

Part One

General Questions

Organization and Staffing

1. Please provide a complete and current organizational chart for the agency and each division and subdivision within the agency, including:
 - a. The names and titles of all senior personnel;
 - b. A description of the roles and responsibilities for each division and subdivision;
 - c. An explanation of any changes to the organizational chart made in FY24 or FY25, to date; and
 - d. Whether any of the positions reflected in the chart are vacant.

***Please note the date that the information was collected in your response.**

Please see **Appendix P1Q001a-c** for an executive-level organizational chart of DDOT and an explanation of the roles and responsibilities of each administration and division. Vacant positions and a list of all personnel within the agency, as of January 13, 2025, are reflected in **Appendix P1Q001d**.

Please see narrative below of major changes within DDOT's organizational structure.

In FY24, with support and approval from OCA, then-DMOI, and DCHR – DDOT underwent a realignment to better adapt to changing market conditions, improve operational efficiency, and align with our strategic goals. As the business landscape for transportation infrastructure and operations continues to evolve, it became clear that DDOT needed to optimize its structure to drive growth and ensure agility in responding to new opportunities and challenges.

The realignment allowed DDOT to streamline processes, eliminate redundancies, and allocate resources more effectively, ensuring that teams are working in the most efficient way possible. Additionally, this shift enabled the agency to enhance collaboration across departments, foster innovation, and maintain a customer-centric focus, ultimately positioning the agency to deliver even greater value to stakeholders.

Here are key changes implemented to support the organizational realignment:

- **Traffic Safety Administration (TSA):** DDOT created a new organizational unit called TSA, led by the new Chief Traffic Safety Officer. TSA oversees DDOT's safety initiatives, including multi-modal safety design and construction,

automated traffic enforcement via cameras, assisting school children with crossing streets, and responding to crash sites to support road users.

- **Innovation and Performance Division:** DDOT's Performance Management Administration, now called the Innovation and Performance Division has transitioned to the Office of the Director.
- **Talent and Business Services Administration:** DDOT's Talent Business and Strategy Administration has been renamed the Talent and Business Services Administration and now includes the Office of the Chief Information Officer.
- **Maintenance Operations Administration:** DDOT's Operations Administration has been retitled the Maintenance Operations Administration.
- **Transportation Planning Administration:** DDOT's Project Delivery has been rebranded as the Transportation Planning Administration.
- **Infrastructure Project Management Division:** The Infrastructure Project Management Division has been separated from Project Delivery and established as a standalone administration.

2. Please provide a complete and current position listing or Schedule A that lists each position within the agency, broken down by program and activity code, including:

- a. Title of position;
- b. Name of employee (if filled) or statement that the position is vacant, unfunded, or frozen;
- c. The date the position was filled or became vacant, unfunded, or frozen;
- d. Salary and fringe benefits (listed separately);
- e. Whether the position is continuing, term, temporary, or contract; and
- f. Whether the position must be filled to comply with federal or local law.

***Please note the date that the information was collected in your response.**

Please refer to the data in **Appendix P1Q002.**, which was collected on January 13, 2025.

Except for the Director, neither federal nor local law mandates the filling of any specific position. Instead, these laws require the implementation of programs, and it is the agency's responsibility to determine the staffing needs to meet those requirements.

3. Did the agency conduct annual performance evaluations of its employees in FY24 or FY25, to date? Who conducted the evaluations? What are the performance measures by which employees are evaluated? What steps are taken to ensure that all agency employees are meeting individual

job requirements? What steps are taken when an employee does not meet individual job requirements?

The District Department of Transportation (DDOT) conducts performance evaluations for all employees at the end of each fiscal year using a standardized tool in Peoplesoft. Evaluations are carried out by each employee's immediate supervisor and reviewed by the supervisor's manager before they are finalized. Supervisors use a 5-point rating scale to evaluate employees' performance against standard competencies and assess at least three, but no more than five, Specific, Measurable, Attainable, Realistic, and Time-bound (SMART) goals.

All DDOT employees are evaluated on five core competencies:

- Communication
- Customer Service
- Goal Attainment
- Accountability
- Job Knowledge

Additionally, supervisors are evaluated on three extra competencies:

- Leadership
- Operational & Strategic Planning
- Management of Others

To ensure employees meet job requirements, supervisors are encouraged to have regular discussions about performance and goals, providing timely and ongoing feedback. Supervisors must also complete a new performance plan each year for every employee, outlining goals and objectives for the upcoming year. DDOT's Human Resources Division monitors the status of these plans and evaluations to ensure that supervisors conduct planning sessions and performance reviews.

A mid-year review is mandatory for employees within their probationary period and is highly encouraged for all other employees. This review, initiated by the immediate supervisor (or a designated reviewer if the supervisor is absent), provides feedback and identifies areas for improvement as well as opportunities to reinforce positive performance. DDOT Human Resources Division works with managers to develop Performance Improvement Plans (PIP) for employees who do not meet job requirements.

4. Please list all employees detailed to or from your agency. Please provide the detailee's name, reason for the detail, the detailee's start date, and the detailee's actual or projected date of return.

The agency currently does not have any details.

5. For any contract workers in your agency, please provide the position name, organizational unit to which they are assigned, hourly rate of pay, and the entity from which they are contracted.

Name	Unit	Contractor Name	Hourly Rate
Ross Douglas	Capital Planning Division	VHB	\$40.30
Patrick Husted	Capital Planning Division	Kimley-Horn	\$164.60
Calvin Williams	Equity and Inclusion Division	Stockbridge Consulting	\$115.95
Juanita Burless	Equity and Inclusion Division	Stockbridge Consulting	\$115.95
Sabrina Candelario	Equity and Inclusion Division	Stockbridge Consulting	\$75.00
Carl Alexander Kennedy	Equity and Inclusion Division	Stockbridge Consulting	\$75.00
Kamaya Deas	Equity and Inclusion Division	Stockbridge Consulting	\$75.00
Tegene Baharu	Information Technology Division	Prime Source Technologies LLC	\$215.00
Jose Colon	Information Technology Division	Prime Source Technologies LLC	\$150.00
Mohamed Farran	Information Technology Division	Prime Source Technologies LLC	\$135.56
Anji Kandi	Information Technology Division	Prime Source Technologies LLC	\$120.00
Raja Kuppan	Information Technology Division	Prime Source Technologies LLC	\$150.00
Peregrine Advisors	Information Technology Division	Prime Source Technologies LLC	\$135.56
Sunil Varavath	Information Technology Division	Prime Source Technologies LLC	\$120.00
Vijaya Vegulla	Information Technology Division	Prime Source Technologies LLC	\$120.00
Subodh Apte	Information Technology Division	Computer Aid, Inc	\$105.33
Anshul Bansal	Information Technology Division	Computer Aid, Inc	\$120.00
Hari Keerthi	Information Technology Division	Computer Aid, Inc	\$114.28
Alejandrina Monteiro	Information Technology Division	Computer Aid, Inc	\$144.76
Craig Moran	Information Technology Division	Computer Aid, Inc	\$120.00

Rosemary Que	Information Technology Division	Computer Aid, Inc	\$79.50
Krishnakumar Thogamalai	Information Technology Division	Computer Aid, Inc	\$138.15
Markos Yeterawork	Information Technology Division	Computer Aid, Inc	\$120.00
Ayanna Nahmias	Information Technology Division	Telecommunications Dev CO	\$123.00
Ayappa Kota	Information Technology Division	Telecommunications Dev CO	\$120.00
Moyassar Mohammad	Maintenance Division/Sign Maintenance Branch	SZPM Consultants, Inc	\$157.50
Farhad Daqiq	Maintenance Division/Sign Maintenance Branch	SZPM Consultants, Inc	\$85.10
Bemen Amin	Maintenance Division/Sign Maintenance Branch	CKI & Associates, Inc	\$82.86
Benedict Olaniyi	Maintenance Division/Sign Maintenance Branch	KUMI Construction Management Corp	\$104.09
Brent Cox	Office of Contracting and Procurement	Prime Source Technologies LLC	\$88.00
Kyle Cox	Office of Contracting and Procurement	Prime Source Technologies LLC	\$150.00
Franci Orrellana	Office of Contracting and Procurement	Prime Source Technologies LLC	\$150.00
Heidi Ciano	Office of Contracting and Procurement	CACI LLC	\$119.57
Han Chan	Office of Contracting and Procurement	CACI LLC	\$87.70
Jaclyn Gyesie	Office of Contracting and Procurement	CACI LLC	\$87.70
Bridgitt Francis	Office of Contracting and Procurement	CACI LLC	\$100.74
Joseph Honeywell	Office of Contracting and Procurement	CACI LLC	\$100.74
Nicalus Abner	Office of Contracting and Procurement	CACI LLC	\$113.49
Ricki Spivey	Office of Contracting and Procurement	CACI LLC	\$113.49
Jared Terrill	Office of Contracting and Procurement	CACI LLC	\$113.49

Mahroos Ghaffar	Office of Contracting and Procurement	CACI LLC	\$123.79
William Hanson	Office of Contracting and Procurement	CACI LLC	\$123.79
Paul Tucker	Office of Contracting and Procurement	CACI LLC	\$123.79
Simon Rennie	Office of Contracting and Procurement	CACI LLC	\$159.43
Sarah Pierce	Planning & Sustainability Division	CACI LLC	\$123.79
Farshid Faramarzi	Roadway Management Branch	EBA Engineering	\$151.67
Delan Ali	Roadway Management Branch	EBA Engineering	\$87.02
Rajib Bhuiyan	Roadway Management Branch	EBA Engineering	\$106.36
Muhammed Jamil Ud Din	Roadway Management Branch	Alpha Corporation	\$120.66
Arash Sangtarashha	Roadway Management Branch	Sheladia	\$197.85
Fantaw Alemu	Roadway Management Branch	Sheladia	\$180.25
Chinedu Njepu	Roadway Management Branch	Sheladia	\$151.57
Nnenna Udeh	Roadway Management Branch	Sheladia	\$125.53
Daoud Badr	Roadway Management Branch	Sheladia	\$125.53
Lawrence Nwankwo	Roadway Management Branch	Sheladia	\$125.53
Olapade A Reuben	Roadway Management Branch	Sheladia	\$125.53
Jimi Peters	Roadway Management Branch	Sheladia	\$125.53

Hag Mohamed	Roadway Management Branch	Sheladia	\$125.53
Edith Salazar	Roadway Management Branch	Sheladia	\$79.04
Samuel Mulugeta	Roadway Management Branch	RAMS	\$94.33
Koffi Hung-Beke	Roadway Management Branch	Temple	\$118.49
Kassu Dadi	Roadway Management Branch	Temple	\$118.49
Kevin Enu	Roadway Management Branch	Temple	\$118.49
Karyn Le Blanc	Roadway Management Branch	KGL	\$267.09
Arash Sangtarashha	Roadway Management Branch	Sheladia	\$195.94
Nitin Patel	Roadway Management Branch	Sheladia	\$177.29
Reuben Olapade	Roadway Management Branch	Sheladia	\$122.69
Amir Ahadzadeh	Roadway Management Branch	EXP USA	\$284.32
Seaideh Fahoul	Roadway Management Branch	EXP USA	\$150.11
Bhushan Patel	Roadway Management Branch	EXP USA	\$129.59
Chris Hensley	Roadway Management Branch	EXP USA	\$81.40
Jeff Tan	Roadway Management Branch	KCI Technologies, Inc.	\$246.32

Kaleab Desta	Roadway Management Branch	KCI Technologies, Inc.	\$153.17
Yonatan Tessema	Roadway Management Branch	KCI Technologies, Inc.	\$140.55
Frank Boating	Roadway Management Branch	KCI Technologies, Inc.	\$111.08
Tibebe Soressa	Roadway Management Branch	KCI Technologies, Inc.	\$111.08
Kiflom Araya	Roadway Management Branch	KCI Technologies, Inc.	\$111.08
Tesfaye Abiha	Roadway Management Branch	KCI Technologies, Inc.	\$111.08
Allen Jia	Roadway Management Branch	KCI Technologies, Inc.	\$111.08
Amaechi Iweh	Roadway Management Branch	KCI Technologies, Inc.	\$111.08
Meme Nicoue	Roadway Management Branch	CKI	\$70.48
Fridolin Dotse	Roadway Management Branch	CKI	\$70.48
Nitin Sabnis	Roadway Management Branch	Dewberry	\$252.61
Brian Hollinger	Roadway Management Branch	Dewberry	\$414.02
Anthony Piedmont	Roadway Management Branch	Dewberry	\$284.67
Charles Sparks	Roadway Management Branch	Dewberry	\$158.71
Gus Naanou	Roadway Management Branch	Dewberry	\$212.15
Andrew Simpson	Roadway Management Branch	Dewberry	\$115.73

Ahmed Shaeldein	Roadway Management Branch	Dewberry	\$135.99
Melchor Jose	Roadway Management Branch	Dewberry	\$135.70
Mohammad Mahdavi	Roadway Management Branch	Dewberry	\$129.38
Thuan Chaing	Roadway Management Branch	Dewberry	\$141.31
Mauro Mamani	Roadway Management Branch	Dewberry	\$124.53
Moenuddin Baqaie	Roadway Management Branch	Dewberry	\$122.15
Kenneth Odiete	Roadway Management Branch	Dewberry	\$176.55
Assim Alobaidi	Roadway Management Branch	Dewberry	\$138.54
Dany Ramirez	Roadway Management Branch	Dewberry	\$77.34
Sylvanus Macauley	Roadway Management Branch	DMY	\$90.89
Guy Yankeu	Roadway Management Branch	DMY	\$83.64
Jose Castillo	Roadway Management Branch	DMY	\$102.85
Omer Sukkar	Roadway Management Branch	DMY	\$81.32
Afis Idowu	Roadway Management Branch	The Temple Group, Inc.	\$172.72
Francesco Lauretti	Roadway Management Branch	The Temple Group, Inc.	\$144.58
Solomon Elesinmogun	Roadway Management Branch	The Temple Group, Inc.	\$110.42

Antehungne Lemma	Roadway Management Branch	The Temple Group, Inc.	\$110.42
Robert Oyebade	Roadway Management Branch	The Temple Group, Inc.	\$110.42
Solomon Tafesse	Roadway Management Branch	The Temple Group, Inc.	\$110.42
Mariye Chulta	Roadway Management Branch	The Temple Group, Inc.	\$110.42
Mesgana Woldemariam	Roadway Management Branch	The Temple Group, Inc.	\$110.42
Dhruvakumar Amin	Roadway Management Branch	Kumi Const. Management	\$108.23
Jam Kendrick	Roadway Management Branch	TB&A	\$139.53
Lee Wilson	Roadway Management Branch	TB&A	\$95.46
Blessings Okon	Roadway Management Branch	SAMMAT	\$91.58
Aaron C Krebs	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$155.28
Adam Griffith	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$106.50
Adam L Bonawitz	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$63.62
Aden D Miller	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$97.63
Ahmed A El-Aassar	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$269.98
Aidan J O'Brien	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$69.15
Andrew P Terkowitz	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$90.91

Ben R Margerum	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$151.31
Brian A Seip	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$241.91
Charles J Gummo	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$127.64
Charles Wilson	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$157.56
Chelsea J Harrison	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$145.31
Cheylee L Burlew	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$90.29
Christie D Cohan	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$129.97
Cindy M Cortez Cu	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$99.86
Claire M Falkowski	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$165.94
Colleen M Domingo	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$159.61
Connor K Hitchings	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$97.14
Crosby Harro	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$96.87
Daniel J Breul	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$83.77
David M Quigley Jr	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$98.20
Derek J Mostoller	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$228.83
Dongwook Kim	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$148.73

Emma McGowan	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$52.56
Eric J Abrams	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$280.20
Eric M Cantey	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$66.00
Eric M Derr	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$169.84
Gugulethu Sibanda	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$92.67
Hongzhou (Andrew) Li	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$296.31
Isra Banks	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$205.71
Ister P Morales	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$164.38
Jamie S Weimer	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$115.68
Jason A Merritt	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$188.04
Jason R Cluster	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$186.44
Jeffrey P Allen	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$158.47
Jeremy S Knight	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$135.54
John C Lydzinski	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$161.58
Juliann O Poff	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$158.16
Justin M Drummond	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$104.28

Justin W Clark	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$117.39
Kallie P Wilkes	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$97.65
Kent D Baldwin	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$120.49
Kimberly M Ulishney	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$111.48
Lance McEwan van der Mandele	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$269.30
Leslie Le	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$69.15
Le-Thanh T Nguyen	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$132.32
Lindsey LeBlanc	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$139.14
Luis Cruz Santos	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$75.97
Marlene E Yovicich	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$108.97
Martha J Averso	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$257.48
Matthew D Greenholt	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$114.26
Melton McFadden	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$151.86
Michael J Morrissey	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$229.36
Minkyu Park	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$169.68
Mohammad Maksud-Ul-Alam	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$152.97

Paola Jimenez Urena	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$140.75
Patrick J Son	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$289.06
Paul Carafides	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$219.63
Ray T Stauffer	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$203.61
Richard K Wille	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$229.45
Ruth Sison	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$92.60
Sara Denny Finnerin	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$162.52
Scott D Holcomb	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$225.08
Scott M Berrier	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$131.49
Sean A Siegel	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$132.06
Sean P Burke	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$114.88
Steven E Deller	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$210.15
Stuart A Frankfort	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$159.05
Thomas R Leckrone	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$217.62
Timothy C Connor	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$248.13
Truong Q Dinh	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$159.55

Tyler J Hoke	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$55.32
Warren A Barrett II	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$357.11
William K Klock	Roadway Management Branch	Gannett Fleming Engineers and Architects, P.C.	\$151.62
CHRIS CONROY	Transit Delivery Division	Jacobs	\$116.72
KATHLEEN DONODEO	Transit Delivery Division	Jacobs	\$84.80
ALFRED FARYAR	Transit Delivery Division	Jacobs	\$100.17
FAEQ FASIHI	Transit Delivery Division	Jacobs	\$57.01
PHILLIP GILMORE	Transit Delivery Division	Jacobs	\$57.09
ROSS GRAY	Transit Delivery Division	Jacobs	\$68.68
TAKASHI IKEDA	Transit Delivery Division	Jacobs	\$26.08
DAVE JACKSON	Transit Delivery Division	Jacobs	\$135.52
JOSEPH LACHEWITZ	Transit Delivery Division	Jacobs	\$88.21
SHANKAR NATARAJAN	Transit Delivery Division	Jacobs	\$89.37
HITENDRA PATEL	Transit Delivery Division	Jacobs	\$128.54
JUSTIN RIFE	Transit Delivery Division	Jacobs	\$39.42
ELIZABETH SANDS	Transit Delivery Division	Jacobs	\$69.19
DAVID SAUTER	Transit Delivery Division	Jacobs	\$105.77
JEN SMOKER	Transit Delivery Division	Jacobs	\$69.83
MARLON SMOKER	Transit Delivery Division	Jacobs	\$102.86
BEN TITUS	Transit Delivery Division	Jacobs	\$89.98
DAVID YARDY	Transit Delivery Division	Jacobs	\$102.79
ALESIA ATCHERSON	Transit Delivery Division	Aspen / ADC	\$49.42

RON EDWARDS	Transit Delivery Division	ADS /dss+	\$95.68
CHRIS GAINES	Transit Delivery Division	ADS /dss+	\$47.68
ERIN GORRIE	Transit Delivery Division	ADS /dss+	\$66.50
MILES MADDOX	Transit Delivery Division	ADS /dss+	\$53.23
WESLEY BEASLEY	Transit Delivery Division	ADS /dss+	\$67.31
SHANTI MULLIN	Transit Delivery Division	ADS /dss+	\$72.12
KARYN LE BLANC	Transit Delivery Division	KGL	\$109.27
RAVEN ROYAL	Transit Delivery Division	KGL	\$30.99
ETHIOPIA DENEKEW	Transit Delivery Division	SZPM	\$47.21
THONH (TOM) MEJIAS	Transit Delivery Division	SZPM	\$62.53
AREMU (REMZY) RASAQ	Transit Delivery Division	SZPM	\$43.90
GENNARO EUGENE SANSONE	Transit Delivery Division	SZPM	\$127.69
SATISH SONI	Transit Delivery Division	SZPM	\$120.00
RAYMOND CALVO	Transit Delivery Division	Jacobs	\$57.61
BEN CAYABAN	Transit Delivery Division	Jacobs	\$70.57
JARED HRYSZKO	Transit Delivery Division	Jacobs	\$27.81
THOMAS LI	Transit Delivery Division	Jacobs	\$152.02
CHARLES MCGLOUGHLIN	Transit Delivery Division	Jacobs	\$110.85
BRETT NEIN	Transit Delivery Division	Jacobs	\$130.26
JONATHAN SAUER	Transit Delivery Division	Jacobs	\$58.69
LEE SEARS	Transit Delivery Division	Jacobs	\$105.02
MEREDITH SULLIVAN	Transit Delivery Division	Jacobs	\$70.41
CHRISTIAN TAYLOR	Transit Delivery Division	Jacobs	\$22.25
JILL WAYMACK	Transit Delivery Division	Jacobs	\$65.21

MATT WINKLER	Transit Delivery Division	Jacobs	\$41.37
ANTHONY ZELOYLE	Transit Delivery Division	Jacobs	\$143.14
LARRY ADAMS	Transit Delivery Division	Jacobs	\$86.11
WES ALBRIGHT	Transit Delivery Division	Jacobs	\$88.77
GARY ALLISON	Transit Delivery Division	Jacobs	\$84.84
MARK ANDERSON	Transit Delivery Division	Jacobs	\$62.42
BRADFORD BARIKIAN	Transit Delivery Division	Jacobs	\$84.60
JEREMY BETTENCOURT	Transit Delivery Division	Jacobs	\$81.06
PAVANKUMAR BOGGAVARAPU	Transit Delivery Division	Jacobs	\$40.14
JASPAL BOPARAI	Transit Delivery Division	Jacobs	\$76.89
CYNTHIA BREY	Transit Delivery Division	Jacobs	\$92.94
SOFIA BROZO	Transit Delivery Division	Jacobs	\$35.79
SARAH CAMACHO	Transit Delivery Division	Jacobs	\$72.87
DAMIAN CAREY	Transit Delivery Division	Jacobs	\$161.12
WILLIAM CHUNG	Transit Delivery Division	Jacobs	\$81.14
DANIEL DEIBLE	Transit Delivery Division	Jacobs	\$89.37
FARZAD DELDJOUI	Transit Delivery Division	Jacobs	\$67.43
DAVID DISHMAN	Transit Delivery Division	Jacobs	\$45.70
LANE EBERT	Transit Delivery Division	Jacobs	\$62.14
GEORGES ELRAHI	Transit Delivery Division	Jacobs	\$69.50
BRUCE ENGELBRECHT	Transit Delivery Division	Jacobs	\$93.66
MICHAEL FREEMAN	Transit Delivery Division	Jacobs	\$80.33
PAUL FU	Transit Delivery Division	Jacobs	\$102.19
CHRISTINE FULTON	Transit Delivery Division	Jacobs	\$38.62

ALON GARY	Transit Delivery Division	Jacobs	\$39.58
WILLIAM GEORGE	Transit Delivery Division	Jacobs	\$127.85
RICKEY GREEN	Transit Delivery Division	Jacobs	\$102.93
KELLY GREISER	Transit Delivery Division	Jacobs	\$43.30
PAIGE GROSSMAN	Transit Delivery Division	Jacobs	\$46.47
JANET HANNON	Transit Delivery Division	Jacobs	\$80.55
SJ HARRIS	Transit Delivery Division	Jacobs	\$36.87
GERALD HENDLEY	Transit Delivery Division	Jacobs	\$71.54
FRANCIO HENRY	Transit Delivery Division	Jacobs	\$41.65
LEO HIMMEL	Transit Delivery Division	Jacobs	\$132.76
RUOCHANG HUANG	Transit Delivery Division	Jacobs	\$56.06
JOSHUA HUMPHRIES	Transit Delivery Division	Jacobs	\$59.90
CHRISTOPHER JOHNSON	Transit Delivery Division	Jacobs	\$65.18
JAMIE JOO	Transit Delivery Division	Jacobs	\$81.22
BEN KAMPH	Transit Delivery Division	Jacobs	\$98.52
MARTY KNIGHT	Transit Delivery Division	Jacobs	\$87.98
RUSSELL KOFF	Transit Delivery Division	Jacobs	\$94.31
CHRIS KWONG	Transit Delivery Division	Jacobs	\$111.71
KEN LAM	Transit Delivery Division	Jacobs	\$77.42
OCTAVIO LARA	Transit Delivery Division	Jacobs	\$33.22
MATTHEW LUDWIG	Transit Delivery Division	Jacobs	\$80.33
MARK MAGUIRE	Transit Delivery Division	Jacobs	\$122.34
SHETAL MAHARAJ	Transit Delivery Division	Jacobs	\$68.00
KOSI MBAH	Transit Delivery Division	Jacobs	\$38.84

NORA MCINTYRE	Transit Delivery Division	Jacobs	\$90.15
MICHAL MIARA	Transit Delivery Division	Jacobs	\$61.92
DANIEL MILLEN	Transit Delivery Division	Jacobs	\$46.20
MICHAEL MILLMAN	Transit Delivery Division	Jacobs	\$63.10
DAVID MORGAN	Transit Delivery Division	Jacobs	\$89.66
BASIL MOUNEIMNE	Transit Delivery Division	Jacobs	\$44.28
RAMATOULIE MUHAMMED	Transit Delivery Division	Jacobs	\$42.64
CHARLES NEATHERY	Transit Delivery Division	Jacobs	\$132.90
PATICK NELSON	Transit Delivery Division	Jacobs	\$90.78
MIKE OSTROV	Transit Delivery Division	Jacobs	\$31.85
BRETT RIPKIN	Transit Delivery Division	Jacobs	\$64.88
ALICIA ROWE	Transit Delivery Division	Jacobs	\$80.26
GARETH ROWE	Transit Delivery Division	Jacobs	\$45.22
PRAVEEN SRIDHARAN	Transit Delivery Division	Jacobs	\$79.02
PAUL TIMUSCUK	Transit Delivery Division	Jacobs	\$60.36
CAROLYN WASHBURN	Transit Delivery Division	Jacobs	\$127.66
JONATHAN WEISS	Transit Delivery Division	Jacobs	\$88.18
CINDY WENG	Transit Delivery Division	Jacobs	\$41.46
CHRISTOPHER WILHELM	Transit Delivery Division	Jacobs	\$59.37
JESSICA WOBIG	Transit Delivery Division	Jacobs	\$47.62
FATUMA YUSUF	Transit Delivery Division	Jacobs	\$99.57
CHUANMING ZHANG	Transit Delivery Division	Jacobs	\$63.83
CHEN ZHOU	Transit Delivery Division	Jacobs	\$120.15
RICKY DOBBINS	Transit Delivery Division	ADS /dss+	\$69.32

ELOY RECIO	Transit Delivery Division	ADS /dss+	\$81.89
JASON SERGENT	Transit Delivery Division	ADS /dss+	\$92.70
FRANK HONG	Transit Delivery Division	SZPM	\$39.49
BLÉN MAMO	Transit Delivery Division	SZPM	\$33.99
SEAN MOORE	Transit Delivery Division	SZPM	\$54.11

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

<i>Position Type</i>	<i>Total Number</i>	<i>Number of District Residents</i>
Continuing		
Term		
Temporary		
Contract		

Number of Employees Hired in FY 2024 and FY 2025, to date

Position Type	Total Number	Number Who Are District Residents
Continuing	182	91 (50%)
Term	5	1 (20%)
Temporary	1	0
Contract	0	0

*Data as of 12/31/2024

7. Please provide the agency's FY24 Performance Accountability Report.

The FY24 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/FY24%20PAR%20-%20DDOT.pdf>.

8. Please provide the Committee with:

- a. A list of all employees who currently have cellphones or other mobile communication devices at agency expense.
 - i. Please provide the total cost for mobile communications and devices at the agency for FY24 and FY25, to date, including equipment and service plans.

- b. A list of all vehicles owned, leased, or otherwise used by the agency and to whom the vehicle is assigned.**
- c. A list of employee bonuses or special award pay granted in FY24 and FY25, to date.**
- d. A list of travel expenses, arranged by employee.**
- e. A list of the total overtime and worker's compensation payments paid in FY24 and FY25, to date.**

a. Please see Appendix **P1Q008a**.

Total Cost for FY24 = \$771,029

Total Equipment Cost FY24 (includes fees) = \$60,395

Total monthly service plan amount FY24 = \$64,252

Total Cost for Q1 FY25= \$187,884

Total Equipment Cost Q1 FY25 (includes fees) = \$22,291

Total monthly service plan amount FY25 = \$62,628

b. Please refer to the list of vehicles in **Appendix P1Q008b**.

c. A list of employee bonuses or special award pay granted in FY24 and FY25 to date can be found here:

DDOT's Bonuses or Special Awards Paid out in FY 2024:

Employee Name	Position Title	Bonus Paid – 1st Date of payout	Performance Bonus Amount
Alberta Paul	Communication Specialist	12/1/2024	\$3,227.00 AIA
German Virgil	Public Information Officer	5/3/2024	\$7,000.00 AIA
Edward Carpenter	Civil Engineer	8/9/2024	\$6,677.90 AIA
Patrick Ledda	Engineering Tech. (Civil)	8/9/2024	\$5,755.20 AIA
		Total:	\$22,660.10

*Note, there are no bonuses for FY25 to date.

d. A list of Travel Expenses arranged by employee: See **Appendix P1Q008d**

e. A list of the total OT and Worker's Comp payments can be found here:

Overtime Pay by Administration & Fund FY24:

ADMINISTRATION (Cost Center)	AMOUNT
GS001 - ADMINISTRATIVE ADMINISTRATION	6,256
GS002 - EXTERNAL AFFAIRS ADMINISTRATION	28,999
GS003 - OFFICE OF THE DIRECTOR	37,134
GS004 - OPERATIONS ADMINISTRATION	1,086,369
GS005 - PERFORMANCE ADMINISTRATION	15,127
GS006 - PROJECT DELIVERY ADMINISTRATION	3,358,055
Subtotal - 1010	4,531,939
GS002 - EXTERNAL AFFAIRS ADMINISTRATION	123
GS003 - OFFICE OF THE DIRECTOR	10,210
Subtotal - 1060	10,332
GS004 - OPERATIONS ADMINISTRATION	242,824
GS006 - PROJECT DELIVERY ADMINISTRATION	93,653
Subtotal - 3030	336,477
GS001 - ADMINISTRATIVE ADMINISTRATION	5,244
GS004 - OPERATIONS ADMINISTRATION	102,138
GS006 - PROJECT DELIVERY ADMINISTRATION	173,458
Subtotal - 3035	280,839
GS001 - ADMINISTRATIVE ADMINISTRATION	1,311
GS004 - OPERATIONS ADMINISTRATION	23,356
GS006 - PROJECT DELIVERY ADMINISTRATION	51,189
Subtotal - 3232	75,856
GS002 - EXTERNAL AFFAIRS ADMINISTRATION	1,000,337
GS004 - OPERATIONS ADMINISTRATION	(29,132)
GS031 - TRAFFIC SAFETY ADMINISTRATION	376,893
Subtotal - 4020	1,348,098
GRAND TOTAL	\$ 6,583,542

Overtime Pay by Administration & Fund FY 25 (through December 31, 2024):

ADMINISTRATION (Cost Center)	AMOUNT
GS001 - ADMINISTRATIVE ADMINISTRATION	4,892
GS002 - EXTERNAL AFFAIRS ADMINISTRATION	2,775
GS003 - OFFICE OF THE DIRECTOR	829
GS004 - OPERATIONS ADMINISTRATION	7,570
GS005 - PERFORMANCE ADMINISTRATION	4,134
GS006 - PROJECT DELIVERY ADMINISTRATION	228,540
GS030 - MAINTENANCE OPERATIONS ADMINISTRATION	8,714

GS031 - TRAFFIC SAFETY ADMINISTRATION	662,729
GS032 - TRANSPORTATION PLANNING ADMINISTRATION	1,964
Subtotal - 1010	922,146
GS002 - EXTERNAL AFFAIRS ADMINISTRATION	139
GS003 - OFFICE OF THE DIRECTOR	1,125
Subtotal - 1060	1,264
GS004 - OPERATIONS ADMINISTRATION	448,868
GS006 - PROJECT DELIVERY ADMINISTRATION	20,812
Subtotal - 3030	469,680
GS001 - ADMINISTRATIVE ADMINISTRATION	215
GS002 - EXTERNAL AFFAIRS ADMINISTRATION	318
GS003 - OFFICE OF THE DIRECTOR	648
GS004 - OPERATIONS ADMINISTRATION	46,068
GS006 - PROJECT DELIVERY ADMINISTRATION	82,696
Subtotal - 3035	129,945
GS006 - PROJECT DELIVERY ADMINISTRATION	46
Subtotal - 3075	46
GS004 - OPERATIONS ADMINISTRATION	2,951
GS006 - PROJECT DELIVERY ADMINISTRATION	8,767
Subtotal - 3232	11,718
GS002 - EXTERNAL AFFAIRS ADMINISTRATION	236
GS004 - OPERATIONS ADMINISTRATION	288
GS031 - TRAFFIC SAFETY ADMINISTRATION	94,642
Subtotal - 4020	95,165
GRAND TOTAL	1,629,964

Worker's Compensation: Data through December 31st, 2024

Workers' Compensation	Financial Type			
Fiscal Year	Medical	Indemnity	Subrogation	Total
FY24	\$117,521.98	\$142,684.06	-\$17,042.04	\$243,164.00
FY25	\$17,087.69	\$35,811.97	-\$52,000.00	\$899.66
Total	\$134,609.67	\$178,496.03	-\$69,042.04	\$244,063.66

9. What is the agency's current remote work policy? Please provide a copy of the agency's Continuing Operations Plan and any other remote working protocols.

On January 8, 2024, the District Department of Human Resources (DCHR) notified all District employees via email about a change in the telework policy. On March 10, 2024, the District Government reduced routine telework days from two per week to one per week. The District Department of Transportation (DDOT) follows this new guidance. DDOT adheres to DCHR's telework schedule and policy.

Please reference the January 8, 2024, issuance from DCHR for further details: [E-DPM | Issuance | Compressed, Flexible, and Telework Schedules \(dc.gov\)](#)

10. 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 their contact information.
- c. Please note if the agency is currently in bargaining and its anticipated completion date.

Bargaining Unit Agreements	Negotiation Status	Applies to	Duration	Employees Covered	Union Leadership
Collective Bargaining Agreement Between the District of Columbia Government Departments of Public Works, Transportation, Motor Vehicles and For Hire Vehicles and American Federation of Government Employees Local 1975 ("AFGE 1975 CBA")	Not at this time	AFGE Local 1975	Expiration extended to 9/30/21 (automatic annual renewal)	531 Employees (approx. 40 Occupational Series)	Joey Davis, President AFGE Local 1975 Email: joey.vpdmv.afgelocal1975@gmail.com Phone 586-904-3991
Working Conditions Agreement Between the Metropolitan Police Department of the District of	Not at this time	AFSCME Local 709	12/30/2021 (automatic annual renewal)	209 Employees Safety Technicians and Lead	Debra Walker, President, AFSCME Local 709,

Columbia and the American Federation of State County and Municipal Employees; District Council 20; Local 709; School Crossing Guards ("AFSCME WCA")			since 2005)	Safety Technicians	100 M Street, SE Suite 250, Washington DC 20003 (202) 820-3108 office (202) 316-4670 mobile afscme.local709@gmail.com
Labor Agreement Between the District of Columbia Government Department - Metropolitan Police Department (MPD) and National Association of Government Employees Local R3-5 ("NAGE R3 CBA")	Not at this time	NAGE R3-05	9/30/2022 (automatic 3 yearly renewal since 2010)	36 Employees Legal Instruments Examiner; Staff Assistant; Quality Assurance Specialist; IT Specialist	Antonio Reed, President NAGE R3-05 (202) 344-9092 300 Indiana Ave, NW, Washington DC 20001 harvey.cannon@dc.gov
Compensation Collective Bargaining Agreement Between The District of Columbia Government and Compensation Unit 1 and 2 ("Comp 1&2")	Negotiations concluded final agreement signed on March 9, 2022.	AFGE Local 1975; AFSCME Local 709	Through September 30, 2026	76 Total (531 AFGE 1975; 209 AFSCME 709; 36 NAGE R3-5)	Stanley Freeman, President, AFGE Local 1975 Debra Walker, President, AFSCME Local 709 Antonio Reed President, NAGE R3-05
Collective Bargaining Working Conditions Agreement Between American Federation of Government	New Agreement Effective April 4, 2022	AFGE Local 1403	Through September 30, 2023	7 Attorney Advisors and Senior Attorney Advisors	Aaron Finkhousen, President AFGE 1403 441 4th Street, NW 6th Floor

Employees, Local 1403, AFL-CIO and the District of Columbia and The Office of the Attorney General, Government of the District of Columbia ("AFGE 1403 CBA")					Washington DC 20001 (202) 724-6652 office (856) 651-8780 mobile afge1403president@gmail.com
Compensation Agreement Between the District of Columbia and The Office of the Attorney General and The American Federation of Government Employees, Local 1403, AFL-CIO ("AFGE 1403 Comp")	New Agreement Effective January 8, 2022	AFGE Local 1403	Through 9/30/2023 (remains in effect until replaced)	7 Attorney Advisors and Senior Attorney Advisors	Aaron Finkhousen, President, AFGE 1403

The American Federation of Government Employees Local 631 filed a recognition petition with the Public Employees Relations Board (PERB) on February 22, 2024. PERB has not ruled on this matter.

11. Please describe the agency's process for investigating allegations of sexual harassment or misconduct committed by or against its employees. List and describe any allegations received by the agency in FY24 and FY25, to date, and how those allegations were resolved.

- a. Has the agency identified a primary and alternate sexual harassment officer ("SHO") as required by Mayor's Order 2023-131 ("Sexual Harassment Order")? If not, why not? If yes, please provide the names of the primary and alternate SHOs.**
- b. Has the agency received any requests from staff in an otherwise prohibited dating, romantic, or sexual relationship for a waiver of the requirements of provisions of the Sexual Harassment Order? What was the resolution of each request? If a waiver has been granted, are there limitations on the scope of the waiver?**

DDOT designated a Sexual Harassment Officer (SHO) in accordance with the Mayor's Order 2023-131, Sexual Harassment Policy, Guidance and Procedures issued

on October 31, 2023. 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; (4) submission of a written report summarizing the results of the investigation and recommendations to internal counsel for review and forwarding to the Mayor’s Office of Legal Counsel (MOLC); and (5) notifying the complainant and the respondent of the corrective actions.

- a. The Sexual Harassment Officer (SHO) is Dr. Victor Javier Rodriguez, and the Alternate is Silvia “Lidice” Small
 - i. FY24: EID received 1 inquiry related to Sexual Harassment in FY24. It is considered closed.
 1. EID24002 – [internal to DDOT] Sexual Harassment Allegations between colleagues; investigation found the allegations to be unsubstantiated.
 - ii. FY25: EID has received 1 inquiry from DDOT personnel, the claimant alleged SH amongst colleagues, but the Complainant opted to utilize an external SHO Officer for the agency. The inquiry is considered closed.
- b. As of December 31, 2024, DDOT has not received a request for waivers, nor have any been approved.

Operations

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

- a. Their names (or an indication the seat is vacant);**
- b. The date of their confirmation;**
- c. The date their term ends;**
- d. Whether the member is a District resident; and**
- e. Attendance at each meeting in FY24 and FY25, to date.**

Board/ Commission	DDOT Designee	Seat Design- ation	Date of Appt.	Term End Date	Resi- dency	Attendance
Pedestrian Advisory Committee (PAC)	Karyn McAlister	DDOT	10/1/2023	Serves at the pleasure	MD	10/23/23, 11/13/23, 12/11/23,

				of the Mayor		1/8/24, 2/12/24, 3/11/24, 4/8/24, 4/24/24 (special meeting), 5/13/24, 6/10/24, 7/8/24, 9/9/24, 10/21/24, 11/18/24, 12/9/24, 1/13/25
Recreational Trails Advisory Committee	Yvonne Jones	DDOT	10/1/2025	Serves at the pleasure of the Mayor	DC	07/10/24
Undergrounding Project Consumer Education Task Force (UPCETF)	Anthony Soriano	DDOT	8/23/2018	Serves at the pleasure of the Mayor	DC	No meetings in FY24 or FY25 so far.
Transit Rider Advisory Council	Yohannes Bennehoff	DDOT	1/14 2020	Serves at the pleasure of the Mayor	MD	No meetings in FY24 or FY25 so far.
Multimodal Accessibility Advisory Council (MAAC)	Zachary Smith	DDOT	11/17/2022	Serves at the pleasure of the Mayor	DC	10/11/23, 11/8/23, 12/13/23, 1/10/24, 2/14/24, 3/13/24, 4/10/24, 5/8/24, 6/12/24, 7/10/24, 8/14/24, 9/11/24, 10/9/24, 11/13/24, 12/11/24, 1/8/25

Bicycle Advisory Council (BAC)	Mike Goodno	Bicycle Coordinator at DDOT	10/1/2023	Serves at the pleasure of the Mayor	VA	11/1/23, 1/10/24, 3/6/24, 5/1/24, 7/10/24, 9/4/24, 11/13/24, 1/9/25
Public Space Committee	Elliott Garrett	DDOT	9/1/2022	Serves at the pleasure of the Mayor	MD	10/26/23, 11/16/23, 12/21/23, 1/25/24, 2/22/24, 3/28/24, 4/25/24, 5/23/24, 6/27/24, 7/18/24 (Special Hearing), 7/25/24, 8/22/24, 9/26/24, 10/24/24, 11/21/24, 12/5/24 (Special Hearing) 12/19/24,
Urban Forestry Advisory Council	Earl Eutsler	DDOT	10/1/2016	Serves at the pleasure of the Mayor	DC	11/17/23, 2/16/24, 6/20/24, 12/2/24

13. For any task forces or organizations of which the agency is a member, including those inside the government (e.g., interagency task forces), please provide:

- a. The name of the task force or organization; and**
- b. Any associated membership dues paid.**

	2019	2020	2021	2022	2023	2024
American Association of State Highway &	\$30,549	\$30,549	\$30,549	\$30,549	\$30,549	\$30,549

Transportation Officials (AASHTO)						
Northeast Association of State Transportation Officials (NASTO)	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
National Association of City Transportation Officials (NACTO)	\$21,000	\$25,000	\$23,000	\$25,000	\$31,250	\$31,250
Eastern Transportation Coalition (I-95 Coalition)	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
North American Bikeshare Association (NABSA)			\$11,000	\$ 8,000	\$8,000	\$12,500
National Association of State Foresters			\$3,190	\$3,190	\$3,190	\$3,190
Clean Air Partners*	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$68,800
Transportation Research Board	\$85,000	\$85,000	\$85,000	\$85,000	\$87,658	\$89,251
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						
Mayor's Task Force on Automated Traffic Enforcement (ATE) Equity and Safety						
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.

***BCT disbanded at the end of FY24. Applications are now approved through OCA staff.

14. Please list each new program implemented by the agency during FY24 and FY25, to date. For each new program please provide:

- a. A description of the program, including when it began and (if applicable) its actual or anticipated end date;**
- b. The funding required to implement the program; and**
- c. An assessment of the program's success.**

In FY24, DDOT continued to prioritize safety with new and expanding programs that deliver on our agency's goals.

New Automated Enforcement Initiatives

In FY24, the budget for the Automated Traffic Enforcement (ATE) Division, which is under DDOT's Traffic Safety Administration, was \$13.6 million. The work of this Division included expansion in what behaviors we are enforcing as well as increasing the number of cameras. (Note: The total tickets issued under each enforcement type are presented on DDOT's [ATE Dashboard](#).) We continue to see positive results from deploying these interventions. Some further examples from this program in FY24 include:

Clear Lanes Automated Bus Lanes and Zones Enforcement Program

In partnership with the Washington Metropolitan Area Transit Authority (WMATA), DDOT began issuing live tickets for violators of bus zones and bus lanes using 140 cameras installed on WMATA buses.

New Camera Types

Two new enforcement types were introduced: oversize vehicle (truck) restriction, and school bus stop arm violation. We began issuing tickets for oversized vehicle restriction in March 2024, and school bus stop arm violation starting in June 2024.

Additional Cameras under existing Enforcement

In FY24, we added 93 speed, 41 red light and 26 stop sign cameras to DDOT's automated enforcement program.

Post Fatal Rapid Response Process

In February 2024, DDOT's Traffic Safety Administration formalized the process for the agency's response to crashes that the MPD Major Crash Investigative Unit (MCIU) investigates. These crashes include mostly fatal crashes in addition to some major injuries. DDOT's Multimodal Safety Engineering Division works with MPD to learn and determine the dynamics and context of the crashes as well as perform internal site visits.

Where DDOT has jurisdiction, we design engineering treatments that address the dynamics of the fatal crash as well as additional proactive multimodal safety treatments that can be implemented. These projects are listed under the Annual Safety Program (ASaP) Dashboard and are generally implemented on a rapid basis averaging between 3-6 months from the time of the fatality.

15. Please list all electronic databases maintained by your agency, including the following:

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

All DDOT databases are listed in the Enterprise Data Inventory (EDI), which can be accessed by visiting <https://opendata.dc.gov/datasets/enterprise-dataset-inventory> and filtering "Agency Name" by "District Department of Transportation. DDOT is continuously updating the data and will be complete with all updates within the coming weeks.

16. What has the agency done to make the activities of the agency more transparent to the public in FY24 and FY25, to date?

DDOT continues to build on existing processes and employ innovative, user-friendly technologies to provide timely, relevant, and beneficial information about operations, services, and outreach activities. The following were implemented or improved to enhance transparency for the public:

Dashboards and Online Resources

DDOT has developed and 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:

- Automated Traffic Enforcement (ATE) Dashboard – <https://ate.ddot.dc.gov>.
 - In FY24, DDOT launched the ATE dashboard, which presents information on camera type and locations as well as violation numbers.
- Safe Routes to School (SRTS) Action Plan Dashboard – <https://srts.ddot.dc.gov/pages/action-plans>
 - In FY24, DDOT launched the SRTS Action Plan dashboard, which presented schools that have or are scheduled to receive Action Plans from DDOT's SRTS team. It also shows the plans (including spot safety assessments), notices of intent, and status of the plan implementations.
- Traffic Safety Input (TSI) Dashboard - <https://ddot.dc.gov/featured-content/traffic-safety-investigation-tsi-dashboard>;
 - In FY23, DDOT launched the TSI Dashboard to track 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. The dashboard continues to be a useful resource affording residents visibility into the TSI process.

- Bicycle Lane Manual Count Dashboard –
<https://bikelanes.ddot.dc.gov/pages/manual-counts>
 - In FY24, DDOT published this dashboard, which presents annual bike lane data, including manual and automatic counts of bike lane usage and sidewalk riding.
- Bus Priority Map/Dashboard - <https://buspriority.ddot.dc.gov>
 - Shows DDOT's bus priority projects by status on a map and presents more in-depth information about each project.
- DDOT Capital Projects Dashboard - <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.
- Safety Intervention Dashboard –
<https://experience.arcgis.com/experience/9ece39c8cb3745a1aa1bf2b451ae2c35/>
 - Tracks DDOT's Vision Zero safety interventions that have been constructed, installed, and deployed to the streets.
- Annual Safety Improvement Program (ASAP) Dashboard - <https://experience.arcgis.com/experience/927e7837c14947da8d1d54efc7bdec37>:
 - Presents an overview of the ASAP program and the location and timing of installations.

DDOT's Website – The central repository for all content, plans, services, and programs pertaining to DDOT is its public-facing website that can be found at www.ddot.dc.gov. The Public Information Division continues to make improvements to the website including the utilization of the ESRI Hub ('Hub' or 'Hub site') platform to showcase DDOT projects. The division will continue to integrate the Hub platform into all major DDOT projects to improve transparency and overall public awareness of agency work. A demonstration of this effort can be found at <https://projects.ddot.dc.gov/>.

Press Releases and Media Relations – 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. These inform the public of projects or initiatives that affect the community. Press releases are distributed to the media, Advisory Neighborhood Councils, other government leadership, stakeholders, and the community. DDOT's news room is available at <https://ddot.dc.gov/newsroom>.

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 is the FY23 update to include Streatery permits. TOPS may be accessed from home or at conveniently placed kiosks at local Metropolitan Police Department District offices and at DDOT’s Public Space Permit Office located at 1100 4th Street SW.

Additionally, in FY23, DDOT undertook a project to modernize the TOPS platform. While this process is still underway, the IT team continues to mark progress on this significant undertaking.

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. For FY24, the call center answered 62,468 calls. DDOT’s customer service clearinghouse received and responded to 2,339 written communications from the “Ask the Director” link on DDOT’s webpage and formal letters to the Director and/or the Mayor.

Strategic Planning Documents – DDOT released its strategic long-range plan, moveDC, in FY21. moveDC communicates the department’s goals, policies, strategies, and metrics to be used in measuring agency 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 out to the public on an annual basis. The first report on the plan was published in CY2022.

17. How did the agency solicit feedback from customers in FY24 and FY25, to date?

a. What is the nature of the feedback received?

b. How has the agency changed its practices in response to feedback?

DDOT continues to maintain its commitment to open engagement with District residents and businesses as we work collaboratively to improve our transportation network. Below, we have highlighted multiple platforms, events, and resources the agency uses to gather feedback from residents, businesses, and commuters and respond to questions and requests for service.

311 Service Request Survey and Quarterly Review – 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 serves as a good indicator for DDOT to identify strengths and areas for potential growth. DDOT built a dashboard leveraging this data to continuously track survey responses and identify trends. These findings are routinely presented and discussed in internal 311 performance meetings.

In FY24, DDOT updated its Utility Repair Issue service request to now be the Public Space Inspection service request. The request was also updated to provide residents with example photos and better pathways to report issues, such as safe accommodations or utility issues on the sidewalk. DDOT also provided updates to its Roadway Signs and Bicycle Services service requests in early FY24 with photos and branching questions to help residents identify the issues. Not only do these improve the experience for resident submitting a request, but it also provides DDOT with better information to address and respond to the problem.

Additionally, DDOT hosts quarterly internal 311 performance reviews to ensure that the agency continues to meet our SLAs across the agency. These reviews also allow departments to access our performance, identify problems and patterns, and follow up as needed to ensure residents are receiving the requested services.

IQ4 Community Queries – DDOT also responds to resident and community questions via our [Community Engagement Page](#). Questions are routed to the appropriate Community Engagement Division (CED) specialist in our internal database where issues are tracked and responses are provided. This provides us with an extensive history on complex community concerns and engage with residents directly outside of email.

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 issues. 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.

DDOT also uses its social media channels for digital outreach and promotional marketing, such as sharing surveys, public input, and engagement opportunities related to various projects. While social media serves as a medium where residents can learn about these opportunities, it is not the primary tool for collecting feedback.

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. 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 has also resumed in-person public meetings and engagements throughout FY 24. In total, DDOT hosted 26 in-person or virtual public meetings in FY24.

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. 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. In total, the Community Engagement Team attended 333 ANC, Civic Association, and other public meetings during FY24.

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>

Rulemaking Public Comment Period - DDOT is required to accept public comment after the publication of each proposed rulemaking (change to the DC Municipal Regulations) for a minimum of 30 days. Comments and corresponding changes are summarized in the subsequent iteration of the rule, with special weight given to comments from Advisory Neighborhood Councils. Rulemakings that include a change to the schedule of fines are also subject to Council review. All rulemakings are published in the *DC Register* at <https://www.dcregs.dc.gov/Common/DCR/SearchIssues.aspx?AgencyID=1>.

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. A complete list of the meeting dates can be found here: www.psc hearing.dc.gov.

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. The Ask the Director 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.

During FY23-FY24, DDOT launched a comprehensive review and update to the agency's public involvement plan. The updated plan includes more prescribed measures to support more meaningful engagement by categorizing projects into tiers and developing outreach plans that are consistent across projects of similar scope and impact. Additionally, the updated plan requires project managers to identify all key stakeholder groups impacted by a project and develop outreach strategies for these groups. The updated plan, now called the Public Engagement Plan (PEP) is entering its pilot stage with its full implementation by the end of FY 25.

Feedback collected from District residents ranges widely and informs DDOT projects, plans, policies, and strategies across all of its administrations. We are always working to incorporate this feedback into our projects and programs to ensure that DDOT delivers.

18. What has the agency done to reduce agency energy use in FY24 and FY25, to date? Did the agency's energy use increase or decrease in FY24? Please identify how much energy use increased or decreased in terms of kWh and therms, and what percentage increase/decrease that is compared to FY17.

The Department of General Services (DGS), not DDOT, is responsible for managing the energy use of District buildings and facilities once they are operational, as of December 31, 2024.

Budget and Finance

19. Please provide a chart showing the agency’s approved budget, actual spending, and any variance between the two, broken down by division and subdivision, for FY24 and FY25, to date. Please provide an explanation for any variance between the approved budget and actual spending.

See **Appendix P1Q019** for the approved budget and actual spending for FY24 and FY25, as of December 31, 2024.

20. Please list any reprogrammings in, out, or within the agency affecting FY24 or FY25 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 P1Q020** for information on FY24 and FY25 reprogrammings.

21. Please provide a complete accounting for all intra-District transfers received by or transferred from the agency during FY24 and FY25, to date, including:

- a. The 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 P1Q021** a complete accounting of all intra-District transfers in FY24 and FY25.

22. Please provide a list of all MOUs in effect during FY24 and FY25, to date, that are not listed in response to the question above.

Please see response to Question 21 (intra-District transfer list) for the list of MOUs in place during FY 2024. See **Appendix P1Q022** for a list of MOUs in place for FY 2025.

23. Please identify any special purpose revenue (“SPR”) funds maintained by, used by, or available for use by the agency during FY24 and FY25, to date. For each fund, please list the following:

- a. The revenue source name and code;
- b. Legal authority for the fund (e.g., D.C. Code or DCMR citation);
- c. A description of the program/activity that generates the associated revenue;
- d. The amount of revenue generated by these activities/programs in FY24 and FY25, to date;
- e. The amount of money expended from the fund, and the purpose of each expenditure, in FY24 and FY25, to date; and
- f. The current fund balance.

See **Appendix P1Q023** for information on special purpose revenue funds.

24. Please provide a list of all capital projects managed by the agency. Please include the following:

- a. A description of each project, including any projects to replace aging infrastructure;
- b. The amount of capital funds available for each project;
- c. A status report on each project, including a timeframe for completion, whether the project's timeline has changed from the previous year's agency oversight performance response, and the reason for the change; and
- d. Planned or anticipated spending on the project.

See **Appendix P1Q024** for information on capital projects as of December 31, 2024.

25. Please provide a complete accounting of all federal grants received for FY24 and FY25, to date, including the amount, and the purpose for which the funds were granted. For FY24 grants, please describe whether those purposes were achieved and the amount of any unspent funds that did not carry over.

See **Appendix P1Q025** for an accounting of federal grants received.

26. Please list any competitive or application-based funding for which the agency is eligible under the Infrastructure Investment and Jobs Act, the Inflation Reduction Act, or any other recently enacted federal legislation. 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 additional funding for which the agency is eligible but does not plan to apply, please explain why.

- a. For all federal funding identified, please describe any local matching requirements.

b. Please provide a description of the future availability of these grant funds and how the agency plans to prioritize using these grant funds before they are no longer available (if applicable).

Please see **Appendix P1Q026** for a list of funds that DDOT is eligible for, along with any application information.

There are a few Bipartisan Infrastructure Law (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. For instance, DDOT, as a functionally state agency, was deemed ineligible by the United States Department of Transportation for the Safe Streets and Roads for All grant.

Certain pre-existing grant programs, such as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, are anticipated to continue, but DDOT recognizes that with a new administration and the expiration of the BIL authorization, many existing discretionary grants may not continue beyond FY26. DDOT's team prioritizes applications using a holistic look at the portfolio of upcoming projects and recommends them based on their unique alignment with each grant program. Recommended applications are reviewed by internal leadership and the Office of the City Administrator for approval and alignment with District goals prior to submission.

27. Please list each contract, procurement, lease, and grant ("contract") awarded, entered into, extended, or for which an option year was exercised, by the agency during FY24 and FY25, to date. For each contract, please provide the following information, where applicable:

- a. The name of the contracting party;**
- b. The nature of the contract, including the end product or service;**
- c. The dollar amount of the contract, including budgeted amount and actually spent;**
- d. The term of the contract;**
- e. Whether the contract was competitively bid or not;**
- f. The name of the agency's contract monitor and the results of any monitoring activity;**
- g. Funding source; and**
- h. Whether the contract is available to the public online.**

See **Appendix P1Q027 and Q028**.

28. For FY24 and FY25, to date, please provide the number of contracts and procurements executed by your agency, broken down by the following values:

- a. Under \$250,000;**
- b. From \$250,000 up to \$999,999; and**
- c. \$1 million and above.**

See Appendix P1Q027 and Q028.

29. Please provide the typical timeframe from the beginning of the solicitation process to contract execution for:

- a. Contracts and procurements under \$250,000;**
- b. Contracts and procurements from \$250,000 up to \$999,999; and**
- c. \$1 million and above.**

Below are expected timeframes from the date a solicitation is publicized:

- a. Approximately 4 months (under \$100,000 and under \$10,000 would likely be quicker, as these allow for small purchase procedures and non-competitive procedures, respectively).
- b. Approximately 6 months.
- c. Approximately 10.5 months. The Council package approval process adds significant time (approximately 60 to 90 days) for all procurements greater than \$1 million.

These timelines are heavily dependent on the number of offerors. The more offerors that submit proposals, the longer an evaluation and approval can take.

30. In cases where you have been dissatisfied with the procurement process, what have been the major issues?

According to D.C. Code § 2-352-02(c)(7), contracts that require Council approval must also be deemed “legally sufficient.” These reviews often include matters that the Office of Contract and Procurement (OCP) feels are duplicative or are within the authority of the Contracting Officer. The lack of clarity around what constitutes a determination of legal sufficiency beyond the normal contracting processes has led to significant delays and failed procurements.

31. What changes to contracting and procurement policies, practices, or systems would help your agency deliver more reliable, cost-effective, and timely services?

The District’s procurement process can be cumbersome, and the additional requirement for Council oversight for contracts over \$1 million (or multiyear) adds extra steps and time (up to 90 days). This dollar threshold was set many years ago, and DDOT suggests revisiting this amount in the interest of more efficient contracting. Additionally, the Council could expand the “Plan of Contracts” to include locally funded projects, so that the approval process requires fewer legislative actions.

Please see the response to Q31 for another proposed change to the procurement process.

Laws, Audits, and Studies

32. 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.

33. 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.

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

<i>DCMR Title and Chapter</i>	<i>Description</i>	<i>Most Recent Revision</i>
7-33	Transit Benefit Programs	February 25, 2022
16-43	District Department of Transportation (Civil) Infractions	March 10, 2023
18-12	Bicycles, Motorized Bicycles, and Miscellaneous Vehicles	March 10, 2023
18-14	Commercial Transportation Safety	November 19, 2010

18-15	DC Circulator	April 21, 2023
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	November 17, 2023
18-23	Pedestrians	July 23, 2021
18-24	Stopping, Standing, Parking, and Other Non-Moving Violations	November 17, 2023
18-25	Size, Weight, Construction, and Loading of Vehicles	November 1, 1991
18-26	Civil Fines for Moving and Non-Moving Infractions	August 2, 2024
18-27	Special Parking Privileges for Persons With Disabilities	August 16, 2019
18-40	Traffic Signs and Restrictions at Specific Locations	November 17, 2023
18-99	Definitions	November 17, 2023
24-1	Occupation and Use of Public Space	March 10, 2023
24-2	Rental of Public Space	March 10, 2023
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	March 10, 2023
24-14	Street and Alley Closing	July 21, 1989
24-16	Valet Parking	September 3, 2010
24-20	Prevention of Hazardous Conditions	March 10, 2023
24-26	Transportation of Ultra-Hazardous Materials	December 9, 2005
24-33	Public Right-of-Way Occupancy Permits	March 10, 2023
24-34	Public Space Management of Excavation Work	March 10, 2023
24-35	Intercity Buses	March 10, 2023
24-37	Special Trees	March 10, 2023
24-41	Publisher Boxes	November 18, 2016

35. Please explain the impact on your agency of any federal legislation or regulations adopted during FY24 and FY25, to date, that significantly affect agency operations or resources.

As of December 31, 2024, there were no federal legislation or regulations adopted during FY 2024 and Q1 FY 2025 that significantly affect agency operations or resources.

The Federal Highway Administration (FHWA) released its final rule establishing regulations setting minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program. See 88 FR 12752, Feb. 28, 2023. However, FHWA released its National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance on June 11, 2024. Based on the review and the recommendations provided by the Joint Office of Energy and Transportation (Joint Office), FHWA approved the District of Columbia Electric Vehicle Infrastructure Deployment Plan and DDOT selected its first grantees to install charging infrastructure in the District. This year, DDOT will solicit, review, and issue additional grants to implement the charging infrastructure plan approved by FHWA.

The Department of Transportation released its final rule on December 18, 2024 adopting, without modification, the Architectural and Transportation Barriers Compliance Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) as DOT's regulatory standards for new construction and alterations of transit stops in the public right-of-way. The rules became effective on January 17, 2025. DDOT has begun designing transit stops to comply with the PROWAG standards.

36. Please provide a list of all studies, research papers, and analyses (“studies”) the agency requested, prepared, or contracted for during FY24 or FY25, to date. Please state the status and purpose of each study.

Study	Purpose	Status
Evaluation of Different Curb Extension Treatments for Pedestrian Comfort and Safety at Intersections	DDOT has installed several curb extension treatments throughout the city. While DDOT has heard that these treatments are appreciated by impacted communities, evaluation is needed to determine the impacts on safety and comfort for pedestrians at these locations. This project will collect survey and video data that will be used to measure these impacts for pedestrians, focusing on permanent curb extensions, tactical curb extensions, and painted mural curb extensions.	This project is underway. Completion is expected during CY25.

Identifying and Intervening with High-Risk Drivers	<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>	DDOT research funds supported this effort by the Lab @ DC and the Vision Zero office. Funds were obligated in FY22 and spent in FY23. The Lab received final data to evaluate the project in FY24. The Lab and DDOT presented the results to the Transportation Research Board Annual Meeting in January 2025. We expect to publish a report in Q2 of FY25.
Low-Income Transit Fare Pilot Program Evaluation	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 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?	DDOT research funds supported this effort by the Lab @ DC. Funds were obligated in FY22 and spending was completed in FY24. We expect to publish a report in Q2 of FY25.

Building Up Agency-Wide Automated Image Processing Capability to Inform Safety and Mobility	<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.</p> <p>Advances in artificial intelligence and machine learning have the potential to speed up and improve processes for analyzing camera imagery. DDOT staff recognize 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, ultimately enhancing DDOT's ability to assess traveler behavior and roadway conditions for planning, design, and operations.</p>	Negotiations nearly complete for USDOT Volpe Center to undertake this work. MOU should be in place in Q2 FY25.
Sidewalk Condition Assessment Leveraging Machine Learning/AI and Mobile LiDAR	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 infrastructure 2) if it proves feasible, to apply the developed, automated method to the city-wide mobile LiDAR dataset collected by CycloMedia and generate a complete pedestrian infrastructure map in the entire District.	The project was completed in December 2024, and the final report is pending.

Autonomous Vehicle Testbed Pilot Design and Evaluation	<p>This research project is a pilot of a broader testbed. The research project will prove out the feasibility of the monitoring technologies and approaches at 3 locations and develop a deployment plan for the full testbed. It will also start the community engagement process around the notion of an AV testbed to ensure the community is a partner at the table in this effort, informing and participating in the testing and evaluation of AVs. Finally, it will build the data management structure that will enable broader use of this data by DDOT, academics, and other public agencies, as well as enabling public transparency around AV performance.</p>	<p>Funds are obligated as of September 2024 and the MOU to get the work underway should be in place in Q2 FY25.</p>
Residential Parking Permit Boundary Study	<p>This project will explore how changes to RPP boundaries and policies could encourage residents to use safer and more sustainable modes of transportation. RPP parking is priced the same, regardless of location, demand, or occupancy patterns. In this way, the RPP program is inequitably implemented: some residents have plentiful parking near their homes and enjoy free parking near retail, while others have limited parking near their homes. In most cases, the residents living near retail pay far below “market rate” for their on-street parking.</p> <p>DDOT is interested in exploring scenarios for RPP boundaries that incorporate the District’s goals and build upon innovative practices in residential parking permitting.</p>	<p>This project was delayed in FY24 due to multiple issues with the contracted party. DDOT will now complete this project in-house with the newly established Lab @ DDOT. We expect to begin work in late FY25 and continue into FY26.</p>

The Multi-Modal Measures of Effectiveness scoring tool (The MET) for DDOT project design alternative evaluation and selection	<p>The Multi-Modal Measures of Effectiveness Scoring Tool (The MET) is being developed to assess and compare transportation projects and design alternatives for multimodal access and amenities. This tool integrates District Department of Transportation (DDOT) standards and design manual preferences for multi-modal project elements with divided criteria and scoring related to:</p> <ul style="list-style-type: none"> - Pedestrians - Bicycles and micromobility devices - Transit - Traffic calming and speed management - Traffic operations and capacity - Curbside management - Freight 	Excel-based tool has been developed. Development of SOP, User Manual, and Web-based Application is underway.
Pedestrian Crossing Treatment Selection Guidelines	<p>DDOT is to update Section 31.6.2, and specifically Table 31-3, in a future revision of the DDOT Design and Engineering Manual (current edition is January 2019). The first part of the project includes data collection utilizing recorded video to gain insights into compliance and safety outcomes at Rectangular Rapid Flashing Beacons (RRFBs), W11-2 LED-embedded (LED-em) flashing signs, and pedestrian hybrid beacons (PHB) (formerly referred to as a “HAWK signals”). The proposed task will also include a literature review as well as of the development of guidance as to when certain pedestrian crossing treatments should be used. The following pedestrian control options were selected:</p> <ul style="list-style-type: none"> - W11-2 LED-embedded (LED-em) flashing signs - Rectangular rapid flashing beacons (RRFBs) - Geometric interventions (e.g., median refuge islands, curb extensions) - pedestrian hybrid beacons (PHBs) - Full Traffic Signals - Crosswalk removal or no crosswalk 	DDOT has initiated this project, but it is on hold due to staff and funding capacity constraints.
ATE Equity Fine Reduction Pilot Evaluation	<p>This project will test the impact of reducing fines for income-eligible vehicle owners on whether fines are sent to collections and whether drivers get citations in the future. While ATE cameras improve safety, their flat fines can be more burdensome for drivers with low incomes. Through a lottery, we will randomly select who receive Supplemental Nutrition Assistance Program (SNAP) to receive</p>	<p>In 2023, Mayor Bowser established a task force to address ATE equity and safety, and the City Administrator selected income-based fines out of the task force’s recommended pilots. Project was selected in FY24 for DDOT research funding, and the funds were</p>

	a fine reduction. Only minor violations with fines of \$100 or less that are issued to vehicles with DC tags will be eligible for the pilot. We will look at the pilot's impact on fines being sent to collections and on future citations.	obligated in FY25. Work is being completed by the newly established Lab @ DDOT, in partnership with the Lab @ DC. The pilot is expected to start in Q2 or Q3 of FY25.
Estimating Bicycle Ridership Trends	A more comprehensive picture of system-wide bike traffic would create a new source of outcome data for DDOT programs, building on research estimating network-wide bicycle volumes in . This project will combine automated and manual bicycle count data with Capital Bikeshare, micromobility, and big data sources to estimate volumes on across the District—even in places without dedicated counters—to learn how bike ridership is changing over time and in response to DDOT interventions.	Project was selected in FY24 through the Research Program's annual selection process, and the funds were obligated in FY25. Work will begin in January 2025 by University of Pennsylvania students developing an initial model with guidance from the newly established Lab @ DDOT.
Identifying Interventions for Shared Use Paths with Moped Drivers	This project will explore policies and interventions to integrate moped drivers in our city and to improve shared use of our active transportation system. We will start with discovery work with key road users, including moped drivers and bicyclists, and then collaboratively prototype solutions that promote a safe active transportation network. Through interviews, focus groups, and co-design sessions, we'll identify opportunities and constraints to promote safer use of the active transportation network and an understanding of the specific needs of moped drivers. Where possible, we'll use administrative data or secondary research to frame discovery findings and inform potential solutions.	Project was selected in FY24 through the Research Program's annual selection process, and the funds were obligated in FY25. Work will be completed in-house in FY25 and FY26 by newly established Lab @ DDOT, in partnership with the Lab @ DC.
Determining Equitable Distribution of Bus Shelters to Reduce Heat Exposure	Last year, DDOT conducted an analysis of potential bus shelter policies that account for ridership trends, equity, and accessibility with the end goal of increasing sheltered relative to unsheltered wait times. This project would expand the existing analysis to take heat and rider priorities into account. We would develop and test a model that allocates new bus shelters equitably and in areas of high heat exposure to inform an FY25 solicitation to manage DC bus shelters.	Project was selected in FY24 through the Research Program's annual selection process, and the funds were obligated in FY25. Work began in Q1 of FY25 and will be completed in-house by newly established Lab @ DDOT, in partnership with the Lab @ DC.
Safe and Efficient Deployment of Autonomous Vehicles Study	The purpose of this study is to begin to define a legislative and regulatory structure for AV deployment and to identify where additional learnings are needed from testing before proceeding with legislative proposals. There will be two primary inputs to this process. First, the	Project was procured and initiated in FY24. The consultant work will be complete in Q3 2025, at which point DDOT will work internally to finalize the report

	<p>project will help DDOT to understand the policy levers available to District government in shaping how deployments will take place. This will include considerations for the role of District agencies beyond DDOT (e.g., Department of For-Hire Vehicles, Department of Motor Vehicles). Second, the project will evaluate data and reporting from existing testing and deployment, including testing operations in the District if any are active during the project period, to identify lessons learned and areas for additional exploration.</p>	<p>for delivery to Council after appropriate internal reviews.</p>
High Injury Network Analysis	<p>The High Injury Network is set to be updated every 5 years from the 2022 Update to the Vision Zero Action Plan with the next published update due in 2027. The 2022 High Injury Network used data from 2016-2021. The purpose of this analysis was to utilize the same model used for developing the 2022 HIN and apply newer data. DDOT Safety Engineering wanted to determine if data trends were showing decreases in crashes on the existing HIN and if other streets were showing increasing trends in injury or fatal crashes. If new streets were found, further investigation is needed and would help justify potential new corridor projects on these streets. The outcome of this was internal reporting to the DDOT Director and Chief Traffic Safety Officer as well as the Vision Zero Director.</p>	<p>Analysis was initiated using an existing contract issued under the Vision Zero operating fund. Results are being refined, and findings will be included in the forthcoming Vision Zero/ Strategic Highway Safety Plan led by the DC Vision Zero Office and DC Highway Safety Office as a joint effort.</p>

South Dakota Avenue Road Diet Study	In FY24, Councilmember Parker advocated for and Council approved funding to build a road diet on South Dakota Avenue NE. After conversations with the Councilmember, DDOT staff and the Councilmember agreed that a study was more appropriate to determine the feasibility of a road diet and any impacts that may result on adjacent streets and intersections. The project was kicked off with the community in the Summer of 2024, to gather feedback on vision for the future and problem areas for DDOT to focus. In Fall 2024, after the award of a new traffic engineering contract, DDOT staff developed a scope of work and initiated the analysis effort with a consultant team. The analysis is set to begin with data collection in early CY 2025 and DDOT staff will plan the second round of engagement in the late fall/early spring to share results with the Councilmember and community.	The traffic study of a 4-to-3 road diet was delayed due to contracting and procurement award timelines and staff capacity limitations. The study has been initiated under a newly awarded contract and will proceed in early CY2025.
Systemic Safety Treatments: Limited Access Highway Analysis	After numerous fatal crashes on the freeway, interstate highways, and limited access roadway portions of DC's roadway network, the Safety Engineering Team initiated an internal analysis to determine needs for systemic safety treatments on these roadways with a focus on FHWA's Proven Safety Countermeasures. While spot treatments are planned and designed by the Safety Engineering team in response to fatal crashes, the purpose of this analysis was to determine systemic signage and marking needs, the feasibility of systemwide paving treatments (e.g. sinusoidal rumble strips, high friction pavement treatments), and others as applicable. This analysis is still underway and is set to resume with the award of a new Vision Zero Engineering Support contract.	This analysis is still underway and is set to resume and complete with the award of a new Vision Zero Engineering Support contract in early CY25.

Measuring the effectiveness of DC Commuter Benefits Law and its impact on sustainable mode choices	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 cancelled in FY24 due to multiple issues with the contracted party (excessive delays, staff institution changes, lead institution internal investigations) and shifting priorities with the program staff.
Before and After Studies	DDOT evaluated the success of three completed multimodal projects (G Street NW, Penn Ave SE, and Virginia Ave NW) to measure changes in crashes, volumes, and efficiency before and after the projects were implemented. These studies will serve as a base for before/after studies aimed to be completed for the majority of corridor projects within DC. These will result in public-facing 2-page reports that support DDOT's transparency about our transportation goals.	Currently, the preliminary three reports are being finalized and will be published in FY2025. An additional four project evaluations are expected to be substantially completed in FY2025.

37. 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 FY24 and FY25, to date.

Please see the reports, audits, and investigations since October 1, 2021, and the status of the recommendation implementation, below:

Vision Zero Part I: DDOT Made Progress on Engineering & Equity but Gaps Remain.	
Issued by the DC Auditor on March 16, 2023	
Recommendation	Status

DDOT should create a robust data framework that compiles all proactive study recommendations and other data into a database that is used to develop, update, and publicize a High Injury Network.	IMPLEMENTED - DDOT has had a High Injury Network since 2015, and updated it in 2019 and again in 2022, based on the most recent crash, injury, and fatality data. The High Injury Network is publicly available on the Vision Zero website. DDOT is currently creating a more robust database to track projects on the HIN. The High Injury Network (HIN) is publicly available on the Vision Zero website at visionzero.dc.gov . The HIN will continue to be determined by reported crash data (https://visionzero.dc.gov/pages/crash-analysis) to show where injuries and fatalities are occurring. Study recommendations do not and will not factor into the development of the HIN, because the High Injury Network is by definition based on reported crash/injury/fatality data. DDOT has an internal tracking database for progress on the HIN that is updated each fiscal year. All DDOT Projects have public websites including High Injury Network projects (https://projects.ddot.dc.gov/pages/projects).
DDOT should use the High Injury Network to prioritize project selection based on safety and equity.	IMPLEMENTED - In addition to DDOT's prioritization of HIN in project selection and budget formulation that was mentioned in DDOT's 2023 response, multiple agency goals and metrics are built around emphasis on HIN including the Traffic Safety Input (TSI) program, Safe Routes to School Program, Annual Safety Program, and Automated Traffic Enforcement (ATE) placement.
DDOT should create policies and procedures that detail staff roles and responsibilities for the creation and maintenance of a comprehensive database; development of a High Injury Network; use of the High Injury Network for project selection, and required documentation for project selection, including when projects are not represented in the High Injury Network.	IN PROGRESS - The Multimodal Safety Engineering Division establishes and maintains the High Injury Network, refreshing it every 5 years. The last HIN was published in 2022, and the next update is due in 2027. The equity assessment used for budget formulation has scoring that includes the HIN and Vision Zero priorities. Traffic Safety Administration (TSA) owns the development and tracking of HIN projects. TSA works with the Resource Allocation Division (RAD) during budget formulation to clarify budget requests for HIN projects and project selection. DDOT is targeting to complete the documentation of the staff roles and responsibilities by the end of FY2025.
Capital projects should be documented in ProTrack+ so that historical data can be analyzed to measure progress on equity goals.	IMPLEMENTED - DDOT has been using ProTrack+ for capital projects since 2019. The following link at https://www.youtube.com/watch?v=cLga34UaAz8 shows one of the many training videos established in 2019 on how to document the location of a capital project in ProTrack+. DDOT also published capital projects online at https://ddot-capital-projects-dcgis.hub.arcgis.com/ . DDOT has expanded to track the Annual Safety Program (ASaP) in Protrack+ since 2023

The Traffic Engineering and Safety Division (TESD) should create policies and procedures for medium projects including the selection of projects, tracking project costs, monitoring each project, ensuring document retention, and monitoring achievement of equity goals	IMPLEMENTED - After a recent agency realignment, a new administration, Traffic Safety Administration (TSA) that has the legacy TESP staff is responsible for tracking HIN projects progress and developing annual work plans inclusive of the HIN in collaboration with another new administration, Transportation Planning Administration (TPA). Medium scale projects on the HIN are developed in coordination with TPA projects on the HIN, IPMA for long term design and construction timelines, and within TSA for Corridor Safety Projects. Construction of medium-term projects is tracked and delivered by TSA. TSA and TPA are currently building capacity and contracting to conduct project evaluations for all medium and long- term projects. Project costs and document retention are being tracked for all projects delivered by TPA and TSA. DDOT will complete the SOP documentation in FY25.
DDOT should determine the cost of TSIs and track where investments are being made.	IMPLEMENTED - As previously mentioned in DDOT's response in 2023, DDOT has restructured the TSI program to be more equity and safety focused, prioritizing areas of the District with higher safety needs. As a result, DDOT is delivering more safety treatments in Wards 5, 7, and 8 than previous TSI work plans. For example, in FY25 the distribution of TSIs by ward, as shown in the chart below, closely follows the demographic inequity. Average cost of TSI project construction is approximately \$18,000 per TSI based on recent analysis.
The Deputy Mayor for Operations and Infrastructure and DDOT should assess the number of FTEs needed to carry out the mission of the Vision Zero Division and request appropriate funding	IMPLEMENTED - As of FY 2025, the Vision Zero Office and Highway Safety Office (HSO) operate at a higher capacity (14 total FTEs, and 2.5 full-time contractors as of FY25) than ever before.
The Mayor and D.C. Council should support the number of dedicated FTEs for the Vision Zero Division based on a well-documented request from DDOT.	IMPLEMENTED - The Vision Zero Office and Highway Safety Office moved from DDOT to the Office of the City Administrator (OCA) to provide greater interagency collaboration and oversight to further enhance our commitment to the Safe System, multi-agency nature of Vision Zero As of FY2025, the Vision Zero Office and Highway Safety Office (HSO) operate at a higher capacity (14 total FTEs, and 2.5 full-time contractors as of FY25) than ever before.
The Mayor and the D.C. Council should fund the Vision Zero Omnibus Amendment Act to the extent required to implement provisions to reach zero fatalities.	NO LONGER APPLICABLE - The Mayor and DC Council work together each year on the city's budget, and this process has resulted in record investments in traffic safety, reflecting shared Vision Zero goals and priorities. In addition, DDOT and the DC Highway Safety Office use federal funds to reach Vision Zero targets.

DDOT should allocate sufficient resources for continuous before/after evaluations and set targets in its annual performance plan to include how many safety improvements were assessed and whether investments have been worthwhile.	IN PROGRESS - DDOT continues to work on a before and after evaluation process. DDOT has piloted studies in FY24 and continues to refine the process in FY25 in collaboration with The Lab @ DDOT to make these evaluations comprehensive. Implementation of the evaluation procedure will be in FY26.
DDOT should establish agency-wide and division-level Vision Zero policies and procedures that demonstrate how DDOT will achieve its objective and address related risks to the Vision Zero goal.	NO LONGER APPLICABLE - This recommendation is no longer directly applicable because the Vision Zero Office is in OCA, but the Vision Zero and Highway Safety Offices have implemented this recommendation at a multi-agency level. The Vision Zero Office and Highway Safety Office are involved in agency budget formulation and performance plan creation as part of OCA. Mayor Bowser released the Vision Zero 2022 Update in October 2022, with an action plan and metrics for all Vision Zero agencies (https://visionzero.dc.gov/pages/2022-update). The Vision Zero Office will release a new 5-year plan in 2025 with metrics for all Vision Zero agencies. Vision Zero Office will continue to track Vision Zero metrics and performance indicators as part of OCA performance management.
DDOT and the Deputy Mayor for Operations and Infrastructure should ensure the Vision Zero Action Plan is a living document with measurable equity strategies, target completion dates, estimated costs, and clear responsibilities for releasing annual progress reports and action plan revisions	IMPLEMENTED - The Vision Zero and Highway Safety Offices have implemented this recommendation at a multi-agency level. The Vision Zero Office and Highway Safety Office are involved in agency budget formulation and performance plan creation as part of the Office of the City Administrator. Mayor Bowser released the Vision Zero 2022 Update in October 2022, with an action plan and metrics for all Vision Zero agencies (https://visionzero.dc.gov/pages/2022-update). Vision Zero Office will release a new 5-year plan in 2025 with metrics for all Vision Zero agencies. Vision Zero Office will continue to track Vision Zero metrics and performance indicators as part of OCA performance management.
DDOT should identify who is responsible for completing and publishing annual Vision Zero progress reports that include small Traffic Safety Investigations, medium, and large capital safety improvements to update	IMPLEMENTED - In addition to the Vision Zero crash dashboard managed by the Vision Zero Office, and other DDOT managed dashboards (https://experience.arcgis.com/experience/927e7837c14947da8d1d54efc7bdec37) that were already live, DDOT now also maintains user-friendly websites that provide continuous updates on all DDOT projects (https://visionzero.dc.gov/pages/2022-update). DDOT and the Vision Zero Office will continue to provide annual updates as part of performance oversight questions and

residents and policy makers about the progress of the initiative and any shifts in priorities.	testimony, drawing from different divisions based on their portfolios.
The Mayor should ensure that revenue from the issuance of the bicycle awareness license plate is properly transferred to the Vision Zero Pedestrian and Bicycle Safety Fund consistent with D.C. Code.	IMPLEMENTED - This recommendation was implemented prior to the report's publication. Please see the Vision Zero Bicycle Awareness tag at https://dmv.dc.gov/service/specialty-vehicle-tags#visionzero .
The Deputy Mayor for Operations and Infrastructure should ensure there is a documented status assessment of outstanding Vision Zero legal requirements and action plan strategies, the action plan remains a living document, and annual progress reports are done.	IMPLEMENTED - Vision Zero performance indicators (across DMOI cluster agencies) as defined in the Vision Zero 2022 update, (https://visionzero.dc.gov/pages/2022-update) were tracked as part of DMOI performance metrics in FY24 and will be tracked as part of OCA performance metrics in FY25. The Vision Zero and Highway Safety Offices work regularly with Vision Zero agencies and track goals defined in the Vision Zero 2022 update, as well as legal requirements, annually stated goals, and HSO grants. As of FY25, all VZO/HSO engagements with partner agencies are tracked in an electronic database maintained by the Highway Safety Office.
The Mayor should hold quarterly Vision Zero CapSTAT or similar accountability meetings to ensure agencies have necessary funding and resources to implement Vision Zero.	IMPLEMENTED - As part of the Office of the City Administrator, the Vision Zero Office is involved in budget formulation and ongoing conversations about necessary funding and resources to implement Vision Zero. VZO/HSO work continuously with agencies and track goals defined in Vision Zero 2022 update, as well as annually stated goals, and Highway Safety Office grants. As of FY25, all VZO/HSO engagements with partner agencies are tracked in an electronic database maintained by the Highway Safety Office. Vision Zero performance indicators (across agencies) as defined in the Vision Zero 2022 update, were tracked as part of DMOI performance metrics in FY24 and will be tracked as part of OCA performance metrics in FY25.

DDOT should allocate more FTEs to the Traffic Engineering and Safety Division to strengthen program communications, address TSI backlogs and develop policies and procedures detailing how to complete traffic safety studies, document the investigations, and communicate the results of the investigations to residents.	IN PROGRESS - DDOT is increasing staff capacity and filling vacancies to increase the capacity of the safety team to address the responsive nature of the work such as TSIs. The TSI process, though responsive, also has a Standard Operating Procedure (SOP) that is being refined to ensure that residents know the results of investigations. For proactive safety work, the safety team has established a process for conducting and documenting Road Safety Audits for corridor projects and other data-driven proactive safety projects. DDOT has also developed and is refining a process for engineering response after a fatal crash has occurred.
DDOT should automate the process to ensure each resident who submits a TSI request receives a notification of how the TSI met or did not meet TSI criteria.	IMPLEMENTED - While the intake and prioritization steps have been automated, it is not possible to automate the process of determining whether a requested TSI meets the criteria for intervention as each prioritized location has unique characteristics that must be evaluated by DDOT to determine the appropriate safety interventions. The TSI dashboard is a convenient way for residents to see updates (https://ddot.dc.gov/featured-content/traffic-safety-input-tsi-dashboard). In addition, residents and ANCs can always reach out to DDOT's community engagement specialists to gain more insight into the TSI decision making process and may view the Traffic Safety Inputs (TSI) Prioritization Model 2.0 at https://ddot.dc.gov/sites/default/files/dc/sites/ddot/DDOT%20Traffic%20Safety%20Input%20%28TSI%29%20Prioritization%20Model.pdf .
DDOT should train engineers on how to navigate and input data into Cityworks.	IMPLEMENTED - DDOT engineers are trained on how to navigate and input data into Cityworks.
DDOT should assess whether the current 311 request process has made an impact on the number of incomplete applications and determine if additional changes to the policy are necessary.	IMPLEMENTED - TSI has assessed the 311 process and refined the 311 questionnaire. The new questionnaire will help ensure there are no incomplete requests and engineers get information from the requester that details the issue the requester is experiencing.
Vision Zero Part II: DDOT Automatic Traffic Enforcement (ATE)	
Issued by the DC Auditor on May 9, 2024	
Recommendation	Status

<p>DDOT should establish ATE program policies and procedures that include staff and management responsibilities to proactively define, identify, and monitor highpriority locations through a continuous data-driven process and prioritize those locations for ATE deployment.</p>	<p>IMPLEMENTED - After the ATE Bureau moved to DDOT, the agency began formulating policies and procedures resulting in a proactive and reactive data-driven analysis of locations needing traffic calming measures. The transition process began in October 2021 and established a set of Standard Operating Procedures in November 2021. DDOT has continued to strengthen and enhance its site selection process. Today's process is supported by robust policies and procedures that proactively define, identify, and monitor all locations including High Injury Network (HIN) locations through a continuous data-driven process and prioritize HIN locations for ATE deployment as well as being responsive to all requests.</p> <p>In May 2023, DDOT initiated a process to install proactive speed and red light ATE on the HIN and within School Zones.</p> <p>As of April 2024, DDOT has 33 stop-sign, 43 red-light and 213 speed cameras enabling the program to upgrade and expand its coverage to additional HIN locations. Despite this expansion, installation of red light, speed, and stop sign cameras at all HIN and hazardous locations remains infeasible given the mileage of the HIN. We use the data-driven site selection process to prioritize the deployment of these cameras. The current process is presented in the new ATE website, at ate.ddot.dc.gov/pages/methodology. This process also supports the rotation of camera assets to cover additional HIN and hazardous locations.</p> <p>With the completion of the expansion and upgrade of the entire ATE system in April 2024, DDOT will be reviewing driver compliance at legacy locations based on drops in violation volumes, crash trends, overall speed of all traffic especially from the high-speed categories and other factors outlined in DDOT site evaluation methodology.</p>
<p>DDOT should ensure the timely and complete reporting of information required in D.C. Official Code § 50-2209.05(a), including detailed explanations for each new ATE camera's deployment and if deemed warranted, recommend amendments to the reporting requirement if an alternative such as data</p>	<p>IMPLEMENTED - In January 2024, the ATE website (ate.ddot.dc.gov/) was launched to provide greater transparency and public facing information including the site selection methodology, how cameras work, frequently asked questions, and a map of camera locations. Soon, the website will report individual camera performance metrics.</p> <p>This website and its online dashboard aids in reporting and programmatic transparency of automated traffic enforcement camera data. The dashboard currently provides the ability to sort cameras by ward, type, and status of any camera in the network. Additionally, the ATE team is working to expand available data. The dashboard lends greater utility to the available data and can</p>

uploads could improve the timeliness and usefulness to the Council and public.	be updated as cameras are added and/or relocated. ate.ddot.dc.gov/pages/methodology
DDOT used its Equity Assessment Tool to analyze the safety benefits of the ATE program but had not yet established procedures to assess the equity outcomes, the potential financial burdens of overenforcement, and the geographic and socioeconomic balance of ATE requests.	IMPLEMENTED - The Mayor convened the Automated Traffic Enforcement Equity & Safety Task Force in 2023 to holistically consider the equity impacts of the ATE program. The Task Force report is coming soon in 2024, and per Mayor's Order, the Task Force report will include recommendations for pilot programs to address the equity implications of a fine-based system.

38. 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 fiscal years. Please provide an update on what actions have been taken to implement these recommendations. If the recommendation has not been implemented, please explain why.

Please see the response to Question 37.

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

Please see **Appendix P1Q039**.

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

Please see **Appendix P1Q040**.

41. Please list all settlements entered into by the agency or by the District on behalf of the agency in FY24 or FY25, 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.).

Please see **Appendix P1Q041**.

42. Please list any administrative complaints or grievances that the agency received in FY24 and FY25, 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 FY24 or FY25, to date, describe the resolution.

Office of Employee Appeals (OEA)

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:

- In FY 2024, an employee appealed a ten-day suspension for conduct prejudicial to the DC government and neglect of duty, arguing disparate treatment and failure to consider mitigating factors. The employee withdrew the appeal and no changes to agency policy resulted from this matter.
- In FY 2024, an employee appealed a ten-day suspension for failure or refusal to follow instructions, arguing that the employee complied with instructions. The OEA judge reversed the suspension. No changes to agency policy resulted from this matter.

- In FY 2024, an employee appealed a proposed removal for failure or refusal to follow instructions, arguing that the employee complied with instructions. The case is pending review by OEA. No changes to agency policy have yet resulted from this matter.
- In FY 2024, an employee appealed a proposed removal for conduct prejudicial to the DC government and false statements. The case is pending review by OEA.
- In FY 2024, an employee appealed a probationary termination. The Agency and Employee agreed to a dismissal of this matter. The employee notified the Agency of her incorrect probationary status prior to the action taking effect. The employee was restored to full duty.
- In FY 2024, an employee appealed a proposed removal for safety and health violations for failure to enforce safety and health regulations in performing their duties; conduct prejudicial to DC for use of abusive/offensive language and quarreling; and neglect of duty. The case is pending review by OEA.
- In FY 2024, an employee appealed a proposed removal action for the inability to carry out assigned responsibilities or duties. The case is pending review by OEA.
- In FY 2024, an employee appealed a proposed removal for failure or refusal to follow instructions, arguing that the employee complied with instructions. The case is pending review by OEA.

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

- In FY 2024, a former employee filed a claim alleging disparate treatment and retaliation.
- In FY 2024, an employee filed a claim alleging a manager created a hostile work environment. The matter is ongoing.

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

- In FY 2024, an employee filed a claim alleging a manager created a hostile work environment. The matter is ongoing.

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

- DDOT has not received any administrative complaints or grievances filed against DDOT in PERB during the period of FY 2024 and FY 2025, to date.

Contract Appeals Board

Description of Process Utilized

- The Contract Appeals Board (CAB) provides an impartial, expeditious, inexpensive, and knowledgeable forum for hearing and resolving contractual disputes, protests, Quick Payment Act claims, Public-Private Partnership Act claims, and Debarments and Suspensions involving the District and its contracting communities.

Complaints and Grievances

- DDOT and the Office of Contracts and Procurement received two grievances through the CAB. In FY 2024, there was an appeal from a contractor related to a contract for the rehabilitation of the East Capitol Street Bridge, which was resolved via a settlement, and an appeal from a contractor related to the withholding of payment due to a stolen call box from the job site, which is still pending.

The agency continues to monitor all grievances and administrative complaints to find ways to reduce employee complaints and improve the work environment.

Equity

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

a. What were the findings of any such assessments in FY24 or FY25, to date?

b. What changes did the agency make in FY24 and FY25, to date, with respect to how it conducts such assessments?

All budget requests are required to have an equity score from the agency's Equity Assessment Tool, 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.

- a. What were the results of any such assessments in FY 2024 or FY 2025, to date?

Total points earned (raw scores) on each EAT submission are converted to equity scores ranging from 1 – 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 262 requests submitted using the Equity Assessment Tool for the FY26 budget formulation period, 77% received an Equity Score of 3, 13% received an Equity Score of 2, and 10% received an Equity Score of 1.

- b. What changes did the agency make in FY 2024 and FY 2025, to date, or does the agency plan to make in FY 2025 and beyond, to address identified inequities in access to programs and services?

In FY24, DDOT further refined the EAT for the FY25 budget formulation period with a new streamlined survey to evaluate existing projects, programs and services that received an equity assessment in FY 25. Additionally, DDOT updated the EAT maps to include demographic information to support the agency's Title VI requirements to analyze demographic information of residents who may be impacted by DDOT's work.

The agency will continue to evaluate ways to incorporate the EAT beyond budget formulation as well as strategies to ensure staff understand how to apply an equity lens to their work.

44. 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 in FY2020.

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 44). 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 44 for further details).

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

a. How was the policy formulated?

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

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

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

Yes DDOT has an internal equal employment opportunity statement as the District Department of Transportation (DDOT) and its Director are firmly committed to the principles and spirit of Equal Employment Opportunity (EEO) for all employees and employment applicants. In addition to its EEO Policy Statement, the agency 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 2023-313 – 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

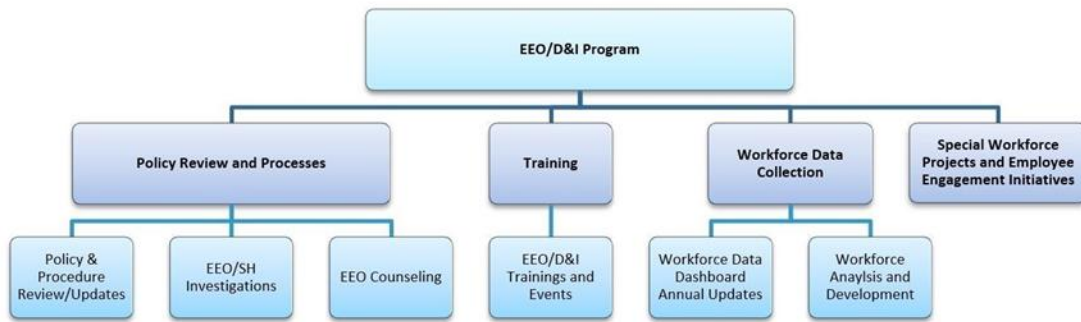
The EEO, Diversity, and Inclusion Program is managed by the agency's Equity Branch Manager, who reports to the Chief Transportation Equity and Inclusion Officer. Various staff within the Division serve as the agency's designated EEO Officer, Affirmative Action Officer, and Sexual Harassment Officer (SHO).

DDOT's EEO Specialist recently left the agency, so other staff within the Equity and Inclusion Division and Human Resources have absorbed those responsibilities until the position can be filled.

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 figure below illustrates the flow of program areas that have been established to monitor the agency's compliance, as outlined in the paragraphs 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 SHO or alternate SHO.

DDOT’s SHO and alternate SHO have 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 an 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 regarding improvements and implementation for DDOT's leadership 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.

46. The District defines racial equity as “the elimination of racial disparities such that race no longer predicts opportunities, outcomes, or the distribution of resources for residents of the District, particularly for persons of color and Black residents.” What are three areas, programs, or initiatives within your agency where you see the most opportunity to make progress toward racial equity?

DDOT continues to prioritize equity and engagement as a strategy in all programs to advance racial equity in the District. Areas that may have a significant impact toward reaching the agency’s goal of advancing racial equity due to our data analysis and evaluation include, but are not limited to, the Public Space Investigation program, ATE Clear Lanes program, and the agency’s safety-related initiatives.

47. In FY24 or FY25, to date, what are two ways that your agency has addressed racial inequities internally or through the services you provide? What additional resources would help your agency reduce traditional burdens felt by Black, Latine, Indigenous, and other communities of color in the remainder of FY25 and beyond?

In FY25, DDOT hired a new equity analyst focused on improving equitable outcomes for residents, visitors and other partners. To date, the equity analyst has engaged the Mayor’s Office of Racial Equity to begin development of a racial equity action plan to reduce inequities within the transportation network by outlining ways staff can collectively remove/reduce any burdens on residents that may result from our projects. The agency’s Racial Equity Action Plan is anticipated to be completed in FY 2026.

DDOT successfully hosted several events and programming for staff to address racial inequities in FY24:

In October 2023, DDOT hosted a discussion for Hispanic Heritage Month on “Leveraging the Community to Inform Transportation Policies and Practices.” The agency secured executive-level speakers to discuss ways to apply an equity lens when planning, designing, and implementing infrastructure projects as well as strategies to create and maintain inclusive spaces within organizations for professionals with diverse backgrounds and perspectives.

In February 2024, DDOT facilitated a webinar in celebration of Black History Month titled “Using Art in Public Spaces to Build Relationships and Meaningfully Engage Communities” with participation from the Commission on Arts and Humanities as well as local artists from the District.

In March, DDOT hosted an in-person Equity Talk “Taking the lead to foster a sense of belonging and inclusion” in March 2024 along featuring speakers from the Equity and Inclusion Division for staff.

In May 2024, the Equity and Inclusion Division partnered with the agency’s Active Transportation Branch to develop programming for Asian American, Native Hawaiian, and Pacific Islander Awareness Month including a facilitated discussion with a local non-profit organization dedicated to preserving the history of Chinatown DC residents on the transportation issues that they face.

In June 2024, the agency participated in the Capital Pride Parade to show support for LGBTQ+ staff and residents of the District.

During the budget formulation period, the agency hosted several trainings to educate staff on DDOT’s equity statement, how to apply an equity lens in their work and to identify DDOT’s historically under-resourced groups who may be most impacted by a project, program or service.

Continued partnerships with the Mayor’s Offices of Racial Equity, Latino Affairs, Asian American and Pacific Islanders to host cultural competency trainings for staff will further help DDOT reduce inequities for staff and external partners.

48. Consider one area where your agency collects race information. How does your department use this data to inform decision making?

The Equity and Inclusion Division's Civil Rights Branch collects race data through various channels to ensure fair and inclusive practices in transportation projects. This data is utilized to inform decision-making in several ways:

1. **Disadvantaged Business Enterprise (DBE) Certification:** Race information is collected during the DBE certification process to determine applicant eligibility. The data helps create the annual MAP21 report, which

analyzes the number of applicants, certifications, and their demographics, guiding policy adjustments and outreach efforts.

2. **DBE Compliance:** When new contracts are entered into the DDOT Compliance System, race data is used to track race-neutral and race-conscious participation. This data helps ensure prime contractors meet specific DBE utilization goals, which are reported to federal partners, such as FHWA.
3. **On-the-Job Training (OJT):** The OJT program uses race and gender data to monitor the diversity of applicants and participants, addressing the historical underrepresentation of minorities, women, and disadvantaged groups in highway construction. This ensures the program's alignment with federal goals for inclusion in the industry.
4. **Workforce Monitoring:** DDOT tracks the race and gender composition of workforces on federally-assisted projects to align with national participation targets set by the Department of Labor (28% minority and 6.9% female). This data drives efforts to improve workforce diversity on construction projects.

Overall, race data informs DDOT's strategies to foster equity and inclusion across its programs, ensuring compliance with federal standards while promoting opportunities for underrepresented groups.

49. How are communities of color engaged or consulted when your agency considers changes to programs or services? Provide one specific example from the past year.

When DDOT considers changes to programs or services, particularly regarding the Disadvantaged Business Enterprise (DBE) program, communities of color are actively engaged and consulted to ensure their voices are heard and their concerns are addressed. A specific example from the past year is the consultation process for establishing the Triennial DBE Methodology Report, which was submitted to the Federal Highway Administration (FHWA).

As part of the goal-setting process, DDOT consulted with a range of stakeholders, including minority and women's contractor groups, community organizations, and other relevant officials who could provide insights on the availability of disadvantaged businesses, the effects of discrimination, and strategies to level the playing field for DBE participation. This consultation included direct, interactive exchanges such as face-to-face meetings, video conferences, and teleconferences to gather relevant input from as many interested parties as possible before submitting the methodology to FHWA.

Additionally, a published notice announcing the proposed overall DBE goal was posted on DDOT's official website, ensuring transparency and giving the public an opportunity to review and comment on the proposed goal before submission. Any

changes to the goal, following review by FHWA, were also posted on the website to keep the community informed.

From the DBE Certification perspective, upon receiving notification from the USDOT about guidance and information for compliance with the provisions outlined in 49 CFR 26, the DBE Certification Unit will communicate these changes through monthly DBE certification workshops, both in-house and in collaboration with other Unified Certification Programs (UCP) in the metropolitan area. Additionally, these updates are shared at the agency's annual DBE Training Summit and Networking Symposium.

Through these efforts, DDOT ensures that communities of color are meaningfully involved in the decision-making process, particularly in relation to goals that impact their access to opportunities in transportation and infrastructure projects.

50. What barriers does your agency face when trying to: (1) make progress toward racial equity or (2) better understand racial inequity within the agency's context and operations (if any)? How does your agency's spending address existing racial inequities (grant disbursement, procurement/contracting, etc.)?

As a transportation agency, applying an equity lens requires an intentional shift towards collaborative decision-making with partners through meaningful engagement rather than simply informing or telling stakeholders of a planned project, program, or service. However, continuing to build and nurture meaningful partnerships to gain the trust of stakeholders, particularly under-resourced groups, is a challenge that many agencies face. To that end, DDOT's Community Engagement Division updated the agency's Public Engagement Plan, which includes strategies to improve engagement with residents through an equitable lens to make progress toward racial equity.

Pursuant to federal Executive Order 11246 and federal regulation 41 CFR Part 60-4, DDOT requires its contractors and subcontractors participating in agency-awarded federal-aid construction projects over \$10,000 put forth good faith efforts to recruit, hire and achieve the established hiring goals of 28% for black, indigenous, people of color (BIPOC) workers in the Washington D.C., Maryland and Virginia area and the national goal of 6.9% for workers who identify as female.

In addition, DDOT operates a federally mandated and approved On-The-Job-Training (OJT) program. DDOT's OJT program is established in accordance with the United States Department of Transportation (USDOT) – Federal Highway Administration (FHWA) federal regulation (23 CFR, Part 230.111). FHWA regulations require recipients of federal funding to operate a workforce development program which addresses the historical underrepresentation of certain populations

(i.e., BIPOC communities, women, and disadvantaged persons) in all phases of highway construction.

51. Please provide data on the racial diversity among leadership and at all staff grade levels. How does retention differ by race across levels? How does pay differ by race within levels?

Racial diversity by staff grade level is depicted in Table 1. The pay breakdown by racial diversity among leadership and at all staff grade levels by the Job Group Code is reflected in Table 2, below.

For FY24 DDOT did not explicitly compare retention data across the agency due to agency reorganization, in which previously existing administration and divisions have since been renamed, consolidated, and restructured; the changes to the agency's structure affected how we could accurately differentiate retention when compared to previous FYs. However, despite the restructuring and budget constraints, DDOT did not experience any large reductions in personnel.

Historically, DDOT has retained a predominantly Black workforce, a trend which DDOT has continued into FY24. Thus, Black-identifying personnel are overrepresented in most grade levels. However, retention rates across races continue to align with historical trends. DDOT has not identified a disproportional loss of personnel in a specific grade level.

DDOT continues its commitment to ensuring pay equity within grade levels and positions. DDOT also recognizes that some individuals may exceed qualifications for their roles and thus may receive a salary adjusted to their qualifications. DDOT's Administrative Services Division (ASD) engages in rigorous salary analysis to ensure that hires are recruited at competitive wages that are based on their qualifications, credentials, and experience. In FY24 DDOT did not identify trends that signaled disproportionate pay based on race for individuals in similar grades and positions with comparable qualifications, credentials, and experience.

FY24 Data tables

Table 1. Racial diversity by grade

Grade		Black, not of Hispanic origin	White, not of Hispanic origin	Asian or Pacific Islander	American Indian/Alaskan Native	Hispanic	Null & Not Reported	Grand Total
02	# of Employees	1.0						1.0
	% of Total Distinct count of	100%						100%

	Emplid along Race (group)							
03	# of Employees	119.0	1.0		1.0		84.0	205.0
	% of Total Distinct count of Emplid along Race (group)	58%	0%		0%		41%	100%
04	# of Employees	7.0						7.0
	% of Total Distinct count of Emplid along Race (group)	100%						100%
05	# of Employees	1.0						1.0
	% of Total Distinct count of Emplid along Race (group)	100%						100%
07	# of Employees	30.0	1.0			1.0	36.0	68.0
	% of Total Distinct count of Emplid along Race (group)	44%	1%			1%	53%	100%
08	# of Employees	41.0	1.0			2.0	19.0	62.0
	% of Total Distinct count of Emplid along Race (group)	66%	2%			3%	31%	100%
09	# of Employees	147.0		1.0	3.0	12.0	48.0	209.0
	% of Total Distinct count of Emplid along Race (group)	70%		0%	1%	6%	23%	100%
10	# of Employees	28.0				1.0	14.0	43.0
	% of Total Distinct count of Emplid along Race (group)	65%				2%	33%	100%

11	# of Employees	99.0	7.0	2.0	1.0	2.0	30.0	140.0
	% of Total Distinct count of Emplid along Race (group)	71%	5%	1%	1%	1%	21%	100%
12	# of Employees	118.0	20.0	3.0		5.0	58.0	201.0
	% of Total Distinct count of Emplid along Race (group)	59%	10%	1%		2%	29%	100%
13	# of Employees	99.0	36.0	9.0		10.0	40.0	193.0
	% of Total Distinct count of Emplid along Race (group)	51%	19%	5%		5%	21%	100%
14	# of Employees	31.0	25.0	8.0	1.0		30.0	94.0
	% of Total Distinct count of Emplid along Race (group)	33%	27%	9%	1%		32%	100%
15	# of Employees	11.0	17.0	3.0			4.0	35.0
	% of Total Distinct count of Emplid along Race (group)	31%	49%	9%			11%	100%
16	# of Employees	3.0	4.0	2.0			2.0	10.0
	% of Total Distinct count of Emplid along Race (group)	30%	40%	20%			20%	100%
E5	# of Employees		1.0					1.0
	% of Total Distinct count of Emplid along Race (group)		100%					100%

Table 2. Pay by race and by grade

Grade		Black, not of Hispanic origin	White, not of Hispanic origin	Asian or Pacific Islander	American Indian/Alaskan Native	Hispanic	Null & Not Reported	Grand Total
02	# of Employees	1						1
	Median Annual Rt	\$208,986						\$208,986
03	# of Employees	119	1		1		84	205
	Median Annual Rt	\$24,111	\$25,457		\$24,111		\$21,040	\$24,111
04	# of Employees	7						7
	Median Annual Rt	\$37,950						\$37,950
05	# of Employees	1						1
	Median Annual Rt	\$63,710						\$63,710
07	# of Employees	30	1			1	36	68
	Median Annual Rt	\$72,176	\$133,996			\$68,390	\$56,820	\$72,176
08	# of Employees	41	1			2	19	62
	Median Annual Rt	\$72,721	\$83,949			\$72,721	\$69,117	\$72,721
09	# of Employees	147		1	3	12	48	209
	Median Annual Rt	\$70,102		\$72,088	\$80,032	\$62,158	\$64,144	\$70,102

10	# of Employees	28				1	14	43
	Median Annual Rt	\$76,937				\$73,154	\$68,973	\$76,592
11	# of Employees	99	7	2	1	2	30	140
	Median Annual Rt	\$81,536	\$88,650	\$96,547	\$88,650	\$83,500	\$86,923	\$81,562
12	# of Employees	118	20	3		5	58	201
	Median Annual Rt	\$98,322	\$93,311	\$118,558		\$98,322	\$90,805	\$98,322
13	# of Employees	99	36	9		10	40	193
	Median Annual Rt	\$119,916	\$120,451	\$119,916		\$127,295	\$127,295	\$120,451
14	# of Employees	31	25	8	1		30	94
	Median Annual Rt	\$134,103	\$133,785	\$141,707	\$129,889		\$130,000	\$133,785
15	# of Employees	11	17	3			4	35
	Median Annual Rt	\$155,125	\$154,803	\$150,000			\$151,299	\$154,803
16	# of Employees	3	4	2			2	10
	Median Annual Rt	\$190,000	\$189,000	\$179,186			\$186,038	\$189,000
E5	# of Employees		1					1
	Median Annual Rt		\$211,522					\$211,522

Part Two

Questions

Agency-Specific Questions

Mode Shifting

52. The District has set a goal of reducing the share of commute trips made by automobile to 25%, increasing bike and pedestrian commute share to 25%, and increasing transit to 50%, by 2032. What is the current mode share distribution for the District, broken down by ward? Please describe the methodology employed to determine mode share.
- Is the District on pace to achieve its goal by 2032?
 - What are the main strategies for achieving these goals?
 - Which actions did DDOT taken in FY24 and FY25, to date, that had the most significant impact on that goal?

DDOT relies on the most up-to-date American Community Survey (ACS) data to track commute mode share, which does not have a breakdown by ward. ACS recently released the CY2023 1-year and 5-year estimates detailing commuting mode share for workers aged 16 and over, shown in the chart below:

	Drove (Alone or Carpooled)	Walked, Biked or Other	Public Transportation	Teleworked
2023 ACS 1-year estimates	32.7%	17.1%	22.9%	27.3%
2023 ACS 5-year estimates	32.4%	15.8%	22.3%	29.4%

Compared to the ACS 2022 1-year estimates, the 2023 data show an increase in walking/biking/other, an increase in public transportation, a decrease in telework, and a similar driving mode share.

- The District has experienced a 10-year decline in driving alone for work, which is a positive trend. If this trend continues apace, the District will meet its drive-alone goal of 25% or less. However, the current public transportation mode share of nearly 23% would have to double in the next 7 years.
- The main strategies used to implement these policies can be found in moveDC, DDOT's strategic plan:

- i. Strategy #21: Install more protected bike lanes—complete 20 miles of protected bicycle lanes by FY22, then install at least five miles annually
- ii. Strategy #22: Build more trails in the Capital Trails Network
- iii. Strategy #23: Add more bikeshare stations and implement programs to increase their use
- iv. Strategy #32: Create more dedicated bus lanes—implement a total of 25 lane-miles by FY25. Aligns with existing program at DDOT: [Bus Priority Program](#).
- v. Strategy #36: Foster community partnerships to increase programs that encourage sustainable transportation options. Aligns with existing program at DDOT: [goDCgo](#).
- vi. Strategy #37: Increase awareness of the District’s required commuter benefits among employers.
- c. Most impactful activities in FY24 and FY25 to date:
 - i. Added 1,000 new Capital Bikeshare e-bikes to the fleet, which spurred the highest-ridership year ever and a 38% increase over CY2023. Nearly 20% of Capital Bikeshare trips would have been a driving trip if the user didn’t have Capital Bikeshare—three-quarters of a million trips per year. According to the 2023 Member Survey results, 57% of members drove a personal motor vehicle less often (30% much less often), and 66% used a taxi or ride-hailing less often.
 - ii. Permitted private shared fleet devices, on which residents and visitors took 8.6 million trips, 47% of which exceeded 1 mile in distance, underpinning the mode shift potential of replacing an estimated 2.6 million car trips with zero-emissions dockless vehicles.
 - iii. Expanded goDCgo’s outreach to individual residents as well as employers and schools, bringing the sustainable transportation message to a broad audience and reducing single-occupant-vehicle trips by a record 43,000 cars per day in the District.
 - iv. Supported hundreds of employers with compliance for the Transportation Benefits Equity Amendment Act (i.e., parking cashout law). Our award-winning support and employers’ compliance resulted in a 10% average reduction in drive-alone rate for employers implementing a TDM Plan, and 30% of employees offered a parking cashout took it in 2023.

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

DDOT does not measure the share of total trips by mode, but it does measure share of commute trips using American Community Survey (ACS) data. While modal data

can be collected at a specific point for a specific project, there is not currently a viable methodology available for measuring total modal split systemwide.

- 54. Has the modal split for non-commute and commute trips changed in FY24 and FY25, to date? Please describe the methodology employed (e.g., America Community Survey).**
- a. In its 2023 responses, DDOT indicated that it was looking into options to purchase its own modal split dataset. Please provide an update of those efforts.**

Compared to the American Community Survey (ACS) 2022 1-year estimates, the 2023 1-year estimates show an increase in walking/biking/other, an increase in public transportation, a decrease in telework, and a similar driving mode share for commutes.

DDOT has not yet found a non-commute (all trips) modal split dataset that we are able to validate and that meets our needs in future years. DDOT continues to explore this evolving data space.

- 55. Please describe how roadway traffic volume, traffic speed, and teleworking patterns have changed in FY24 and FY25, to date. How have these changes impacted DDOT's projections, planning goals, and processes?**

DDOT relies on a variety of data sources to track trends in volumes and mode choices. DDOT's work plan focuses on safety and enhancing mobility options knowing that a robust transportation network is needed to accommodate a thriving downtown, and to meet our sustainability goals. Moving trips to transit and other non single-occupancy-vehicle trips where possible is critical to ensuring an efficient transportation network in the District.

Traffic volume: Based on the current, limited data collected by DDOT's count stations, the FY23–FY24 volume change is minimal (close to 0%). However, this pattern is likely to change with telework policy changes.

Traffic speed: Based on INRIX vehicle travel speeds data, the average speed for FY24 improved slightly from FY23 (18.74 mph to 18.83 mph). Average weekday speeds for FY23 and FY24 are 18.52 mph and 18.63 mph respectively; average weekend speeds 19.30 mph and 19.33 mph; average AM peak period (6-10am) speeds 18.59 mph and 18.50 mph; average PM peak period (3-7pm) speeds 16.83 mph and 17.28 mph.

Teleworking Trends: According to the American Community Survey (ACS) 1-Year Estimate for 2023, the percent of District workers working at home has

decreased 19.2%, from 33.8% of workers to 27.3% of workers. We would expect this trend to continue but stabilize as large employers such as the Federal government negotiate longer-term return-to-office (RTO) arrangements.

Driving Trends: According to the ACS 1-Year Estimate for 2023, driving to work has decreased 13.0% over the past 10 years in the District.

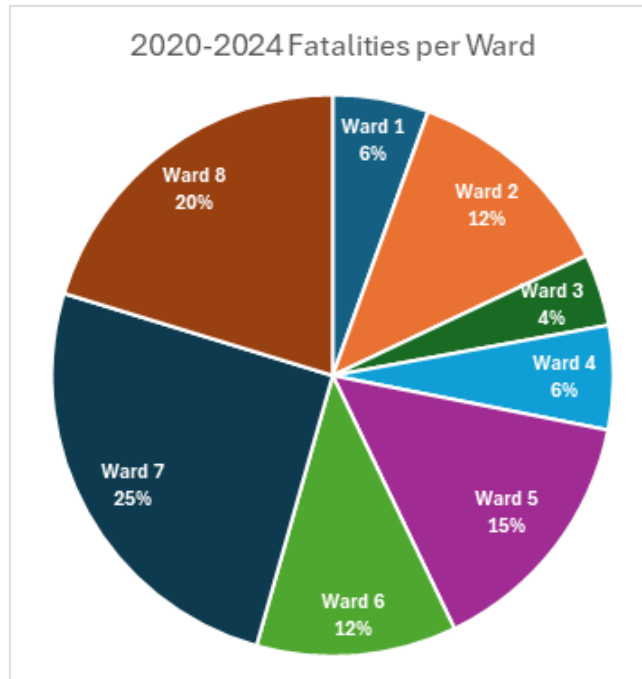
Bicycling Trends: According to the ACS 1-Year Estimate for 2023 in the District, bicycling to work has increased 0.5 percentage points, or 16.7%, since last year (2022). Since 2021, the first year 1-Year Estimates were collected since the COVID-19 pandemic, the rate of bicycling to work has rebounded 66.7%. The Capital Bikeshare system saw a record-shattering six million trips in 2024, a 35% increase in program revenue, and a 38% increase in ridership over the previous highest year (2023).

Micro-mobility: In 2024, the system saw a record 8.61 million shared e-bike and e-scooter trips. Shared e-bike rides were up 67% and shared e-scooter rides up 12% from last year.

moveDC, which is the Department's long-range strategic plan, ultimately guides DDOT's planning goals and processes. The trends listed above are in alignment with moveDC's goals of reducing single occupancy vehicle use and strengthening our multi-modal network to the benefit of travelers who wish to travel by foot or on two wheels.

Vision Zero and Traffic Safety

- 56. What are DDOT's primary strategies for decreasing traffic fatalities—particularly in Wards 5, 7, and 8, where a disproportionate number of traffic fatalities occur?**



Over the last 5 years (2020-2024), the wards that have experienced the most fatal crashes are Wards 7, 8, and then 5. The figure below illustrates the proportion of fatalities in each ward. The District’s approach to Vision Zero employs a Safe System approach to eliminate traffic deaths which includes a multi-layered, interdisciplinary, and multi-agency response to eliminate traffic deaths. Each component of Safe System (Safe People, Safe Speeds, Safe Streets, Safe Vehicles, and Post-Crash Care) works in concert and is being strengthened to achieve our shared goal. With Safe Streets and Safe Speeds as two critical elements of the Safe System approach, DDOT is working to prioritize projects and efforts in Wards 5, 7, and 8 via our project prioritization, budgeting and project delivery processes, and interagency working groups to center equity in the agency’s decision-making. DDOT’s goal is to support the Safe System approach by addressing the highest-need corridors, intersections, and neighborhoods with urgency.

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.

DDOT’s programs that focus mainly on improving traffic safety are outlined below along with the project selection process, current work plan and the outlook for the future.

1. High Injury Network¹ Corridor Projects: The 2022 High Injury Network (HIN) represents just over 5% of the District’s miles of streets but nearly 50% 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. Tier 1 streets segments and corridors represent the highest priority segments citywide. The Tier 2 segments supplement Tier 1, to represent the highest priority segments and corridors for each Ward. HIN streets in Wards 7 and 8 are nearly all Tier 1, top city-wide safety priorities. Streets in Ward 5 include a mix of Tier 1 and Tier 2. Our focus for new projects at DDOT is on Tier 1 HIN streets followed by lower Tiers.

Safety Projects in planning/design/construction in 2025-2027	Ward	HIN Remark	Project Type*
Corridor Safety: Southern Ave Ward 7 (HIN Tier 1)	7	Tier 1	QB
Bus Priority: Florida Ave NW/NE, (HIN Tier 1)	1,2,5	Tier 1	QB
Bus Priority: Minnesota Ave SE (HIN Tier 1)	7,8	Tier 1	QB
Bus Priority: Benning Rd SE Bus Priority Project (HIN Tier 1)	7	Tier 1	QB
Alabama Avenue SE Corridor Capital Improvement Project (HIN Tier 1)	7,8	Tier 1	CAP
North Capitol Street Corridor Study (HIN Tier 1)	5,6	Tier 1	CAP
Southern Avenue Ward 8 Phase 1 (HIN Tier 1)	8	Tier 1	CAP
Florida Avenue-New York Avenue NE Intersection Project (HIN Tier 1)	5,6	Tier 1	CAP
Florida Ave NE Streetscape 2nd to H St. Project (HIN Tier 1)	5,6	Tier 1	CAP
Pennsylvania and Minnesota Avenue SE Safety Improvements (HIN Tier 1)	7	Tier 1	CAP
Bladensburg Road NE Multimodal Safety and Access (HIN Tier 2)	5	Tier 2	CAP
Corridor Safety: Marion Barry Ave SE (HIN Tier 3, High pedestrian crashes)	7,8	Tier 3	QB
Bikeway & Bus Priority: M Street SE Corridor Safety Project (HIN Tier 3)	6,8	Tier 3	QB
Neighborhood Safety: Marion Barry Ave (MLK-Good Hope RD SE) Safety & Connectivity Study “Phase 3” (HIN Tier 3)	8	Tier 3	QB
East Capitol Street Corridor Mobility and Safety Improvements (HIN Tier 3)	7	Tier 3	CAP

*Project Type (QB – Quick build projects with an average timeline of 3 years to implementation; CAP – Major capital projects with an average timeline of 5-10 years to implementation)

2. Annual Safety Program (ASaP): This includes intersections identified by DDOT for multi-modal safety improvements annually. The locations have been identified using data-driven methods including the Crash Composite Index (CCI) method, Post-fatal rapid response, Systemic safety treatments (e.g. speed limit reductions), as well as delivery on existing livability study recommendations. Given the limitations of scope, schedule, and resources for

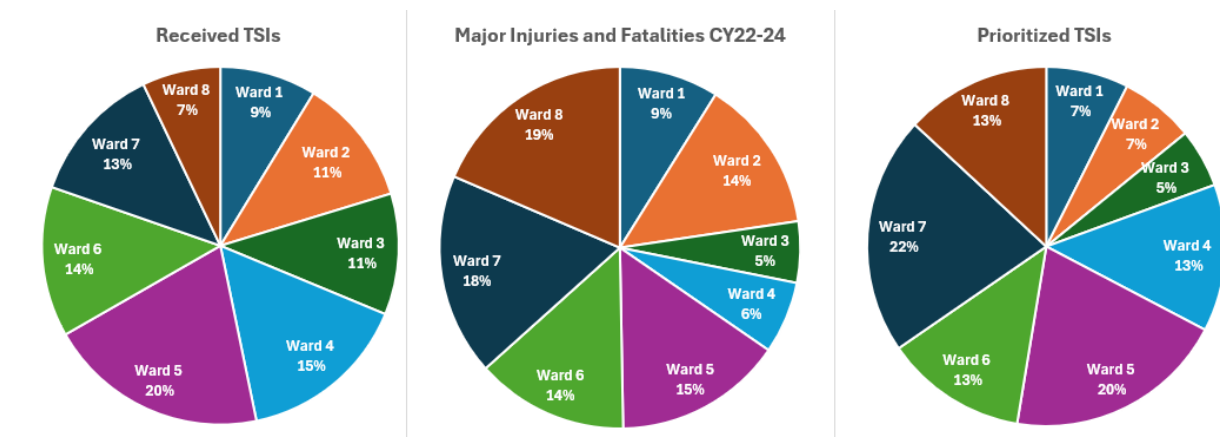
the program, treatments are focused on tactical safety treatments rather than major geometrical changes.

Location	Ward	HIN	Action
Bladensburg Rd Ne (Benning Rd Ne To Eastern Ave Ne)	5	Y	Speed Limit Reduction
New York Ave And 4th St NE	5	Y	Post Fatal Rapid Response
Lincoln Rd And Quincy Pl, NE	5	N	Livability Study Delivery
Franklin St Ne & 14th St Ne	5	N	Livability Study Delivery
Otis St Ne & 10th St Ne	5	N	Livability Study Delivery
Alabama Ave SE From Pennsylvania To Bowen Rd	7	Y	Speed Limit Reduction
Bowen Road From Stanley To Southern Ave	7	N	Speed Limit Reduction
Benning Rd And Minnesota Ave NE	7	Y	Post Fatal Rapid Response
Exit Ramp (SB I-295 Exit To 11th St SE)	8	N	Post Fatal Rapid Response
South Capitol St And N St SE	8	N	Post Fatal Rapid Response
16th And Butler SE	8	N	Council Request/Director Add
4300 Block Martin Luther King Jr Ave SW	8	N	Post Fatal Rapid Response
11th Street SE (O St To MLK Jr Ave)	8	N	Speed Limit Reduction, ATE

3. Traffic Safety Input (TSI) 2.0: DDOT launched TSI 2.0 in January 2023 and started utilizing a prioritization model based on objective safety and equity factors to identify priority locations for investigation. Changing our process to only include objective factors has resulted in more equitable distribution of our limited resources when addressing safety requests from residents. The table below shows the distribution of total TSIs prioritized vs. received by DDOT across all eight wards, since the launch of TSI 2.0. It is important to note that Wards 5, 7, and 8 account for over half (52%) of all TSI locations prioritized since January 2023 even though less than 40% of the requests are received from these wards. This results in less TSIs being prioritized in Wards 1, 2, 3, and 4 than received.

Ward	% Total since TSI 2.0 Launch (as of January 9, 2025)	
	Prioritized TSIs	Received TSIs
1	7.5%	8.8%
2	6.7%	11.5%
3	5.3%	11.0%
4	13.2%	15.5%
5	19.9%	20.0%
6	12.8%	13.6%
7	21.5%	12.6%
8	13.1%	7.1%

See Below for a comparison of received TSIs, Major injuries and fatalities, and prioritized TSIs for a comparison of how the model is prioritizing equitable distribution of the TSI workload.



Moving forward, both ASAP and TSI program will use the prioritization model based on objective safety and equity factors to identify priority locations for investigation.

Apart from the safety driven corridor and intersection improvement projects, DDOT has other corridor projects that focus on improving multi-modal connections. As all DDOT's projects prioritize safety, the list of other corridor projects in Wards 5, 7, and 8 is presented below:

Other corridor projects in planning/design/construction in 2025-2027	Ward	HIN Remark	Project Type*
Corridor Safety (Council Add): South Dakota Ave Road Diet Project	5	Not HIN	QB
Bus Priority: Minn Ave/Good Hope Road SE	8	Not HIN	QB
Bus Priority: MLK Jr Ave SE (Redwood to Alabama)	8	Not HIN	QB
Bus Priority: 11th St SE (M St SE to Marion Barry Ave SE)	8	Not HIN	QB
Bus Priority: Nannie Helen Burroughs Avenue NE	7	Not HIN	QB
Bus Priority: MLK Avenue SE (Talbert St to Sumner Rd SE) ("Phase B")	8	Not HIN	QB
Bikeway: Taylor Street NE & Fort Drive NE PBL Project	5	Not HIN	QB
Bikeway: Rock Creek Church Rd NW & Harewood Rd NW Bike Lane Project	5	Not HIN	QB
Bikeway: Lincoln Road NE	5	Not HIN	QB
Bikeway: 17th St NE/SE Corridor PBL and Safety Improvement Project	7	Not HIN	QB
Bikeway: Riggs Rd NE	5	Not HIN	QB
Bikeway: Mount Olivet Road NE	5	Not HIN	QB
Bikeway: Mississippi Avenue / Oxon Run Connector Trail	8	Not HIN	QB
Anacostia River Trail: Arboretum Bridge to Md Ave Connection,	5	Not HIN	CAP

New York Ave Bridge over Anacostia & Lincoln Connector Trail,	5,7	Not HIN	CAP
Suitland Parkway Trail	8	Not HIN	CAP
Bikeway: Galloway Street Side Path	5	Not HIN	CAP
Bikeway: Michigan Avenue NE Side Path	5	Not HIN	CAP
Redesign the DC-295/I-295 Corridor to Reconnect Communities	7,8	Not HIN	CAP
Revitalization of Martin Luther King Jr. Ave SE, from 4th Street SE to South Capitol Street “Phase 2”	8	Not HIN	CAP
South Capitol Street Trail	8	Not HIN	CAP

*Project Type (QB – Quick build projects with an average timeline of 3 years to implementation; CAP – Major capital projects with an average timeline of 5-10 years to implementation)

- 57. Please provide an update on the Annual Safety Program (“ASAP”), including:**
- A list of the intersections DDOT has identified as “high crash” intersections in FY24 and FY25, to date; and**
 - The status of improvements either planned for or in-progress at these intersections.**

Update on ASaP:

DDOT’s Traffic Safety Administration (TSA) has leveraged the Annual Safety Program (ASaP) to address intersections and short segments of streets that have been identified in a variety of ways for safety improvements. This has included high injury intersections, committed locations within livability studies, and areas identified for speed management devices and pedestrian crossing enhancements. A public dashboard on DDOT’s Vision Zero website provides detailed information about ASaP including project locations, type of safety improvements, and status of design and construction. [Click here to access that dashboard.](#)

While these lists track the highest crash areas, safety improvements run on a continuum from more basic needs addressable under tactical deployments and identify those in need of capital solutions. Many of the most severe crash locations require intervention from capital improvement programs which operate on longer timelines. Projects that account for ASaP and corridor level projects are included in the DDOT Project Status in the table, below.

Response to a and b:

The DDOT Multimodal Safety Team is moving away from using only the Crash Composite Index (CCI) method of ranking intersections for safety priority because it

only relies on crash history and does not take into account high risk conditions to lead DDOT to more proactive locations. To gain a more holistic understanding of crash risk and history, starting in FY26, DDOT ASaP will use the Intersection Prioritization Model that was developed for the TSI 2.0 program. Details of that model can be [found here](#). However, for the purposes of this question and FY24, we have ranked according to our former method of using CCI.

The Crash Composite Index is multi-modal and accounts for crashes involving people walking, biking, and operating motor vehicles. However, because crash data is historical in nature, the safety benefits of current and recently completed projects may not be reflected in the data. Given this, we've added a column to denote where there are recently completed, active, or future projects planned to address these intersections. *Please note, the count of injuries does not include fatalities. If a fatality occurred, this would cause a location with a lower number of injuries to rank more highly than one with a higher number of injury-only crashes.*

Below you will find the top 20 high CCI injury intersections for all modes in the last 3 calendar years (2022-2024).

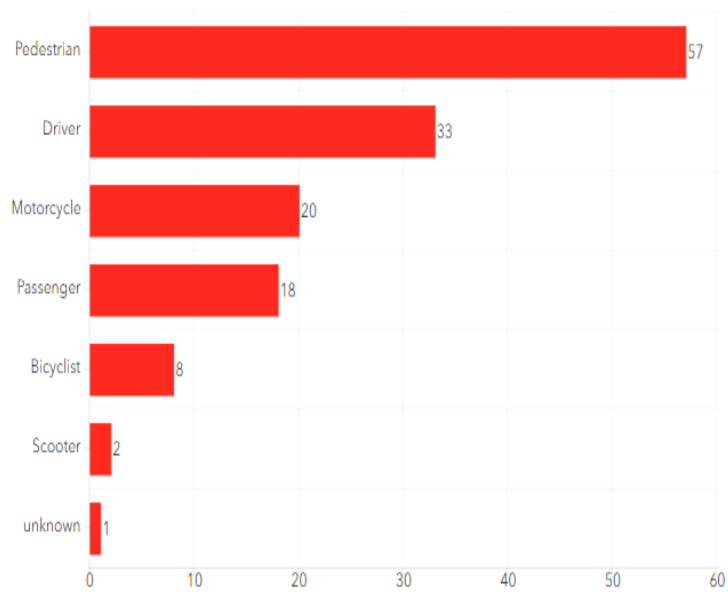
Rank CCI	Intersection Name	Quadrant	Injury Crash Count	Ward	DDOT Project?
1	MINNESOTA AVE AND BENNING RD	NE	46	7	Planning/Design
2	ALABAMA AVE AND STANTON RD	SE	29	8	Planning
3	NEW YORK AVE AND BLADENSBURG RD	NE	64	5	Planning/Design
4	MONTANA AVE AND NEW YORK AVE	NE	43	5	Planning
5	MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	NE	28	7	Planning/Design
6	MISSISSIPPI AVE AND S CAPITOL ST	BN	27	8	Completed
7	14TH ST AND U ST	NW	24	1,2	Planning/Design
8	7TH ST AND FLORIDA AVE	NW	31	1	Planning/Design
9	SOUTHERN AVE AND S CAPITOL ST	BN	21	8	Design
10	BRANCH AVE AND PENNSYLVANIA AVE	SE	24	7	Design

11	EASTERN AVE AND MINNESOTA AVE	NE	31	7	Planning (FY25)
12	SOUTHERN AVE AND WHEELER RD	SE	21	8	Design/Completed
13	MARTIN LUTHER KING JR AVE AND S CAPITOL ST	BN	21	8	Design
14	ALABAMA AVE AND MARION BARRY AVE	SE	19	7	Design
15	4TH ST AND NEW YORK AVE	NE	28	5	Completed
16	GEORGIA AVE AND BARRY PL	NW	18	1	Planning/Design
17	NEW JERSEY AVE AND H ST	NW	21	6	Completed
18	7TH ST AND S ST	NW	19	1,6	Construction
19	16TH ST AND NEW HAMPSHIRE AVE	NW	26	1,2	Design
20	BLADENSBURG RD AND S DAKOTA AVE	NE	22	5	Planning

- 58. Please list the total number of traffic fatalities in the District for CY22-CY24, broken down by mode.**
- Please identify the total number of fatalities in which a bicycle rider or other micromobility user significantly contributed to, or was at fault for, a collision with another micromobility user or pedestrian.**
 - Has DDOT identified any trends in these collisions, including the mode of the at-fault or contributing roadway user? If so, please explain.**

Between CY22-24, DC had a total of 139 fatalities for all modes. This is broken down as shown in the figures 1 and 2 below, pulled from the [crash dashboard on the Vision Zero website](#).

Traffic Fatalities by Mode



If blank, there have been no fatalities during the selected time period.

Figure 1 Fatal Crashes by mode from CY 2022-2024



Figure 2 Fatalities and Serious Injuries Involving people walking, biking, or on micromobility

Fatalities

For people traveling as a pedestrian, on a bicycle, or other micromobility device DC has had 68 fatalities, 433 major injuries, and over 3,600 minor injuries. In all but one of these fatalities, a motor vehicle driver struck the person walking, biking, or using a scooter. In the single fatality where a bicyclist hit another cyclist; speed, darkness, impairment were all contributing factors to the crash and lack of head protection came into play for the fatal injury. The force knocked the initial cyclist off their bike, losing balance, and they hit their head on the pavement. Details of fatal crashes and site visits can be found here: <https://visionzero.dc.gov/pages/crash-analysis#analysis> under the “Fatality Details” tab. A map of the Fatalities and Major injuries is included here in Figure 2.

All crashes

Of all reported crashes for these three years, DDOT has seen records of seven crashes where a bicycle rider or micromobility rider crashed into another bicycle rider, micromobility rider, or pedestrian. Five of the seven reported crashes resulted in very minor injuries of scrapes and bruises. Given the small number it is not possible to determine statistically significant trends associated with these crashes, however most of these crash reports include pedestrians struck from behind on the sidewalk or a cyclist or scooter rider not having enough time to stop for a pedestrian that has stepped into the dedicated bicycle lane.

For a historical view of overall crash trends for all modes, DDOT has put together the figure below noting the 3-year rolling crash trends for crash severity. As shown in Figure 3, most crashes are decreasing, but fatalities are diverging from this trend.

3-Year Average by Number of Person Killed / Injured¹ (DDOT Open Data²)

Year Range	Fatal	Major	Minor	Total
2017 - 2019	31.3	450	8,102	8,583
2018 - 2020	34.0	422	7,314	7,770
2019 - 2021	36.0	422	6,642	7,100
2020 - 2022	37.7	392	5,936	6,366
2021 - 2023	38.7	375	6,039	6,453

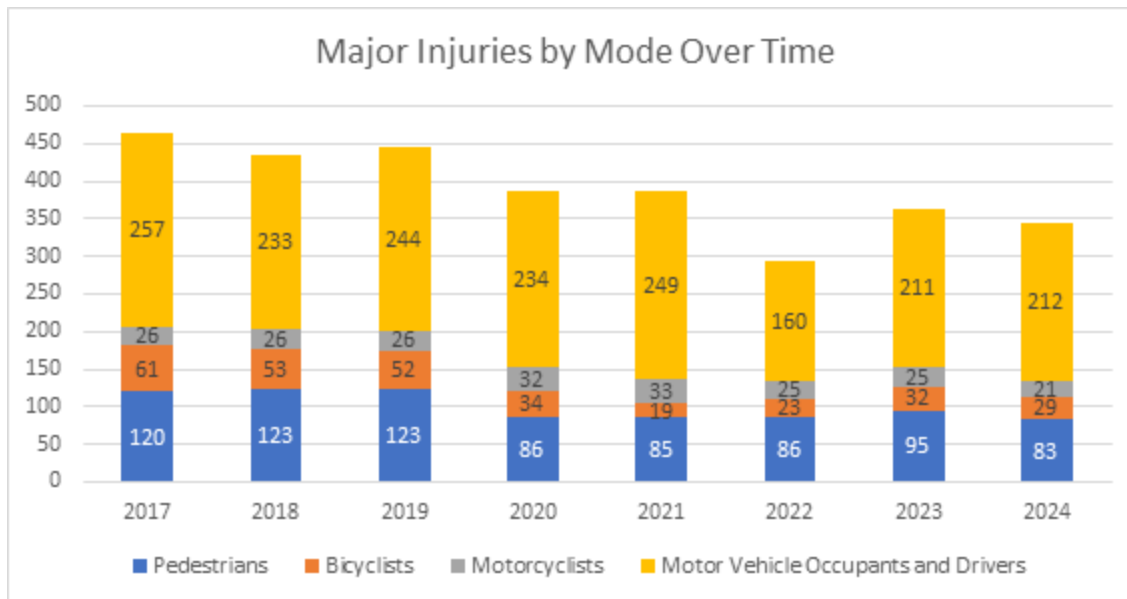
1. Unit of measure is people involved in crashes. All reported killed or injured parties are reflected in counts.

2. Does not include crashes reported by Federal Police (i.e., Rock Creek Parkway)

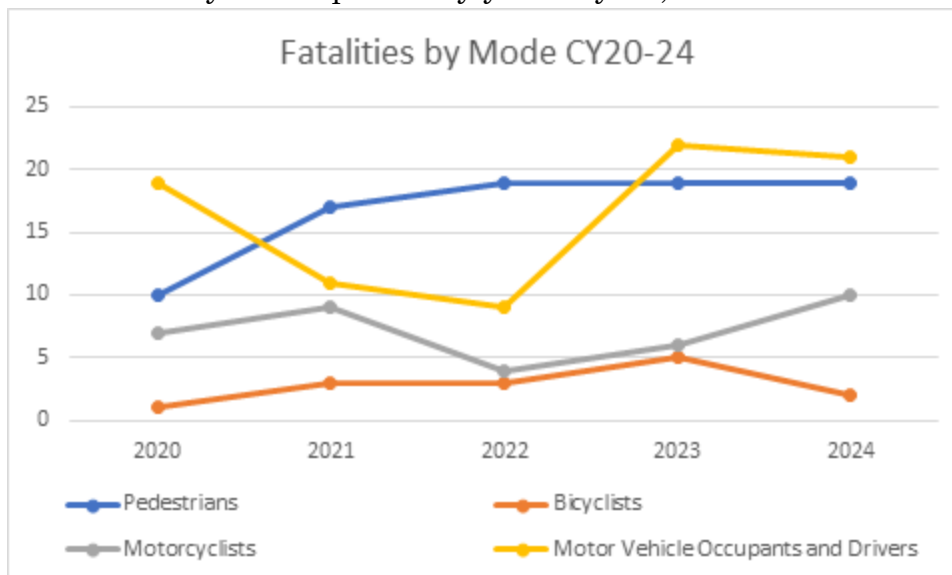
Source: DDOT open data, downloaded August 2024

To understand the trend in fatalities, staff reviewed all fatal crashes for CY22-24 and determined the following trends:

- Major and Minor Injury crashes are decreasing trends over time, despite uptick in pandemic recovery



- 20% are people experiencing houselessness
- 57% were in dark conditions
- 24% involved speeding
- Motorcycles/mopeds vary year to year, but have been rising



- 20% were alive when first responders arrived
- Higher rates of impairment, uptick in impairment for people killed outside of vehicles

59. Please identify the 10 most dangerous intersections for vehicle, bicycle, scooter, and pedestrian crashes over the past 3 years using the Crash Composite Index. In your response, please clearly indicate

whether a safety intervention at each intersection is being designed, constructed, or has already been completed.

The DDOT Safety Team is moving away from using the Crash Composite Index (CCI) method of ranking intersections for safety priority because it only relies on crash history and does not take into account high risk conditions to lead DDOT to more proactive locations. To do this, we are using the Intersection Prioritization Model that was developed for the TSI 2.0 program. Details of that model can be [found here](#). However, for the purposes of this question, we have ranked according to our former method of using CCI.

The CCI is multi-modal and accounts for crashes involving people walking, biking, and operating motor vehicles. However, because crash data is historical in nature, the safety benefits of current and recently completed projects may not be reflected in the data. Given this, we've added a column to denote where there are recently completed, active, or future projects planned to address these intersections. Please note, the count of injuries does not include fatalities, which, if a fatality occurred, would cause a location with a lower number of injuries to rank more highly than one with a higher number of injury-only crashes.

Below are the top 10 locations identified in 2024 for pedestrians, scooter riders, bicyclists, and vehicle crashes. Given the relatively low number of scooter crashes, the respective table includes a list of all intersections with either 1 or more fatal scooter crashes or 2 or more total scooter crashes.

Top 10 pedestrian injury crash locations identified in 2022-2024

Pedestrian CCI Rank	Intersection Name	Quadrant	# Injury Crashes	Ward	DDOT Project (Y/N)
1	Southern Ave And S Capitol St	BN	7	8	Design
2	14th St And U St	NW	7	1,2	Planning/Design
3	8th St And D St	SE	6	6	Design
4	Minnesota Ave And Benning Rd	NE	8	7	Design
5	14th St And Rhode Island Ave	NW	9	2	Planning
6	Cathedral Ave And Connecticut Ave	NW	6	3	Planning
7	Alabama Ave And Stanton Rd	SE	7	8	Planning
8	Division Ave And Nannie Helen Burroughs Ave	NE	4	7	Design

9	Mississippi Ave And S Capitol St	BN	6	8	Completed
10	Alabama Ave And Good Hope Rd	SE	6	7	Planning/Design

Top 10 bicyclist injury crash locations identified in 2022-2024

Bicyclist CCI Rank	Intersection Name	Quadrant	# Injury Crashes	Ward	DDOT Project (Y/N)
1	14th St And Irving St	NW	11	1	Planning
2	Georgia Ave And Barry Pl	NW	6	1	Planning/Design
3	4th St And K St	NW	6	6	Design
4	1st St And K St	NE	7	6	Design
5	7th St And R St	NW	4	2	Design
6	14th St And Florida Ave	NW	3	1	Planning
7	14th St And New York Ave	NW	4	2	Design
8	21st St And I St	NW	2	2	N
9	Florida Ave And U St	NW	3	1,2	Completed
10	13th St And U St	NW	3	1	Design

Top scooter injury crash locations identified in 2022-2024

Scooter CCI	Intersection Name	Quadrant	# Injury Crashes	Ward	DDOT Project (Y/N)
1	7th St And G St	NW	3	2	N
2	7th St And I St	NW	4	2	N
3	13th St And Euclid St	NW	2	1	N
4	5th St And K St	NW	3	6	Design
5	8th St And H St	NW	2	2	Completed
6	14th St And U St	NW	2	1,2	Planning/ Design
7	K St And North Capitol St	BN	4	6	Planning
8	11th St And Monroe St	NW	1	1	Planning
9	9th St And Pennsylvania Ave	NW	3	2	Completed
10	West Virginia Ave And Mount Olivet Rd	NE	2	5	Design

Top 10 vehicle occupant (drivers and passengers) injury crash locations identified in 2022-2024

Vehicle Occupant CCI Rank	Intersection Name	Quadrant	# Injury Crashes	Ward	DDOT Project (Y/N)
1	Minnesota Ave And Benning Rd	NE	38	7	Planning/Design
2	New York Ave And Bladensburg Rd	NE	57	5	Design
3	Montana Ave And New York Ave	NE	43	5	Planning
4	Alabama Ave And Stanton Rd	SE	22	8	Planning
5	Eastern Ave And Minnesota Ave	NE	29	7	Planning (FY25)
6	Minnesota Ave And Nannie Helen Burroughs Ave	NE	26	7	Design
7	7th St And Florida Ave	NW	23	1	Planning/Design
8	Branch Ave And Pennsylvania Ave	SE	21	7	Design
9	New Jersey Ave And H St	NW	21	6	Completed in FY24
10	Martin Luther King Jr Ave and South Capitol St	SE/SW	19	8	Design

- 60. Please describe the most significant actions that the agency has taken in FY24 and FY25, to date, to improve pedestrian and bicycle safety.**
- Please describe DDOT's process for determining when a temporary traffic calming device is appropriate.**
 - Please describe DDOT's process for evaluating whether to convert temporary traffic calming devices (e.g., flexiposts) into permanent infrastructure.**
 - Please share a list of temporary traffic calming devices that DDOT converted to permanent infrastructure in FY24 or FY25, to date.**
 - Please share a list of temporary traffic calming devices that DDOT plans to convert to permanent infrastructure in the remainder of FY25 or beyond, including a timeline for those planned conversions.**

- DDOT applies temporary traffic calming devices through a variety of programs focusing on both corridor projects and spot treatments. Corridor

Selection is guided by mode priority networks in moveDC and the High Injury Network. To determine spot treatments, four primary programs at DDOT exist, and each employs a systematic and data driven process to determine when a temporary traffic calming device is appropriate. These programs are: Safe Routes to School (SRTS), Neighborhood Safety and Mobility Studies (NSaMS), Annual Safety Program (ASaP), and Traffic Safety Input program (TSI).

- b. DDOT's process for converting temporary tactical safety projects to permanent treatments includes four steps, as explained below:
 1. Update of inventory of tactical infrastructure - DDOT ensures that the inventory of existing tactical installations is current and updates the data inputs (e.g., date of installation, location and type, curb-to-curb widths, etc.) for each installation
 2. Prioritize location for upgrade - This step uses a GIS-based tool to identify a ranked list of tactical installations for hardening. The tool populates a complete inventory of all tactical curb extension locations and scores them using the following factors:
 - Crash safety
 - Roadway characteristics
 - Equity
 - Pedestrian exposure
 - State of good repair
 3. Determine feasibility and complexity of treatments -
 - DDOT conducts a planning-level feasibility analysis to determine the constraints involved in upgrading tactical curb extension treatments to permanent.
 - The project team also conducts a planning-level complexity analysis to determine the estimated size of each hardening project in terms of cost, design complexity, and implementation complexity. The complexity analysis considers modifications and treatments for utility, lighting, signage, drainage, accessibility, striping, and signals that would be required to bring the intersection up to current DDOT standards.
 - The planning-level drainage analysis also involves a conceptual evaluation of the storm infrastructure expected for each hardening project and the need to modify the existing system or construct additional infrastructure to accommodate the changes made by the hardening improvements.
 4. Establish annual work plan

Finally, the work plan considers assumptions and institutional knowledge in combination with other planned efforts involving the identified tactical curb extension locations from this process. The work plan identifies locations for design and construction in the following calendar year and identifies an approach to revisiting locations in future years.

The process outputs allow the public to track results communicated by DDOT over time on this HubSite, <https://tactical2permanent.ddot.dc.gov/>, per D.C. Law 24-214. DDOT will use this process annually to identify tactical installations to upgrade to permanent each year, as funding allows.

- c. The following locations were converted from temporary to permanent over FY24:

Location	Design	Construction Start	Current Status
18th St NW & Newton St NW	2023	Fall 2023	Completed
11th St NE & E Capitol St NE	2023	Summer 2024	Completed

- d. The following locations are planned to be converted from temporary to permanent over FY25:

Location	Design	Anticipated Construction Start	Current Status
15th St SE & Kentucky Ave SE	2023	Summer 2025	90% Design
6th St NW & O St NW	2023	Spring 2025	Pending Construction Notice to Proceed (NTP)
13th St NE & Constitution Ave NE	2023	Spring 2025	Pending Construction NTP
13th St SE & Kentucky Ave SE	2023	Spring 2025	100% Design
14th St NW & Arkansas Ave NW	2023	2026	65% Design
14th St NW & Delafield Pl NW	2023	Spring 2025	Pending Construction NTP

Infrastructure and Maintenance

61. What is the state of federal roads in the District? Please provide:
- The number of miles of federal roads in the District, broken down by ward;
 - The percentage of federal roads assessed as Excellent, Good, Fair, and Poor;

- c) Whether the agency met its previously stated goal of eliminating all poorly rated federal roads in 2024;
- d) Any new goals for federal roads for the remainder of FY25 and beyond;
- e) The amount of funding spent on resurfacing or improving federal roads in FY24 and FY25, to date, broken out by local, federal, and special purpose dollars;
- f) A list, broken down by ward, of any federal roads scheduled to be resurfaced or improved in FY24 and FY25, and whether the federal roads were, in fact, resurfaced or improved in FY24 and FY25, to date;
- g) An assessment of whether the amount of funding dedicated to federal roads in FY24 and FY25 was sufficient to meet agency goals; and
- h) The agency's federal road improvement schedule for FY25–FY28, broken down by ward.

a.

Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
29.6	78.7	56.3	54.2	62.6	65.0	51.8	48.4

b.

Excellent	63.70 %
Good	18.00 %
Fair	9.10 %
Poor	9.20 %

c. The agency was not able to eliminate all poorly rated roads. However, at the end of CY24, we will have resurfaced all but the poor condition routes that overlap with either an external (utility Capital Improvement Plan (CIP) or permitted maintenance work) or internal project.

d. The agency is aiming to perform more intensive coordination and sequencing with third parties such as DC Water and Washington Gas related to routes which are poorly rated for both CY25 and CY26. Bi-monthly meetings with both parties have been occurring since summer 2024; namely, since DC Water was given the large CIP portfolio.

e.

Asset	Budget	FY 2024	FY 2025 (Q1)
Streets	Federal/FHWA	\$27,831,085.07	\$6,102,370.48
Streets	Local/CIP	\$47,376,383.80	\$2,614,679.09

f. DDOT's [PaveDC website](#) has a dashboard that shows the paving plan on a map and indicates the status of planned roadway improvements in a user-friendly format, which can be filtered by ward.

g. Similar to previous years, federal funding under our STBG/Federal Aid Contract was not sufficient. Our team was required to utilize the Local Paving Contract to fill the gap. On average, this amount has been roughly \$23M but likely needs to be closer to \$35M to maintain our federal routes.

h. The CY25 and CY26 paving plans will be posted on DDOT's [PaveDC website](#) when they are finalized and will be filterable by ward.

62. 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;
- b) The percentage of local streets assessed as Excellent, Good, Fair, and Poor;
- c) Whether the agency met its previously stated goal of eliminating all poorly rated local streets in 2024;
- d) Any new goals for local streets for the remainder of FY25 and beyond;
- e) The amount of funding spent on resurfacing or improving local streets in FY24 and FY25, to date, broken out by local, federal, and special purpose dollars;
- f) A list, broken down by ward, of any federal roads scheduled to be resurfaced or improved in FY24 and FY25, and whether the federal roads were, in fact, resurfaced or improved in FY24 and FY25, to date;
- g) An assessment of whether the amount of funding dedicated to local streets in FY24 and FY25 was sufficient to meet agency goals; and
- h) The agency's local streets improvement schedule for FY25–FY28, broken down by ward.

a.

Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
29.8	30.6	104.8	110.1	87.7	47.3	112.1	67.8

b.

Excellent	51.73%
Good	24.96%
Fair	11.45%
Poor	11.85%

c. The agency was not able to eliminate all poorly rated roads. However, at the end of CY24, we will have resurfaced all but the poor condition routes that overlap with either an external (utility Capital Improvement Plan (CIP) or permitted maintenance work) or internal project.

d. The agency is aiming to perform more intensive coordination and sequencing with third parties such as DC Water and Washington Gas related to routes which are poorly rated for both 2025 and 2026. Bi-monthly meetings with both parties have been occurring since summer 2024; namely, since DC Water given the large CIP portfolio.

e.

Asset	Budget	FY 2024	FY 2025 (Q1)
Streets	Federal/FHWA	\$27,831,085.07	\$6,102,370.48
Streets	Local/CIP	\$47,376,383.80	\$2,614,679.09

f. DDOT's [PaveDC website](#) has a dashboard that shows the paving plan on a map and indicates the status of planned roadway improvements in a user-friendly format, which can be filtered by ward.

g. Yes, the current funding level has been adequate; however, with increased costs for materials and labor, maintaining our local network over the next five years will likely require an increased budget.

h. The CY25 and CY26 paving plans will be posted on DDOT's [PaveDC website](#) when they are finalized and will be filterable by ward.

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

- The number of miles of alleys in the District, broken down by ward;
- The percentage of alleys assessed as Excellent, Good, Fair, and Poor;
- Whether the agency met its previously stated goal of resurfacing all poorly rated alleys in 2024;
- Any new goals for alleys for the remainder of FY25 and beyond;
- The amount of funding spent on resurfacing or improving alleys in FY24 and FY25, to date, broken out by local, federal, and special purpose dollars;
- A list, broken down by ward, of any alleys scheduled to be resurfaced or improved in FY24 and FY25, and whether the alleys were, in fact, resurfaced or improved in FY24 and FY25, to date;
- An assessment of whether the amount of funding dedicated to alleys in FY24 and FY25 was sufficient to meet agency goals; and
- The agency's alleys improvement schedule for FY25–FY28, broken down by ward.

a.

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

b.

Excellent	76.00 %
Good	9.70 %
Fair	6.00 %
Poor	8.20 %

c. No, based on the current demand, decrease in budget over the last two years, external project conflicts, and the imbalance of restoration needs by ward, the agency has not reached 0% for poorly rated alleys in FY24. However, we will continue to move closer to this level, and the anticipated goal could be met in 2027 if funding levels increase.

d. There are no new goals for our Citywide Alley Restoration Program.

e. DDOT expended the following amounts on alley rehabilitation and maintenance:

Asset	Budget	FY 2024	FY 2025 (Q1)
Alleys	Local/CIP	\$17,583,031.49	\$3,373,462.44

f. DDOT's [PaveDC website](#) has a dashboard that shows the FY24 and FY25 Alley Restoration Plans on a map and indicates the status of planned improvements in a user-friendly format, which can be filtered by ward. DDOT's [PaveDC website](#) has a dashboard that shows the FY24 and FY25 Alley Restoration Plans on a map and indicates the status of planned improvements in a user-friendly format, which can be filtered by ward. Note that all planned projects were completed in FY24.

g. No, the agency has not reached 0% for poorly rated alleys in FY24. However, we will continue to move closer to this level and the anticipated goal could be met in FY27 if we can return to previous funding levels.

h. The FY2025 to FY28 Alley Restoration Plans are published on DDOT's [PaveDC website](#) and are filterable by ward.

64. 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;
- b) An assessment of sidewalk connectivity, including any assessments available of gaps in the sidewalk network;
- c) The number of sidewalk network gaps filled in FY24 and FY25, to date;
- d) The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor;
- e) Any new goals for sidewalks for the remainder of FY24;

- f) The amount of funding spent on resurfacing or improving sidewalks in FY24 and FY25, to date, broken out by local, federal, and special purpose dollars;
- g) A list, broken down by ward, of any sidewalks scheduled to be resurfaced or improved in FY24 and FY25, and whether the sidewalks were, in fact, resurfaced or improved in FY24 and FY25, to date;
- h) An assessment of whether the amount of funding dedicated to sidewalks in FY24 and FY25 was sufficient to meet agency goals; and
- i) The agency's sidewalks improvement schedule for FY25–FY28, broken down by ward.

a.

Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
109.1	193.4	254.4	269.7	268.2	176.1		176.1

b. DDOT completed an initial sidewalk gap inventory in CY23. Each block was assigned a numeric score from 1-10 (with 10 being the highest need score) based on the following metrics: transportation need, high injury network, roadway functional classification, proximity to schools, proximity to parks/rec centers, proximity to transit stations, and proximity to bus stops.

Assigning scores to all the blocks in the sidewalk network helped DDOT staff quickly integrate missing gaps into our prioritization model. DDOT staff continuously updates the sidewalk gap data inventory based on field inspections and community reports to ensure it is accurate and up-to-date.

The score is referred to as the Sidewalk Construction Index (SCI) and helps DDOT prioritize sidewalk construction. DDOT staff are developing an improved methodology to calculate SCI. The updated version 1) gives priority to streets that have sidewalk missing on both sides; 2) integrates sidewalk network connectivity analysis to important community destinations and 3) integrates demographics to ensure we prioritize communities with the greatest need for a fully connected sidewalk network.

c. In FY24, DDOT filled one mile of sidewalk gaps. Eight miles are in design to be filled in FY25, with construction slated to begin in March 2025.

d.

Excellent	65.8 %
Good	14.3 %
Fair	6.7 %

Poor	13.2 %
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e. Please see DDOT's [Sidewalk Restoration Dashboard](#) for planned sidewalk repairs and goals.

f.

Asset	Budget	FY 2024	FY 2025 (Q1)
Sidewalks	Local/CIP	\$22,548,112.62	\$2,923,279.05

g. DDOT's [PaveDC website](#) has a dashboard that shows the FY24 and FY25 Sidewalk Restoration Plans on a map and indicates the status of planned improvements in a user-friendly format, which can be filtered by ward.

h. The current funding levels are appropriate to maintain the existing network; however, an increase would allow the agency to perform more proactive work.

i. The FY25 to FY30 Sidewalk Restoration Plans are published on DDOT's [PaveDC website](#) and are filterable by ward.

65. 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;
- 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;
- c) The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing or improving bridges and tunnels in FY24 and FY25, to date; and
- d) Miles of bridges and tunnels resurfaced or improved in FY24 and FY25, to date.

a. The number, name, and location of each bridge in the District are shown in **Appendix P2Q65a – Bridge Inventory**. The number, name, and location of each tunnel in the District are shown in **Appendix P2Q065a – Tunnel Inventory**.

b. There are three (3) DDOT-owned structurally deficient bridges in the District: Bridge 0104-1 Ramp from Benning Rd to Kenilworth Ave; Bridge 0529, H St over Washington Yards, NE; and Bridge 1200 (Main), I-66 over Potomac River

and Rock Creek & Potomac Parkway are structurally deficient. Please see **Appendix P2Q065b** for the name, location, and rehabilitation timeline of each structurally deficient bridge.

There are no structurally deficient tunnels in the District; however, all tunnels are aging and require attention. Four tunnels, in particular, necessitate major rehabilitation, including comprehensive system upgrades such as lighting, power distribution, and life safety improvements to address NFPA 502 compliance requirements.

Tunnel/Project	Tunnel Number	Estimated Cost
3rd Street Mall Tunnel	TN 1142	\$50 million
9th Street Tunnel	TN 173	\$20 million
I-66 Tunnel	TN 1302	\$10 million
Standpipes (all tunnels except 3rd Street Tunnel)	Various	\$10 million

c. The funding spent improving the District's bridges and tunnels in FY24 are as follows:

Federal Funds (bridges):

- FY24 –\$6,808,262
- Q1 FY25 –\$714,238

Local Funds (bridges):

- FY24 –\$1,702,065
- Q1 FY25 –\$178,559

Federal Funds (tunnel inspection, technical support and operation/maintenance):

- FY24 – \$8,000,000
- Q1 FY25 –\$2,300,000

Local Funds (tunnels):

- No funds were spent during 2024 with local funds for tunnel technical support.

d. DDOT's bridge preservation and preventive maintenance program improved approximately .21 miles of bridges in FY24 and none in Q1 FY25.

Four tunnels were improved in FY24 and Q1 FY25:

- Tunnel 1142- 3rd Street NW (south) /Mall Tunnel following failure of the electrical switchgear in the Department of Labor Building, temporary switchgear was installed.

- Tunnel 1142- 3rd Street NW (south) /Mall Tunnel - tunnel fan improvements were completed, a new DMS was installed on the north portal.
- Tunnel 1143- 3rd Street NW (north) /Air Rights Tunnel) - a CCTV project installed 40 new cameras and the tunnel under Cobb Park was waterproofed.
- Tunnel 1143- 3rd Street NW (north) /Air Rights Tunnel) – Design was completed for joint repairs for the parking garage above the tunnel.

66. Please provide an update on the implementation of tactical safety improvements funded in FY23 at the following locations:

- a) 11th Street & East Capitol Street SE;
- b) 18th Street & Newtown Street NW;
- c) 14th Street & Arkansas Avenue NW;
- d) 15th Street & Kentucky Avenue SE;
- e) 6th Street & O Street NW;
- f) 14th Street & Delafield Place NW;
- g) 13th Street & Kentucky Avenue SE; and
- h) 13th Street & Constitution Avenue NE.

Below is the status of each of the funded locations:

Location	Design	Construction Start (Actual or Anticipated)	Current Status
11th St NE & E Capitol St NE	2023	Summer 2024	Completed
18th St NW & Newton St NW	2023	Fall 2023	Completed
14th St NW & Arkansas Ave NW	2023	2026	65% Design
15th St SE & Kentucky Ave SE	2023	Summer 2025	90% Design
6th St NW & O St NW	2023	Spring 2025	Pending Construction Notice to Proceed (NTP)
14th St NW & Delafield Pl NW	2023	Spring 2025	Pending Construction NTP
13th St SE & Kentucky Ave SE	2023	Spring 2025	100% Design
13th St NE & Constitution Ave NE	2023	Spring 2025	Pending Construction NTP

67. Please provide an update on the implementation of tactical safety improvements at the following locations identified in last year's performance oversight pre-hearing responses:

- a) Kentucky Avenue & Potomac Avenue SE ;
- b) Piney Branch Road & Sheridan Street NW;
- c) 17th Street & V Street NW;
- d) 17th Street & Florida Avenue NW;
- e) 9th Street & Upshur Street NW; and

f) Fort Totten Drive & Hamilton Street NE.

Below is the status of each of the identified locations:

Location	Design	Anticipated Construction Start	Current Status
Kentucky Ave SE & Potomac Ave SE	2025	2026	Awaiting NTP
Piney Branch Rd NW & Sheridan St NW	2024	2025	65% Design
17th St NW & V St NW	2024	2025	65% Design
17th St NW & Florida Ave NW	2024	2025	65% Design
9th St NW & Upshur St NW	2025	2026	Awaiting NTP
Fort Totten Dr NE & Hamilton St NE	2024	2025	65% Design

68. Please provide an update on the following projects (unless already discussed in response to a prior question), 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 project has been completed, and we are in the project closeout process. The project was completed below budget and on schedule.

b. Alabama Avenue SE Safety Improvement Project;

The project website can be found here: <https://alabamaavesafety.ddot.dc.gov/>

Location: Alabama Avenue SE from Martin Luther King, Jr. Avenue SE to Bowen Road SE/Ridge Road SE

Budget: The cost of the planning phase is approximately \$1.6 million.

Status: (The project is advancing through the planning phase, currently in concept development and screening. The project has been on hold for the last several months due the federal funding expiring and the subsequent need to issue a new task order, which DDOT and OCP are actively working to resolve. Work is expected to resume in early 2025. The project is behind schedule due to the funding / contracting issue (as explained above); the revised schedule is listed below. The project is on budget.

Anticipated Completion Date: Planning expected to be completed in late 2025; design expected to be completed by 2027; construction anticipated to start in 2028

c. Martin Luther King, Jr. Avenue SE/Good Hope Road SE (now Malcom X)

Project Website: <https://mlk-ghrsafetystudy.ddot.dc.gov/>

Location: Martin Luther King, Jr. Avenue and Marion Barry Avenue (formerly Good Hope Road) SE intersection, including the adjacent Historic Anacostia and Fairlawn neighborhoods

Budget: The total cost of the project is approximately \$1,156,000 The estimated remaining budget for the project is \$243,000.

Status (including whether on schedule and budget): The project is nearly complete with the planning phase, currently drafting the final report and recommendations. The project was paused in Fall 2023 to revise the scope of work based on community feedback. The project was initially intended to be a planning-only project with recommendations passed on to the Traffic Safety Administration for design and implementation; however, the community was very clear on a desire for more immediate safety improvements. Based on that feedback, the project restarted in Summer 2024 with a renewed focus on medium-scale traffic safety improvements in adjacent neighborhoods that feed into the intersection. The project is now shifting from the planning phase to the design phase to complete as many of the recommended medium-scale design as possible for implementation by the end of 2025. The project is on schedule with its revised schedule from the 2024 restart which intended to implement neighborhood improvements by the end of 2025. More complex recommendations may need additional analysis and be delayed to 2026.

d. The Cleveland Park Streetscape and Drainage Improvement Project;

The project was completed on March 17, 2024. The roadway and sidewalk opened to traffic in October 2023. The service lane was opened to traffic in March 2024.

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

The contract for the original designer at 30% design expired in 2021. The Office of Contracting and Procurement (OCP) is in the process of issuing a sole source contract to the Engineer of Record (EOR) to take on the 100% design. The anticipated start of design is the Winter of 2025.

f. Arizona Avenue, NW Connection to Capital Crescent Trail

The Arizona Avenue Connection to the Capital Crescent Trail is a multiuse trail proposed to be located off road, on the west side of Arizona Avenue, NW, between Carolina Place and Canal Road, NW on DDOT and National Park Service (NPS) property. Environmental, cultural, and archaeological investigations are completed, and the project has a conditional approval of no adverse effects pending no major changes during the design phase. The project is being transferred from DDOT's Transportation Planning Administration to the Infrastructure Project Management Administration for 30% to final design. Local funding is available for design and construction funds have been requested in FY27. A Cooperative Management Agreement, Memorandum of Agreement + Right of Way Certification, or another similar agreement needs to be in place to build the project on NPS property.

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);

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. Council allocated \$1.7 million funding to design and construct three locations. Since DDOT is currently designing a bus priority lane project on Georgia Ave which overlaps with some of these locations, construction will be done as a part of the Georgia Ave Bus Priority Lane Project as outlined:

Fern Street to Juniper Street- Substantially complete

- Bus platforms/signing & marking upgrades and a new signal at Fern - Completed
- A HAWK (High-Intensity Activated crossWalk) signal still needs to be activated at Juniper – anticipated completion date is Spring 2025.

Juniper Street to Eastern Avenue

- This project is fully designed but will be merged with the Georgia Avenue bus Priority Project. Anticipated completion date for design is Winter 2026. Construction is projected to begin in Spring 2026.

Georgia Avenue and Arkansas Avenue

- Safety improvements are planned but will be merged with the Georgia Avenue bus Priority Project. Anticipated completion date for design is Winter 2026. Construction is projected to begin in Spring 2026.

h. New York Avenue Streetscape and Trail Project;

The New York Avenue Streetscape and Trail Project study has concluded and any recommendations for safety improvements will be incorporated into a forthcoming comprehensive corridor study of New York Avenue. The project identified numerous

sidewalk gaps along New York Avenue and sidewalk plans were developed for the area from Fairview Avenue to west of Montana Circle where a 6-foot sidewalk will be constructed on the northbound side. This is in the current FY25 work plan for the Sidewalk Gap Branch. In FY25, \$2,500,500 was allocated for a HIN Study of New York Avenue NE/NW from 7th Street NW to the Anacostia River. Scoping for this study is currently underway and procurement is expected to begin in spring 2025.

i. Canal Road Slope Stabilization Project;

DDOT is in the process of coordinating with the National Park Service (NPS) to sign a Special Use Permit (SUP) to perform a geotechnical investigation. DDOT is also coordinating with the Washington Metropolitan Area Transit Authority (WMATA) to get a permit to perform a survey and geotechnical investigation. WMATA will not give us this permit unless they transfer the land to us including the Foundry bridge. DDOT opposes this transfer. In process of coordination with Georgetown University to receive a permit to perform a survey and geotechnical investigation.

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.

However, there is a section of Oregon Avenue in need of redesign due to recurring flooding. The design has been completed. An estimate of construction costs will be prepared to negotiate with the contractor and a change order will be prepared. The construction start and completion is anticipated to be in Winter of 2025.

k. Eastern Avenue NE project;

A new task is prepared to revise the plans, to add 10 feet of shared used path. The original engineer of record services contract is with the Office of Contracting and Procurement (OCP). OCP finalized negotiations. However, Council approval is required since the funds used for this task are local and over one million. The anticipated design start of additional work is in the Spring of FY25. The estimated budget needed for design and construction is about \$16 million for FY25.

l. H Street Bridge project;

DDOT completed the preliminary design of the H Street Bridge project and issued a Request For Quote for a “design-build” (DB) project delivery procurement in 2021 after completing the Environmental & Historic Preservation regulations. DDOT issued a Request For Proposal (RFP) after completing the Project Labor Agreement and Amtrak Construction Agreement in first quarter of 2024. DDOT is in process of receiving responses to the RFP and is planning to award a DB contract by first

quarter of 2026.

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

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 Capital Improvement Plan includes \$335 million, that includes \$25 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

m. 11th Street Bridge Park project;

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

Current Status: The project design is 95% complete. The National Capital Planning Commission (NCPC) and the Commission of Fine Arts (CFA) approved the final plan. The Department of Energy and Environment (DOEE) water quality certification (WQC) was obtained in January 2024 and US Army Corps of Engineers permit was obtained July 2024. In addition, National Park Service (NPS) Transfers of Jurisdiction (TOJ) are currently being coordinated with NPS and DC Department of Buildings (DOB). NPS requested for the TOJ to be completed instead of issuing Special Use Permit (SUP) for the construction project. In addition, DOB requested the project to meet the NetZero requirements. Finally, the team received the letter from DOEE for the NetZero exemption; to get the exemption, it required redesigning to replace gas with electricity on the entire project. Currently, the project has been submitted to DOB for review. The team is also waiting for US Coast Guard Bridge Permit. The project was awarded \$15 Million dollars from the Outdoor Recreation Legacy Program Grant.

Timeline: The anticipated solicitation for construction is Summer 2025 and award in Fall 2025 (schedule depends on permits, completion of the TOJ and funding availability).

Project Cost: The current project construction cost estimate is \$99.5 million dollars.

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: Project achieved Final Completion on August 9, 2023. Administrative closeout is ongoing and leading to Final Acceptance.

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 is as follows:

1. Project Award - July 2017
2. Start of Construction - January 2018
3. New FDMB and approaches completion – September 2021
4. Substantial Completion – May 2023
5. Final Completion – August 2023
6. Final Acceptance – TBD

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.

Current Status: The feasibility study of Segments 4 and 5 of Phase 2 was awarded to a consultant in December 2021 and completed in August 2023. DDOT is awaiting funding for Phase 2 to initiate Final Design, expected FY2028.

Funding: The current financial plan reflects a total project budget of \$977.3 Million (Phase 1: \$715.2 M + Phase 2: \$262.0M).

o. Pennsylvania Avenue West Streetscape project;

The Pennsylvania Ave West Streetscape extends from 17th Street NW to Washington Circle NW. 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.

Timeline: The construction is in procurement. Anticipated construction start is Spring 2025, with a bid price of \$30 million. Anticipated construction duration is 2 years.

Budget: Project is fully funded, approximately \$43M.

p. Benning Road streetscape project;

The Benning Road Streetscape project extends from 26th St NE to East Capitol Street. The project final design plans were submitted to DDOT in December 2023. DDOT is working on Right-Of-Way acquisition tasks along with the finalization of construction agreements with Washington Metropolitan Area Transit Authority (WMATA), CSX and the release letter from utility companies.

Due to the Council's local budget shift, the project will be constructed in two phases. DDOT is developing a scope document to repackage the design for the Bridge construction as a phase-1 option of the project delivery; phase 2 has been delayed to future years.

Due anticipates finalizing right of way (ROW) acquisition tasks and obtaining the utility release letter by Summer 2025; construction is anticipated to begin in Q1 2026 with a three-year duration.

The phased approach for the construction delivery of the project is as follows:

Phase 1: Reconstruction of the Lorraine H. Whitlock bridge and the DC-295 interchange from 34th Street NE to the Minnesota Avenue intersection.

Phase 2: Reconstruction of the infrastructure between 26th Street NE to 34th Street NE and from Minnesota Avenue NE to East Capitol Street.

q. Theodore Roosevelt Bridge rehabilitation project;

The Theodore Roosevelt Bridge Rehabilitation project's primary goal 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 north side to improve the safety and mobility of pedestrians and bicycles. The project continues to involve extensive coordination with various key

stakeholders including the National Park Service (NPS), Virginia DOT, and Arlington County to address concerns associated with the Right of Way, highway easement, and land transfer.

The NEPA environmental task for Categorical Exclusion (CATEX 3) was completed in 2022 with a Finding of No Adverse Effect.

Final design was completed in August 2023.

Procurements for Construction, and Construction Management & Inspection (CM&I) contracts began in FY24 and were completed in FY25. Construction contract was awarded on December 17, 2024, and the CM&I contract (\$13.65M) was awarded on January 3, 2025. Construction is expected to start in Q2 FY25, with an awarded construction value of \$127.6 million and 3 years of duration.

r. Pennsylvania Avenue and Potomac Avenue Southeast;

The project was awarded for construction on December 5, 2024. Construction is estimated to begin January 27, 2025. The construction is estimated to be completed December 30, 2026. The proposed construction budget is about \$23M. In addition of the upgrade on intersection of Pennsylvania Ave and Potomac Ave SE, the project will upgrade Streetlights, Traffic Signals and ADA ramps on Pennsylvania Ave between Potomac Ave to Parney Circle.

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

The roadway improvements to the Florida Avenue-New York Avenue NE Intersection (now known as Mamie “Peanut” Johnson Plaza) have been completed, to make it safer for pedestrians, bicyclists, and drivers. The new intersection realigned and added two-way traffic to First Street NE, restored two-way traffic on Florida Avenue NE, added protected bicycle lanes, as well as making other improvements that benefit safety and ease of access for all modes.

In addition to safety benefits, three new public park spaces are being constructed, which will be completed in Spring 2025. As part of the design process, DDOT partnered with the NoMa BID and NoMa Parks Foundation, which hired a landscape architecture firm responsible for designing thoughtful, innovative public spaces. 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.

t. Bladensburg Road Multimodal Safety and Access Study;

The Bladensburg Road Multimodal Safety and Access Study was completed, resulting in a preferred alternative design concept for the entire 2.5-mile Bladensburg Road corridor between Benning Road and Eastern Avenue, NE.

The selection process for the design team to begin the 30% design is underway. This design will utilize FY23 local capital funds.

u. North Capitol Street Deckover;

The North Capitol Street Corridor Study limits are Massachusetts Avenue to Missouri Avenue/Riggs Road NE, approximately 4 miles. The project received \$750,000 of funding in FY22 to (1) conduct a comprehensive safety evaluation of the corridor; (2) evaluate the feasibility, impacts, and costs 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.

In-person and virtual public meetings were held in summer 2023. The safety evaluation has been completed and identified the highest crash intersections along the corridor. A deckover feasibility report was completed which concluded that a deckover is technically feasible at this location but has a cost of \$40 to 80 million dollars based on the level of coverage. Short-term safety improvements for those intersections are projected to be installed in winter 2025. Improvements to Lincoln Road NE will be incorporated into a protected bike lane project, which is underway. The first phase of the project concluded in March 2024.

In FY23, \$3,000,000 of funding was allocated to advance concept development. The concept development phase will include environmental documentation, traffic modeling, and public outreach. Phase II is currently in procurement with notice to proceed (NTP) anticipated in early 2025.

v. Arboretum Bridge and Trail;

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

Phase 1 design is estimated to be completed by June 2025. Construction start is tentative within 1 year, depending on permitting, and is expected to last 1.5 years. Phase 1 includes the initial scope in Kenilworth Park North.

Phase 2 design completion is on budget, but the schedule is being revised based upon input from National Park Service (NPS), Department of Parks and Recreation (DPR), and Department of Energy and Environment (DOEE). Phase 2 includes additional scope for an adjoining trail segment in Kenilworth Park South.

Construction is anticipated to take 1 year and is dependent upon the design schedule.

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

w. Connecticut Avenue Multimodal Safety Improvement Project;

DDOT held a Community Advisory Committee meeting and a Public Meeting in June 2024 to provide residents with an update on the Connecticut Avenue Multimodal Safety Improvement Project, most significantly that the project no longer includes a bike lane and focuses on key spot safety improvements as opposed to a full corridor project.

The approved Fiscal Year 2025 Budget included funding to advance the Connecticut Avenue safety project from Calvert Street NW to Chevy Chase Circle NW. However, Council cut more than \$40 million from the DDOT streetscapes budget, which funds safety corridor projects citywide – including Connecticut Avenue. As a result, DDOT is advancing a scaled back project within the limitations of the reduced budget that includes critical safety upgrades to specific intersections along Connecticut Avenue. This modified approach does not preclude DDOT from considering a more comprehensive corridor project in the future if funding is available. DDOT anticipates providing further updates to Advisory Neighborhood Commissions (ANCs) this spring, including the timeline for design and construction of the intersection-based improvements.

DDOT currently has \$6 million budgeted for the project over the next two fiscal years. DDOT anticipates completing the planning phase this year with implementation to follow.

x. East Capitol Street Safety and Mobility Project;

DDOT completed the 30% preliminary design for the full project limits in 2021. Funding was not available at the time to develop the design beyond 30% and as a result the design was halted. In Fall 2024, DDOT contracted Volkert to complete the design. We are working on final design in phases:

- The limit for Phase 1 is East Capitol Street from 41st Street NE to Division Avenue NE. The limit for Phase 2 is East Capitol Street from Division Avenue NE to Southern Avenue SE. The limit for Phase 3 is East Capitol Street from Anacostia Road NE to 41st Street NE.
- Phase 1 includes the intersections with Benning Road, Central Avenue and Texas Avenue and is fully funded. Based on DDOT's six-year capital plan*, approximately \$19.6 million are anticipated to be available in FY 2026

for the construction of Phase 1. When construction funds are available, Phase 1 will proceed to construction procurement and subsequently, the construction phase.

- The final design of Phase 2 is anticipated to commence approximately 12 – 15 months after the final design start of Phase 1. This work will be performed utilizing available funds and is contingent upon anticipated construction funding availability in FY 2027. Based on DDOT's six-year capital plan*, approximately \$19.6 million are anticipated to be available in FY 2027 for the construction of Phase 2.
- The final design of Phase 3 is anticipated to commence approximately 12 - 15 months after the final design start of Phase 2 subject to the availability of funds. Based on DDOT's six-year capital plan*, approximately \$17.5 million are anticipated to be available in FY 2028 for the construction of Phase 3.
- East Capitol Street Safety and Mobility Project was a recipient of an INFRA grant, in the amount of \$34 million in 2024

* DDOT develops a six-year capital project plan annually, therefore outyear amounts are subject to change in future budget cycles.

y. Rehabilitation of Broad Branch;

The final Environmental Assessment/Finding of No Significant Impact (EA/FONSI) was completed in March 2021. The project is on hold due to lack of funding.

z. Soapstone Project; and

The Soapstone Valley project is not a DDOT project. See https://www.dwater.com/projects/soapstone_sewer for DC Water's progress.

aa.Suicide prevention infrastructure on the Taft Bridge.

Project Name: William Howard Taft Memorial (Taft) Bridge, pedestrian railing improvement.

Project Description: The District of Columbia Office of Medical Examiner has reported a total of 26 suicide deaths in the District between 2010 and 2022 that involved a decedent jumping off from a bridge. Of those 26, thirteen (13) deaths occurred at the Taft Bridge. This project's goal is to design suicide deterrent barriers for Taft Bridge that will substantially reduce the potential of suicide attempts and incidents.

Location: The Taft Bridge carries Connecticut Ave. NW over Rock Creek Park between Belmont Road NW and Calvert Street, NW, Washington, DC. The Taft

Bridge was identified in the DC inventory as a landmark and was listed in the National Register of Historic Places in 2003.

Current status: The Commission of Fine Arts (CFA), the National Capital Planning Commission (NCPC), and the DC Historic Preservation Review Board have approved a design that requires complete removal of the existing barrier system and replacement with a similar fence and concrete elements which are four (4) feet higher than prior system. The final design has been approved by both CFA (Oct. 2024) and NCPC (Dec. 2024). The design is 95% completed; construction solicitation is planned for the end of February 2025. It is anticipated that construction will start Summer of 2025 be completed in Summer of 2026. The project is on schedule.

Project Cost: The current project construction-related cost is estimated to be \$12 million (within the estimated budget).

69. Please provide an update on the following projects funded in the FY24 budget:

a. Tactical road diet installations along South Dakota Avenue NE;

Ward 5 Councilmember Parker advocated for a tactical road diet along South Dakota Avenue NE and allocated \$1M in the FY24 budget with the direction that DDOT use it “for the installation of tactical road diets along South Dakota Avenue NE to help slow down cars down the residential corridor.” DDOT staff, recognizing the complexity and challenges associated with road diets on arterial streets as well as limitations with the funding allocated, recommended a more holistic study to determine future operations, feasibility of a road diet, and comprehensive multimodal safety treatments.

The corridor study is examining the segment of South Dakota Avenue NE from Bladensburg Road to Riggs Road NE and determine the feasibility of a road diet as well as the full suite of other safety improvements that could be made to the street and connecting streets. DDOT and Council Staff kicked off the project with the community on May 30, 2024, at a [virtual meeting](#), which then followed with several in-person and stakeholder coordination meetings for the first phase of engagement with the community. Along with this first phase of engagement, staff provided a short questionnaire and comment map for residents to give us their thoughts on the future of the street as well as note specific problem areas.

At the request of the Councilmember, the comment period was extended through the first half of August 2024, and in response to community feedback, staff added an Option 4 “enhanced no-build” to our study. Staff set up and published a project website which can be found here: <https://sdave-corridor-safety-project-dcgis.hub.arcgis.com/>

Staff have received thousands of comments via the feedback form, comment map, emails, and petitions stating their positions. Currently, staff is still working through these comments and setting up data collection efforts to evaluate the corridor with the most up to date traffic information. However, given holidays, weather events, and the presidential inauguration, data collection must occur after January 20, 2025, to get an accurate depiction of typical traffic conditions.

Staff anticipate that the second round of engagement will occur in late winter/early spring 2025 after review of the comments and analysis of the 4 options is completed. The members of the public that are interested in staying engaged on the project could follow the project website here: <https://sdave-corridor-safety-project-dcgis.hub.arcgis.com/>.

b. Tenleytown Plaza and Multimodal Project;

DDOT concluded the Tenleytown Multimodal Access Project in August 2024. The Project developed two options for 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 includes 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.

DDOT concluded the project due to risks surrounding non-DDOT right-of-way in the project area. If funding becomes available, the project will resume and DDOT will start with resolving the right-of-way issues with NPS and WMATA. Once this is complete, DDOT will complete the concept design phase and choose a preferred alternative.

The project included identification of short-term improvements. DDOT will be providing an update to the Community Advisory Group for the project later this year.

c. Safety improvements at the intersection of Alaska Avenue and Geranium Street NW;

Council added \$1M in funding to the FY 24 budget to address safety concerns at the intersection of Alaska Avenue and Geranium Street NW. Staff analyzed crash data for patterns identifying high-risk characteristics and using TSI requests to develop a recommendation for safety upgrades at the intersection. This location did not qualify for a traffic signal, however safety treatments were designed and constructed using the funds.

These design treatments included curb extensions to reduce crossing distances and improve yielding rates on Alaska Avenue NW, both in permanent and temporary

materials for turns that needed to be accommodated. Daylighting of the intersection approaches on Geranium were added as well for enhanced visibility. Curbside lanes in this area were converted to parking and street markings revised to show this.

These improvements resulted in crossing distance reduced by 25% on all approaches. As the vehicular traffic is now limited to 1 lane in each direction these improvements reduced ped/vehicular conflict by 50% on crosswalks across Alaska Ave NW.

The aerial views of the changes to the intersection can be seen here:



Before

After

d. Ward 1 Green Slow Streets Pilot Program; and

This project is in the solicitation phase and the process is underway. Multiple street segments have been identified and are being evaluated for inclusion in this pilot project.

e. Anacostia Riverwalk Trail and Buzzard Point SW DC Connection.

DDOT has successfully completed the transfer of local capital funding from FY 2023 and FY 2024 to the National Park Service (NPS). The funds are for NPS to complete the design of the Anacostia Riverwalk Trail and Buzzard Point Park Connection project totaling \$3,520,216.67.

70. Please provide a copy of the most recently updated [Transportation Improvement Program](#) (“TIP”) and District of Columbia Statewide

Transportation Improvement Program (“DC STIP”). Please describe any changes in the allocation of federal funding since last year’s pre-hearing responses, and the impact of these changes on DDOT’s planning and operations.

- a. Please provide a status update on the development of the FY26-29 TIP and DC STIP.**

The most recent copy of the Metropolitan Washington Council of Governments (COG) FY2023-FY2026 Transportation Improvement Program (TIP) is available online at <https://visualize2045.org/plan-update/approved-2022-plan/>. The District of Columbia Statewide Transportation Improvement Program (STIP) is available at <https://movedc-dcgis.hub.arcgis.com/pages/dc-stip>.

At the beginning of each fiscal year, the associated project lists are revised to reflect DDOT’s approved budget. These documents will continue to be used as the plan of federal funding outlays for FY2025 with iterative updates to ensure correct funding is presented for each project. This includes any new federal grant awards for transportation projects within the National Capital Region.

The District of Columbia has drafted a timeline for the development of the FY 2026–FY2029 STIP in coordination with the development of the FY2026–FY2029 TIP. DDOT will be formulating the STIP through Spring and Summer 2025. DDOT also anticipates holding a joint public meeting with COG in September, once the results of the Air Quality Analysis are available to present. This public meeting will include a draft version of the FY2026–FY2029 STIP and TIP. Given this timeframe, DDOT will submit the STIP to FHWA and FTA for final approval in December 2025.

- 71. What is the status and timeline of the work to replace the collapsed pedestrian bridge spanning Route 295?
How much funding has been expended on the project? What is the anticipated final cost of the project?**

The collapsed pedestrian bridge has been reconstructed and is open to the public, providing a safe crossing of Route 295.

- 72. Please provide an update on the work under the P3 to convert the District’s streetlights to LED. What is the status of the project, including neighborhoods of the District in which the work is completed, neighborhoods identified for completion during FY25, and expected completion date of the entire project. If possible, please provide a map illustrating the project’s status across the District?**

Project Final Completion, as defined by the contract, was achieved in May 2024; however, there are roughly 3,000 assets that are outstanding due to differing field conditions. These field conditions include an inability to access due to a variety of reasons such as ongoing third-party construction, third-party devices on poles, or non-standard poles and arms that require different conversion solutions. These assets will be converted over time as each location is evaluated and becomes available for conversion.

The full conversion work [dashboard](#) is available on the [DC Streetlights website](#).

73. Please provide an update on the DC Power Line Undergrounding (“DC PLUG”) Initiative. What is the status of the project, including neighborhoods of the District in which the work is completed, and expected completion date?

DC PLUG’s mission is to improve reliability and resiliency within the District by undergrounding 20 feeders across Wards 3, 4, 5, 7, and 8, thereby reducing the number of outages, with a potential effectiveness of up to 95%. The timeline of the feeders is below:

Biennial Plan	Feeder #	Ward	Neighborhood	Contract Phase	Status
1st	308	3	Friendship Heights/ American University Park	Completed Civil Construction/ Construction Management	Complete and in service 1/4/2021
1st	14900	4	Oregon Ave Opportunity Project	Completed Civil Construction/ Construction Management	Complete and in service 5/4/2023
1st	368	7	Fort Davis Park/ Benning Ridge/ Marshall Heights	Completed Civil Construction/ Construction Management	Complete and in service 12/22/2023
1st	15009	4	Takoma/Manor Park	Completed Civil Construction/ Construction Management	Completed civil construction. Electrical phase construction to start Q1 CY25
1st	14758	8	Bellevue	Completed Civil Construction/ Construction Management	Completed civil construction. Electrical phase construction to start Q1 CY25

1st	14007	5	Brookland/ Woodridge/ Michigan Park	Active Design	PS&E* finalized. The Consultant and DDOT teams initiating Construction Procurement phase
2nd	14008	5	Woodridge/ Brentwood	Active Civil Construction/ Construction Management	Civil Construction work is 99% complete. Electrical Construction expected to begin Q1 CY25
2nd	15166	8	Congress Heights	Active Civil Construction/ Construction Management	Civil construction work is 75% complete
2nd	15001	4	16 th Street Heights/Crestwood	Active Civil Construction/ Construction Management	Civil construction work is 62% complete
2nd	118/ 14702	7	Fairlawn/ Twining/ Hillcrest/ Randle Highlands/ Penn Branch/ Fort Davis/ Good Hope/ Skyland	Active Civil Construction/ Construction Management	Contract awarded on January 13, 2025
2nd	15021	4	Brightwood	In Procurement Civil Construction/ Construction Management	Anticipated advertisement date in Feb 2025
2nd	14093	5	Brookland/ Brentwood/ Woodridge/ National Arboretum/ Gateway	In Procurement Civil Construction/ Construction Management	Anticipated advertisement date in Jan 2025
2nd	15171	8	Douglass/ Washington Highlands	Active Design	Consultant and DDOT teams are concurrently compiling package for DDOT Chief Engineer's checklist meeting and Procurement
2nd	14767	3	Kent/ Palisades/ Fort Drive/ Foxhall	Active Design	PS&E* package finalized. Project on

			Crescents/ Berkley/ Wesley Heights		hold due to Army Core of Engineers
2nd	467	3	Chevy Chase	Active Design	PS&E* package finalized preparing for Chief Checklist, procurement and advertisement
3rd	75	5	American University Park/ Spring Valley/ Wesley Height	Active Design	PS&E* package finalized preparing for Chief Checklist, procurement and advertisement
3rd	347	8	Randle Highlands/ Hillcrest	Active Design	Finalizing PS&E* design submission. Expected in Q1 CY25
3rd	14009	3	Edgewood	Active Design	PS&E* package finalized preparing for Chief Checklist, procurement and advertisement
3rd	15174	4	Shipley/ Douglass/ Buena Vista/ Knox Hill	Active Design	PS&E* package finalized preparing for Chief Checklist, procurement and advertisement

*Plans, Specifications, & Estimates

School Safety

- 74. Please provide an update on the School Crossing Guard program, including:**
- a. The agency's current crossing guard deployment plan;**
 - b. The current number of School Crossing Guard / Safety Technician positions currently funded, denoting where the position is part-time or a full-time position with other, midday work responsibilities;**
 - c. The current number of vacant School Crossing Guard / Safety Technician positions;**
 - d. The number of new Schol Crossing Guard / Safety Technician positions necessary to meet the needs of District schools in FY25, and the number of outstanding crossing guard requests from schools;**

- e. Any new training initiatives the agency has adopted for School Crossing Guards; and
- f. Any challenges with respect to recruitment, eligibility, or training that negatively impacts the agency's ability to fill funded school crossing guard and safety technician positions?

- a. The agency's current [crossing guard deployment plan](#) can be found on DDOT's Crossing Guard Program website. The website also includes a [dashboard](#) to view each location and deployment status on a map.
- b. There are 266 funded positions within the Safety Technician Program as of January 9th, 2025. This includes 253 part-time positions and 13 full-time positions.
- c. There are 38 vacant positions as of January 9th, 2025. This includes 37 part-time positions and one full-time position.
- d. DDOT converted around 50 Traffic Control Officer positions into Safety Tech positions in FY24. However, it has been a challenge to hire and retain Safety Techs. While DDOT has been recruiting throughout the year, there is a significant turnover rate for this team. As of December 31, 2024, roughly 180 posts (out of 243 posts) are covered by Safety Techs. Nearly 25 posts are covered by staff from other DDOT branches on a temporary basis when staff is available, and 21 posts are not covered at all.
- e. DDOT is planning to develop a survey to understand the common factors among staff who have more than 5 years of service with the Safety Tech Program. This survey may help to design recruitment process to identify talent that is better suited to the program.
- f. The program is still working through challenges with recruitment. DCHR's screening process eliminates a major portion the applicants. A small fraction of staff that are cleared by DCHR for these positions report to DDOT for training. Additionally, since October 1, 2024, 11 Safety Techs left the program. Retention has been a major challenge due to the salary, number of hours offered, drug and alcohol testing, and the climate.

75. Please provide an update on DDOT's Safe Routes to School team.

- a. How many schools did the team review in FY24 and FY25, to date?
- b. How many work orders were created for safety measures?
- c. How many work orders were completed by DDOT?
- d. How many work orders are outstanding?

- a. 2024 marked the first full year of the expanded Safe Routes to School (SRTS) Action Plan program called for in the Safe Streets for Students Amendment Act of 2022. The DDOT SRTS team developed a safety and equity-based prioritization process and selected 27 schools (comprising 20 school areas due to school co-location) for the development and implementation of SRTS Action Plans. These comprehensive safety studies focused on a 350-foot school zone

boundary and include short-term safety countermeasures such as raised crosswalks, crosswalk daylighting, new crosswalks, refreshed crosswalk markings, centerline hardening, new drop off and pick up zone signage, new and updated school zone speed limit signage, and other pavement markings. This program is discussed in detail in Question #76.

- b. In July 2024, DDOT awarded a new construction contract that is dedicated to the implementation of the safety infrastructure recommended in the SRTS Action Plans and to the construction of sidewalk gaps as part of the [Sidewalk Gap Program](#). This new contract increases the capacity and efficiency of these programs, eliminating the need to rely on the creation of work orders.
- c. Separate from SRTS Action Plans, 61 work orders have been completed by DDOT internal teams for safety improvements around schools. The SRTS team also addressed requests for revisions to pick up/drop off signage at 11 schools in FY2024.
- d. No work orders are outstanding for the SRTS team—please see the response to b.

76. During the FY24 budget process, the Committee accepted \$395,000 in FY24, and \$1.5 million over the course of the financial plan, to fund components of the Safe Streets for Students Amendment Act of 2022, effective March 10, 2023 (D.C. Law 24-285; 70 DCR 3516).

- a. What is the status of the development of a Safe Streets for Students Master Plan?
 - b. Which schools have been selected for improvements? For which schools have Action Plans have been completed?
 - c. What is the implementation status of reduced speed limits along school zones?
- a. What is the status of the development of a Safe Streets for Students Master Plan?

Launched in 2005, the Safe Routes to School (SRTS) program receives federal and local funds to encourage and facilitate active transportation for school children. In 2022, the Council passed the Safe Streets for Students Amendment Act with the goal to improve transportation safety infrastructure around schools, giving the SRTS team additional funding and direction towards improving school areas in the District. DDOT's [SRTS website](#) includes information on a range of projects and programs. The website features an [Action Plan Dashboard](#) of completed, in-progress, and planned Action Plan schools, an explanation of the selection process (see the yellow sidebar on the left of the dashboard), and links to Action Plan documents. These materials are

being assembled into a Safe Streets for Students Master Plan report that will be transmitted to Council in CY2025.

b. Which schools have been selected for improvements? For which schools have Action Plans have been completed?

In early FY24, following development of a safety and equity-based prioritization methodology, DDOT selected 27 schools (encompassing 20 school areas, due to school co-location) for the 2024 Action Plan program (list below). Safety analysis of these schools began in early 2024 and Action Plans, including short-term engineering safety countermeasures, were developed during the remainder of 2024. Short-term engineering countermeasures have been constructed at Garrison Elementary and KIPP Academy on Benning Road, SE as of the end of December 31 2024. The remainder of the school Action Plans will be constructed during spring/summer of 2025 as the safety analysis is conducted on the next round of 25 schools for 2025. See the full list below.

2024 School Action Plan List:

Count	School	Ward
1	Garrison Elementary	1
2	Hyde-Addison Elementary	2
3	Oyster-Adams Bilingual (Oyster)	3
4	Center City Public Charter - Brightwood	4
5	Two Rivers Public Charter (<i>Education Hill</i>)	5
6	Browne Education Campus (<i>Education Hill</i>)	5
7	Phelps ACE High (<i>Education Hill</i>)	5
8	Wheatley Elementary	5
9	Walker-Jones Education Campus	6
10	Kimball Elementary	7
11	Garfield Elementary	8
12	Miner Elementary	6&7
13	Excel Academy	8
14	Dunbar High	5
15	Kramer Middle	8
16	H.D. Cooke Elementary	1
17	Hendley Elementary	8
18	Columbia Heights Education Campus 6–8 (CHEC)	1

19	Friendship Public Charter - Collegiate Academy	7
20	Global Citizens Public Charter	7
21	Briya Public Charter (Ft. Totten)	5
22	DC Bilingual Public Charter	4&5
23	Bridges Public Charter	5
24	Girls Global Academy Public Charter	2
25	KIPP DC - Promise Academy Public Charter	7
26	KIPP DC - KEY Academy Public Charter	7
27	KIPP DC - LEAP Academy Public Charter	7

2025 School Action Plan List:

Count	School	Ward
1	Marie Reed Elementary	1
2	Seaton Elementary	2
3	Murch Elementary	3
4	Raymond Elementary	4
5	Noyes Elementary	5
6	School within School at Prospect Goding	6
7	Randle Highlands Elementary	7
8	Boone Elementary	8
9	MacFarland Middle	4
10	Stanton Elementary	8
11	Savoy Elementary	8
12	Langdon Elementary School	5
13	Sousa Middle	7
14	Shirley Chisholm Elementary School	6
15	Patterson Elementary	8
16	Eliot Hine Middle	7
17	Bard Early College HS	8
18	KIPP DC Northeast Academy	5
19	Center City Public Charter-Shaw	2

20	Friendship Public Charter Southeast	8
21	DC Prep Anacostia Elementary	8
22	Roots Public Charter – Kennedy St NW	4
23	Friendship Blow Pierce Elementary and Middle	7
24	Harmony DC Public Charter	5
25	EL Haynes Public Charter Middle	1

c. What is the implementation status of reduced speed limits along school zones?

The School Zone Speed Limit Project began in 2024 and has so far replaced and relocated 66 school zone speed signs at 16 schools in Ward 8, one school in Ward 1, two schools in Ward 2, and one school in Ward 6.

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

Please see the response to Q75 and Q76, which cover the Safe Routes to School (SRTS) Action Plan program. The Program analyzes, designs, and constructs short-term safety countermeasures in school areas at 25 schools per year. More information can be found on DDOT's [SRTS website](#).

DDOT's Automated Enforcement Division has installed automated speed enforcement cameras near 34 schools.

78. Please provide the top 15 ATE locations within a school zone District by number of citations issued.

Below are the 15 cameras with highest number of violations issued in FY24 within a school zone (within 350 feet of a school, per the definition in the Safe Streets for Students Amendment Act of 2023):

S/N	Location Description	Camera Type	School Ward	School Name	FY 24 Mailed Tickets
1	1900 BLK INDEPENDENCE AVE SE E/B	Speed	Ward 7	St. Coletta Special Education PCS	30,228
2	2300 BLK MARION BARRY AVE SE NW/B	Speed	Ward 8	Stanton Elementary School	11,517
3	KANSAS AVE NE/B @ BUCHANAN ST NW	Stop Sign	Ward 4	E.L. Haynes PCS - Elementary School	14,435

4	4900 BLK 16TH ST NW N/B	Speed	Ward 4	Parkmont School	17,083
5	1ST ST S/B @ N ST NW	Stop Sign	Ward 5	Dunbar High School	10,489
6	2600 BLK LINCOLN RD NE N/B	Speed	Ward 5	Inspired Teaching Demonstration PCS	4,051
7	5600 BLK EAST CAPITOL ST NE W/B	Speed	Ward 7	Maya Angelou PCS - High School	11,321
8	4800 BLK BENNING RD SE SE/B	Speed	Ward 7	KIPP DC - LEAP Academy PCS	9,711
9	3600 BLK ALABAMA AVE SE NE/B	Speed	Ward 7	Beers Elementary School	7,806
10	BRUCE PL E/B @ 15TH PL SE	Stop Sign	Ward 8	Johnson Middle School	4,403
11	3000 BLK PENNSYLVANIA AVE SE NW/B	Speed	Ward 7	Randle Highlands Elementary School	3,293
12	5500 BLK E CAPITOL ST SE E/B	Speed	Ward 7	DC Scholars PCS	5,506
13	4800 BLK BENNING RD SE NW/B	Speed	Ward 7	KIPP DC - LEAP Academy PCS	6,698
14	MILITARY RD W/B @ 14TH ST NW	Speed	Ward 4	Military Road Early Learning Center	3,156
15	3400 BLK MLK JR. AVE SE SW/B	Speed	Ward 8	Center City PCS - Congress Heights	2,242
Total Issuance					141,939

Traffic Enforcement

79. Please provide the following information regarding the Automated Traffic Enforcement (“ATE”) Program:

- a. The total number of cameras, broken down by type (e.g., speed, red-light);
- b. A map showing the current deployment of ATE cameras, as of December 31, 2024, denoting camera type.
- c. A copy of the most recent report required by D.C. Code § 50-2209.05 or the following information as of January 31, 2024:
 - i. The top 15 ATE locations in the District ranked by number of citations issued;
 - ii. A breakdown of the jurisdictions where individuals receiving ATE citations and with outstanding ATE citation debt have their vehicles registered;
 - iii. The locations where cameras have been added in the last 6 months and the reasons why those locations were chosen; and

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

d. Have all new ATE cameras funded in the FY23 or FY24 budget been brought online?

a. The total number of cameras, broken down by type, is below:

Camera Type	Count	% of Cameras
Stop Sign	32	7%
Red light	56	12%
Speed	213	45%
Truck Restriction	10	2%
Clear Lanes	140	29%
School Bus Stop Arm	25	5%
Total	476	100%

b. A map showing the current deployment of ATE cameras, as of January 31, 2024, can be found on the [DDOT ATE Dashboard](#).

c. A copy of the most recent report (RC25-0251) required by D.C. Code § 50-2209.05 is available on the Council's Legislative Information Management System (LIMS): <https://lims.dccouncil.gov/Legislation/RC25-0251>.

d. All cameras funded in the FY23 and FY24 budget are active.

80. What is the current balance of the Vision Zero Enhancement Omnibus Amendment Act Implementation Fund?

a. Please provide a detailed summary of deposits into the fund in FY24 and FY24, to date.

b. Please provide a detailed summary of expenditures from the fund in FY24 and FY25, to date.

Please see below for the deposits and expenditures into the Vision Zero Enhancement Omnibus Amendment Act Implementation Fund. There were no deposits into the Fund in FY24 or Q1 of FY25. The FY23 Fund Balance of \$4,346,555 was used to cover the FY24 expenditure.

Source	Code	<u>About the Fund</u>		<u>Deposits</u>		<u>Expenditures</u>	
		Description	Fee and How It is Set	FY24	Q1 FY25	FY24	Q1 FY25

VISION ZERO ENHANCE OMNIBUS AMEND ACT	DC Official Code 50- 921.20	Interest-bearing fund established solely to enhance the safety and quality of pedestrian and bicycle transportation, including traffic calming and Safe Routes to School enhancements. Non-lapsing	Revenue collected from fines associated with automated traffic enforcement initiatives.	-	-	4,346,555	-
TOTALS				-	-	4,346,555	-

81. Please provide the total number of notices of infraction issued for moving violations in FY23, FY24, and FY25, to date, for the following speeds, broken down by enforcement type (i.e., ATE or in-person) and plate state:

- a. 5–10 miles per hour over the speed limit;
- b. 11–15 miles per hour over the speed limit;
- c. 15–20 miles per hour over the speed limit;
- d. 20–30 miles per hour over the speed limit; and
- e. 30+ miles per hour over the speed limit.

DDOT has access to ATE enforcement records for the violations listed below:

Violation Code	Violation Description	FY2023*	FY2024 ^	FY2025 Q1×
T119	SPEED 11-15 MPH OVER THE SPEED LIMIT	1,001,385	1,713,530	465,672
T120	SPEED 16-20 MPH OVER THE SPEED LIMIT	188,292	297,247	79,055
T121	SPEED 21-25 MPH OVER THE SPEED LIMIT	37,739	63,267	18,130
T822	OVER 25 MPH IN EXCESS OF LIMIT ON CONTROLLED ACCES	6,840	6,674	1,915
T823	OVER 25 MPH IN EXCESS OF LIMIT ON NON-CONTROLLED A	12,102	24,554	8,142
Total		1,480,878	2,105,272	572,914

* Oct 1, 2022, had 130 cameras, and Sept 30, 2023, had 126 cameras

^ Oct 1, 2023, had 126 cameras, and Sept 30, 2024, had 477 cameras

× Oct 1, 2024, had 477 cameras, and 477 cameras as of December 31, 2024.

82. Please provide the number of drivers or plates associated with outstanding fines and fees above the following thresholds related to moving violations, broken down by enforcement type (i.e., ATE or in-person) and plate state:
- \$5,000;
 - \$10,000;
 - \$25,000;
 - \$50,000; and
 - \$100,000.

DDOT has access to outstanding ATE ticket amounts, but not in-person enforcement. See the tables below for the unpaid ATE fines (does not include in-person enforcement) that were accrued in FY24 (from October 1, 2023, to September 30, 2024) by balance thresholds as well as jurisdiction of the ticketed plate.

FY24 Summary of Outstanding ATE Ticket Amounts

Outstanding Amount Range	Outstanding Amount	Plate Count, Single-Time Offenders	Plate Count, Repeat Offenders
\$5,000 to \$9,999	\$9,272,778	1,296	70,590
\$10,000 to \$24,999	\$6,524,557	471	45,759
\$25,000 to \$ 49,999	\$1,354,370	43	8,700
\$50,000 to \$100,000	\$150,950	2	762
Total	\$17,302,655	1,812	125,811

FY24 Outstanding ATE Ticket by State

S/N	Plates' State	Unpaid Tickets
1	VA	\$9,154,762
2	MD	\$5,349,235
3	DC	\$2,050,709
4	GA	\$125,350
5	TX	\$111,700
6	NC	\$99,150
7	FL	\$98,550
8	PA	\$68,000
9	NY	\$32,800
10	CA	\$30,300
11	WA	\$26,350
12	IL	\$21,250
13	AZ	\$19,500
14	NJ	\$17,800

15	SC	\$15,650
16	AR	\$13,750
17	DE	\$13,700
18	OH	\$9,800
19	CT	\$9,250
20	TN	\$7,700
21	AL	\$7,250
22	RI	\$6,850
23	MI	\$6,650
24	IN	\$5,850
25	MS	\$5,700
Total		\$17,307,606

83. Please provide the current number, and cumulative value, of outstanding tickets or notices of infraction, broken down by enforcement type (i.e., ATE or in-person) and plate state.

Below is the current number and cumulative value of outstanding ATE tickets in FY24, broken down by enforcement type by jurisdiction.

RP Plate States	Number of Tickets without Payments	Dollar Amount to be Collected	% of Total Dollar Amount Outstanding to be Collected
MD	511,066	\$134,595,149	41.79%
VA	420,971	\$113,641,956	35.29%
DC	179,015	\$43,971,970	13.65%
FL	18,097	\$3,828,531	1.19%
PA	14,517	\$3,731,442	1.16%
NC	13,307	\$3,466,494	1.08%
GA	8,598	\$2,264,055	0.70%
NJ	8,307	\$2,123,987	0.66%
TX	7,235	\$1,894,853	0.59%
NY	7,911	\$1,834,946	0.57%
CA	4,094	\$1,047,620	0.33%
DE	3,900	\$1,025,430	0.32%
SC	3,433	\$909,769	0.28%
OH	3,201	\$797,767	0.25%
TN	2,659	\$672,881	0.21%
WV	1,884	\$496,761	0.15%
MA	2,181	\$480,859	0.15%
MI	1,686	\$397,540	0.12%

AZ	1,713	\$375,630	0.12%
CT	1,455	\$369,901	0.11%
IL	1,471	\$365,650	0.11%
AL	1,348	\$354,928	0.11%
LA	1,172	\$298,572	0.09%
US	1,243	\$291,680	0.09%
WA	1,099	\$290,508	0.09%
CO	1,075	\$277,410	0.09%
IN	1,048	\$250,464	0.08%
KY	702	\$179,850	0.06%
MS	633	\$174,770	0.05%
OK	602	\$144,670	0.04%
MO	538	\$132,485	0.04%
MN	455	\$117,429	0.04%
WI	439	\$100,600	0.03%
ME	349	\$88,270	0.03%
OR	341	\$87,870	0.03%
MT	283	\$82,360	0.03%
NH	328	\$80,380	0.02%
ON	342	\$75,808	0.02%
AR	283	\$75,660	0.02%
RI	326	\$72,830	0.02%
UT	257	\$71,460	0.02%
NV	279	\$70,440	0.02%
VT	269	\$68,920	0.02%
NM	220	\$56,075	0.02%
AK	207	\$55,870	0.02%
KS	174	\$39,064	0.01%
IA	145	\$36,280	0.01%
HI	138	\$35,380	0.01%
NE	129	\$31,550	0.01%
SD	106	\$29,300	0.01%
QC	104	\$26,940	0.01%
ID	109	\$26,470	0.01%
ND	77	\$21,610	0.01%
WY	24	\$6,140	0.00%
AB	18	\$4,640	0.00%
Grand Total	1,231,563	\$322,049,875	100.00%

84. Please provide an update on the Clear Lanes Program, including:
- How many buses are equipped with the technology to detect and report violations;
 - The number of tickets issued through the Clear Lanes Program, broken down by the type of violation (e.g., parked in a bus lane, traveling in a bus lane) and plate state; and
 - The change in average speed and on-time performance of WMATA bus routes on corridors where Clear Lanes Program has been implemented.
- a) As of December 31, 2024, 140 WMATA buses are equipped with cameras to detect and report violations supporting the Clear Lanes Program.
- b) Below is the number of tickets issued through the Clear Lanes Program, broken down by the type of violation and jurisdiction:

Clear Lanes Mailed Tickets Summary by Violation Type
From (10/1/2023 to 9/30/2024)

Viol. Code	Violation Description	# of Tickets	% of Tickets
P007	PARKED IN BUS ZONE	168,977	86
P429	PARKED IN BUS LANE, UNAUTH VEH	26,422	13
T815	DRIVING IN BUS LANE UNAUTH DRIV	1,966	1
	Total	197,365	100

Clear Lanes Live Mailed Tickets Summary by Jurisdiction
From (10/1/2023 to 9/30/2024)

State/Jurisdiction	Plate State	# of Tickets	% of Tickets
Tri - State	DC	54,214	27%
	MD	69,921	35%
	VA	52,545	27%
	Sub - Total	176,680	90%
Non - Tri - State	Sub - Total	20,894	10%
Grand Total		197,365*	100%*

*This total combines the two sub-totals.

- DDOT and WMATA continue to study the impact and the change in average speed and on-time performance of WMATA bus routes on corridors where Clear Lanes Program has been implemented, and have yet to draw a conclusion, however, here are some key observations.

1. There is a significant decrease across all violation types from April to October 2024, particularly for **UNAUTHORIZED DRIVING IN A BUS LANE**, which had a 78% drop.
2. Comparing October 2024 to November 2023, there is an overall reduction in total Clear Lanes violations by 18%, indicating a general downward trend.
 - **Seasonal Trends:** There seems to be a peak in violations during the first half of the year (with a significant spike in April 2024).
 - **Outliers:** April 2024 has an unusually high number of violations across the board, while September and October 2024 show a decrease, suggesting possible seasonal effects, or interventions that reduced violations.
 - **Improvement in Compliance:** The steady decline towards the end of the year indicates improved compliance.

85. Please provide an update on efforts in FY24 and FY25, to date, to identify and address individuals in violation of the Registration of Out-of-State Automobiles (“ROSA”) Program.

Automated Traffic Enforcement identifies individual Out of State owners whose vehicles are in violation and mails a notice of violation to the Out of State address.

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

- a) The agency’s current TCO deployment plan;
- b) The current number of TCO positions;
- c) The current number of vacancies; and
- d) The total number of tickets issued by TCOs in FY24 and FY25, to date, broken down by the infraction type.

a) Traffic Control Officer (TCO) Program deployment plan is as follows:

Schedule	Hours
Shift 1A	6:00AM–2:30 PM
Shift 2A	2:00 PM–10:30 PM
Shift 2B	2:00 PM–10:30 PM
Shift 5	6:00 PM–4:30 AM

Currently, the limited TCO staff have competing priorities as noted below:

- Covering the AM and PM school post due to safety tech staff shortage ([see response to question 74](#)). The staff need ranges from 25–50 based on the day and the number of safety tech call outs.
 - Intersection Traffic control in various intersections during AM & PM rush hour that could use up to 94 TCOs during AM and PM peak period.
 - Covering special events throughout the District of Columbia including, but not limited to, Capital One Arena, Nationals Ball Park, Entertainment Sports Arena, Water E Washington Convention Center, RFK Stadium & Armory Complex and Wharf Area which could require up to 77 TCOs depending on the timing of these events.
 - 2 TCOs covering Bus Lane Enforcement
 - 28 staff on Night life congestion support on U Street NW, Connecticut Avenue NW and H Street NE
 - Other Activities
 - o Traffic Control support for PEPCO Capital Grid Project
 - o Traffic control for DDOT’s emergency signal/road repair projects
- b. The TCO program currently has 206 TCOs, 9 Lead TCOs, 13 Supervisory TCOs (MS-11), and one Supervisory TCO (MS-13).
- c. The current number of vacancies is 22 TCOs, one Lead TCO, and 4 Supervisory TCOs (MS-11)
- d. Due to the competing priorities on TCO team, citation issuance has been deprioritized for this team in FY24 and FY25.

In FY24, TCOs issued 27,107 citations for a total dollar amount of \$2,170,110. From October 1 to January 17 of FY25, TCO’s issued 5,895 citations, totaling \$452,860.

See below for the number of citations issued for each infraction.

FY 24 TCO-Issued Citations

Code	Infraction Text	Count
P281	FAIL TO DISPLAY A MULTISPACE METER RECEIPT	8704
P170	FAILURE TO DISPLAY CURRENT TAGS	2002
P269	NO STANDING ANYTIME	1621
P304	INDIVID W/ DISABILITIES ONLY UNAUTH. USE RSRVD SP	1559
P007	PARK IN A BUS ZONE	1311
P055	NO PARKING ANYTIME	1224
P012	DISOBEYING OFFICIAL SIGN	1148

P057	NO PARKING SPECIFIC HOURS	1115
P039	PARK AT EXPIRED METER	1096
P280	EXPIRATION TIME ON METER RECEIPT LAPSED	865
P001	PARK ABREAST OF ANOTHER VEHICLE	615
P168	NO FRONT TAGS.	603
P031	UNAUTHORIZED VEHICLE IN LOADING ZONE	494
P307	PARK IN RESERVED SPACE FOR MOTORCYCLES ONLY	346
P259	NO STOPPING OR STANDING IN PM RUSH HOUR ZONE	318
P010	OBSTRUCTING CROSSWALK	310
P020	PARK WITHIN 10 FEET OF A FIRE HYDRANT	294
P385	STOPPING, STANDING OR PARKING VEHICLE IN BIKE LANE	235
P270	NO STOPPING OR STANDING ANYTIME	233
P014	EMERGENCY NO PARKING	205
P159	NO STOPPING OR STANDING IN AM RUSH HOUR ZONE	196
P113	FAIL TO DISPLAY CURRENT INSPECTION STICKER	174
P199	PARK IN A DESIGNATED ENTRANCE	154
P289	FAIL TO PROPERLY DISPLAY MULTISPACE METER RECEIPT	112
P429	UNAUTHORIZED VEHICLE PARKED IN A BUS LANE	104
P002	STAND OR PARK IN ALLEY	88
P058	NO STANDING COMMERCIAL VEHICLE	88
P112	FAIL TO REPORT FOR INSPECTION.	73
P104	FAIL TO DISPLAY CURRENT DC VEHICLE TAGS	72
P285	FAIL TO DISPLAY METER RECEIPT IN A LOADING ZONE	50
P284	EXPIRED MULTISPACE METER RECEIPT IN LOADING ZONE	41
P271	NO STOPPING ANYTIME	29
P037	PARK OVERTIME AT A METER	25
P278	FAIL TO DISPLAY MULTI-SPACE METER RECEIPT PROPERLY	20
P302	GOVERNMENT VEHICLE PARKING ONLY	19
P022	PARK ON TAXICAB STAND	18
P050	PARKED WITHIN 25 FEET OF A STOP SIGN	17
P056	NO PARKING 7 AM TO 6:30 PM	14
P013	PARK WITHIN 5 FEET OF DRIVEWAY OR ALLEY	13
P346	VALET PARKING/STAGING ZONE	10
P034	FAIL TO DEPOSIT COIN IN METER	9
P306	PARK ON MEDIAN, ISLAND, OR SAFETY ZONE	9
P029	PARK WITH LEFT WHEEL TO THE CURB	8
P023	OBSTRUCT AN INTERSECTION	7

P239	EXPIRED HANDICAP METER	7
P366	FAIL TO DISPLAY MULTI-SPACE PARKING METER RCPT BZ	7
P015	OBSTRUCTING ENTRANCE OF PKG GARAGE, DOOR OR GATE	6
P033	DEPOSIT PAYMENT TO EXTEND TIME BEYOND METER LIMIT	5
P303	RESERVED RESIDENTIAL SPACE PERSONS W/ DISABILTIES	5
P111	EXPIRED INSPECTION REJECTION STICKER	4
P282	PARKED IN A RESERVED CAR SHARING SPACE	4
P332	ABANDON VEHICLE ON PUBLIC/PRIVATE PROPERTY VIOL 1	4
P004	PARK VEHICLE IN FRONT OF A BARRICADE	3
P059	PARK IN A FIRE LANE	3
P090	IMPROPERLY DISPLAYED TAGS	3
P093	OBSTRUCTED TAGS.	3
P169	NO REAR TAGS.	3
P320	PARKED IN DRIVEWAY OR ALLEY TO OBSTRUCT SIDEWALK	3
P017	EXCESSIVE IDLING.	2
P035	NOT PARKED IN A METER SPACE	2
P172	FAILURE TO SECURE DC TAGS	2
P173	NO PARKING STREET CLEANING	2
P309	FAIL TO DISPLAY RESIDENTIAL PARKING PERMIT	2
P315	ILLEGIBLE TAGS.	2
P316	IMPROPER DISPLAY OF TAGS	2
P318	PARK IN MEDIAN, ISLAND, OR SAFETY ZONE	2
P418	STREETCAR-PARK, STOP STAND VEH GUIDEWAY/PLATFORM	2
P005	PARK ON OR UNDER AN ELEVATED STRUCTURE	1
P008	IN VIOLATION OF PEDESTRIAN CONTROL REGULATION	1
P016	OPP OR BESIDE CONTRUCTION SITE OBSTRUCTING TRAFFIC	1
P018	OBSTRUCTING FIRE ESCAPE	1
P019	PARK WITHIN 20 FEET OF A FIREHOUSE ENTRANCE	1
P040	FAIL TO PARK PARALLEL	1
P077	MOTOR RUNNING UNATTENDED	1
P110	FAIL TO PROPERLY DISPLAY INSPECTION STICKER SIGN	1
P123	TAXICAB PARKED OFF TAXI STAND	1
P198	PARK WITHIN 20 FEET OF A BUS STOP OR ZONE	1
P279	OVERTIME PARKING IN A LOADING ZONE METER SPACE	1

P287	OVERTIME AT A MULTISPACE METER IN A LOADING ZONE	1
P301	PARK AT CURB IN LOADING ZONE	1
P314	FAIL TO PROPERLY AFFIX VALIDATION STICKERS	1
P319	PARK IN BUS STOP OR ZONE DURING RUSH HOUR	1
P333	ABANDON VEHICLE ON PUBLIC/PRIVATE PROPERTY VIOL 2	1
P394	METER OVERTIME PARKING IN LOADING ZONE BE	1
P413	TRAILER, FRT DWELLING, SCHOOL, HOSPITAL	1

FY 25 (October 1, 2024, to January 17, 2025) TCO-Issued Citations

Code	Infraction Text	Count
P281	FAIL TO DISPLAY A MULTISPACE METER RECEIPT	1892
P159	NO STOPPING OR STANDING IN AM RUSH HOUR ZONE	585
P269	NO STANDING ANYTIME	389
P055	NO PARKING ANYTIME	367
P012	DISOBEYING OFFICIAL SIGN	351
P170	FAILURE TO DISPLAY CURRENT TAGS	331
P007	PARK IN A BUS ZONE	266
P304	INDIVID W/ DISABILITIES ONLY UNAUTH. USE RSRVD SP	224
P057	NO PARKING SPECIFIC HOURS	223
P031	UNAUTHORIZED VEHICLE IN LOADING ZONE	215
P280	EXPIRATION TIME ON METER RECEIPT LAPSED	197
P168	NO FRONT TAGS.	128
P270	NO STOPPING OR STANDING ANYTIME	94
P001	PARK ABREAST OF ANOTHER VEHICLE	84
P307	PARK IN RESERVED SPACE FOR MOTORCYCLES ONLY	60
P039	PARK AT EXPIRED METER	51
P112	FAIL TO REPORT FOR INSPECTION.	48
P010	OBSTRUCTING CROSSWALK	47
P020	PARK WITHIN 10 FEET OF A FIRE HYDRANT	43
P385	STOPPING, STANDING OR PARKING VEHICLE IN BIKE LANE	42
P113	FAIL TO DISPLAY CURRENT INSPECTION STICKER	37
P289	FAIL TO PROPERLY DISPLAY MULTISPACE METER RECEIPT	36
P199	PARK IN A DESIGNATED ENTRANCE	34
P285	FAIL TO DISPLAY METER RECEIPT IN A LOADING ZONE	25
P104	FAIL TO DISPLAY CURRENT DC VEHICLE TAGS	22
P014	EMERGENCY NO PARKING	14

P058	NO STANDING COMMERCIAL VEHICLE	12
P429	UNAUTHORIZED VEHICLE PARKED IN A BUS LANE	8
P056	NO PARKING 7 AM TO 6:30 PM	7
P271	NO STOPPING ANYTIME	7
P022	PARK ON TAXICAB STAND	6
P015	OBSTRUCTING ENTRANCE OF PKG GARAGE, DOOR OR GATE	5
P029	PARK WITH LEFT WHEEL TO THE CURB	4
P278	FAIL TO DISPLAY MULTI-SPACE METER RECEIPT PROPERLY	3
P320	PARKED IN DRIVEWAY OR ALLEY TO OBSTRUCT SIDEWALK	3
P002	STAND OR PARK IN ALLEY	2
P004	PARK VEHICLE IN FRONT OF A BARRICADE	2
P023	OBSTRUCT AN INTERSECTION	2
P047	PARK ON SIDEWALK OR AREA RESERVED FOR PEDESTRIANS	2
P077	MOTOR RUNNING UNATTENDED	2
P090	IMPROPERLY DISPLAYED TAGS	2
P128	TAXICAB NO INSURANCE STICKER	2
P172	FAILURE TO SECURE DC TAGS	2
P198	PARK WITHIN 20 FEET OF A BUS STOP OR ZONE	2
P259	NO STOPPING OR STANDING IN PM RUSH HOUR ZONE	2
P302	GOVERNMENT VEHICLE PARKING ONLY	2
P306	PARK ON MEDIAN, ISLAND, OR SAFETY ZONE	2
P344	VEHICLE ON PRIVATE/PUBLIC PROPERTY WITHOUT CONSENT	2
P011	PARK MORE THAN 12 INCHES FROM CURB	1
P013	PARK WITHIN 5 FEET OF DRIVEWAY OR ALLEY	1
P018	OBSTRUCTING FIRE ESCAPE	1
P019	PARK WITHIN 20 FEET OF A FIREHOUSE ENTRANCE	1
P035	NOT PARKED IN A METER SPACE	1
P110	FAIL TO PROPERLY DISPLAY INSPECTION STICKER SIGN	1
P123	TAXICAB PARKED OFF TAXI STAND	1
P284	EXPIRED MULTISPACE METER RECEIPT IN LOADING ZONE	1
P366	FAIL TO DISPLAY MULTI-SPACE PARKING METER RCPT BZ	1

Customer Service

87. For all service requests received through 311 in FY23, FY24, and FY25, to date, please provide a chart or summary including:
- A list of Service Level Agreements (“SLAs”) for each DDOT-provided service on 311.
 - The total number of service requests received, broken down by the type of request;
 - The percentage of requests that were closed out within the stated SLA for each type of request;
 - The average and median response time for each type of request; and
 - A description of efforts to improve the average or median response time for sidewalk-related service requests, and the outcome of those efforts.

Responses to 87 a-d:

Please see the following table:

SR Type	Current SLA	Received in FY 23	Received in FY 24	Received in FY 25	Avg. Business Days to Close	Median Business Days to Close	% Closed within SLA (Received in FY23-25)
Alley Repair Investigation	270	612	605	103	116	66	84%
Bicycle Services	60	934	752	135	42	39.5	91%
Bus/Rail Issues	60	385	414	114	55	19	79%
Dockless Vehicle Parking Complaint	2	1,800	2,311	735	0	0	100%
Parking Meter Repair	5	10,401	4,659	946	15	3	56%
Pothole	3	3,069	3,243	608	2	2	88%
Public Space Inspection	60	0	1,518	630	7	4	99%
Resident Parking Permit	60	310	193	17	12	3	96%
Roadway Repair	270	1,399	1,195	242	72	26	92%
Roadway Signs	130	12,757	12,450	3,201	43	12	94%

Roadway Striping / Markings	270	1,810	1,358	283	86	34	92%
Sidewalk Repair	270	5,351	4,354	1,164	96	55	91%
Streetlight Repair Investigation	7	16,763	8,587	1,151	6	2	82%
Traffic Safety Input	1	2,662	3,572	928	1	0	97%
Traffic Signal Issue	2	5,299	5,531	1,539	4	1	77%
Tree Inspection	5	7,077	5,867	1,036	1	0	99%
Tree Planting	500	3,266	3,137	855	46	5	100%
Tree Pruning	180	4,527	5,202	789	48	5	92%
Tree Removal	180	2,787	2,176	329	26	2	96%

Response to 87 e:

For sidewalk repairs, and sidewalk-repair related service requests, DDOT has implemented three approaches to improve response and response time. First, the agency has focused on locations eligible for temporary repairs using pour cement and concrete, while identifying long-term solutions. Second, DDOT has grown its saw cutting footprint to respond to vertical displacements of half an inch to one and a half inches. Third, DDOT increased resources in the fall of calendar year 2024 to respond to service requests.

Sidewalk Repair service requests are one element that inform DDOT's annual paveDC program for sidewalk restoration, including sidewalk condition assessments. With the assessment data, DDOT proactively scoped all locations that were categorized as "poor" (approximately 1,700 blocks) and scheduled these for paveDC sidewalk plans, which are based on calendar year. The 2024 plan ended with 52 planned miles of sidewalk restoration completed. The 2025 plan has 43 miles of sidewalk restoration planned, with sites already under construction. Residents can find the 2024 and 2025 plans, as well as for the first time plans for 2026 through 2030, at <https://pavedc.ddot.dc.gov/pages/sidewalks>.

DDOT continues proactive work to identify issues with sidewalk conditions. The agency has piloted two new technologies to inspect sidewalk repair: the agency used light detection and ranging (LiDAR) technology on a cell phone to automatically inspect sidewalks, and DDOT deployed a personal delivery device (sidewalk delivery robot) to gather sidewalk condition issues.

Beyond condition assessments, inspectors can be sent to new locations that are not on a plan, or if the planned location has not been reviewed in at least a year. DDOT

continues to monitor and analyze its Sidewalk Repair service request for response options and its Service Level Agreement (SLA).

DDOT has also updated its Public Space Inspection service request to provide residents with example photos and better pathways to report issues, such as safe accommodations or utility issues on the sidewalk. Not only does this improve the experience for residents submitting requests, but it also provides DDOT with better information to address and respond to the problem.

88. In FY23, DDOT launched its Traffic Safety Input system, sometimes referred to as “TSI 2.0.” Please provide the following information regarding TSI 2.0 for FY23, FY24, and FY25, to date:

- a. The total number of traffic safety inputs submitted to DDOT, broken down by ward and quarter;**
- b. The total number of traffic safety inputs processed through the prioritization model, broken down by ward and quarter;**
- c. An analysis of the types of interventions requested in the traffic safety inputs submitted to DDOT and traffic safety inputs prioritized by DDOT;**
- d. A description of the TSI 2.0 prioritization model, including the objective criteria considered and any changes to the model in FY24 and FY25, to date;**
- e. A list of the 200 prioritized locations released each quarter since the launch of TSI 2.0;**
- f. The average and median response time to a TSI request; and**
- g. A list of the number, location (including ward), and type of traffic calming measures which were installed in the District.**
- h. The total number of traffic safety inputs submitted to DDOT, broken down by ward and quarter;**

Traffic Safety Inputs RECEIVED by DDOT under TSI 2.0

From January 1, 2023, to Jan 15, 2025.

TSI 2.0 was launched in FY2023 Q2

		Q1	Q2	Q3	Q4	Year Total
Ward 1	FY 2023	N/A	96	81	67	244*
	FY 2024	65	84	78	68	295
	FY 2025	95	3*	N/A	N/A	98*
Ward 2	FY 2023	N/A	88	86	101	275*
	FY 2024	96	114	100	103	413
	FY 2025	124	14*	N/A	N/A	138*
Ward 3	FY 2023	N/A	120	83	97	300*
	FY 2024	91	106	107	80	384
	FY 2025	86	6*	N/A	N/A	92*

Ward 4	FY 2023	N/A	184	147	149	480*
	FY 2024	142	134	128	115	519
	FY 2025	131	8*	N/A	N/A	139*
Ward 5	FY 2023	N/A	167	150	164	481*
	FY 2024	177	203	211	189	780
	FY 2025	157	13*	N/A	N/A	170*
Ward 6	FY 2023	N/A	152	90	112	354*
	FY 2024	112	128	123	123	486
	FY 2025	111	12*	N/A	N/A	123*
Ward 7	FY 2023	N/A	120	153	106	379*
	FY 2024	124	109	110	95	438
	FY 2025	86	8*	N/A	N/A	94*
Ward 8	FY 2023	N/A	69	52	78	199*
	FY 2024	53	66	72	66	257
	FY 2025	55	6*	N/A	N/A	61*
All Wards	FY 2023	N/A	996	842	874	2712*
	FY 2024	860	944	929	839	3572
	FY 2025	845	70*	N/A	N/A	915*

** Given reporting period of January 1, 2023, to Jan 15, 2025, some totals do not contain a complete time period of data.*

- a. The total number of traffic safety inputs processed through the prioritization model, broken down by ward and quarter;

The table below shows the number of service requests (TSIs) prioritized for investigation by ward and quarter prioritized.

DDOT did not prioritize any TSIs in 2024 Q4 since more than 800 TSIs had already been prioritized within the fiscal year and to allow program engineers an opportunity to complete their expansive portfolio of TSI reviews and installations.

**Traffic Safety Inputs PROCESSED by DDOT under TSI 2.0
From January 1, 2023, to December 31, 2024.**

		Q1	Q2	Q3	Q4	Year Total
Ward 1	FY 2023	N/A	30	24	38	92*
	FY 2024	22	31	14	0	67
	FY 2025	18	N/A	N/A	N/A	18*
Ward 2	FY 2023		16	13	24	53*

	FY 2024	47	41	12	0	100
	FY 2025	42	N/A	N/A	N/A	42*
Ward 3	FY 2023	N/A	16	25	19	60*
	FY 2024	20	15	18	0	53
	FY 2025	40	N/A	N/A	N/A	40*
Ward 4	FY 2023	N/A	37	46	55	138*
	FY 2024	57	87	20	0	164
	FY 2025	52	N/A	N/A	N/A	52*
Ward 5	FY 2023	N/A	71	103	85	259*
	FY 2024	100	73	85	0	258
	FY 2025	75	N/A	N/A	N/A	75*
Ward 6	FY 2023	N/A	61	48	54	163*
	FY 2024	44	41	45	0	130
	FY 2025	42	N/A	N/A	N/A	42*
Ward 7	FY 2023	N/A	48	74	72	194*
	FY 2024	89	64	58	0	211
	FY 2025	53	N/A	N/A	N/A	53*
Ward 8	FY 2023	N/A	43	45	49	137*
	FY 2024	54	27	39	0	120
	FY 2025	17	N/A	N/A	N/A	17*
All Wards	FY 2023	N/A	322	378	396	1096*
	FY 2024	433	379	291	0	1103
	FY 2025	339	N/A	N/A	N/A	339*

** Given reporting period of January 1, 2023, to December 31, 2024 some totals do not contain a complete time period of data.*

- b. An analysis of the types of interventions requested in the traffic safety inputs submitted to DDOT and traffic safety inputs prioritized by DDOT;

All TSIs Received by DDOT since launch of 2.0 Jan 1, 2023 to Dec 31, 2024			
Traffic Safety Issue	FY 2023 (Only Q2, Q3, Q4)	FY 2024 (All Qs)	FY 2025 (Only Q1)
Traffic Speed	40%	31%	25%
Pedestrian Issues	24%	25%	32%
Traffic Volume	8%	9%	8%
School Safety	7%	7%	7%
Vehicle Crashes	7%	7%	8%

Commuter Traffic	6%	10%	11%
Hard to See Cross Traffic	5%	7%	4%
Bike Safety	2%	4%	4%

*Percentages may not total 100% due to rounding.

All TSIs Processed by DDOT since launch of 2.0 Jan 1, 2023 to Dec 31, 2024			
Traffic Safety Issue	FY 2023 (Only Q2, Q3, Q4)	FY 2024 (All Qs)	FY 2025 (Only Q1)
Traffic Speed	50%	42%	35%
Pedestrian Issues	21%	22%	24%
Traffic Volume	6%	5%	10%
School Safety	7%	9%	4%
Vehicle Crashes	6%	7%	8%
Commuter Traffic	3%	6%	9%
Hard to See Cross Traffic	6%	6%	4%
Bike Safety	1%	2%	7%

*Percentages may not total 100% due to rounding.

- c. A description of the TSI 2.0 prioritization model, including the objective criteria considered and any changes to the model in FY24 and FY25, to date;

The TSI prioritization model evaluates objective criteria and generates a unique score for each intersection within the District. Each TSI is scored and ranked based on the score of their respective intersections. The criteria used for the prioritization model are grouped in five (5) main categories: crash patterns (30%), Vision Zero High Injury Network (HIN) (20%), Equity (20%), Vulnerable Road User (VRU) trip generators (20%) and roadway characteristics (10%), which were thoughtfully selected based on equity and safety needs, availability of robust data, and the safety interventions available in the TSI toolbox. The criteria have not changed since the launch of TSI 2.0 in January 2023.

DDOT has published a detailed description of how the model works and the criteria used in prioritization on the TSI website, under the document “DDOT Traffic Safety Input Prioritization Model.” A direct link is provided below:

<https://ddot.dc.gov/sites/default/files/dc/sites/ddot/DDOT%20Traffic%20Safety%20Input%20%28TSI%29%20Prioritization%20Model.pdf>

In FY 24 Q1, DDOT started identifying schools that had one or more “prioritized” TSI within 350 ft distance from the school, and automatically added all other “non-prioritized” TSIs within 350 ft. to our “prioritized” pool of TSIs for investigation

during that quarter. This was done in order to have a more holistic approach to safety improvements near these schools and to be more responsive to school safety requests. This did not require DDOT to implement any changes to the model, as the additional TSIs were simply identified based on distance from schools that were identified as “prioritized” for the quarter. This also did not affect the number of TSIs prioritized outside the school zones.

- d. A list of the 200 prioritized locations released each quarter since the launch of TSI 2.0;

Please view the TSI dashboard at <https://arcg.is/1Sijj90> (also on DDOT’s website here: <https://ddot.dc.gov/node/545412>). On the dashboard, you can see all the prioritized locations released each quarter on the “Quarterly Prioritization” tab. The filter in the top right (“Fiscal Year and Quarter”) will default to the most recent quarter, but you can filter it to “All.” You can click on each pin on the map to view the quarter it was prioritized in, as well as more information about the TSI service request received by DDOT. The map is color-coded by investigation status and includes service requests currently under investigation, pending installation, and completed. For those where the investigation has been completed, users can click on the pin and the pop-up will tell you which dashboard tab to look for further information in.

- e. The average and median response time to a TSI request; and

Since the launch of TSI 2.0, every new TSI is closed upon submission and is added to the TSI pool for future quarterly prioritization, and they remain in the pool until they are prioritized. Therefore, DDOT no longer investigates TSIs in the order in which they are submitted but based on how the TSIs rank against all the other TSIs that have ever been submitted.

This means that some TSIs at lower-ranking locations may be in the pool for several quarters until they get prioritized, while some TSIs at higher-ranking locations may be prioritized immediately in the first prioritization round after submission. DDOT only begins investigating a TSI once it is prioritized. Investigations may take as long as 3 to 6 months, and occasionally longer, depending on the complexity and scope of the engineering studies needed and the work that is issued. Once investigation is done and work is issued, construction will be scheduled for the following quarter.

During FY24, it took on average 145 business days from the date a TSI got prioritized, until the safety improvements got installed in the field. During FY23 it took on average 131 business days from the date a TSI got prioritized, until the safety improvements got installed in the field. In FY22, it took on average 169 business days from the date a TSI was submitted until the safety improvements got

installed in the field. The only change affecting the timeline for completion of a particular TSI under TSI 2.0 is the time it may take for the TSI to get prioritized, which varies from one TSI to another. Please note that the target timeline for investigation, design, and field installation has not changed with the launch of TSI 2.0 and has in fact improved due to a more sustainable volume of higher priority requests being investigated during a given quarter.

TSI 2.0 has also allowed DDOT to use a more holistic approach by “bundling” and reviewing all TSIs that are received at or near the same location, once that location is prioritized.

- f. A list of the number, location (including ward), and type of traffic calming measures which were installed in the District.

Please see the “Completed” tab on the TSI dashboard: <https://arccg.is/1Sijj90>. Users can filter by Date Closed in the top line of the dashboard. Residents can click on the points on the map to view more information about the installation, including details of what was installed at the locations.

- 89. In 2021, DDOT launched ParkDC, an online portal for residents living on RPP blocks to request a Visitor Parking Pass (“VPP”) for their block.**
- a. Did DDOT meet its goal to fully switch to digital enforcement of parking permits by July 2024. Please explain.**
 - b. Does DDOT still offer an interim Temporary Single Print Visitor Parking Pass or has the printing requirement been removed from the system?**
 - c. What progress has DDOT made to enroll the population of residents that were still using the 2020 annual parking pass?**
 - d. Please describe any changes that DDOT has made to the ParkDC system or to any policies related to the system in FY24 and FY25, to date.**
 - e. Please list all District government facilities where residents can print passes.**

- a. Did DDOT meet its goal to fully switch to digital enforcement of parking permits by July 2024. Please explain.

DDOT’s parking permit system “[ParkDC Permits](#)” launched in July 2021. ParkDC Permits works by transmitting real time license plate and parking permit information from the user portal to parking enforcement.

The Department of Public Works (DPW)'s system requires additional license plate readers (LPRs) to enforce a fully digital parking permit system. Funding for the required LPRs has been approved and allocated, but the procurement of LPRs is still underway. Once DPW has procured the LPRs and set up their program, DDOT will be able to remove the printed requirement for visitor parking permits.

Until the switch to LPRs is complete, DDOT is asking users to print and display their permits. To alleviate the challenges some users experience accessing a printer, DDOT will continue to offer the Temporary Single Print Visitor Parking Pass until printing can be removed from the system.

b. Does DDOT still offer an interim Temporary Single Print Visitor Parking Pass or has the printing requirement been removed from the system?

To alleviate the challenges some users experience accessing a printer, DDOT will continue to offer the Temporary Single Print Visitor Parking Pass until printing can be removed from the system.

c. What progress has DDOT made to enroll the population of residents that were still using the 2020 annual parking pass?

DDOT focused its largest outreach push for the digital visitor parking permit system in early 2023 in advance of the 2020 Annual Visitor Parking Passes expiring on April 15, 2023, with a targeted goal of capturing any residents still using the paper passes and get them into the system.

DDOT continues to update its dedicated FAQs and online information and to coordinate with 311 and DDOT Customer Service on talking points and information.

d. Please describe any changes that DDOT has made to the ParkDC system or to any policies related to the system in FY24 and FY25, to date.

DDOT has continued to develop the system to offer expanded functionality, ease of use improvements, and more effective user communication. These include:

- Home Health Agency account type: Refine the new ability of home health agencies to register and issue permits on behalf of their nurses. Previously, only individual home health aid nurses or residents could apply for the permits.
- User interface and experience improvements: Our team is constantly reviewing the language and workflow of our system, soliciting and receiving feedback from users, and planning and implementing updates to the system interface or experience to better serve our customers.

- DDOT added the ability for residents to schedule 24-hour visitor permits in the U Street Performance Parking Zone. Previously, permits could only be scheduled 7am-10pm.
- Contractor Permits: DDOT started charging for contractor permits \$10/day.

e. Please list all District government facilities where residents can print passes.

There is no special printer required to print passes. Residents can print their own approved passes any place they can access a computer and printer. Residents may also print recurring passes (multiple dates and times) to reduce visits to a printer. Additionally, printing is available at the following facilities:

- Use [local DC Public Library](#) or [DC Public Library Remote Printing](#) to print at public computers.
- Print at DDOT kiosks at MPD District Stations
- Print at kiosks at DDOT's Permit Office (1100 4th St SW)

Residents may request a Temporary Single Print Visitor Pass. It is valid until the printing requirement is removed from the system.

90. Please provide an update on DDOT's administration of the block party system in FY23, FY24, and FY25, to date, including:

- a. The number of applications received;**
- b. The number of applications granted; and**
- c. The average and median response time.**

a. The number of applications received*;

FY23: 281

FY24: 312

FY 25 to date (01/17/25): 29

*Received includes approved and pending payment, assigned, expired, issued, rejected, resubmitted, revoked, and suspended

b. The number of applications granted*; and

FY23: 265

FY24: 291

FY25 to date (01/17/25): 28

* Granted includes expired, issued, revoked, and suspended

c. The average and median response time.

FY23: Average Response Time: 3 days

Median Response Time: 4 days

FY24: Average Response Time: 2 days
Median Response Time: 2 days

FY25 to date (01/17/25): Average Response Time: 1 day
Median Response Time: 2 days

91. Please provide an update on the implementation status of the Greater U Street Performance Parking Zone, including any collaboration with the Lab @ DC.

In alignment with DC Council’s objectives outlined in DC Code [§ 50–2538, the Greater U Street Performance Parking Pilot Zone](#), DDOT has updated curbside programming and rates to better manage congestion and improve curb availability within the Greater U Street Performance Parking Zone (PPZ), which is bounded by Florida Avenue NW and Barry Pl NW to the north, S Street NW and U Street NW to the south, Georgia Avenue NW and Florida Ave NW to the east, and 14th Street NW and 17th Street NW to the west. DDOT’s recommendations were informed by analysis conducted in collaboration with data scientists from Executive Office of the Mayor’s The Lab @ DC, who studied parking data within this zone.

The U Street PPZ was officially launched on December 17, 2024. All ParkMobile mobile payment zones are live in the system for regular metered and Pay to Park RPP zones, and meter programming has been updated to reflect performance parking rates. Rates change at three intervals throughout the day (10am, 6pm, and 3am) and parking rates range from \$3/hour to \$8/hour - with the exception of Sunday from 3am-6pm, when there is no charge. Dedicated accessible parking is available within the zone. Accessible parking users must pay the prevailing rate on the block but may stay in the space for up to 4 hours (twice as long as the prevailing time limit).

The Greater U Street Performance Parking Zone supports the moveDC goals of Mobility and Sustainability by using curbside programming and rates to manage congestion, improve curb availability, and discourage single-occupancy vehicle trips with the aim of reducing traffic emissions in the Greater U Street neighborhood.

92. Are there legibility design guidelines for DDOT parking signs (e.g., must be visible from a certain distance or use a certain lettering size, etc.)? Describe any efforts DDOT has taken to address sign legibility in FY24 and FY25, to date.

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) mandates that agencies adhere to a minimum retro reflectivity standard for traffic signs. In line with this requirement, DDOT is actively undertaking a systematic proactive evaluation to identify signs that do not meet the

prescribed retro reflectivity levels. Subsequently, DDOT will implement operational measures to upgrade signs that fall below the specified minimum levels. Plans are underway for DDOT to collaborate with its contracted professionals to identify, document, and create work orders for signage that requires retro reflectivity improvement.

93. Please describe DDOT's Equity Assessment Tool ("EAT").

- a. What factors does the EAT consider?**
- b. How has the EAT changed in FY24 and FY25, to date?**
- c. How does DDOT use a project's equity score to inform its planning and operations?**
- d. What is the impact of a project receiving a low equity score? Is the project simply deprioritized or will a low score result in a redesign?**

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:

- Black, Indigenous and People of Color (BIPOC)
- People with low incomes
- People living with disabilities
- LGBTQ+ people
- Individuals who identify as female
- Youth (17 and younger)
- Older adults (60+)
- Residents at risk of displacement
- People experiencing homelessness or housing insecurity
- Immigrant and refugee communities
- People with limited English proficiency and literacy

During the FY 2025 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.

Please also see DDOT's response to Q43 for information on how EAT is used as a means for assessing whether programs and services are equitably accessible to all District residents.

a. What factors does the EAT consider?

DDOT's Equity and Inclusion Division/Office of Civil Rights has continually refined the EAT. As of December 31, 2024, the EAT includes 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.

b. How has the EAT changed in FY24 and FY25, to date?

The EAT was changed significantly in FY 2022 to evaluate the impact of DDOT's projects, programs and services on historically under-resourced groups outlined in the equity statement. These changes required 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.

In FY23, the 'Areas of Greatest Needs' map associated with the Equity Assessment Tool was refined to include demographic data (e.g., race, income, disability-status, age, etc.) for residents within the same census block of a project to help the agency better understand who may be impacted by our work. In addition, the updates to the map also included the ability for our Title VI coordinator to determine if any of the agency's projects result in any disparate impacts based on race, color, or national origin, in accordance with Title VI of the Civil Rights of 1964.

In FY25, the Equity and Inclusion Division collaborated with the Community Engagement Division to develop a strategy to ensure equity is included throughout the public engagement process. Both Divisions are developing a process to ensure staff adhere to the agency's recently updated public engagement plan, which considers the impacts of projects on community members.

- c. How does DDOT use a project's equity score to inform its planning and operations?

The equity score is one of many factors that helps DDOT determine which projects to include in a project manager's budget request. A project's MoveDC (long-range transportation plan) priority ranking, and historical spending/performance data are also used to inform the agency's planning and operations.

- d. What is the impact of a project receiving a low equity score? Is the project simply deprioritized or will a low score result in a redesign?

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.

All equity assessments are initially reviewed by the Equity and Inclusion Division (EID). If there is a project with a low score, EID will meet with the project manager

to determine what changes need to be made to reduce potentially adverse impacts of a given project.

94. Please provide an update on the Red Top (Accessible) Meter Program and the Accessible Residential Parking Permit, including efforts to comply with Public Right-of-Way Accessibility Guidelines (PROWAG) released by the U.S. Access Board on September 7, 2023.

DDOT Curbside Management Division (CMD) continues to operate a robust Accessible Metered Parking Program. This program can be identified by the meters with red tops in the Central Business District and accessible metered parking spaces marked by blue signage in the Stadium Performance Parking Zone. These metered spaces are reserved for use by individuals with disability placards and tags and are programmed to accept payment for up to four hours.

Since the U.S. Access Board finalized the Public Right-of-Way Accessibility Guidelines (PROWAG) on September 7, 2023, DDOT has incorporated these guidelines within new performance parking zones and its internal project review processes.

As a result, the Greater U St Performance Parking Zone, which was launched December 17, 2024, includes at least one accessible space per block face with paid parking in accordance with PROWAG standards. These spaces are being evaluated for utilization and compliance to inform potential expansion to other areas of the city. Additional accessible parking spaces are proposed in design plans for the 8th St SE Bus Priority Project, in accordance with PROWAG standards. DDOT is continuing to transition to a new pay-by-plate standard (instead of pay-and-display or pay-by-space), which will allow the agency to establish accessible parking zones without dedicated ADA (Red Top) meters.

DDOT launched an Accessible Residential Parking Pilot in FY24. This pilot program created parking spaces reserved for individuals with disabilities in RPP zones. Users are required to display a valid disability placard and residential parking permit for the zone of their residence. DDOT developed siting criteria—such as having an existing RPP designation and one multifamily building with senior or disabled residents on the block face—and installed pilot parking spaces at three locations that met those criteria across Wards 1 and 8 in Spring 2024. The pilot is being evaluated based on utilization and survey responses from nearby residents, both of which will inform the agency's recommendations by the end of FY25 regarding next steps.

95. Please provide the following information with respect to the Daytime School Parking Zone Act of 2018, effective February 22, 2019 (D.C. Law 22-226; 66 DCR 194):

- a. A list of all Advisory Neighborhood Commissions (“ANC”) that have applied for a school parking zone and whether the application was approved or denied;**
 - i. For any request that was denied, the reason for the denial;**
 - ii. For any request that was approved, a description of the school parking zone;**
- b. A list of all schools that have applied for a school parking zone and whether the application was approved or denied; and**
 - i. 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.**

a. A list of all Advisory Neighborhood Commissions (“ANC”) that have requested a school parking zone and whether the request was approved or denied;

All applications for a school parking zone must come directly from schools. DDOT has not received any requests from ANCs for School Parking Zones.

b. A list of all schools that have applied for a school parking zone, and the status of the application;

The following schools have applied for a school parking zone:

School Name	School Address	Application Status
AppleTree Lincoln Park	138 12th St NE	Approved (Permits Issued)
AppleTree SouthWest Campus	488 Virginia Ave SW	Approved (Permits Issued)
AppleTree Waterfront Campus	680 I St SE	Approved (Permits Issued)
Brent ES	301 N Carolina Ave SE	Approved (Permits Issued)
Bridges Public Charter School	100 Gallatin Street NE	Approved (Permits Issued)
Briya PCS at Ontario Road	2333 Ontario Road NW	Approved (Permits Issued)
Bruce Monroe	3560 Warder St NE	Approved (Permits Issued)
Capitol Hill Montessori at Logan	215 G St. NE	Approved (Permits Issued)
Cleveland ES	1825 8th St NW	Approved (Permits Issued)

Digital Pioneers Academy	709 12th Street SE	Approved (Permits Issued)
Dorothy I. Height Elementary School	4400 13th Street NW	Approved (Permits Issued)
Garnet-Patterson STAY (Formerly Roosevelt)	2001 10th St NW	Approved (Permits Issued)
Global Citizens Public Charter	4095 Minnesota Avenue NE	Approved (Permits Issued)
H.D. Cooke Elementary	2525 17th St NW	Approved (Permits Issued)
Hearst ES, DCPS	3950 37th St NW	Approved (Permits Issued)
Jackson Reed HS	3950 Chesapeake Street NW	Approved (Permits Issued)
John R Francis Education Campus	2425 N Street NW	Approved (Permits Issued)
LAYC Career Academy	3224 16th St NW	Approved (Permits Issued)
MacArthur High School	4530 MacArthur Blvd NW	Approved (Permits Issued)
Meridian Public School	2120 13th ST NW	Approved (Permits Issued)
School within School	920 F St NE	Approved (Permits Issued)
Shepard ES	7800 14th St NW	Approved (Permits Issued)
Stoddart ES	4001 Calvert St NW	Approved (Permits Issued)
Thaddeus Stevens Early Learning Center	1050 21st St NW	Approved (Permits Issued)
The Family Place Public Charter School	3309 16th St NW	Approved (Permits Issued)
Thurgood Marshall Academy	2427 Martin Luther King Jr Ave SE	Approved (Permits Issued)
Tubman ES	800 Euclid St NW	Approved (Permits Issued)
Two Rivers Charter School	1227 4th St NE	Approved (Permits Issued)
Van Ness ES	1150 5th St SE	Approved (Permits Issued)
Cardozo HS	1200 Clifton St NW	In Progress (Pending Survey Results)
Eaton ES	3301 Lowell St NW	In Progress (Pending Survey Results)
Duke Ellington School of the Arts High School	3500 R Street NW	In Progress (Pending Survey Results)
Mundo Verde PCS	30 P Street NW	In Progress (Pending Survey Results)

Takoma Elementary School	7010 Piney Branch Road NW	In Progress (Pending Survey Results)
The Family Place	3309 16TH Street NW	In Progress (Pending Survey Results)
The Next Step Public Charter School	3047 15th St NW	In Progress (Pending Survey Results)
Whittier Elementary School	6201 5 th Street NW	In Progress (Pending Survey Results)

There were 29 schools that applied and received permits as part of the program, and 8 schools who expressed interest but have still not completed the requisite staff commuting survey. If completed, those schools may still apply for permits up until March 1, 2025.

The School Staff Permits allow parking at Residential Permit Parking (RPP) and Resident Only Parking (ROP) zone signs in the ANC's within a quarter-mile of the staff member's school.

96. Please provide an update on the implementation of the Transportation Benefits Equity Amendment Act of 2020, effective June 24, 2022 (D.C. Law 23-113; 67 DCR 5069), including:

- a. Outreach efforts to inform covered employers of how to comply with the requirements of the law in FY24 and FY25, to date;
 - b. The number of covered employers who, as of February 1, 2024, 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).
- a. DDOT performed the following outreach efforts in FY24 and FY25:
- Sent notification of the upcoming reporting period to the Department of Employment Services' (DOES) list of approximately 5,000 employers with >20 employees in November 2024.
 - Sent multiple dedicated emails to goDCgo's employer client list of thousands of District employers.
 - Sent notification to re-submit compliance to hundreds of employers who had reported their compliance in previous years.

- Assisted over 100 employers in fall 2024 with one-on-one support.
- Held multiple open ‘office hour’ sessions with goDCgo employer outreach specialists.
- Created customized resources for each employer group and sent customized emails about their reporting requirements.
- Created the [How Do I Report?](#) blog and updated the [Parking Cashout Law Basics](#) blog.
- Held 1 webinar [DC Parking Cashout Law: What's New This Year?](#) in October 2024.
- Added hover text to key terms on the goDCgo website to assist employers with comprehending parking cashout resources.
- Promoted ads for goDCgo’s compliance help and awareness of the parking cashout law on LinkedIn.
- Improved the online compliance reporting tool (Commutifi) where covered employers submit their compliance status and associated reports to DDOT. Created an employee-facing parking cashout form where employees can accept or decline their cashout, which will generate mode shift data for the program.

b. As of February 1, 2024, **152 employers have submitted compliance reports to DDOT for 2023** for the Transportation Benefits Equity Amendment Act of 2020, and have chosen the following compliance options:

2023 % of employers*	Compliance Option Reported
10%	Offering clean air transportation fringe benefit (parking cashout)
7%	Paying a clean air compliance fee
63%	Claiming an exemption
14%	Implementing a transportation demand management (TDM) plan
7%	[Report In Progress or Not Covered Employer]

*rounded to the nearest whole percentage

DDOT determined that 115 employers were **required** to submit this year since the law only mandates biennial reporting for most employers. Employers who were not required, but missed the 2023 reporting, were also welcome to report. **The next reporting date in January 2025 will require all employers to report.**

c. 4,300 covered employers have not yet reported to DDOT at all (for 2022 or 2023). Given that 65% of reporting employers are claiming an exemption, we can assume approximately 2,800 employers who have not yet reported are also exempt. Based on this, DDOT estimates that **approximately 1,500 employers are still not in compliance** with the Act (D.C. Code § 32–152.01).

d. DDOT has 21 transportation demand management plans currently under review.

e. As of February 1, 2024, 152 employers have submitted compliance reports to DDOT for 2023.

As of January 21, 2025

b. All employers in the District with over 20 covered employees (covered employees are those who work more than 50% of their time in the District) were required to report their compliance with the law on or before January 15, 2025. As of January 21, 2025, 1028 **employers have submitted compliance reports to DDOT** for the Transportation Benefits Equity Amendment Act, and have chosen the following compliance options:

2024 % of employers*	Compliance Option Reported
11%	Offering Clean Air Transportation Fringe Benefit (i.e., parking cashout)
4%	Paying a Clean Air Compliance Fee
66%	Claiming an Exemption <ul style="list-style-type: none">• Owning parking• Leasing parking (temporary exemption)• Not offering parking benefit• Existing Campus Plan
6%	Implementing a Transportation Demand Management (TDM) Plan
14%	[Report in progress or not a covered employer]

*rounded to the nearest whole percentage

c. Approximately 3,400 covered employers have not yet reported to DDOT at all (for years 2022, 2023, or 2024). Given that 66% of reporting employers are claiming an exemption, we can assume approximately 2,200 employers who have not yet reported are also exempt. Based on this, DDOT estimates that approximately 1,200 employers are still not in compliance with the Act (D.C. Code § 32–152.01).

d. DDOT has 59 transportation demand management plans currently under review from the January 15, 2025 reporting deadline.

e. As of January 21, 2025, 1,028 employers have submitted compliance reports to DDOT for 2024.

Public Transit

97. Please describe any changes to DDOT Bus Priority Plan made in FY24 and FY25, to date.

WMATA's [Better Bus Network Redesign](#) was approved by Metro's Board of Directors on November 21, 2024. With the new bus network finalized, DDOT plans

to update the [Bus Priority Plan](#) in FY25. The first update will be to the bus priority network, followed by an update to the plan once staffing resources allow. More recently, the Bus Priority project pipeline was updated. The pipeline projects the timeline for delivery of the 51 bus priority projects. In FY24, DDOT updated the project pipeline by adding a new year to the pipeline, FY31, and also reordering several projects in an effort to streamline delivery and accomplish the following objectives:

- Allow the Deputy Mayor for Planning and Economic Development (DMPED)-led downtown plan to finalize before moving forward on bus priority corridors in the downtown area.
- Coordinate with other DDOT project timelines to avoid overlaps and spread out the concentration of projects in a neighborhood at a given time.
- Adjust for areas where future bus routing was uncertain in FY24 during the WMATA Better Bus Network redesign efforts.

98. Please provide the following information regarding the DC Circulator for FY19–FY25, year to date, broken down by each route:

- The average weekday daily ridership;**
- The total annual ridership; and**
- The average cost-per-rider.**

a. DDOT reports Circulator ridership by route on a monthly and annual basis. The annual ridership, by route and in total, from FY19 until the termination of the Circulator service on December 31, 2024, is below:

Route *	FY19	FY20	FY21	FY22	FY23	FY24	FY25
WP-AM	1,372,676	530,049	269,557	313,373	271,859	199,294	13,198
EM-LP	372,632	165,414	82,039	154,683	158,938	142,390	11,880
RS-DP	729,174	251,853	152,358	153,831	161,625	138,864	- 0 -
GT-US	1,679,128	559,992	375,036	832,546	1,014,526	827,642	61,971
CH-US	869,405	354,387	175,798	226,309	191,601	152,873	8,369
NMS	635,436	143,958	117,199	137,828	169,044	123,607	5,760
Total Annual Ridership	5,658,451	2,005,653	1,171,986	1,818,570	1,967,593	1,584,670	101,178

*The route abbreviations are as follows:
 WP-AM: Woodley Park–Adams Morgan
 EM-LP: Eastern Market–L’Enfant Plaza
 RS-DP: Roslyn–Dupont
 GT-US: Georgetown–Union Station
 CH-US: Congress Heights–Union Station
 NMS: National Mall

b. The average weekday ridership by year, from FY19 until the termination of the Circulator service on December 31, 2024, is below:

FY19	FY20	FY21	FY22	FY23	FY24	FY25
16,223	5,947	3,381	5,473	5,706	4,539	1,170

c. The average cost per rider by year, from FY19 until the termination of the Circulator service on December 31, 2024, is below:

Year	FY19	FY20	FY21	FY22	FY23 *	FY24
Total Annual Cost	\$27,756,414	\$35,721,006	\$33,327,788	\$32,982,128	\$37,863,497	\$41,069,908
Avg. Cost/Rider	\$4.91	\$17.81	\$28.44	\$18.14	\$19.24	\$25.92

*FY2023 is revised and represents the final NTD operating expenses as reported, approved, and closed out with the Federal Transit Administration.

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

- a. A spending plan and schedule for obligating funds for the 8-mile system.
- b. The methods being considered by the agency to collect fares once revenue operations commence, and a timeline for the implementation of fare-capture.
- c. Any operational and financial constraints on DDOT’s ability to run and maintain the Streetcar.

DDOT has completed the design of the Benning Road Bridges and Transportation Improvements project and is in the process of re-packaging the design documents to deliver the project in a phased approach: (1) bridge replacement and DC-295 interchange modification; (2) corridor improvements; and (3) transit infrastructure. The estimated expenditures over six years, including local Capital Improvement Plan (CIP) and Federal Highway Administration dollars are below.

Type of Funds	FY25	FY26	FY27	FY28	FY29	FY30	6-Year Total
Federal/ FHWA	\$41,007,185	\$46,097,880	\$22,000,000	\$0	\$0	\$0	\$109,105,065
Local/ CIP	\$0	\$12,601,243	\$26,908,199	\$29,683,712	\$30,166,880	\$0	\$99,360,034

DDOT is open to future fare collection but is not currently evaluating it.

DDOT has an effective contract and funding in place to operate the H Street Streetcar alignment.

- 100. Please provide the following information regarding the DC Streetcar for FY19–25, year to date.**
- a. The average weekday daily ridership;**
 - b. The total annual ridership; and**
 - c. The average cost-per-rider.**

a. The average weekday daily ridership, by fiscal year;

FY19	FY20	FY21	FY22	FY23	FY24	FY25 (Q1)
3,628	1,486	908	808	1,821	2,396	2,278

b. The total annual ridership, by fiscal year;

FY19	FY20	FY21	FY22*	FY23	FY24	FY25 (Q1)
1,185,571	504,920	309,084	267,093	623,855	836,438	196,622

*Automatic Passenger Counters (APCs) was discovered to not be fully functional during the APC recertification period. This data is the information that was reported by the fully functional APCs. The issues have been resolved by the contractor and are now fully functional.

c. The average cost-per-rider, per fiscal year:

FY19	FY20	FY21	FY22	FY23*	FY24	FY25 (Q1)**
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\$7.56	\$22.73	\$34.05	\$39.78	\$17.88	\$13.77	N/A
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*2023 is revised and represents a correction to the final National Transit Database operating expenses as reported, approved, and closed out with the Federal Transit Administration.

**Data is not available until all expenditures are captured.

101. Given the termination of the DC Circulator, what is the District’s plan for the 1201 Claybrick Road property, where a garage for the Circulator fleet was being planned?

DGS purchased this 11.2-acre property in 2021. The facility had been proposed to house both the DC Circulator and the new Commercial Drivers’ License Testing Facility for the DMV.

Given the termination of Circulator service, DDOT does not have a plan, nor is it aware of a current plan, for this facility.

102. Please provide an update on the activities of the Transit Signal Priority Program in FY24 and FY25, to date.

a. Where does DDOT plan to implement Transit Signal Priority upgrades for the remainder of FY25 and FY26?

In FY 2024 and FY 2025 to date, the Transit Signal Priority (TSP) Program collaborated with WMATA to **expand TSP operational hours from peak hours only to 24/7 service** for 51 signalized intersections along the Wisconsin Ave NW and 16th St NW corridors. This expansion enhances benefits for transit riders during off-peak periods, including midday, late night, and weekends.

In addition to implementing 24/7 TSP at these locations, the TSP Program undertook the following:

- Monitored Central Management Server (CMS), QuicNet signal controller logs, and WMATA Clever logs to monitor the operations of TSP intersections.
- Conducted fieldwork to diagnose and resolve TSP failures, focusing on intersections along Wisconsin Ave NW.
- Coordinated closely with WMATA’s new TSP manager, addressing their questions and fostering collaboration.
- Held biweekly meetings between WMATA and DDOT to exchange operational data, monitor system performance, identify areas for

improvement, and flag potential issues for resolution by DDOT technicians.

DDOT also expanded the bus Queue Jump (QJ) signal program by adding two new intersections in FY 2024, bringing the total number of QJ locations to 29. The newly designed and constructed QJ signals are located at the following:

- Rhode Island Ave, 10th, & Bryant St, NE
- Wisconsin Ave & Albemarle St, NW

In the remainder of FY25 and FY26, DDOT will:

- Continue to collaborate with WMATA to maintain the functionality of the existing TSP network.
- Explore opportunities to expand the TSP network and extend 24/7 coverage to additional feasible locations.
- Ensure a seamless transition of the TSP protocol to DDOT's upgraded signal controller operating system that will be implemented as part of signal modernization.
- Expand QJ locations where feasible.

103. 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.

- a. Will all of these lanes remain permanent? Does DDOT have plans to build any additional bus-only lanes? If yes, describe where the lanes are planned and the rationale for choosing those locations.**
- b. By what percentage did these lanes improve bus travel times?**
- c. Is DDOT looking to implement more bus-only lanes throughout the District? If so, where, and on what timeline?**

For a map of existing bus lanes, please see

<https://buspriority.ddot.dc.gov/pages/buslanes>. Links to the websites for completed projects can be found at <https://buspriority.ddot.dc.gov/pages/completed-projects>.

A map of existing intersections with queue jumps and transit signal priority can be found at <https://buspriority.ddot.dc.gov/pages/99de8439965548fe813253663c0ca450>.

a. Will all of these lanes remain permanent? Does DDOT have plans to build any additional bus-only lanes? If yes, describe where the lanes are planned and the rationale for choosing those locations.

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

b. By what percentage did these lanes improve bus travel times?

Overall, the bus lanes and bus priority projects have improved bus travel times and reliability. DDOT also performed a safety analysis of the Minnesota Avenue SE project and found that crashes and speeding were also reduced (see below for more detail). Analysis of bus performance has been somewhat complicated by the overall impact of COVID-19 on transportation in the region, as most projects were implemented since 2020. DDOT is working with WMATA on more detailed analysis now that post-COVID travel patterns are stabilizing. Some high-level trends are shared below.

16th Street NW (Arkansas Avenue to K Street)

DDOT's project was completed in June 2022. WMATA's analysis of May 2019 versus May 2023 shows the following trends (overall project performance summarized [here](#)):

- Average bus travel times improved in both the AM and PM peak periods in both directions
 - o AM peak travel times improved 14% in the southbound (peak) direction and 8% in the northbound direction
 - o PM peak travel times improved 13% in the northbound (peak) direction and 15% in the southbound direction

H Street NW (13th to North Capitol Street)

DDOT's project was completed in October 2022. WMATA's analysis of October 2019 versus October 2023 shows the following trends:

- Average bus travel times improved 11% in the eastbound and 15% in the westbound direction over the AM and PM peak periods

8th Street NE (Florida Avenue to East Capitol Street)

DDOT's project was completed in September 2023. WMATA's analysis of October 2019 versus October 2023 shows the following trends:

- Average bus daily travel times improved 4% in the northbound and 11% in the southbound direction

Minnesota Avenue SE (East Capitol Street and Pennsylvania Avenue)

DDOT's project was completed in March 2023. WMATA's analysis of October 2019 versus October 2023 shows the following trends (overall project performance summarized [here](#)):

- Average bus daily travel times improved 17% in the southbound (westbound) direction, but it slowed by 4% in the northbound (eastbound) direction
 - o Minnesota Ave SE was a challenging project for Bus Priority because there was a need to slow down speeding traffic and simultaneously reduce the travel time for buses. The project successfully brought general purpose traffic speed in line with the speed limit at all times of day and reduced travel time for buses at

all times of day except for northbound in the afternoon. That is when northbound traffic is at its peak volume and coincides with school dismissal at Kimball Elementary School at the intersection of Minnesota Ave SE and Ely Pl SE. DDOT will continue to monitor bus performance to identify any additional improvements.

DDOT's analysis of safety data shows the following trends:

- Early data shows that crashes on the corridor are down 35% compared to the five-year average (Districtwide is down 9%).
- In February 2022 (before construction began), 98% of vehicles exceeded the 25-mph speed limit on Minnesota Ave SE, adjacent to Kimball Elementary School. In February 2023 (after construction was complete), average speeds declined 50% from about 40 mph to 20 mph.
- In 2022, approximately 100 vehicles per hour would travel over 45 mph during school arrival and dismissal, but there is now less than one vehicle on average per hour exceeding 45 mph during school arrival and dismissal.

H and I Street NW (Pennsylvania Avenue to 13th Street)

DDOT's pilot bus lanes were installed in June 2019. WMATA's analysis of November – December 2018 versus 2019 shows the following trends:

- Average bus travel times improved by 10%
- Delays over 2 minutes reduced by 39% overall
- Slowest bus travel times (95th percentile travel times) improved by 9%
- Instances of buses running 3 mph or slower improved by 18% (i.e., buses are moving faster than before).

14th Street NW (Newton to Euclid Street), MLK Jr. Avenue SE (Marion Barry Avenue to Redwood Street), and M Street SE (10th Street and Half Street SE)

DDOT's projects were completed in November – December 2020. WMATA's analysis of April – June 2020 versus September – October 2021 shows the following trends:

- Average bus travel times improved by:
 - o 3% for 14th Street NW
 - o 4% for M Street SE
 - o 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 bus travel times (90th percentile travel times) improved by:
 - o 12% for 14th Street NW
 - o 7% for M Street SE
 - o 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 returned over the course of the pandemic and general vehicle speeds

slowed; the results shown above account for changes observed on the control corridors.

Initial data from WMATA also indicates that the Clear Lanes camera enforcement of bus zones, which launched on November 15, 2023, has had a net positive impact on bus running times and data analysis is ongoing. Additionally, two dedicated traffic control officers have also been stationed on 14th Street NW near Columbia Heights since November 2023, helping to keep bus lanes and bus stop zones clear.

c. 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 steered by the public input received through the moveDC update process.

The list of active projects can be found on DDOT's Bus Priority website at <https://buspriority.ddot.dc.gov/#active> and is mapped on the main page at <https://buspriority.ddot.dc.gov/#bus%20priority>.

- 104. Please provide the total number of bus stops located in the District, including:**
- a. The number that have seating;**
 - b. The number that have a bus shelter; and**
 - c. The number that comply with the Americans with Disabilities Act (ADA), including:**
 - i. The number of that were brought into compliance with the ADA in FY24, and FY25, to date, and the locations of those bus stops; and**
 - ii. Additional bus stops that the agency will make compliant with the ADA in FY25, and the locations of those bus stops.**

a) and b)

There are over 3,000 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 2024 bus shelter inventory indicated 722 bus shelters at stops across the District.

c) (i)

Please see below for a list of bus stop locations improved in FY24 and Q1 of FY25.

Location	Ward	Bus Stop #	Date of Repair
Q St NW – 23rd St NW to 27th St NW	2	1001488	10/4/2023
Woodley Rd NW – 32nd St to 33rd Pl	3	1003745	11/2/2023
W St NE – Brentwood St to Dead End	5	1001731	11/15/2023
Bladensburg Rd NE – New York Ave to T St	5	1001636	11/16/2023
New Jersey Ave NW – Massachusetts Ave to H St	6	1001128	11/27/2023
Taylor St NE – 12th St to 10th St	5	1002328	11/28/2023
G St NW – 13th St NW to 14th St NW	2	1001076	11/29/2023
14th St NW and F St NW	2	1001037	11/30/2023
G St NW – 13th St NW to 14th St NW	2	1003746	12/1/2023
Southern Ave SE – 42nd St to Ellis St	7	1000428	12/5/2023
Southern Ave SE – 42nd St to Ellis St	7	3002721	12/6/2023
14th St NW and New York Ave NW	2	1001093	12/6/2023
11th St NW – K St-L St	2	1001249	12/8/2023
8th St NE – East Capitol St to A St	6	1000822	12/12/2023
8th St NE – East Capitol St to A St	6	1000821	12/12/2023
11th St NW – K St-L St	2	1001264	12/12/2023
8 ST NE – C ST -D ST	6	1000931	1/18/2024
8 ST NE – C ST -D ST	6	1000904	1/22/2024
Wisconsin Ave NW and Veazey St NW	3	1002393	2/9/2024
Rock Creek Church Rd NW – Park Pl NW to 7th St NW	4	1002983	3/12/2024
Randolph St NE – 18th St to South Dakota Ave	5	1002266	3/20/2024
Randolph St NE – 18th St to South Dakota Ave	5	1002278	3/20/2024
3432-39 Benning Rd NE	7	1001013	4/5/2024
Bruce St SE – Tobias Dr to 15th Pl	8	1000220	4/10/2024
Alabama Ave SE – Q St to 41st St	7	1000440	4/12/2024
Benning Rd SE – B St SE to East Capitol St	7	1000766	5/9/2024
Benning Rd SE – B St SE to East Capitol St	7	1000749	5/9/2024
Benning Rd SE – B St SE to East Capitol St	7	1000720	5/9/2024
17th St NW – Lamont St to Mount Pleasant St	1	1002098	6/12/2024
Lamont St NW – 16th St to Mount Pleasant St	1	1002066	6/20/2024
K St SE – 11th St to 12th St	6	1000533	6/27/2024
28th St NW – P St to O St	2	1001412	7/5/2024
Michigan Ave NE – 14th St to 16th St	5	1002363	7/16/2024
10th St NE – Michigan Ave to Perry St	5	1002213	7/18/2024
10th St NE – Perry St to Perry Pl	5	1002234	7/18/2024
10th St NE – Michigan Ave to Perry St	5	1002206	7/18/2024
Michigan Ave NE – 14th St to 16th St	5	1002365	7/23/2024
Chesapeake St SW – 2nd St to MLK Jr Ave	8	1000040	7/26/2024
R St NE – First St to Eckington Pl	5	1003277	7/26/2024
South Dakota Ave and 31st Pl NE	5	1001836	7/27/2024
Chesapeake St SW – 2nd St to MLK Jr Ave	8	1000036	7/29/2024
12th St NE – Perry St NE to Quincy St NE	5	1002226	7/29/2024

12th St NE – Perry St NE to Quincy St NE	5	1002257	7/30/2024
Wisconsin Ave NW – K St NW to M St NW	2	1003507	8/7/2024
51st St NE – Fitch Pl to Fitch Pl	7	1000984	8/20/2024
Franklin St NE – Rhode Island Ave to 16th	5	1001902	8/23/2004
Alabama Ave SE – Irving St to Hartford St	8	1003035	8/23/2024
Franklin St NE – 17th St to 18th St	5	1001900	8/27/2024
Franklin St NE – 17th St to 18th St	5	1001909	8/27/2024
Wisconsin Ave NW and Tenley Cir NW	3	1002393	8/29/2024
Brentwood Rd NE – Bryant St to Saratoga Ave	5	1001787	9/3/2024
Wisconsin Ave NW and Tenley Cir NW	3	1002389	9/4/2024
West Virginia Ave NE – Fenwick St to Central St	5	1001527	9/6/2024
West Virginia Ave NE – Fenwick St to Central St	5	1001530	9/6/2024
Franklin St NE – 26th St to Vista St	5	1001912	9/12/2024
C St NE – 9th St to 10th St	6	1000924	9/26/2024
Delaware Ave SW – Canal St to L St	6	1000479	10/9/2024
Delaware Ave SW – Canal St to L St	6	1000484	10/9/2024
Cathedral Ave NW – New Mexico NW to Idaho Ave NW	3	1002055	10/11/2024
Cathedral Ave NW – New Mexico NW to Idaho Ave NW	3	1002052	10/11/2024
Cathedral Ave NW – New Mexico NW to Idaho Ave NW	3	1002041	10/11/2024
Rhode Island Ave NE and V St NE	5	1001713	10/11/2024
Rhode Island Ave NE and V St NE	5	1001736	10/14/2024
Rhode Island Ave NE and V St NE	5	1001758	10/14/2024
Adams Mill Rd NW – Klinge Rd to Walbridge Pl NW	1	1002084	10/14/2024
Adams Mill Rd NW – Klinge Rd to Walbridge Pl NW	1	1002118	10/14/2024
Georgia Ave NW and Underwood St NW	4	1002779	10/21/2024
4th St SW – I St to G St	6	1000561	10/24/2024
South Capitol St SE – Halley Pl SE to MLK/Xenia St SW	8	1000076	10/25/2024
South Capitol St SE – Halley Pl SE to MLK/Xenia St SW	8	1000084	10/25/2024
South Capitol St SE – Halley Pl SE to MLK/Xenia St SW	8	1000091	10/25/2024
Michigan Ave NE – 4th St to Monroe St	7	1002089	10/28/2024
Rhode Island Ave NE and 17th St NE	5	1001952	11/18/2024
Rhode Island Ave NE and 17th St NE	5	1001943	11/18/2024
Wheeler Rd SE – Alabama Ave to Savannah St	8	1000146	11/22/2024
Wheeler Rd SE – Upsal St to Mississippi Ave	8	1000135	11/27/2024
Columbia Rd NW – 20th St to California Ave	1	1001694	12/10/2024
Columbia Rd NW – 20th St to California Ave	1	1001686	12/10/2024

c) (ii)

DDOT updates bus stop locations and brings them into ADA compliance as they fall along our sidewalk plan. Please see DDOT's [PaveDC sidewalk restoration dashboard](#) for updates.

Micromobility

105. 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 FY24, and all bicycle infrastructure work currently underway or scheduled for installation in, with projected timeline for completion of each part.

DDOT's total bike lane mileage is now 116.4 miles (not including sharrows or trails). There are 63 miles of off-street trails in the District, for a total of 179 miles of bikeways.

Unprotected	Facility Type	Length (Miles)
	Advisory Bike Lane	2.5
	Climbing Lane (one side of road only)	5.3
	Contraflow Bike Lane	7.3
	Unprotected Bike Lane	60.3
		75.4
Protected	Facility Type	Length (Miles)
	One-Way Protected Bike Lane	20.1
	Two-Way Protected Bike Lane	20.9
		41.0
Total Miles (unprotected and protected)		116.4
Shared Lane		19.3

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 map below of DDOT's protected bike lane network, highlighting those that will be added in FY25 and FY26. The 2024 Bike Map on godcgo.com also illustrates existing bike infrastructure as of April 2024.

A list of bicycle infrastructure installed in FY24 is included here:

Installed (FY2024) - All Bikeways					
Roadway	From	To	Ward	Street Miles	Facility Type
11th St NW	Pennsylvania Ave	L St	2	0.65	Protected Bike Lanes
11th St NW	Rhode Island Ave	Q St	2	0.04	Protected Bike Lanes
12th St NE	Varnum St	Allison St	5	0.23	Bike Lanes
17th St SE	Potomac Ave	Barney Circle	6	0.21	Two-way Protected Bike Lane
19th St SE	Potomac Ave	East Capitol	6	0.42	Two-way Protected Bike Lane
Arizona Ave NW	Carolina Pl	Loughboro Rd	3	0.69	Two-way Protected Bike Lane
East Basin Dr SW	Maine Ave (N)	14th St Bridge Path	6	0.36	Two-way Protected Bike Lane
K St NE	6th St	8th St	6	0.19	Bike Lanes
M St SE	1st St	11th St	8	0.77	Two-way Protected Bike Lane
McDonald Pl NE	North Capitol St	New Hampshire Ave, South Dakota Ave	4	0.11	Contraflow Bike Lane
Mount Olivet Rd NE	Brentwood Pky	17th St, Bladensburg Rd	5	0.79	Two-way Protected Bike Lane
Potomac Ave SE	17th St	19th St	6	0.21	Two-way Protected Bike Lane
Rhode Island Ave NW	Q St (E)	11th St	2	0.11	Protected Bike Lane
				4.8	

Upcoming protected bike lanes to be installed in FY25 and FY26 are included here:

FY 25 and FY26 Proposed Protected Bike Lanes						
Project	Project Limits	Project Limits	Ward	Street Miles	Facility Type	Construction Year
14th St NW	Arkansas Ave	Monroe St	1,4	0.92	Protected Bike Lanes	2025
15th St NW	New York Avenue	H St NW	2	0.18	Two-way Protected Bike Lane	2025

17th St	Bladensburg Rd NE	Potomac Ave SE	5,7	1.71	Protected Bike Lanes	2025
44th St NW	Harrison St	Jenifer St	3	0.26	Two-way Protected Bike Lane	2025
Jenifer St NW	Western Ave	43rd St	3	0.21	Two-way Protected Bike Lane	2025
K St NE	1 st St	2 nd St	6	0.13	Protected Bike Lanes	2025
Kansas Ave NW	Madison St NW	Chillum NE	4	0.59	Protected Bike Lanes	2025
New Jersey Ave NW	D St	H St	6	0.39	Protected Bike Lanes	2025
Riggs Rd NE	1st Pl	South Dakota Ave	4,5	0.16	Two-way Protected Bike Lane	2025
Southern Ave	Pennsylvania Ave SE	Benning Rd NE	7	1.20	Two-way Protected Bike Lane	2025
Vermont Ave	Florida Ave	11th St	1	0.31	Protected Bike Lanes	2025
Western Ave NW	Jenifer St	Westmoreland Circle	3	0.71	Two-way Protected Bike Lane	2025
11th St NW	L St NW	Monroe Street NW	1,2	1.98	Protected Bike Lanes	2026
Harewood Rd/Taylor St/Fort Dr NE	Rock Creek Church Rd	South Dakota Ave	5	1.14	Undetermined	2026
Lincoln Road NE	V St	4th St	5	0.72	Undetermined	2026
M St	6th St SW	1st St SE	6,8	0.76	Undetermined	2026
Massachussetts Ave/C St NE	2nd St	6th St	6	0.29	Undetermined	2026
Mississippi Ave SE	13th St SE	18th St SE	8	0.65	Two-way Protected Bike Lane	2026
Pennsylvania Ave NW	17th St	22nd St	2	0.55	Protected Bike Lanes	2026
Rock Creek Church Rd	New Hampshire Ave	Harewood Rd	4, 5	0.98	Undetermined	2026
Van Buren St NW	Blair Rd NW	5th St NW	4	0.26	Undetermined	2026
				14.10		

CY 2025 to 2026 Planned Protected Bike Lanes



Throughout the remainder of calendar year 2025, DDOT will be updating moveDC while also developing the Strategic Bikeways Plan. The proposed bike network that will be developed in the Bikeways Plan will refine and update the moveDC Bicycle Priority Network and inform the modal priorities in the upcoming moveDC update. The Strategic Bikeways Plan will develop a prioritization model to systematically rank future projects. This model will be used to develop a transparent 5-year work plan for the calendar years 2027-2031.

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.” The 19-plus miles of sharrows are reviewed internally for potential upgrades, as the sharrow is no longer a recommended facility type under our design guidelines. In FY24 DDOT upgraded a half-mile of sharrows to protected bike lanes.

- 106. 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 is actively working to minimize bike lane obstructions. On the infrastructure side, our principal strategy is to build more protected bike lanes. In FY24, we installed 4.2 miles of protected bike lanes (PBLs).

For existing PBLs, DDOT is upgrading the flex post protected lanes to include barriers such as rubber wheel stops and concrete blocks. The hardened barriers reduce the ability of drivers to get into bike lanes.

DDOT is also converting unprotected lanes to protected lanes. Since 2014, DDOT has upgraded nearly 15 miles to protected. Of the 116 miles of bike lanes in the network, 41 miles, or 35% are now protected.

For enforcement, DDOT has been working with the Office of Unified Communications (OUC) and Department of Public Works (DPW) to make updates to the Bicycle Services interface of 311. DDOT's updated Bicycle Services service request better guides the resident to the correct service type so that DDOT staff can respond more rapidly to the reported issue. Residents can submit a Parking Enforcement service request type if they come across a vehicle obstructing the bike lane.

DDOT does not actively track the frequency of bike lane blocking. Tracking this is a challenging task since it happens citywide and can be quite brief, though no less disruptive to people using bike lanes. This makes it challenging to quantify if enforcement and design interventions are having an effect; however, the public seems to agree that protected bike lanes are better at staying clear than traditional bike lanes, and DDOT now considers these the minimum viable type of facility for the streets that most frequently have obstructions, such as those with retail or business frontages.

107. What is the current balance of the Vision Zero Pedestrian and Bicycle Safety Fund?

- a. Please provide a detailed summary of deposits into the fund in FY24 and FY25, to date.
- b. Please provide a detailed summary of expenditures from the fund in FY24 and FY25, to date.

Please see response to Question 23 for the requested information for the Vision Zero Pedestrian and Bicycle Safety Fund.

108. 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.

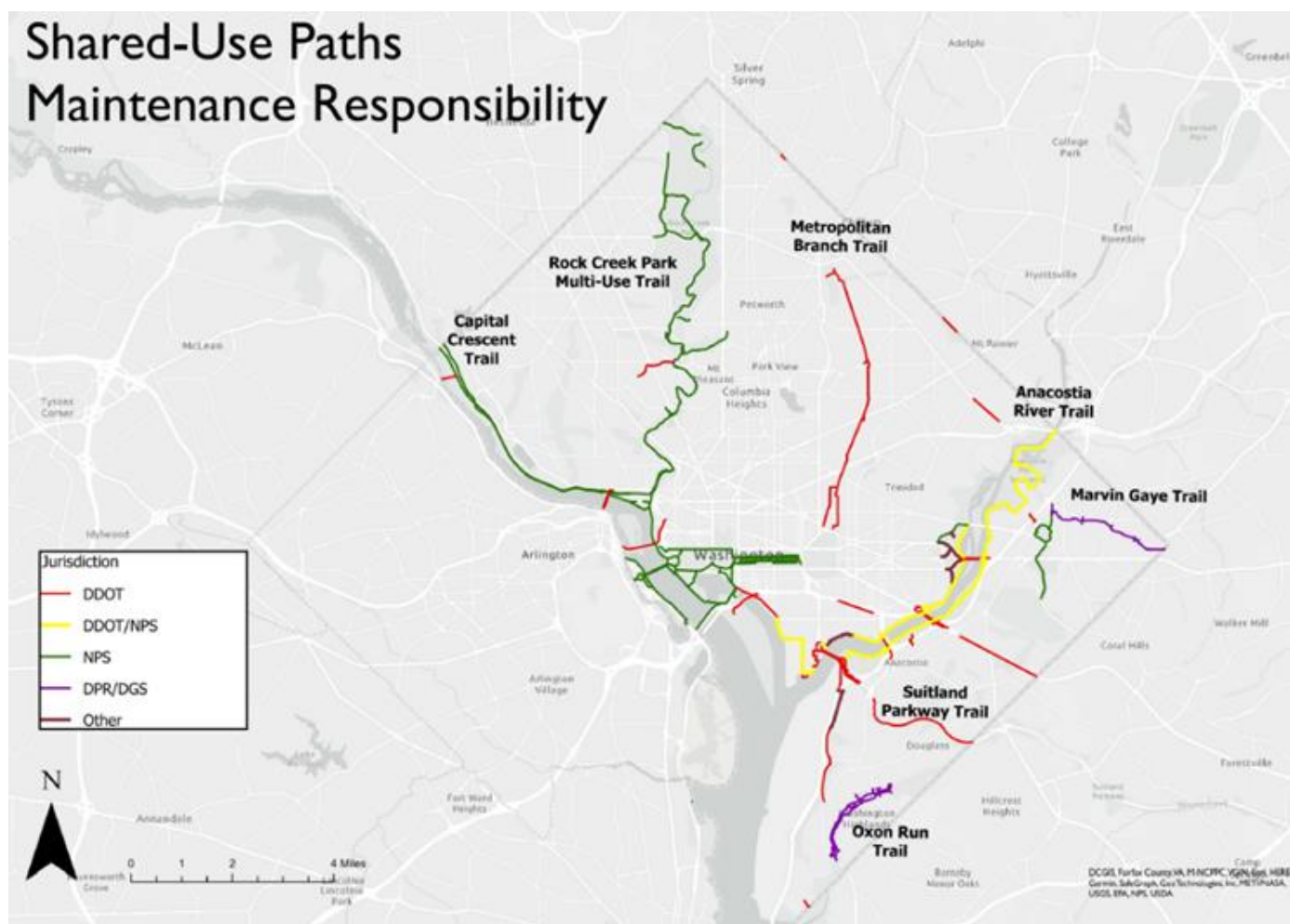
- a. Please provide a list, identifying the location and length, of all trail infrastructure the agency installed in FY24, and all trail construction work currently underway or scheduled in FY25

and FY26.

The following is an updated list and map of all the trails in the District. While no new trails were completed in 2024, 4 miles of trails have been added to this list that were not previously counted in last year's report including the Frederick Douglass Memorial Bridge & Trails, Maine Ave SW and Virginia Ave SE. These additions are due in part to a change in DDOT's categorization of the facility types to include these facilities under the trail's domain. There remains no 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
C&O Canal Towpath	NPS	4.92
Capital Crescent Trail	NPS	3.64
Frederick Douglass Memorial Bridge & Ovals	DDOT	2.36
Ft Circle Parks Trail	NPS	4.09
Georgetown Waterfront Park Trail	NPS	0.47
Kingman Island Trail	DOEE	0.6
Klingbe Valley Trail	DDOT	0.66
"Malcolm X" Trail	DDOT	1.20
Maine Ave SW Cycle Track	DDOT	0.66
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
Piney Branch Trail	DDOT	0.8

Pennsylvania Ave SE Trail	DDOT	0.97
RFK Fields Trails	DDOT	1.29
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
Virginia Ave SE	DDOT	0.71
	Total Trail Mileage	67.1



The table below includes all DDOT trail infrastructure projects currently underway or scheduled to begin in FY 2025 and FY 2026.

Project	Phase	Ward	Construction Timeline (Start/End)	Project Status	Mileage
Rock Creek Park Trail and Pedestrian Bridge	Construction	1,2,3,4	2021-2024	Punchlist completed, final crosswalk installed.	3.7*
Frederick Douglass Memorial Bridge Project	Construction	6,8	2021-2025	Completing punch-list construction items, trail under west portion of bridge.	2.7*
Met Branch Trail: Fort Totten to Takoma	Construction	4	2023-2025	Construction underway, progressing north along Blair Rd.	1.9
Michigan Ave Trail	Final Design	5	2024-2025	30% design completed, final design & construction in FY 2025	0.2
South Capitol Street Trail	Final Design	8	2025-2027	Advertise for construction in FY 2025	3.8
Aspen St NW Trail	Final Design	4	2025-2026	Obligate and Advertise for Construction in FY 2025	0.4
Arboretum Bridge and Trail	Final Design	5,7	2025-2026	Design completed, advertise for and begin construction in FY 2025	0.5
Anacostia River Trail – Kenilworth South	Preliminary Design	7	2025 - 2026	Complete Final Design in FY 2025	0.6
Met Branch Trail: Blair Rd to Piney Branch Rd	Final Design	4	2025 - 2026	Design completed, advertise for construction in FY 2025	0.5

Galloway St Trail (FLAP Project delivered by Eastern Federal Lands)	Final Design	5	2024 - 2025	Advertise for and begin construction in FY 2025	0.1
Total miles of trail construction expected to be completed in FY 25					2.2
Total miles of trail construction expected to be completed in FY 26					2.0

*Mileage includes portions of the project that may have been completed in prior fiscal years.

109. Please provide an update on the Metropolitan Branch Trail project. Did the timeline, budget, or scope of the project change in FY24 or FY25, to date?

Metropolitan Branch Trail, Fort Totten to Takoma:

Construction from Fort Totten to Takoma to extend the MBT continues and is progressing north along Blair Road. Project completion is expected for fall of 2025.

Metropolitan Branch Trail, Blair Rd to Piney Branch:

This section of the project follows the Western Alignment through Takoma consistent with the alignment in the Metropolitan Branch Trail Environmental Assessment. During FY 2024, the project reached 100% design. DDOT expects to complete the necessary property acquisition from WMATA and advertise the project to begin construction in FY 2025 with construction completion by spring 2027.

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

- a. How many existing bicycle racks were damaged, destroyed, or lost in FY24 or FY25, to date?
- b. How many new or replacement bicycle racks did DDOT install in FY24 or FY25, to date?
- 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 FY24 and FY25, to date.
 - i. Has DDOT identified a vendor for these racks, or selected locations for the new racks?
 - ii. Please share the locations of all racks installed, or planned to be installed, in FY24 and FY25, to date, to meet the requirements of the Shared Fleet Devices Amendment Act of 2020.
 - iii. Please describe how DDOT uses feedback from permitted micromobility providers to identify locations to install additional bicycle racks, for the purpose of reducing micromobility devices that block sidewalks.

- a. How many existing bicycle racks were damaged, destroyed, or lost in FY24 or FY25, to date?
30 bicycle racks were destroyed in FY24. 7 bicycle racks have been destroyed in FY25 as of 12/31/24.
 - b. How many new or replacement bicycle racks did DDOT install in FY24 or FY25, to date?
1,055 bicycle racks were installed in the District in FY24:
 - 667 by DDOT
 - 58 by BIDs on behalf of DDOT
 - 330 by private developments in cooperation with DDOT
 185 bicycle racks have been installed in the District in FY25 as of 12/31/24:
 - 137 by DDOT
 - 8 by BIDs on behalf of DDOT
 - 40 by private 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 FY24 and FY25, to date.
 - i. Has DDOT identified a vendor for these racks, or selected locations for the new racks?
DDOT is soliciting a contract to purchase new bicycle parking racks and other equipment for FY25 and beyond. There are 377 locations identified for bicycle racks as of 12/31/24.
 - ii. Please share the locations of all racks installed, or planned to be installed, in FY24 and FY25, to date, to meet the requirements of the Shared Fleet Devices Amendment Act of 2020.
The list of all racks installed in FY24 and FY25 to date and planned to be installed in the remainder of FY25 can be found in **Appendix P2Q110**. The 1,000 rack-per-year mandate in the Shared Fleet Devices Amendment Act of 2020 ended in FY24.
 - iii. Please describe how DDOT uses feedback from permitted micromobility providers to identify locations to install additional bicycle racks, for the purpose of reducing micromobility devices that block sidewalks.
DDOT plans corral locations to reduce sidewalk blockage based on user trip data from the dockless operators showing heavy device usage, requests from residents through 311, and observed demand in the field where bicycle and scooter demand outstrips parking supply.
- 111. What is the status of the Capital Bikeshare Program? Please include:**
- a. The number and location of stations that:

- i. **Currently exist**
 - ii. **Were added and removed in FY24 and FY25, to date; and**
 - iii. **DDOT plans to add in the remainder of FY25.**
- b. The number of traditional and electric bikes currently available in the Capital Bikeshare program.**
- c. The number and location of requests for new bike stations.**
- d. Plans for introducing bikes for persons with disabilities;**
- e. The number of active annual members and active monthly members in FY23, FY24 and FY25, to date.**
- f. 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?**
- g. When planning to install new stations, how does DDOT consider equitable access to Capital Bikeshare?**

a. The number and location of stations that:

- i. **Currently exist**

There are currently 785 stations in the system, 397 of which are located in the District.

- ii. **Were added and removed in FY24 and FY25, to date;**

DDOT added 20 new Capital Bikeshare stations in FY24. No stations were removed. Stations were added at the following locations:

- 9th & N St NW
- 16th & K St NW / BLM Plaza
- 16th St & North Carolina Ave NE
- 17th St & Potomac Ave SE / Congressional Cemetery
- 18th & Upshur St NE
- 18th St & Ingleside Terr NW
- 25th & S St SE
- 33rd St & Wisconsin Ave NW
- 39th St & Tunlaw Rd NW
- 44th St & New Mexico Ave NW
- 55th & East Capitol St NE
- Connecticut Ave & Ordway St NW / Cleveland Park Metro
- Kansas Ave & Tuckerman St NE / Lamond Rec
- Massachusetts & Idaho Ave NW
- Michigan Ave & Allison St NE
- Minnesota Ave & D St SE
- New Mexico & Cathedral Ave NW
- South Dakota Ave & Decatur St NE
- Western Ave & Pinehurst Cir NW
- Wisconsin Ave & Upton St NW

DDOT replaced 51 stations with brand new equipment as part of its state of good repair efforts in FY24:

- 3rd & D St SE
- 3rd & H St NE
- 4th & M St SW
- 4th & W St NE
- 5th & K St NW
- 7th & R St NW / Shaw Library
- 8th & H St NW
- 10th & U St NW
- 12th & Newton St NE
- 13th & D St NE
- 13th & E St SE
- 13th & H St NE
- 13th St & New York Ave NW
- 14th & Harvard St NW
- 14th St & New York Ave NW
- 14th St & Spring Rd NW
- 15th St & Constitution Ave NW
- 17th & K St NW
- 17th & K St NW / Farragut Square
- 19th & E Street NW
- 19th & East Capitol St SE
- 20th & O St NW / Dupont South
- 20th St & Florida Ave NW
- 34th St & Wisconsin Ave NW
- 36th & Calvert St NW / Glover Park
- Anacostia Park
- Bladensburg Rd & Benning Rd NE
- California St & Florida Ave NW
- Calvert & Biltmore St NW
- Convention Center / 7th & M St NW
- Eastern Market / 7th & North Carolina Ave SE
- Eastern Market Metro / Pennsylvania Ave & 7th St SE
- Fairfax Village
- Florida Ave & R St NW
- Harvard St & Adams Mill Rd NW
- Independence Ave & L'Enfant Plaza SW/DOE
- John McCormack Dr & Michigan Ave NE
- Lamont & Mt Pleasant NW

- L'Enfant Plaza / 7th & C St SW
- Lincoln Park / 13th & East Capitol St NE
- M St & Pennsylvania Ave NW
- Massachusetts Ave & Dupont Circle NW
- Minnesota Ave Metro/DOES
- New Hampshire Ave & Ward Pl NW
- North Capitol St & F St NW
- Potomac & Pennsylvania Ave SE
- Tenleytown / Wisconsin Ave & Albemarle St NW
- USDA / 12th & Independence Ave SW
- Van Ness Metro / UDC
- Ward Circle / American University
- Wisconsin Ave & Newark St NW

DDOT expanded 18 stations in FY24:

- 3rd & D St SE (11->15 docks)
- 4th & M St SW (27->28 docks)
- 5th & K St NW (19->23 docks)
- 10th & U St NW (15->19 docks)
- 13th & D St NE (31->35 docks)
- 13th & H St NE (27->31 docks)
- 13th St & New York Ave NW (23->27 docks)
- 14th St & New York Ave NW (23->31 docks)
- 15th St & Constitution Ave NW (19->20 docks)
- 17th & K St NW / Farragut Square (35->39 docks)
- 34th St & Wisconsin Ave NW (11->15 docks)
- Convention Center / 7th & M St NW (23->27 docks)
- Eastern Market Metro (31->32 docks)
- Independence Ave & L'Enfant Plaza SW / DOE (15->23 docks)
- Lamont & Mt. Pleasant St NW (19->23 docks)
- Lincoln Park / 13th & East Capitol St NE (25->33 docks)
- M St & Pennsylvania Ave NW (19->20 docks)
- USDA / 12th & C St SW (39->47 docks)

DDOT has added two new stations to date as of 12/31/24 in FY25:

- Half & I St SW / Randall Rec
- North Capitol & Douglas St NW / Reservoir Park Rec

DDOT has replaced ten stations to date as of 12/31/24 in FY25:

- 11th & S St NW
- 14th St & Colorado Ave NW

- 14th St Heights / 14th & Crittenden St NW
- 15th & K St NW
- 15th & L St NW
- 17th St & Massachusetts Ave NW
- 21st & I St NW
- Benning Branch Library
- C & O Canal & Wisconsin Ave NW
- Thomas Circle

DDOT has expanded four stations to date as of 12/31/24 in FY25:

- 14th & D St NW / John A. Wilson Building (25->41 docks)
- 15th & L St NW (23->27 docks)
- 21st & I St NW (35->47 docks)
- C & O Canal & Wisconsin Ave NW (23->35 docks)

iii. DDOT plans to add in the remainder of FY25

DDOT plans to add stations at or around the following locations in the remainder of FY25:

- 1st & Channing St NE
- 1st & G St NE
- 2nd St & Maryland Ave NE
- 6th & Chesapeake St SE
- 12th & I St NW / Franklin Square
- 14th St & Military Rd NW
- 16th St & North Portal Dr NW
- 17th St & Kalmia Rd NW
- 17th St & Kalorama Rd NW
- 18th & I St NW / Farragut West Metro
- 18th St & Belmont Rd NW / Adams Morgan
- 20th & G St NW
- 20th & I St NW
- 20th & M St NW
- 20th & N St NW
- 21st & L St NW
- 23rd & L St NW / West End Library
- 26th & P St NW / Rose Park
- 33rd St & Broad Branch Rd NW
- 33rd St & Western Ave NW
- 34th & Garfield St NW
- 36th & Warren St NW

- 44th Pl & H St SE
- 45th & Brandywine St NW
- 45th & Van Ness St NW / Turtle Park
- 45th St & River Rd NW
- 48th St & Massachusetts Ave NW
- 49th & Brooks St NE / Kelly Miller Pool
- Anacostia Ave & 40th St NE
- Blair Rd & Kansas Ave NW
- Connecticut Ave & Cumberland St NW
- Fort Totten Dr & Crittenden St NE
- JBAB
- Kenilworth Ave & Ponds St NE
- Kenyon St & Park Place NW
- MacArthur Blvd & Foxhall Rd NW
- Massachusetts & Western Ave NW / Westmoreland Circle
- MLK Ave & Pecan St SE / St. Elizabeths East
- Nebraska & Oregon Ave NW
- Nebraska Ave & Utah Ave NW
- Rhode Island Ave & Newton St NE
- Rock Creek Pkwy & Pkwy Dr NW
- South Dakota Ave & Ingraham St NE
- South Dakota Ave & Perry St NE

b. The number of traditional and electric bikes currently available in the Capital Bikeshare program.

There are approximately 5,000 traditional bicycles and 3,100 ebikes in the Capital Bikeshare fleet.

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

DDOT has received 1,808 requests throughout all eight Wards for new Capital Bikeshare stations. DDOT evaluates station requests from the public based on the recommendations from the 2020 Capital Bikeshare Development Plan, DDOT's moveDC goals for a Capital Bikeshare station within a quarter mile of 90% of District residents, real world conditions of the proposed site, and station expansion plans.

d. Plans for introducing bikes for persons with disabilities;

DDOT launched its adaptive bike program in April 2024, subcontracting with a non-profit called Achilles International to provide adaptive bike clinics at no cost to District Residents. Residents are able to reserve a variety of adaptive bike models, including hand powered bikes, trikes, and recumbent bikes, through the Capital Bikeshare website. Clinics are held twice weekly at transit accessible locations downtown that are suitable for fitting, training, and then group rides on the adaptive bikes. This follows the model for adaptive bike access that Citibike uses in New York City. The program facilitated 190 adaptive bike trips in 2024, in line with expectations. The program is still active in FY25 but renewing the program for future fiscal years will depend on participation rates.

- e. The number of active annual members and active monthly members in FY23, FY24 and FY25, to date.

In FY23, systemwide, there were approximately 26,454 annual and 701 average monthly members. In FY24, there were approximately 29,811 annual and 469 average monthly members. In FY25, to date, as of 12/31/24, there are approximately 33,202 annual members and 160 average monthly members.

- f. 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. In FY24, DDOT negotiated and executed modifications to its contract with Capital Bikeshare's operator to provide higher levels of rebalancing service (96% availability) in select high demand areas and introduced this higher service level in Spring 2024 and saw higher service levels and more reliable bike and dock availability. DDOT would like to expand this higher service level to more stations but will need more operating funding to do so.

- g. 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 weighs revenue, ridership, and public need stations in equal proportion as we continue to grow the network of stations. Note that DDOT's goal for Capital Bikeshare in moveDC 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.

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

- a. A list of companies participating in the program.**
- b. The number and type (e.g., non-electric or electric) of bikes each company has deployed.**
- 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.**

The dockless bikeshare permits are part of the Shared Fleet Device program which also includes electric mobility devices, also known as electric scooters. In 2024, the system saw a record 3,099,420 shared e-bike trips, a 67% increase from 2023. This active and sustainable mode of transportation is available to all residents and visitors of the District. 12% of the total miles traveled on the system were taken by low-income customers participating in a reduced fare program.

The District is currently permits three shared dockless e-bike operators, Lime, Veo, and Spin. All companies deploy electric dockless bicycles. Lime is permitted for a maximum of 3,575 Class 1 e-bikes which have both pedal-assist and throttle-assist capability. Veo has a maximum fleet of 2,700 class 2 electric bicycles. Spin has maximum fleet of 720 Class 1 E-bikes.

DDOT received 1,116 work orders to address dockless vehicle parking complaints in 2024. The following types of 311 scooter complaints in 2024; The following types of 311 scooter complaints were processed:

Blocking Building Entrance, Blocking Bus Stop, Blocking Sidewalk or Path (less than 3 feet of space available to pass), Parked on a ramp or between two ramps, Vehicle is not locked to infrastructure, and Vehicle is locked to private property.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Lime	22	17	21	45	46	70	46	72	78	61	45	50	573
Spin	7	2	11	10	6	14	13	17	6	18	6	15	125
Veo	17	8	18	20	24	51	23	47	57	59	48	46	418

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

- a. A list of companies participating in the program.**
- b. The number of scooters each company has deployed.**
- 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.**

Dockless electric scooter permits are part of the Shared Fleet Device Program. Scooter riders registered 5,509,748 trips in 2024, a 12% increase from 2023.

- a. Four companies operated in 2024: Lime, Lyft, Spin, and Veo. Lyft voluntarily left the market in October, and as a result of the permit award process, Hopp was selected as the newest operator in 2025.
- b. Lime, Lyft, Spin, and Veo all operated scooters in 2024.
 - a. Lime is currently permitted for a maximum fleet of 4,600
 - b. Lyft operated 2,500 scooters until October
 - c. Spin operates 4,250 scooters
 - d. Veo operates 720 scooters.
- c. DDOT received 1,448 work orders to address dockless vehicle parking complaints in 2024. The following types of 311 scooter complaints were processed:
 - Blocking Building Entrance
 - Blocking Bus Stop
 - Blocking Sidewalk or Path (less than 3 feet of space available to pass)
 - Parked on a ramp or between two ramps
 - Vehicle is not locked to infrastructure
 - Vehicle is locked to private property

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Lime	34	19	21	46	75	86	76	58	64	55	47	33	614

Lyft	6	13	12	10	17	20	10	17	11	N/A	N/A	N/A	116
Spin	20	29	39	33	36	57	30	34	53	52	49	40	473
Veo	7	12	14	30	32	25	23	23	22	28	14	14	245

114. Please describe how DDOT made determinations to approve or deny permits for dockless scooters and bikes in FY24 and FY25, to date.

In late September 2024, DDOT released a Notice of Intent for a public comment period for the public to weigh in on the terms for its upcoming shared fleet device permits, which were set to expire December 31, 2024. DDOT received feedback from individual residents, ANCs, micromobility operators, and other industry interest groups and considered related changes that fell within the program’s current regulatory scope.

DDOT then released an administrative issuance on October 16, 2024, to signal the start of the permit application period, which included instructions for submission, questions and scoring criteria, a list of requirements, and deadlines. Applicants were given two weeks to apply and were permitted to ask DDOT questions about the applications which were posted publicly. DDOT’s scoring criteria weighed scores based on innovation, ability to conform to the District’s requirements, and past performance. On December 13, 2024, two weeks following the submission deadline, DDOT sent notice of preliminary permit awards.

The final outcome of this process is pending an administrative appeals process, whereby vendors not selected have a right to challenge specific elements of DDOT’s scoring determination.

115. Please provide an update on the Electric Bicycle Incentive Program, including:

- a. The number of application windows opened since its establishment and the dates each window was open;
- b. For each application cycle:
 - i. The number of applications received;
 - ii. The number of applications granted, broken down by whether the applicant was a preferred applicant;
 - iii. If vouchers were limited to certain covered items (e.g., only bicycles or helmets); and
 - iv. The total value of incentives provided; and
- c. A description of how DDOT detects, investigates, and responds to noncompliance or fraud (e.g., the sale of a e-bike voucher for cash)

- a. DDOT opened one application window from April 1-15, 2024, for Preferred Applicants only. A second window using FY25 funding is opening on February 1-21, 2025.
- b. During the 2024 application window:
 - i. DDOT received 3,576 applications. 2,868 applications were eligible for the program. The rest were removed because they were duplicates, non-District residents, non-Preferred Applicant status, or of <18 years of age.
 - ii. Using randomized selection, DDOT distributed e-bike vouchers to 335 recipients. 100% of those vouchers were given to Preferred Applicants. 293 recipients redeemed their voucher between spring 2024 and September 30, 2024 (87.4% redemption rate).
 - iii. Vouchers were limited to the following purchases:
 - E-bikes
 - Cargo e-bikes
 - Bicycle locks
 - Accessories to support a disability
 - iv. DDOT provided nearly \$595,000 in voucher value in total. This includes the total value of the vouchers (not all vouchers were redeemed for 100% of their value) and vouchers that were never redeemed. The 293 recipients who redeemed their vouchers for an e-bike, cargo e-bike, and/or locks spent \$479,893.
- c. DDOT set up a robust anti-fraud system. First, vouchers included recipient's name, voucher ID number, expiration date, and type of item allowed to be purchased. Second, bike shops had access to a live, shared database with DDOT where they verified that the information on the voucher given matched the database. Third, bike shops were required to mark a voucher "redeemed" in the shared database once a purchase was made, and they took the voucher from the recipient – preventing it from being re-used or redeemed elsewhere. DDOT also required a copy of the voucher and a detailed checklist from each sale during the invoicing process. Fourth, DDOT monitored resale sites such as Facebook Marketplace, Nextdoor, and Craigslist for voucher resale attempts. If a recipient posted their voucher for resale, DDOT immediately reported the post and revoked the recipients' voucher – marking it as "void" in the shared database. DDOT detected 2 of these fraud attempts (a fraud rate of 0.6%) and immediately responded, preventing fraud within the program.

116. Please provide an update on the District’s NEVI Program.

DDOT released a NEVI Notice of Funding Availability (NOFA) for NEVI Round 1 funding on December 15, 2023, on its [NEVI program webpage](#). DDOT hosted a virtual public meeting on January 25, 2024, to provide information on the District’s grants agreement process and upcoming Request for Funding Availability (RFA) release to interested electric vehicle supply equipment vendors and other potential applicants. The RFA was published March 29, 2024 and remained open until May 24, 2024. DDOT received and evaluated five (5) applications. On October 11, 2024, DDOT announced conditional awards to Shell for four (4) locations. After the environmental review process, three (3) locations are moving on to the final grant agreement phase. DDOT is determining the best path forward to replace the fourth site, which did not pass the environmental review. DDOT expects the installation to begin for the three (3) locations by fall 2025.

All three (3) locations will have two dual-port Direct Current Fast Chargers (DCFCs) located within one (1) travel-mile of an Alternative Fuel Corridor (AFC). This will allow the District to achieve Fully Built Out (FBO) certification from FHWA for three (3) of the six (6) AFCs in the District. After achieving FBO status for all six (6) AFCs, DDOT will work toward using remaining federal funds for the community build out plan, with the goal of installing a NEVI charger in each of the District’s eight (8) Wards. DDOT expects the installation to begin for the three (3) Round 1 locations by fall 2025.

Round 1 NEVI Locations

AFC Routes	Site Address	ANC	# of Charging Ports
I-295	322 40th St NE, Washington DC 20019	7F	4
Pennsylvania Ave SE and I-695	415 14th St SE, Washington DC 20003	6B	4
Pennsylvania Ave SE	2845 Alabama Ave SE, Washington DC 20020	7B	4

FHWA approved the current version of the District’s National Electric Vehicle Infrastructure (NEVI) Deployment Plan on November 15, 2024. On November 15, 2024, DDOT issued a survey to solicit public feedback on the Funding Round 1 process to inform on improvements for future funding rounds. This survey closed on December 19, 2024.

On January 20, 2025, President Trump signed an executive order titled [Unleashing American Energy](#) that directs agencies in Section 7(a) to immediately pause the disbursement of funds appropriated through the Inflation Reduction Act (IRA) and the Infrastructure Investment and Jobs Act (IIJA), including but not limited to

funds for electric vehicle charging stations made available through the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program until a 90-day review period to ensure alignment with the new administration's energy policy. DDOT is currently pausing the next NEVI funding round announcement until further federal guidance.

117. Please provide an update on the District's Curbside Electric Vehicle (EV) Charging Permit Program.

- a. How many Curbside EV Charging Permit were requested in FY23, FY24, and FY25, to date?**
- b. How many were granted?**
- c. Of the requests that were denied, please provide a breakdown of the reasons the request was denied.**

a. How many Curbside EV Charging Permit were requested in FY23 and FY24, to date?

None. While some companies have expressed interest, no permits have been requested via the application available on TOPS.

b. How many were granted?

No applications were submitted.

c. Of the requests that were denied, please provide a breakdown of the reasons the request was denied.

No applications were submitted.

118. What other actions, projects or studies has DDOT undertaken in FY24 and FY25, to date, to advance the adoption of electric vehicles among D.C. residents, workers and visitors?

DDOT is working to expand access to public electric vehicle (EV) charging in the District with the following efforts: (1) through federal funding from the National Electric Vehicle Infrastructure (NEVI) Program; (2) through the establishment of the EV charging station permit, and; (3) through the Charging and Fueling Infrastructure (CFI) Program, a federal grant received by DOEE on January 10, 2025 to expand on and off-street charging.

NEVI Program

With the passage of the Bipartisan Infrastructure Law (BIL), a new federal formula program was created, the National Electric Vehicle Infrastructure (NEVI) Program. The District is expected to receive approximately \$16.7 million to install Direct Current Fast Chargers (DCFCs). 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). Last year, DDOT announced conditional awards to Shell for four (4) locations. After the environmental review process, three (3) locations are moving on to the final grant agreement phase. DDOT is determining the best path forward to replace the fourth site, which did not pass the environmental review. DDOT expects the installation to begin for the three (3) locations by fall 2025.

EV Charging Station Permit and Guidelines

The existing EV Charging Station Permit was made available in 2020, and to date, DDOT has not received a completed permit application on the District's Transportation Online Permitting System (TOPS). The existing permit allows vendors to install, operate, and maintain an EV charging station in public space, which includes curbside and off-street parking spaces. As of December 16, 2024, DDOT has closed the permit on TOPS to develop guidelines that address location, siting, and equipment requirements and to streamline the permit application review process.

Charging and Fueling Infrastructure (CFI) Program

This year, the Department of Energy and Environment (DOEE) was awarded \$15 million in federal funding from the Charging and Fueling Infrastructure (CFI) Program. DDOT will work closely with DOEE and the partner vendor, Its Electric, to install up to 100 EV charging stations, both curbside and off-street. Any curbside charging stations would be operated and maintained by Its Electric and permitted through DDOT's EV Charging Station Permit Program.

119. What environmental or green initiatives did the agency pursue in FY24 and FY25, 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 streetscapes with green infrastructure facilities, converting impervious pavements to pervious surfaces 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; (On-going)

- Urban Forestry Division installation of citywide tree canopy in all eight wards; (On-going)
- Green infrastructure retrofit projects that replace standard streetscape with green infrastructure facilities; (On-going)
 - o Green Alleys to date: 50,445 SF; (multi-year)
 - o Hickey Run, Nash Run, Pope Branch, Fort Dupont Watershed project; (Under Construction)
 - o Broad Branch and Spring Valley Watershed design; (under design, construction in 2025)
 - Multipurpose Green Infrastructure – multi phase; (under construction)
 - Benning East Capital, Fort Chaplin, Stickfoot and Oxon Run Watershed designs (Design Solicitation).
- Monitoring and Emerging Contaminant Research

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 Environmental Protection Agency (EPA). CWC grant funds are administered by DOEE and, in the past, DOEE has also provided a local match for CWC grant funds to supplement local funds provided by DDOT.

Green infrastructure retrofit projects include permeable pavement, bioretention, impervious surface 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. Watershed retrofit projects are selected in coordination with DOEE and target DOEE priority watersheds.

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

Total acres managed by stormwater facilities installed between July 2023 and June 2024 is 87.8 acres (See [2024 Municipal Separate Storm Sewer System \(MS4\) Report](#)).

- 120. Please provide an update on the activities of the Urban Forestry Division and other tree preservation efforts in FY23, FY24, and FY25, to date, including:**
- a. The number of trees planted;**
 - b. The number of Special Tree or Heritage Tree removal permits requested;**
 - c. The number of Special Tree or Heritage Tree removal permits granted;**

- d. The number of Special Trees or Heritage Trees removed pursuant to a permit;
 - e. The number of Special Trees or Heritage Trees removed without a permit;
 - f. The total number of enforcement actions initiated for violations of the Urban Forest Preservation Act of 2002, effective June 12, 2003 (D.C. Law 14-309; 50 DCR 888).
 - g. The cumulative value of fines and fees imposed through enforcement actions;
 - h. The total number of stop work orders issued for violations of the Urban Forest Preservation Act of 2002; and
 - i. How does DDOT provide notice to Advisory Neighborhood Commissions of a proposed removal of a tree from public space.
- a. The number of trees planted;
 - FY23: 6,815
 - FY24: 6,614
 - FY25: 2,810 (as of 12/31/24)
 - b. The number of Special Tree or Heritage Tree removal permits requested;
 - FY23: 1,931
 - FY24: 1,937
 - FY25: 488 (as of 12/31/24)
 - c. The number of Special Tree or Heritage Tree removal permits granted;
 - FY23: 1,497
 - FY24: 1,487
 - FY25: 319 (as of 12/31/24)
 - d. The number of Special Trees or Heritage Trees removed pursuant to a permit;
 - FY23: 2,693
 - FY24: 2,551
 - FY25: 715 (as of 12/31/24)
 - e. The number of Special Trees or Heritage Trees removed without a permit;
 - FY23: 28 Heritage, 53 Special
 - FY24: 15 Heritage, 47 Special
 - FY25: 0 Heritage, 9 Special
 - f. The total number of enforcement actions initiated for violations of the Urban Forest Preservation Act of 2002, effective June 12, 2003 (D.C. Law 14-309; 50 DCR 888).
 - FY23: 17
 - FY24: 7
 - FY25: 0
 - g. The cumulative value of fines and fees imposed through enforcement actions;
 - FY23: \$498,372.55

- FY24: \$194,879.90
 - FY25: 0
- h. The total number of stop work orders issued for violations of the Urban Forest Preservation Act of 2002; and
- FY23: 20
 - FY24: 23
 - FY25: 6
- i. How does DDOT provide notice to Advisory Neighborhood Commissions of a proposed removal of a tree from public space.
- DDOT Urban Forestry Division provides ongoing notice to Advisory Neighborhood Commissioners, Council Members, and most importantly members of the public through a coordinated and multipronged approach. Notification of all [routinely scheduled services](#) (including tree removal from public space), and for all permits issued for [Special and/or Heritage Tree removal, preservation and/or relocation](#) are made easily accessible on our website <https://trees.dc.gov/>. Additionally and where possible, individualized notifications are left at residences and businesses abutting scheduled urban forestry services at the time of planning. These activities are aimed at ensuring the public we serve is made fully aware of the management decisions being made on behalf of the public, as we steward our shared forest resource.

121. What is the current balance of the Tree Fund?

- a. Please provide a detailed summary of deposits into the fund in FY23, FY24, and FY25, to date.
 - b. Please provide a detailed summary of expenditures from the fund in FY23, FY24, and FY25, to date.
-
- a. Please provide a detailed summary of deposits into the fund in FY23, FY24, and FY25, to date.
 - FY23: \$2,053,985.45
 - FY24: \$1,592,980.40
 - FY25: \$481,941.90 (as of 12/31/2024)
 - b. Please provide a detailed summary of expenditures from the fund in FY23, FY24, and FY25, to date.

Payee	Amount	Purpose
DOEE/Casey Trees	\$800,000	Funds tree planting subsidies including Riversmart Homes Tree Planting, Casey Trees Planting programs, etc. (Intra-District Transfer)

Casey Trees	\$547,500	DC State Nursery Grant (tree procurement)
Total	\$1,347,500	FY24 Tree Fund Expenditures