

PART I: GENERAL QUESTIONS

Governance and Personnel

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. A narrative explanation of any changes to the organizational chart made since last year's responses; and
 - d. An indication of whether any positions in the chart are vacant.
- a. Please see **Appendix P1Q001a** for an executive-level organizational chart of DDOT.
 - b. Please see functional statement **Appendix P1Q001b** for a description of the roles and responsibilities for each DDOT Administration, Division, and Branch.
 - c. During FY25 and FY26, DDOT implemented the following organizational changes to strengthen coordination, improve accountability, and better align its operations with agency-wide priorities:
 - **Appointed Deputy Director.** This role serves as a peer to DDOT's chief structure and plays a central part in bridging gaps across technical administrations. The Deputy Director provides overall oversight of the Traffic Safety Administration is responsible for aligning standards agency-wide, addressing cross-administration challenges through integrated solutions, and translating leadership priorities into clear technical processes and milestones.
 - **Established the Chief Advisor for Economic Development.** The Chief Advisor functions as a strategic leader overseeing utility partnerships, Business Improvement Districts (BIDs), and developer coordination. This role strengthens collaboration with utilities, developers, and external partners; streamlines project coordination; and ensures that public space standards, priorities, and long-term community benefits are embedded throughout economic development activities.
 - **Redistributed the Equity and Inclusion Division functions.**
 - i. Equity assessment tool, language access, and Title VI responsibilities transitioned to the External Affairs Branch.
 - ii. EEO investigations and ADA moved to Human Resources.
 - iii. The remaining functions now form the Compliance and Business Engagement Division under the Talent and Business Services Administration responsible for DBE certification and support, Davis-Bacon, Prompt Payment, On-the-Job Training (OJT), and other federal compliance functions.
 - **Relocate GIS services.** GIS will move from the Office of Information Technology to the Innovation and Performance Division, consolidating many of the tools that support DDOT's data-driven operations within a single division.
 - **Eliminated Circulator and Streetcar Branches** under the Transit Delivery Division
 - **Renamed Automatic Traffic Enforcement Division** to Automated Safety Camera Division

d. Vacant positions shown on DDOT’s organizational chart are indicated by a black box.

2. Please provide a copy of your agency’s Schedule A. Please note the date that the information was collected in your response.

Please see the agency’s Schedule A via **Appendix P1Q002**, which was collected on January 7, 2026.

- 3. Please provide a complete, up-to-date list of contract workers working directly for your agency, ordered by program and activity, and including the following information for each position:**
- a. Title of position;**
 - b. Indication that the position is filled or vacant;**
 - c. Date employee began in the position;**
 - d. Whether the position must be filled to comply with federal or local law;**
 - e. If applicable, the federal or local law that requires the position be filled;**
 - f. The entity from which they are contracted; and**
 - g. The hourly rate and contracted annual cost.**

Title 23, Part 172 (Procurement, Management, and Administration of Engineering and Design Related Services) of the Code of Federal Regulations requires State DOTs to comply with certain operational standards for procuring, managing, and administering federally funded, architect-engineering and design related services. This regulation outlines the policies, requirements, and procedures to meet these standards, including the acquisition of contractor/consultant services.

We do not track the exact start date for each individual contractor/consultant employee since this has not historically been a critical piece of information. It would also be extremely difficult to monitor as consultants substitute or swap personnel.

We do not track position titles for each individual contractor/consultant employee since this has not historically been a critical piece of information. It would also be inconsistent as consultants use a wide variety of titles, and they also substitute or swap personnel.

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
Erik Garbacik	Information Technology Division	Prime Source Technologies LLC	\$135.56
Kathryn Krycka	Information Technology Division	Prime Source Technologies LLC	\$135.56
Muhammad Zahoor	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
Craig Moran	Information Technology Division	Computer Aid, Inc	\$120.00
Rosemary Que	Information Technology Division	Computer Aid, Inc	\$79.50
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	SZ PM Consultants, Inc	\$161.76
Farhad Daqiq	Maintenance Division/Sign Maintenance Branch	SZ PM Consultants, Inc	\$87.65
Wahidullah Wahid	Maintenance Division/Sign Maintenance Branch	SZ PM Consultants, Inc	\$87.65
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
Han May 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	\$113.49
Yolande Johnson	Office of Contracting and Procurement	CACI LLC	\$87.70
Joseph Honeywell	Office of Contracting and Procurement	CACI LLC	\$100.74
Nicalus Abner	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
Farshid Faramarzi	Roadway Management Branch	EBA Engineering	\$151.67
Heather Daye	Roadway Management Branch	EBA Engineering	\$111.39
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	The Temple Group, Inc.	\$118.49
Kassu Dadi	Roadway Management Branch	The Temple Group, Inc.	\$118.49
Kevin Enu	Roadway Management Branch	The Temple Group, Inc.	\$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
Kathlee 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 Lacheqitz	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) Rasa	Transit Delivery Division	SZPM	\$43.90
Gennaro Eugene Sanson	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 Zeloye	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 Humphris	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
Michael 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
Pravee Srisharan	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	SZ PM Consultants, Inc.	\$39.49
Blen Mamo	Transit Delivery Division	SZ PM Consultants, Inc.	\$33.99
Sean Moore	Transit Delivery Division	SZ PM Consultants, Inc.	\$54.11

4. Please provide, for each month of FY25 through FY26, to date, the total number of personnel separated from and hired by the agency.

Please see the chart below for the total number of personnel hired and separated by the agency from FY25 through FY26. This data is as of 1/13/2026.

Month & Year	Number of Separations	Number of New Hires
October 2024	14	18
November 2024	19	13
December 2024	11	4
January 2025	18	2
February 2025	12	4
March 2025	7	8
April 2025	13	1
May 2025	11	1
June 2025	13	3
July 2025	12	3
August 2025	13	4
September 2025	15	6
October 2025	5	0
November 2025	9	0
December 2025	3	0
January 2026	1	0
Total	176	67

5. Please list all employees currently detailed to or from your agency. For each detailed employee, include:
- The agency the employee is detailed to/from;
 - The reason for the detail;
 - The job duties if detailed to your agency;
 - The start date of detail; and
 - The projected date of return.

As of January 1st, 2026, the Agency does not have any detailed employees.

6. Please provide the number of District residents employed by the agency, broken down by position type (e.g., continuing, term/temporary, and contract).

Number of Employees Hired in FY 2025 and FY 2026, to date:

Position Type	Total Number	Number Who Are District Residents
Continuing	67	31 (46%)
Term	0	0
Temporary	0	0
Contract	0	0

*Data as of 12/31/2025

7. Does the agency conduct annual performance evaluations of all its employees? If so, who conducts such evaluations? What steps are taken to ensure that all office employees are meeting individual job requirements?

The District Department of Transportation (DDOT) conducts annual performance evaluations at the end of each fiscal year using a standardized tool in PeopleSoft. Evaluations are completed by each employee's immediate supervisor and then reviewed by the supervisor's manager prior to finalization. Supervisors use a 5 point rating scale to assess employee performance across core competencies and to evaluate at least three but no more than five Specific, Measurable, Attainable, Realistic, and Timebound (SMART) goals.

All DDOT employees are evaluated on the following five core competencies: Communication, Customer Service, Goal Attainment, Accountability, and Job Knowledge.

Supervisors are evaluated on three additional competencies: Leadership, Operational and Strategic Planning, Management of Others.

To support employees in meeting job expectations, supervisors are encouraged to engage in regular performance and goalsetting discussions, offering timely and ongoing feedback. Each year, supervisors must also create a new performance plan for every employee, outlining goals and objectives for the upcoming year. The DDOT Human Resources Division monitors the completion and status of these plans and evaluations to ensure that supervisors conduct required planning sessions and performance reviews.

A mid year review is mandatory for employees in their probationary period and strongly encouraged for all others. This review, initiated by the immediate supervisor (or a designated reviewer if the supervisor is unavailable), provides an opportunity to offer feedback, identify areas for improvement, and reinforce positive performance. For employees who do not meet job requirements, the DDOT Human Resources Division partners with managers to develop Performance Improvement Plans (PIPs).

- 8. Please provide the following for each collective bargaining agreement that is currently in effect for agency employees:**
- a. The bargaining unit (name and local number);**
 - b. The start and end date of each agreement;**
 - c. The number of employees covered;**
 - d. Whether the agency is currently bargaining;**
 - e. If currently bargaining, anticipated completion date;**
 - f. For each agreement, the union leader's name, title and contact information;**
and
 - g. A copy of the ratified collective bargaining agreement.**

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 Columbia and the American Federation of State County and Municipal Employees; District Council 20; Local 709; School Crossing Guards ("AFSCME WCA")	Not at this time	AFSCME Local 709	12/30/2021 (automatic annual renewal since 2005)	209 Employees Safety Technicians and Lead Safety Technicians	Debra Walker, President, AFSCME Local 709, 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	Not at this time	NAGE R3-05	9/30/2022 (automatic 3 yearly)	36 Employees Legal	Antonio Reed, President NAGE R3-05 (202) 344-9092

District of Columbia Government Department - Metropolitan Police Department (MPD) and National Association of Government Employees Local R3-5 ("NAGE R3 CBA")			renewal since 2010)	Instruments Examiner; Staff Assistant; Quality Assurance Specialist; IT Specialist	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, 2025	76 Total (531 AFGE 1975; 209 AFSCME 709; 36 NAGE R3-5)	Joey Davis, 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 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")	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 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 441 4 th Street, NW 6 th Floor Washington DC 20001 (202) 724-6652 office (856) 651-8780 mobile afge1403president@gmail.com
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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 made a final ruling on this matter.

Please see Appendices **P1Q008a**, **P1Q008b**, **P1Q008c**, **P1Q008d**, and **P1Q008ef** for copies of the ratified collective bargaining agreements.

- 9. Please provide a list and description of all memoranda of understanding or agreement in effect during FY25 and FY26, to date.**

See **Appendix P1Q009** for a list of MOUs in place for FY 2025.

Finance and Budget

- 10. Please provide a status report, including timeframe of completion, for all projects for which your agency currently has capital funds available.**

See **Appendix P1Q010** for information on capital projects as of December 31, 2025.

- 11. Please provide copies of all budget enhancement requests (The Form B or similar form) submitted in the formulation of the FY25 and FY26 proposed budgets.**

This request asks for information that is protected from disclosure by the deliberative process and executive privileges.

- 12. Please list all budget enhancements in FY26 and provide a status report on the implementation of each enhancement.**

- **Streetcar (\$9.6M, One-Time):** This funding supports the operations and maintenance of the DC Streetcar system. DDOT is coordinating with the contractor to finalize closure

expenses. Service adjustments began January 4, 2026, including elimination of Sunday service and reduced hours, with full-service ending March 31, 2026.

- **WMATA Clear Lanes MOU (\$2.3M):** This funding supports increased operations and maintenance costs of bus-mounted cameras used to enforce bus-lane and bus-stop restrictions under the WMATA Clear Lanes program. Costs increase as the number of cameras grows according to the multi-year MOU with WMATA. The increase for FY26 is needed to support a total of 280 cameras, per the MOU. DDOT is in discussions with WMATA to limit the expansion of the program and keep the number of cameras at 210, which would yield budget savings in the current fiscal year. If that change occurs, the savings will be reflected in the Mayor's FY26 supplemental budget.
- **Permitting Modernization – IT Improvements (\$1.1M):** This funding supports the modernization of DDOT's online permitting system by funding critical information technology FTEs and web-hosting services needed to operate the new platform and associated processes. DDOT has been unable to hire the new positions due to the agency's internal hiring freeze. However, DDOT continues to advance the permitting system modernization project and these positions will be critical as the modernization project advances and nears rollout.
- **Permitting Modernization – Process Improvements (\$704K):** This funding supports staffing and process improvements needed to streamline permitting and support new permit types, including as part of the online permitting system modernization project. DDOT has been unable to hire the new positions due to the agency's internal hiring freeze. However, as the number and complexity of permits continues to increase, these positions will be critical to maintaining the staff capacity needed to process permits in a timely fashion.
- **Capital Riverfront BID for DDOT Reimbursement (\$500K, One-Time):** This funding supports upgrades to sidewalks within pedestrian activation zones, enhanced installations for sidewalks and wayfinding signage in the sports and entertainment district, as well as repairs along the Anacostia Riverwalk Trail. DDOT is finalizing the MOU in preparation of the transfer to Capitol Riverfront BID.
- **E-Bike Incentives (\$250K, One-Time):** This funding provides grants for e-bike purchases to help residents acquire bicycles and supports local bike businesses. Procurement is currently underway, and the program is partnering with bike shops to prepare for a February 1st launch.
- **PLAZA Act Implementation (\$224K):** This funding was added by the Council to support the implementation of the PLAZA Act by hiring two new FTEs, one to manage the corridor selection process and public engagement, the other to ensure expedited block party permit review. DDOT has been unable to hire the new positions due to the agency's internal hiring freeze and is working to determine how to meet the first stage reporting requirement of the legislation.
- **Equipment Purchasing (\$101K, One-Time):** This funding restores recurring funding for essential equipment needs across multiple programs.
- **PLAZA Act Implementation: Permitting System Upgrade (\$60K, One-Time):** This funding will upgrade the TOPS permitting system to enable block party preauthorization and expedited application processing, creating a streamlined and efficient process for applicants. Planning is currently underway to implement the system changes.

13. Please fill out the attached spreadsheet titled “Question 13 Grants Received,” and list all federal and private grants received by your agency in FY25 and FY26, to date, current balances, and indicate any that lapsed during or at the end of FY25 or FY26.
 - a. Please submit the completed document in both Excel and PDF formats.
 - b. Please include your Agency Code in the filename (e.g., question_12_AB0_2026.xls).

Please see Appendix P1Q013 for the list of grants received.

14. List all grants issued by your agency in FY25 and FY26, to date in the attachment labeled “Question 14 Grants Issued”.
 - a. Please submit the completed document in both Excel and PDF formats.
 - b. Please include your Agency Code in the filename (e.g., Question_13_AB0_2026.xls).

Please see Appendix P1Q014 for the list of grants issued.

Operations

15. 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 FY25 and FY26, to date.

Board/ Commission	DDOT Designee	Seat Designation	Date of Appt.	Term End Date	Residency	Attendance
Pedestrian Advisory Committee (PAC)	Karyn McAlister	DDOT	10/1/2023	Serves at the pleasure of the Mayor	MD	11/18/24 10/21/24 1/13/25 2/24/25 3/24/25 4/28/25 5/19/25 6/23/25 7/28/25 9/15/25 10/27/25 11/17/25 12/15/25

Recreational Trails Advisory Committee	Yvonne Jones	DDOT	10/1/2025	Serves at the pleasure of the Mayor	DC	9/25/25
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	10/9/24 11/13/24 12/11/24 1/8/25 2/12/25 3/12/25 4/9/25 5/14/25 6/11/25 7/9/25 8/13/25 9/10/25 10/8/25 11/12/25 12/10/25 1/14/26
Bicycle Advisory Council (BAC)	Mike Goodno	Bicycle Coordinator at DDOT	10/1/2023	Serves at the pleasure of the Mayor	VA	11/13/24 1/9/25 3/5/25 5/7/25 7/9/25 9/10/25 11/3/25 1/5/26

Public Space Committee	Elliott Garrett	DDOT	9/1/22	6/26/25	MD	10/24/24 11/21/24 12/5/24 (Special Hearing) 12/19/24 1/23/25 2/27/25 3/27/25 4/24/25
	Erkin Ozberk	DDOT	10/23/25	Serves at the pleasure of the Mayor	DC	5/22/25 6/26/25 7/24/25 8/28/25 9/25/25 10/23/25 11/20/25 12/18/25 1/22/26
Urban Forestry Advisory Council	Earl Eutsler	DDOT	10/1/16	Serves at the pleasure of the Mayor	DC	12/2/24 4/9/25 8/6/25 1/15/26

16. Please provide the Committee with a list of all vehicles owned or leased by the agency, including:

- a. The purpose of the vehicle;**
- b. The division the vehicle is assigned to, if applicable; and**
- c. Whether the vehicle is assigned to an individual employee.**

- a. The purpose of the vehicles is to provide a transit option for employees to allow them to do their assigned jobs throughout the city.
- b. Please see **Appendix P1Q016** for the vehicles with the division assigned.
- c. No vehicle is assigned to any individual employee.

17. Please provide a list of all positions for which the agency is currently providing, at the agency's expense, a cell phone or other mobile communication device, or any related cellular or wireless data plan.

- a. Please provide the total cost to the agency for mobile communication devices and any related cellular or wireless data plan in FY25 and FY26, to date.**

Please see **Appendix P1Q017 ATT** for AT&T devices and **Appendix P1Q017 Verizon** for Verizon devices.

Total Cost for FY25 = \$739,445.26

Total Equipment Cost FY25 (includes fees) = \$214,057.84

Total monthly service plan amount FY25 = \$56,488.64

Total Cost for Q1 FY26= \$0

Total Equipment Cost Q1 FY26 (includes fees) = \$14,390.97

Total monthly service plan amount FY26 = Estimated \$56,000

- 18. For each objective and activity in the agency’s FY25 Performance Plan, please list:**
- a. The measure of greatest improvement for the agency, and the actions the agency took to improve that measure’s outcome, efficiency or quantity; and**
 - b. For all measures with missed targets (if any), the actions the agency is taking to improve that measure’s outcome, efficiency, or quantity.**

The FY25 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/FY25%20PAR%20-%20DDOT.pdf>. In addition, the report addresses the subcomponent questions, but they are added here for reference.

- a. The measure of greatest improvement for the agency, and the actions the agency took to improve that measure’s outcome, efficiency or quantity; and
 - a. Percent of safety priority intersections with active or completed projects
 - b. Percent increase in Capital Bikeshare Ridership over previous year
 - c. Percent of meter transactions using mobile payment
 - d. Percent of streets in “Fair” to “Excellent” condition
- b. For all measures with missed targets (if any), the actions the agency is taking to improve that measure’s outcome, efficiency, or quantity.
 - a. Percent of safety priority intersections with active or completed projects: The target was not met due to reduced staff capacity, support for WMATA’s Better Bus Network Redesign, and reliance on resident-request-based TSI projects limited progress toward safety priority intersections. An updated, data-driven priority intersection model was developed in FY25 and will be applied in FY26.
 - b. Percent of High Injury Network with active or completed projects: The target was not met due to staffing shortages, hiring delays, and scope changes to the High Injury Network corridors.
 - c. Miles of protected bikeways installed: Projects required additional community engagement before moving forward.

- 19. List all new objectives, activities and projects in the agency’s FY26 Performance Plan and explain why they were added.**

DDOT’s FY26 Agency Performance Plan is posted on OCA’s agency performance plan website and can be accessed from this link:

20. Describe problems and challenges in agency-owned or leased facilities, including chronic maintenance issues and design flaws.

a. What capital or operating projects arose from these issues in FY25 and FY26, to date, including cost and actions taken?

The District Department of Transportation (DDOT) Facilities and Support Services Division manages a portfolio of 12 facilities. Many of the facilities are 30 or more years old, and as such experience maintenance issues, or are designed in a way that may not be fully compatible with today's operational needs.

DDOT undertakes maintenance, repair, and improvement activities to address needs as they arise and as funding is available.

As of the end of Fiscal Year 2025, the District Department of Transportation (DDOT) continues to experience recurring challenges across several agency-owned facilities. These issues include chronic maintenance concerns, aging infrastructure, and design limitations that have resulted in both capital and operating projects in Fiscal Years 2025 and 2026.

G Street Facility:

The G Street facility houses DDOT's sign fabrication operations. The building is over 100 years old and experiences roof leaks, boiler system issues, floor and foundation settlement, and sewage backups and overflows. DDOT has worked closely with DGS over the years to prioritize and complete critical building life and safety repairs.

These conditions have required emergency maintenance responses, plumbing remediation, and ongoing coordination with facility management to mitigate water intrusion and health and safety risks. Planned and reactive operating projects were initiated to address plumbing failures, roof repairs, and assessments of structural floor conditions.

Warehouse Facility:

DDOT has identified deficiencies in the building envelope and other systems and infrastructure in its Warehouse facility. This includes broken and deteriorated windows, which have allowed water intrusion—sometimes significant during heavy rainfalls, requiring emergency cleanup and repairs. In addition, floor settlement has been observed in multiple areas, and cracking concrete ceilings have resulted in falling debris. In response, safety precautions were implemented to protect staff, including restricted access to affected areas, temporary barriers, and coordination with facility and safety personnel while assessments and repairs were conducted.

DDOT is scoping potential window replacement and other measures in FY 2026 to mitigate water intrusion risks, as well as interior lighting upgrades, structural concrete repairs, and pest control measures.

W Street Facility:

The W Street facility has experienced chronic elevator outages, creating accessibility challenges. The heating, ventilation, and air conditioning system is undersized for the current use of the building, resulting in comfort and operational issues. Prior concerns include floor settlement and unstable parking lot light poles, which were observed swaying during wind events. Parking lot lighting remains dim or inoperable in multiple areas. Capital and operating actions included elevator repairs, assessments of structural and lighting systems, and planning for lighting and mechanical system upgrades.

Farragut Facility:

The Farragut facility has recurring issues with a frequently malfunctioning entry gate, insufficient parking lot lighting, heating, ventilation, and air conditioning system deficiencies, and ongoing roof leaks. These issues have required repeated maintenance interventions, security coordination, and planning for capital improvements to address access control, lighting reliability, and roof integrity.

South Capitol Facility:

The South Capitol facility exhibits cracks and holes in the foundation that allow rodent intrusion, overgrown vegetation impacting the building perimeter, roof deterioration, and cracked flooring that creates tripping hazards. Repeated sewage backups have also occurred. Capital and operating projects are planned to address foundation repairs, pest control, vegetation management, flooring remediation, roof repairs, and plumbing system corrections to reduce health, safety, and operational risks.

Collectively, these conditions reflect aging infrastructure across multiple DDOT facilities. The identified issues in Fiscal Years 2025 and 2026 resulted in a combination of emergency repairs, planned operating maintenance projects, and capital improvement planning to stabilize facilities, address safety concerns, and extend the useful life of DDOT assets.

- 21. Please list each new initiative or program implemented by the agency during FY25 and FY26 to date. For each new initiative or program, please provide:**
- a. A description of the initiative/program;**
 - b. Actual start date;**
 - c. Actual or anticipated end date;**
 - d. The funding required to implement the initiative/program;**
 - e. Whether the initiative/program was mandated by legislative action;**
 - f. Problems or challenges faced in the initiative/program's implementation;**
 - g. The metrics the agency is collecting to measure the initiative/program's success; and**
 - h. An assessment of the initiative/program's success thus far.**

Program 1: Corridor projects - Before/After Program

- a. In keeping with moveDC, before/after reports aim to track the effectiveness of DDOT's corridor projects. DDOT conducts before/after reports for corridor projects that use a data-driven method to evaluate their efficacy. Using available data sources and a consistent methodology, the reports provide snapshots of the corridors before and after the construction of each project.

To ensure sufficient time for data collection, evaluations will not be completed until at least 18 months after the completion of construction. Due to small sample sizes for some corridor projects, they may require up to three years of data after construction to complete an evaluation.

Specific evaluation metrics for the reports depend on the goals of each corridor project. The following categories may be included:

- Crash data
 - Vehicle speed and travel time
 - Bus speed and ridership
 - Bicycle, pedestrian, and vehicle volumes
 - Automated Safety Camera (ASC) infractions.
- b. DDOT developed a methodology in FY24 for evaluating corridor projects and began producing Before/After reports for corridor projects in FY25.
 - c. This initiative will continue with all corridor projects moving forward and does not have an anticipated end date.
 - d. DDOT has used existing funding sources to develop the methodology and initial before/after evaluations. Moving forward, we are looking to get dedicated funding for the evaluation of projects as this is now a required part of our SOP on corridor projects.
 - e. This initiative is not mandated by legislative action.
 - f. The main challenge facing the initiative is staff capacity for conducting evaluations on all corridor projects.
 - g. The initiative itself is being measured by the number of evaluations completed in a year, and the evaluations collected will drive how DDOT is consistently examining the program and making adjustments.
 - h. The Before/After evaluation initiative has been a successful means of quantifying the impacts of DDOT corridor projects for the public. So far, DDOT has evaluated 7 corridor projects that were completed in the last 5 years. <https://before-after-evaluations.ddot.dc.gov/>. In FY25, DDOT completed an initial 3 before/after reports, and in FY26 DDOT will complete 12 reports.

Program 2: The MET (Multi-Modal Measures of Effectiveness Tool) Program

- a. The MET is a comprehensive evaluation tool used to assess and compare transportation projects and design alternatives in terms of multimodal access, amenities, safety, and overall system performance. It is a pioneering process and tool that converts amenities for every mode of travel into a score/metric previously reserved for vehicular mode alone in traditional traffic engineering. Its application supports DDOT's commitment to safety, equity, and sustainability for all roadway users, consistent with the goals and strategies of moveDC. The MET is also designed to communicate design

choices and tradeoffs between different modes to the Council, public, and other stakeholders in a non-technical manner.

- b. Mid-2025 on a pilot basis.
- c. There is no end date; this is an ongoing effort for all DDOT corridor projects (greater than or equal to two blocks) and major intersection interventions addressing multimodal safety and mobility.
- d. Beyond the pilot phase we are currently in, an annual cost of \$200,000/year anticipated for consultant support.
- e. This program was not mandated by legislative action, but it is in compliance with the Public Life and Activity Zones Amendment (“PLAZA”) Act of 2023.
- f. Funding for research and web application development.
- g. Number of projects assessed annually by the tool.
- h. Projects move through multiple administrations as they go through planning, design, and construction, and are heavily influenced by feedback from the public, councilmembers, and other government entities.
Even in the pilot phase, this tool has helped us internally by keeping the project success measures consistent throughout project transitions. As we share the tool more publicly, we hope to use the tool to communicate compromises between various alternatives on different modes.

22. Please list any legislation that impacts your agency passed in FY25 and FY26, to date, and provide a status report on the agency’s implementation related to each piece of legislation.

- a. For any legislation passed prior to FY25 or FY26, please provide any update on any new challenges related to implementation or enforcement.**

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

23. What has the agency done to make the activities of the agency more transparent to the public in FY25 and FY26, 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, improved, or updated 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 Safety Camera (ASC) Dashboard – <https://asc.ddot.dc.gov>
 - This dashboard, launched in FY24, presents information on camera type and locations as well as violation numbers.
 - In FY25, DDOT added another dashboard (<https://asc.ddot.dc.gov/pages/asc-council-report>) that presents an interactive version of the mandated biannual Council reports.
 - Also in FY25, DDOT renamed the program to emphasize its focus on safety, rather than just enforcement.
- High Injury Network Dashboard – <https://dcgis.maps.arcgis.com/apps/dashboards/b474a41e6d4d42a29d28dd934aa754b9>
 - In FY25, DDOT launched this dashboard to show progress made on the District’s High Injury Network corridors.
- DDOT Notice of Intent (NOI) Portal – <https://noi.ddot.dc.gov>
 - In December 2025, DDOT launched a new platform to distribute notice of intents of right-of-way modifications to the public. This new portal includes mapped locations for NOIs, better desktop and mobile navigation, PDF previews, and a new comment feature to collect feedback from residents.
- DC School Area Data – <https://srts.ddot.dc.gov/pages/school-area-data>
 - Launched in FY25, the DC School Area Data permits users to select any school in DC and view several key metrics with 350ft and ¼ mile of the schools, following the Safe Streets for Students Act §38-3111.
- 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>
 - This dashboard 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>
 - This dashboard 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/pages/projects>
 - This dashboard presents major capital projects organized by ward. Users can explore major capital projects on an interactive map, filter by project phase, project type, or ward, and navigate to a project website for more details. This

dashboard enables users to view where projects are located and where projects are in relation to each other, replacing the previous static list of projects.

- Vision Zero Crash Analysis Dashboard - <https://visionzero.dc.gov/pages/crash-analysis>
 - This dashboard presents crash data used to inform our Vision Zero priorities.
- Safety Intervention Dashboard
 - <https://experience.arcgis.com/experience/9ece39c8cb3745a1aa1bf2b451ae2c35/>
 - This dashboard 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>
 - This dashboard presents an overview of the ASAP program and the location and timing of installations.
- PaveDC - <https://pavedc.ddot.dc.gov/>
 - The PaveDC was published in FY24 to provide residents descriptive information on various paving activities through the District. It covers four program areas: road paving, alleys, sidewalks, and street markings. Each of these areas has their own dashboards where residents can view paving plans multiple years in advance, as well as monitor daily progress on current paving plans.

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. For example, in FY24, TOPS was improved to feature additional upfront instructions for construction permits (clearly delineating all major steps and document submission steps), and in FY25, TOPS was enhanced to offer deposit refund inspection requests, making that process clearer for users.

Additionally, DDOT continues the modernization project for the TOPS platform. In FY25, the agency conducted exhaustive discovery to gather requirements, meeting with internal stakeholders, external stakeholders, ANCs, expeditors, and other participants in the permitting process as part of a

comprehensive requirements gathering to define the new system. While the process is still underway, this engagement represents a significant milestone as the agency is now taking the information that has been gathered and defining the requirements for the new system.

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’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. In FY25, the call center answered 63,675 calls. DDOT customer service Clearinghouse received and responded to 3,019 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.

- 24. Please describe how the agency solicited feedback from customers (i.e., District residents served) in FY25 and FY26, to date? Please describe.**
- a. What has the agency learned from this feedback?**
 - b. How has the agency changed its practices because of such feedback?**

DDOT continues to maintain its commitment to open engagement with District residents and businesses as we work collaboratively to improve our transportation network. 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.

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 assess

our performance, identify problems and patterns, and follow up as needed to ensure residents are receiving the requested services.

In November and December of 2025, DDOT made major improvements to its 311 requests:

1. Refined the following service requests to improve clarity for users and make it easier for DDOT to process requests:
 - a. Traffic Safety Input
 - b. Roadway Markings/Pylons (renamed from Roadway Striping/Markings)
 - c. Bus and Streetcar Issues (renamed from Bus/Rail Issues)
 - d. Dockless Vehicle Parking Complaint
 - i. Every year, we update this request with any new micromobility permittees and remove any who have left the District.
2. Overhauled the Traffic Lights and Pedestrian Walk Signals request (renamed from Traffic Signals)
 - a. Added more and clearer options for residents to tell DDOT the problem they are experiencing and organized the options into more intuitive categories. This allows residents to select the specific problem at a traffic light or walk signal and hit submit.
 - b. Added the ability for residents to call the Traffic Management Center (TMC) directly from the form, making it easier for residents to let us know about emergency issues.
 - c. Added options to report issues with push buttons, LED pedestrian signs, or school zone flashers, ensuring DDOT gets accurate information with just one click.
 - d. With more accurate info, DDOT can now automatically match requests to the problem types that the Traffic Signals and Engineering Division uses for maintenance, making maintenance easier to manage. The TMC and the Traffic Signals and Engineering Division now use the same work management platform to process incoming 311 requests.

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 FY25. In total, DDOT hosted 22 in-person or virtual public meetings in FY25.

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 358 ANC, Civic Association, and other public meetings during FY25.

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. In December 2025, DDOT redesigned the access point for NOIs at a new web address: <https://noi.ddot.dc.gov>. This is an all-in-one portal where residents can search for published NOIs, view or download the document, see the location on a map, and submit a comment to DDOT staff.

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.pschearing.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 Engagement 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), was piloted in FY25 and incorporated fully into lower-level project implementations that could be advised with signage and canvassing. Upper tier projects are being brought into the PEP process during FY26, and presently 12 projects have an established PEP for at least one phase. During FY26, established PEPs will also be moved from internal documents to public documents accessible on the project hubsite.

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.

Laws, Audits, and Reports

- 25. Please identify any legislative modifications that would enable the agency to better meet its mission.**

There are no current legislative modifications that would enable DDOT to better meet its mission.

- 26. Please identify any regulatory impediments to your agency's operations.**

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

- 27. 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 FY25 and FY26, to date.

Ongoing investigations, audits, or reports on your agency or any employee of your agency:

- Please refer to the Annual Comprehensive Financial Report (ACFR) Audit on the DC Highway Trust Fund for FY2025. The Highway Trust Fund is used to account for motor vehicle fuel taxes and other fees collected and used by the District highway projects.

Investigations, studies, audits, or reports on your agency or any employee of your agency that were completed during FY25 and FY26, to date:

- Please refer to the Annual Comprehensive Financial Report (ACFR) Audit on the DC Highway Trust Fund for FY2024. The Highway Trust Fund is used to account for motor vehicle fuel taxes and other fees collected and used by the District highway projects.

- 28. Please identify any recommendations made during the previous three years by the following entities, and provide an update on what actions have been taken to address:**
- a. Office of the Inspector General;**
 - b. D.C. Auditor;**
 - c. Internal audit; and**
 - d. Any other federal or local oversight entities.**

Please see the D.C. Auditor’s recommendations for the Vision Zero audits, along with DDOT’s progress updates, as detailed in **Appendix P1Q028**.

- 29. Please list all pending lawsuits in which the agency, or its officers or employees acting in their official capacities, are named as defendants, and for each case provide the following:**
- a. The case name;**
 - b. Court where the suit was filed;**
 - c. Case docket number;**
 - d. Case status; and**
 - e. A brief description of the case**

Please see **Appendix P1Q029** for pending lawsuits.

- 30. Please list each settlement the agency or the District, on behalf of the agency, entered into in FY25 and FY26, to date, that involved claims against the agency, or its officers or employees in their official capacity, including any settlements covered by D.C. Code § 2-402(a)(3). For each settlement, provide:**
- a. The amount of the settlement;**
 - b. If related to litigation, the case name and brief description; and**

- c. **If unrelated to litigation, please describe the underlying issue or reason for the settlement (e.g. administrative complaint, etc.).**

Please see **Appendix P1Q030** for settlements.

- 31. Please list the total amount of money the agency or the District, on behalf of the agency, expended to settle claims against it, or its officers or employees acting in their official capacities, in FY25 and FY26, to date.**

From October 1, 2024, to January 9, 2026, Office of Risk Management (ORM) paid claims totaling \$613,475.77.

- 32. Please list all administrative complaints or grievances that the agency received in FY25 and FY26, to date. For each complaint, list:**
- a. **The source of complaint;**
 - b. **The process utilized to respond to the complaint or grievance;**
 - c. **Any changes to agency policies or procedures that resulted from the complaint or grievance; and**
 - d. **If resolved describe the resolution.**

Office of Employee Appeals (OEA)

Description of Process Used: 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 Filed at OEA October 1, 2024-to Present:

- A former DDOT employee appealed their termination to OEA. The case is ongoing.

Office of Human Rights

Description of Process Used: 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 Filed at OHR October 1, 2024-to Present:

- In FY 2025, an employee filed a complaint alleging retaliation. That matter is ongoing. Because the matter is ongoing, no changes have been made to Agency policy or procedure.

U.S. Equal Employment Opportunity Commission

Description of Process Used: 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 Filed at EEOC October 1, 2024-to Present:

- In FY 2025, a former DDOT employee filed a complaint with the EEOC, alleging retaliation and discrimination on the basis of race, color, religion, sex, age, disability, and gender identity. This matter is ongoing. Because the matter is ongoing, no changes have been made to Agency policy or procedure.
- In FY 2025, a former employee of a former DDOT contractor filed a complaint with the EEOC alleging retaliation and discrimination on the basis of sex and disability. Because this employee never worked for DDOT, DDOT filed a position statement and motion to dismiss asking that DDOT be dismissed from this matter. EEOC has not yet ruled on this motion.

Public Employee Relations Board

Description of Process Used: 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 Filed at PERB October 1, 2024-to Present:

- None.

Contract Appeals Board

Description of Process Used: The Contract Appeals Board (CAB) provides an impartial, expeditious, inexpensive, 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 did not receive any grievances through the CAB in Fiscal Year 2025. The agency continues to monitor all grievances and administrative complaints to find ways to reduce employee complaints and improve the work environment.

- 33. Is the agency, or are any of its officers or employees acting in their official capacity, currently party to any active non-disclosure agreements? If so, please provide all allowable information on all such agreements, including:**
- a. The number of agreements;**
 - b. The department(s) within the agency associated with each agreement; and**
 - c. Whether the agency require any employees to sign, execute, or otherwise agree to a non-disclosure agreement as a condition of serving in certain positions or roles (If so, please list each position by division and program and indicate whether the position is contracted).**

- a. DDOT has four active non-disclosure agreements

b. Below is a chart of NDAs:

Department Associated with the NDA	Position of Employees to sign/execute/agree to NDA
Transit Delivery Division	The Director signed on behalf of the agency.
Infrastructure Project Management Administration	No employee was required to sign the NDA. Contractors are required to sign the NDA as part of their contract.
Information and Technology Division	No employee was required to sign the NDA. Contractors are required to sign the NDA as part of their contract.
The Lab @ DDOT	No employee was required to sign the NDA. An Intern did have to sign the NDA.

Data

34. In filterable and sortable spreadsheet, 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 be granted access to all or part of each system.

If the District’s Enterprise Data Inventory provides a complete and accurate description of the electronic databases managed by the agency, you may direct the Committee to that resource in lieu of submitting a new spreadsheet.

DDOT annually updates the inventory of our databases in the Enterprise Dataset Inventory process. That data is published on the District’s [Open Data portal](#) and can be viewed by filtering ‘Agency Name’ by ‘District Department of Transportation’. DDOT continuously updates the data throughout the year as there are changes, with an annual review of all datasets which will be completed in February 2026.

35. Please provide a list of all studies, research papers, and analyses (“studies”) the agency or an agency’s employee requested, prepared, presented or contracted for during FY25 or FY26, to date. For each study please list:
- a. The status;
 - b. The purpose; and
 - c. A link (if published) to the study, research paper or analysis.)

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	This project is underway. Completion is expected during CY26.

	<p>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.</p>	
<p>Residential Parking Permit Boundary Study</p>	<p>This project seeks to identify areas experiencing high parking stress by looking at how drivers use existing parking spaces.</p> <p>First, we'll calculate the number of residential parking spaces on each block—this is the supply. Our supply calculation will draw from data on parking policies and mapping tools from DDOT.</p> <p>Second, we'll estimate how many drivers want to access on-street parking spaces on each block—this is the demand. Our demand estimate will combine data on permits and metered parking, as well as land use and zoning characteristics. We will validate our analysis with quantitative and qualitative data on residential parking complaints and by collecting snapshots of curbside parking availability. We will share our findings with DDOT, residents, and other people affected by parking.</p> <p>Together, we'll brainstorm possible solutions that improve parking efficiency without sacrificing other curbside priorities.</p>	<p>This project was delayed in FY24 due to multiple issues with the contracted party. Work is being completed in-house in FY25 and FY26 by the Lab @ DDOT.</p>
<p>Autonomous Vehicle Testbed Pilot Design and Evaluation</p>	<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</p>	<p>This project was selected in FY24 for research funding. It is being conducted via MOA with Southwest BID. Agreement was negotiated this year but project was delayed in FY25 due to federal funding timing. Issues resolved as of Q1 FY26 and project will be underway in mid-FY26.</p>

	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.	
Automated Safety Camera (ASC) Fine Reduction Pilot Evaluation	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 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 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.	In 2023, Mayor Bowser established a task force to address ASC 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 obligated in FY25. Work is being completed by the newly established Lab @ DDOT, in partnership with the Lab @ DC. The pilot will be closed in Q2 of FY26.
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. 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. University of Pennsylvania students developed an initial model in FY25 and the work is being refined by Lab @ DDOT in FY26.
Identifying Interventions for Safer Speeds on Shared Use Paths	The Metropolitan Branch Trail (MBT), which runs through various neighborhoods in DC, is an especially popular trail that can become crowded during peak hours. Denser crowds and faster e-bikes and e-scooters present an increased risk for collisions and injuries on shared-use trails. The Lab and the District Department of	Project was selected in FY24 through the Research Program's annual selection process, and the funds were obligated in FY25. Work is being completed in-house in FY25 and FY26 by newly established Lab @ DDOT, in partnership with the Lab @ DC. Focus shifted

	<p>Transportation are working together to ask trail users for their ideas on how to reduce the risk of collisions and promote safety on the MBT. We will also test how a sign that encourages speeders to slow down affects behavior. The findings from both research activities will inform how the District encourages slower speeds to promote safety on the MBT and across its multi-use trail system.</p>	<p>from moped drivers specifically to trail speeds generally based on the learnings at the start of the project.</p>
<p>Determining Equitable Distribution of Bus Shelters to Reduce Heat Exposure</p>	<p>In 2023, 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.</p>	<p>Project was selected in FY24 through the Research Program's annual selection process, and the funds were obligated in FY25. Work is being completed in-house by newly established Lab @ DDOT, in partnership with the Lab @ DC.</p>
<p>Safe and Efficient Deployment of Autonomous Vehicles Study</p>	<p>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 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</p>	<p>Project was procured and initiated in FY24. Work was paused in April 2025 when budget was swept. The project is re-commencing in FY26 and will be completed mid-2026, at which point DDOT will work internally to finalize the report for delivery to Council after appropriate internal reviews. DDOT submitted a letter to Council on January 12, 2026, with details about what to expect in this report.</p>

	the project period, to identify lessons learned and areas for additional exploration.	
The Impact of E-Bike Vouchers on Mode Choice and Transportation Security of Urban Residents: A Randomized Control Trial in Washington, DC (posted at https://ebikes.ddot.dc.gov/pages/ebike-resources under FY25 Program Analysis)	In FY25, DDOT launched the second year of the District E-Bike Incentive Program that allowed residents to apply for vouchers toward the purchase of e-bikes and other covered items at authorized local shops. The program intended to increase transportation options and security for disadvantaged District residents, as well as shift driving trips to more sustainable e-bike trips through increased e-bike ownership. A total of 329 vouchers were redeemed. A randomized control trial found that the program increased transportation security, reduced driving trips, and had a greater impact on lower-income residents for voucher redeemers compared to the control group. Voucher redeemers reduced their driving by half, doubled their e-bike trips, and quadrupled their transportation security index score after 6 months of e-bike ownership.	Completed.
Traffic Safety Input Before/After Evaluation and Program Effectiveness	In FY25, DDOT Safety Administration’s Multimodal Safety Engineering Division, and Strategic Initiatives Branch launched an internal study to determine the effectiveness of the Traffic Safety Input (TSI) Program using before/after evaluations at locations that were prioritized and received safety countermeasures compared to control group that were similar in character and were not prioritized and therefore did not receive safety countermeasure treatments. Locations were evaluated on local/collector streets as well as arterial street intersections.	Expected internal completion in FY26.

PART II: AGENCY-SPECIFIC QUESTIONS

Mode Shifting

- 36. 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 commuting mode share distribution for the District? Please describe the methodology employed to determine mode share.**
- a. Is the District on pace to achieve its goal by 2032?**
 - b. What are the main strategies for achieving these goals?**
 - c. Which actions did DDOT take in FY25 and FY26, 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. ACS recently released the CY2024 1-year estimate 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
2024 ACS 1-year estimates	33.4%	17.1%	26.6%	22.9%
2024 ACS 5-year estimates	Not available	Not available	Not available	Not available

- a. The District has experienced a 10-year decline in driving alone for work, which is a positive trend. However, driving is up 16.4% since the COVID-19 lockdowns lifted in 2021. Public transportation is rebounding although still far from the goal of 50%: commute mode share of 26.6% in 2024 and a 129.3% increase since the lift of COVID-19 lockdowns in 2021.
- b. The main strategies used to implement these policies can be found in moveDC, DDOT’s strategic plan:
 - o Strategy #21: Install more protected bike lanes—complete 20 miles of protected bicycle lanes by FY22, then install at least five miles annually.
 - o Strategy #22: Build more trails in the Capital Trails Network.
 - o Strategy #23: Add more bikeshare stations and implement programs to increase their use.
 - o 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](#).
 - o Strategy #36: Foster community partnerships to increase programs that encourage sustainable transportation options. Aligns with existing program at DDOT: [goDCgo](#).
 - o Strategy #37: Increase awareness of the District’s required commuter benefits among employers.
- c. Most impactful activities in FY25 and FY26 through January 2026:
 - o Continued to build our bicycle network to over 117 miles of bike lanes (42 of those protected miles) and nearly 70 trail network miles.

- Continued to make system improvements, replace stations, and add e-bikes to the Capital Bikeshare fleet, resulting in a record-shattering 6.6 million trips in 2025, a 22% increase in program revenue, and a 9% increase in ridership over the previous highest year. According to the member survey, nearly 20% of Capital Bikeshare trips would have been a driving trip if the user didn't have Capital Bikeshare—1.3 million avoided car trips.
- Permitted private shared fleet devices, on which residents and visitors took 12.6 million trips, 47% of which exceeded 1 mile in distance, underpinning the mode shift potential of replacing nearly 6 million car trips with zero-emissions dockless vehicles.
- 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 45,800 cars per day in the District. This represents a 3% reduction in the District's total vehicle miles traveled (VMT) annually, and an 8% reduction in VMT for work and school trips. The District spends only \$0.22 per car trip eliminated and \$0.01 per vehicle mile eliminated.
- Supported 2,266 employers with sustainable commuting benefits through the goDCgo Transportation All-Stars program, representing 469,402 employees.
- Incentivized 329 District residents to purchase an e-bike with a voucher through the District E-Bike Incentive Program, which led to a decrease in car trips and an over tenfold increase in recipients' transportation security.

37. Has the modal split for commute trips changed in FY25 and FY26, to date? Please describe the methodology employed (e.g., America Community Survey).

Compared to the American Community Survey (ACS) 2023 1-year estimates, the 2024 1-year estimates show an increase in biking (+14.3%), an increase in public transportation (+16.2%), a decrease in telework (-16.1%), and a small increase in driving (+2.1%) for commutes.

38. Has a viable methodology for measuring the mode share distribution for non-commute trips become available?

No, DDOT does not have a citywide, validated methodology for collecting modal data for non-commute trips.

39. Please describe how roadway traffic volume, traffic speed, and teleworking patterns have changed in FY25 and FY26, to date.

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, emphasizing that a robust transportation network is needed to accommodate a thriving downtown and 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 FY24-FY25 volume change is minimal (close to 0%).

Traffic speed: Based on INRIX vehicle travel speed data from 3,652 Traffic Message Channel (TMC) links citywide, average travel speeds in FY25 declined modestly compared to FY24, following two consecutive years of slight improvement. The overall average speed in FY25 was 18.52 mph, down from 18.83 mph in FY24 and comparable to FY23 levels (18.74 mph). Average weekday speeds decreased from 18.63 mph in FY24 to 18.32 mph in FY25, while average weekend speeds declined from 19.33 mph to 19.02 mph. During peak periods, average AM speeds (6–10 a.m., all days) decreased from 18.50 mph in FY24 to 18.21 mph in FY25, and average PM speeds (3–7 p.m., all days) declined slightly from 17.28 mph to 17.15 mph. Newly examined weekday-only peak metrics indicate average speeds of 17.73 mph during the AM peak and 16.82 mph during the PM peak in FY25, providing additional insight into weekday congestion conditions. Overall, FY25 speeds remain within the range observed since FY23 but reflect a modest softening across most time periods relative to FY24.

Teleworking Trends: According to the American Community Survey (ACS) 1-Year Estimate for 2024, the percent of District workers working at home has decreased 16.1% from last year, from 27.3% of workers to 22.9% 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: Driving to work has trended downward in the District in the past 10 years (17.9% decrease), but according to the ACS 1-Year Estimate for 2024 is up 16.4% since the COVID-19 lockdowns in 2021.

Public Transportation Trends: Taking public transit to work in the District is steadily recovering since the COVID-19 lockdowns in 2021 and is up 129.3% since then. According to the American Community Survey (ACS) 1-Year Estimate for 2024, 26.6% take public transit to work, up 16.2% over last year (2023).

Bicycling Trends: According to the ACS 1-Year Estimate for 2024 in the District, bicycling to work has increased 0.5 percentage points for the second year in a row, or 14.3% since last year. Since 2021, the first year 1-Year Estimates were collected since the COVID-19 pandemic lockdowns, the rate of bicycling to work has rebounded 90.5%. The Capital Bikeshare system saw a record-shattering 6.6 million trips in 2025, a 9% increase in program revenue, and a 9% increase in ridership over the previous highest year (2024).

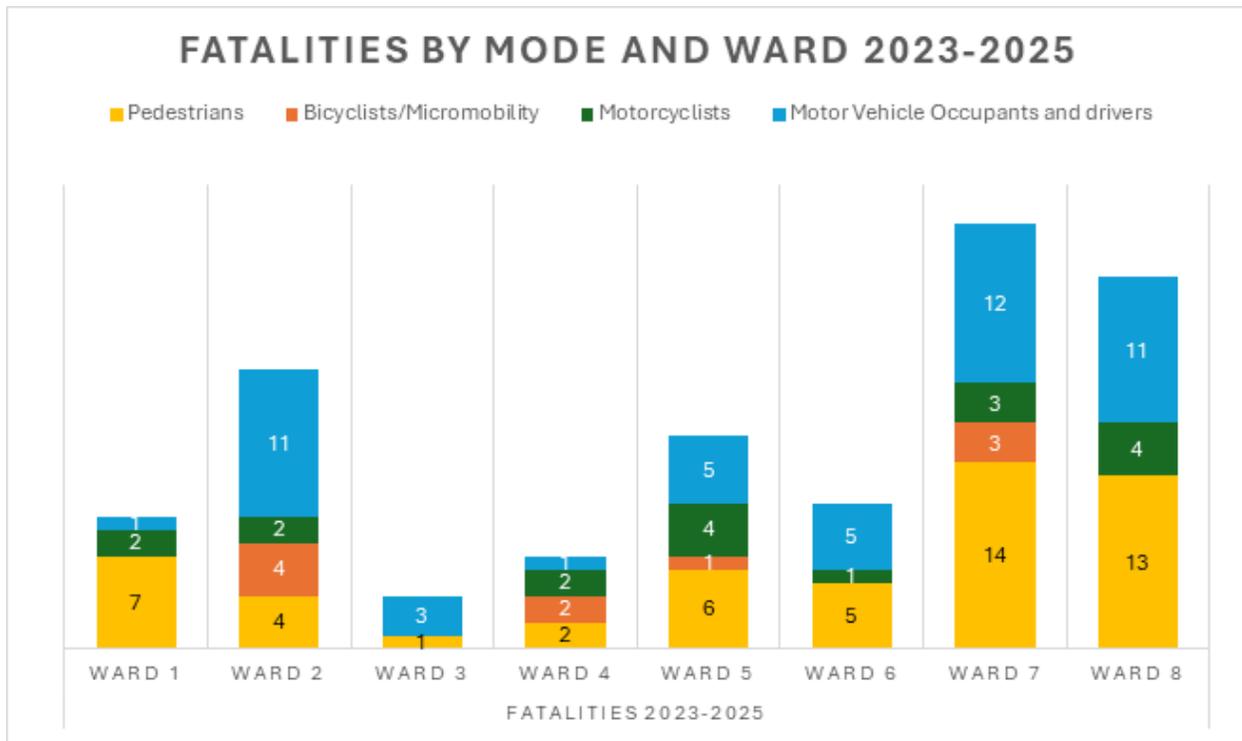
Micro-mobility: In 2025, the system saw a record 12.6 million shared e-bike and e-scooter trips. Shared e-bike rides were up 80% and shared e-scooter rides were up 23% from last year.

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 & Traffic Safety

40. Please list the total number of traffic fatalities in the District for CY24-CY26, to date, broken down by mode and ward.

Between CY23-25, DC had a total of 129 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](#).

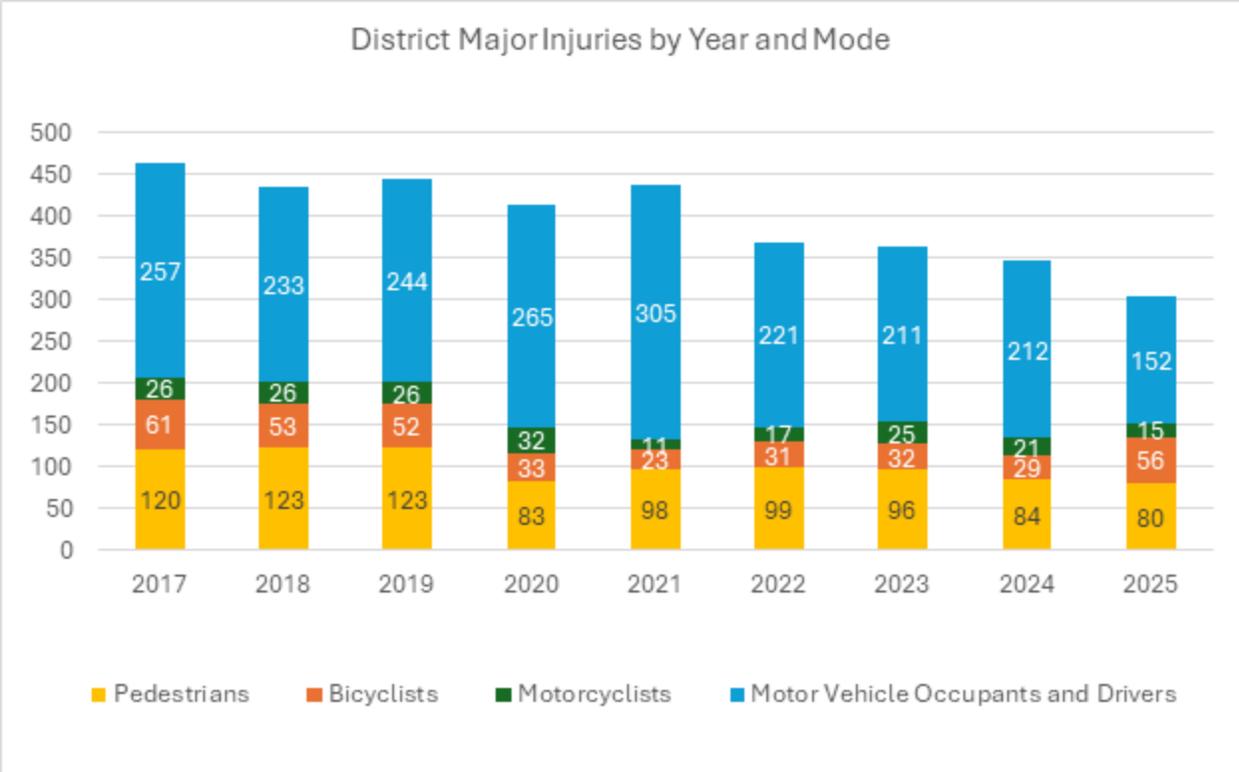


Fatalities

For people traveling as a pedestrian, on a bicycle, or other micromobility device, DC has had 60 fatalities, 439 major injuries, and over 4,000 minor injuries. Fatal pedestrian crashes this year largely occurred in the dark and often involved pedestrian impairment, medical emergencies, or pedestrians outside of vehicles or walking in interstate highways. Two of the 13 fatal pedestrian crashes occurred in daylight hours and due to drivers failing to yield to someone legally in the crosswalk while making a turn. Details of fatal crashes and site visits can be found here: <https://visionzero.dc.gov/pages/crash-analysis#analysis> under the “Fatality Details” tab.

To understand the trend in fatalities, staff reviewed all fatal crashes for CY23-25 and determined the following trends:

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



Bicycle Major Injury crashes increased dramatically this year compared to previous years. DDOT and MPD are still determining some of the trends and root causes; however, the following have come to light:

- Crashes Peak in May, June, August, and September
 - In 2025, June was the highest bicycle major injury crash month
- More crashes happened at intersections and in most cases
- Drivers were at fault for various maneuvers/failure to yield for the majority of bicycle crashes
- Most crashes occurred on streets that had either no bike facility or sharrows (~67%)
- There were crashes on streets with protected bike lanes, but mostly at intersections
- 4 of the crashes were due to the person biking running a red light

Like all states, DDOT must report 3-year rolling averages to FHWA. These averages help better illustrate trends on our street network and safety effort:

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

Year Range	Fatal	Major	Minor	Total
2019 - 2021	35.7	418	6,621	7,075
2020 - 2022	38.7	388	5,924	6,350
2021 - 2023	41.3	375	6,092	6,508
2022 - 2024	45.3	341	6,060	6,446
2023 - 2025	40.3	319	5,835	6,195

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 January 2026

41. Please provide an update on the **High Injury Network (“HIN”)**, including:
- A status update on the 15 quick build and major capital projects within the HIN DDOT referenced in last year’s responses (DDOT’s response to Question 56).

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*	Jan 2026 Status
Corridor Safety: Southern Ave Ward 7 (HIN Tier 1)	7	Tier 1	QB	Pennsylvania to Benning is under construction, Branch to Pennsylvania and Benning to Eastern is under concept development and analysis
Bus Priority: Florida Ave NW/NE, (HIN Tier 1)	1,2,5	Tier 1	QB	Segment is on hold pending completion of the U Street NW bus priority project
Bus Priority: Minnesota Ave SE (HIN Tier 1)	7,8	Tier 1	QB	Both the Ward 7 and Ward 8 segments are currently being designed. The Ward 8 Segment from Marion Barry Ave to Pennsylvania is on track to be constructed in CY2026
Bus Priority: Benning Rd SE Bus Priority Project (HIN Tier 1)	7	Tier 1	QB	Segment is on hold pending staff resources; anticipating restarting in spring 2026
Alabama Avenue SE Corridor Capital Improvement Project (HIN Tier 1)	7,8	Tier 1	CAP	Project is pending procurement to restart and continue the project

North Capitol Street Corridor Study (HIN Tier 1)	5,6	Tier 1	CAP	The planning phase for Massachusetts Ave to Michigan Ave is underway. Spot treatments from the feasibility study phase are in design.
Southern Avenue Ward 8 Phase 1 (HIN Tier 1)	8	Tier 1	CAP	The segment between South Capitol Street and Barnaby Road had quick delivery safety treatments installed in the interim, Design is nearly complete and will go to construction procurement starting in FY26.
Florida Avenue-New York Avenue NE Intersection Project (HIN Tier 1)	5,6	Tier 1	CAP	Project is completed and in active use.
Florida Ave NE Streetscape 2nd to H St. Project (HIN Tier 1)	5,6	Tier 1	CAP	Project is completed and an evaluation will be done in FY27
Pennsylvania and Minnesota Avenue SE Safety Improvements (HIN Tier 1)	7	Tier 1	CAP	Project is nearing construction, DDOT Safety Administration worked with IMPA to make design adjustments that are intended to improve safety for all users of the intersection.
Bladensburg Road NE Multimodal Safety and Access (HIN Tier 2)	5	Tier 2	CAP	Project is nearly awarded to develop design plans to 30% design.
Corridor Safety: Marion Barry Ave SE (HIN Tier 3, High pedestrian crashes)	7,8	Tier 3	QB	Project is in design to begin construction in FY26.
Bikeway & Bus Priority: M Street SE Corridor Safety Project (HIN Tier 3)	6,8	Tier 3	QB	Project is completed, segment between First Street SE and Maine Ave SW is in conceptual development.
Neighborhood Safety: Marion Barry Ave (MLK-Good Hope RD SE) Safety & Connectivity Study "Phase 3" (HIN Tier 3)	8	Tier 3	QB	Project is in design.
East Capitol Street Corridor Mobility and Safety Improvements (HIN Tier 3)	7	Tier 3	CAP	Project is in design and is undergoing necessary design updates to improve safety, the team is holding public meetings with the community.
Eastern Avenue NE Corridor Safety Project (HIN Tier 1)	7	Tier 1	QB/CAP	Kenilworth to Southern Avenue. Project is kicking off planning in FY26 to address high rate of injury and fatal crashes seen in past 3 years. Project kickoff was delayed due to need/request to take on South Dakota Avenue NE project.

*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)

Apart from the safety-driven corridor and intersection improvement projects, DDOT has other corridor projects that focus on improving multi-modal connections. The list of other corridor projects in Wards 5, 7, and 8 can be viewed here: <https://projects.ddot.dc.gov/pages/projects>.

- 42. Please provide an update on the Annual Safety Program (“ASaP”), including:**
- a. A list of the intersections DDOT has identified as “high crash” intersections in FY25 and FY26, to date; and**
 - b. The status of improvements either planned for or in-progress at these intersections.**

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: <https://experience.arcgis.com/experience/927e7837c14947da8d1d54efc7bdec37>.

The following were considered as the top 25 safety priority intersections according to our intersection priority model:

Rank	Intersection Name	Ward	Active Project?
1	NEW YORK AVE NW & 7TH ST NW & ALLEN Y LEW PL NW	2	Y
2	K ST NW & 7TH ST NW	2	Y
3	25TH ST SE & MINNESOTA AVE SE	8	Y
4	BENNING RD NE & 45TH ST NE	7	Y
5	EAST CAPITOL ST BN & 61ST ST NE	7	Y
6	BENNING RD NE & BENNING RD SE & EAST CAPITOL ST BN	7	Y
7	U ST NE & RHODE ISLAND AVE NE	5	FUTURE
8	FORRESTER ST SW & FORRESTER ST SE & SOUTH CAPITOL ST BN	8	FUTURE
9	36TH ST NE & BENNING RD NE	7	Y
10	16TH ST SE & MARION BARRY AVE SE	8	Y
11	EASTERN AVE NE & SOUTHERN AVE NE	7	Y
12	PIERCE ST NW & NEW JERSEY AVE NW	6	Y
13	MARYLAND AVE NE & BLADENSBURG RD NE & MORSE ST NE	5	Y
14	L ST NW & NEW JERSEY AVE NW	6	Y
15	MARTIN LUTHER KING JR AVE SW & XENIA ST SW & SOUTH CAPITOL ST BN	8	FUTURE
16	17TH ST SE & MARION BARRY AVE SE	8	Y
17	M ST NW & NEW JERSEY AVE NW	2	N
18	18TH ST SE & MARION BARRY AVE SE	8	Y

19	M ST NE & BLADENSBURG RD NE	5	Y
20	SYCAMORE RD NE & 49TH ST SE & EAST CAPITOL ST BN	7	Y
21	N ST NE & NEW YORK AVE NW & NEW YORK AVE NE	6	Y
22	MARYLAND AVE NE & 15TH ST NE & BENNING RD NE & BLADENSBURG RD NE & H ST NE	6	Y
23	27TH ST SE & MINNESOTA AVE SE	7	Y
24	NEW JERSEY AVE NW & NEW YORK AVE NW	2	N
25	NORTH CAPITOL ST BN & FLORIDA AVE NW & FLORIDA AVE NE	5	Y

43. Please identify the 10 most dangerous intersections for each of the following modes over the past 3 years: vehicle, bicycle, scooter, and pedestrian. Please describe the methodology employed (e.g., Crash Composite Index, etc.). In your response, please 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 methodology, 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 that the count of injuries does not include fatalities. If a fatality occurred, it 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 for the 3-year span of 2023-2025 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 two or more total scooter crashes.

Top 10 Pedestrian Locations

Injury Crash Rank	Intersection Name	Quadrant	Mode Injury Crash Count	Ward	Active Project and Status
1	ALABAMA AVE AND GOOD HOPE RD	SE	8	7	Design
2	SOUTHERN AVE AND S CAPITOL ST	BN	7	8	Design, Construction FY26
3	MINNESOTA AVE AND BENNING RD	NE	10	7	Construction FY26

4	ALABAMA AVE AND NAYLOR RD	SE	10	7,8	Completed Interim, Planning for Corridor Study
5	14TH ST AND U ST	NW	6	1,2	Design for U Street, Planning for 14 th Street
6	CATHEDRAL AVE AND CONNECTICUT AVE	NW	6	3	Design
7	MONTELLO AVE AND MOUNT OLIVET RD	NE	5	5	Completed
8	ALABAMA AVE AND STANTON RD	SE	8	8	Construction FY26
9	VERMONT AVE AND U ST	NW	6	1	Design
10	MARTIN LUTHER KING AVE AND HOWARD RD	SE	4	8	Construction

Top 10 Bicycle Rider Locations

Injury Crash Rank	Intersection Name	Quadrant	Mode Injury Crash Count	Ward	Active Project and Status
1	14TH ST AND IRVING ST	NW	12	1	Planning
2	4TH ST AND K ST	NW	7	6	Completed
3	14TH ST AND R ST	NW	6	2	Construction FY26
4	GEORGIA AVE AND BARRY PL	NW	4	1	Design
5	9TH ST AND RHODE ISLAND AVE	NW	7	6	Completed project in FY23
6	14TH ST AND FLORIDA AVE	NW	4	1	Construction FY26
7	7TH ST AND D ST	NW	3	2	Planning
8	12TH ST AND P ST	NW	3	2	No Project
9	14TH ST AND I ST	NW	4	2	Design
10	3RD ST AND H ST	NE	3	6	Design- H Street Bridge, Construction H Street Bus Priority Project

Top 10 Scooter Rider Locations

Injury Crash Rank	Intersection Name	Quadrant	Mode Injury Crash Count	Ward	Active Project and Status
1	7TH ST AND G ST	NW	3	2	Planning
2	1ST ST AND M ST	NE	3	6	No Project
3	K ST AND NORTH CAPITOL ST	BN	5	6	Construction FY26
4	14TH ST AND P ST	NW	3	2	Construction FY26
5	23RD ST AND Q ST	NW	2	2	No Project

6	8TH ST AND H ST	NW	2	2	Planning
7	5TH ST AND K ST	NW	2	6	Design
8	9TH ST AND PENNSYLVANIA AVE	NW	3	2	Design
9	11TH ST AND MONROE ST	NW	1	1	Design
10	14TH ST AND D ST	NE	1	6	No Project

Top 10 Vehicle Occupant (Drivers and Passengers) Locations

Injury Crash Rank	Intersection Name	Quadrant	Mode Injury Crash Count	Ward	Active Project and Status
1	NEW YORK AVE AND BLADENSBURG RD	NE	66	5	Design
2	MONTANA AVE AND NEW YORK AVE	NE	53	5	Future Planning, previous HSIP location
3	MINNESOTA AVE AND BENNING RD	NE	34	7	Construction FY26
4	NEW JERSEY AVE AND H ST	NW	26	6	Completed
5	MARTIN LUTHER KING JR AVE AND S CAPITOL ST	BN	25	8	Design
6	EASTERN AVE AND MINNESOTA AVE	NE	29	7	Completed, Planning starting FY26
7	MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	NE	27	7	Design
8	BRANCH AVE AND PENNSYLVANIA AVE	SE	21	7	Completed
9	SOUTHERN AVE AND S CAPITOL ST	BN	21	8	Design
10	SOUTH DAKOTA AVE AND BLADENSBURG RD	NE	20	5	Planning

44. Please identify the 20 locations at which pedestrians and bicyclists were most frequently injured or killed by a collision in the District during the preceding 5 years. In your response, please:
- Describe any inspections conducted by DDOT at the locations identified above;
 - Provide recommendations to decrease the number of collisions with pedestrians or bicyclists at the locations identified above, and a timeline for implementing those recommendations; and
 - Provide a status update on the implementation of recommendations provided in past reports or performance oversight pre-hearing responses.

The twenty locations with the highest count of injury + fatal crashes (KAB Crash follows the federal KABCO system where K stands for fatal crashes, A stands for major injuries, and B stands for minor injuries) for bicyclists and pedestrians are listed in the table below.

Recommendations vary by location but generally include many of the treatments noted on the [Vision Zero Engineering Toolbox](#) page as well as [FHWA Proven Safety Countermeasures](#) and follow a [Safe System Approach](#) that applies redundant treatments for safety.

Intersection Name	# OF VRU KAB Crash 2021-2025	Inspection Done?	Active Project?	Project Status
14TH STREET NW AND U STREET NW	17	Yes, Road Safety Audit	Y	Design for U Street, Planning for 14 th Street side.
FLORIDA AVENUE NW, Georgia Avenue, AND 7TH STREET NW	16	Yes, Road Safety Audit	Y	Most recent implementation was Summer 2024, Florida Ave Bus project is in planning
FLORIDA AVENUE NW AND 8TH STREET NW	15	Yes, Post-Fatal Site Visit	Y	Post fatal crash implementation in FY25, Florida Ave project is in planning
7TH STREET NW AND RHODE ISLAND AVENUE NW and R Street NW	13	Yes, HSIP/ISIP Site Review	Y	HSIP intersection project is finishing design.
NEW YORK AVENUE NW AND NORTH CAPITOL STREET NW AND N STREET NE	13	Yes, Road Safety Audit	Y	North Capitol Street Project is in planning, HSIP project constructed in 2024
BENNING ROAD NE AND 16TH STREET NE	12	Yes, HSIP/ISIP Site Review	Y	HSIP Intersection design completed. Construction expected FY26
14TH STREET NW AND RHODE ISLAND AVENUE NW	12	Yes, HSIP/ISIP Site Review	Y	HSIP intersection study and design is underway. Construction expected in FY26
MINNESOTA AVENUE NE AND BENNING ROAD NE	12	Yes, Road Safety Audit	Y	Capital project for Benning Road set to be constructed starting in FY 2026, Bus Priority project for Minnesota Ave is in Design.
SOUTHERN AVENUE NE AND EASTERN AVENUE NE	12	Yes, Road Safety Audit	Y	Southern Ave Ward 7 Phase 2 Corridor Safety Project is in conceptual planning. Most crashes, however do not occur at Eastern, but at 63 rd and Banks St
H STREET NE AND MARYLAND AVENUE NE BLADENSBURG ROAD, BENNING ROAD NE AND 15TH STREET NE	11	Yes, Site Walk for Bladensburg and H Street Projects	Y	H Street Project is in Construction for the first phase of treatments, Bladensburg Road should begin design in FY26,

				Benning Road NE project is a future Bus Priority project.
GEORGIA AVENUE NW AND NEW HAMPSHIRE AVENUE NW AND ROCK CREEK CHURCH ROAD	11	Yes, Site Safety Walk	Y	Georgia Avenue Bus Priority Project is in Design
14TH STREET NW AND P STREET NW	11	Yes, HSIP/ISIP Site Review	Y	HSIP design is nearly complete and will be going to construction in FY26
WISCONSIN AVENUE NW AND M STREET NW	11	Yes, Site Walk	Y	Georgetown Mobility and Access Study recommendations are under construction, M Street and Wisconsin Avenue are upcoming bus priority projects
U STREET NW AND 13TH STREET NW	11	Yes, Road Safety Audit	Y	U Street Bus Priority Project is in Design.
14TH STREET NW AND OTIS PLACE NW	11	Yes, Site Walk	Y	Bus priority project is in Design
NAYLOR COURT NW AND 9TH STREET NW	11	Yes, Site Walk for bike project	N	Bike lane project on 9 th Street completed in 2023. Not a current study location.
14TH STREET NW AND PARKWOOD PLACE NW	10	Yes, Site Walk	Y	Bus priority project is in Design
PENNSYLVANIA AVENUE SE AND MINNESOTA AVENUE SE	10	Yes, Review of Existing Conditions and Design	Y	Capital project set to begin construction in FY26 with additional safety treatments for pedestrians
RHODE ISLAND AVENUE NE AND 5TH STREET NE	10	Yes, HSIP/ISIP Site Review	Y	Completed HSIP project in 2023, added crosswalk at 5 th Way and improved markings and signs at 5 th Street NE.
14 TH STREET AND I STREET NW	9	Yes, Site Walk	Y	Bus Priority and safety upgrades for I Street NW through downtown

- 45. Please describe DDOT’s process for evaluating whether to convert temporary traffic calming devices (e.g., flexiposts) into permanent infrastructure.**
- a. Please share a list of temporary traffic calming devices that DDOT converted to permanent infrastructure in FY25 and FY26, to date.**
 - b. Please share a list of temporary traffic calming devices that DDOT plans to convert to permanent infrastructure in the remainder of FY26 or beyond, including a timeline for those planned conversions.**

The Tactical to Permanent (T2P) program is one of many ways DDOT upgrades tactical safety improvements to permanent. The following answer refers only to this program. DDOT also upgrades tactical safety improvements through corridor and ASaP projects when feasible.

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.

- a. The following locations were converted from temporary to permanent over FY25:

Location	Design	Construction Start	Current Status
Piney Branch Rd NW & Sheridan St NW	2024	2025	Completed November 2025
17th St NW & V St NW	2024	2025	Completed May 2025
17th St NW & Florida Ave NW	2024	2025	Completed October 2025
Fort Totten Dr NE & Hamilton St NE	2024	2025	Completed September 2025

- b. The following locations are planned for construction to be converted from temporary to permanent over FY26:

Location	Design	Anticipated Construction Start	Current Status
15th St SE & Kentucky Ave SE	2023	2026	design complete, to be installed summer 2026
6th St NW & O St NW	2023	2026	design complete, to be installed summer 2026
14th St NW & Delafield Pl NW	2023	2026	completed April 2025
13th St SE & Kentucky Ave SE	2023	2026	design complete, to be installed summer 2026
13th St NE & Constitution Ave NE	2023	2026	design complete, to be installed summer 2026
6 th Street & Neal Place NE	2026	2026	90% design
10 th Street & Barry Place NW	2026	2026	Awaiting construction NTP
Calvert Street & Woodley Place NW	2026	2026	Awaiting construction NTP
37 th Street & Alabama Avenue SE	2026	2026	Awaiting construction NTP
25 th Street & Alabama Avenue SE	2026	2026	Awaiting construction NTP

The following locations are planned for design to be converted from temporary to permanent over FY26:

Location	Design	Anticipated Construction Start	Current Status
14th St NW & Arkansas Ave NW	2023	2027	65% Design. to be installed alongside 14 th Street NW Bus Priority Project (construction 2027)
9th St NW & Upshur St NW	2025	2027	At 65% design
6th Street & Cedar Street NW	2026	2027	Concept Design
8 th Street & Kansas Street NW	2026	2027	Concept Design
5 th Street & Blair Road NW	2026	2027	Concept Design
36 th Street & Warren Street NW	2026	2027	Concept Design
V Street & Lincoln Road NW	2026	2027	Concept Design
18 th Street & C Street SE	2026	2027	Concept Design
4100 Albermarle Street – Midblock	2026	2027	Concept Design

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

- a. The number of miles of federal roads in the District, broken down by ward;
- b. 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 FY26 and beyond;
- e. The amount of funding spent on resurfacing or improving federal roads in FY25 and FY26, 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 FY25 and FY26, to date, and whether the federal roads were, in fact, resurfaced or improved in FY25 and FY26, to date;
- g. An assessment of whether the amount of funding dedicated to federal roads in FY25 and FY26 was sufficient to meet agency goals; and
- h. The agency’s federal road improvement schedule for FY26–FY29, 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	53.9	62.6	65.2	51.9	48.1

b.

Excellent	57.8 %
Good	24.6 %
Fair	11.2 %
Poor	6.4 %

- c. The agency was not able to eliminate all poorly rated roads by FY 2024. However, at the end of CY26, 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 continue 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. In 2025, DDOT was able to coordinate on 50 resurfacing sites which reduces the number of cuts made into the road, reduces parking impacts to the community and helps preserve the asset long term.

e.

Funding source	FY 2025	FY 2026 (to-date)
Federal/FHWA	\$19,462,409	\$5,232,800
Local/CIP	\$29,211,299	\$8,842,238
Total	\$48,673,707	\$14,075,038

- 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 CY 26 Paving Plan has been published on the [PaveDC website](#). In addition, this includes future years' candidates for resurfacing and will continue to populate for 2027 and beyond as locations are identified. At the moment, DDOT only has locations up to 2027. In addition, please view the link <https://arccg.is/0yOqzG0> which has plans broken out by contract and future plans.

47. 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 2025;**
- d. **Any new goals for local streets for the remainder of FY26 and beyond;**
- e. **The amount of funding spent on resurfacing or improving local streets in FY25 and FY26, 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 FY25 and FY26, and whether the federal roads were, in fact, resurfaced or improved in FY25 and FY26, to date;**
- g. **An assessment of whether the amount of funding dedicated to local streets in FY25 and FY26 was sufficient to meet agency goals; and**
- h. **The agency's local streets improvement schedule for FY26–FY29, 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	87.5	47.5	112.2	67.8

b.

Excellent	55.9%
Good	25.2%
Fair	10.7%
Poor	8.2%

- c. The agency was not able to eliminate all poorly rated roads. However, at the end of CY25, 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 2026 and beyond. Bi-monthly meetings with both parties have been occurring since summer 2024; namely, since DC Water given the large CIP portfolio.
- e.

Funding source	FY 2025	FY 2026 (to-date)
Federal/FHWA	\$19,462,409	\$5,232,800
Local/CIP	\$29,211,299	\$8,842,238
Total	\$48,673,707	\$14,075,038

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 and are advantageous to possibly increase capacity with the new contract unit pricing under the Local Paving Contract.

h. The CY 26 Paving Plan has been published on the [PaveDC website](#). In addition, this includes future years’ candidates for resurfacing and will continue to populate for 2027 and beyond as locations are identified. At the moment, DDOT only has locations up to 2027. In addition, please view the link <https://arcg.is/0yOqzG0> which has plans broken out by contract and future plans.

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

- a. The number of miles of alleys in the District, broken down by ward;**
- b. The percentage of alleys assessed as Excellent, Good, Fair, and Poor;**
- c. Whether the agency met its previously stated goal of resurfacing all poorly rated alleys in 2024;**
- d. Any new goals for alleys for the remainder of FY26 and beyond;**
- e. The amount of funding spent on resurfacing or improving alleys in FY25 and FY26, to date, broken out by local, federal, and special purpose dollars;**
- f. A list, broken down by ward, of any alleys scheduled to be resurfaced or improved in FY25 and FY26, and whether the alleys were, in fact, resurfaced or improved in FY25 and FY26, to date;**
- g. An assessment of whether the amount of funding dedicated to alleys in FY25 and FY26 was sufficient to meet agency goals; and**
- h. The agency’s alleys improvement schedule for FY26–FY29, 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	77.9 %
Good	9.6 %
Fair	5.8 %
Poor	6.7 %

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. The

agency has work plans and sites in need of restoration into 2031, of which are published on the PaveDC website.

d. There are no new goals for our Citywide Alley Restoration Program other than completing the annual alley restoration plan.

e.

Funding source	FY 2025	FY 2026 (to-date)
Local/CIP	\$9,090,577	\$5,133,404

f. DDOT’s PaveDC website has a dashboard that shows the FY25 and FY26 Alley Restoration Plans on a map and indicates the status of planned improvements in a user-friendly format, which can be filtered by ward. The website also illustrates all planned sites up to 2031. Moreover, the number of locations completed in FY 25 was substantially lower due to not having a new Citywide Alley Contract. The team had to ride off of IPMA’s existing Green Alley Contract and completed just 37 locations with the remainder of sites being moved to 2026. We anticipate the contract to be awarded in the spring and resume maximum output from our team.

g. No, the agency has not reached 0% for poorly rated alleys in FY25. 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 see in FY 20 and FY 21.

h. The FY26 to FY31 Alley Restoration Plans are published on DDOT’s PaveDC website and are filterable by ward. In addition, please view the link <https://arcg.is/0yOqzG0> which has plans broken out by contract and future plans.

49. 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 FY25 and FY26, 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 FY25 and FY26, 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 FY25 and FY26, and whether the sidewalks were, in fact, resurfaced or improved in FY25 and FY26, to date;**
- h. An assessment of whether the amount of funding dedicated to sidewalks in FY25 and FY26 was sufficient to meet agency goals; and**
- i. The agency’s sidewalks improvement schedule for FY26–FY29, 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	266	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. The DDOT Sidewalk Gap Program installed 1.0 mile of sidewalk gaps (23 segments) in FY 2025 and 1.48 miles of sidewalk gaps (17 segments) in FY 2026 to date, for a total of 2.48 miles installed.

d.

Excellent	66.3 %
Good	15.0 %
Fair	6.4 %
Poor	12.3 %

e. Please see DDOT’s Sidewalk Restoration Dashboard for planned sidewalk repairs and goals. Note that there were no new sidewalk initiatives for FY 25.

f.

Funding source	FY 2025	FY 2026 (to date)
Local/CIP	\$15,196,713	\$6,139,324

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. Please view the link with work plans by contract <https://arccg.is/0yOqzG0>.

- 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 FY26 to FY30 Sidewalk Restoration Plans are published on DDOT's [PaveDC website](https://arcg.is/0yOqzG0) and are filterable by ward. In addition, please view the link <https://arcg.is/0yOqzG0> which has plans broken out by contract and future plans.

- 50. 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 FY25 and FY26, to date; and**
 - d. Miles of bridges and tunnels resurfaced or improved in FY25 and FY26, to date.**

- a. See **Appendix P2Q050a**
- 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. See **Appendix P2Q050b**, which includes the status and construction of each deficient bridge.

DDOT Tunnel Inventory

DDOT - Tunnel List			
TN #	Tunnel Name	Year Constructed	Length (ft.)
99	Thomas Circle Tunnel	1940	415
100	Scott Circle Tunnel	1941	222
101	DuPont Circle Tunnel	1950	579
102	Washington Circle Tunnel	1960	519
172N	12th Street Expwy (North) Tunnel (Long)	1964	730
172S	12th Street Expwy (South) Tunnel (short)	1964	263
173	9th Street Tunnel	1970	1559
508	Tax Court Tunnel	1975	208
1101	I-395 SW Ramp Tunnel (under SE/SW Fwy)	1959	473
1113	12th Street SW Tunnel (near Maine Ave)	1959	296
1142	3rd Street NW (South) / Mall Tunnel	1972	3434

1143	3rd Street NW (North) / Air Rights Tunnel	1971 and 2020	2346
1209	E St NW Expwy Tunnel	1964	635
1302	I-66/Potomac River Fwy Tunnel	1962	557
1409	Barney Circle Ramp Tunnel	1974	304
1410	Barney Circle Tunnel	1974	440

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 3 rd Street Tunnel)	Various	\$10 million

In addition to the routine operation, maintenance, inspection, and support services for the DC Tunnel, the following enhancements have been implemented.

- Mall Tunnel HHS Modicon Harmonic Interference Mitigation,
- Traffic Safety improvement for the 3rd street tunnel (Mall and Air Rights tunnels)
- CCTV technology Enhancement
- Mall Tunnel DOL Modicon PLC Programing
- Fiber Installation for TN 1101, from Mall Tunnel Roadway’s CO Room to Central Control Room
- Sump Pit Restoration in Fan Room #2 in DOL Building
- Mall Tunnel HHS Damaged Switch Replacement
- Waterproofing Mezzanine Decking in Fan Room 1 in DOL Building, (design completed, construction just started)
- Movable Barrier for the Mall tunnel (design completed)
- Standpipes for tunnels that don’t have fire hydrants (design complete)

c. Federal Funds (Bridges)

- FY2025 - \$1,801,826.00
- FY2026 Q1 - \$ 321,913.00

Local Funds (Bridges)

- FY2025 - \$ 1,415,744.00 (*\$965,287 of the local fund is for New York Ave Bridge BR 534*)
- FY2026 Q1- \$123,724.00 (*\$43,246 of the local fund is for New York Ave Bridge BR 534*)

Funds (80% Federal, 20% DC) (tunnel inspection, technical support and operation/maintenance)

- FY25 – \$6,881,462

- Q1 FY26 –\$2,364,853.
- Local Funds (tunnels):
- No funds were spent during 2025 with local funds for tunnel technical support.

d. None in FY25 and FY2026 Q1 -- (There is a bridge that was resurfaced by Asset Management Division – Paving team in FY 2025 0.013 Miles long).

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

- 11th Street & East Capitol Street SE;**
- 18th Street & Newtown Street NW;**
- 14th Street & Arkansas Avenue NW;**
- 15th Street & Kentucky Avenue SE;**
- 6th Street & O Street NW;**
- 14th Street & Delafield Place NW;**
- 13th Street & Kentucky Avenue SE; and**
- 13th Street & Constitution Avenue NE.**

Below is the status of each of the identified locations:

Location	Design	Construction Start (Actual or Anticipated)	Current Status
11th St NE & E Capitol St NE	2023	Summer 2024	completed May 2024
18th St NW & Newton St NW	2023	Fall 2023	completed November 2023
14th St NW & Arkansas Ave NW	2023	2027	65% Design. to be installed alongside 14 th Street NW Bus Priority Project (construction 2027)
15th St SE & Kentucky Ave SE	2023	Summer 2026	design complete, to be installed summer 2026
6th St NW & O St NW	2023	Spring 2026	design complete, to be installed summer 2026
14th St NW & Delafield Pl NW	2023	Spring 2026	completed April 2025
13th St SE & Kentucky Ave SE	2023	Spring 2026	design complete, to be installed summer 2026
13th St NE & Constitution Ave NE	2023	Spring 2026	design complete, to be installed summer 2026

52. 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:

- Kentucky Avenue & Potomac Avenue SE;**
- Piney Branch Road & Sheridan Street NW;**
- 17th Street & V Street NW;**
- 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	On Hold*
Piney Branch Rd NW & Sheridan St NW	2024	2025	Completed November 2025
17th St NW & V St NW	2024	2025	Completed May 2025
17th St NW & Florida Ave NW	2024	2025	Completed October 2025
9th St NW & Upshur St NW	2025	2027	At 65% design
Fort Totten Dr NE & Hamilton St NE	2024	2025	Completed September 2025

*This project is too large for the T2P program and is being discussed for larger full intersection redesign with the infrastructure team

53. 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. Alabama Avenue SE Safety Improvement Project;

The Alabama Avenue SE Corridor Safety Improvements Project has been on pause due the federal funding expiring and the subsequent need to issue a new task order. DDOT is actively working on soliciting a multi-year IDIQ contract for planning, traffic analysis, and conceptual engineering, which will allow the agency to more quickly initiate planning projects. Alabama Avenue SE is anticipated to be one of the first tasks initiated under the new contract. It is anticipated to restart in mid to late 2026 once the new contract is awarded. The project has \$984,049.14 budgeted for the planning phase, including for DDOT labor.

Anticipated Schedule: Planning is scheduled to be completed in 2027, building upon a Roadway Safety Audit in late 2026. Design is expected to be underway in 2028. Construction is expected to begin in 2029 or 2030, depending on the timeline for design.

b. 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 project cost was approximately \$1,156,000. The original allocation for planning and design has been fully expended, with a remaining balance of \$1,461. DDOT is coordinating with existing resources and related corridor programs to advance implementation within the construction pipeline.

Status: (including whether on schedule and budget): As of January 2026, this project has transitioned from planning to design and implementation. Following the issuance of a Notice of Intent in Summer 2025 and the completion of environmental documentation by February 2026, the project will be on schedule to implement safety improvements within the Historic Anacostia neighborhood by the end of 2026. These improvements include one-way striping changes, intersection daylighting, updated signage, and curbside management measures with additional vertical traffic calming anticipated at a later date.

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

The project was awarded with a sole source contract for the final design (100% completion) on Feb 4, 2025. The remainder of the project will be administered in two phases. Phase 1 is the construction of the pedestrian bridge, approach slabs and ramp. The estimated construction for this phase is expected to begin in early 2027. The second phase will include drainage design on Chain Bridge Road and the remaining trails to Nebraska Ave. The anticipated construction for this phase is late 2027.

d. 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 design is 30% complete and the project was transferred to the Infrastructure Project Management Administration to administer through final design. The project is in solicitation with an expected Notice to Proceed (NTP) in early 2026. Design and construction will begin in FY27 as funding becomes available. A Cooperative Management Agreement, Memorandum of Agreement and Right of Way Certification, or another similar agreement needs to be in place to build the project on NPS property.

e. 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- Construction 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 2026.

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 2027. Anticipated completion date is Spring 2028.

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 2027. Anticipated completion date is Spring 2028.

f. New York Avenue Streetscape and Trail Project;

DDOT has completed scoping for the New York Avenue Safety and Operations Study and has started the procurement process. This will be a comprehensive corridor study for New York Avenue between 7th Street NW and the Anacostia River. Total budget for this project is \$2.4 million. This project will incorporate and advance recommendations from the New York Avenue Streetscape and Trail Project.

The sidewalk project on the north side of New York Avenue NE between Fairview Avenue and just west of Montana Circle is on the FY26 workplan and is scheduled to be constructed in spring 2026.

g. Canal Road Slope Stabilization Project;

DDOT completed the 30% preliminary design for the full project limits in 2021. Funding was identified for 30% to final design. In Fall 2024, DDOT contracted Volkert to complete the design. We are working on final design in phases:

- The limit for the Western Phase is East Capitol Street from B Street to 47th Street. The limit for the Eastern Phase is East Capitol Street from 47th Street to Southern Avenue SE.
- The design for the Eastern and Western Phases will be staggered but will overlap to expedite the design completion. There was a project delay due to community and stakeholder input for the Western Phase. Further community engagement is planned to finalize the scope of the Western phase. The Eastern phase will progress to 65% design while design discussions continue for the Western phase, especially concerning the Texas/Benning intersection.
- East Capitol Street Safety and Mobility Project were a recipient of an INFRA grant, in the amount of \$34 million in 2024

h. Oregon Avenue NW project;

Drainage improvement design along the Oregon Avenue between Nebraska Ave. NW and Lindsay Dr. NW was completed in Fall 2025. The construction for the improvement is scheduled to start at the end of January. The contractor and Construction Management services has been procured, and contractor has received Notice to Proceed (NTP) of January 20, 2026. The total construction cost for the project is \$487,484.50. The construction will last 16 weeks with estimated completion date of April 14, 2026.

i. Eastern Avenue NE project;

The extent of the shared use path was under review to limit impact to private properties and earthwork. Funds for construction were not included in the FY26 budget. The project is on hold until funds can be provided to finalize the design and construct the project.

j. H Street Bridge project;

DDOT completed the preliminary design of the H Street Bridge project and issued a Request for Qualifications (RFQ) 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 was in process of receiving responses to the RFP and was planning to award a DB contract by first quarter of 2026, but due to cancelation of Union Station Expansion Project, DDOT canceled the DB procurement in fourth quarter of 2025. The project scope of work has modified from a bridge replacement to a bridge rehabilitation, and DDOT will advertise the project as a design-bid-project, issue a contract to a design consultant, complete the design by 2028 & start the construction in late 2028 and complete the project by 2033.

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 was asking DDOT to rehabilitate the bridge rather than to replace it.

Funding: The project will leverage local and federal resources. The FY 2026-FY2033 Capital Improvement Plan includes \$155 million, that includes \$25 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

k. 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 including a pedestrian or bicycle route.

Current Status: The project design is 100% 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, The National Park Service (NPS) Transfers of Jurisdiction (TOJ) was approved by DC Council in late 2025; currently waiting for the plat to be signed by NCPC and NPS. The DOB permit is complete as well as the US Coast Guard Bridge Permit. The project was awarded \$15 Million dollars from the Outdoor Recreation Legacy Program Grant. Addressing DC Water’s commitment regarding the Amphitheater and existing line.

Timeline: The anticipated solicitation for construction is Spring 2026 and award in Fall 2026 (schedule depends on funding availability).

l. 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. Two projects were descoped from the design-build contract due to price and schedule impacts; Pier E Demolition, and West Esplanade Construction.

Current Status: The Design-Build Project achieved Final Completion on August 9, 2023. Administrative closeout is ongoing and leading to Final Acceptance of the South Capitol Street Bridge Builders contract. The Pier E Demolition project was completed and received Final Acceptance in March 2025. The West Esplanade project design is complete and is pending construction solicitation.

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

Design-Build Project

1. Design-Build 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 – Expected January 2026

Peir E Demolition

1. Contract Award – October 18, 2023
2. Start of Project – March 11, 2024
3. Substantial Completion – December 16, 2024
4. Final Acceptance – March 7, 2025

West Esplanade Construction

1. Contract Award – Summer 2026
2. Construction Start – Fall 2026
3. Construction Completion – Summer 2027
4. Final Acceptance – Fall 2027

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 of Segment #3, (expected FY2028) and Final Design of Segments 4 and 5 (expected FY31).

Funding: The current financial plan reflects a total project budget of \$1,104.3 Million (Phase 1: \$715.2 M + Phase 2: \$389.1M).

m. Pennsylvania Avenue West Streetscape project;

Often less touted than its well-known sister corridor to the east located between the White House and the U.S. Capitol, Penn Ave West is a vital connection for residents, commuters and tourists to neighborhoods including Foggy Bottom, Georgetown, Golden Triangle and DowntownDC. The corridor hosts several important public spaces, institutions and destination eateries in the District including Edward R Murrow Park, George Washington University, the World Bank, United Nations Foundation, Founding Farmers and District Commons to name a few. The corridor is also the pilot location for the District's Smart Cities initiative.

The project area of Penn Ave West includes Pennsylvania Avenue, NW and its intersections between 17th and 22nd streets. The project will include new protected bike lanes in both directions, separated by new medians. Other streetscape improvements for

streetlight, landscape, sidewalk, drainage, and stormwater management are included in the project.

The project is currently in construction (The project broke ground in June 2025) and is expected to be completed in 2027. The utility work is underway. For updates about this project, be sure to check <https://pennavewest.ddot.dc.gov/>.

n. Benning Road streetscape project;

The Benning Road Bridge Replacement and Interchange Improvements Project extends from 26th Street NE to East Capitol Street. Since last year's update, the original Plans, Specification and Estimate (PS&E) has been comprehensively revised to repackage the project and remove the streetcar elements, consistent with the Council's decision to phase out streetcar operations within the corridor. The revised plans advance Phase 1 as a standalone project focused on the reconstruction of the structurally obsolete Willie J. Hardy Memorial Bridge (Formerly the Lorraine H. Whitlock Memorial Bridge) and associated access/egress and interchange improvements along DC-295.

DDOT has completed the updated final PS&E and, in parallel, has worked closely with key stakeholders, including WMATA, CSX, DC Water, and adjacent property owners, to develop construction, right of way access agreements necessary to maintain public access, and define construction staging areas. Major utility stakeholders, including Pepco, Washington Gas, and Verizon, are currently at various stages of pre-construction coordination and utility relocation in advance of construction to support project delivery.

DDOT is currently coordinating with FHWA to secure the balance of funding needed to advertise the project. The construction contract is currently scheduled for advertisement in the second quarter of 2026 (Q2 2026), with award anticipated in the fourth quarter 2026 (Q4 2026) and estimated 3.5-year construction duration.

Due to funding and scope adjustments, the project will be delivered in phases:
Phase 1: Reconstruction of the Willie J. Hardy Memorial Bridge and DC-295 interchange improvements from 34th Street NE to the Minnesota Avenue NE intersection.
Phase 2: Reconstruction of the corridor from 26th Street NE to 34th Street NE and from Minnesota Avenue NE to East Capitol Street, to be delivered in a future phase.

o. Theodore Roosevelt Bridge rehabilitation project;

The Theodore Roosevelt Bridge Rehabilitation project is located in Ward 2 and includes the main span over the Potomac River, the Little River span West of Theodore Roosevelt Island, a rigid span on Theodore Roosevelt Island, and several ramps leading onto and off of the bridge. The total cost inclusive of the construction contract, construction contingency, construction management & inspection services contract, Engineer of Record services, DDOT labor, and IDCR is approximately \$178,000,000. The project remains within budget and on schedule with an anticipated construction end date of May 2028.

p. Pennsylvania Avenue and Potomac Avenue Southeast;

The objective of this project is to improve the intersection of Pennsylvania and Potomac Avenues SE and upgrade traffic signals and streetlights along Pennsylvania Avenue SE from Potomac Ave SE to Barney Circle. The scope includes traffic management, such as temporary signage, barriers, detours, and restoration of disturbed areas; sediment and erosion control; removal of existing infrastructure, grading, and adjustments to utilities; milling, resurfacing, and construction of new asphalt and permeable layers. The project also involves landscaping including tree and plant installation, replacement of sidewalks, construction of wheelchair ramps, granite curbs, and drainage system upgrades. Additionally, the work includes the installation of street furniture, traffic signals, streetlights, paving markings, and the monitoring and execution of a Transportation Management Plan.

This project is locally funded with the participating roadway work amount of \$9,618,810.45. The DC WASA non-participating amount is \$66,189.55. DDOT awarded the contract to Metro Paving Corporation (MPC) for \$9,685,000.00. DDOT issued notice to proceed to MPC with work to begin on January 27, 2025, and a substantial original completion date of December 26, 2026, with the project completion date of January 26, 2027. Effective March 27, 2025, DDOT approved Change Order #1, which adjusted the quantities of several items and introduced three new ones, resulting in a revised total contract amount of \$9,972,651.00.

q. 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 project solicitation is underway after reassessment of funding availability. This design will utilize FY23 local capital funds and federal funding. Funding for the 30% to final design was included in the budget for FY26. NTP is anticipated in Winter 2026 with an 18 month duration.

r. North Capitol Street Deckover;

DDOT has kicked off Phase II of the North Capitol Street Corridor Study. The limits of the study are between Massachusetts Avenue and Michigan Avenue, approximately two miles. The goals of the project are to (1) advance multimodal transportation improvements; (2) enhance neighborhood connectivity; (3) improve pedestrian infrastructure; and (4) ensure safety for all roadway users.

The public kickoff meeting was held in June 2025 and was followed with community walks for the Road Safety Audit. DDOT is holding a meeting with the Community Advisory Committee in January 2026 and anticipates presenting the draft concept alternatives with the public in spring 2026. The current budget for the project is \$2.5 million.

The current phase does not include any work to advance concepts that include the deckover to advance concepts that include the deckover or bringing the roadway up to grade. The previous phase included deckover feasibility, and DDOT has also developed a cost estimate for bringing the roadway up to grade. Anything advanced in the current phase will not preclude DDOT from advancing either the deckover or bringing the roadway up to grade in future phases.

s. 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, however both phases of the project can be constructed together or separately.

Phase 1 design for the Arboretum Bridge and Trail is estimated to be completed by June 2026. There is a pending Transfer of Jurisdiction from the National Park Service to the District. Construction start is projected for FY27, and is expected to last 1.5 years. The estimated construction cost for Phase 1 is \$15 M.

Phase 2 design for the Kenilworth Park - Southern Section is estimated to be completed by April of 2027. There is a pending Transfer of Jurisdiction from the National Park Service to the District. Start of construction is projected for FY27 and is expected to last 1.5 years. The estimated construction cost for Phase 2 is \$4 M.

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.

t. Connecticut Avenue Multimodal Safety Improvement Project;

DDOT is advancing improvements at 24 intersections along the corridor to improve safety and reduce crashes on Connecticut Avenue. DDOT presented the intersection plans to ANCs along the corridor in summer 2025. DDOT provided a further update in December 2025 and will be sending Notices of Intent to ANCs in early 2026.

DDOT currently has \$9 million budgeted for the project over the next two fiscal years. The treatments at each intersection vary greatly, from signs and striping (smaller interventions) to traffic signal installations (larger interventions). DDOT anticipates that all improvements will be installed over the next 2-3 years, with smaller interventions starting installation in 2026.

None of the improvements that DDOT is advancing will preclude a more comprehensive corridor project in the future if funding is available.

u. East Capitol Street Safety and Mobility Project;

DDOT completed the 30% preliminary design for the full project limits in 2021. Funding was identified for 30% to final design. In Fall 2024, DDOT contracted Volkert to complete the design. We are working on final design in phases:

- The limit for the Western Phase is East Capitol Street from B Street to 47th Street. The limit for the Eastern Phase is East Capitol Street from 47th Street to Southern Avenue SE.
- The design for the Eastern and Western Phases will be staggered but will overlap to expedite the design completion. There was a project delay due to community and stakeholder input for the Western Phase. Further community engagement is planned to finalize the scope of the Western phase. The Eastern phase will progress to 65% design while design discussions continue for the Western phase, especially concerning the Texas/Benning intersection.
- East Capitol Street Safety and Mobility Project were a recipient of an INFRA grant, in the amount of \$34 million in 2024

v. Rehabilitation of Broad Branch; and

The larger project “Rehabilitation of Broad Branch” is still on-hold as funds are not available to proceed with design. However, to address some of the critical issues (drainage/flooding), DDOT is in the process of procuring consultancy service to prepare a constructable design to replace the Soapstone culvert under project name “Broad Branch Road Design-Phase I”. Project is funded through DOT Grant. FY23 National Culvert Removal, Replacement and Restoration Grant Program (Culvert AOP Program) and matching Local funds.

Soapstone Creek culvert is located at the south end of Broad Branch Rd. before intersection with Beach Drive NW. The project will prepare a detailed design for replacement of undersized Soapstone creek culvert, taking into consideration, mitigating roadway flooding and provision of passage to native anadromous fish. The project will also prepare preliminary design for drainage issues along Broad Branch Rd. as identified in the 2021 Environmental Assessment (EA).

Project is currently in the procurement process.

w. Suicide prevention infrastructure on the Taft Bridge.

The District Department of Transportation (DDOT), with active support from the Department of Behavioral Health (DBH) and the Executive Office of the Mayor (EOM), is proposing the Connecticut Avenue NW/ William Howard Taft Memorial Bridge (Taft Bridge) Pedestrian Railing Improvement Project. Data from the District of Columbia’s Chief Medical Examiner’s Office indicates that 13 (50%) of the 26 bridge-related fatalities recorded in the District of Columbia between January 1, 2010 and January 1, 2022, occurred from the Taft Bridge. The presence of an effective barrier system will reduce the potential for such incidents. The project has designed a new pedestrian railing that incorporates the existing features of the Taft Bridge to minimize impact to the historic fabric of the bridge. The design will be compatible with the aesthetics of the bridge and its setting.

The project is currently under construction with an anticipated completion date of November of 2026. The project is on schedule and on budget. The construction-cost is \$9 million.

- 54. Please provide an update on the following projects funded in the FY24 budget:**
- a. Tactical road diet installations along South Dakota Avenue NE;**

Staff set up and published a project website which can be found here: <https://sdave-corridor-safety-project-dcgis.hub.arcgis.com/> which houses all of the project information and meeting recordings to date. In FY25, staff completed the feasibility study of the removal of one travel lane and presented this information to the public. However, with no future budget intended to be allocated to the project, DDOT and Councilmember Parker determined the best use of the remaining funds would be to plan, design, and construct safety treatments to top priority locations within the corridor. In FY25 and early FY26, DDOT held two public meetings to show the focus intersections and proposed design options for each of the top 8 focus areas. In FY26, staff will finalize the spot treatment concepts with the community and begin design on the top two – three locations that can be constructed with remaining funds.

- b. 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.

- c. Anacostia Riverwalk Trail and Buzzard Point SW DC Connection.**

The funds have been successfully transferred to the National Park Service (NPS). NPS anticipates the contract for design will be awarded in early 2026. DDOT is coordinating regularly with NPS regarding this project, as well as DDOT’s Buzzard Point Interim Trail project.

- 55. 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 Metropolitan Washington Council of Governments (COG) approved the FY26-FY29 Transportation Improvement Program (TIP) in December 2025 and submitted to FHWA and FTA for approval (<https://visualize2050.org/the-plan/>). The FY26-FY29 TIP project list is available online at <https://ncrtpb.ecointeractive.com/>. 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 FY26 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 developed a timeline for the development of the FY26–FY29 DC Statewide Transportation Improvement Program (STIP). DDOT will finalize the draft STIP in April 2026 and release for public comment in May 2026. DDOT will submit the final STIP to FHWA and FTA in June 2026 with final approval expected by September 2026.

56. In last year’s responses, DDOT mentioned that while the project to cover the District’s streetlights to LED was completed on May 2024, “there are roughly 3,000 assets that are outstanding due to differing field conditions.” Please provide an update on DDOT’s progress towards addressing those assets.

The District executed a change order in May 2025 for \$6.2 million with support from FHWA’s DC Division Office. This was to address 8,200 differing asset conditions, prior to the design & conversion contractor (Engie) from demobilizing. The District is pursuing an additional change order to address the remaining DANs (3,080) utilizing the asset management contractor (Equans) funded by the PA reserve account (\$4.1M). The work is expected to be performed over the next few years depending on the cost proposal from Equans. Note that the reserve account is intended specifically for change orders and is required to be funded by the District in the amount of 5% of the quarterly availability payment (currently \$7.6M).

57. 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 60% complete.
1st	14758	8	Bellevue	Completed Civil Construction/ Construction Management	Completed civil construction. Electrical phase construction 60% complete.
1st	14007	5	Brookland/ Woodridge/ Michigan Park	Procurement phase	PS&E* finalized. The Consultant and DDOT teams initiating Construction Procurement phase. Civil Construction Invitation for Bid (IFB) expected calendar year 2026.
2nd	14008	5	Woodridge/ Brentwood	Completed Civil Construction/ Construction Management	Civil Construction work is complete. Electrical Construction 80 % complete.
2nd	15166	8	Congress Heights	Completed Civil Construction/ Construction Management	Transfer of Assets has been drafted and is going through approval flows. DDOT will proceed with close-out of this Feeder civil construction project.
2nd	15001	4	16 th Street Heights/Crestwood	Active Civil Construction/ Construction Management	Civil construction work is 99% complete.
2nd	118/ 14702	7	Fairlawn/ Twining/ Hillcrest/ Randle Highlands/ Penn Branch/ Fort Davis/	Active Civil Construction/ Construction Management	Civil construction work is 70% complete.

			Good Hope/ Skyland		
2nd	15021	4	Brightwood	Procurement phase	Anticipated advertisement date in Feb 2025
2nd	14093	5	Brookland/ Brentwood/ Woodridge/ National Arboretum/ Gateway	Active Civil Construction/ Construction Management	Civil construction is 20% complete.
2nd	15171	8	Douglass/ Washington Highlands	Procurement phase	Bid opening was held on 9/24/2025. Notice of Intent to Award was issued 10/29/2025 to Fort Myer. Package is being developed for council approval.
2nd	14767	3	Kent/ Palisades/ Fort Drive/ Foxhall Crescents/ Berkley/ Wesley Heights	Active Design	PS&E* package finalized. Project on hold due to Army Core of Engineers
2nd	467	3	Chevy Chase	Procurement phase	Capitol Paving received Notice of Intent to Award on 8/6/2025. Package was uploaded to LIMS on 11/3/2025 and was deemed approved 11/13/2025. Award on 11/24/2025, NTP tracking for early February 2026 , pending pre -construction requirements.
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	Procurement phase	DC Water Utility release letter received on 12/22/2025, Checklist

					Package documents to be compiled.
3rd	14009	3	Edgewood	Procurement phase	Package has been sent to OCP for advertisement
3rd	15174	4	Shipley/ Douglass/ Buena Vista/ Knox Hill	Procurement phase	Utility release letters and signoffs received from all stakeholders. Checklist package documents being compiled.

School Safety

- 58. 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 School 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; and**
 - e. Whether DDOT conducted a survey of staff with more than 5 years of service to inform recruitment, as mentioned in last year’s responses.**

- a. The agency’s current crossing guard deployment plan;

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: <https://ddot.dc.gov/page/school-crossing-guard-program>.

- 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;

There are 261 funded positions within the Safety Technician Program as of January 13th, 2026. This includes 249 part-time positions and 12 full-time positions.

- c. The current number of vacant School Crossing Guard / Safety Technician positions;

There are 76 vacant positions as of January 9th, 2025. This includes 75 part-time positions and 1 full-time position.

- 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; and

Currently, DDOT has 243 posts on the roster for support and 3 posts on the waitlist, 168 employees in the Safety Tech Program to work the posts. To address each of the 246 posts, the Safety Tech Program would need an additional 78 Safety Technicians, plus additional staff to address the 20% of daily Safety Technician call out.

- e. Whether DDOT conducted a survey of staff with more than 5 years of service to inform recruitment, as mentioned in last year’s responses.

In spring 2025, DDOT conducted an anonymous survey of Safety Technicians to understand factors driving retention. The response was strong with 145 participants, representing over 80% of staff. Key insights included the following:

- 57% have served as crossing guards for 5+ years;
- 80% cited “feeling integrated into their school community” as the primary reason for staying;
- Other motivators included pride in student safety, community contribution, daily student interactions, and being welcomed by the school; and
- Only ~20% ranked proximity to home among their top three reasons for staying—further indicating the role is driven by purpose, not convenience.

Building on these findings, DDOT interviewed principals who retained the same guard for 7+ years. Their advice ranged from practical steps, such as featuring guards in newsletters and offering school tours, to broader strategies emphasizing genuine inclusion in the school community.

We combined survey and interview insights into a “How to Keep Your School Crossing Guard Happy” flyer, which received strong engagement from principals.

These results also align with discovery work by DDOT’s Lab and GW Corcoran School of Art and Design’s Engagement Lab, which applied design-thinking to address high turnover and low attendance among Safety Technicians. See more details of the Lab’s work here: <https://thelabprojects.dc.gov/safety-techs>.

- 59. Please provide an update on DDOT’s Safe Routes to School (“SRTS”) team.**
 - a. Which schools were selected to receive an SRTS Action Plan for School Years 2024-2025 and 2025-2026?**
 - b. For which schools did DDOT fully implement an SRTS Action Plan?**
 - c. What is the anticipated date of completion for the remaining SRTS Action Plans?**
- a. Which schools were selected to receive a SRTS Action Plan for School Years 2024-2025 and 2025-2026?

See <https://srts.ddot.dc.gov/pages/action-plans> and select 2024 Action Plan Year for list of schools studied and designed in 2024. Select 2025 Action Plan Year for the list of schools studied and designed in 2025.

- b. For which schools did DDOT fully implement an SRTS Action Plan?

All 2024 Action Plan schools have been constructed (fully implemented) as of February 2026.

- c. What is the anticipated date of completion for the remaining SRTS Action Plans?

Schools studied and designed in 2025 are being completed and will begin construction in March 2026 and will be completed by end of calendar year. Simultaneously, DDOT will be studying and designing safety improvements at 25 new schools starting in March 2026 (to be constructed in 2027).

60. Please provide an update on the implementation of the Safe Streets for Students Amendment Act of 2022, effective March 10, 2023 (D.C. Law 24-285; 70 DCR 3516), including:

- a. Whether the Safe Streets for Students Master Plan has been released;**
 - b. The School Action Plan lists for 2024, 2025, and 2026; and**
 - c. A summary of the progress on each School Action Plan.**
- a. Whether the Safe Streets for Students (SSFS) Master Plan has been released;

The information in the Master Plan is available on the [Safe Routes to School website](#), which includes a map of all completed and planned action plans since 2020. The [School Area Data dashboard](#) shows safety interventions completed around DC schools.

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

An updated prioritization process was developed in 2025, and 25 schools have been selected for safety analysis and design in 2026 using this process. DDOT reviews the highest intersection hazard score for DCPS elementary schools by Ward (8 schools), then the next 8 highest ranked hazard score DCPS school by Ward (can be elementary or MS, and occasionally a HS), then 9 charter schools by hazard score to round out 25 schools. We prioritize DCPS schools because they are typically neighborhood schools that have the most students within walking distance.

Per the language of the SSFS Act of 2022, DDOT was charged with developing Action Plans in one year and installing them the next year (two-year cycle). DDOT is on track to complete all SRTS Action Plan implementation/construction of plans developed in 2024 by end of February 2026. Plans developed in 2025 will begin construction beginning in March of 2026 and continue through the calendar year. There were start-up costs to get contracts established and set up the program. Given the dramatic expansion in scope, multiple new contracts had to be scoped,

advertised, negotiated, and procured in 2023-2024 and staffing had to be expanded to support the program.

Below are the lists of Action Plan schools developed in 2025 (constructed beginning March 2026) and Action Plan Schools to be developed in 2026 (to be constructed in 2027).

FY25 Schools	Ward
Marie Reed Elementary	1
Seaton Elementary	2
Murch Elementary	3
Raymond Elementary	4
Noyes Elementary	5
School within School at Prospect Goding	6
Randle Highlands Elementary	7
Boone Elementary	8
MacFarland MS	4
Stanton Elementary	8
Savoy Elementary	8
Langdon Elementary	5
Sousa MS	7
Shirley Chisholm Elementary	6
Patterson Elementary	8
Eliot Hine MS	7
Bard Early College HS	8
KIPP DC Northeast Academy	5
Center City PCS-Shaw	2
Friendship PCS Southeast	8
DC Prep Anacostia Elementary	8
Roots PCS – Kennedy St NW	4
Friendship Blow Pierce ES & MS	7
Harmony DC PCS	5
EL Haynes PCS MS	1
FY26 Schools	Ward
Cleveland Elementary School	1
Thomson Elementary School	2
Janney Elementary School	3
Brightwood Elementary School	4
Burroughs Elementary School	5
Capitol Hill Montessori	6
Lorraine H. Whitlock Elementary School	7
Simon Elementary School	8
Hart Middle School	4
Kelly Miller Middle School	8

Smothers Elementary School	8
Oyster Adams Bilingual School (Adams)	5
Benjamin Banneker High School	7
Powell Elementary	6
Brookland Middle School	8
DC Prep PCS - Benning Elementary	7
Cesar Chavez PCS for Public Policy	8
Two Rivers PCS at 4th St NE	5
Statesmen College Preparatory Academy for Boys / Ingenuity Prep PCS	2
Paul PCS International HS	8
Achievement Prep PCS - Wahler Place	8
Rocketship PCS - Rise Academy	4
KIPP DC - AIM Academy PCS / KIPP DC - Heights Academy PCS	7
Breakthrough Montessori PCS	5
Inspired Teaching Demonstration	1

c. A summary of the progress on each School Action Plan.

Please see <https://srts.ddot.dc.gov/pages/action-plans> for a summary of progress made on Action Plans.

61. What is the implementation status of reduced speed limits along school zones? How many school zone speeds signs still need to be replaced?

The School Zone Speed Limit Project began in 2024 and has so far replaced and/or relocated 221 school zone and school zone 15 mph speed signs at 32 schools in Wards 1, 2, 7, and 8.

62. 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 by word issued in FY25 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	FY25 Mailed Tickets
1	1900 BLK INDEPENDENCE AVE SE E/B	Speed	Ward 7	St. Coletta Special Education PCS	71,573
2	2300 BLK MARION BARRY AVE SE NW/B	Speed	Ward 8	Stanton Elementary School	11,271

3	KANSAS AVE NE/B @ BUCHANAN ST NW	Stop Sign	Ward 4	E.L. Haynes PCS - Elementary School	14,331
4	4900 BLK 16TH ST NW N/B	Speed	Ward 4	Parkmont School	11,703
5	1ST ST S/B @ N ST NW	Stop Sign	Ward 5	Dunbar High School	22,400
6	2600 BLK LINCOLN RD NE N/B	Speed	Ward 5	Inspired Teaching Demonstration PCS	3,103
7	5600 BLK EAST CAPITOL ST NE W/B	Speed	Ward 7	Maya Angelou PCS - High School	6,700
8	4800 BLK BENNING RD SE SE/B	Speed	Ward 7	KIPP DC - LEAP Academy PCS	6,748
9	3600 BLK ALABAMA AVE SE NE/B	Speed	Ward 7	Beers Elementary School	10,061
10	BRUCE PL E/B @ 15TH PL SE	Stop Sign	Ward 8	Johnson Middle School	2,710
11	3000 BLK PENNSYLVANIA AVE SE NW/B	Speed	Ward 7	Randle Highlands Elementary School	11,456
12	5500 BLK E CAPITOL ST SE E/B	Speed	Ward 7	DC Scholars PCS	5,176
13	4800 BLK BENNING RD SE NW/B	Speed	Ward 7	KIPP DC - LEAP Academy PCS	6,748
14	MILITARY RD W/B @ 14TH ST NW	Speed	Ward 4	Military Road Early Learning Center	2,184
15	3400 BLK MLK JR. AVE SE SW/B	Speed	Ward 8	Center City PCS - Congress Heights	2,290
Total Issuance					188,454

Traffic Enforcement

63. 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 January 1, 2025, 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 1, 2025:
 - The top 15 ATE locations in the District ranked by number of citations issued;
 - A breakdown of the jurisdictions where individuals receiving ATE citations and with outstanding ATE citation debt have their vehicles registered;
 - The locations where cameras have been added in the last 6 months and the reasons why those locations were chosen; and
 - The amount of ATE citations issued in total and by location.

The requested information, including a list and map of all cameras, is now available on DDOT’s Automated Safety Camera (ASC) website: <https://asc.ddot.dc.gov>. Per the [letter transmitted to Council](#) on January 13, 2026, the semi-annual report is available at <https://asc.ddot.dc.gov/pages/asc-council-report> both as a more accessible dashboard and in the same table format as previously submitted.

- 64. Please provide the total number of notices of infraction issued for moving violations in FY24, FY25, and FY26, to date, for the following speeds, broken down by enforcement type (i.e., ATE or in-person) and plate state:**
- a. 11–15 miles per hour over the speed limit;**
 - b. 16–20 miles per hour over the speed limit;**
 - c. 21–25 miles per hour over the speed limit; and**
 - d. 25+ miles per hour over the speed limit.**

The requested information, including a list and map of all cameras, is now available on DDOT’s ASC website: <https://asc.ddot.dc.gov>. Per the [letter transmitted to Council](#) on January 13, 2026, the semi-annual report is available at <https://asc.ddot.dc.gov/pages/asc-council-report> both as a more accessible dashboard and in the same table format as previously submitted.

- 65. 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:**
- a. \$5,000;**
 - b. \$10,000;**
 - c. \$25,000;**
 - d. \$50,000; and**
 - e. \$100,000.**

DDOT has access to outstanding ASC ticket amounts, but not in-person enforcement. See the tables below for the unpaid ASC fines (does not include in-person enforcement) that were accrued in FY25 (from October 1, 2024, to September 30, 2025) by balance thresholds as well as jurisdiction of the ticketed plate.

Outstanding Amount Range	Outstanding Amount	Plate Count
\$5,000 to \$9,999	\$18,158,713	144,253
\$10,000 to \$24,999	\$12,769,055	94,156
\$25,000 to \$49,999	\$2,989,870	19,730
\$50,000 to \$100,000	\$590,400	3,637
Total	\$34,508,038	261,776

S/N	Plate State	Unpaid Tickets
1	VA	\$18,196,651
2	MD	\$10,693,570
3	DC	\$3,764,826

4	PA	\$332,041
5	FL	\$245,300
6	NC	\$236,050
7	TX	\$139,750
8	NJ	\$113,550
9	GA	\$107,050
10	CA	\$97,200
11	NY	\$80,550
12	SC	\$52,000
13	AL	\$49,400
14	WV	\$47,200
15	OH	\$43,000
16	CT	\$38,200
17	TN	\$29,800
18	MI	\$29,100
19	DE	\$28,000
20	IL	\$20,800
21	KY	\$19,550
22	ND	\$16,350
23	AZ	\$16,300
24	US	\$15,500
25	NH	\$14,700
26	OK	\$13,650
27	CO	\$12,400
28	MA	\$12,200
29	VT	\$10,250
30	NE	\$7,550
31	RI	\$7,500
32	WA	\$6,600
33	NM	\$6,300
34	OR	\$5,150
Total		\$34,508,038

66. 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.

DDOT has access to outstanding ASC ticket amounts, but not in-person enforcement. To see the complete list of outstanding ASC ticket amounts for the requested time period, please see Table 5 on our Council report dashboard at <https://asc.ddot.dc.gov/pages/asc-council-report>.

67. 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. A total of 210 Buses were equipped with the technology to detect and report violations.

b.

Clear Lanes Live Mailed Tickets Summary by Violation Type
From (10/1/2024 to 9/30/2025)

Viol. Code	Violation Description	# of Tickets	% of Tickets
P007	PARKED IN BUS ZONE	122,722	66
P429	PARKED IN BUS LANE, UNAUTH VEH	58,302	31
T815	DRIVING IN BUS LANE UNAUTH DRIV	5,102	3
	Total	186,126	100

Clear Lanes Live Mailed Tickets Summary by Jurisdiction
From (10/1/2024 to 9/30/2025)

State/Jurisdiction	Plate State	# of Tickets	% of Tickets
Tri - State	DC	45,196	24%
	MD	64,156	35%
	VA	52,756	28%
	Sub - Total	162,108	87%
Non - Tri - State	Sub - Total	24,098	13%
	Grand Total	186,126	100%

c. The Clear Lanes program has two distinct areas of enforcement: bus lanes and bus stops, each of which has distinct goals:

- Bus Stop (aka Metrobus Zone) Enforcement

When vehicles park illegally in bus stops, buses cannot pull over to the curb, forcing passengers to step down to roadway level and through the gutter to reach the bus. At minimum, this experience is annoying and undignified. However, the most significant impact is that people with mobility challenges, especially those using mobility devices, are physically impeded from accessing transit as is their right under the Americans with Disabilities Act. From a budget perspective, this can have significant impacts on WMATA and the District, since customers are often forced to use Metro Access paratransit, which is much more expensive to operate: every paratransit trip that switches to Metrobus saves DC taxpayers over \$100.

- **Bus Lane Enforcement**

Bus lane enforcement is critical to the effectiveness of DDOT’s investments in bus lanes. Experience has shown that in-person enforcement of bus lanes is challenging to carry out effectively and consistently. Most violations happen too quickly for effective intervention by law enforcement. Furthermore, the configuration of most bus lanes is such that any traffic stop is likely to impede the very buses DDOT is trying to speed up. For these reasons, camera-based enforcement is essential to ensuring that bus lanes achieve their goals of quick, reliable, and efficient bus service.

When Clear Lanes bus lane enforcement began in January 2024 after a six-month warning period, the District had 12.2 lane-miles of bus lanes, 9.8 miles of which had been installed since 2020. As we all know, travel patterns, traffic volumes, and transit ridership changed dramatically from 2020-2024 (and beyond), making it extremely difficult to establish a reliable baseline for distinguishing bus lane impacts from the camera enforcement impacts. Nonetheless, DDOT conducted a longitudinal analysis comparing October data in 2019, 2023, and 2024 which indicated that camera enforcement brought a 3% boost in peak hour bus speeds in bus lanes. In New York City, there were extensive bus lanes in place prior to the pandemic, allowing for a more robust analysis of camera enforcement impacts. As of January 2026, MTA New York City Transit reports that “Camera enforcement has sped up buses by an average of 5% on top of the benefits gained from bus lanes, with some corridors seeing much larger gains of up to 30%.” (source: <https://www.mta.info/agency/new-york-city-transit/automated-camera-enforcement>.)

68. 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 FY25 and FY26, to date, broken down by the infraction type.**

a. The Traffic Control Officers (TCO) 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 3	6:00 PM–4:30 AM

b. There are currently 226 TCO Positions.

- c. The TCO Program has a total of 27 vacant positions:
- 21 Traffic Control Officers
 - 2 Lead Traffic Control Officers
 - 4 Supervisory Traffic Control Officers
- d. Total number of tickets issued by TCOs in FY25 and FY26, to date, broken down by the infraction type:

FY25 TCO-Issued Citations

Code	Infraction Text	Count
P281	FAIL TO DISPLAY A MULTISPACE METER RECEIPT	10,750
P055	NO PARKING ANYTIME	4,056
P031	UNAUTHORIZED VEHICLE IN LOADING ZONE	3,501
P170	FAILURE TO DISPLAY CURRENT TAGS	2,267
P012	DISOBEYING OFFICIAL SIGN	2,207
P269	NO STANDING ANYTIME	2,146
P007	PARK IN A BUS ZONE	1,923
P159	NO STOPPING OR STANDING IN AM RUSH HOUR ZONE	1,892
P259	NO STOPPING OR STANDING IN PM RUSH HOUR ZONE	1,873
P304	INDIVID W/ DISABILITIES ONLY UNAUTH. USE RSRVD SP	1,738
P057	NO PARKING SPECIFIC HOURS	1,333
P280	EXPIRATION TIME ON METER RECEIPT LAPSED	1,114
P168	NO FRONT TAGS.	1,009
P001	PARK ABREAST OF ANOTHER VEHICLE	521
P039	PARK AT EXPIRED METER	504
P270	NO STOPPING OR STANDING ANYTIME	458
P020	PARK WITHIN 10 FEET OF A FIRE HYDRANT	421
P010	OBSTRUCTING CROSSWALK	417
P014	EMERGENCY NO PARKING	314
P385	STOPPING, STANDING OR PARKING VEHICLE IN BIKE LANE	303
P199	PARK IN A DESIGNATED ENTRANCE	302
P113	FAIL TO DISPLAY CURRENT INSPECTION STICKER	296
P112	FAIL TO REPORT FOR INSPECTION.	225
P307	PARK IN RESERVED SPACE FOR MOTORCYCLES ONLY	202
P104	FAIL TO DISPLAY CURRENT DC VEHICLE TAGS	151
P002	STAND OR PARK IN ALLEY	135
P036	PARK IN OFFICIAL PARKING PERMIT ONLY SPACE	124
P058	NO STANDING COMMERCIAL VEHICLE	111
P278	FAIL TO DISPLAY MULTI-SPACE METER RECEIPT PROPERLY	106
P429	UNAUTHORIZED VEHICLE PARKED IN A BUS LANE	105
P285	FAIL TO DISPLAY METER RECEIPT IN A LOADING ZONE	94
P289	FAIL TO PROPERLY DISPLAY MULTISPACE METER RECEIPT	93

P271	NO STOPPING ANYTIME	77
P056	NO PARKING 7 AM TO 6:30 PM	76
P022	PARK ON TAXICAB STAND	58
P047	PARK ON SIDEWALK OR AREA RESERVED FOR PEDESTRIANS	44
P301	PARK AT CURB IN LOADING ZONE	32
P239	EXPIRED HANDICAP METER	27
P015	OBSTRUCTING ENTRANCE OF PKG GARAGE, DOOR OR GATE	26
P034	FAIL TO DEPOSIT COIN IN METER	25
P316	IMPROPER DISPLAY OF TAGS	24
P314	FAIL TO PROPERLY AFFIX VALIDATION STICKERS	22
P111	EXPIRED INSPECTION REJECTION STICKER	21
P320	PARKED IN DRIVEWAY OR ALLEY TO OBSTRUCT SIDEWALK	20
P050	PARKED WITHIN 25 FEET OF A STOP SIGN	18
P013	PARK WITHIN 5 FEET OF DRIVEWAY OR ALLEY	17
P029	PARK WITH LEFT WHEEL TO THE CURB	17
P302	GOVERNMENT VEHICLE PARKING ONLY	15
P090	IMPROPERLY DISPLAYED TAGS	14
P284	EXPIRED MULTISPACE METER RECEIPT IN LOADING ZONE	14
P035	NOT PARKED IN A METER SPACE	13
P169	NO REAR TAGS.	13
P037	PARK OVERTIME AT A METER	11
P173	NO PARKING STREET CLEANING	11
P198	PARK WITHIN 20 FEET OF A BUS STOP OR ZONE	11
P364	METER ILLEGAL PARKING IN BALLPARK ZONE	11
P110	FAIL TO PROPERLY DISPLAY INSPECTION STICKER SIGN	10
P040	FAIL TO PARK PARALLEL	9
P303	RESERVED RESIDENTIAL SPACE PERSONS W/ DISABILTIES	9
P011	PARK MORE THAN 12 INCHES FROM CURB	8
P319	PARK IN BUS STOP OR ZONE DURING RUSH HOUR	8
P322	PARK OVERTIME IN TIMED ZONE	8
P093	OBSTRUCTED TAGS.	7
P172	FAILURE TO SECURE DC TAGS	7
P306	PARK ON MEDIAN, ISLAND, OR SAFETY ZONE	6
P370	FAILURE TO DISPLAY MULI-SPACE RECEIPT PROPERLY BZ	6
P016	OPP OR BESIDE CONTRUCTION SITE OBSTRUCTING TRAFFIC	5
P344	VEHICLE ON PRIVATE/PUBLIC PROPERTY WITHOUT CONSENT	5
P346	VALET PARKING/STAGING ZONE	5
P077	MOTOR RUNNING UNATTENDED	4
P123	TAXICAB PARKED OFF TAXI STAND	4
P315	ILLEGIBLE TAGS.	4
P018	OBSTRUCTING FIRE ESCAPE	3

P023	OBSTRUCT AN INTERSECTION	3
P059	PARK IN A FIRE LANE	3
P366	FAIL TO DISPLAY MULTI-SPACE PARKING METER RCPT BZ	3
P418	STREETCAR-PARK, STOP STAND VEH GUIDEWAY/PLATFORM	3
P004	PARK VEHICLE IN FRONT OF A BARRICADE	2
P017	EXCESSIVE IDLING.	2
P019	PARK WITHIN 20 FEET OF A FIREHOUSE ENTRANCE	2
P033	DEPOSIT PAYMENT TO EXTEND TIME BEYOND METER LIMIT	2
P046	PARK IN SCHOOL ZONE	2
P128	TAXICAB NO INSURANCE STICKER	2
P190	FAIL TO REGISTER APPORTIONABLE VEHICLE UNDER IRP	2
P025	PARK LESS THAN 40 FEET FROM AN INTERSECTION	1
P200	PARK TOO CLOSE APPROACHING INTERSECTION	1
P201	PARK IN A CURB LOADING ZONE	1
P216	FAIL TO DISPLAY MULTI SPACE RECEIPT BALLPARKEVENT	1
P250	FAIL TO SECURE TAGS IN THE DISTRICT OF COLUMBIA	1
P279	OVERTIME PARKING IN A LOADING ZONE METER SPACE	1
P282	PARKED IN A RESERVED CAR SHARING SPACE	1
P288	ILLEGAL AT METER	1
P305	PARK WITHIN 25 FEET OF A MAILBOX	1
P309	FAIL TO DISPLAY RESIDENTIAL PARKING PERMIT	1
P373	NOT PARKED IN PARKING METER SPACE BZ	1
P387	NOT PARKED IN PARKING METER SPACE BE	1

**FY26 To-Date TCO-Issued Citations
(October 1, 2025, to January 13, 2026)**

Code	Infraction Text	Count
P281	FAIL TO DISPLAY A MULTISPACE METER RECEIPT	1,451
P031	UNAUTHORIZED VEHICLE IN LOADING ZONE	1,268
P259	NO STOPPING OR STANDING IN PM RUSH HOUR ZONE	427
P012	DISOBEYING OFFICIAL SIGN	415
P304	INDIVID W/ DISABILITIES ONLY UNAUTH. USE RSRVD SP	408
P055	NO PARKING ANYTIME	364
P170	FAILURE TO DISPLAY CURRENT TAGS	317
P007	PARK IN A BUS ZONE	308
P269	NO STANDING ANYTIME	261
P159	NO STOPPING OR STANDING IN AM RUSH HOUR ZONE	218
P168	NO FRONT TAGS.	140
P057	NO PARKING SPECIFIC HOURS	118
P280	EXPIRATION TIME ON METER RECEIPT LAPSED	95
P001	PARK ABREAST OF ANOTHER VEHICLE	89

P020	PARK WITHIN 10 FEET OF A FIRE HYDRANT	68
P385	STOPPING, STANDING OR PARKING VEHICLE IN BIKE LANE	67
P014	EMERGENCY NO PARKING	65
P270	NO STOPPING OR STANDING ANYTIME	56
P047	PARK ON SIDEWALK OR AREA RESERVED FOR PEDESTRIANS	55
P113	FAIL TO DISPLAY CURRENT INSPECTION STICKER	40
P199	PARK IN A DESIGNATED ENTRANCE	35
P010	OBSTRUCTING CROSSWALK	34
P104	FAIL TO DISPLAY CURRENT DC VEHICLE TAGS	28
P112	FAIL TO REPORT FOR INSPECTION.	26
P002	STAND OR PARK IN ALLEY	23
P301	PARK AT CURB IN LOADING ZONE	20
P022	PARK ON TAXICAB STAND	16
P058	NO STANDING COMMERCIAL VEHICLE	16
P429	UNAUTHORIZED VEHICLE PARKED IN A BUS LANE	15
P050	PARKED WITHIN 25 FEET OF A STOP SIGN	12
P056	NO PARKING 7 AM TO 6:30 PM	10
P111	EXPIRED INSPECTION REJECTION STICKER	8
P284	EXPIRED MULTISPACE METER RECEIPT IN LOADING ZONE	8
P039	PARK AT EXPIRED METER	7
P289	FAIL TO PROPERLY DISPLAY MULTISPACE METER RECEIPT	7
P285	FAIL TO DISPLAY METER RECEIPT IN A LOADING ZONE	6
P320	PARKED IN DRIVEWAY OR ALLEY TO OBSTRUCT SIDEWALK	5
P036	PARK IN OFFICIAL PARKING PERMIT ONLY SPACE	3
P093	OBSTRUCTED TAGS.	3
P306	PARK ON MEDIAN, ISLAND, OR SAFETY ZONE	3
P307	PARK IN RESERVED SPACE FOR MOTORCYCLES ONLY	3
P331	TINTED WINDOWS	3
P004	PARK VEHICLE IN FRONT OF A BARRICADE	2
P029	PARK WITH LEFT WHEEL TO THE CURB	2
P035	NOT PARKED IN A METER SPACE	2
P090	IMPROPERLY DISPLAYED TAGS	2
P110	FAIL TO PROPERLY DISPLAY INSPECTION STICKER SIGN	2
P271	NO STOPPING ANYTIME	2
P003	RESIDENTIAL PERMIT PKING BEYOND LIMIT W/O PERMIT	1
P013	PARK WITHIN 5 FEET OF DRIVEWAY OR ALLEY	1
P015	OBSTRUCTING ENTRANCE OF PKG GARAGE, DOOR OR GATE	1
P025	PARK LESS THAN 40 FEET FROM AN INTERSECTION	1
P169	NO REAR TAGS.	1
P239	EXPIRED HANDICAP METER	1
P261	NO SNOW TIRES OR CHAINS	1

P305	PARK WITHIN 25 FEET OF A MAILBOX	1
P346	VALET PARKING/STAGING ZONE	1
P373	NOT PARKED IN PARKING METER SPACE BZ	1

Customer Service

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

Please see the following table for questions a - d:

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	400	151	93	77%
Bicycle Services	60	934	752	517	44	36	91%
Bus/Rail Issues	60	385	414	395	49	19	81%
Dockless Vehicle Parking Complaint	2	1,800	2,311	3,645	0	0	100%
Parking Meter Repair	5	10,401	4,659	2,686	14	3	57%
Pothole	3	3,069	3,243	4,341	2	1	91%
Public Space Inspection	60	0	1,518	2,294	8	5	99%
Resident Parking Permit	60	310	193	95	17	3	95%
Roadway Repair	270	1,399	1,195	1,209	138	58	79%
Roadway Signs	130	12,757	12,450	8,619	43	11	94%
Roadway Striping / Markings	270	1,810	1,358	1,121	113	53	86%

Sidewalk Repair	270	5,351	4,354	3,791	121	66	86%
Streetlight Repair Investigation	7	16,763	8,587	4,094	5	2	96%
Traffic Safety Input	1	2,662	3,572	2,614	1	0	96%
Traffic Signal Issue	2	5,299	5,531	8,727	3	0	83%
Tree Inspection	5	7,077	5,867	7,588	1	1	99%
Tree Planting	500	3,266	3,137	2,967	50	5	100%
Tree Pruning	180	4,527	5,202	5,564	56	6	88%
Tree Removal	180	2,787	2,176	2,376	23	2	96%

e. A description of efforts to improve the average or median response time for sidewalk-related service requests, and the outcome of those efforts.

For sidewalk repairs, and sidewalk-repair related service requests, DDOT has implemented three approaches to improve response and response time. First, the agency focuses on locations eligible for temporary repairs using asphalt to patch and triage locations which pose a safety hazard with the intent of returning for permanent restoration. Secondly, DDOT has expanded its horizontal saw cutting portfolio to respond to vertical displacements of half an inch to one and a half inches. Moreover, DDOT used condition assessment data to help inform and identify locations for a multi-year sidewalk restoration plan that goes into 2030.

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 restoration plans, which are based on calendar year. The 2025 plan ended with 43 planned miles of sidewalk restoration completed. Residents can find the 2026 plans, as well as for the first time plans through 2030 see on the Sidewalk Restoration Dashboard. It is DDOT’s intention to continue adding and building out plans beyond 2030 to fully illustrate our maintenance efforts and life cycle management of our sidewalk facilities.

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 examples of photos and better pathways to report issues, such as safe accommodations or utility issues on the sidewalk. Not only does this improve the experience of residents submitting requests, but it also provides DDOT with better information to address and respond to the problem. Since being launched in 2024, our Public Space Inspections Branch has closed out over 4,300 SRs.

- 70. 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 FY25 and FY26, 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;**

The table below represents the total volumes of TSI requests submitted to DDOT through 311 by Ward, fiscal year, and quarter, from the beginning of the TSI 2.0 program (Jan. 1, 2023) through December 31, 2025.

**Traffic Safety Inputs Requests Received by DDOT under TSI 2.0
From January 1, 2023, to December 31, 2025**

		Q1	Q2	Q3	Q4	Year Total
Ward 1	FY 2023	N/A	96	81	67	318*
	FY 2024	65	84	78	68	295
	FY 2025	95	56	43	41	235
	FY 2026	33	N/A	N/A	N/A	37*
Ward 2	FY 2023	N/A	88	86	101	386*
	FY 2024	96	114	100	103	413
	FY 2025	124	66	83	73	346
	FY 2026	51	N/A	N/A	N/A	57*
Ward 3	FY 2023	N/A	120	83	97	414*
	FY 2024	91	106	107	80	384
	FY 2025	86	65	81	56	288

	FY 2026	66	N/A	N/A	N/A	82*
Ward 4	FY 2023	N/A	184	147	149	602*
	FY 2024	142	134	128	115	519
	FY 2025	131	81	94	100	406
	FY 2026	80	N/A	N/A	N/A	88*
Ward 5	FY 2023	N/A	167	150	164	673*
	FY 2024	177	203	211	189	780
	FY 2025	157	118	148	120	543
	FY 2026	95	N/A	N/A	N/A	104*
Ward 6	FY 2023	N/A	152	90	112	494*
	FY 2024	112	128	123	123	486
	FY 2025	111	56	71	52	290
	FY 2026	74	N/A	N/A	N/A	83*
Ward 7	FY 2023	N/A	120	153	106	490*
	FY 2024	124	109	110	95	438
	FY 2025	86	63	84	88	321
	FY 2026	54	N/A	N/A	N/A	67*
Ward 8	FY 2023	N/A	69	52	78	259*
	FY 2024	53	66	72	66	257
	FY 2025	55	35	50	50	190
	FY 2026	55	N/A	N/A	N/A	57*
All Wards	FY 2023	N/A	996	842	874	2712*
	FY 2024	860	944	929	839	3572
	FY 2025	845	540	654	580	2619
	FY 2026	508	N/A	N/A	N/A	508*

*Note: FY23 and FY26 ‘Year Totals’ are comprised of less than a complete fiscal year of data.

- b. 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.

In Q4 of FY24, DDOT did not prioritize any TSIs since more than 800 TSIs had already been prioritized within the fiscal year. This provided program engineers an opportunity to complete their expansive portfolio of TSI reviews and installations that year.

**Traffic Safety Inputs Requests Prioritized by DDOT under TSI 2.0
From FY23 Q2 to FY26 Q2**

		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	29	37	26	110

	FY 2026	37	34	N/A	N/A	71*
Ward 2	FY 2023	N/A	16	13	24	53*
	FY 2024	47	41	12	0	100
	FY 2025	42	11	24	46	123
	FY 2026	20	18	N/A	N/A	38*
Ward 3	FY 2023	N/A	16	26	19	61*
	FY 2024	20	15	18	0	53
	FY 2025	42	16	16	20	94
	FY 2026	27	20	N/A	N/A	47*
Ward 4	FY 2023	N/A	36	46	55	137*
	FY 2024	57	82	21	0	160
	FY 2025	52	79	58	43	232
	FY 2026	16	20	N/A	N/A	36*
Ward 5	FY 2023	N/A	74	103	85	262*
	FY 2024	105	73	85	0	263
	FY 2025	76	61	85	85	307
	FY 2026	42	51	N/A	N/A	93*
Ward 6	FY 2023	N/A	61	48	54	163*
	FY 2024	46	41	45	0	132
	FY 2025	44	31	34	66	175
	FY 2026	30	27	N/A	N/A	57*
Ward 7	FY 2023	N/A	48	75	72	195*
	FY 2024	91	66	60	2	219
	FY 2025	53	53	40	41	187
	FY 2026	16	22	N/A	N/A	38*
Ward 8	FY 2023	N/A	43	45	49	137*
	FY 2024	54	27	39	0	120
	FY 2025	17	23	24	30	94
	FY 2026	19	26	N/A	N/A	45*
All Wards	FY 2023	N/A	324	380	396	1100*
	FY 2024	442	376	294	2	1114
	FY 2025	344	303	318	357	1322
	FY 2026	207	218	N/A	N/A	425*

*Note: FY23 and FY26 ‘Year Totals’ are comprised of less than a complete fiscal year of data

- c. 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 Sept 30, 2025			
Traffic Safety Issue	FY 2023 (Only Q2, Q3, Q4)	FY 2024	FY 2025

Traffic Speed	40%	31%	27%
Pedestrian Issues	24%	25%	31%
Traffic Volume	8%	9%	10%
School Safety	7%	7%	7%
Vehicle Crashes	7%	7%	N/A
Commuter Traffic	6%	10%	11%
Hard to See Cross Traffic	5%	7%	4%
Bike Safety	2%	4%	4%

All TSIs Processed by DDOT since launch of 2.0 Jan 1, 2023 to Sept 30, 2025			
Traffic Safety Issue	FY 2023 (Only Q2, Q3, Q4)	FY 2024	FY 2025
Traffic Speed	50%	42%	54%
Pedestrian Issues	21%	22%	19%
Traffic Volume	6%	5%	8%
School Safety	7%	9%	5%
Vehicle Crashes	6%	7%	1%
Commuter Traffic	3%	6%	8%
Hard to See Cross Traffic	6%	6%	4%
Bike Safety	1%	2%	2%

*Totals may not add up to 100% due to rounding.

- d. A description of the TSI 2.0 prioritization model, including the objective criteria considered and any changes to the model in FY25 and FY26, 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 FY24 Q1, DDOT changed the methodology for TSI prioritization slightly to ensure efforts near schools considered all nearby TSIs together for a holistic picture of safety issues. If a TSI was selected for inspection and was within 350 feet of a school, then all other TSIs within 350

feet of that same school were also added to the list of selected TSIs, even if they were not previously selected.

- e. 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 (“FY and Quarter”) will default to the most recent quarter, but you can change to any previous quarter or filter it to “All Quarters.” 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.

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

TSIs submitted through 311 are closed immediately, and this input is used in the TSI 2.0 prioritization model to prioritize locations for improvements. Multiple TSIs may refer to the same prioritization location, and these TSIs may have been submitted from a range of dates.

DDOT considers the start of the response time to a TSI improvement as the start of the quarter in which it was prioritized. For example, the response time for an improvement prioritized for FY24 Q1 would be measured from October 1, 2023, regardless of the submission date for any TSI 311 requests about this location for which there are frequently several unique requests.

The prioritization of a location prompts a site investigation, where DDOT staff determine if and what work is appropriate. The investigation may take as long as 3 to 6 months or longer, depending on the site complexity or need for additional engineering studies. Once the investigation is complete, a work order is issued, and construction is generally scheduled for the following quarter.

Below is a summary of completion statistics for the TSI 2.0 program, which began in Q2 of FY 2023:

	Average response time*	Median response time*	% of work orders generated that are closed by the end of the following quarter
FY 2023 Q2-Q4	55.3 weeks	47 weeks	13%
FY 2024	43.6 weeks	39 weeks	21%
FY 2025	30.7 weeks	35 weeks	19%

*Response time is calculated for constructed TSIs from the start of their quarter of prioritization to the time the safety improvement was constructed (when the work order is marked as closed).

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.

- g. 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.

- 71. In 2021, DDOT launched ParkDC, an online portal for residents living on RPP blocks to request a Visitor Parking Pass (“VPP”) for their block. Please provide an update on the program, including:**
- a. Whether DDOT has fully switched to digital enforcement of parking permits;**
 - b. Does DDOT still offer an interim Temporary Single Print Visitor Parking Pass or has the printing requirement been removed from the system?**
 - c. Please describe any changes that DDOT has made to the ParkDC system or to any policies related to the system in FY25 and FY26, to date.**
 - d. Please list all District government facilities where residents can print passes.**

As of January 2026, Park DC Permits has 183,009 active accounts, with 169,925 active DC residents using the system

- a. DDOT fully switched to digital administration and enforcement of Visitor Parking Permits (visitor, contractor, home health aide) and School Parking Zone permits on August 1, 2025. Enforcement officers now can verify parking permissions via their handhelds.
- b. The printing requirement and functionality has been completely removed from ParkDC Permits. Residents may issue parking permissions to their guests on the online platform or contact the ParkDC customer service number for assistance if they cannot or prefer not to use the online system.
- c. DDOT has updated its user guide, removed the ability to print permits, and updated general text guidance for users on the ParkDC Permits website. In general, DDOT continuously updates its dedicated FAQs and online information and coordinates with 311 and DDOT Customer Service on talking points and information. Regarding Home Health Aid permits, DDOT has implemented additional verification checks to flag home health service businesses that cannot immediately be confirmed through the District’s business license database. Additionally, staff and the vendor have been trained on identifying potential fraud for this permit type. DDOT has also worked with the vendor to streamline the workflow for processing customers who are in the Address Confidentiality Program managed by the Office of Victim Services and Justice Grants.

- d. ParkDC Permits and permit enforcement is fully digital, there is no need or ability to print VPP permits.

72. 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;

FY23: 281

FY24: 312

FY25: 345

FY 26 to date (01/08/25): 45

**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: 272

FY26 to date (01/08/26): 35

**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: Average Response Time: 1 day

Median Response Time: 2 days

FY26 to date (01/08/26): Average Response Time: 1 day

Median Response Time: 2 days

73. 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 FY25 and FY26, 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 alignment with this requirement, DDOT tasked an existing contractor to conduct a citywide assessment of traffic signs that did not meet the prescribed retro reflectivity levels in FY 25. Signs identified as below standard are being prioritized in FY 26 for replacements to ensure all signage remains in a state of good repair.

This proactive approach includes documenting deficiencies and creating work orders for necessary upgrades, ensuring compliance with federal standards. DDOT plans to expand this process annually by incorporating reflectivity data into its yearly sign maintenance plan, creating a sustainable and systematic program for ongoing improvements.

74. Please provide an update on the Red Top (Accessible) Meter Program and the Accessible Residential Parking Permit Pilot, including any planned updates to the programs.

DDOT's 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 (CBD) and accessible metered parking spaces marked by blue signage in both the Stadium and Greater U Street Performance Parking Zones. 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 also incorporated these guidelines within its internal project review processes in anticipation of eventual adoption by the United States Departments of Justice and Transportation (USDOJ and USDOT).

DDOT is in the process of upgrading multi-space meters to a new pay-by-plate standard (instead of pay-and-display or pay-by-space), which will allow the agency to expand accessible parking zones without dedicated ADA (Red Top) meters. Most recently, DDOT installed 32 ADA spaces in conjunction with implementation of the Greater U Street Performance Parking Zone. Those are being evaluated for utilization and compliance to inform potential expansion to other areas of the city.

Quick Facts:

- There are approximately 298 accessible metered parking spaces in the CBD, which were installed in May 2017 as part of the Red Top Meter program.
- DDOT installed 19 Red Pole accessible meter spaces in the Stadium Zone in 2021. In 2024, DDOT installed 32 ADA parking zones using current PROWAG guidance in the Greater U Street Performance Parking Zone. These accessible parking spaces are indicated by blue ADA Paid Parking signs, which show the ADA icon, hour limit, and mobile payment zone number. Accessible meter spaces are reserved for the exclusive use of persons with disabilities. These spaces require payment and allow additional time to park (up to 4 hours when there is no event, no limit during an event).
- DDOT maintains approximately 78 ADA Free/Visitor Parking Zones sited near government buildings and medical institutions.
- DDOT also manages approximately 1,300 residential disability parking permit spaces for the exclusive use of permitted individuals needing a dedicated parking space in front of their single-family home.

75. 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 list of all schools that have applied for a school parking zone and whether the application was approved or denied; and

- a. 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.**

School Parking Zone Permits allow DCPS and DC public charter school staff to park within Residential Permit Parking (RPP) and Resident Only Parking (ROP) zones in the ANCs within a quarter-mile of the approved school.

For school year 2025-26, 44 schools completed their applications and received School Parking Zone Permits, as detailed in the below chart:

School Name	School Address	Type	Permits
Bridges PCS	100 Gallatin St NE	PCS	24
Briya PCS - Ontario Road	2333 Ontario Road NW	PCS	10
Bruce-Monroe Elementary School @ Park View	3560 Warder St NW	DCPS	9
Capitol Hill Montessori	215 G St NE	PCS	3
Cardozo Education Campus	1200 Clifton St NW	DCPS	21
Cleveland Elementary School	1825 8th St NW	DCPS	43
Digital Pioneers Learning Academy PCS (Upper Campus)	709 12th St SE	PCS	2
Duke Ellington School of the Arts	3500 R St NW	DCPS	9
Garnet-Patterson STAY Academy	2001 10th St NW	DCPS	6
Global Citizens School	4095 Minnesota Ave NE	PCS	23
H.D. Cooke Elementary School	2525 17th St NW	DCPS	13
Hearst Elementary School	3950 37th St NW	DCPS	11
Jackson-Reed High School	3950 Chesapeake St NW	DCPS	58
John R Francis Education Campus	2425 N St NW	DCPS	4
KIPP DC - AIM Academy PCS	2600 Douglass Rd SE	PCS	17
KIPP DC - Lead Academy PCS	421 P St NW	PCS	31
KIPP DC - Northeast Academy PCS	1375 Mt Olivet Rd NE	PCS	14
KIPP DC - Promise Academy PCS	4801 Benning Rd SE	PCS	35
KIPP DC - Smillow	5252 Blaine St NE	PCS	26
KIPP DC - TLC (The Learning Center)	3301 Wheeler Rd SE	PCS	19
MacArthur High School	4530 MacArthur Blvd NW	DCPS	37
Maury Elementary School	1250 Constitution Ave NE	DCPS	7
Meridian Public School	2120 13th St NW	PCS	31
Military Road Early Learning Center	1375 Missouri Ave NW	DCPS	8
School within School @Goding	920 F St NE	DCPS	1
Stevens Early Learning Center	1050 21st St NW	DCPS	11
Stoddart Elementary School	4001 Calvert St NW	DCPS	8
The Family Place PCS	3309 16th St NW	PCS	5
Thurgood Marshall Academy PCS	2427 Martin Luther King Jr Ave SE	PCS	7
Truesdell Elementary	800 Ingraham St NW	DCPS	26
Tubman ES	800 Euclid St NW	DCPS	54

Two Rivers PCS @ 4th St	1227 4th St NE	PCS	26
Two Rivers PCS @ Young campus	830 26th St NE	PCS	11
Van Ness Elementary School	1150 5th St SE	DCPS	17
Grand Total			627

Private schools are not eligible for the School Parking Zone Program. For those eligible schools who expressed interest but have not completed the application requirements including a staff commuting survey, they may still apply for permits up until March 1, 2025.

76. 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 FY25 and FY26, 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 FY25 and FY26 through January 2026:
- Sent multiple dedicated emails to goDCgo’s employer client list of thousands of District employers, segmented to only those who need to report this year.
 - Sent notification to re-submit compliance to hundreds of specific employers who had reported their compliance in previous years.
 - Assisted over 100 employers in fall 2025 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.
 - Updated the [Do I Need to Report This Year](#) blog.
 - 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 by January 15, 2024 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.

As of January 16, 2026, 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. **1,028 employers submitted compliance reports to DDOT** for the Transportation Benefits Equity Amendment Act for 2025 and chose the following compliance options. An additional 58 employers submitted after the deadline.

2025 % of employers*	Compliance Option Reported
9%	Offering Clean Air Transportation Fringe Benefit (i.e., parking cashout)
9%	Paying a Clean Air Compliance Fee
62%	Claiming an Exemption <ul style="list-style-type: none"> • Owning parking • Leasing parking (temporary exemption) • Not offering parking benefit • Existing Campus Plan
20%	Implementing a Transportation Demand Management (TDM) Plan
1%	[Report in progress or not a covered employer]

**rounded to the nearest whole percentage*

DDOT determined that 125 employers who previously reported were **required** to submit by January 15, 2026 since the law only mandates biennial reporting for most employers. Employers who were not required, but missed the 2025 reporting, were also welcome to report.

- c. Based on DOES records, DDOT believes that 3,179 covered employers have not yet reported to DDOT at all (for years 2022, 2023, 2024, or 2025) as of January 16, 2026. Given that 65% of reporting employers are claiming an exemption, we can assume approximately 2,066 employers who have not yet reported are also exempt. Based on this, DDOT estimates that as many as 1,033 employers may still not be in compliance with the Act (D.C. Code § 32–152.01).

- d. DDOT has 47 transportation demand management plans currently under review from the January 15, 2026 reporting deadline.
- e. As of January 16, 2026, 186 employers have submitted compliance reports to DDOT for 2025.

Public Transit

77. Please describe any changes to DDOT Bus Priority Plan made in FY25 and FY26, to date.

In the Summer of 2025, the Washington Metropolitan Area Transit Authority (WMATA) launched the new Metrobus network, which overhauled and renamed bus routes across the region. To account for these changes, DDOT is in the process of updating the District’s Bus Priority Network and Bus Priority Plan. The new bus priority network will also be coordinated with the forthcoming update to moveDC and will be released in conjunction with the long-range plan.

78. Please provide the following information regarding the DC Circulator for FY19–FY26, to date, broken down by each route:

- a. The average weekday daily ridership;
- b. The total annual ridership; and
- c. The average cost-per-rider.

Circulator service ended on December 31, 2024. There is no update on ridership.

79. Please provide the following information regarding the DC Streetcar for FY19–26, 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	FY26 (Q1)
3,628	1,486	908	808	1,821	2,396	2,467	2,299

b. The total annual ridership, by fiscal year;

FY19	FY20	FY21	FY22*	FY23	FY24	FY25	FY26 (Q1)
1,185,571	504,920	309,084	267,093	623,855	836,438	853,241	201,159

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

FY19	FY20	FY21	FY22	FY23*	FY24	FY25	FY26 (Q1)**
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\$7.56	\$22.73	\$34.05	\$39.78	\$17.88	\$13.77	\$12.91	N/A
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*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.

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

80. 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?

The DC Circulator service ended, there are no DDOT plans for use of the property, and the property is in the DGS portfolio.

81. Please provide an update on the activities of the Transit Signal Priority Program in FY25 and FY26, to date. Where does DDOT plan to implement Transit Signal Priority upgrades for the remainder of FY26?

In FY 2025 and FY 2026 to date, DDOT has worked closely with the Washington Metropolitan Area Transit Authority (WMATA) to advance WMATA’s Next Generation Transit Signal Priority (TSP) initiative. DDOT reviewed and provided detailed feedback on WMATA’s Next Gen TSP Concept of Operations (ConOps), Scope of Work (SoW), and Vendor Compliance Matrix. DDOT also transitioned to its new central signal management platform, MyCity, and began managing and monitoring TSP operations through the system. DDOT continued ongoing oversight of TSP performance by monitoring the Central Management Software (CMS), signal controller logs, and WMATA Clever logs, and by conducting fieldwork to diagnose and resolve TSP-related issues.

For the remainder of FY 2026, DDOT will partner with WMATA to pilot Next Gen TSP at 11 to 15 intersections along Wisconsin Avenue NW. As part of this effort, DDOT will replace legacy traffic signal controllers with new Advanced Traffic Controllers at these locations.

Intersection List:

ACISA	Name	Zones	Bus Routes	Existing TSP?
6015	Warren St NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C61, C85, C87	Yes
6272	Veazey St NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C61, C85, C87	No

6152	Van Ness St NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C61, C85, C87	Yes
6246	Upton St & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C61, C85	Yes
6137	Ridge St NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C61, C85	Yes
6151	Rodman St NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C61, C85	Yes
6148	Porter St NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C61, C85	Yes
6266	Idaho Ave NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C85	No
6146	Newark St NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C85	Yes
6143	Macomb St NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C85	Yes
6155	Woodley Rd NW & Wisconsin Ave NW	Network 3 – Northwest	D80, D82, C51, C85	Yes

82. Please provide an update on the bus-only lanes in the District, including the number and location of these lanes, as well as year of installation.

- a. Will all of these lanes remain permanent?
- b. 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.
- c. Is DDOT looking to implement more bus-only lanes throughout the District? If so, where, and on what timeline?

See below for a list of existing bus lanes. More detail is available at <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>.

Bus Lanes and Hours in DC

Street	Extents	Direction of Bus Lane	Installation Year	Hours	Days	Lane Miles
11th St NW	Pennsylvania Ave NW to G St NW	Northbound	2024	24 hours	7 Days	1.0
	H St NW to I St NW	Northbound		24 hours	7 Days	

	I St NW to K St NW	Northbound		24 hours (Mon-Sat); 12am-8am; 2pm-12pm (Sun)	Mon-Sat; Sun	
	K St NW to L St NW	Northbound		24 hours	7 Days	
	L St NW to K St NW	Southbound		24 hours	7 Days	
	K St NW to I St NW	Southbound		24 hours (Mon-Sat); 12am-8am; 2pm-12pm (Sun)	Mon-Sat; Sun	
	I St NW to E St NW	Southbound		24 hours	7 Days	
14th St NW	Euclid St to Irving St	North and Southbound	2020	24 Hours	7 Days	0.7
16th St NW	K St to M St	Northbound	2022	3:30 PM - 7 PM	Mon - Fri	3.0
	K St to M St	Southbound		7 AM - 9:30 AM	Mon - Fri	
	P St to U St	Northbound		3:30 PM - 7 PM	Mon - Fri	
	U St to Irving St	Southbound		7 AM - 9:30 AM	Mon - Fri	
	Irving St to Arkansas Ave	Northbound		3:30 PM - 7 PM	Mon - Fri	
	Irving St to Arkansas Ave	Southbound		7 AM - 9:30 AM	Mon - Fri	
Columbia Rd NW	17th St to Harvard St	Eastbound	2024	24 Hours	7 Days	0.1
Georgia Ave NW	Florida Ave to Barry Place	North and Southbound	2016	7 AM - 10 PM	Mon - Sat	0.6
	T Street to Florida Ave	Southbound		7 AM - 10 PM	Mon - Sat	
H St NW	Pennsylvania Ave to 13th St NW	Eastbound	2019 (upgraded 2021 and 2024)	7 AM - 7 PM	Mon - Sat	0.8
	13th St NW to 4th St NW	East and Westbound	2022	7 AM - 9:30 AM and 4 PM - 6:30 PM	Mon - Fri	1.6
	2nd St NW to North Capitol St	East and Westbound		7 AM - 9:30 AM and 4 PM - 6:30 PM	Mon - Fri	
I St NW	Pennsylvania Ave to 13th St NW	Westbound	2019 (upgraded 2021)	7 AM - 7 PM	Mon - Sat	1.0

M St SE	Half St SE to 10th St SE	Westbound	2020 (modified 2024)	7 AM - 9:30 AM and 4 PM - 6:30 PM	Mon - Fri	0.8
MLK Jr Ave SE	Redwood Dr to W St SE	Northbound	2020	7 AM - 9:30 AM	Mon - Fri	2.1
	Redwood Dr to Marion Barry Ave SE	Southbound		4 PM - 6:30 PM	Mon - Fri	
Pennsylvania Ave SE	3rd St to 13th St SE	Eastbound	2022	4 PM - 6:30 PM	Mon - Fri	1.6
	3rd St to 13th St SE	Westbound		7 AM - 9:30 AM	Mon - Fri	
Total Bus Lane Miles						13.3

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 unless WMATA eliminates service on the corridor.

As described in Part 2 Q077 POH25, DDOT is updating the Bus Priority Plan to reflect the new Metrobus network and other planning inputs such as the Downtown Transportation Plan. While the revised workplan will be ready later in FY26, DDOT has a number of Bus Priority projects that are already moving forward. Active projects are listed here:

<https://buspriority.ddot.dc.gov/#active>.

Project	Limits	Status	Bus Lanes proposed?
MLK Jr. Ave SE 2.0 (Anacostia Metro)	Anacostia Metro Station	Construction	Short bus lane shortcut to bus loop
H Street NE	3rd St to Benning Rd NE	Construction	Stop platforms installed 2025; other elements tbd*
I Street NW 3.0	11th St to 16th St NW	Design (2026 Construction)	Improvement and extension of existing bus lane
Nannie Helen Burroughs Ave NE	Minnesota Ave to Eastern Ave NE	Design (2026 Construction)	Partial
8th St SE	East Capitol St to M St SE	Design (2026 Construction)	Partial
Minnesota Ave SE	Penn Ave to Marion Barry Ave SE	Design (2026 Construction)	No
14th Street NW	Newton St to Arkansas Ave	Design	No
U St NW	9th St NW to 18th St NW	Design	Yes
Georgia Ave NW	Barry Pl to Eastern Ave NW	Design	Yes
MLK Jr Ave SE	St Elizabeth's to Alabama Ave SE	Planning	Yes
Columbia Heights Crosstown	Columbia Rd & Irving St NW between 16 th St and Park Pl NW	Planning	Yes

Minnesota Ave NE	East Capitol St to NHB Ave NE	Planning	Yes
11 th St SE	M St SE to Marion Barry Ave SE	Planning	No
14 th St NW	Thomas Circle to Euclid St NW	Planning	Tbd
Florida Ave NW/NE	9 th St NW to 1 st St NE	Planning	Yes

*Pending confirmation of future transit improvements along the H St / Benning Rd NE corridor to support the RFK development

While not every Bus Priority project includes bus lanes, dedicated lanes are an important part of the toolbox. Georgia Avenue NW, the highest-ridership bus corridor in the DMV, illustrates how bus lanes are critical. Nearly half of the people traveling on Georgia Avenue are bus riders, but congestion from private vehicles makes the service slow and unreliable. Even as buses are regularly packed (a 60-foot articulated bus has a practical capacity of 100 people), the traffic conditions prevent WMATA from increasing service. With the completion of the Georgia Ave Bus Priority project, bus travel will be faster and more reliable; with less congestion from private vehicles, it also becomes more feasible for WMATA to increase the amount of service.

As discussed in Part 2 Q077 POH25, the following criteria are used for the Bus Priority Network: (1) roads served by WMATA’s ‘High-Frequency’ routes (12-minute-or-better service 7a-9p); or (2) corridors with 10-minute-or-better headways from one or more routes for 5+ hours a day weekdays. While every project is unique, DDOT will generally consider pursuing bus lanes if combined bus frequencies are 10 buses per hour (6-minute headways) or better.

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>.

- 83. 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:**
 - 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**
 - Additional bus stops that the agency will make compliant with the ADA in FY25, and the locations of those bus stops.**

a-c. There are over 2,500 bus stops in the District, with the WMATA system redesign and bus stop consolidations. The Bus Shelter Franchise Agreement allows for 788 shelters at compliant bus stops, which currently have over 750 installed. The number of shelters is fluid due to construction activities, stop changes and consolidations, and development.

c-i:

Bus Stops Locations Improved by the Roadway Management Branch in FY24				
No.	Location	Ward	Bus Stop #	Date of Repair
1	17th Street NW – Lamont Street to Mount Pleasant Street	1	1002098	6/12/2024
2	Lamont Street NW – 16th Street to Mount Pleasant Street	1	1002066	6/20/2024
3	Q Street NW - 23Rd Street NW to 27th Street NW	2	1001488	10/4/2023
4	G Street NW - 13th Street NW to 14th Street NW	2	1001076	11/29/2023
5	G Street NW - 13th Street NW to 14th Street NW	2	1003746	12/1/2023
6	11th Street NW - K Street to L Street	2	1001249	12/8/2023
7	11th Street NW - K Street to L Street	2	1001264	12/12/2023
8	28th Street NW – P Street to O Street	2	1001412	7/5/2024
9	E Street NW and 8th Street NW	2	1001014	4/27/2024
10	Wisconsin Avenue NW - K Street NW/Water Street NW to M Street NW	2	1003507	8/7/2024
11	14th Street NW and F Street NW	2	1001052	11/30/2023
12	14th Street NW and New York Avenue NW	2	1001093	12/6/2023
13	17th Street NW and K Street NW	2	1001214	7/1/2024
14	18th Street NW and K Street NW	2	1001214	7/1/2024
15	K Street NW and 19th Street NW	2	1001233	7/9/2024
16	K Street NW and 17th Street NW	2	1001229	7/10/2024
17	K Street NW and 16th Street NW	2	1001226	7/15/2024
18	15th Street NW and K Street NW	2	1001221	7/16/2024
19	13th Street NW and K Street NW	2	1001220	7/18/2024
20	Woodley Rd NW – 32nd Street to 33rd Place	3	1003745	11/2/2023
21	Wisconsin Avenue NW and Albemarle Street NW	3	1002478	9/5/2024
22	Rock Creek Church Road NW From Park Place NW To 7th Street NW	4	1002983	3/12/2024
23	W Street NE – Brentwood Street to Dead End	5	1001731	11/15/2023
24	Bladensburg Rd NE - New York Avenue to T Street	5	1001636	11/16/2023
25	Taylor Street NE – 12th Street to 10th Street	5	1002328	11/28/2023
26	Randolph Street NE – 18th Street to South Dakota Avenue	5	1002266	3/20/2024
27	Randolph Street NE – 18th Street to South Dakota Avenue	5	1002278	3/20/2024
28	Michigan Avenue NE – 14th Street to 16th Street	5	1002363	7/16/2024
29	10th Street NE – Michigan Avenue to Perry Street	5	1002213	7/18/2024
30	10th Street NE – Perry Street to Perry Place	5	1002234	7/18/2024
31	10th Street NE – Michigan Avenue to Perry Street	5	1002206	7/18/2024
32	Michigan Avenue NE – 14th Street to 16th Street	5	1002365	7/23/2024
33	R Street NE – First Street to Eckington Place	5	1003277	7/26/2024
34	12th Street NE - Perry Street NE To Quincy Street NE	5	1002226	7/29/2024
35	12th Street NE - Perry Street NE To Quincy Street NE	5	1002257	7/30/2024
36	Franklin Street NE – Rhode Island Avenue to 16th	5	1001902	8/23/2004

37	Franklin Street NE – 17th Street to 18th Street	5	1001900	8/27/2024
38	Franklin Street NE – 17th Street to 18th Street	5	1001909	8/27/2024
39	Brentwood Rd NE – Bryant Street to Saratoga Avenue	5	1001787	9/3/2024
40	West Virginia Avenue NE – Fenwick Street to Central Street	5	1001527	9/6/2024
41	West Virginia Avenue NE – Fenwick Street to Central Street	5	1001530	9/6/2024
42	Franklin Street NE – 26th Street to Vista Street	5	1001912	9/12/2024
43	South Dakota Avenue NE and 31st Place NE	5	1001836	7/27/2024
44	New Jersey Avenue NW - Massachusetts Avenue to H Street	6	1001128	11/27/2023
45	8th Street NE – East Capitol Street to A Street	6	1000822	12/12/2023
46	8th Street NE – East Capitol Street to A Street	6	1000821	12/12/2023
47	8 Street NE - C Street to D Street	6	1000931	1/18/2024
48	8 Street NE - C Street to D Street	6	1000904	1/22/2024
49	K Street SE – 11th Street to 12th Street	6	1000533	6/27/2024
50	C Street NE – 9th Street to 10th Street	6	1000924	9/26/2024
51	Southern Avenue SE – 42nd Street to Ellis Street	7	1000428	12/5/2023
52	Southern Avenue SE – 42nd Street to Ellis Street	7	3002721	12/6/2023
53	Alabama Avenue SE – Q Street to 41st Street	7	1000440	4/12/2024
54	51st Street NE – Fitch Place to Fitch Place	7	1000984	8/20/2024
55	Benning Road SE - B Street SE to Benning Road NE/East Capitol Street BN	7	1000766	5/9/2024
56	Benning Road SE - B Street SE to Benning Road NE/East Capitol Street BN	7	1000749	5/9/2024
57	Benning Road SE - B Street SE to Benning Road NE/East Capitol Street BN	7	1000720	5/9/2024
58	3432-39 Benning Road NE	7	1001013	4/5/2024
59	Bruce Street SE – Tobias Dr to 15th Place	8	1000220	4/10/2024
60	Chesapeake Street SW – 2nd Street to Martin Luther King Jr. Avenue	8	1000040	7/26/2024
61	Chesapeake Street SW – 2nd Street to Martin Luther King Jr. Avenue	8	1000036	7/29/2024
62	Alabama Avenue SE – Irving Street to Hartford Street	8	1003035	8/23/2024
Number of bus stops FY2024				62

Bus Stops Locations Improved by the Roadway Management Branch in FY25				
No.	Location	Ward	Bus Stop #	Date of Repair
1	Columbia Road NW – 20th Street to California Avenue	1	1001694	12/10/2024
2	Columbia Road NW – 20th Street to California Avenue	1	1001686	12/10/2024
3	3rd Street NW - U Street to Rhode Island Avenue	1	1003074	6/18/2025
4	3rd Street NW - U Street to T Street	1	1003074	7/1/2025

5	Adams Mill Road NW - Klingle Road NW to Walbridge Place NW	1	1002084	10/14/2024
6	Adams Mill Road NW - Klingle Road NW to Walbridge Place NW	1	1002118	10/14/2024
7	Georgia Avenue NW and Barry Place NW	1	1001786	6/11/2025
8	Georgia Avenue NW and Florida Avenue NW	1	1003615	5/30/2025
9	Pennsylvania Avenue NW - 7th Street NW to 9th Street NW	2	1003763	10/2/2024
10	Pennsylvania Avenue NW and 6th Street NW	2	1000889	10/3/2024
11	Pennsylvania Avenue NW and 10th Street NW	2	1000944	10/3/2024
12	14th Street NW and K Street NW	2	1001259	7/30/2025
13	Cathedral Avenue NW - New Mexico Avenue NW to Idaho Avenue NW	3	1002055	10/11/2024
14	Cathedral Avenue NW - New Mexico Avenue NW to Idaho Avenue NW	3	1002052	10/11/2024
15	Cathedral Avenue NW - New Mexico Avenue NW to Idaho Avenue NW	3	1002041	10/11/2024
16	Nebraska Avenue NW and Tenley Circle NW	3	1002427	7/24/2025
17	Wisconsin Avenue NW and Van Ness Street NW	3	1002389	9/22/2025
18	16th Street NW and Colorado Avenue NW	4	1002918	6/3/2025
19	16th Street NW and Madison Street NW	4	1002920	8/28/2025
20	Georgia Avenue NW and Van Buren Street NW	4	1002787	9/16/2025
21	Shepherd Street NE - 11th Place to 12th Street	5	1002298	6/24/2025
22	22nd Street NE - Newton Street NE to Otis Street NE	5	1002192	8/19/2025
23	1st Street NW - Michigan Avenue to Hospital Center Drive	5	1003157	12/20/2025
24	Rhode Island Avenue NW and 1st Street NW	5	1001642	9/23/2025

25	Rhode Island Avenue NW and North Capitol Street	5	1001662	9/24/2025
26	Rhode Island Avenue NW and North Capitol Street	5	1001667	9/26/2025
27	Delaware Avenue SW – Canal Street to L Street	6	1000479	10/9/2024
28	Delaware Avenue SW – Canal Street to L Street	6	1000484	10/9/2024
29	4th Street SW – I Street to G Street	6	1000561	10/24/2024
30	Michigan Avenue NE – 4th Street to Monroe Street	7	1002089	10/28/2024
31	Alabama Avenue SE - 37th Street to 38th Street	7	1000399	7/31/2025
32	34th Street NE - Blaine Street NE to Baker Street NE	7	1000856	10/17/2025
33	Anacostia Avenue NE - Blaine Street to Clay Street	7	1000876	10/20/2025
34	Wheeler Road SE – Alabama Avenue to Savannah Street	8	1000146	11/22/2024
35	Wheeler Road SE – Upsal Street to Mississippi Avenue	8	1000135	11/27/2024
36	Bruce Place SE - 15th Place to Stanton Road	8	1000218	8/28/2025
37	Valley Avenue SE - Wheeler Road to 13th Street	8	1000098	10/3/2025
38	South Capitol Street SE - Halley Place SE to Martin Luther King Jr. SW/Xenia Street SW	8	1000076	10/25/2024
39	South Capitol Street SE - Halley Place SE to Martin Luther King Jr. SW/Xenia Street SW	8	1000084	10/25/2024
40	South Capitol Street SE - Halley Place SE to Martin Luther King Jr. SW/Xenia Street SW	8	1000091	10/25/2024
	Number of bus stops FY2025			40

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

84. 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.

	Facility Type	Length (Miles)
Unprotected	Advisory Bike Lane	2.5
	Climbing Lane (one side of road only)	5.6
	Contraflow Bike Lane	7.3
	Unprotected Bike Lane	60.0
	Total Unprotected	75.4
	Facility Type	Length (Miles)
Protected	One-Way Protected Bike Lane	22.6
	Two-Way Protected Bike Lane	19.8
	Total Protected	41.0
Total Miles (unprotected and protected)		118.1
Shared Lane		19.1

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.

Throughout calendar year 2026, 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.

Please see map below of DDOT’s protected bike lane network, highlighting those that will be added in the upcoming years. [The DDOT Bike Lanes website](#) includes an interactive map of existing bike lanes and active projects. The 2025 Bike Map on godcgo.com also illustrates existing bike infrastructure as of April 2025.

A list of bicycle infrastructure installed in FY25 is included here:

Roadway	From	To	Ward	Street Miles	Facility Type
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1st St NE	M St	Florida Ave	6	0.26	Two-way Protected Bike Lanes
7th St SW	I St	Maine Ave	6	0.06	Protected Bike Lanes
11th St NW	Vermont Ave (S)	Vermont Ave (N)	1	0.06	Protected Bike Lanes
17th St NE	Bladensburg Rd	Benning Rd	5	0.51	Two-way Protected Bike Lanes
Canal St SE	South Capitol St	E St	6	0.07	Bike Lanes
Columbia Rd NW	16th St, Mount Pleasant St	Harvard St	1	0.03	Bike Lanes
Columbia Rd NW	Harvard St	18th St, Adams Mill Rd	1	0.40	One-way Protected Bike Lanes
Columbia Rd NW	18th St, Adams Mill Rd	California St	1	0.43	One-way Protected Bike Lanes
E St SE	New Jersey Ave SE	South Capitol St	6	0.13	Bike Lanes
Eckington Pl NE	Florida Ave	R St	5	0.24	Two-way Protected Bike Lanes
Florida Ave NE	2nd St	Eckington Pl	5/6	0.13	One-way Protected Bike Lanes
Gallatin St NE	Fort Totten Dr	Cul De Sac	5	0.05	Two-way Protected Bike Lanes
I St	4th St SW	Half St SE	6	0.55	Protected Bike Lanes
K St NE	1st St	2nd St	6	0.13	Protected Bike Lanes
Massachusetts Ave NW	New Jersey Ave	2nd St	2	0.07	Protected Bike Lane
New Jersey Ave NW	D St	H St	6	0.39	One-way Protected Bike Lanes
Ontario Rd NW	Columbia Rd	Lanier Pl	1	0.08	Protected Contraflow Bike Lane

Riggs Rd NE	1st Pl	3rd St, South Dakota Ave	5	0.16	Two-way Protected Bike Lanes
				3.6	

FY26 & FY27 Protected Bike Lane Projects

DDOT is conducting a one-year Strategic Bikeways Plan which is scheduled to be complete in 2026. The Strategic Bikeways Plan will update the long-range Bicycle Priority Network as part of the moveDC Multimodal Transportation Plan and establish a 5-year Bikeways Work Plan for bike network expansion. Following the current completion of the Strategic Bikeways Plan, all bikeway projects in planning and design will be confirmed including construction timelines. Updates for all bikeways, including Protected Bike Lanes, can be viewed publicly at <https://bikelanes.ddot.dc.gov/>.

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 sharrow are reviewed internally for potential upgrades, as the sharrow is no longer a recommended facility type under our design guidelines. In FY25 DDOT upgraded 0.3 miles from Sharrow to protected bike lanes. Those streets are 11th St NW from Vermont (S) to Vermont (N), Columbia Rd NW from Ontario Rd (E) to Euclid St, and K St NE from 1st to 2nd.

85. 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 FY25, we installed 3.4 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 the planning stage for two such “hardening” projects: (1) K/Water St NW between the Capital Crescent Trail and 30th St, and (2) West Virginia Ave NE between Florida Ave and Mount Olivet Rd. Additional hardening projects will be identified through the ongoing Strategic Bikeways Plan.

DDOT is also upgrading unprotected lanes to protected lanes. Since 2014, DDOT has upgraded nearly 18 miles to protected. Of the 118 miles of bike lanes in the network, 43 miles, or 36% 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 more effective at preventing incursions than traditional (unprotected) 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.

86. 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.**

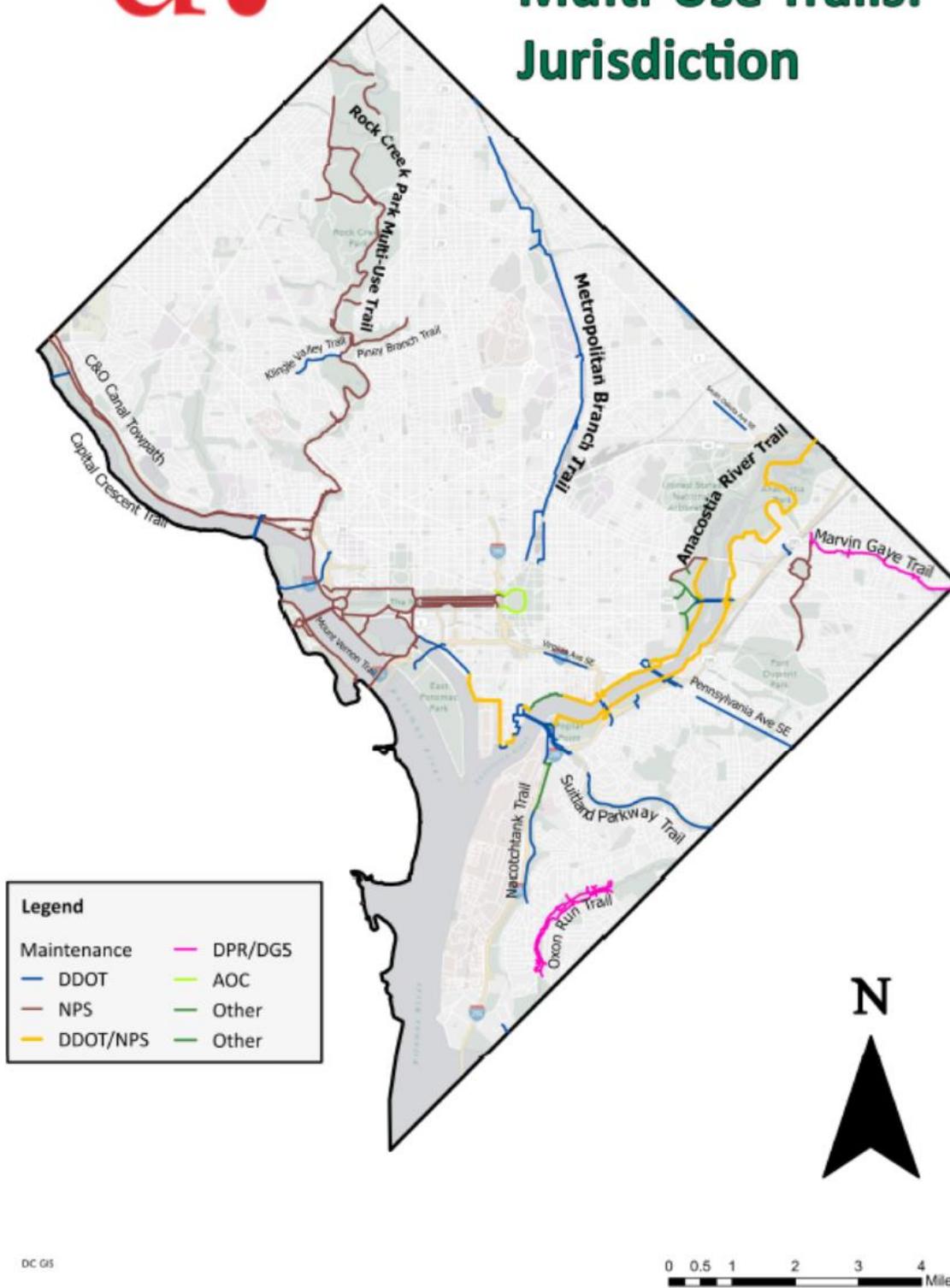
The following is an updated list and map of all the trails in the District. With the construction of the Fort Totten to Takoma section of the Metropolitan Branch Trail, the District’s trail network grew by 1.9 miles in FY25.

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
Klinge 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	6.3
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	68.9

d.

District of Columbia Multi-Use Trails: Jurisdiction



FY2026 Trail Projects

DDOT is conducting a one-year Strategic Bikeways Plan which is scheduled to be complete by summer 2026. The Strategic Bikeways Plan will update the long-range Bicycle Priority Network as part of the moveDC Multimodal Transportation Plan and establish a 5-year Bikeways Work Plan for bike network expansion. Following the current completion of the Strategic Bikeways Plan, all bikeway projects in planning and design will be confirmed including construction timelines. Updates for all bikeways, including Trails, can be viewed publicly at <https://trails.ddot.dc.gov/>.

87. Please provide an update on the Metropolitan Branch Trail project. Did the timeline, budget, or scope of the project change in FY25 or FY26, to date?

Metropolitan Branch Trail, Fort Totten to Takoma:

As anticipated, the project was completed in the fall of 2025, the trail is officially open and the MBT now extends from Union Station to Aspen St NW.

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. The project was delayed slightly this year by additional design changes at the 4th/Cedar/Blair intersection however the project is at 100% design. DDOT expects to complete the necessary property acquisition from WMATA and advertise the project for construction in FY27, with construction anticipated to begin in Spring 2027.

Metropolitan Branch Trail, 1st Pl NE to Oglethorpe St NW:

DDOT is working to procure a consultant to conduct a feasibility study for a trail corridor running parallel to 1st Street NE, from Oglethorpe Street NW to 1st Place NE, beginning in 2026.

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

- a. **How many existing bicycle racks were damaged, destroyed, or lost in FY25 or FY26, to date?**
- b. **How many new or replacement bicycle racks did DDOT install in FY25 or FY26, 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 FY25 and FY26, to date.**
- d. **Has DDOT identified a vendor for these racks, or selected locations for the new racks?**
- e. **Please share the locations of all racks installed, or planned to be installed, in FY25 and FY26, to date, to meet the requirements of the Shared Fleet Devices Amendment Act of 2020.**
- f. **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. Thirty (30) bicycle racks were destroyed in FY25. Nine (9) bicycle racks have been destroyed as of 1/15/26.

b. 846 bicycle racks were installed in the District in FY25:

- 361 by DDOT
- 51 by BIDs on behalf of DDOT
- 434 by private developments in cooperation with DDOT

138 bicycle racks have been installed in the District in FY26 as of 1/15/26:

- 109 by DDOT
- 12 by BIDs on behalf of DDOT
- 17 by private developments in cooperation with DDOT

c. DDOT continues to install bike racks based on resident requests and observed demand. The 1,000 rack-per-year mandate in the Shared Fleet Devices Amendment Act of 2020 ended in FY24.

d. DDOT has awarded a contract to Saris Equipment, LLC with the first shipment of racks due in Winter 2026. There are 416 locations identified for bicycle racks as of 1/15/26.

e. The list of all racks installed in FY25 and FY26 as of 1/15/26 and planned to be installed in the remainder of FY26 can be found in **Appendix P2Q088**. The 1,000 rack-per-year mandate in the Shared Fleet Devices Amendment Act of 2020 ended in FY24.

f. 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.

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

- a. **The number and location of stations that:**
 - **Currently exist**
 - **Were added and removed in FY25 and FY26, to date; and**
 - **DDOT plans to add in the remainder of FY26.**
- 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 FY24, FY25, and FY26, 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-1. There are currently 820 stations in the system, 410 of which are located in the District.

a-2. DDOT added 13 new Capital Bikeshare stations and removed two stations in FY25. Stations were added at the following locations:

- 2nd & U St SW
- 16th & Pine St NW
- 17th St & Kalorama Rd NW
- 18th St & Belmont Rd NW
- 20th & I St NW
- 20th & M St NW
- 20th & N St NW
- 21st & L St NW
- Fort Totten Dr & Crittenden St NE
- Half & I St SW
- Nebraska & Utah Ave NW
- North Capitol & Douglas St NW / Reservoir Park Rec
- Rock Creek Pkwy & Pkwy Dr NW

DDOT removed the following stations in FY25:

- The White House [relocated to 17th St & Kalorama Rd NW]
- United Medical Center [relocated to 16th & Pine St NW]

DDOT replaced 33 stations with brand new equipment as part of its state of good repair efforts in FY25:

- 1st & Rhode Island Ave NW
- 3rd & G St SE
- 3rd & Tingey St SE
- 3rd St & Pennsylvania Ave SE
- 4th & C St SW
- 4th & E St SW
- 5th St & Massachusetts Ave NW
- 6th & H St NE
- 6th St & Indiana Ave NW
- 8th & D St NW
- 9th & Upshur St NW
- 10th & K St NW
- 11th & F St NW
- 11th & S St NW
- 12th & U St NW
- 14th & Belmont St NW
- 14th St & Colorado Ave NW
- 14th St Heights / 14th & Crittenden St NW
- 15th & F St NE
- 15th & K St NW

- 15th & L St NW
- 17th St & Massachusetts Ave NW
- 18th St & Pennsylvania Ave NW
- 18th St & Wyoming Ave NW
- 21st & I St NW
- 22nd & I St NW / Foggy Bottom
- 3rd & G St SE
- 3rd & Tingey St SE
- 3rd St & Pennsylvania Ave SE
- 4th & C St SW
- 4th & E St SW
- 5th St & Massachusetts Ave NW
- 6th & H St NE
- 6th St & Indiana Ave NW
- 8th & D St NW
- 9th & Upshur St NW
- Benning Branch Library
- Columbia Rd & Belmont St NW
- D St & Maryland Ave NE
- Pleasant St & MLK Ave SE [relocated to W St & Shannon Pl SE]
- Rhode Island & Connecticut Ave NW
- Thomas Circle
- Wisconsin Ave & C & O Canal NW [relocated to Wisconsin Ave & K St NW]

DDOT expanded 23 stations in FY25:

- 1st St & Rhode Island Ave NW (15-->24 docks)
- 3rd & G St SE (19-->20 docks)
- 3rd & Tingey St SE (19-->24 docks)
- 3rd St & Pennsylvania Ave SE (15-->16 docks)
- 4th & C St SW (39-->48 docks)
- 4th & E St SW (19-->23 docks)
- 5th St & Massachusetts Ave NW (19-->20 docks)
- 6th St & Indiana Ave NW (19-->20 docks)
- 8th & D St NW (15-->24 docks)
- 9th & Upshur St NW (15-->16 docks)
- 10th & K St NW (23-->24 docks)
- 11th & F St NW (15-->32 docks)
- 12th & U St NW (31-->36 docks)
- 14th & Belmont St NW (15-->24 docks)
- 14th & D St NW / John A. Wilson Building (25-->41 docks)
- 15th & F St NE (19-->20 docks)
- 18th St & Wyoming Ave NW (15-->16 docks)
- 21st & I St NW (35-->47 docks)

- 22nd & I St NW / Foggy Bottom (15-->32 docks)
- C & O Canal & Wisconsin Ave NW (23-->35 docks)
- Columbia & Belmont Rd NW (19-->20 docks)
- Rhode Island & Connecticut Ave NW (23-->24 docks)
- W St & Shannon Pl SE (11-->12 docks)

DDOT has added four new stations in FY26 as of 1/14/26:

- 15th & Chapin St NW
- 27th St & Woodley Rd NW
- Blair Rd & Kansas Ave NW
- Suitland Pkwy & Howard Rd SE

DDOT has replaced 21 stations in FY26 as of 1/14/26:

- 1st & Washington Hospital Center NW
- 3rd & Elm St NW
- 3rd & K St NW
- 8th & F St NE
- 8th & O St NW
- 10th & E St NW
- 10th St & Florida Ave NW
- 12th & L St NW
- 14th St & Marion Barry Ave SE
- 15th & East Capitol St NE
- 15th St & Massachusetts Ave SE
- 20th & L St NW
- 21st St & Pennsylvania Ave NW
- 23rd & E St NW
- 24th & N St NW
- 3000 Connecticut Ave NW / National Zoo
- Calvert St & Woodley Pl NW
- Lincoln Memorial
- New Hampshire Ave & 24th St NW
- Washington & Independence Ave SW / HHS
- Wisconsin Ave & O St NW

DDOT expanded 21 stations in FY26 as of 1/14/26:

- 1st & Washington Hospital Center NW (15-->18 docks)
- 3rd & Elm St NW (15-->24 docks)
- 3rd & K St NW (23-->24 docks)
- 4th St & Florida Ave NE (19-->31 docks)
- 8th & F St NE (23-->24 docks)
- 8th & O St NW (19-->28 docks)
- 10th & E St NW (15-->20 docks)
- 10th St & Florida Ave NW (19-->24 docks)

- 12th & L St NW (19-->20 docks)
- 15th & East Capitol St NE (11-->16 docks)
- 15th St & Massachusetts Ave SE (15-->16 docks)
- 20th & L St NW (19-->24 docks)
- 21st St & Pennsylvania Ave NW (19-->20 docks)
- 23rd & E St NW (19-->20 docks)
- 24th & N St NW (15-->16 docks)
- 3000 Connecticut Ave NW / National Zoo (15-->16 docks)
- Calvert St & Woodley Pl NW (19-->20 docks)
- Lincoln Memorial (25-->27 docks)
- New Hampshire Ave & 24th St NW (19-->24 docks)
- Washington & Independence Ave SW / HHS (31-->40 docks)
- Wisconsin Ave & O St NW (19-->24 docks)

a-3.DDOT plans to add the following stations at or around the following locations in FY26:

- 1st & Channing St NW
- 5th & V St NE
- 6th & Chesapeake St SE
- 16th & Newton St NW
- 49th & Brooks St NE / Kelly Miller Pool
- Adams Mill Rd & Ontario Pl NW / Walter Pierce Park
- JBAB
- Nebraska Ave & Rockwood Pkwy NW / AU South
- South Dakota Ave & Ingraham St NE
- South Dakota Ave & Perry St NE

b. There are approximately 4,800 traditional bicycles and 3,200 electric bicycles in the Capital Bikeshare fleet as of 1/16/26.

c. DDOT has received 2,400 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. 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 and 162 trips in 2025. The program is still active in FY26 but renewing the program for future fiscal years will

depend on participation rates.

e. In FY24, systemwide, there were approximately 29,811 annual and 469 average monthly members. In FY25, there were approximately 33,092 annual and 478 average monthly members. In FY26, as of 1/14/26, there are approximately 31,162 annual members and 383 average monthly members.

f. 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 Summer 2025, DDOT requested its operator to focus more rebalancing attention on the high demand neighborhoods of Adams Morgan, Columbia Heights, and Mount Pleasant and saw higher service levels and more reliable bike availability. DDOT would like to add more stations to these and other high demand areas.

g. 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. Looking ahead, 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.

90. 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 2025, the system saw a record 5,680,484 shared e-bike trips, an 80% increase from 2024, driven by the growing proportion of bikes to the fleet, the addition of the throttle-assist Lime bike, and overall trends of increased bike infrastructure and ridership across the District. This active and sustainable mode of transportation is available to all residents and visitors of the District.

- a. In 2025, The District awarded two permits for two shared dockless e-bike operators, **Lime and Veo**. Lime is permitted for a maximum of 3,775 Class 1 e-bikes which have both pedal-assist and throttle-assist capability. Veo has a maximum fleet of 4,066 class 2 electric bicycles, which are seated devices with a scooter-style throttle and operable pedals.
- b. The table below shows maximum allowed permitted fleet for each operator and the mean number of deployed devices per day in 2025:

Operator	Mean bikes deployed per day 2025	Maximum allowed bike fleet
Lime	2,316	3,575
Veo	2,770	4,066
Total	5,086	7,641

- c. DDOT received 3,339 work orders to address dockless vehicle parking complaints in 2025. Operators are held to a rigorous 2-hour response requirement. In 2025, the median response time was 72 minutes. The following types of 311 scooter complaints were processed in 2025:

- Blocking Building Entrance (292)
- Blocking Bus Stop (180)
- Blocking Sidewalk or Path, less than 3 feet of space available to pass (292)
- Parked on a ramp or between two ramps (10)
- Vehicle is not locked to infrastructure (180)
- Vehicle is locked to private property (7)

DDOT also added several additional complaint categories this fall. Those include:

- Vehicle damaged/vandalized
- Vehicle has not moved in 96 hours
- Vehicle abandoned in waterway
- Overconcentration of devices

The most common type of complaint was “blocking sidewalk or path”, followed by “vehicle is not locked to infrastructure”.

A summary of monthly 311 complaints in calendar year 2025, by operator, are included below. The months indicating NA reference when the vendor was not operational.

	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	July 2025	Aug 2025	Sep 2025	Oct 2025	Nov 2025	Dec 2025	Total
Lime	36	40	36	51	36	81	69	96	110	61	45	28	755
Spin	8	10	18	2	3	NA	NA	NA	NA	NA	NA	NA	41
Veo	29	33	29	61	69	80	89	71	143	58	78	64	806

91. **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 scooters operators there were for each month.**

Dockless electric scooter permits are provided to operators participating in the Shared Fleet Device Program. Scooter riders registered 7,150,416 trips in 2025, a 45% increase from 2024.

- a. Two companies are operating dockless scooters in 2025: Lime and Hopp.
 b. The table below shows the mean number of scooters deployed per day by operator in 2025 and the maximum number of scooters allowed to be deployed in the fleet.

Operator	Mean scooters deployed per day in 2025	Maximum allowed scooter fleet
Lime	3,537	5,000
Hopp	862	2,090
Total	4,399	7,090

- c. DDOT received 3,339 work orders to address dockless vehicle parking complaints in 2025. Operators are held to a rigorous 2-hour response requirement. In 2025, the median response time was 72 minutes. The following types of 311 scooter complaints were processed in 2025:

- Blocking Building Entrance (98)
- Blocking Bus Stop (42)
- Blocking Sidewalk or Path, with less than 3 feet of space available to pass (715)
- Parked on a ramp or between two ramps (31)
- Vehicle is not locked to infrastructure (806)
- Vehicle is locked to private property (22)

DDOT also added several additional complaint categories in the fall of 2025. Those include:

- Vehicle damaged/vandalized
- Vehicle has not moved in 96 hours
- Vehicle abandoned in waterway
- Overconcentration of devices
- The most common type of complaint was, “vehicle is not locked to infrastructure” followed by “blocking sidewalk or path”

A summary of monthly 311 complaints by operator, are included below. The months indicating NA reference when the dockless scooters vendors were not operational.

	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Jul 2025	Aug 2025	Sep 2025	Oct 2025	Nov 2025	Dec 2025	Total
Lime	30	28	40	71	115	223	184	331	263	145	127	72	1,629
Hopp	NA	1	11	6	12	18	22	22	25	19	27	31	209
Veo	12	16	11	11	18	NA	75						
Spin	26	40	50	52	31	NA	200						

92. Please describe how DDOT made determinations to approve or deny permits for dockless scooters and bikes in FY25 and FY26, to date.

Following the 2024 Permit Application Process, DDOT issued new permits for the 2025-2026 permit term. DDOT’s application scoring criteria (as provided in the district’s regulations) weighed submissions based on innovation, ability to conform to the District’s requirements, and past performance. Additionally, applicants were scored on their proposals to operate at a high level and deliver sustainability, equity, and operational excellence. The evaluation committee consisted of three subject matter experts from DDOT. Applications were reviewed and scored individually, and average scores were tabulated to determine ranking. On December 13, 2024, two weeks following the submission deadline, DDOT sent notice of preliminary permit awards to three companies, Lime, Veo, and Hopp.

93. 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:**
 - **The number of applications received;**
 - **The number of applications granted, broken down by whether the applicant was a preferred applicant;**
 - **If vouchers were limited to certain covered items (e.g., only bicycles or helmets); and**
 - **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. Since the establishment of the Electric Bicycle Incentive Program DDOT has opened two application windows: April 1-15, 2024 for Preferred Applicants only and February 1-21, 2025 for Preferred and Standard applicants. A third window will open February 1-21, 2026.
- b. Recap of each application cycle:
 FY24:
- o Received 3,576 applications.

- Distributed vouchers to 335 recipients, selected by lottery. 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).
- Vouchers were limited to the following purchases:
 1. E-bikes
 2. Cargo e-bikes
 3. Bicycle locks
 4. Accessories to support a disability
- Provided \$595,000 in voucher value, which 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.

FY25:

- d. Received 4,398 applications.
 - Distributed 365 vouchers, 76% to Preferred Applicants and 24% to Standard Applicants. Recipients selected by lottery. 329 vouchers were redeemed (90.1% redemption rate).
 - Vouchers covered e-bikes, bicycle locks, and bicycle helmets.
 - Value of incentives provided: \$498,798.98.

c. This program has a robust anti-fraud system. First, vouchers include recipient’s name, voucher ID number, expiration date, and type of item allowed to be purchased. Second, bike shops have access to a live, shared database with DDOT where they verify that the information on the voucher given matched the database. Third, bike shops are required to mark a voucher “redeemed” in the shared database immediately following purchase, and they take the voucher from the recipient – preventing it from being re-used or redeemed elsewhere. DDOT also requires a copy of the voucher and a detailed checklist from each sale during the invoicing process. Fourth, DDOT monitors resale sites such as Facebook Marketplace, Nextdoor, and Craigslist for voucher resale attempts. If a recipient posts their voucher for resale or we otherwise hear of a fraud attempt, DDOT immediately reports the post and revokes the recipients’ voucher – marking it as “void” in the shared database. DDOT detected two (2) of these fraud attempts (a fraud rate of 0.6%) in FY24 and 0 attempts in FY25.

Autonomous Vehicle Testing

94. How many autonomous vehicles testing entities are operating in the District?

The entities that have notified DDOT of their testing activities are:

- Waymo

- Zoox
- Beep, Inc.
- Nuro, Inc.
- Perrone Robotics (short term, currently inactive).

- 95. D.C. Code § 50–2352.04 requires that DDOT “transmit to the Council a report that provides recommendations to safely accommodate the deployment of autonomous vehicles on public roadways for commercial, personal, and any other use the Department determines.” What is the status of this report?**
- Why has DDOT not met the statutory deadline for the transmission of this report?**
 - When does DDOT anticipate completing the report?**
 - Was the report contracted to a non-governmental entity? If so, which entity?**
 - How much money has been expended, to date, on the report**
 - How much additional funding will be needed to complete the report?**
 - Will the report include draft legislation or regulations?**

DDOT has issued a contract to draft this report. The contract’s scope focuses on identifying the appropriate policy levers to achieve the District’s stated AV principles and assisting with preparation for reviewing testing data once a permitting program begins. The project is moving into final stages.

Notably, under this contract, DDOT plans to release a separate, in-depth research paper to assess the state of AV testing and deployment across the nation, including a review of regulatory frameworks and literature along with interviews with key stakeholders. We expect to release this research on DDOT’s website in Spring 2026.

- Why has DDOT not met the statutory deadline for the transmission of this report?

At the time of the initial Act, autonomous vehicle technology had not yet been deployed at scale in any U.S. city. Now that we are seeing more significant activity, we are better positioned to provide helpful and informed recommendations. DDOT initially planned to complete the report in Summer 2025; however, that was delayed due to the unprecedented Congressional interference in the District’s local budget and the resulting pause in non-essential spending.

- When does DDOT anticipate completing the report?

The contractor is expected to submit a draft report for DDOT’s review by May 2026.

- Was the report contracted to a non-governmental entity? If so, which entity?

The contract was awarded to Kimley-Horn.

- How much money has been expended, to date, on the report?

To date, \$176,322.72 has been expended on the report in FY24 and FY25.

- e. How much additional funding will be needed to complete the report?

In FY26, \$133,349.00 is budgeted for the report's completion.

- f. Will the report include draft legislation or regulations?

The report will focus on various policy levers to consider when drafting legislation, but it will not contain statutory language.

96. Please describe the activities of the AV Working Group established by Mayor's Order 2018-018 in FY25 and FY26, to date.

The AV Working Group last met on December 4, 2024, soon after the second proposed rulemaking was published for public comment. DDOT plans to reconvene the group once there are more rulemaking and/or report updates to share and collect feedback from participants.

Sustainability

97. Please provide an update on the District's NEVI Program.

Pursuant to Executive Order 14154 "Unleashing American Energy", effective January 20, 2025, DDOT paused 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. As a result, DDOT paused the next NEVI funding announcement pending further federal guidance. During this time, Shell decided to withdraw from the NEVI program on June 5, 2025 citing high utility rates in the District. On August 11, 2025, The Federal Highway Administration (FHWA) provided updated guidance to submit an updated NEVI plan. This plan was approved by FHWA on September 22, 2025. Currently, DDOT is working towards opening a new funding round in Spring 2026.

98. 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 FY24, FY25, and FY26, 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. None. While some companies have expressed interest, no permits have been requested via the application available on TOPS. Currently the permit is closed while the Curbside EV Charging Station Pilot project is ongoing.
 - b. No applications were submitted.

- c. No applications were submitted.

99. What other actions, projects or studies has DDOT undertaken in FY26 and FY26, to date, to advance the adoption of electric vehicles among D.C. residents, workers and visitors?

DDOT is working to advance the adoption of electric vehicles among D.C. residents, workers and visitors through expanding access to public electric vehicle (EV) charging in the District. DDOT is leveraging federal funding from the National Electric Vehicle Infrastructure (NEVI) Program; the existing EV charging station permit and guidelines, and a new permit program to allow EV charging stations in the public space, demonstrated through the new Curbside EV Charging Station Pilot.

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).

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.

Curbside EV Charging Station Pilot Project

The Pilot is being implemented in partnership with the vendor It's Electric to demonstrate DDOT's new regulations and accompanying guidelines for a permit program for private vendors to install, operate, and maintain curbside EV charging stations in the District's public right of way. The Pilot is being funded by a federal grant received by It's Electric. The Pilot will provide sixteen (16) curbside EV chargers across eight (8) locations in the District - a location in each Ward. The first location is being installed in Ward 1 (1640 Columbia Rd NW).

100. What environmental or green initiatives did the agency pursue in FY25 and FY26, 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: 41,980 SF; (multi-year)
 - o Hickey Run, Nash Run, Pope Branch, Fort Dupont Watershed project; (construction completed)
 - o Broad Branch and Spring Valley Watershed design; (under construction)
 - o Multipurpose Green Infrastructure – multi phase; (under construction)
 - o Benning East Capital, Fort Chaplin, Stickfoot and Oxon Run Watershed designs (Design Solicitation).
 - o Citywide LID Demonstration- multi phase (Design Solicitation)
 - o 2nd Street SW Bioretention designs (Design Solicitation)
- Monitoring and Emerging Contaminant Research (On-going)

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 the Department of Energy and Environment (DOEE) and, in the past, DOEE has also provided a local match for CWC grant funds to supplement local funds provided by DDOT. This year additional grant funds are administered by Homeland Security and Emergency Management Agency (HSEMA) supplemented by DDOT to design and construct various examples of green initiatives.

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 2024 and June 2025 is 31.03 acres (See 2025 Municipal Separate Storm Sewer System [Draft NPDES Permit No](#))

101. Please provide an update on the activities of the Urban Forestry Division and other tree preservation efforts in FY24, FY25, and FY26, to date, including:

- a. **The number of trees planted;**
- b. **The number of Special Tree removal permits requested;**
- c. **The number of Heritage Tree removal permits requested;**
- d. **The number of Special Tree removal permits granted;**
- e. **The number of Heritage Tree removal permits granted;**
- f. **The number of Special Trees removed pursuant to a permit;**
- g. **The number of Heritage Trees removed pursuant to a permit;**
- h. **The number of Special Trees removed without a permit;**
- i. **The number of Heritage Trees removed without a permit;**
- j. **The total number of enforcement actions initiated for violations of the Urban Forest Preservation Act of 2002; and**
- k. **The cumulative value of fines and fees imposed through enforcement actions; and**
- l. **The total number of stop work orders issued for violations of the Urban Forest Preservation Act of 2002.**

a. The number of trees planted;

- FY24: 6,614
- FY25: 6,499
- FY26: 3,635 (1/16/2026)

b & c. The number of Special Tree or Heritage Tree removal permits requested;

- FY24: 1,937
- FY25: 2,061
- FY26: 536 (1/16/2026)

d & e. The number of Special Tree or Heritage Tree removal permits granted;

- FY24: 1,487
- FY25: 1,605
- FY26: 338 (1/16/2026)

f & g. The number of Special Trees or Heritage Trees removed pursuant to a permit;

- FY24: 2,551
- FY25: 2,797
- FY26: 782 (1/16/2026)

h & i. The number of Special Trees or Heritage Trees removed without a permit;

- FY24: 15 Heritage, 47 Special
- FY25: 6 Heritage, 27 Special
- FY26: 3 Heritage, 5 Special (1/16/2026)

j. 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: 4
- FY26: 2 (1/16/2026)

k. The cumulative value of fines and fees imposed through enforcement actions;

- FY23: \$498,372.55
- FY24: \$194,879.90

- FY25: \$213,653.40
- FY26: \$90,475.19 (1/16/2026)

1. The total number of stop work orders issued for violations of the Urban Forest Preservation Act of 2002; and

- FY23: 20
- FY24: 23
- FY25: 11
- FY26: 2 (1/16/2026)

102. 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/>.

Below is an example of our mapping interface, with work order details:



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.