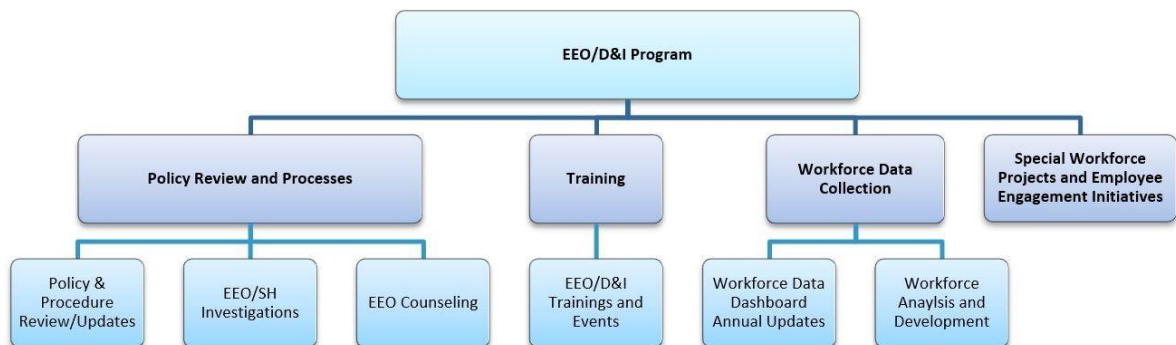
The EEO, Diversity, and Inclusion Program is managed by the agency's EEO Program Manager, who reports to the Chief Transportation Equity and Inclusion

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.

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



The above figure illustrates the flow of program areas that have been established to monitor the agency’s compliance, as outlined below:

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 that prohibited behavior is clearly explained and that 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 an internal 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 that 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.

In addition to DDOT's Internal Complaint Process, DDOT is committed to participating in the District's EEO Counseling Program, managed by the D.C. Office of Human Rights (OHR), which provides District agencies the opportunity to informally address and possibly resolve complaints of discrimination, including sexual harassment. Under the District's EEO Counseling Program, DDOT's participation in the EEO Counseling Program can take two forms depending on whether the complaints are made by DDOT employees or external DC government employees.

If a complaint is made by a DDOT Employee under the District's EEO Counseling Program:

In accordance with the OHR's EEO Case Review Manual for Agency Heads, EEO Officers, and EEO Counselors (see attached), the Program Manager's role, as designated EEO Officer, cannot conduct internal EEO Counseling. 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.

If a complaint is made by an External DC Government Employee under the District's EEO Counseling Program:

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.

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, and 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 for and implementation of 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 following:

- 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.

E. COVID-19 PANDEMIC RECOVERY

40. Please give an overview of any initiatives DDOT started in response to the pandemic that have been incorporated into the agency's permanent operations.

DDOT continues to offer the following initiatives, both which were initiated in response to the COVID-19 pandemic.

- Streatery Program: allows restaurants to create outdoor seating or expand outdoor seating. Restaurants can use expanded sidewalk space, alleys, parking lanes, and travel lanes for table seating. Given the success of the temporary program and at the direction of Mayor Bowser, DDOT is creating guidelines for a permanent Streatery Program planned for summer 2023.
- Virtual Public Meeting Protocol: provides a guide to attending virtual public meetings hosted by the District Department of Transportation (DDOT) using the Microsoft Teams application. DDOT continues to offer this virtual option in addition to our in person public meetings.

41. Which of DDOT's divisions are currently working remotely? What percentage of DDOT's total employees currently work remotely?

DDOT is no longer in a full-remote posture for our non-field staff. All staff are required to report to their physical work location at least three days each week, and where operational needs permit, DDOT provides for up to two days of routine telework each week.

42. Please provide a copy of the agency's Continuing Operations Plan and any remote working protocol (if applicable).

See **Appendix Q42** for departmental order on DDOT's telework policy and procedures. Please refer any questions concerning Continuity of Operations Plans to the Office of the City Administrator.

43. How has the agency ensured 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 continued to expand its ability to work remotely. DDOT has always had a remote focus because of our work from the field daily to address service requests, projects construction, and other work management needs. DDOT's applications are primarily web based, so DDOT staff only need to leverage an internet connection. DDOT staff have increased their skills with technology and deepened the integration of MS Teams, so access issues are very limited. During FY21, DDOT returned to a two days home and three days in the office work schedule, which strengthened its ability to connect to systems or maintain internet access if issues arose. OCIO provides DDOT employees with cell phones and laptops. For DDOT employees who do not have a stable internet connection, mobile hotspots can be provided.

44. How much federal stimulus relief was directed to the agency during FY 2022 and FY 2023, to date, and for what purposes was it used? Is the agency anticipating any formula-based funding from the Infrastructure Investment and Jobs Act, the Inflation Reduction Act, or any other recent federal legislation, and how will that be factored into the upcoming budget submission or supplemental? Please describe the uses of any such anticipated formula-based funding.

The Bipartisan Infrastructure Law (BIL) also referred to as the Infrastructure Investment and Jobs Act (IIJA) is the federal law appropriating DDOT's federal highway formula funding. DDOT does not anticipate any formula funding from the Inflation Reduction Act or other federal legislation. The FY 2022 and FY 2023 federal highways formula funding is included in the Appendix H (Highway Trust Fund Spending Plan) of the District's Capital Improvement Plan and the District of Columbia's Statewide Transportation Improvement Program documents.

[DC STIP | moveDC](#)

FY 2022 Capital Improvement Plan: [DC OCFO Budget Vol 5.pdf](#) | Powered by [Box](#)

FY 2023 Capital Improvement Plan: [DC OCFO Budget Vol 5.pdf](#) | Powered by [Box](#)

DDOT has been awarded some discretionary grants that are available through the Bipartisan Infrastructure Law.

- 2019 Low/No Emissions for Circulator Electric Bus Purchase - \$2.6M
- 2021 Low /No Emissions for Circulator Electric Bus Purchase – \$5.15M
- 2021 RAISE for Benning Road Bridges and Transportation Improvements - \$15M

- 2022 RAISE for South Capitol Street Trail - \$10M
- 2022 Low/No Emissions for Circulator Electric Bus Purchase - \$9.6M

Submitted application and award has not been announced:

- 2022 Bridge Investment Program: Southwest Freeway Bridge – applied for \$79m
- 2022 Bridge Investment Program: I-395 NB Bridge – applied for \$52M
- 2022 Reconnecting Communities: I-295/DC 295 Revisioning – applied for \$2M
- 2022 Strengthening Mobility and Revolutionizing Transportation: Intersection Safety Improvements – applied for \$2M
- 2022 Strengthening Mobility and Revolutionizing Transportation: EV Charging / Smart Grid – applied for \$2M

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

As of January 2023, DDOT has or expects to receive the following amounts in public health related stimulus funds:

- CARES Act:
 - \$15,649,730 in transit-related funding from the Federal Transit Administration (FTA) through WMATA (FY2020)
- CRRSAA:
 - \$12,742,727 in transit-related funding from the FTA through WMATA (FY 2021)
 - \$39,499,408 in direct funding from Federal Highway Administration (FHWA) for infrastructure projects (FY 2021)
- ARPA:
 - \$33,027,629 in ARPA stimulus funds allocated to fifteen DDOT projects between fiscal years 2022 – 2024.

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

DDOT was able to achieve budget efficiencies proposed within Mayor Bowser’s FY23 budget and approved by Council. These included \$568,888 in contractual and administrative activities which were completed in FY22, as well as an increased

personal services savings of \$2,719,000. Additionally, DDOT was able to reduce the local budget by \$243,955 for the Adult Learners Transit Subsidy program due to the ability to fund those costs from previous years' cumulative funds remaining on account at WMATA that were available for use.

47. What has the agency done to reduce agency energy use in FY 2022? Did the agency's energy use increase or decrease in FY 2022? Please identify how much energy use increased or decreased in terms of kWh and therms, and what percentage increase/decrease that is compared to FY 2017.

The Department of General Services, not DDOT, is responsible for managing the energy use of District buildings and facilities. Nonetheless, DDOT is working to find ways to improve our footprint where we have control. We are building a LEED Silver rated building coming online in Fall 2023 at our W Street Operations Yard. DDOT is looking at various solar powering options for several of our operations. This is at the very early planning stage, but we hope to finalize plans in FY23 for initial set up in FY24, with some funding requests to accompany the request. DDOT will be working with DGS and DOEE on ways to leverage their expertise and grant programs to find ways to reduce energy consumption. We have purchased 122 EVs to replace our gasoline-based vehicles to reduce fuel costs and environmental impacts.

48. What competitive or application-based funding in the Infrastructure Investment and Jobs Act, the Inflation Reduction Act, or any other recent federal legislation has DDOT identified as being eligible for? Please provide a description of the type of funding, and the proposed use for that funding, for which the agency has submitted, or plans to submit, applications. If there is funding that DDOTT has identified being eligible to apply for but does not plan to apply for, please explain why.

See Appendix Q48.

There are a few BIL discretionary grants that DDOT did not apply for because no competitive projects were identified to align with the criteria and requirements outlined in the Notice of Funding Opportunity, or DDOT did not have the resources to support the program area. (DDOT, as a state DOT, is not eligible for Safe Streets and Roads for All.)

49. For all federal funding identified in question 48, please describe any local matching requirements.

See Appendix Q48.

50. Are there other ways that DDOT plans to leverage federal funding opportunities identified in question 50 to maximize the impact for the District and District residents?

DDOT is applying for all the discretionary grants that align with our projects and programs. DDOT hired a grants coordinator to ensure the agency is tracking the Notice of Funding Opportunities, coordinating with DDOT leadership, DMOI, DOEE, and the Mayor's Office weekly on upcoming applications. Upon approval to submit, the grants coordinator works with the project team to develop the application, schedule review time by DDOT staff, and submit the application. Part of the routine coordination also involves discussing opportunities with other District agencies (e.g., DOEE, OCTO).

FY22 Performance Oversight Questions, Part 2

District Department of Transportation

A. ADDITIONAL ORGANIZATION AND OPERATIONS QUESTIONS

- 1. Please list any allegation of wrongdoing or workplace misbehavior with respect to ethics violations or fraud reported to the agency in FY 2022 and FY 2023, broken down by source. Please also describe the process utilized to respond to these allegations.**

DDOT received two allegations of wrongdoing with respect to ethics violations and no allegations with respect to fraud. A resident submitted a claim that a DDOT employee used his official position for personal gain and a news report alleged that an employee had a conflict of interest.

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, which we did in both cases. 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.

- 2. What funds have been reprogrammed from the agency in FY 2023?**

There are two reprogramming requests from the Department in progress as of 1/31/23. They are as follows:

- Reprogramming for Suicide Prevention Structures for \$850,000. This request is currently with Council as REPROG25-0006.
- Reprogramming for the Secure Residential Bicycle Parking Pilot Program for \$150,000. This request is using ARPA funds and is already approved.

- 3. How much of the agency's FY 2022 and FY 2023 budgets, in dollar amount and percentage, is federal funding? Please break down this federal funding by project type.**

Please see table below:

	FY 2022			FY 2023		
	Total Funding	Federal Funding	Federal Share	Total Funding	Federal Funding	Federal Share
Operating	\$170,095	\$18,424	11%	\$192,355	\$21,787	11%
Capital	\$652,436	\$244,245	37%	\$742,795	\$271,186	37%
AW000-SOUTH CAPITOL STREET CORRIDOR		\$1,386			\$1,166	
HTF00-11TH STREET BRIDGE		\$11,765			\$11,767	
MNT00-MAINTENANCE		\$54,529			\$44,356	
MRR00-MAJOR REHABILITATION, RECONSTRUCTION, REPLACEMENT		\$67,110			\$117,207	
OSS00-OPERATIONS, SAFETY & SYSTEM EFFICIENCY		\$44,573			\$49,089	
PM000-PLANNING, MANAGEMENT & COMPLIANCE		\$26,688			\$23,379	
SCG19-SOUTH CAPITOL STREET BRIDGE - GARVEE		\$16,125			\$16,123	
ZU000-TRAVEL DEMAND MANAGEMENT		\$22,069			\$8,099	

4. What actions has DDOT taken to advance the District’s goal of reducing the share of commute trips made by auto to 25%, increasing bike and pedestrian commute share to 25% and increasing transit to 50%, by 2032? What are the main strategies for achieving these goals? Is D.C. on pace to achieve them?

DDOT works towards advancing the District’s goal of reducing the share of auto trips by expanding our multimodal network to strengthen connections for transit users, bicyclists, and pedestrians throughout the District and by fostering community partnerships to bring awareness to and encourage non-auto commuting and trip-taking.

The main strategies used to implement these policies can be found in moveDC, DDOT’s strategic plan:

- Strategy #21: Install more protected bike lanes—complete 20 miles of protected bicycle lanes by FY22, then install at least five miles annually
- Strategy #22: Build more trails in the Capital Trails Network
- Strategy #23: Add more bikeshare stations and implement programs to increase their use
- Strategy #32: Create more dedicated bus lanes—implement a total of 25 lane-miles by FY25
- Strategy #36: Foster community partnerships to increase programs that encourage sustainable transportation options.
- Strategy #37: Increase awareness of the District’s required commuter benefits among employers.

Strategy #32 and #36 are in alignment with two existing programs at DDOT: the [Bus Priority Program](#) and [goDCgo](#).

According to the most recent data from American Community Survey (ACS), the District is on track to achieve this modeshare goal. Based on the ACS 2021 1-year estimates, only 25.6% of District residents commuted by single-occupancy vehicle, as compared to 32.1% in 2020. In 2021, 11.4 % of District residents commuted by

bike, walking, or other means, and 11.6% of District residents commuted by public transit.

5. What actions, projects or studies has DDOT undertaken in FY 2022 and FY 2023, to date, to advance the adoption of electric vehicles among D.C. residents, workers and visitors?

DDOT is working to expand the District's EV charging infrastructure in multiple ways: (1) through federal funding from the National Electric Vehicle Infrastructure (NEVI) Program and (2) through the establishment of the curbside EV charging permit.

NEVI Program

With the passage of the Bipartisan Infrastructure Law, a new federal formula program was created, the National Electric Vehicle Infrastructure Program (NEVI). Over the next five years, the District will receive over \$16.6 million to install Direct Current Fast Chargers (DCFCs or Fast Chargers). DDOT, with the collaboration of other District agencies, has developed the District National Electric Vehicle Infrastructure Deployment Plan, which helps shape the District's EV infrastructure framework and interconnect with a nationwide EV charging network along Interstate corridors and other parts of the National Highway System (NHS).

The vision of the plan is to provide at least one Fast Charging Station (capacity of four vehicles) in each ward. Currently, these stations are to be erected on or near the District's designated Alternative Fuel Corridors (AFCs). There are five AFCs currently, and in the coming years this AFC network of roadways will continue to expand. In addition, in CY 2023 additional funding will be given to DDOT to invest in community EV charging.

Curbside EV Charging Permit Program

The final EV Public Charging Station rulemaking created an annual public space permit (EV charging station permit) for which charging station vendors may apply to install EV charging stations along eligible curbside spaces in the District. Eligible curbside spaces are those currently unregulated, metered, or with RPP restrictions. Ineligible curbside spaces are those with rush-hour parking and snow emergency restrictions. Applications for installation will be reviewed on a case-by-case basis to ensure that a proposed EV charger, including those proposed at an eligible location, conforms with moveDC and DDOT's capital improvement plan along the proposed corridor.

Under this framework, the charging station vendor owns and maintains their stations and establishes the pricing structure for charging electric vehicles. Across the industry, vendors provide different pricing structures to their customer base. Some charge a monthly or annual membership fee which includes free, unlimited

charging opportunities; some set a different rate to charge for members and non-members, and others simply charge per kilowatt hour. Standardizing the cost per kilowatt hour is difficult considering these different pricing frameworks; however, the terms and conditions of the EV Charging Station permit require that the cost to charge be comparable to those in surrounding jurisdictions.

The curbside EV charging station permit was made available beginning in April of 2022.

6. What is the status of the electrification of the D.C. government fleet?

While DDOT works closely with DPW, the lead agency on fleet procurement, DDOT is not responsible for the electrification of the larger D.C. government fleet. Please see the response to Question 61 below for the electrification of the DDOT fleet.

7. Has DDOT assessed the allocation of its road space for different uses (e.g., travel lanes, parking lanes, bike lanes, bus lanes and sidewalks)? If so, what are the current allocations for different uses of road space? Are current allocations consistent with District priorities such as shifting commute mode share, improving safety and improving equity?

DDOT has data on space allocation for every street segment in the District, but this sort of broad-scale analysis of all existing roadways/assets is not a routine activity. However, DDOT does perform this analysis on a case-by case basis as existing assets get repaired or updated. When roads are under consideration for an update, the space is assessed against DDOT's priorities of shifting mode share, improving safety and equity, and maintaining a state of good repair as outlined in moveDC, DDOT's Complete Streets Policy, and the Department's other guiding documents.

8. Does DDOT measure the share of total trips (including non-commute trips) by mode? Is there a viable methodology for measuring total modal splits?

Currently, the closest measure we have of total modal split comes from the national and regional household travel surveys. We rely largely on the regional survey conducted by the Metropolitan Washington Council of Governments (last conducted in 2018) and the Census Bureau's American Community Survey. We are looking into options for purchasing a reliable, reasonably accurate dataset that meets our needs in future years, if we can find one that we can validate.

We can track commute trips, using data from the Census Bureau's American Community Survey (ACS). The most recent data is the 2021 one-year estimate. Compared to 2020, the number of workers at the age of 16 or older who work from

home has increased by 268%. All other modes – driving, public transportation, walking and biking – experienced significant decreases. The average travel time to work in 2021 has decreased to 28.3 minutes, which is 8% lower than the 2020 level (30.9 minutes).

ACS 2020 5-year estimate			ACS 2021 1-year estimate			2021-2020 Change	
Mode	Estimate	Percent	Mode	Estimate	Percent	Estimate	Percent
Car, truck, or van -- drove alone	121,780	32.1%	Car, truck, or van -- drove alone	90,684	25.6%	-31,096	-26%
Car, truck, or van -- carpooled	18,708	4.9%	Car, truck, or van -- carpooled	10,792	3.0%	-7,916	-42%
Public transportation (excluding taxicab)	119,569	31.5%	Public transportation (excluding taxicab)	41,133	11.6%	-78,436	-66%
Walked	47,319	12.5%	Walked	23,861	6.7%	-23,458	-50%
Other means	25,242	6.7%	Other means	16,592	4.7%	-8,650	-34%
Worked from home	46,472	12.3%	Worked from home	170,971	48.3%	124,499	268%
Mean travel time to work (minutes)	30.9	(X)	Mean travel time to work (minutes)	28.3	(X)	-2.6	-8%

9. How have travel patterns in D.C. changed since the beginning of the COVID-19 pandemic, including how current travel and commuting patterns compare to pre-pandemic patterns? How have these changes impacted DDOT’s planning goals and processes?

Roadway Traffic Volumes: Traffic volumes in September and October 2022 returned to 93% of the 2019 levels in the Regional Core, which is essentially the District, according to [WMCOG’s traffic trend report](#). The report used data collected by DDOT’s permanent count stations in various locations and included one additional station on I-66 in Arlington, Virginia. Weekday traffic levels were nearly identical to those of the same months of 2019. The hourly traffic pattern was also very close to that of 2019, with morning and afternoon peak hour traffic still slightly lower than the pre-pandemic 2019 levels.

Metrorail and Metrobus Ridership: Both Metrorail and Metrobus ridership decreased dramatically when COVID-19 began in 2020, with ridership plummeting to a quarter of the pre-COVID level. The lowest ridership for Metrobus was in 2020, and Metrorail had its lowest ridership in 2021. Ridership for both began to bounce back in 2022. However, the recent ridership is at about one-third of the pre-COVID level.

	2019	2020	2021	2022
Average weekday daily Metrorail ridership	626K	177K	136K	228K
Average weekday daily Metrobus ridership	350K	90K	140K	180K

Teleworking: According to the ACS, the number of residents who work from home increased by 268% in 2021, compared to the 2020 level.

Traffic speed: Speeds in September 2022 were, on average, about 3.51% higher compared to September 2019. Speed increases varied throughout the day, with late evening and early morning hours (10:00 AM to 6:00 AM) having the largest increases and midday (11:00 AM to 4:00 PM) least increases and very close to the 2019 levels (see table below). These numbers were calculated using INRIX data on all NHS Routes.

Micro-mobility: In 2023, in collaboration with our partners, DDOT launched a [Micromobility Dashboard](#) that allows users to see e-bike, scooter, and moped trips, distance, and average speed for all trips.

- **Scooters:** Scooter data dates back to Calendar Year (CY) 2019 Quarter 3 (July-September), where there are a total of 576,400 trips taken. As of CY2022 Q3, there were 1.7 million total trips taken on scooters. The first complete year of scooter data is CY2020, in which approximately 875,500 total trips were taken. As of CY2022, nearly 5 million total trips were taken with scooters.
- **E-Bikes:** The first quarter of data for e-bikes available is Calendar Year 2020 Quarter 3. At that time, there were a total of 27,800 trips with e-bikes. As of CY2022 Q3, that number had grown ten-fold for a total of 275,600 trips with e-bikes. The first complete year of data is CY2021, in which a total of 506,300 trips were taken with e-bikes. In CY2022, there were 760,600 trips with e-bikes.

Capital Bikeshare: The District has annual Capital Bikeshare data dating back to Fiscal Year 2011. Capital Bikeshare ridership peaked in FY17 with 3,236,441 rides. The service saw a significant decrease in FY2020 due to the pandemic as ridership only reached 2,084,791. Capital Bikeshare rebound quickly from pandemic ridership declines, ending FY2022 with 3,045,599 rides, surpassing the 3,011,496 rides taken in FY19.

Circulator Ridership: In Fiscal Year 2019, there were over 5.5 million riders that used the circulator. This decreased to 2 million riders in FY2020. This number decreased further in FY2022 with 1.8 million riders. Most recently, in FY2023 Q1, there were 479,111 riders using Circulator buses.

Streetcar Ridership: In Fiscal Year 2020, there were 504,993 riders on the Streetcar. This number decreased to 267,093 in Fiscal Year 2022. Most recently, in FY2023 Q1, there were 99,006 riders using the Streetcar.

DDOT continues to focus on initiatives to help keep residents safe and healthy as well as supporting the local business economy.

- DDOT continues to build out our bus priority and protected bikeway network to support improved bus efficiency and improved space for bicyclists.

- New regulations for streateries are proposed to ensure multimodal safety and compliance.

DDOT is proud of its quick-response efforts to support residents and businesses.

10. What are DDOT's primary strategies for decreasing traffic fatalities, particularly in Wards 7 and 8, where a disproportionate number of traffic fatalities occur?

The District's approach to Vision Zero uses a Safe Systems approach to eliminating traffic deaths which includes a multi-layered, interdisciplinary, and multi-agency response to eliminate traffic deaths. Each component of Safe Systems (Safe People, Safe Speeds, Safe Streets, Safe Vehicles, and Post-Crash Care) work in concert and are being strengthened to achieve our shared goal. With Safe Streets and Safe Speeds being two critical pieces of those layers, DDOT is working to prioritize projects and efforts via our budgeting and project delivery processes and interagency working groups to address the highest need corridors and intersections and neighborhoods with urgency.

The [2022 High Injury Network \(HIN\)](#) represents just over 5% of the District's miles of streets, but over 43% of total injury and fatal crashes. The HIN itself is divided into tiers to communicate District-wide safety priorities as well as show ward-specific safety priority streets. HIN streets in Wards 7 and 8 are nearly all Tier 1, top city-wide safety priorities.

There are [federally recommended proven safety countermeasures](#) that DDOT uses as a basis for recommendations when working to improve safety on a given project. Each of these tools supplement the existing tools in the toolbox listed on the [Vision Zero website](#) to reduce crash frequency and severity. As committed to in the Vision Zero 2022 Update, DDOT is prioritizing projects in these wards through budget (equity tool) and safety focus, especially on High Injury Network streets, and doing so with urgency. We have recommended further projects in the Build Back Better Infrastructure Task Force (BBITF) report. Currently, the following safety-focused projects are active in Wards 7 and 8:

- **Quick-build, high impact safety projects:** Southern Ave from Pennsylvania to Benning, Good Hope Road are corridor safety studies. Recently completed Central Ave and Division safety projects.
- **Capital projects:** Under construction on Southern Ave between Barnaby Road and the UMC campus, Southern Ave phase 1 from South Capitol to Barnaby is also under redesign and rescoping. MLK Phase 1 and 2, South Capitol Street Trail, Finishing construction on the South Capitol ellipses at the Ward 8 side of the Frederick Douglass Memorial Bridge.
- **Local Multimodal projects:** Minnesota Avenue Bus priority project, Bike projects using extra street space from a road diet on Branch Ave, Mississippi Ave, Nannie Helen Burroughs, and bus priority treatments on key portions of

Good Hope Road. Completion of (currently named) Malcolm X Trail along 295 between Firth Sterling and South Capitol.

- **Feasibility Studies** for Alabama Avenue and the MLK/Good Hope Road intersection. Expansion of Trails to encourage use of biking and walking on Suitland Parkway and others.
- **TSI 2.0:** Changing our process in TSI 2.0 will more equitably distribute our resources when addressing safety requests that we get from residents. This will allow more focus on Wards 7&8.
- **Safe Routes to Schools:** Improvements near Ward 7 and Ward 8 schools (see below).

Safety Treatment	Ward 7 Schools	Ward 8 Schools
Refreshed Crosswalks	Plummer ES River Terrace ES Blow Pierce ES	Hart MS Martin Luther King, Jr. ES Raymond ES
New All Way Stop	n/a	Stanton ES
Speed Humps	n/a	Eagle Academy
Vertical Deflection/Flexposts	Miner ES Whitlock ES Browne ES	Moten ES Ballou HS Savoy ES Community of Hope Head Start Patterson ES Drew ES Bard Early College HS Eagle Academy PCS
Signage Updates and Additions	Plummer ES Kelly Miller MS Blow Pierce ES Rocketship PCS Miner ES	Hart MS Malcolm X ES Lee Montessori East End Rocketship PCS Tucker Child Development Center DC KIPP Somerset

B. PROGRAM-SPECIFIC QUESTIONS

I. Infrastructure and Maintenance

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

a. The number of miles of federal roads in the District, broken down by Ward;

Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
30.08	77.86	57.73	52.16	63.11	65.71	50.80	48.26

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

See the chart below:

Excellent	47.23 %
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Good	22.49 %
Fair	15.15 %
Poor	15.13 %

c. The agency’s goals for federal roads assessed as Excellent, Good, Fair, and Poor in FY 2023;

The Mayor's goal is to eliminate all poorly rated roads in 2024.

d. The amount of funding spent (broken out by local, federal, and special purpose dollars) on resurfacing or improving federal roads in FY 2022 and FY 2023, to date, broken down by Ward;

DDOT spent a total of \$32.2 million in federal highway grant funds on improving federal roads in FY 2022 and FY 2023 to-date, as shown in **Appendix Q11 through Q15**. The expenditure data are not available by ward, since DDOT does not have ward-based capital projects other than for local streets.

e. A list of federal roads scheduled to be improved in FY 2022 and FY 2023, to date, and a list, including the number of miles, of federal roads actually resurfaced or improved in FY 2022 and FY 2023, to date, broken down by Ward;

Appendix Q11e outlines the scope of Federal paving projects that were completed in 2022. Note that DDOT’s paving plan follows the calendar year, not the fiscal year. Mileage figures reflect this, but financial figures are for the fiscal year.

f. A list of any federal roads scheduled for improvement in FY 2022 and FY 2023, to date, that were not completed, and an assessment of whether the amount of funding dedicated to federal roads in FY 2022 and FY 2023 was sufficient to meet agency goals;

DDOT strives to meet the Mayor’s goal of resurfacing all roads rated as “poor” by 2024. The need to meet this goal outpaces DDOT’s current federal resources, and DDOT’s local repaving team has been working to repave non-local routes as part of their work. The locations budgeted in FY22 were all completed in FY22.

g. The agency’s federal road improvement schedule for FY2023 to FY2026, broken down by ward.

DDOT’s paving plans are released annually, as they must be coordinated with internal and external projects to ensure there are no conflicts. The final 2023 Paving Plan will be posted on the [PaveDC website](#) in early March. The PaveDC dashboard will allow filtering by Ward to be shown on a map.

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

a. The number of miles of local streets in the District, broken down by Ward;

Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
28.41	32.14	96.62	104.4	85.93	44.60	108.8	62.10

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

See the chart below:

Excellent	57.71 %
Good	18.49 %
Fair	13.05 %
Poor	10.75 %

c. The agency’s goals for local streets assessed as Excellent, Good, Fair, and Poor in FY 2023;

The Mayor's goal is to resurface all poorly rated roads in 2024.

d. The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing or improving local streets in FY 2022 and FY 2023, to date, broken down by Ward;

DDOT spent a total of \$54.6 million in local capital funds on improving local roads in FY 2022 and FY 2023 to-date, as shown in **Appendix Q11 through Q15**. The expenditure data is broken down by ward, but DDOT delivers the paving program based on condition assessments and service requests to ensure all wards’ streets are in a state of good repair.

e. A list of local streets scheduled to be improved in FY 2022 and FY 2023, to date, and a list, including the number of miles, of local streets actually resurfaced or improved in FY 2022 and FY 2023, to date, broken down by Ward;

See **Appendix 12e** for a list of routes resurfaced in 2022 and the first quarter of 2023. Note that DDOT’s paving plan follows the calendar year, not the fiscal year. Mileage figures reflect this, but financial figures are for the fiscal year.

f. A list of any local streets scheduled for improvement in FY 2022 and FY 2023, to date, that were not completed, and an assessment

of whether the amount of funding dedicated to local streets in FY 2022 and FY 2023 was sufficient to meet agency goals; and

DDOT completed the goals set forth in the PaveDC plan, and the funding amount was sufficient. Some local projects were delayed due to utility work, permit issues, and other similar challenges. **Appendix 12f** outlines these locations to be developed.

g. The agency’s local street improvement schedule for FY2023 to FY2026, broken down by ward.

DDOT’s paving plans are released annually, as they must be coordinated with internal and external projects to ensure there are no conflicts. The final 2023 Paving Plan will be posted on the [PaveDC website](#) in early March. The PaveDC dashboard will allow filtering by ward to be shown on a map.

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

a. The number of miles of alleys in the District, broken down by Ward;

<u>Ward 1</u>	<u>Ward 2</u>	<u>Ward 3</u>	<u>Ward 4</u>	<u>Ward 5</u>	<u>Ward 6</u>	<u>Ward 7</u>	<u>Ward 8</u>
26.41	23.79	48.28	77.36	56.97	40.94	48.50	27.94

DDOT does not track alley locations using miles, but by using unique squares—therefore alley data may not appear to reflect mileage figures, which are deduced from the unique square measurement.

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

See the chart below:

Excellent	70.86 %
Good	10.88 %
Fair	7.47 %
Poor	10.78 %

c. The agency’s goals for alleys assessed as Excellent, Good, Fair, and Poor in FY 2023;

The Mayor’s goal is to resurface all poorly rated alleys by 2024. DDOT anticipates meeting this goal.

- d. The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing or improving alleys in FY 2022 and FY 2023, to date, broken down by Ward;**

DDOT spent a total of \$27.4 million in local capital funds on improving alleys in FY 2022 and FY 2023 to-date, as shown in **Appendix Q11 through Q15**. The expenditure data are not available by Ward since DDOT does not have Ward-based capital projects other than for local streets.

- e. A list of alleys scheduled to be improved in FY 2022 and FY 2023, to date, and a list, including the number of miles, of alleys actually resurfaced or improved in FY 2022 and FY 2023, to date, broken down by Ward;**

Appendix 13e outlines what alleys have been restored in FY22 and which are planned for FY23. This information is also available on DDOT's [PaveDC website](#).

- f. A list of any alleys scheduled for improvement in FY 2022 and FY 2023, to date, that were not completed, and an assessment of whether the amount of funding dedicated to alleys in FY 2022 and FY 2023 was sufficient to meet agency goals; and**

All of the projects set in the FY22 plan were completed, and funding was sufficient. No alleys were delayed due to conflicts.

- g. The agency's alley improvement schedule for FY2023 to FY2026, broken down by ward.**

DDOT's paving plans are released annually, as they must be coordinated with internal and external projects to ensure there are no conflicts. The FY 2023 Alley Restoration Plan is posted on the [PaveDC website](#). The PaveDC dashboard allows filtering by Ward to be shown on a map.

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

- a. The number of miles of sidewalks in the District, broken down by Ward;**

<u>Ward 1</u>	<u>Ward 2</u>	<u>Ward 3</u>	<u>Ward 4</u>	<u>Ward 5</u>	<u>Ward 6</u>	<u>Ward 7</u>	<u>Ward 8</u>
93.51	146.1	206.1	218.77	220.27	181.11	204.45	136.43

b. An assessment of sidewalk connectivity, including any assessments available of gaps in the sidewalk network;

DDOT is expanding the capacity of its sidewalk gap program and has developed a Sidewalk Gap Prioritization Model that prioritizes sidewalk gap locations based on a sidewalk construction index (SCI) which includes multiple weighted factors (equity, proximity to schools, parks, recreational facilities, transit stations, bus stops, proximity to high injury corridors, and functional class). All gaps have been verified and the sidewalk work plan is being developed and will be implemented by a new and expanded sidewalk construction contract to launch in late spring FY2023.

c. The number of sidewalk network gaps filled in FY 2022;

In FY 2022, DDOT filled 10 sidewalk gaps totaling 1.5 miles of sidewalk.

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

DDOT is in the middle of performing a District-wide assessment; the pavement assessment for sidewalks data will be delivered in October 2023.

e. The agency's goals for sidewalks assessed as Excellent, Good, Fair, and Poor in FY 2023;

DDOT's Key Performance Indicator for FY22 was restoring 30 miles of the sidewalk network. Notably, this does not include horizontal saw cutting locations. DDOT will have more ability to strategically create goals based on the results of the condition assessment.

f. The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing or improving sidewalks in FY 2022 and FY 2023, to date, broken down by Ward;

DDOT spent a total of \$18.6 million in local capital and federal grant funds on improving sidewalks in FY 2022 and FY 2023 to-date, as shown in **Appendix Q11 through Q15**. The expenditure data are not available by Ward since DDOT does not have Ward-based capital projects other than for local streets.

- g. A list of sidewalks scheduled to be improved in FY 2022 and FY 2023, to date, and a list, including the number of miles, of sidewalks actually resurfaced or improved in FY 2022 and FY 2023, to date, broken down by Ward;**

Appendix Q14g outlines the projects that were completed in FY22 and early FY23.

- h. A list of any sidewalks scheduled for improvement in FY 2022 and FY 2023, to date, that were not completed, and an assessment of whether the amount of funding dedicated to sidewalks in FY 2022 and FY 2023 was sufficient to meet agency goals; and**

The funding dedicated to sidewalks in FY22 and FY23 was sufficient, as DDOT's PaveDC goals were met and exceeded. **Appendix Q14h** outlines what projects have yet to be completed due to utility work, permit issues, and other similar challenges.

- i. The agency's sidewalk improvement schedule for FY2023 to FY2026, broken down by ward.**

DDOT's sidewalk plans are typically released annually, as they must be coordinated with internal and external projects to ensure there are no conflicts. The FY 2023 Sidewalk Plan is posted on the [PaveDC website](#). The PaveDC dashboard allows filtering by Ward to be shown on a map.

Due to the hard work and efficiency of DDOT's sidewalk teams, DDOT has a draft plan for 2024 and 2025 as seen in **Appendix Q14i**. This advance planning is above and beyond the previous standard, given the level of coordination and prediction required. DDOT does not have a draft plan for FY26.

15. What is the state of bridges and tunnels in the District? Please provide:

- a. The number, name, and location of each bridge and tunnel in the District;**

Appendix Q15a identifies all bridges in the District and their location.

- b. A list of each bridge or tunnel that has been identified as structurally deficient, a description of the structural deficiency (including whether the deficiency requires closure or reduction in use before construction is completed), and the anticipated timeline for repairing or replacing each structurally deficient**

bridge and tunnel, including the date when construction is expected to begin;

Appendix Q15b identifies all of the bridges that fit the above definitions.

c. The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing or improving bridges and tunnels in FY 2022;

DDOT spent a total of \$24.1 million in local capital and federal grant funds on improving bridges and tunnels in FY 2022 and FY 2023 to-date, as shown in Appendix Q11 through Q15.

d. Miles of bridges and tunnels resurfaced or improved in FY 2022;

In FY22, DDOT's Bridge Preventive maintenance program maintained (improved) approximately 42 locations for a total of 7.0 miles.

e. DDOT's protocol for detecting and removing graffiti on bridges.

Due to restrictions from FHWA clarified this year, DDOT does not generally remove graffiti. However, portions of graffiti will be removed if it is in the way of a repair.

16. What is the status of the Streetscape projects, including corridor studies currently underway or in planning? For each project, please include:

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

New York Avenue Streetscape and Trail

The project's budget. \$1,150,000

Status (e.g., the stage in design process or under construction). Concept Plans under development, Fall 2023. Not yet funded for design or construction or ROW acquisition. Developing two concept alternatives, creating ROW impact matrix, developing CE-3 Environmental document.

Whether the project is on schedule and on budget. Yes

Anticipated completion date. Concept Development, Fall 2023

Van Ness

Status (e.g., the stage in design process or under construction). Concept Design complete

Whether the project is on schedule and on budget. Yes

Anticipated completion date. Concept Design complete

Notes:

The Van Ness Commercial Corridor project started in April 2021 and was completed in June 2022. The project includes streetscape design improvements for the Van Ness commercial district on Connecticut Avenue NW between Van Ness Street and Albemarle Street, for Van Ness Street NW between Connecticut Avenue and Reno Road, and along the north and south sides of Windom Place NW. The project will increase green space on Connecticut Avenue NW and will increase pedestrian safety at intersections. The planning level cost estimate is estimated at \$5.5 million. DDOT has submitted a FY 2024 budget request for funding for the design and construction phases. This project is currently unfunded.

Tenleytown Multimodal Access Project

Status (e.g., the stage in design process or under construction). Concept Design is underway. The Concept Design budget is \$1.4M.

Whether the project is on schedule and on budget. Yes

Anticipated completion date. Concept Design will be complete by August 2023.

Notes:

The Tenleytown Multimodal Access project started in December 2021 and will conclude in August 2023. The Project will develop conceptual improvements for the area surrounding the east entrance of the Tenleytown Metro Station. The study area includes 40th Street NW and Fort Drive NW between Albemarle Street and Chesapeake Street, and Albemarle Street NW between Fort Drive and Wisconsin Avenue. The Project may include improvements to pedestrian spaces, sidewalk design, intersection geometry, high visibility crosswalks, bus shelters and bus layover space, streetscape and landscaping, bicycle infrastructure, curb cuts and driveways, and public spaces. Design and construction for this project is unfunded.

Alabama Avenue

Status (e.g., the stage in design process or under construction). Project is in Concept Planning

Whether the project is on schedule and on budget. DDOT has temporarily stopped the consultant due to poor performance (as of January 2023). We hope to restart the project as soon as practical to ensure that a quality product is completed. The project began in March 2022 with a period of performance of 15 months. We anticipate that this project will require a no-cost time extension.

Anticipated completion date. Concept Planning, fall 2023

Notes:

The Alabama Avenue SE Safety Improvement Project provides an assessment of traffic conditions and safety issues for all transportation modes. The project extends along Alabama Avenue SE from Martin Luther King, Jr. Avenue (MLK) SE east to Ridge Road (4.5 miles).

Elements of the design may include a road diet along Alabama Avenue reducing the number of lanes from four to two, bus priority improvements, medians, curb extensions and refuge islands, intersection redesigns and traffic operational improvements such as signal phasing and timing and signing and striping. PPB will develop a conceptual redesign of approximately four to eight intersections.

Martin Luther King, Jr. Avenue SE/Good Hope Road SE

Status (e.g., the stage in design process or under construction). The project is in the Concept Planning phase.

Whether the project is on schedule and on budget. We anticipate that we will issue a No-Cost time extension to the contractor.

Anticipated completion date. The Concept Planning phase should be complete by fall 2023. Some of the alternatives being discussed require greater coordination and discussion among internal District agencies and external partners.

Notes:

This conceptual planning and design for this study kicked off in November 2021 with a 15- month period of performance. The MLK/Good Hope Road intersection was designated as the 9th worst intersection in the District of Columbia based on crashes between 2017 and 2019. This project will develop solutions to relieve congestion and improve safety and operations for all transportation modes. The project will also recommend and implement quick-build and maintenance improvements before the study process is complete. Project elements may include

improvements at signalized and unsignalized intersections, sidewalks, and bus stops while supporting an active streetscape.

17. Please provide an update on the following projects, including the project's name and location, budget, status, whether it is on schedule and on budget, and anticipated (or actual) completion date:

a. The Florida Avenue, NE Streetscape project;

The Florida Avenue NE Streetscape Project (from 2nd Street to H Street NE) is under construction. This project is 80% Federally Funded, and 20% local with the participating roadway work amount of \$17,560,262.36, and the DC WASA non-participating amount of \$5,996,130.77. DDOT issued a notice to proceed to Metro Paving Corporation, and work began on September 26, 2022, with a substantial original completion date of February 18, 2024, and the project completion date of March 19, 2024. The project is delayed slightly due to supply chain issues; however, it is on budget at this time.

b. The Maryland Avenue, NE Streetscape project;

The Maryland Avenue, NE Streetscape project was completed in January 2022. There was some delay in project completion due to supply chain issues, however this project was completed below budget.

c. The Cleveland Park Streetscape and Drainage Improvement Project;

The Cleveland Park Streetscape and Drainage Improvements project is located along Connecticut Avenue from Macomb Street NW to Quebec Street NW in Ward 3. This project is designed to improve drainage throughout the corridor and improve pedestrian safety and implement several green infrastructure improvements. Streetscape and drainage improvement construction started in March 2022. The duration of the construction is 18 months, with the expected completion date at the end of October 2023. Construction is about 50% complete and on schedule.

d. The C Street, NE rehabilitation project;

The C Street, NE rehabilitation project is 83% Federally Funded and 17% District-funded. DDOT selected Anchor construction corporation as the contractor and awarded the \$15,995,763.50 contract on February 17th, 2021. DDOT issued a notice to proceed with contract work to Anchor construction corporation with work to

begin on April 26th, 2021. It was substantially completed on December 27th, 2022. Due to supply chain issues, the project is expected to be 100% completed by March 2023. The project is slightly delayed due to an increase in the project scope, which now includes North Carolina Avenue.

e. The Reconstruction and Rehabilitation of the Pedestrian Bridge over Arizona Avenue, NW and Connecting Trail;

The Reconstruction and Rehabilitation of the Pedestrian Bridge over Arizona Avenue will need about \$1.5 million in order to begin final design work, with \$434,000 allocated in the FY23 budget for this project. Estimates place the total cost of design and construction at about \$8 million. DDOT is evaluating what resources are available to advance this project.

f. Arizona Avenue, NW Connection to Capital Crescent Trail;

DDOT has begun environmental investigations for the Arizona Avenue, NW Connection to the Capital Crescent Trail, which includes Section 106 compliance activities, Phase 1 archaeological assessment and survey, NEPA compliance activities including CE-I and CE-II forms, and tree and rare plant surveys. This phase of is slated to be completed in November 2023. The environmental findings will determine if the project can proceed to 30% design. The project will begin at Carolina Place, NW at Arizona Avenue and will connect to the Capital Crescent Trail near the Canal Road bridge. The project is on schedule and on budget. Construction is expected in FY 2026.

g. Georgia Avenue Public Safety Infrastructure project (Fern Street to Juniper Street, Juniper Street to Eastern Avenue, and Intersection of Georgia Avenue and Arkansas Avenue);

Project Overview

The purpose of this project is to provide safety and multimodal improvements, as part of the Rock Creek East I and Rock Creek East II Livability Studies completed in 2019. The \$1.7 million funding includes the following three projects on Georgia Avenue NW:

1. Fern Street to Juniper Street: DDOT will begin preliminary (30%-60%) and later final design (60%-100%) of safety improvements in FY22 with construction expected to begin in FY23.
2. Juniper Street to Eastern Avenue: DDOT will begin the concept design (0-30%) for safety improvements in FY22.

3. Intersection of Georgia Avenue and Arkansas Avenue: DDOT will begin preliminary design of safety improvements in FY22 with the final design expected to be completed in FY23.

Current Status

1. Fern Street to Juniper Street: DDOT is working on the final design (60%-100%) of safety improvements in FY23 with construction expected to begin in FY23.
2. Juniper Street to Eastern Avenue: DDOT has started conceptual design (0-30%) for safety improvements in FY22. Funding has been requested for FY24 to complete final design and construction
3. Intersection of Georgia Avenue and Arkansas Avenue: DDOT will begin preliminary design of safety improvements in FY23 with the final design expected to be completed in FY24. Funding has been requested for FY24 to complete final design and construction.

h. The New York Avenue Streetscape and Trail Project;

The New York Avenue Streetscape and Trail Project is intended to improve safety, access, and mobility along the New York Avenue corridor from Florida Avenue NE to Bladensburg NE. The project received Notice to Proceed in July 2022 with a 15-month Period of Performance. The current Combined Capital Project funding table (FY 2023-FY 2028) shows approximately \$17M allocated for ROW/design in FY 2025.

As of January 2023, two initial draft concept alternatives have been developed for internal DDOT review. A public meeting will be held in Spring 2023 to gain input on these alternatives. A ROW impacts matrix is being finalized as well as a draft environmental document (CE-3) will be completed in spring 2023. Conceptual plans will be completed in fall 2023. Potential issues include challenges with topography along the corridor, right-of-way acquisition and development plans in the adjacent railroad corridor. DDOT is working to develop concepts that will mitigate these issues to the greatest extent possible.

i. Canal Road Slope Stabilization Project;

The Canal Road Slope Stabilization Project is located on Canal Road in Ward 3 near Clark Place. The project is currently in the 90% Design Phase. This is including additional section of slope, which was found to be unstable, bringing the project length to 1,500 linear feet. The design schedule is extended due to coordination of a DC Water drainage pipe passing through NPS land and need for an MOU between DC Water and NPS for future maintenance. In addition to this section, a slide occurred in December 2020 near the Georgetown University entrance. DDOT will

add the design of this section to our current project. An MOU is being prepared between DDOT and NPS.

j. Oregon Avenue NW project;

Substantial completion for the Reconstruction of Oregon Avenue NW (from Military Road to Western Avenue and Western Avenue from Oregon Avenue to 31st Street) Project, located in Ward 4, was achieved in October 2022. Quantity overruns, design omissions, DDOT requested design changes, severe weather, and supply chain shortages have impacted increased construction costs by less than 10%. Final completion is anticipated to occur in March 2023.

k. Eastern Avenue NE project;

Received comments from the Planning and Sustainability Division to add a 10 feet shared use path on MD side. A new task is being prepared to revise the plans, which was completed to 95% prior to receiving this comment, to add 10 feet shared used path. Expected design completion is now in FY24.

The new scope and fee is being negotiated with the consultant to add the 10 feet shared used path. The estimated budget needed for design and construction is about \$16 million for FY25.

l. H Street Bridge project;

DDOT has completed the preliminary design of the project for the H Street Bridge project. This 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 issued a RFQ for a “design-build” project delivery procurement in August 2021 after completing the bridging documents (30% design), and DDOT completed the Environmental & Historic Preservation regulations and is working to complete 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. Amtrak is asking DDOT to rehabilitate the bridge rather than to replace it. This request is being addressed by DDOT management.

Funding: The project will leverage local and federal resources. The FY 2022-FY2027 CIP includes \$235 million, the project will also leverage \$25 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

m. 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 design is 95% complete. The National Capital Planning Commission (NCPC) and the Commission of Fine Arts (CFA) approved the final design in Fall 2022. The coordination with DOEE took more time than expected to get a permit, and we are now discussing mitigation measures. In addition, DCRA permits and NPS TOJ are currently being worked out so that all permits will be secured, and the project is advertised for construction.

Timeline: The anticipated solicitation is July 2023 and award in December 2023 for construction.

n. South Capitol Street (“SCS”) Corridor 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 1 of the SCS Corridor Project was awarded in July 2017 to South Capitol Bridge Builders. DDOT awarded the Program Management/Construction Management Oversight contract to HNTB in August 2017.

Current Status: Construction progress is 99% complete as of January 30, 2023.

Timeline: The project completion date has changed significantly. With the award of the project and DDOT obtaining all major construction permits, the project timeline for Phase 1 remains as follows:

1. Project Award - July 2017
2. Start of Construction - January 2018
3. New FDMB and approaches completion – September 2021
4. Substantial Completion – February 2023
5. Final Completion – Spring/Summer 2023

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 Street to D Street; and Segment #5 includes streetscape improvements on New Jersey Avenue north of M Street SE.

A Feasibility Study of Segments 4 and 5 of Phase 2 was awarded to a consultant in December 2021.

Current Status: The feasibility study is less than 85% complete. The study began in December 2021 and will continue until March 2023.

Funding: The Updated Financial plan reflects a total project budget of \$950.5 Million (Phase 1: \$705.6 M + Phase 2: \$231.4M).

o. Pennsylvania Avenue West Streetscape project;

The Pennsylvania Ave West Streetscape extends from 17th Street to Washington Circle NW. The final design has been completed. The project will include new protected bike lanes in both directions, separated by new medians. Other streetscape improvements for streetlight, landscape, sidewalk, drainage, and stormwater management are included in the project. The project is currently waiting for construction funding which is anticipated for FY 2024.

p. Benning Road streetscape project;

The project is currently in the Pre-PS&E level of the final design phase, closing out final comments. Due to upcoming design changes and the Right-of-Way (ROW) acquisition process, acceptance from FHWA and design finalization is expected to occur in Fall 2023. The project's construction phase is anticipated to start in the Summer of 2024 and last for a duration of 3 to 3.5 years. Utility relocations are expected to begin in Q1 of 2023, led by PEPCO.

The Project encapsulates five constituent projects that will be constructed as one multimodal improvement project, and which work together to meet the District's transportation goals along the Benning Road NE corridor:

- Replace the structurally deficient Benning Road NE bridge over DC-295 (Anacostia Freeway) and CSX freight rail tracks;
- Modify interchange at Benning Road NE and DC-295 to improve safety and access;
- Rehabilitate the Ethel Kennedy Bridge across the Anacostia River to accommodate the streetcar extension and add pedestrian and bicycle facilities;
- Rehabilitate the Benning Road Bridge over Kingman Lake to accommodate the streetcar extension and add pedestrian and bicycle facilities; and

- Extend the DC Streetcar system from its current terminus at Oklahoma Avenue NE to the Benning Road Metrorail Station, providing a key transit link to residents and businesses on both sides of the Anacostia River

q. Theodore Roosevelt Bridge rehabilitation project;

The Theodore Roosevelt Bridge rehabilitation project is currently under the final design phase. The environmental task for Categorical Exclusion (CATEX 3) completed in 2022 with Finding of No Adverse Effect. The primary goal of the project is to rehabilitate the aged bridge by replacing the concrete deck and repairing other bridge components to extend its service life. The project also includes a sidewalk extension on the northside to improve safety and mobility of pedestrians and bicycles. The project continues to involve extensive coordination with various key stakeholders including National Park Service (NPS), Virginia DOT, and Arlington County to address concerns associated with Right of Way, highway easement, and land transfer.

Final design is currently 80% complete. 100% design of bridge rehabilitation is anticipated to be completed in Spring 2023. Construction is expected to start in FY 2023, with an expected construction budget of \$150 million for this project.

r. Pennsylvania Avenue Southeast;

DDOT has almost completed the updated PS&E package of the Improvement of Pennsylvania Ave., SE and Minnesota Ave., SE Intersection Project. This intersection project, located in Ward 7, is a safety project for all modes of transportation in the area. The project will include significant Vision Zero safety for the Twining Square area (also referred to as L'Enfant square). The project proposes to improve the existing split roadway system that currently contains two complex intersections by reducing multiple traffic movements into one signalized intersection, enhancing and upgrading pedestrian crosswalks, widening the sidewalks, upgrading traffic and streetlight infrastructures, and make other improvements that will benefit all modes of transportation. The project also includes a transfer of jurisdiction from NPS to DDOT, that consolidates about 1.44 acres of park land located north and south of Pennsylvania Ave.

Currently DDOT is working to obtain a Special Use Permit in place to construct the project and working with DGS to get a maintenance agreement for the consolidated parks. The Transfer of Jurisdiction will be finalized later. The proposed construction budget is about \$17M. Construction is estimated to begin at the end of FY2023.

s. Connecticut Avenue;

The Connecticut Avenue Multimodal Safety Improvement Project is undergoing final revisions to the Concept Plan. There has been substantial community review, comment, and input into the concept plans thus far. DDOT is updating the concepts to provide an additional balance of parking and dimensions for the protected bicycle lanes. It is likely that DDOT will have one additional round of community engagement in spring-summer 2023, prior to the start of the preliminary and final design phase (estimated to be in fall 2023). The design budget is \$1.8M, and the Construction budget is \$7.7M. The design procurement will take place between August 2023 and November 2023. The Preliminary and Final Design phase will take place between December 2023 and November 2025. The Construction phase will take place in December and October 2027. The schedule reflects a longer design and construction effort than originally anticipated.

t. New York Avenue NE, Florida Avenue NE, First Street NE, and Eckington Place NE (sometimes known as “Dave Thomas Circle” or the “Virtual Circle”);

DDOT has completed the redesigning of 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. The project was advertised in 2022 and the bids are due February 7th, 2023. The new intersection 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 has partnered with the NoMa BID and NoMa Parks Foundation, which hired a landscape architecture firm to design thoughtful, innovative public spaces. The reconfiguration of the intersection necessitates DDOT’s acquisition of the property at the center of the intersection, that was occupied by a Wendy’s restaurant. In January 2021, the title for this property was transferred to the District by eminent domain. The Wendy’s building will be demolished as soon as the construction contract is awarded to a contractor.

u. Bladensburg Road Multimodal Safety and Access Study;

In February 2023, the DDOT project team will select the preferred concept for Bladensburg Road after reviewing project inputs including public input, safety, traffic analysis, and multimodal access. A final public meeting will be scheduled in early Summer 2023 to share the preferred concept with the public and receive final

comments. The project close-out date was extended (no cost time extension) from November 2022 to August 2023 to undertake more public engagement, resolve operational and safety issues at high crash intersections, and better integrate other DDOT projects that intersect with the Bladensburg Road Study.

v. North Capitol Street Deckover;

The North Capitol Street Corridor Study spans the length of North Capitol Street from Massachusetts Avenue to Missouri Avenue/Riggs Road NE, approximately 4 miles. The project received \$750,000 of funding in FY22 to conduct a feasibility study with four main objectives: (1) conduct a comprehensive safety evaluation of the corridor, (2) evaluate the feasibility, impacts, and cost associated with “decking over” the underpass from Randolph Place to Bryant Street, (3) re-envision the North Capitol Street Corridor by developing multi-modal concept alternatives, and (4) develop quick build and tactical improvements for Lincoln Road NE. This 12-month phase of the study received Notice to Proceed (NTP) in September 2022. Currently, concept designs and work orders are being developed as a result of the safety study and the development of cross-sectional concepts are in progress. A public meeting is anticipated to be held in Spring 2023. The FY 23 budget includes \$3,000,000 of funding to advance concept development. Concepts may include bringing the entirety of North Capitol up to grade, potential deckovers, adding dedicated transit lanes, and other multi-modal alternatives. The concept development phase will also include environmental documentation, traffic modeling and public outreach. The scope for the concept development phase of the project is currently under development with a goal to begin procurement in Summer 2023.

w. Arboretum Bridge and Trail

The Arboretum Bridge and Trail Project, located in Kenilworth Park (Wards 5 and 7), is currently in the design phase; it is on budget with a \$2.4 Million budget. It is a two-phase project.

Phase 1 design is on schedule for June 2023 completion. Phase 1 includes the initial scope in Kenilworth Park North.

Phase 2 design completion is anticipated in December 2023. Phase 2 includes additional scope for an adjoining trail segment in Kenilworth Park South. Construction is anticipated to be completed in Spring 2026.

This project has significant interest from the National Park Service, similar to other segments of the Anacostia River Trail. DDOT must continue to work closely with NPS to ensure timely progress.

18. Please provide an update on the FY 2023-26 Transportation Improvement Program for the National Capital Region and the allocation of Federal Grant money.

The Metropolitan Washington Council of Governments FY 2023–26 Transportation Improvement Program (TIP) and the District of Columbia Statewide Transportation Improvement Program (STIP) were both approved by FHWA and FTA in September 2022. Both documents align with DDOT's approved FY 2023 federal budget. These documents will continue to be used as the plan of federal funding outlays for FY 2023 and FY 2024 with iterative updates to ensure correct funding is presented for each project. This includes any new federal grant allocations for transportation projects within the National Capital Region.

19. Please provide a status update of the rehabilitation of Broad Branch. As of last year, the timeline for construction had not been determined. Has that changed in the last year?

The Final EA/FONSI was completed March 2021. The Design is programmed for FY2026 and the timeline for construction has not been determined. The approximate design cost is \$3.5 million in FY2026.

20. What is the status and timeline of the work to replace the collapsed pedestrian bridge spanning Route 295?

The construction contract has been awarded with a tentative commencement date of the week of February 20th or February 27th, 2023. Construction is expected to be complete fourteen months from this commencement date.

- a. What additional funding is necessary, if any, to complete this work in a timely fashion? What is the status of the District's application to US DOT for \$24.8 million for design and construction?**

The Mayor has released temporary funding through the District's contingency reserves to expedite the project through construction. The District has applied to the US DOT for Emergency Relief Funding to cover all eligible costs for the replacement, including demolition and removal of the collapsed bridge, and design and construction of its replacement. The initial \$24.8M request was preliminary and has been superseded by the current requested amount of approximately \$15M, of which \$2.5M has been received at this time, leaving a net allocation need of \$12.5M.

b. Has DDOT put in place any additional measures to assist residents in crossing Route 295 at this location, since the agency's 2022 oversight

Additional measures have not been deemed necessary. Pedestrians currently use the Nash bridge located approximately 1000ft to the north of the collapsed bridge. The District allocated additional resource to expedite and ensure unsurpassed bridge design and construction procurement times to rebuild and open the crossing to users as soon as possible. Public meetings are being held to keep residents and stakeholders updated on progress and the project schedule.

21. What is the status of the K Street Transitway project? Has the projected timeline of the project changed since last year?

The K Street Transitway is currently finalizing design and anticipates delivering PS&E in February 2023. Delivery of PS&E has been delayed from the end of FY22 to Q1 FY23 due to addressing stakeholder concerns and utility coordination. Procurement for Construction is anticipated to begin early Q2 FY23 (March 2023) and construction is anticipated to begin Q4 FY23.

22. Please provide an update on the work under the P3 to convert the District's streetlights to LED. What is the current status of the project and expected completion date?

Below is a timeline of progress of the P3 streetlight conversion contract, and the projected timeline leading to the completion date.

- February 1, 2022: Contract approved by Council
- March 7, 2022: Commercial close of contract
- May 5, 2022: Financial close of contract
- October 14, 2022: NTP1 achieved
- Q2 FY23: NTP2 and NTP3 expected
- Q2-Q3 FY23: Construction and Conversion work to start
- Q3 FY24: Construction and Conversion work to be completed

23. In FY 2023, the Council allocated \$44,178,000 for Streetscapes and Beautification projects (LMBSS). Please list the projects being funded by this allocation and the estimated cost of each.

LMBSSC - STREETSCAPES & BEAUTIFICATION	\$44,178,025.00
Alabama Avenue SE from Martin Luther King Jr Avenue SE to Bowen Road SE Safety Improvement Study	\$3,092,250.00
Bladensburg Road, NE Multimodal Safety and Access Project	\$1,391,458.00
Canal Rd, NW Rock Slope Stabilization, Phase I	\$18,786,775.00
Connecticut Avenue Reversible Lanes	\$7,799,000.00
Constitution Avenue Safety and Mobility Improvements	\$1,000,000.00
East Capitol Street Corridor Mobility and Safety Plan	\$2,278,500.00
Georgia Avenue Safety and Mobility Improvements	\$1,000,000.00
H Street NE and North Capitol Street NE Intersection Improvement	\$750,000.00
M Street SE/SW Safety and Mobility Improvements	\$1,000,000.00
Montana Avenue NE and New York Avenue NE Intersection Improvement	\$750,000.00
Wheeler Road Multimodal Safety and Access Project	\$1,500,000.00
Wisconsin Avenue NW and M Street NW Intersection Improvement	\$750,000.00
Wisconsin Avenue Safety and Mobility Improvements	\$1,000,000.00
North Capitol Street Safety and Mobility Improvements	\$3,080,042.00

24. What environmental or green initiatives did the agency pursue in FY 2022 and FY 2023, to date?

- a. How much impervious surface has been changed to pervious surface?
- b. 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)
- Green infrastructure 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. Projects listed were most recently completed:
 - o Green Alleys to date: 50,445 SF (multi-year)
 - o Bunker Hill Impervious Surface Removal: 3,447 SF
 - o Hickey Run, Nash Run, Pope Branch, Fort Dupont Watershed designs (under design)
 - o Broad Branch and Spring Valley Watershed design (under design)
 - o Citywide LID (under design)
 - o Multipurpose Green Infrastructure – multi phase (under design)

- o Benning East Capital, Fort Chaplin, Stickfoot and Oxon Run Watershed designs (grant awarded)

Note that most of the aforementioned projects are multi-year. Several retrofit design projects are on-going and connected to multi-year Clean Water Construction (CWC) grant funds from the EPA. CWC grant funds are administered by DOEE and in the past, DOEE has also provided local match for CWC grant funds to supplement local funds provided by DDOT.

Green infrastructure retrofit projects include permeable pavement, bioretention, impervious removal, and tree plantings. Green alley projects are generally paved with a permeable surface replacing the existing impervious surface. One exception is the Q Street Alley, which converted a portion of the alley into a pedestrian walkway with bioretention and permeable pavement. Retrofit projects are selected in coordination with DOEE. DDOT prioritized retrofitting the upland areas of priority watersheds where DOEE stream restoration projects are planned or completed.

In addition, DDOT completed Green Alley Standardized Designs and a Stormwater Retrofits Siting Map to prioritize future installations. The proposed design packages provide a standard design approach to reduce design costs and expedite project timelines.

DDOT participates in recurring meetings with DOEE to facilitate collaboration and coordination on projects and initiatives. DDOT utilizes blanket permits issued by DOEE to DDOT for specific work activities to expedite green infrastructure retrofit projects.

The Stormwater Management GI program also provides support for all DDOT projects with green infrastructure elements.

25. 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.

- a. **What is the status of the undergrounding effort?**
- b. **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 closed out.

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, was completed in August 2022. Electrical construction started in July 2022 and is expected to be completed in the first quarter of CY23.

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 on May 8, 2020. This contract includes a 2-year base period and three 1-year option periods and is currently in the second option period.

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 was completed in the first quarter of CY21. Design for Feeder 14758 located in Ward 8 began in May 2020 and was completed in the fourth quarter of CY22. Design for Feeder 15009 located Ward 4 was issued NTP on January 13, 2021, and was completed in the first quarter of CY22. Design for Feeder 14007 began in February 2021 and is expected to be completed in the second quarter of CY22.

Feeder 368, located in Ward 7, began civil construction in March 2022 with expected completion in the first quarter of CY23. Electrical construction is expected to begin in the first quarter of CY23 following the completion of civil construction.

Feeder 15009, located in Ward 5, and Feeder 14758 located in Ward 8, are in procurement for civil construction with anticipated start dates in the first quarter and second quarter of CY23 respectively.

The Second Biennial Plan was submitted to the Public Service Commission (PSC) in September 2019 and approved by the PSC on January 28, 2020. This plan includes 10 feeders, with two each in Wards 3, 4, 5, 7, and 8.

Design contracts for all Second and Third Biennial Plan DC PLUG feeders used the multiple-selection IDIQ contract procurement process. Three most highly qualified consultants were selected. Task Orders have been awarded for each of the Second Biennial Plan feeders. The civil engineering designs for Feeders 15001, 14008 and 15166 have been completed. The 65% submission of civil engineering design was completed for feeder 15171. The 30% submissions of civil engineering designs were completed for feeders 14767 and 14702/118. Notice to Proceed was issued for feeders 15021, 14093, and 467 in September 2022, October 2022, and January 2023 respectively. The electrical engineering design procurement for all the above feeders will commence following completion of the civil engineering design.

Construction procurement will follow the delivery of each design. Civil construction for the final 2nd Biennial Plan Feeder is expected to be completed in 2026.

An RFQ for Construction Management and Inspection (CM&I) services was released on December 16, 2020. Three most highly qualified firms were selected to enter into IDIQ contracts. Task Orders will be issued on an as-needed basis in advance of the individual feeder construction projects. The first CM&I task was issued in December 2021 for Feeder 368. The second CM&I task was issued in November 2022 for Feeder 15009.

A third Biennial Plan was submitted to the PSC in September 2021. The third Biennial Plan includes four feeders; one each in Wards 3, 5, 7 and 8. The PSC's approval of the third Biennial Plan was received on January 27, 2022.

The civil engineering designs for all Third Biennial Plan feeders are in procurement with anticipated start dates in early 2023. The civil construction IFB for all Third Biennial Plan Feeders will follow completion of civil engineering design. The electrical engineering design procurement for all the above feeders will commence following completion of the civil engineering design. Civil construction for the final 3rd Biennial Plan Feeder is expected to be completed in 2028.

26. Please provide an update on any other [capital infrastructure projects in active construction or design phases](#), including the project's name and location, budget, status, whether it is on schedule and on budget, and anticipated (or actual) completion date.

Please see DDOT's response to **Q22 in Part 1**.

27. What, if any, plans does DDOT have to implement any of the transit recommendations in the 2016 Crosstown Multimodal Transportation Study?

The plans to implement the transit recommendations in the 2016 Crosstown Multimodal Transportation Study are outlined in DDOT's most recent Bus Priority Plan, found here: <https://bus-priority-dcgis.hub.arcgis.com/documents/fb3e64cade1c4140a9359b8076229d66/explore?share=link>.

28. For the Metropolitan Branch Trail, please provide updates on the 8th Street, N.E., protected bike segment, plans to provide a safe bike connection between the MBT and the Northeast Branch Trail, and an extension between Fort Totten and Silver Spring.

8th St NE

DDOT issued a notice of intent (NOI) to convert Edgewood St and 8th St NE between 7th St and Monroe to one-way traffic operations and install a two-way protected bike lane in September 2022. DDOT received 158 comments, 10 formal letters, and 3 petitions in response to the NOI. DDOT is currently revising the design plans to accommodate two-way motor vehicle travel between Lawrence St and Monroe St NE. DDOT will provide an update to the community and stakeholders in the Spring of 2023 and anticipates construction will begin in Summer 2023 in accordance with the schedules of schools in the project area.

Connection between the Metropolitan Branch Trail and the Northeast Branch Trail

DDOT completed preliminary design for this project in 2017 and is coordinating this project with Prince George's County MD and the National Park Service. DDOT is currently working to complete the design of this project and identify funding sources for construction.

Extension between Fort Totten and Silver Spring

Please see DDOT's response to Q44 below. This extension consists of two subprojects:

- Met Branch Trail from Fort Totten to Takoma

DDOT completed final design in 2022. Construction ground-breaking is expected to begin in Spring 2023 and construction is expected to last 18 months. The project will include the construction of the Met Branch Trail along Blair Rd, the removal of one northbound lane of traffic on Blair Rd, and a new traffic signal at the intersection of New Hampshire Ave and McDonald Pl NE.

- Met Branch Trail between Blair Rd to Piney Branch Rd

DDOT completed 30% design in 2022 and is expected to complete 65% design in 2023. Construction is anticipated to begin in Fall 2024. The project will complete the Metropolitan Branch Trail in the District and connect to existing sections of the trail in Takoma Park and Silver Spring MD.

II. *Transportation Operations*

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

a. The agency's current crossing guard deployment plan;

Please see DDOT's current crossing guard deployment plan in **Appendix Q29**.

- b. The current number of crossing guard positions, denoting where the position is part-time or a full-time position with other, midday work responsibilities;**

There are currently **219 Safety Technician positions**. All of the positions are part-time, 6 hours per day. There are not any full time Safety Technician positions, as the Safety Technicians work a split shift (7:00 AM to 10:00 AM & 2:00 AM to 5:00 PM).

- c. The current number of vacant school crossing guard positions;**

As of January 24th, 2023, we have **24 vacant positions** within the Safety Technician/School Crossing Guard program.

- d. The number of new crossing guard positions necessary to meet the needs of District schools in FY 2023, and the number of outstanding crossing guard requests from schools; and**

In FY 2023, DDOT did not receive any requests from schools that need to be staffed. Additional positions are always needed to address back filling during leave.

- e. Any new training initiatives the agency has adopted for School Crossing Guards**

DDOT has coordinated with the Safety Technician/School Crossing guard union to provide 4 new modules to training. The new modules are:

- 1). CPR First Aid - For the purpose of assisting in a crisis.
- 2). Active Shooter Training - For the purpose of seeking to ensure safety from the threat of an active shooter by providing awareness, preparation, prevention, and response methods.
- 3). Verbal Judo Training - For the purpose of resolving conflicts through conversations.
- 4). High Traffic/Special Event Training - For the purpose of handling large crowds with high vehicular and pedestrian traffic

These new trainings will be shared with new and existing Safety Technicians/School Crossing Guards.

30. Please provide an update on DDOT's Safe Routes to School team. During FY 2022 and FY 2023, to date, how many schools did the team review? How many of the team's recommendations were not implemented by DDOT? How many of their recommendations resulted in DDOT choosing to install new or improved infrastructure?

DDOT addresses school area safety with a combination of proactive safety reviews and response to 311 service requests and other requests from DCPS, school, and community members.

During FY22 and year-to-date FY23, the Safe Routes to School team reviewed conditions at 189 schools for safety improvements in response to 311.dc.gov requests, SRTS planning study recommendations, and TSI requests. From these reviews, 288 work orders were created for improvements that include new signage, crosswalk painting, speed humps, and other vertical traffic calming elements (flex posts). All SRTS-recommended safety interventions have been advanced to construction, and 254 have been completed, with 34 remaining in the rolling queue for completion in FY23. The work orders are completed by a combination of contractor assistance and DDOT's Street and Bridge Division and Field Operations Branch.

Proactive school-area safety improvements are generated by the SRTS planning assistance and spot safety contract (which ended in July 2022) which analyzed a ¼ mile walkshed around 18 schools and provided safety recommendations. The work orders resulting from these studies (mostly crosswalk refresh or upgrade to high-visibility crosswalk) are included in the work order numbers above, but in addition, 268 crosswalk refurbishment requests were added to the Pavement Marking Plan in Jan 2022 for in-house teams to install.

31. Please provide an update on the implementation of new or recent safety measures near schools, including increased traffic enforcement.

In FY22, DDOT created work orders for 600 safety installations within 1/8 mile (600 ft.) of schools, and 500 have been installed. The types of safety measures installed include parking, school zone and school zone speed limit signs; crosswalk refurbishments and other pavement markings; vertical deflections (flex posts and speed humps); pylon replacement; curb extensions; and new all-way stop signs.

Below is a list of Automatic Traffic Enforcement Cameras deployed near schools in FY22 through the end of the calendar year:

School	Address	Camera Address	Camera Type	Ward
Inspired Teaching PCS @ Shaed	200 Douglass St NE	2600 Lincoln Rd NE n/b	Speed	5

Burroughs ES	1820 Monroe St NE	1700 blk Monroe St NE w/b	Speed	5
Soujourner Truth PCS	1800 Perry St NE	3900 blk South Dakota Ave NE nw/b	Speed	5
Waterfront Academy	60 I St SW	South Cap Ramp s/b before I St SW	Red Light	6
I Dream PCS	2200 Branch Ave SE	Branch Ave n/b @ Alabama Ave SE	Speed	7
Patterson ES	4399 South Capitol Terrace SW	4300 blk South Capitol St SW sw/b	Speed	8
Anacostia HS	1601 16th St SE	300 blk 17th St SE s/b	Speed	8
Thurgood Marshall Academy PCS	2427 MLK Avenue SE	2500 blk MLK Avenue SE n/b	Speed	8

32. Please provide the following on the Automated Traffic Enforcement Program:

- a. Please provide the Committee with a list and, where appropriate for the camera type, a map of the locations of the current slate of ATE cameras, as of January 1, 2023, denoting camera type.**

S/N	Location	Ward
1	16th St n/b @ Oak St NW	1
2	14th St s/b @ U St NW	2
3	K St w/b @ 25th St NW	2
4	12th St n/b @ Constitution Ave NW	2
5	Constitution Ave w/b @ 15th St NW	2
6	K St e/b @ 27th St NW	2
7	14th St n/b @ K St NW	2
8	14th St n/b @ C St SW	2
9	M St w/b @ Whitehurst Frwy NW	2
10	Connecticut Ave n/b @ Military NW	3
11	Wisconsin Ave n/b @ Brandywine NW	3

12	Connecticut Ave n/b @ Calvert St NW	3
13	Nebraska Ave ne/b @ Fessenden St NW	3
14	N Capitol St s/b @ Gallatin St NW	4
15	N Capitol St n/b @ Riggs Rd NE	4
16	16th St s/b @ Colorado Ave NW	4
17	Georgia Ave s/b @ Missouri Ave NW	4
18	Military Rd w/b @ 14th St NW	4
19	NY Ave w/b @ Bladensburg Rd NE	5
20	NY Ave e/b @ Bladensburg Rd NE	5
21	Bladensburg Rd n/b @ NY Ave NE	5
22	N Capitol St n/b @ Harewood Rd NE	5
23	S Dakota se/b @ Bladensburg Rd NE	5
24	New York Ave w/b @ Florida Ave NE	5
25	Rhode Island Ave sw/b @ Reed St NE	5
26	NY AVE SW/B @ N CAPITOL ST NE	5
27	I-695 off ramp e/b @ 11th St SE	6
28	S Capitol Ramp s/b before I St SW	6
29	Independence Ave e/b @ 3rd St SW	6
30	N Capitol St s/b @ H St NW	6
31	E Capitol St w/b @ Benning Rd NE	7
32	Pennsylvania Ave w/b @ Minnesota Ave SE	7
33	Branch Ave n/b @ Alabama Ave SE	7
34	Pennsylvania e/b @ Southern Ave SE	7
35	Pennsylvania Ave se/b @ 27th St SE	7
36	Suitland Pkwy w/b @ Stanton Rd SE	8
S/N	Location	Ward
1	37th St s/b @ Whitehaven Pkwy NW	2
2	Fessenden St e/b @ 44th St NW	3
3	Kansas Ave ne/b @ Buchanan St NW	4
4	Longfellow St w/b @ Missouri Ave NW	4
5	Blagden Ave ne/b @ Allison St NW	4
6	14th St @ Van Buren St NW	4
7	27th St n/b @ R St SE	7
8	Bruce Pl e/b @ 15th Pl SE	8
S/N	Location	Ward

1	400 blk Irving St NW e/b	1
2	3400 blk Georgia Ave NW n/b	1
3	3400 blk Georgia Ave NW s/b	1
4	100 blk Michigan Ave NW e/b	1
5	2200 blk K St NW w/b	2
6	2200 block K St NW e/b	2
7	5100 blk Loughborough Rd NW w/b	2
8	1600 blk New Jersey Ave NW s/b	2
9	1300 blk 9th St NW s/b	2
10	2600 blk Wisconsin Ave NW s/b	3
11	2900 blk Arizona Ave NW s/b	3
12	34th St n/b @ Quebec St NW	3
13	4700 blk Reservoir Rd NW se/b	3
14	4400 blk Reservoir Rd NW e/b	3
15	2600 blk Wisconsin Ave NW n/b	3
16	5700 blk MacArthur Blvd NW n/b	3
17	4600 blk Massachusetts Ave NW nw/b	3
18	4700 blk MacArthur Blvd NW s/b	3
19	16th St s/b @ Colorado Ave NW	4
20	Military Rd w/b @ 14th St NW	4
21	4600 blk Arkansas Ave NW sw/b	4
22	2900 blk Military Rd NW e/b	4
23	200 blk Riggs Rd NE e/b	4
24	5700 blk Kansas Ave NW sw/b	4
25	4900 blk 16th St NW n/b	4
26	5200 blk 14th St NW s/b	4
27	6600 blk Blair Rd NW s/b	4
28	5800 blk New Hampshire Ave NE sw/b	4
29	600 blk Missouri Ave NW se/b	4
30	3700 blk S Dakota Ave NE se/b	4
31	1700 blk N Capitol St NE n/b	5
32	2400 blk 18th St NE s/b	5
33	400 blk Rhode Island Ave NW e/b	5
34	New York Ave sw/b @ N Capitol St NE	5
35	Unit blk Florida Ave NE nw/b	5

36	Unit blk Florida Ave NW se/b	5
37	4800 blk S Dakota Ave NE nw/b	5
38	5300 blk Eastern Ave NE se/b	5
39	1100 blk Michigan Ave NE w/b	5
40	1400 blk Bladensburg Rd NE s/b	5
41	2600 blk Lincoln Road NE n/b	5
42	3900 blk South Dakota Ave NE nw/b	5
43	2800 blk N Capitol St NW s/b	5
44	100 blk Bryant St NW w/b	5
45	3100 blk 18th St NE n/b	5
46	2200 Blk Franklin St NE w/b	5
47	4200 blk Eastern Ave NE se/b	5
48	3300 blk New York Ave NE e/b	5
49	3200 blk Fort Lincoln Drive NE s/b	5
50	600 blk New York Ave NE e/b	5
51	2200 blk South Dakota Ave NE se/b	5
52	600 blk New York Avenue NE w/b	5
53	3rd St Tunnel NW n/b by MA Ave	6
54	1400 blk E Capitol St NE w/b	6
55	1300 blk H St NE e/b	6
56	3rd St Tunnel NW s/b by 3rd St	6
57	1300 blk New Jersey Ave NW n/b	6
58	3000 blk N Capitol St NW sw	6
59	300 blk Oklahoma Ave NE w/b	7
60	3100 blk Alabama Ave SE ne/b	7
61	300 blk 17th St SE s/b	7
62	1600 blk Benning Rd NE w/b	7
63	1900 blk Branch Ave SE s/b	7
64	DC295 NE AT Benning Road Exit NB	7
65	DC295 NE .7 mile s/o Eastern Ave s/b	7
66	2100 blk 38th St SE n/b	7
67	4200 blk Southern Ave SE sw/b	7
68	4200 blk Southern Ave SE ne/b	7
69	1300 blk Eastern Ave NE nw/b	7
70	3900 blk E Capitol St SE e/b	7

71	4000 blk East Capitol St NE w/b	7
72	3000 blk Pennsylvania Ave SE nw/b	7
73	800 blk Eastern Ave NE e/b	7
74	3700 blk Southern Ave SE sw/b	7
75	1400 blk Kenilworth Ave NE S/B	7
76	1900 blk Branch Ave SE n/b	7
77	600 blk Kenilworth Ave NE s/b	7
78	9699 - 800 blk Ridge Rd SE nw/b	7
79	1800 blk Alabama Ave SE ne/b	7
80	2300 blk Good Hope Rd SE nw/b	8
81	DC295 SW 0.05 Mile S/O Exit 1 n/b	8
82	4300 blk South Capitol St SW s/b	8
83	2200 blk Irving St SE w/b	8
84	Suitland Pkwy w/b @ Stanton Rd SE	8
85	Malcolm X Ave e/b @ Oakwood St SE	8
86	4400 blk MLK Jr Ave SW s/b	8
87	3400 blk MLK Jr. Ave SE sw/b	8
88	3400 blk Wheeler Road SE s/b	8
89	4000 blk Wheeler Road SE n/b	8
90	2500 blk Martin Luther King Ave SE n/b	8
91	1400 blk Southern Ave SE sw/b	8
92	1900 BLK SOUTHERN AVE SE NE/B	8

Link to Map: <https://arcg.is/1y4qPK>

This map is current through February 1st.

- b. Please provide copies of the reports submitted by DDOT as required by the D.C. Code § 50-2209.05 since the latest submission on September 28, 2022, indicating the date on which the report was submitted to the Council and the time period the report addresses. For any reports that were not submitted as required, please provide a reason for why the report was not submitted to the Council.**

The report sent to Council on September 28, 2022 was for the period covering October 2021 to March 2022. As this report is due every six month, the next report will be submitted in March 2023 and will cover the period of April 2022 through September 2022.

c. Please provide a copy of a report that is current through January 1, 2023, or, alternatively, a list of:

- **The top 15 ATE locations by value of citations generated in the District.**

	Type	Location	Notice of Infractions
1	Speeding	DC295 SE 1 MILE N/O E/1 S/B (WZ)	51,800
2	Speeding	DC295 SW .05 MILE S/O EXIT 1 N/B	61,126
3	Speeding	600 BLK KENILWORTH AVE NE S/B	60,987
4	Speeding	2200 BLOCK K ST NW E/B	50,233
5	Speeding	2200 BLK K ST NW W/B	46,523
6	Speeding	600 BLK NEW YORK AVENUE NE W/B	39,143
7	Speeding	4000 BLK WHEELER ROAD SE N/B	36,617
8	Stop Sign	27TH ST N/B @ R ST SE	41,251
9	Speeding	2800 BLK N CAPITOL ST NW S/B	36,995
10	Speeding	2200 BLK SOUTH DAKOTA AVE NE SE/B	33,789
11	Stop Sign	BLAGDEN AVE NE/B @ ALLISON ST NW	28,684
12	Red Light	I-695 OFF RAMP E/B @ 11TH ST SE	21,996
13	Speeding	3300 BLK NEW YORK AVE NE E/B	20,724
14	Speeding	100 BLK MICHIGAN AVE NW E/B	22,885
15	Speeding	1400 BLK SOUTHERN AVE SE SW/B	19,627
		Total	572,380

Note: Data is from FY 2022.

- **A breakdown of the jurisdictions where individuals receiving ATE citations and with outstanding ATE citation debt have their vehicles registered.**

Plate Counts in the Tri-States From 10/1/2021 to 9/30/2022			
State/Jurisdiction	Plate State	NOI	%NOI

Tri – State	DC	297,954	21.1%
	MD	609,487	43.2%
	VA	301,888	21.4%
Tri – State	DC-MD-VA	1,209,329	85.8%
Non – Tri - State	-	200,169	14.2%
	Grand Total	1,409,498	100.00%

Plate State	Ticket Count
MD	609,487
VA	301,888
DC	297,954
FL	30,215
PA	25,918
NJ	21,046
NY	20,075
NC	15,960
GA	8,857
TX	8,205
MA	6,855
CA	6,134
OH	5,476
CT	5,176
DE	5,114
SC	4,731
IL	3,548
TN	3,320
MI	3,188
WV	2,300
IN	1,868
AZ	1,775
AL	1,612
CO	1,481
LA	1,400
WA	1,346
KY	1,338
MO	1,251
MN	1,064
NH	871
ME	810
RI	785
US	777
MS	770
OR	760
WI	760
OK	651
VT	525

ON	522
AR	476
UT	441
KS	339
NM	304
PQ	296
IA	271
NE	263
AK	245
NV	245
MT	189
HI	157
ID	132
SD	129
ND	110
WY	63
AB	25
Total	1,409,498

- **The locations where cameras have been added in the last 6 months and the reasons why those locations were chosen.**

Below is a list of new speed camera locations that were added in the last 6 months.

	Location
1	4600 BLK ARKANSAS AVE NW SW/B
2	300 BLK OKLAHOMA AVE NE W/B
3	UNIT BLK FLORIDA AVE NE NW/B
4	300 BLK 17TH ST SE S/B
5	1400 BLK E CAPITOL ST NE W/B
6	34TH ST N/B @ QUEBEC PL NW
7	POTOMAC RIVER FWY NW/B @ 25TH ST NW
8	UNIT BLK FLORIDA AVE NW SE/B
9	100 BLK BRYANT ST NW W/B
10	600 BLK FRANKLIN ST NE E/B
11	3100 BLK 18TH ST NE N/B
12	2100 BLK 38TH ST SE N/B
13	4300 BLK SOUTH CAPITOL ST SW S/B

DDOT selects new camera locations by using a rigorous screening process. ATE camera site considerations typically originate from: (1) Traffic Safety Investigation (TSI) program requests submitted by residents, Councilmembers, and ANC's, (2)

the fatal crash review process, (3) engineering & safety studies, (4) field visits, and (5) requests from MPD.

DDOT's traffic safety engineers then conduct the following assessments of the proposed site:

- Existing Conditions Review – Analysis of existing roadway profiles with focus on pedestrian and bicycle infrastructure and nearby pedestrian generators.
- Crash Data Review – Available police-reported crash data review for the past 3 years with an emphasis on persistent crash types or patterns. Vulnerable user crash analysis is a focus.
- Speed Data Review – 48-hour continuous speed data is collected and analyzed along the subject block. Data is broken down by three hour blocks to review if speeding occurs during a particular time of day, including overnight hours.
- Peak Hour Assessment – On-site field visit is made to assess the level of violations at the intersection.

Once a location has been recommended for ATE camera installation, the area of interest is surveyed by ATE personnel for suitable camera placement. The camera locations are selected based on providing a line of sight with the direction of roadway for enforcement, suitable access for maintenance crews to service the camera, and ensuring zero obstruction with pedestrians, bicyclists, and vehicles. The locations are typically set along areas with existing parking prohibitions to provide a continuous line of sight with the area of enforcement.

ATE camera rotation process is a data- and context-driven process which integrates existing vehicle crash and speed factors with the characteristics of the location in the determination of a camera. The process is designed to assign a finite number of cameras to locations which will have the greatest effect on the local community.

- **The amount of ATE citations issued in total and by location.**

See **Appendices Q32a** and **Q32b**.

- b. How many new ATE cameras funded in the FY 2022 or FY 2023 budget has DDOT brought online, and what are the locations of these new cameras? For any new ATE cameras that have not been brought online, has DDOT determined where the remaining cameras will be placed? If so, please provide the Committee with a list of those anticipated locations.**

Fifteen new cameras were funded and deployed in January and February 2022. No additional cameras have been added. The Automated Traffic Enforcement Request for Proposal was issued in September 2021 and upon award in July 2022 was protested leading to the RFP's amendment and reissuance. The review of technical proposals has been completed and DDOT anticipates the award will be given in April or May of 2023. The exact number of cameras will be determined after submission of the best and final offers by the selected vendors. New camera locations will be determined using the ATE feasibility process described above.

- c. Residents have reported that the sensitivity of certain stop sign cameras is set such that drivers are receiving ATE tickets for otherwise legal stops. What has DDOT done to investigate and address these complaints? Has DDOT adjusted the sensitivity of any stop sign cameras in FY 2021, FY 2022, or FY 2023, to date? If so, which cameras' sensitivity were adjusted?**

Each stop sign camera installation and its performance are reviewed daily and cameras are visited and assessed physically three times per week. Each violation is reviewed by three reviewers to ensure that cameras only capture violators who do not come to a full and complete stop, which is defined as the cessation of all wheel motion prior to the clearly marked stop bar located at each enforced stop sign.

Additionally, all radar detection units are tested and certified by a third party annually. There have been no changes to the sensitivity of the detection systems. Stop sign violations are being issued for vehicles that do not come to a full and complete stop behind the stop bar at the stop sign. Each violation is supported by video showing the vehicle movement as the primary evidence for stop sign notices of infraction.

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

a. The agency's current TCO deployment plan.

The agency's current TCO deployment plan consists of covering school post, AM and PM rush hour, traffic emergencies and special events.

The TCO program comprises five shifts (DDOT is in the process of revising the deployment schedules to better meet the needs for the school post):

1. A1/A2-Monday through Friday 6:00 AM to 2:30 PM, Saturday, and Sunday off.

2. S1- Tuesday through Saturday 8:00 AM to 4:30 PM, Monday, and Tuesday off.
3. B1- Friday through Wednesday 2:30 PM to 11:00 PM, Thursday, and Friday off.
4. B2-Tuesday through Saturday 2:30 PM to 11:00 PM, Sunday, and Monday off.
5. S2-Wednesday through Saturday (Saturday rolls into Sunday mornings (4 hours) to meet the needs of the nightlife task force) 6:00 PM to 5:00 AM, Sunday, Monday, and Tuesday off.

The TCO daytime and late afternoon/evening deployment plan is focused on backfilling vacant school posts to include a 2nd and 3rd post from 7:00 AM to 9:00 AM for morning school coverage and 3:00 PM to 5:00 PM for the evening coverage. Upon the end of school post and rush periods, the TCOs provide traffic control downtown area (14th Street NW, 15th Street NW, 18th Street NW and citation issuance).

b. The current number of TCO positions.

The TCO program currently has 209 Active TCOs, including 14 supervisory TCOs, 6 lead TCOs, and 189 TCOs (this number also includes TCOs in training). Including vacancies, there are 249 positions total.

c. The current number of vacancies.

DDOT currently has 39 vacancies for TCOs, including 23 grade 7 positions. DDOT is currently scheduling interviews to fill these positions along with 3 lead and 2 supervisory positions. DDOT has completed the interviews for the two supervisory positions and is awaiting suitability.

d. Statistics of tickets written by TCOs in FY 2022 and FY 2023, to date, by infraction type and ward.

TCOs have written 31,199 tickets from January 2022 to January 2023.

FY22 Oct. 1, 2021, thru Sept 30, 2022 – 19,299.90

FY23 Oct.1, 2022 thru Feb 4, 2023 – 85,629.00

e. The three most common infractions for which TCOs write tickets.

The top three violations are as follows:

1. P170 Failure to display current tags-3,869 tickets.
2. P007 Parking in a bus zone-3,297 tickets.

3. P159 No stopping on standing in AM Rush Hour-2,847 tickets.

34. In 2021, DDOT launched ParkDC, a new online portal for residents living on RPP blocks to request a Visitor Parking Pass (“VPP”) to allow visitors to park on their block.

a. Please describe the community engagement and public education DDOT undertook in FY 2022 and FY 2023, to date, on the new system. How many community meetings did DDOT staff attend?

Since the program’s launch, DDOT staff and contractors have attended or hosted virtual and in-person events; made calls to senior-housing residents; issued press releases and email blasts; updated how-to guides, system information, and FAQs; and maintained phone and email customer support. This outreach will continue into 2023 with a targeted distribution of outreach to reach the residents who are not in the system yet. Our goal in 2023 is to enroll remaining users of the 2020 paper passes in ParkDC Permits. Key target audiences are users that are less comfortable with technology, older adults, and residents living in areas that have seen less sign-ups in comparison to the former program.

Our staff have community meetings upon request. In FY22 and 23, that included eight ANC/community stakeholder meetings and two sign up events. We offer constant support through the DDOT Customer Service Team, who assist customers every day in registering for an account, accessing their permits, and scheduling vehicle to park. The latest news is shared on the portal home page and ParkDC.com.

We are in the midst of our third and largest outreach campaign for ParkDC Permits. This effort started in December 2022 with an email distribution to 80K former and current customers of the Visitor Parking Program as well as distribution to community listservs. As part of this engagement, our staff attended a senior community event in January 2023. We started distribution of door hangers in Chevy Chase and Dupont areas and are scheduling distribution in late February for other target areas that have seen less signups than projected. This will include multi-family homes and single-family homes, as well as target distribution to key customer service engagement points like DC Public Library locations and DMV locations.

b. Please describe any changes that DDOT has made to the ParkDC system or to any policies related to the system in response to community engagement.

DDOT has prioritized reworking the user experience in FY2022 and FY2023 in response to the most frequent customer concerns. This has resulted in a number of major overhauls to the user interface.

After ParkDC Permits launched in 2021, DDOT received feedback from users on system navigability. This challenge is especially a barrier for users with limited comfort and/or access to technology.

DDOT gathered extensive user feedback via email, customer calls, elected officials, and outreach events. After conducting a systematic review of all system functions and pages, DDOT developed and launched the high priority improvements to the system in 2022. These changes include:

- In August 2022, a new home page that offers easy access to the most popular user actions
- In October 2022, an updated landing page
- In November 2022, a new scheduling module
- In December 2022, a revised system workflow to offer a more direct path to update permit and account information

We will continue to produce new user experience improvements in 2023. We are looking forward to introducing features like the ability to create and email your permit PDF directly from the portal and the ability for residents to approve or deny permit requests directly from their email inbox.

We have also made policy and programmatic changes, like allowing residents to request a home health aide permit directly, to reduce the barrier to entry to qualify for a visitor parking permit and home health aide permit. As part of our 2023 outreach, DDOT will prioritize communicating the option of the single print permit to users who would most benefit from it.

- c. One major concern about the VPP system is that it requires residents to have both a computer (or other device that connects to the internet) to register a visitor, and a printer to print the pass. In its 2022 oversight responses, DDOT noted that it had identified partnerships to increase printing opportunities. Please describe any such partnership. Please list all District government facilities where residents can print passes.**

ParkDC Permits has been a fully digital permit system since launch, transmitting real time license plate and parking permit information from the user's portal to parking enforcement. The Department of Public Works is in the process of procuring the license plate readers necessary to effectively enforce this fully digital permit system. For the time being, DDOT is still asking users to print and display their permits. While we hope to make the switch to fully digital enforcement as soon as

possible, our currently projected date to do so is January 1st, 2024. This is dependent on DPW's procurement of the license plate readers they need to enforce our digital parking permits.

Additionally, DDOT has developed new resources to bridge the gap between the old permit program and our new system, which also make ParkDC Permits easier to use for residents without technology access or fluency. Notably, DDOT now offers a single print permit through ParkDC Permits. This is the solution that DDOT developed to fulfill a requirement from Council to offer a visitor parking permit that only needs to be printed a single time. We will continue to offer this permit as long as printing is required in the system. DDOT has not seen widescale engagement with this permission to date, so we are going to start doing more active outreach to let residents know that it is available to them. We want to encourage any users that are having difficulties with the current system to access this single print permit, which is currently available by calling our customer support team at (202) 671-2631.

Residents with a 2020 Annual Parking Pass may continue using that pass through April 15, 2023. Meanwhile, DDOT will work on outreach to transition any 2020 pass holders to a ParkDC Permits account (and use of the single print permit, if needed).

We have in the past and will continue to work with both private entities and our partner agencies across the District government, including Department of Aging and Community Living (DACL), Department of Health Care Finance (DHCF), Age-Friendly DC, and the Department of Motor Vehicles (DMV) to identify new and better ways to engage with residents. This includes train the trainer sessions to put the knowledge of how to use the system into staff that engage with vulnerable communities on a daily basis — including where and how to print.

DDOT has worked to refocus the available printing to DC Public Library locations, where you can print at your ease. We have also reworked the permit scheduling module to make it easier to navigate.

Users can:

- Print from any printer – residents can print their own permits now
- Ask your visitor to sign up in ParkDC Permits. Both residents and visitors can print approved permits.
- Print at public computers at your [local DC Public Library](#) or use [DC Public Library Remote Printing](#)
- Print at DDOT kiosks at the DDOT Permit Office and MPD District Stations
- Print recurring permits (multiple dates and times) to reduce your visits to a printer

Current advertised locations with free printing services on next page.

WARD 1

Mt. Pleasant Library	3160 16th Street NW
Third District Station (Kiosk)	1620 V Street NW

WARD 2

Martin Luther King Jr. Memorial Library	901 G Street NW
West End Library	2301 L Street NW

WARD 3

Chevy Chase Library	5625 Connecticut Avenue NW
Cleveland Park Library	3310 Connecticut Ave NW
Georgetown Library	3260 R Street NW
Palisades Library	4901 V Street NW
Second District Station (Kiosk)	3320 Idaho Avenue NW
Tenley-Friendship Library	4450 Wisconsin Avenue NW

WARD 4

Fourth District Station (Kiosk)	6001 Georgia Avenue NW
Petworth Library	4200 Kansas Avenue NW
Shepherd Park Library	7420 Georgia Avenue NW
Takoma Park Library	416 Cedar Street NW

WARD 5

Fifth District Station (Kiosk)	1805 Bladensburg Road NE
Lamond-Riggs Library Interim	395 Ingraham Street NE
Woodridge Library	1801 Hamlin Street NE

WARD 6

DDOT Permit Office (Kiosk)	1100 4th Street SW
First District Station (Kiosk)	101 M Street SW
Northeast Library	330 7th Street NE
Northwest One Library	155 L Street NW
Rosedale Library	1701 Gales Street NE
Shaw (Watha T Daniel) Library	1630 7th Street NW
Southeast Library	403 7th Street SE
Southwest Library	900 Wesley Place SW

WARD 7

Benning Library	3935 Benning Road NE
Capitol View Library	5001 Central Avenue SE
Deanwood Library	1350 49th Street NE
Francis A. Gregory Library	3660 Alabama Avenue SE
Sixth District Station (Kiosk)	5002 Hayes Street NE

WARD 8

Anacostia Library	1800 Good Hope Road SE
Bellevue Library	115 Atlantic Street SW
Parklands-Turner Library	1547 Alabama Avenue SE
Seventh District Station (Kiosk)	2455 Alabama Avenue SE

d. DDOT has stated that incidents of fraud informed the agency's decision to launch this new online system. Please describe evidence

that DDOT has collected suggesting that fraud has been reduced with the new system.

As with many illegal activities, DDOT was not able to comprehensively track the frequency of fraud under the old VPP system. DDOT heard anecdotes from ANC Commissioners and residents of Annual Visitor Passes sold or distributed to commuters. Staff also uncovered —through Craigslist posts and social media messages—specific instances of residents selling passes at asking prices as high as \$500. DDOT assumes that there were many more cases of fraud than those that staff found. ParkDC Permits has the ability to deter fraud, as permits are linked to an individual account holder and permit usage is linked to a specific vehicle license plate.

ParkDC Permits is an important first step to a fully integrated and digital permitting, enforcement, and regulations parking system.

As we continue to develop integrations with the DMV, move toward full digital enforcement with DPW, and develop better monitoring tools on the DDOT side, this digital fraud-free system will become more of a reality.

We are continuing to develop features like an advanced address-ID check with the DMV, monitoring tools to identify residents in violation of the Registration of Out-of-State Automobiles (ROSA) program, and data gathering to more effectively identify fraudulent users in the system.

C. SERVICES, SAFETY, AND PLANNING

35. Please provide the total number of service requests, broken down by the type of request, received by DDOT in FY 2022 and FY 2023, to date.

311 SR Type	FY22 SRs Received	FY23 SRs Received to 1/30/2023
Alley Repair	786	153
Bicycle Issues	665	194
Bus/Rail	315	106
Dockless Vehicle Complaint	662	321
Parking Meters	16054	3404
Potholes	3372	996
Roadway Markings	1876	506

Roadway Repair	1452	381
Roadway Signs	11682	3429
RPP	503	112
Sidewalk Repair	4180	1757
Streetlight	12164	5222
Traffic Safety Input	1293	1026
Traffic Safety Investigation	3591	187
Traffic Signals	4037	1529
Tree Inspection	7169	1013
Tree Planting	3093	808
Tree Pruning	4625	703
Tree Removal	2449	360
Utility Repair	1317	398

a. Please provide statistics on responsiveness to these requests, including the average and median response time.

Of the 81,286 requests received in FY 2022, DDOT has closed the request and met the Service Level Agreement (SLA) 80% of the time, up from 74.63% in FY 2021. There are an additional 6 percent still open and within the SLA.

311 Status	Definition	
Met	Closed 311 Service Requests that met the SLA	80% (65,223 requests)
Missed	Closed 311 Service Requests that missed the SLA	12% (9,708 requests)
Open	Open 311 Service Requests that are within the SLA	6% (5,007 requests)
Overdue	Open 311 Service Requests that are overdue	2% (1,348 requests)

	FY 2021	FY 2022
Average Business Days to Close a 311 SR	172	135
Median Business Days to Close a 311 SR	5	4

b. Has the average and median response time for service requests decreased or increased in the last year?

The average and median response times have decreased over the past year as seen in the above chart. Response times vary by 311 request type.

c. What is DDOT doing to improve its response to requestors?

DDOT Performance Management Division (PMD), on behalf of the Office of the Director, facilitates a quarterly 311 performance briefing meeting with all chiefs and Associate Director/Division Managers to discuss service delivery and performance improvement. The PMD team has also embedded a live dashboard that allows managers to see the status of their service delivery data in real time. The PMD team has seen that this focused effort has resulted in the highest rates of on-time closure rates for every service type. The Performance Management Division works directly with all DDOT programs to track and analyze performance data and evaluate and improve business processes. 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 to understand how programs are operating. This review 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 have been implemented through FY22 to provide additional improvement in response time to our daily work effort.

36. 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.

- a. Please provide a list AND a map, identifying the location and length of all bicycle infrastructure the agency installed in FY 2022, and all bicycle infrastructure work currently underway or scheduled for installation in FY 2022, FY 2023, FY 2024, and FY 2025, with projected timeline for completion of each part.**

Existing Bikeways

DDOT’s Total Bike Lane Mileage is now 107.3 miles (not including sharrows or trails). There are 63 miles of off-street trails in the District, for a total of 170 miles of bikeways.

Facility Type	Length (Miles)
Unprotected Bike Lanes	
Advisory Bike Lane	2.5
Climbing Lane	6.3

Contraflow Bike Lane	6.7
Existing Bike Lane	61.5
	77.0
Protected Bike Lanes	
Cycle Tracks	15.9
Protected Bike Lanes	14.4
	30.3
Shared Lanes	20.7

DDOT tracks all “Sharrow” locations citywide and has locations and lengths of each route but do not count them toward our metrics of “Protected Bikeways.” These routes are reviewed internally for potential upgrades, as the sharrow is no longer a recommended facility type under our design guidelines.

Rather than defining contiguous infrastructure, DDOT installs infrastructure that contributes to the creation of bike networks at both the neighborhood and city level. These installations provide localized safety benefits that would not be captured by focusing on a contiguous measure.

Please see **Appendix Q36a** for maps of DDOT’s protected bike lane network, highlighting those added in FY22 and those that will be added in FY23 and FY24. The 2022 Bike Map on godego.com also illustrates existing bike infrastructure as of April 2022.

For a list of bicycle infrastructure installed in FY22 and those currently underway or scheduled for FY23-24, see **Appendix Q36b**.

Plans for FY25 are incomplete and not ready to share at this time.

37. Please describe all actions that the agency has taken in FY 2022 and FY 2023, to date, to improve pedestrian and bicycle safety.

- a. **Please describe DDOT’s process for evaluating whether to convert temporary traffic calming devices, such as flexiposts, into permanent, concrete-engineered infrastructure? Please share a list of DDOT flexipost installations (turn hardening, curb bump-outs, etc.) that have been converted to permanent concrete infrastructure in FY 2022 and FY 2023, to date.**
- b. **Please share a list of flexipost installations that DDOT converted to permanent infrastructure in FY 2022 or FY 2023, to date.**

c. Please share a list of flexipost installations that DDOT plans to convert to permanent infrastructure in the remainder of FY 2023 or beyond, including a timeline for those planned conversions.

For the past approximately 5 years, DDOT installed an increasing number of tactical pedestrian safety improvements to quickly address safety concerns throughout the District. Most of these interventions are tactical curb extensions. Curb extensions help increase the visibility of pedestrians crossing, shorten their crossing distance, and reduce the speed of turning vehicles.

By implementing these projects in a tactical form rather than permanent curb and gutter, DDOT can address more problem areas quicker with the same resources needed to install a single permanent intervention. DDOT has re-visited sites with existing tactical curb extensions to make them permanent, but this usually only occurs when a site is within a capital project.

Starting in FY 2023, DDOT is launching the Vision Zero Hardening program. This program will work to systematically convert well-established and successful tactical installations such as curb extensions and slip lane closures into permanent infrastructure features. The list of locations selected for conversion to permanent infrastructure in FY 2023 was developed based on prioritization criteria including proximity to high-crash locations and schools, potential drainage and utility impacts, traffic signal infrastructure impacts, geometric feasibility for design vehicles, and any conflicts with existing or future bike lanes. Based on this prioritization, DDOT has selected eight (8) locations to advance through design and construction in FY 2023. The locations are: 1) 13th Street, Tennessee Avenue, and Constitution Avenue NE, 2) 15th Street, Kentucky Avenue, G Street, and Potomac Avenue SE, 3) 13th Street, Kentucky Avenue, and Independence Avenue SE, 4) 11th Street and East Capitol Street, 5) 14th Street and Arkansas Avenue NW, 6) 14th Street, Delafield Place, and Iowa Avenue NW, 7) 18th Street and Newton Street NW, and 8) 6th Street and O Street NW.

In FY 2022, DDOT completed two major projects to convert existing unprotected bike lanes to fully protected bike lanes using precast concrete barrier for the bike lane buffer. The projects continued DDOT's build-out of the Crosstown Cycle Track network and included over 1 mile of southbound protected bike lane along 5th Street / Park Place NW from Grant Circle NW to Michigan Avenue NW and a ¼-mile segment of northbound protected bike lane along Warder Street NW from Michigan Avenue NW to New Hampshire Avenue NW. The work on Park Place NW included a road diet aspect, permanently reducing the number of travel lanes from 2 to 1. These projects also included concrete curb extensions at select intersections and concrete tree pits to simultaneously provide a traffic calming effect while increasing the city's tree canopy.

FY 2022 also included the construction of several other corridor road diet, bus lanes, bike lanes, and livability projects that included permanent pedestrian and bicycle

safety enhancements such as concrete curb extensions, median refuges, and bus bump-outs/bus-islands including Central Avenue SE from East Capitol Street to Southern Avenue SE, Wheeler Road from Alabama Avenue SE to Mississippi Avenue SE, Ridge Road and Ely Place SE, the Minnesota Avenue SE multimodal project from Pennsylvania Avenue SE to A Street SE, and the 9th Street NW cycle track from T Street NW to Pennsylvania Avenue NW.

While DDOT will advance projects that include permanent features in the coming years, we will also continue our robust practice of installing temporary or tactical improvements to quickly deliver safety measures that could otherwise take several years to install, with much greater resource requirements. This approach has now become standard among city transportation departments across the United States and around the globe. For small-scale safety improvements, we will continue to install temporary/tactical treatments as they allow us to deploy to many more locations than a comparable permanent installation. Where possible, we will also continue to pursue projects that can be implemented on a permanent basis and bypass a tactical project altogether.

In addition, DDOT has begun a study to develop an approach to an annual prioritized list of tactical-to-permanent improvement locations that would be implemented from FY 2024 onwards. This prioritization study will use DDOT's existing inventory of tactical installations and develop a methodology for identifying locations for upgrades based on prioritization and feasibility/constructability. Prioritization will be evaluated based on the following categories: crash history, pedestrian exposure, roadway characteristics, Equity Emphasis Areas, and High Injury Network. The feasibility analysis will be a screening to address any issues that might arise during the design process. Conditions that will be included in feasibility analysis will include stormwater and utility constraints; slope and ADA accessibility; traffic signal relocation; street lighting and intersection geometry; roadway classification; and bus and emergency routes.

By developing an approach and pipeline for tactical curb extensions, DDOT will demonstrate a commitment to upgrading tactical curb extensions, thus preserving community support and DDOT's ability to install necessary and safe tactical curb extensions. Once the study is completed, the processes and methodologies identified will be continuously utilized by DDOT for identifying an annual list of tactical installations to upgrade to permanent each year.

38. 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.

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

b. For each collision resulting in hospitalization in calendar year 2022, please describe how the collision occurred.

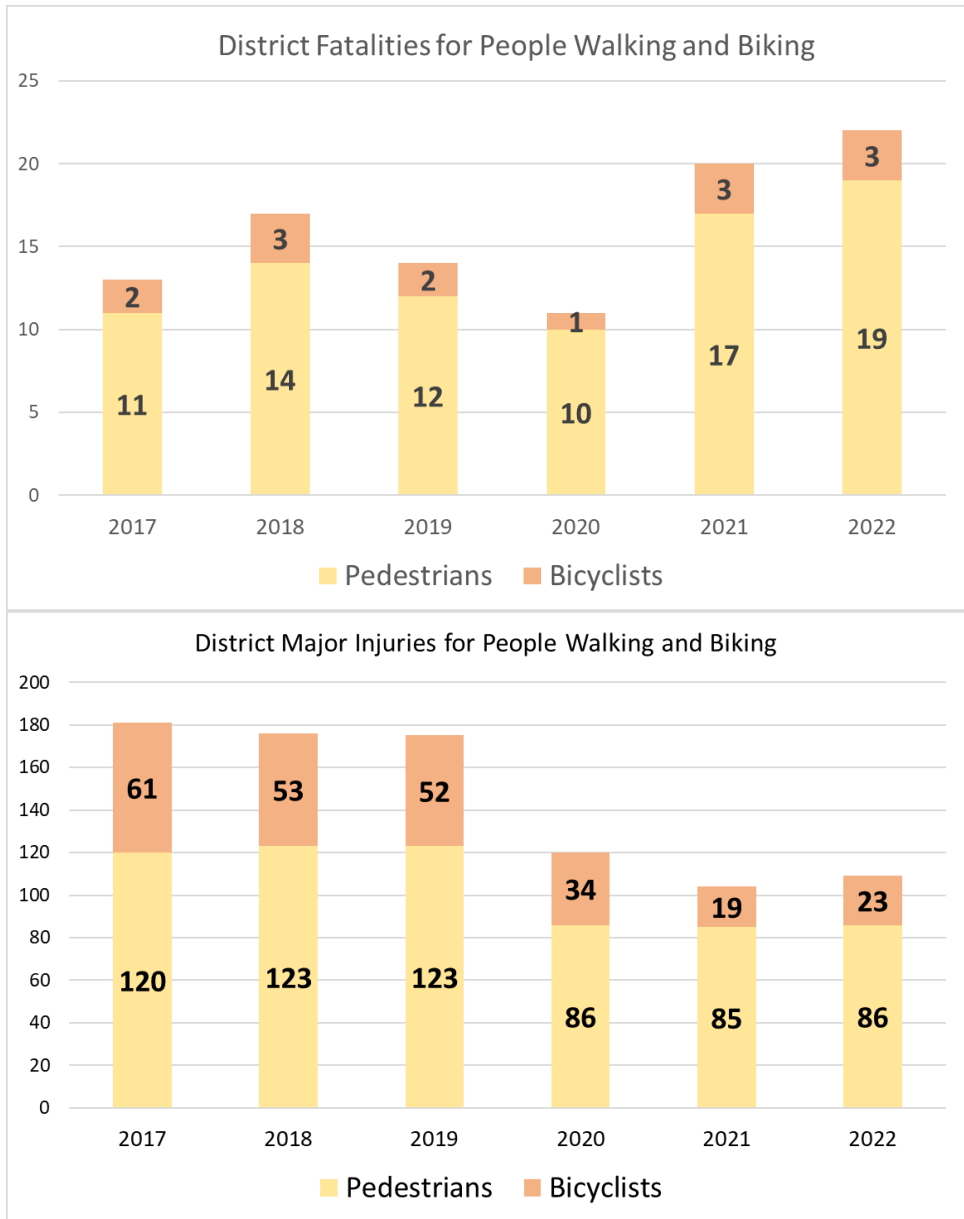
In 2022, fatalities among pedestrians were up compared to the prior year, while the same number of cyclists were killed as in 2021. No e-scooter riders were killed in 2022. This all occurred in the context of dramatically fewer reported injury crashes among cyclists and pedestrians, compared to pre-Covid years (reported pedestrian injury crashes were down 46.4 percent in 2022 compared to averages for 2017-2019; and reported cyclists injury crashes were down 49.8 percent in 2022 compared to averages for 2017-2019). The overall increase in the most severe crashes likely reflects higher speeds on average, made possible by changes in traffic patterns due to the COVID-19 pandemic.

The severity and likelihood of dying from a motor vehicle crash for people outside a vehicle are known to increase exponentially with speed at the time of impact. In the wake of significant changes in the proportion of the population working from home, it is likely that the increase in average travel speed under free-flow conditions explains the increased severity of reported crashes between drivers and people walking and cycling since the onset of the COVID-19 pandemic.

In order to manage speeds more effectively and reduce the likelihood of fatal crashes, during FY22 DDOT has:

- Reduced speed limits on targeted high-crash arterials;
- Dramatically increased the number of speed humps installed on local streets;
- Increased the footprint of the automated traffic enforcement on arterials; and
- Coordinated with MPD to ensure that enforcement is targeting areas near schools and at high-crash intersections within each Police District.

DDOT is also prioritizing speed management on several upcoming capital projects, which will include road diets and other measures that will generally reduce speeds on our arterials, where 66 percent of injuries and fatalities occur.



For each collision resulting in hospitalization in calendar year 2021, please describe how the collision occurred.

For a list of all pedestrian and cyclist crashes, please refer to **Appendix Q38**, which includes tabs with the number and locations of crashes, trends, and narratives for crashes involving hospitalization.

39. Please identify the most dangerous intersections for vehicle, bicycle, scooter, and pedestrian crashes over the past 3 years.

DDOT ranks the safety performance of intersections using a formula called the Crash Composite Index. The formula considers the severity of injury crashes that

occur at an intersection, the frequency (or total number of annual injury crashes), and the rate of injury crashes (the share of such 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.

However, because crash data is historic in nature, the safety benefits of current and recently completed projects may not be reflected in these data. Given this, we've added a column to denote where there are recently completed, active, or future projects planned to address these intersections.

a. Please provide an update on the top 10 pedestrian crash locations identified in 2022.

Pedestrian CCI Rank	INTERSECTION_NAME	Quadrant	#Injury Crashes	WARD	DDOT project
1	MINNESOTA AVE AND BENNING RD	NE	13	7	Y
2	7TH ST AND FLORIDA AVE	NW	14	1	Y
3	14TH ST AND U ST	NW	8	1&2	Y
3	ALABAMA AVE AND STANTON RD	SE	7	8	Y
5	MONTELLO AVE AND MOUNT OLIVET RD	NE	6	5	Y
6	FIRTH STERLING AVE AND HOWARD RD	SE	5	8	Y
7	SOUTHERN AVE AND WHEELER RD	SE	9	8	Y
8	CENTRAL AVE AND SOUTHERN AVE	SE	4	7	Y
9	MISSISSIPPI AVE AND S CAPITOL ST	BN	6	8	Y
10	16TH ST AND BENNING RD	NE	10	5&7	N

b. Please provide an update on the top 10 bicycle crash locations identified in 2022.

Bicycle CCI Rank	INTERSECTION_NAME	Quadrant	# Injury Crashes	Ward	DDOT Project?
1	2ND ST AND K ST	NE	5	6	Y
2	GEORGIA AVE AND BARRY PL	NW	4	1	Y
3	15TH ST AND M ST	NW	4	2	Y
4	7TH ST AND R ST	NW	3	2	N
5	9TH ST AND S ST	NW	3	1&2	Y
6	1ST ST AND K ST	NE	3	6	Y
7	13TH ST AND U ST	NW	4	1	Y
8	FLORIDA AVE AND U ST	NW	3	1	Y
9	23RD ST AND N ST	NW	2	2	N
10	CONNECTICUT AVE AND PORTER ST	NW	3	3	Y

Note: DDOT do not have enough scooter crash data points to make location inferences only from that data. Since scooter riders are allowed everywhere that bicyclists are, we consider them together

c. Please provide an update on the top 10 scooter crash locations identified in 2022.

See above table.

d. Please provide an update on the top 10 vehicle crash locations identified in 2022.

Vehicle Occupant CCI Rank	INTERSECTION_NAME	Quadrant	# Injury Crashes	Ward	DDOT Project?
1	SOUTHERN AVE AND WHEELER RD	SE	35	8	Y
2	MINNESOTA AVE AND BENNING RD	NE	42	7	Y
3	NEW YORK AVE AND BLADENSBURG RD	NE	68	5	Y
4	CONSTITUTION AVE AND DELAWARE AVE	NE	41	6	N
5	ALABAMA AVE AND STANTON RD	SE	27	8	Y
6	FIRTH STERLING AVE AND HOWARD RD	SE	34	8	Y
7	STANTON RD AND SUITLAND PKWY	SE	33	8	Y
8	4TH ST AND NEW YORK AVE	NE	29	5	N
9	IRVING ST AND PARK PL	NW	25	1&5	Y
9	EASTERN AVE AND MINNESOTA AVE	NE	28	7	Y
10	BENNING RD AND G ST	SE	22	7	Y

Appendix Q39 provides 2022 data and 2020-2022 data (by mode) for the frequency of injury 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 crashes. Therefore, all crash locations for that mode have been listed.

40. Please provide a list of the intersections DDOT has identified in its site assessments for “high crash” intersections in FY 2022 and FY 2023, to date.

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

In 2022, DDOT continued a focused delivery program that highlighted safety improvements at more than 100 locations throughout the District, including 25 that were based on high crash levels at those intersections. The Highway Safety

Improvement Program (HSIP) is a federally supported safety program that is shaped around specific countermeasures given crash patterns in those locations. The project team conducted technical reviews and site visits at each location as they prepared a specific design for the intersection. A full list of the 25 project sites is provided below. More details on the types of improvements, progress, and project status can be found at [DDOT's Annual Safety Improvement Program Dashboard](#)

The chart below provides intersections that DDOT has identified in its site assessment for “high crash” intersections FY 2021 and FY 2022. All of these intersections are along the Vision Zero High Injury Network:

Intersection	HSIP Year
S CAPITOL ST & MISSISSIPPI AVE SE	2022
BRANCH AVE & PENNSYLVANIA AVE	2022
H ST & NORTH CAPITOL ST	2022
23RD ST & ALABAMA AVE	2022
RHODE ISL& AVE & LINCOLN RD	2022
23RD ST & SOUTHERN AVE	2022
MINNESOTA AVE & EASTERN AVE NE	2022
17TH ST & BLADENSBURG RD	2022
BENNING RD & G ST	2022
MONTANA AVE & NEW YORK AVE	2022
TEXAS AVE & RIDGE RD	2022
NORTH CAPITOL ST & R ST	2022
BLAIR RD & RIGGS RD	2022
SUITL& PARKWAY & STANTON ROAD SE	2022
RHODE ISL& AVE & SOUTH DAKOTA AVE	2022
12TH ST & RHODE ISL& AVE	2022
BRYANT ST & NORTH CAPITOL ST	2022
44TH ST & BENNING RD	2022
13TH ST & FRANKLIN ST	2022
15TH ST & U ST	2022
GEORGIA AVE & UPSHUR ST	2022
MONTELLO AVE & MOUNT OLIVET RD	2022
11TH ST & COLUMBIA RD	2022
27TH ST & PENNSYLVANIA AVE	2022
10TH ST & NEW YORK AVE	2022

41. Please provide an update on DDOT efforts to minimize bike lane obstruction. Is DDOT obtaining and using data on bike lane obstruction to guide planning for increased bike lane protection?

DDOT has shifted its approach to bike lanes on arterial streets over the past several years and considers “protected” bike lanes that have a physical barrier along the bike lane edge as the preferred treatment for higher volume/higher speed roads. This treatment makes obstructing bike lanes with a motor vehicle more difficult. DDOT is upgrading protection to existing bike facilities that meet the criteria for protection, and in some cases, upgrading whole corridors to have protected bike lanes rather than regular lanes (4th SW, 6th St NE, Park NW, Warder NW, etc.).

Enforcement and driver compliance with existing law are key to the overall efforts to keep bike lanes clear, and in service of that, DDOT is preparing to install camera parking enforcement to Circulator buses to assist in enforcement practices. The increase in financial penalty for blocking the bike lane citations is also an important deterrent that we see as having an additive effect.

DDOT does not actively track the frequency of bike lane blocking—a challenging task since it happens citywide and can be quite brief, but no less disruptive to people using bike lanes. This makes it challenging to quantify if enforcement and design interventions are having an effect; however, qualitatively, the public seems to agree that protected bike lanes are better at staying clear than traditional bike lanes, and we now consider these the minimum viable type of facility for the kind of streets that most frequently have obstructions.

42. How was the Vision Zero Pedestrian and Bicycle Safety Fund used in FY 2022 and FY 2023, to date? Please be specific.

In FY2022, the Vision Zero Special Purpose Revenue fund supported safe cycling outreach in Wards 4, 5, 6, 7, and 8; purchased safety materials to make various short-turnaround safety interventions in the streets; and made improvements to accessibility through purchase of temporary ADA ramps for use in critical areas.

In FY2023, this fund will provide for multimodal intersection safety treatments and support quick-build safety design developed to respond to fatal crashes, crash trends, and high-hazard locations for pedestrians and bicyclists. The Fund will also continue to support long-term safety analysis and project development on high-injury corridors.

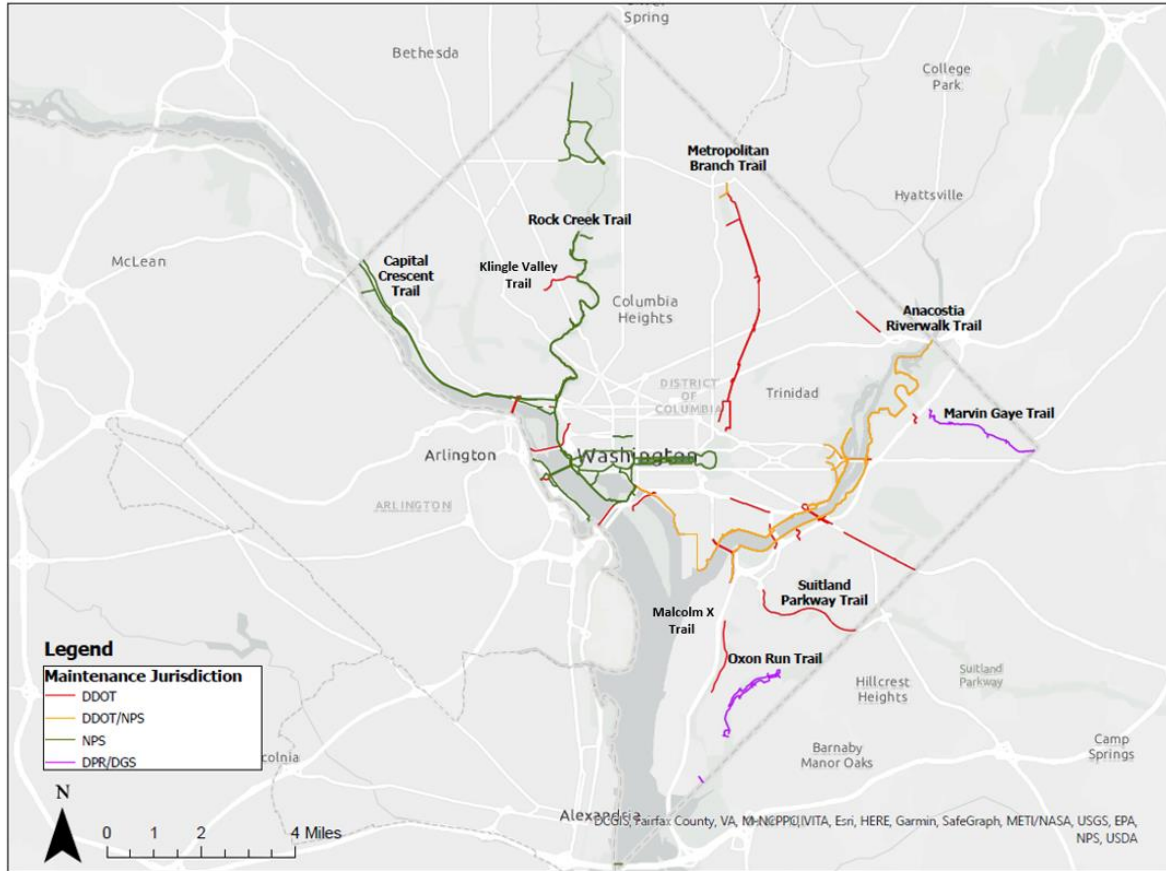
43. Please provide a list or map identifying the location and length of all trails in the District. Please also identify how much of the District’s trail infrastructure is contiguous.

a. Please provide a list, identifying the location and length, of all trail infrastructure the agency installed in FY 2022, and all trail construction work currently underway or scheduled in FY 2023 and FY 2024.

The following is a list and map of all the trails in the District. There is not a currently accepted industry standard for measuring contiguous nature of trail networks.

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/DGS	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
“Malcolm X” Trail	DDOT	1.20
Marvin Gaye Trail	DGS/DPR	2.39
Metropolitan Branch Trail	DDOT	4.49
Mount Vernon Trail	NPS	1.65
National Capitol Grounds	AOC	0.64
National Mall Trails	NPS	10.4
Oxon Hill Farm Connector	DGS	0.15
Oxon Run Trail	DGS/DPR	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
South Capitol St Trail	DDOT	0.35
Suitland Parkway Trail	DDOT	1.97
	Total Trail Mileage	62.39

Multi-Use Trails in the District (Jan 2023)



The below is a list, identifying the location and length, of all trail infrastructure DDOT installed in FY 2022, and all trail construction work currently underway or scheduled in FY 2023 and FY 2024. DDOT completed 8.7 miles of trail construction in FY 2022, anticipates completing 0.1 miles of trail construction in FY 2023, and 3.5 miles of trail construction in FY 2024.

Project	Phase	Ward	Construction Timeline (Start/End)	Project Status	Mileage
Metropolitan Branch Trail: Brookland to Fort Totten	Construction	5	2019-2022	Complete	0.5
Malcolm X/I-295 Trail	Construction	8	2020-2022	Complete	1.2
Rock Creek Trail/Kennedy Center Access (TR Bridge Tunnel) (NPS Project)	Construction	2	2021-2022	Complete	0.6

Rock Creek Park Trail and Pedestrian Bridge	Construction	1,2,3,4	2021-2023	Completing punch-list construction items	3.7
Frederick Douglass Memorial Bridge Project	Construction	6,8	2021-2023	Completing punch-list construction items	2.7
Met Branch Trail: Fort Totten to Takoma	Construction	4	2023-2024	Groundbreaking for Construction in Spring 2023	1.9
South Capitol Street Trail	Final Design	8	2023-2025	Obligate and Advertise for Construction in FY 2023	3.8
Aspen St NW Trail	Final Design	4	2023-2024	Obligate and Advertise for Construction in FY 2023	0.4
Arboretum Bridge and Trail	Final Design	5,7	2024	Complete Final Design in FY 2023	0.5
Anacostia River Trail – Kenilworth South	Preliminary Design	7	2024	Complete 65% Design in FY 203	0.6
Met Branch Trail: Blair Rd to Piney Branch Rd	Preliminary Design	4	2024 - 2025	Complete 65% Design in FY 2023	0.5
Galloway St Trail (FLAP Project delivered by Eastern Federal Lands)	Preliminary Design	5	2024 - 2025	Complete Final Design in FY 2023	0.1
Total miles of trail construction (including reconstruction) completed in FY 22					8.7
Total miles of trail construction expected to be completed in FY 23					0.1
Total miles of trail construction expected to be completed in FY 24					3.5

In December 2021, Mayor Bowser approved the moveDC plan update, which was transmitted to Council in January 2022. As a part of this plan, DDOT released the Bicycle Priority Network, which includes existing trails. The map can be found [here](#) on the Bicycle Priority Network Page of the moveDC website.

- 44. Please provide an update on the Metropolitan Branch Trail project. Did the timeline, budget, or scope of the project change in FY 2021 or FY 2022, to date?**

Metropolitan Branch Trail Brookland to Fort Totten:

Construction was completed on this project in June of 2022, and a ribbon-cutting ceremony was held with Mayor Bowser and staff from Rock Creek Park. This project provides a new trail, completely separate from traffic in the Fort Totten area and required substantial coordination with WMATA and the National Park Service.

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 Road with the Metropolitan Branch Trail. DDOT completed 100% design drawings in FY 2022. The project was advertised for construction in Fall of 2022, and a low-bidder was selected. A construction ground-breaking is expected in Spring of 2023, followed by 18 months of construction. Project completion is expected in 2024.

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, began 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 Street NW and Piney Branch Road NW. The project team held two public meetings in 2022 and completed the 30% design. DDOT expects to complete 100% design in FY 2023 and advertise the project for construction in FY 2024.

45. Please provide an update on bicycle racks in the District.

- a. How many existing bicycle racks were damaged, destroyed, or lost in FY 2022?**

27 bicycle racks were damaged or destroyed by drivers in FY22.

- b. How many new or replacement bicycle racks did DDOT install in FY 2022 or Fiscal Year 2023, to date?**

1,144 bicycle racks were installed in the District in FY 22:

639 by DDOT

84 by BIDs on behalf of DDOT

421 by developments in cooperation with DDOT

191 bicycle racks have been installed to date in the District in FY23:

168 by DDOT

4 by BIDs on behalf of DDOT

19 by developments in cooperation with DDOT

- c. Please provide an update on DDOT's efforts to install additional bicycle racks, pursuant to the Shared Fleet Devices Amendment Act of 2020 in FY 2022 and FY 2023, to date. Has DDOT identified a vendor for these racks, or selected locations for the new racks? Please share the locations of all racks installed, or planned to be installed, in FY 2022 and FY 2023, to date, to meet the requirements of the Shared Fleet Devices Amendment Act of 2020.**

DDOT is in the process of procuring its next order of bike racks for FY23. DDOT bases its rack procurements on availability of space at the warehouse. Procurement of new racks is expected to be completed in March and new racks delivered no later than June. There are currently over 500 racks in DDOT's inventory. In addition to the racks already installed in FY23, DDOT has identified 148 locations to for new racks and does not anticipate any issues with meeting the requirements of the Shared Fleet Devices Amendment Act of 2020 to install 1,000 new bike racks each year. The list of all racks installed in FY22 and FY23 can be found in **Appendix Q45c**.

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

- a. The number and location of stations that currently exist.**

There are 714 stations in the system and 364 are located in the District.

- b. The number and location of stations that DDOT added and removed in FY 2022 and Fiscal Year 2023, to date.**

DDOT added 20 Capital Bikeshare Stations in FY 2022. No stations were removed. Stations were added to the following locations:

- 8th & V St NW
- 17th & P St NW
- Arizona Ave & MacArthur Blvd NW
- 11th & V St NW
- 4th St & Florida Ave NE
- Waterfront Park
- Maine Ave & Water St SW

- Tanner Park
- Wisconsin Ave & Rodman St NW
- North Capitol & K St NE
- 7th & Monroe St NE
- 10th St & Rhode Island Ave NE
- 11th & Clifton St NW
- 1st & Q St SW
- 9th & Ingraham St NW
- Park Pl & Rock Creek Church Rd NW
- Anacostia Ave & East Capitol St NE
- 4th & College St NW
- New Jersey Ave & H St SE
- 5th & Morse St NE

DDOT replaced 22 stations with brand new equipment as part of its state of good repair efforts in FY 2022:

- Columbia Rd & Georgia Ave NW
- 11th & Kenyon St NW
- Park Rd & Holmead Pl NW
- 10th & Monroe St NE
- 10th & H St NE
- 1st & N St SE
- 16th & Harvard St NW
- 14th & V St NW
- New Hampshire Ave & T St NW
- Georgia Ave & Fairmont St NW
- 15th & P St NW
- Columbus Circle / Union Station
- Connecticut Ave & Newark St NW / Cleveland Park
- 7th & T St NW
- 1st & K St SE
- Metro Center / 12th & G St NW
- 14th & G St NW
- Adams Mill & Columbia Rd NW
- 11th & M St NW
- 20th & E St NW
- 19th St & Constitution Ave NW
- 21st St & Constitution Ave NW

DDOT expanded 10 stations in FY 2022:

- Anacostia Metro (11 -> 19 docks)

- Columbia Rd & Georgia Ave NW (19 -> 27 docks)
- 14th St & Otis Pl NW (19 -> 27 docks)
- 11th & Kenyon St NW (27 -> 39 docks)
- Park Rd & Holmead Pl NW (19 -> 35 docks)
- 10th & Monroe St NE (15 ->19 docks)
- Georgia Ave & Fairmont St NW (11 -> 15 docks)
- 1st & K St SE (15 -> 23 docks)
- Adams Mill & Columbia Rd NW (15 -> 19 docks)
- 11th & M St NW (19 -> 23 docks)

c. The number and location of stations that DDOT has added or plans to add in the remainder of FY 2023.

DDOT has added 14 stations to date in FY 2023:

- Fort Lincoln Dr & 33rd Pl NE
- South Dakota Ave & Bladensburg Rd NE
- 33rd St & South Dakota Ave NE / Dakota Park
- 3rd & N St NE
- Woody Ward Rec Center
- Ridge Rd & Southern Ave SE
- 1st & L St NW
- 16th & Bangor St SE
- South Capitol St & Southern Ave SE
- 41st St & Alabama Ave SE / Fort Davis Rec
- 10th & Quincy St NE / Turkey Thicket Rec
- Loughboro Rd & Dalecarlia Pkwy NW / Sibley Hospital
- 9th St & Pennsylvania Ave NW
- 9th & G St NW

DDOT has expanded the following stations to date in FY 2023:

- 17th & G St NW (31 -> 35 docks)
- Maryland Ave & E St NE (19 -> 27 docks)

DDOT replaced the following stations with brand new equipment as part of its state of good repair efforts to date in FY 2023:

- 17th & G St NW
- Benning Rd & East Capitol St NE / Benning Rd Metro
- 37th & O St NW / Georgetown University

DDOT plans to add the following stations in the remainder of FY 2023:

- 4th & O St SW
- 9th & N St NW
- 10th St & Spring Rd NW
- 12th St & New York Ave NW
- 17th St & New York Ave NW
- 17th St & Rhode Island Ave NW
- 18th & I St NW / Farragut West Metro
- 18th St & New York Ave NW
- 24th St & Rhode Island Ave NE
- 25th St & Naylor Rd SE
- 44th Pl & H St SE / Bard HS
- 49th & Brooks St NE / Kelly Miller Pool
- 55th & East Capitol St NE
- Foxhall Rd & Whitehaven Pkwy NW / GWU Mt. Vernon
- Georgia Ave & Dahlia St NW
- Logan Circle
- Minnesota Ave & D St SE
- Oregon Ave & Chestnut St NW
- Rose Park
- South Dakota Ave & Decatur St NE
- South Dakota Ave & Galloway St NE
- South Dakota Ave & Perry St NE
- South Dakota Ave & Webster St NE

Some locations may change based on operational needs and prioritization.

Additionally, DDOT plans to replace 30 original stations that were installed in 2010 and 2011 in order to maintain the system's state of good repair.

d. The number and location of requests for new bike stations.

DDOT launched a new Capital Bikeshare station request tool at <https://cabistationrequest.dc.gov/> in Summer 2022 and has received dozens of requests for new stations through all eight Wards. Previously, DDOT handled station requests through email after its original station request website was taken offline. Currently, DDOT has received 328 requests for new bike stations. DDOT evaluates station requests from the public based on the recommendations from the 2020 Capital Bikeshare Development Plan, real world conditions of the proposed site, and station expansion plans.

e. Plans for introducing bikes for the disabled.

Independently of 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 research into adaptive bike programs in peer cities and public outreach, including survey tools and stakeholder meetings. DDOT received funding for an Adaptive Bikeshare program in in the FY22 Mayor's Budget. These funds were made available as a grant opportunity with a request for applications published in September 2021. The grant would have provided funding for a nonprofit partner to develop and implement an Adaptive Bikeshare program, and market research indicated multiple nonprofits in the District were interested in such a grant opportunity. Unfortunately, no nonprofits applied for the grant. DDOT then negotiated modifications to the contract for Capital Bikeshare operations to have DDOT's current Bikeshare operations contractor to manage an Adaptive Bikeshare program like the one outlined in the grant. DDOT's bikeshare operations contractor has agreed to these contract modifications, and once executed DDOT will be able to launch an adaptive bike program for District residents.

f. The number of active annual members and active monthly members in FY 2020, FY 2021, FY 2022 and FY 2023, to date.

In FY20 systemwide there were 24,541 Annual Members and 217 Monthly Members, in FY21 there were 25,918 Annual and 171 Monthly, and FY23 to date there are 24,677 Annual and 192 Monthly. Since this is the off-season for Capital Bikeshare it is likely that the final FY23 Annual Membership number will be around 26,000.

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

Capital Bikeshare remains competitive with dockless bikes and scooters by offering a stable micromobility option at a significantly lower price point than the dockless providers. In fact, Capital Bikeshare ridership in FY22 exceeded ridership in FY19, suggesting that Capital Bikeshare has recovered from the pandemic ridership declines and is growing again. Capital Bikeshare is also adding more ebikes to the fleet with over 850 new ebikes deploying in Spring 2023, bringing the total CaBi ebike fleet to about 1,250. DDOT remains on track to get the CaBi ebike fleet to 2,500 by the end of FY24. DDOT is also considering a pilot of docked scooters that would be fully integrated with the CaBi fleet. The devices would dock at CaBi docking stations and be rentable by CaBi users on the CaBi app.

h. Describe how DDOT tracks the number of bikes at each station and rebalances bikes when needed. What is needed to allow for more efficient redeployment of bikes?

Rebalancing of bikes at stations is handled by DDOT's contracted operator, Motivate. The number of bikes and rebalancing is tracked on internal dashboards and through monthly reporting by Motivate. Motivate is required to maintain a ratio of one bike for every two docks to ensure adequate bike and dock availability 93% of the time. The contractor is able to meet this level of service, but some areas of high bikeshare demand would benefit from a higher level of service. DDOT negotiated modifications to its contract with Capital Bikeshare's operator to provide higher levels of rebalancing service in high demand areas, and once executed DDOT is confident that it will lead to more efficient redeployment of bikes.

i. When planning to install new stations, how does DDOT consider equitable access to Capital Bikeshare?

In 2016 and 2020 DDOT published long range Capital Bikeshare Development Plans which are available on the DDOT and Capital Bikeshare websites. DDOT targets new stations in areas determined in the 2020 plan. These areas were determined by analyzing propensity for ridership, revenue, and public need. Public need was informed by analysis of low-income populations and by concentrations of people underrepresented in Bikeshare ridership, especially people of color. When selecting new station locations DDOT planners balance the need to provide more bikes and stations in high demand areas, the need to ensure that program revenues keep up with costs, and the need to expand the reach of bikeshare to underserved areas and areas of greatest public need as identified by our Development Plan. Roughly speaking DDOT adds revenue, ridership, and public need stations in equal proportion as we continue to grow the network to stations. Note that DDOT's goal for Capital Bikeshare is to have 90% of District residents within a ¼ mile of a Capital Bikeshare station to ensure that we are equitably serving all eight wards.

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

a. A list of companies participating in the program.

The dockless bikeshare program is part of the Shared Fleet Device program which also includes electric mobility devices, also known as electric scooters. DDOT has successfully completed the permit application and awards process for the 2023-2024

Shared Fleet Device permit after several years of extending the previous permits. All of the incumbent permit holders applied for a new permit along with three new operators. DDOT was required by regulation to award a minimum of three and a maximum of nine shared fleet device permits, with no more than five to be awarded to EMD operators and the remainder to shared fleet electric bike operators. DDOT reviewed, scored, and awarded permits to operate shared fleet EMDs to four operators and awarded permits to operate shared fleet electric bikes to three operators.

As of January 1, 2023, Lime, Spin, and Veo have permits to operate shared fleet electric bikes in the District. In 2022, Lime and Helbiz had permits to operate, though Helbiz voluntarily suspended their permit after being unable to meet the minimum requirements of the permit.

b. The number and type (e.g., non-electric or electric) of bikes each company has deployed.

Note that the number of deployed shared fleet electric bikes changes daily and seasonally, so it is difficult to identify the deployed number. Below is the number of ebikes each company is permitted to operate, and they are required to deploy a minimum of 55% of their permitted fleet from November-April and 75% from May-October.

- Lime: Permitted to deploy 2,500 ebikes (i.e., 1375 to 2500 November-April and 1875 to 2500 May-October)
- Spin: Permitted to deploy 500 ebikes (i.e., 275 to 500 November-April and 375 to 500 May-October)
- Veo: Permitted to deploy 720 ebikes (i.e., 396 to 720 November-April and 540 to 720 May-October)

c. 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.

DDOT received 795 complaints about shared fleet devices in the last 12 months through the 311 system. Only Lime operated shared fleet electric bikes during the last 12 months.

Month	Complaints via 311
February 2022	15
March	24
April	44
May	64
June	77
July	86

August	132
September	78
October	56
November	49
December	37
January 2023	133

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

a. A list of companies participating in the program.

Lime, Lyft, Spin, and Veo. Please note that there is not a separate shared fleet electric mobility device (EMD) program; it is part of the Shared Fleet Device Program, which also includes shared fleet electric bikes, as discussed above.

b. The number of scooters each company has deployed.

Note that the number of deployed EMDs changes daily and seasonally, so it is difficult to answer this question as written. Below is the number of EMDs each company is permitted to operate, and they are required to deploy a minimum of 55% from month-month and 75% from month-month.

- Lime: Permitted to deploy 2,500 scooters (i.e., 1375 to 2500 November-April and 1875 to 2500 May-October)
- Lyft: Permitted to deploy 2,500 scooters (i.e., 1375 to 2500 November-April and 1875 to 2500 May-October)
- Spin: Permitted to deploy 2,500 scooters (i.e., 1375 to 2500 November-April and 1875 to 2500 May-October)
- Veo: Permitted to deploy 720 scooters (i.e., 396 to 720 November-April and 540 to 720 May-October)

c. The number of complaints DDOT has received about dockless scooters for each month over the last 12 months, by issue type and vendor. Please identify how many dockless scooter operators there were for each month.

See chart in Question 47c above. There were five shared fleet EMD operators during the last 12 months (Bird, Spin, Lyft, Lime, and Helbiz).

49. Please describe how DDOT made determinations to approve or deny permits for dockless scooters and bikes in FY 2022 and FY 2023, to date.

After several years of extending the existing permits and not allowing new permit applications, DDOT awarded new permits for Shared Fleet Devices on January 1, 2023 for a period ending December 31, 2024. Regulations authorize DDOT to issue up to nine permits for Shared Fleet Devices, up to five of which may be for electric mobility devices (EMDs) and the remainder may be for bikes. DDOT provided application materials on its website in mid-October. Applications were due on October 31, 2022.

DDOT received eight applications for shared fleet EMD permits and five applications for shared fleet electric bicycle permits, including applications from all incumbent permit holders. An evaluation committee of DDOT staff reviewed and scored all applications and advised applicants of their results on November 14, 2022. DDOT conditionally awarded permits to four shared fleet EMD applicants and three shared fleet electric bicycle applicants.

With notice of the results of the application scoring, DDOT also provided information on the appeals process and advised unsuccessful applicants that appeals were due on November 29, 2022. DDOT received appeals from two of the unsuccessful applicants for shared fleet EMD permits and one of the unsuccessful applicants for shared fleet electric bicycle permits. The appeals were adjudicated by an appointed Hearing Officer, who revised scores according to the process laid out in the regulations. The scores of several applicants were revised, but not enough to change which permits were awarded.

50. Please provide an update on DDOT's implementation of the recently passed Shared Fleet Devices Amendment Act of 2021.

a. When does DDOT anticipate it will release regulations necessary to implement the new law?

The 24 DCMR Ch.33 - Shared Fleet Devices final rulemaking was published on October 14, 2022.

b. Have the lock-to requirements, speed restrictions, or other standards established in legislation presented any challenges or unintended consequences in implementing the shared fleet program or the safety of shared fleet users and other road users?

The lock-to requirements have not led to an increase in parking issues. The lock-to requirement seems to have had the intended effect of improving parking behavior by riders. There have been no substantial challenges from the remainder of the legislation that DDOT is aware of.

51. Please identify any reports, studies, or regulations due to the Council in FY 2022 or Fiscal Year 2023, to date, 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 Part 1 Q33.

52. In its 2022 oversight responses, DDOT said that it used an equity assessment tool, described in the MoveDC update, during its FY 2023 budget formulation. Please list any projects that were added to the FY 2023 budget request based on the equity assessment tool and describe any other impacts on the FY 2023 budget request based on the tool. How else has the equity assessment tool impacted DDOT operations in FY 2022 and FY 2023, to date?

DDOT implemented the first iteration of its Equity Assessment Tool (EAT) during the FY 2023 budget formulation period. All budget requests in FY 2023 were required to have an equity score from the EAT, which encouraged staff to consider how their project improved the safety, accessibility, and mobility of residents – especially those in the areas with greater transportation need. The equity score is one of many factors that helps DDOT determine which projects to include in the budget request.

DDOT is refining the EAT in order to measure and track how equitable DDOT's projects, programs and services are from inception to completion and not only during the budget formulation process.

53. In its 2022 oversight response, DDOT noted that the MoveDC update shifted the plan from a project-based plan, as the 2014 version had been, to a “strategic plan,” and, accordingly, there are no longer maps of specific projects or improvements in MoveDC. If the mandate in the Vision Zero Enhancement Omnibus Act of 2019 that requires DDOT to install sidewalks, protected bike lanes and bus lanes when doing major work on streets with planned upgrades as specified by MoveDC were to be funded, what would DDOT use as guidance to determine whether a sidewalk, protected bike lane, or bus lane were required for a particular project? Does DDOT maintain any other public documents providing planned sidewalks, protected bike lanes, or bus lanes?

DDOT is committed to building out the Mobility Priority Networks identified in moveDC. These networks present DDOT's overarching plan to build out a safe, multi-modal network for all roadway users. DDOT prioritizes its allocations of local and federal capital and operating dollars based on how projects align with the moveDC goals. Specific project-level decisions are made during project development

and design review to align with local and federal requirements, engineering standards, and transportation plans. Public dashboards that outline specific planned and completed projects, such as for the Annual Safety Improvement Program and PaveDC, can be found on the DDOT website.

54. Please provide a District-wide update on the Red Top Meter Program.

a. Is DDOT pursuing any other initiatives to assist handicapped users of public parking?

DDOT continues to work on implementation of a new parking meter services contract that will include a comprehensive meter inventory, condition assessment, and signage refresh. This updated inventory will be critical to ensuring consistent programming for ADA accessible parking across the District and across meter zones. These tasks will also provide DDOT the opportunity to address gaps in availability of accessible parking in transforming neighborhoods.

In the summer of 2021, DDOT launched an accessible parking pilot program for residents not eligible for the Reserved Disability Parking Program. Currently, eligible residents can request Reserved Disability Parking with a designated parking space near their residence, but only residents in single-family homes without driveways or garages are eligible. DDOT and stakeholders identified a need to create more accessible parking for non-eligible residents and visitors. Under the new pilot, accessible parking zones have been launched in three locations in Wards 2, 6, and 8.

In September 2021, DDOT engaged students at The George Washington University to begin development of a new policy and process for proactive installation of accessible parking outside of the central business district (CBD). The students produced a preliminary methodology for establishing defining characteristics of the CBD and developing thresholds for comparing those metrics in other neighborhoods. DDOT has developed a problem statement with research questions to further develop the methodology and conduct research. DDOT's goal is to recommend and finalize a policy for identifying priority zones for accessible parking and create an implementation plan.

Accessible Meter Program

The Accessible Parking Meter Program installs reserved accessible parking meter spaces around the District. These meter spaces are reserved for use by individuals with disability placards and tags and are programmed to accept payment for up to four hours. This program can be identified by the meters with red tops in Central Business District and red pole spaces in the Stadium Zone (Nationals Ballpark/Audi Field).

DDOT launched the Red Pole accessible meter space program in the Stadium Zone in 2021. These accessible parking spaces have a Red Pole on each end of the space.

Red Pole Spaces are reserved for the exclusive use of persons with disabilities. These spaces require payment and allow additional time to park (up to 4 hours when there is no event, no limit during an event).

This program will expand throughout the District as we shift meters toward our new meter programming standard of pay-by-plate (instead of pay-and-display or pay-by-space). This new programming standard allows DDOT to establish accessible parking zones without the added need of a dedicated ADA (Red Top) meter. In FY23, DDOT is developing simplified standards for the signage, space placement, and pole type for these zones, in order to facilitate ease-of-installation and widescale distribution.

55. DDOT recently made major changes to its Traffic Safety Investigation (“TSI”) program. Please describe the impetus for the changes, DDOT’s rationale for the new policies that were adopted, and a description of any data that DDOT used when developing the new policy. Please also provide:

In Fall 2021, Mayor Bowser and DDOT announced the immediate acceleration of safety improvement projects that would better protect pedestrians and vulnerable users, as well as new reforms that would streamline and speed up the completion of safety projects. Subsequently, DDOT launched TSI program reforms (i.e., TSI 1.0) that streamlined the TSI intake by eliminating bureaucratic processes and allowing residents to directly submit requests to DDOT. As part of TSI 1.0, DDOT also launched a public TSI Dashboard and delivered safety improvements at over 900 locations in a single year through a dedicated construction contract that fast tracked the implementation of the recommended safety countermeasures. Residents could check the status of any TSI from start to finish, including the installation status on the TSI Dashboard.

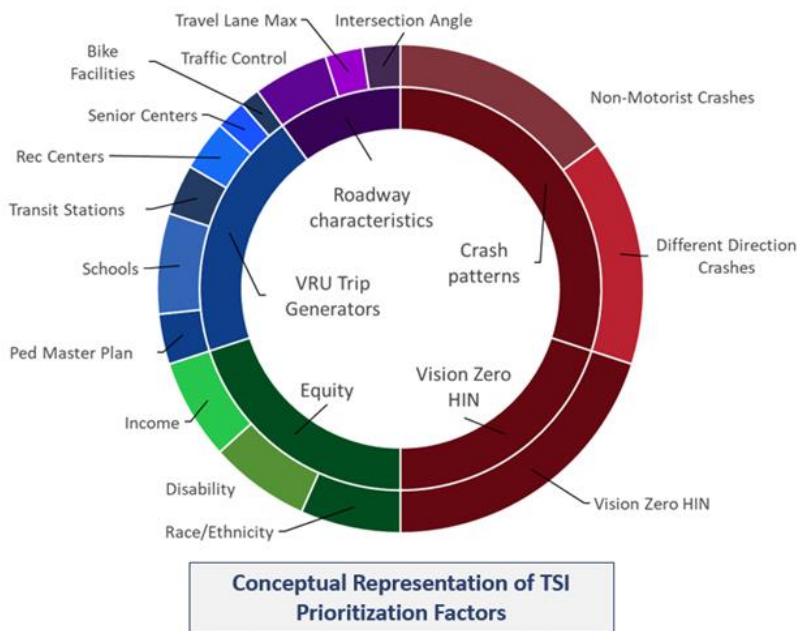
On January 6, 2023, DDOT launched TSI 2.0, which now stands for Traffic Safety Input and includes significant program upgrades to TSI 1.0. TSI 2.0 will continue to maintain the accessibility (through a simplified 311 submission process), transparency (through the TSI Dashboard), and high-quality faster interventions as accomplished during 2022, while making the program more strategically aligned with the District’s Vision Zero and moveDC Goals. The new TSI 2.0 will begin to utilize a quarterly prioritization model that considers objective factors such as roadway characteristics, crash patterns, race and social equity, proximity to Vision Zero High Injury Network corridors and locations with vulnerable road users near schools, community centers, Metrorail stations, and bus stops. Under TSI 2.0, each TSI that

DDOT receives through 311 will run through the prioritization model. 200 priority locations, each of which may contain multiple inputs, will advance through traffic study every quarter (i.e., 800 locations every year), followed by design and construction of any safety treatments that are recommended. The priority locations will be released on our website at the beginning of every quarter (January/April/July/October).

While the number of TSIs we evaluate each year will be controlled in line with DDOT’s capacity, the number of field safety improvements delivered is expected to remain at the high level that we delivered over the last year. Additionally, TSI 2.0 is designed to prioritize a higher proportion of locations on local and collector roadways, where the TSI toolbox is most appropriate and capable of addressing safety concerns, compared to the arterial roadways. This approach focuses the TSI program on being responsive to resident concerns that are not typically addressed by other capital programs in DDOT.

The following graphic provides a conceptual overview of the data-driven objective factors and relative weights that are used in the quarterly prioritization model. This data is retrieved from open-source and/or internal databases and Geographical Information Systems (GIS) such as those available on the Open Data DC portal as well as the Metropolitan Police Department crash database. DDOT has published an explanation of the prioritization model on the [TSI website](#), which can also be viewed in **Appendix Q55**.

TSI Program – TSI 2.0 Prioritization Model



- a. **The list of TSI requests prioritized for the first quarter of CY 2023, including the date that the TSI was requested, and DDOT’s rationale for prioritizing those requests, including how DDOT balances competing considerations such as improving safety with negative impacts on Level of Service (“LOS”) for vehicles;**

See **Appendix 55a-f** for a list of TSI requests that have been prioritized for the first quarter of CY 2023 (Q2 of FY 2023). As described in the response above, the prioritization is based on a quarterly prioritization model that considers objective factors such as roadway characteristics, crash patterns, race and social equity, proximity to Vision Zero High Injury Network corridors and locations with vulnerable road users near schools, community centers, Metrorail stations, and bus stops. Level of Service is not a consideration in the prioritization model.

- b. **A list of TSI requests made prior to the policy change that were not prioritized for the first quarter of calendar year 2023, including the date that the TSI was requested, and the criteria that DDOT will use to determine whether or not to prioritize the request later in 2023 or beyond, including how DDOT balances competing considerations such as improving safety with negative impacts on LOS for vehicles;**

See **Appendix 55a-f** for a list of TSI requests that were made prior to the launch of TSI 2.0 on January 6, 2023, that were not prioritized for the first quarter of CY 2023. These requests will be evaluated in future quarters based on the same quarterly prioritization model criteria provided in our response above. As noted, Level of Service is not a consideration in the prioritization model.

- c. **A list of all TSI requests that were outstanding at the time that DDOT changed its TSI request policy and that will not be considered for prioritization under the new system;**

See **Appendix 55a-f** for a list of all TSI requests that were outstanding at the time that DDOT changed its TSI request policy. Under the new system, all TSI requests that were outstanding as of the launch of TSI 2.0 on January 6, 2023, were transferred into the new system and will be considered for prioritization in future quarters.

- d. **A list of all TSI requests made after the policy shift;**

See **Appendix 55a-f** for a list of TSI requests that have been made after the launch of TSI 2.0 on January 6, 2023.

- e. **The average length of time, in days, between DDOT’s receipt of a TSI request and the implementation of traffic calming measures**

to address issues raised in the request made during FY 2022 and FY 2023, until the TSI policy was changed, as well as the average time under the current system between DDOT’s receipt of a TSI request and communication with the requestor about the status of the TSI request; and

See **Appendix 55a-f** for the average length of time between DDOT’s receipt of a TSI request and the implementation of traffic calming measures related to the requests in FY 2022 and FY 2023 (prior to the launch of TSI 2.0 on January 6, 2023). Under the current system we automatically communicate with a requestor upon receipt of their TSI request. This communication confirms receipt of their input and provides information about what to expect next. At the beginning of every quarter (January/April/July/October), DDOT will publicly release the list of 200 prioritized locations on the TSI dashboard.

f. A list of the number, location (including ward), and type of traffic calming measures which were installed in the District in FY 2022 and FY 2023. In cases where DDOT installed speed humps or speed tables on collector or arterial roads, please specify what data informed these decisions.

See **Appendix 55a-f** for the number, location (including ward), and type of traffic calming measures that were installed in FY 2022 and FY 2023.

DDOT has established and published a policy for placement of vertical traffic calming devices (e.g., speed humps, speed tables). The guidelines can be found on the [TSI website](#). Placement of vertical traffic calming devices is based on an evaluation of eligibility factors including Roadway Classification, Traffic Volume and Speed, Roadway Grade, Roadway Speed Limit, and presence of an Emergency Access Route or Truck or Transit Route. With respect to Collectors, the placement of vertical traffic calming guidelines requires collection and evaluation of traffic volume and speed data in the context of Vision Zero based on the known dangers of increased travel speeds on safety. For Arterials, alternative countermeasures are preferred including Automated Traffic Enforcement (ATE), Driver Feedback Signs (DFB), flashing speed limit signs, and corridor-level treatments including road diet projects.

56. Please provide a list of Service Level Agreements (SLAs) for each DDOT-provided service on 311. For FY 2022, share what percentage of requests were closed out before or after each SLA time period.

See the chart below:

311 SR Type		SRs Closed in FY 2022
-------------	--	-----------------------

	Current SLA (in business days)	Closed Met SLA	Closed Missed SLA
Alley Repair Investigation	270	38%	62%
Bicycle Services	60	61%	39%
Bus/Rail Issues	60	64%	36%
Dockless Vehicle Complaint*	2	----	----
Parking Meter Repair	5	67%	33%
Pothole	3	84%	16%
Resident Parking Permit	60	98%	2%
Roadway Repair	270	43%	57%
Roadway Signs	130	57%	43%
Roadway Striping / Markings	270	73%	27%
Sidewalk Repair	270	53%	47%
Streetlight Repair Investigation	7	90%	10%
Traffic Safety Input	130	90%	10%
Traffic Signal Issue	2	78%	22%
Tree Inspection	5	99%	1%
Tree Planting	500	96%	4%
Tree Pruning	180	86%	14%
Tree Removal	180	93%	7%
Utility Repair Issue	60	80%	20%

*This request automatically closes out in 311 at the time of input

Please note that service requests that are closed in FY22 may have been submitted in earlier years.

57. How many intersections currently have a “no right turn on red” sign? How many were implemented in FY 2022 and how has DDOT progressed on reaching its stated target number of intersections (101 announced in August 2019)? If the Safer Streets Amendment Act of 2022 is funded, how will DDOT go about creating a system to determine which intersections, if any, would be exempted from the general prohibition on turning right on red?

DDOT did not maintain historic records of No Turn on Red (NTOR) restrictions prior to the installations that began in 2019 under the 100 pilot intersections. Since then, DDOT has completed installation of NTOR restrictions at 150 intersections under three efforts: (1) the 100 pilot NTOR project in 2019, (2) 25 locations under the 2021 Highway Safety Improvement Program (HSIP), and (3) 25 locations under the 2022 HSIP program.

In December 2022, the Safer Streets Amendment Act of 2022 became law. This will universally ban right turn on red at all intersections in the District by January 2025. The Council has not established requirements for DDOT to install signage that restricts right turn on red. However, DDOT will continue to leverage existing programs/projects to install NTOR signages at intersections where additional signs can improve safety and compliance. In addition, DDOT plans to engage in a public education effort to advise drivers of the impending change.

DDOT does not envision developing a list of NTOR-ineligible intersections based on an advanced screening approach. Instead, such determinations would be made at the time an intersection is reviewed. In the NTOR deployments described above, DDOT has yet to identify NTOR-ineligible intersections. DDOT will track any such determinations.

58. Please provide an update on the implementation of the Daytime School Parking Zone Act of 2018, including:

- a. A list of any Advisory Neighborhood Commissions (“ANC”) that have requested a school parking zone;**

DDOT has not received any formal requests from ANCs for School Parking Zones.

- b. For each ANC that has requested a school parking zone, whether the request was approved or denied; for any request that was denied, the rationale; and for any request that was approved, a description of the school parking zone;**

Not applicable, none were requested from ANCs.

- c. A list of any school that has applied for a school parking zone, and the status of the application; for any request from a school for a school parking zone that was approved, please describe the boundaries of the school parking zone and how staff will use the area.**

The School Staff Permits allow parking at green and red Residential Permit Parking (RPP) Zone signs in the ANCs around the staff member’s school. Staff use paper permits to park in residential permit parking (RPP) areas within the designated ANC boundaries, as if the SPZ permit were an RPP permit. Staff are instructed to not park directly adjacent to or across from the school.

Schools That Applied for an SPZ (Complete Application)	Address	Status	SPZ ANC Boundaries
The Family Place PCS	3309 16th St NW	Approved	1A, 1D

Bruce-Monroe Elementary School @ Park View	3560 WARDER St NW	Approved	1A, 4C, 1B, 1E
Cardozo Education Campus	1200 Clifton St NW	Approved	1B, 1A, 1C, 1D, 2B, 1E
School Without Walls @ Francis-Stevens @ Banneker	800 Euclid St, NW	Approved	1B, 1A, 6E, 5E
Roosevelt STAY Opportunity Academy	2001 10th St NW	Approved	1B, 2F, 5E, 6E
Cleveland Elementary School	1825 8th St NW	Approved	1B, 6E, 2F
H.D. Cooke Elementary School	2525 17TH St NW	Approved	1C, 1D, 1A, 1B
Bancroft Elementary School	1755 Newton St NW	Approved	1D, 1A, 1C, 4C
LAYC Career Academy	3224 16th St NW	Approved	1D, 1A, 4C, 1C
Stoddert Elementary School	4001 Calvert St NW	Approved	3B, 3C, 3D
Jackson-Reed High School	3950 Chesapeake St NW	Approved	3E, 3F, 3G
Hearst Elementary School	3950 37th St, NW	Approved	3F, 3C, 3E
Shepherd Elementary School	7800 14th St, NW	Approved	4A, 4B
Whittier Elementary School	6201 5th St NW	Approved	4B
Dorothy I. Height ES @ Sharpe Health	1300 Allison St NW	Pending	4C
Digital Pioneers Learning Academy PCS (Upper Campus)	709 12th St SE	Approved	4C
Bridges PCS	100 Gallatin St NE	Pending	5A, 4B, 4D, 4C
School within School @ Goding	920 F St NE	Approved	6A, 5D, 6C
Brent Elementary School	301 North Carolina Ave SE	Approved	6B, 6C, 6D
Digital Pioneers Learning Academy PCS (Lower Campus)	908 Wahler PL SE	Approved	6B, 6D
Two Rivers PCS @ 4th St	1227 4th St NE	Approved	6C, 5D, 5E
Capitol Hill Montessori	215 G St NE	Approved	6C, 6A
Van Ness Elementary School	1150 5th St SE	Approved	8F, 6B

Both pending schools have recently circulated their surveys to meet the minimum threshold. DDOT continues outreach to representatives of both schools to ensure they have the support they need to move their applications forward.

59. Please provide an update on the implementation of the Transportation Benefits Equity Amendment Act of 2020, including:

- a. Outreach efforts to inform covered employers of how to comply with the requirements of the law;
- b. The number of covered employers who, as of February 1, 2023, have complied with D.C. Code § 32–152.01, broken down by the method of compliance (e.g., offering a clean-air transportation fringe benefit, paying a clean air compliance fee, implementing a transportation demand management plan, or claiming an exemption), and for employers who claim an exemption, the type of exemption claimed;
- c. The number of covered employers who are not in compliance with D.C. Code § 32–152.01;

- d. **The number of covered employers whose transportation demand management plan is still under review; and**
- e. **The number of covered employers who have submitted a report to the Mayor as required by D.C. Code § 32–152.01(f).**

To inform employers about the Transportation Benefits Equity Amendment Act of 2020 and how to comply with the requirements, DDOT:

- Worked with DCRA (now DLCP) to get a list of District employers with > 20 employees (approximately 5,000).
- Created a compliance reporting online tool with partners Commutifi and Foursquare ITP where covered employers may submit their compliance status and associated reports to DDOT (announced via DDOT press release on December 15, 2022).
- Conducted outreach to employers about the parking cashout law going back to September 2021 through DDOT’s goDCgo program. Assisted over 300 employers with one-on-one support and conducted 6 webinars through the Chamber of Commerce, Society for Human Resource Management, and goDCgo. Have sent multiple emails notifying employers about the law to goDCgo’s employer list and the DCRA list.
- Created and published parking cashout resources on goDCgo.com and DDOT’s TDM webpage which were downloaded 1500 times as of October 1, 2022.

As of January 31, 2023, **564 employers have submitted compliance reports to DDOT** for the Transportation Benefits Equity Amendment Act of 2020, and have chosen the following compliance options:

%	Compliance Option Reported
14%	Offering clean air transportation fringe benefit (parking cashout)
3%	Paying a clean air compliance fee
65%	Claiming an exemption <div style="margin-left: 40px;">27% Exempt – Lease parking prior to Oct 1, 2020</div> <div style="margin-left: 40px;">53% Exempt – Do not offer parking</div> <div style="margin-left: 40px;">20% Exempt – Own parking prior to Oct 1, 2020</div>
10%	Implementing a transportation demand management (TDM) plan
8%	[Report In Progress or Not Covered Employer]

DDOT estimates that approximately 4,500 covered employers have not yet reported to DDOT. Given that 65% of reporting employers are claiming an exemption, we can assume approximately 3,000 employers who have not yet reported are also exempt. Based on this, DDOT estimates that **approximately 1,500 employers are not in compliance** with the Act (D.C. Code § 32–152.01).

DDOT has 31 transportation demand management plans currently under review.

D. PUBLIC TRANSIT

60. What actions did DDOT take in FY 2022 to increase the sustainability of the Circulator fleet?

In FY22, DDOT issued an NTP for a procurement of 14 additional electric buses.

a. How many circulator buses will reach end-of-life in FY 2022 and FY 2023?

There are currently 14 Van Hool buses that have reached end-of-life and are scheduled to be replaced as part of the next electric bus procurement.

b. Will these buses be replaced in FY 2022 and FY 2023, and if so, what fuel will the replacement buses run on?

These 14 replacement buses are scheduled to be replaced with a separate deployment of up to 17 buses, which will be battery electric. This deployment is in addition to the 14 electric buses procurement mentioned above and will expand the total fleet to 89 buses.

c. When making changes to Circulator routes, please explain how DDOT considers increasing equitable access to public transit.

The Circulator service complements the WMATA transit system. Changes to routes are made based on available coverage, route performance, and community input. To increase equitable access, DDOT reviews areas with little or no coverage to determine potential connections to activity centers in the community.

In 2022, DDOT released the latest DC Circulator Transit Development Plan (TDP), which guides service planning for the system and included an evaluation of potential route alignments to serve Ward 7.

The plan highlights opportunities to 1) improve safety at dangerous intersections and bus stops; 2) increase connections between the DC Circulator routes and between other transportation options available in the District; 3) ensure the buses arrive on-time more often; 4) adjust existing route alignments; and 5) implement a new route to serve Ward 7.

Whether evaluating adjustments to existing routes or planning for new service, the DC Circulator considers equity concerns to ensure public investments in transportation justly benefit all residents, visitors, and commuters. The DC Circulator considers many factors when making adjustments to Circulator routes, including residential and commercial density; transit-oriented populations (Minority populations, persons with disabilities, zero-car households, youth/young adults, and seniors); travel flows; destinations such as schools, grocery stores, and hospitals; and feedback from community engagement.

In line with DDOT’s equity statement as defined in moveDC, the long-range transportation plan for the District, the TDP used an equity index tool based on three vulnerable population sub-groups to analyze service opportunities in Wards 6 & 7: limited-income individuals (defined as earning up to 150 percent of the federal poverty level), individuals with disabilities, and minority populations. Each group’s share of the total population was calculated for each census block in the District. Based on this analysis, the majority of Ward 7 is extremely transportation-disadvantaged.

In March 2019, Mayor Bowser announced that the DC Circulator system would expand to include a new route serving Ward 7. In 2022, DDOT released the latest DC Circulator Transit Development Plan (TDP), which guides service planning for the system and included an evaluation of potential route alignments. The final alignment of the route—which serves Wards 6 and 7—will connect Union Station to the Deanwood metro station via East Capitol. The new route will serve the following neighborhoods: Deanwood, Lincoln Heights, Capitol View, Benning, Hill East, Lincoln Park, and Capitol Hill. This new route will provide access to grocery stores, shopping centers, schools, activity centers, hospitals, and Metrobus routes.

61.What is the status of the electrification of DDOT’s fleet of passenger vehicles?

DDOT has been working to expand the use of EVs throughout the DDOT Fleet by installing chargers, budgeting, and purchasing new vehicles, starting with the installation of charger units at three DDOT sites, where over 85% of the DDOT Fleet is located:

Location	Charging Type	Number of Units
250 M Street SE	Level 2	165
414 Farragut Street Yard	Level 2	35
1735 15 th Street Warehouse	Level 2	30
1421 W Street Yard	Level 2	3 in design

In addition to the work DDOT has done to prepare for the arrival of new EVs that we started to order in FY18, DDOT has collaborated with Bard University to deliver

a “coming to market” capital budget to assist with budgeting when EVs are available to purchase. This budgeting is a challenge, because demand is extremely high, and EVs coming to market are slow with supply chain issues. DDOT thus needs to be ready to reserve the vehicles but cannot expend the funds for two to three fiscal years. These funds can also be removed by Council before delivery, as happened in FY21 with \$5 million.

DDOT purchased seven Chevy Volts back in 2009, and the agency has since expanded the purchases where EVs are available to procure. DDOT has the following EVs either in the fleet or ordered waiting for delivery in FY23. These are EVs that we can purchase and receive since they are in production.

Vehicles Type	Existing in DDOT Fleet	Ordered waiting for delivery	DDOT use or need
Small Pick-Up Truck		87	Urban Forestry, Public Space Inspectors (snow) and Asset Management (snow)
Small Sedans	40	40	TCOs, Safety Techs and DDOT HQ
Forklift		1 (1 under review)	Warehouse
Medium Duty Truck		1 (3 under review)	Asset Management
Medium Duty Sweeper		1 (1 under review)	Asset Management
Medium Duty Work Vans		3 (6 under review)	Bike team, Field Operations crews
Total	40	133	

62.What is the status of design and refined cost estimate for creating a permanent garage for our Circulator fleet at the 1201 Claybrick Road property?

DGS purchased a 11.2 acre property located at 1201 Claybrick Road in Capital Heights, Maryland in summer 2021.The new facility will house both the DC Circulator and the new CDL Testing Facility for the DMV. 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 scope of work to complete the NEPA study and 30% design is currently with DGS. The 30% design must be reviewed and approved by the Maryland-National Capital Park and Planning Commission, prior to moving forward with construction, as part of the Mandatory Referral process.

There has been significant pushback from the prior Maryland Department of the Environment Air Quality Director. DGS sent the scope to the Cheverly mayor and is working to schedule a meeting to review the NEPA scope prior to soliciting for construction.

The refined cost for this effort is estimated at \$108M and was submitted by DGS during the FY23 budget formulation process for funding. DGS advised that the phased approach for this effort is currently funded at the estimated cost.

63. Where has DDOT currently implemented Transit signal priority?

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

In 2022, the Transit Signal Priority Program underwent upgrades in response to AT&T's phase-out of 3G service. DDOT upgraded the Transit Signal Priority (TSP) communication equipment at 155 intersections, relocated and upgraded TSP equipment at 24 intersections, and installed TSP equipment at 14 new intersections to enhance effectiveness and promote equity. Upon completion of the project in 2022, the total number of TSP-equipped intersections increased from 179 to 193.

DDOT also expanded the bus Queue Jump (QJ) signals at an additional 6 new intersections, bringing the total number of QJ locations to 21. DDOT also designed five new QJ to improve efficiency and reduce bus delay. Two locations are equipped with both TSP and QJ signals.

The total number of TSP/QJ-equipped locations increased from the previous 192 to 212.

Besides the TSP system upgrade, the following are the highlights of DDOT's continued efforts on the program in 2022:

- Constructed six new Queue Jumps at:
 - o 7th St & M St NW,
 - o 7th St & P St NW
 - o Alabama Ave & Congress St SE
 - o 14th St & Upshur St NW
 - o 14th St & Shepherd St NW, and
 - o H St & New Jersey Ave NW
- Designed five new Queue Jumps at:
 - o Alabama Ave & Good Hope Rd SE
 - o Minnesota Ave, 22nd St & Naylor Rd SE
 - o Nannie Helen Burroughs Ave & 49th St SE
 - o Nannie Helen Burroughs Ave & Division Ave NE, and
 - o H St & 8th St NE
- Expanded the coverage of the TSP for additional WMATA Metrobus routes, now providing priority for 24 routes, including 31/33, 32/36, S9, 54/59, 79, 80, 83/86, G8, 90/92, A8, N2/N4/N6, P6, T14/T18, V2/V4, and W4

- Established standing meetings between WMATA and DDOT to exchange operational data, monitor the system, identify areas for improvement, and raise awareness of potential issues for DDOT technicians to resolve.

In 2023, DDOT plans to continue our collaboration with WMATA to further expand and optimize the existing TSP network through the following efforts:

- Construct Queue Jump features at the five locations that were designed in 2022
- Identify and design five new Queue Jump intersections
- Continue working with WMATA to ensure TSP can be best utilized to meet DDOT's goal to improve public transit in the District.

64. Please provide an update on the bus-only lanes DDOT, to date, including the number and location of these lanes, as well as year of installation.

DDOT has constructed the following bus lanes (see a map on [DDOT's Bus Priority website](#)):

- Georgia Avenue NW: DDOT constructed bus lanes in 2016 between Florida Avenue and Barry Place.
- 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. In 2021, DDOT constructed an upgraded design for the corridor to further improve bus performance and operations, including offset bus lanes and double bus lanes in certain locations.
- 14th Street NW: DDOT completed construction of the shared protected bus and bike lanes on 14th Street NW between Euclid and Irving Street NW in November 2020. Based on observations and feedback from WMATA, DDOT made refinements to the northbound Irving Street stop to improve access to the curb for buses. DDOT continues to observe the corridor and is working to make curbside adjustments to accommodate loading activities. A dedicated TCO is now stationed in this area on a rotating basis to help keep the bus lanes clear.
- MLK Jr. Avenue SE: DDOT completed construction of the bus lanes on MLK Jr. Avenue SE between W Street and St. Elizabeths East Campus in November 2020. DDOT is currently in the design phase to implement further improvements to the corridor, including extension of the southbound bus lane to Good Hope Road SE, to be constructed in 2023.

- M Street SE: DDOT completed construction of the bus lanes on M Street SE between 10th Street and Half Street SE in December 2020. DDOT is currently in the design phase to upgrade the westbound bus lane to longer-lasting high-friction red pavement material in 2023. The eastbound bus lane is being converted to a two-way protected bike lane. DDOT will continue to monitor the corridor for the possibility of future bus priority improvements.
- 16th Street NW: DDOT completed construction of the bus lanes on 16th Street NW between Arkansas Avenue and K Street in June 2022.
- H Street NW: DDOT reached substantial completion of the bus lanes on H Street NW between 13th Street and North Capitol in October 2022 (a few punch list items remain).
- Pennsylvania Avenue SE: This project is currently under construction, with completion scheduled for 2023. The high-friction red pavement material has been installed, but the bus lanes are not operational yet (signage and markings to be installed).

b. Has DDOT decided to make these lanes permanent?

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

c. By what percentage did these lanes increase bus travel times?

Overall, the bus lanes have improved bus travel times. Analysis has been somewhat complicated by the overall impact of COVID-19 on transportation in the region, as travel speeds in general have fallen with the return of traffic levels. Consistent enforcement of the bus lanes has also been an issue, which DDOT is working with WMATA to improve. DDOT is also working with WMATA to provide regular updates on the performance of the bus lanes; performance analysis for lanes constructed in 2022 is underway, led by WMATA. Below is a summary of information to date:

H and I Street NW: WMATA's analysis of November – December 2018 versus 2019 shows the following trends:

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

14th Street NW, MLK Jr. Avenue SE, and M Street SE: WMATA's analysis of April – June 2020 versus September – October 2021 shows the following trends:

- Average travel times improved by:
 - 3% for 14th Street NW
 - 4% for M Street SE
 - 16% for the southern segment of MLK Jr. Avenue SE (however, the northern segment worsened by 25% likely due to construction in the bus lane and compliance issues)
- The slowest travel times (90th percentile travel times) improved by:
 - 12% for 14th Street NW
 - 7% for M Street SE
 - 27% for the southern segment of MLK Jr. Avenue SE (however, the northern segment worsened by 12% likely due to construction in the bus lane and compliance issues)

For 14th Street NW, MLK Jr. Avenue SE, and M Street SE, WMATA compared control corridors to the locations where bus lanes were installed, since traffic volumes have returned over the course of the pandemic and general vehicle speeds have slowed; the results shown above account for changes observed on the control corridors.

While results are generally positive, further benefits are anticipated with dedicated and automated enforcement resources. Starting in October 2022, DDOT had a dedicated team of TCOs rotating across hot spot bus lane and bus stop areas to help encourage drivers to avoid stopping illegally. Automated enforcement is being coordinated with WMATA.

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

In December 2021, DDOT released its [Bus Priority Plan](#), located on DDOT's Bus Priority website. The Bus Priority Plan outlines DDOT's vision for bus priority and the importance of transit to District residents, workers, and visitors. The Plan also provides an overview of the bus priority corridor network and project pipeline, which is DDOT's plan for delivery of up to 51 bus priority projects, steered by the public input received through the moveDC update process.

Active and upcoming construction to start in 2023 includes:

- Minnesota Avenue SE (under construction): Pennsylvania Avenue to East Capitol (project also includes protected bike lanes; southbound bus lane from Nelson Street to Pennsylvania Avenue to be constructed following the completion of the Pennsylvania/Minnesota Avenue intersection project)
- Pennsylvania Avenue SE (under construction): 2nd to 13th Street (project also includes protected bike lanes)
- MLK Jr. Avenue SE 2.0: Good Hope Road to St Elizabeths East Campus (building on the existing pilot bus lanes)

- M Street SE 2.0: 10th St to Half Street (building on the existing pilot bus lanes; project includes protected bike lanes)
- 11th Street NW: Massachusetts to Pennsylvania Avenue (project includes protected bike lanes)
- 8th Street NE: Florida Avenue to East Capitol Street NE
- K Street Transitway

Bus priority projects for planning or design in FY23 include:

- Columbia Road NW: 16th Street to California Street
- 7th Street NW: Massachusetts Avenue to Pennsylvania Avenue
- 14th Street NW: Newton to Upshur Street
- Georgia Avenue NW: Barry Place to Kansas Avenue
- Good Hope Road / Minnesota Avenue SE: MLK to Pennsylvania Avenue
- H Street NE: North Capitol to Benning Road
- Nannie Helen Boroughs Avenue NE: Minnesota Avenue to Eastern Avenue
- U Street NW: 16th to 9th Street
- Minnesota Avenue NE: East Capitol to Nannie Helen Boroughs Avenue
- Georgia Avenue NW: Kansas to Missouri Avenue
- 18th & 19th Street NW: K Street to Constitution Avenue
- 11th Street SE: M Street to Good Hope Road
- Florida Avenue NW/NE: 9th Street NW to 1st Street NE
- Connecticut Avenue NW: Dupont Circle to K Street
- North Capitol (part of multimodal corridor study)
- Alabama Avenue SE: MLK to 25th Street (part of multimodal corridor study)
- Benning Road NE: Oklahoma Avenue to East Capitol (part of streetcar extension and bridge project)

65. How many of the bus stops located in the District comply with the Americans with Disabilities Act (ADA)? Please include:

DDOT is consistently working on ADA compliance at bus stops across the District and is coordinating with WMATA to realign stops, where feasible, to locations that are complaint. Bus stops are made compliant during each agency capital project in addition to the ongoing effort. DDOT is currently seeking an intern to conduct an equity assessment of the bus stops across the District to provide more context on the status of ADA compliance.

- a. The number of bus stops that were brought into compliance with the ADA in FY 2021, FY 2022, and FY 2023, to date, and the locations of those bus stops.**

FY21 - 23 bus stops were made compliant.

FY22 – 93 bus stops were made compliant. See **Appendix Q65** for a list of these locations.

FY23 – 18 bus stops were made compliant thus far this fiscal year.

b. Additional bus stops that the agency will make compliant with the ADA in FY 2023, and the locations of those bus stops.

The agency has aligned bus stop ADA compliance and improvements with the ongoing local and federal sidewalk improvement plans for better synergy in completing this effort.

c. The number of bus stops that have seating and/or shelter, and total number of bus stops in the District.

There are over 3000 bus stops in the District. The Bus Shelter Franchise Agreement allows for 788 shelters at compliant bus stops. This number is fluid due to construction activities, stop changes and consolidations, and development projects. The 2022 bus shelter inventory indicated 711 bus shelters at stops across the District.

66. What is the status of the Streetcar project? Please include:

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

DDOT is actively advancing the eastern (Benning) extension, which is part of the proposed eight-mile system. Due to upcoming design changes and the Right-of-Way (ROW) acquisition process, acceptance from FHWA and design finalization is expected to occur in Fall 2023.

Please see **Appendix Q66** for the streetcar spending plan.

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

DDOT remains amenable to conducting an analysis on streetcar fare payment collection and fare policy enforcement in coordination with regional partners 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 work with OCFO to develop the timeline and fare collection methods closer to the start of the streetcar revenue service in Benning Extension.

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

DDOT continues work with DGS to mitigate any building issues, conduct required inspections, and understand the long-term maintenance plan for the car barn. The Streetcar contractor has identified a slight impact on part availability due to supply chain issues. These issues impact vehicle availability and service provided. DDOT is working to standardize the fleet and improve parts availability with fewer variations of parts to obtain. There is an ongoing capitol effort to procure new streetcars.

67. Please describe any communication between DDOT and WMATA to enter into a fare buydown agreement, as required by section 2(a) of the Fare-Free Bus Funding Emergency Amendment Act of 2022, effective December 8, 2022 (Act 24-699; 69 DCR 15138), including the dates of any communication and any agreements that WMATA and the District have entered into, pursuant to the emergency act. Please describe any obstacles that DDOT has identified to completing an agreement as required by the emergency act.

The District Department of Transportation (DDOT) has had numerous internal discussions to determine what is necessary to comply with the Fare-Free Bus Emergency Amendment Act of 2022. Additionally, DMOI and WMATA met on February 9, 2023, to discuss preliminary requirements. A larger follow-up meeting with DDOT, DMOI, and WMATA took place on February 15, 2023. Presently, DDOT has not identified any obstacles or schedules for the agreement, or costs for communication.

68. Please describe any information WMATA would need to provide to DDOT, or information sharing agreements DDOT and WMATA would need to enter into, or any other steps that would need to be taken between the District and WMATA in order to implement the transit subsidy program authorized by amendatory Title VI within section 2(b) of the Metro for D.C. Amendment Act of 2022, approved on second reading on December 20, 2022 (enrolled version of Bill 24-429) ("Metro for D.C. Act"). Would the implementation of the transit subsidy program authorized by the Metro for D.C. Act differ in kind from implementation

of other transit subsidies that DDOT operates in cooperation with WMATA, like the Kids Ride Free Program or the Adult Learner Transit Subsidy Program? If so, how?

Prior to the Metro for D.C. Act's amendment, DDOT worked with WMATA and other agencies extensively to develop cost estimates for the transit subsidy program, which are presented in the Metro for D.C. Fiscal Impact Statement. These estimates describe the agreements with WMATA and other agencies that DDOT would need to enter into in order to implement the transit subsidy program.

This program would differ from other subsidy programs due to the prioritization model and the eligibility determinations that would need to be built in, as well as the technological and administrative lift that the application process would require. This subsidy program would almost certainly be much larger than the Kids Ride Free Program or the Adult Learner Transit Subsidy Program—the Office of Revenue Analysis estimates that nearly 207,000 residents would participate in the Subsidy Program.