



District Department of Transportation (DDOT) FY2016 Performance Accountability Report (PAR)

Introduction

The Performance Accountability Report (PAR) measures each agency's performance for the fiscal year against the agency's performance plan and includes major accomplishments, updates on initiatives' progress and key performance indicators (KPIs).

Mission

The District Department of Transportation's (DDOT) mission is to enhance the quality of life for District residents and visitors by ensuring that people and goods move safely with minimal adverse impact on residents and the environment.

Summary of Services

DDOT executes its mission through the work of several divisions. The Infrastructure Project Management Administration designs and builds roads, bridges, rails and other transportation infrastructure projects; the Progressive Transportation Services Administration provides public transportation service through Metro and the Circulator bus system; the Transportation Operations Administration ensures a safe and user-friendly transportation environment; the Planning, Policy and Sustainability Administration develops strategic goals for the agency; the Public Space Regulation Administration regulates the safe and efficient use of the public space for various public and private uses; the Urban Forestry Administration maintains the District's street trees, providing our community with traffic calming, improved air quality, increased ground water retention that minimizes runoff and flooding, temperature moderation, and aesthetics.

Overview – Agency Performance

The following section provides a summary of DDOT performance in FY 2016 by listing DDOT’s top accomplishments, and a summary of its progress achieving its initiatives and progress on key performance indicators.

Top Agency Accomplishments

Accomplishment	Impact on Agency	Impact on Residents
ProTrack Plus	Constituents have the ability to utilize (DTAP) District Transportation Access Portal. (DTAP), a component of ProTrack Plus, is a public facing website that provides constituents, residents, private developers, utility companies and contractors access to ongoing project information, open solicitations and bid documents.	DDOT’s Office of Information Technology and Innovation (OITI) completed the launch of ProTrack Plus. ProTrack Plus is a GIS-centric web application that relates DDOT’s various construction projects to our transportation assets. Users access a construction project’s financial and procurement information, using the GIS map-based function. ProTrack Plus serves as a digital hub for all DDOT projects, program documentation, contract solicitation approval workflow and construction management documents. Thus far in FY 16, DDOT has launched several modules with ProTrack Plus starting with Call for Projects, Small Business Enterprise and Contract Solicitation. It increases the clarity and transparency among colleagues and external parties and help DDOT manage projects through their entire life cycle. DDOT staff can track and manage projects through various phases including call for projects, funding obligation, contract and procurement, construction management, payment tracking and project closeout processes eliminating the current stove piping/silos that exist between project-related applications.

Infrastructure Improvement Plan
(Alleys/Sidewalks)

The work DDOT performs on these assets improve the quality of life and provide safe passage for the residents within the District.

DDOT has worked aggressively to increase the amount of alleys and sidewalks that were rehabilitated in FY 16. The Asset Management team received an increase in funding for FY 16 to improve the condition of these assets within the District. DDOT was provided 13% more funding for alley rehabilitation projects in FY 16 over FY 15 levels. In FY 16, through increased budget allotments, better financial management, and aggressive program management DDOT was able to rehabilitate more alleys in our AlleyPalooza program. Similar to alleys, DDOT received increased funding in FY 16, for sidewalk rehabilitation compared to FY 15 levels. This increase in funding allowed DDOT to increased the number of sidewalk blocks from 175 to 261.

Public Space Permitting Process

This streamlined process has minimized the turnaround times for constituents from application to issuance and provided more open data for the people to view.

DDOT completed the year with various improvements to the Public Space Permitting Process. In FY 16, DDOT's Public Space team processed 94% of the public space permits on time (defined as being approved pending payment no more than 30 days following submission). Performance has improved dramatically over the past five (5) fiscal years, but specifically in FY 16 same day approval occurred 48% of the time. The Public Space Office has improved their service delivery time by 17% for approvals within 30 days but also reduce the overall number of days to approve by 41. These performance improvements happened while the number public space permits tripled in the last five fiscal years. The Public Space Administration also implemented several updates/upgrades to the Transportation Online Permitting System in FY 16 such as:

1. Automatic truck routing system;
2. All approved traffic control plans for construction staging areas were made viewable by the public;
3. Launched new permit types for buses
4. Updated permit application for trees based new legislation.

In FY 2016, DDOT had 41 Key Performance Indicators. Of those, 5 were neutral. Of the remaining measures, 46% (19 KPIs) were met, 22% (9 KPIs) were nearly met, and 20% (8 KPIs) were unmet. In FY 2016, DDOT had 44 Initiatives. Of those, 39% (17) were completed and 36% (16) were nearly completed, and 25% (11) were not completed. The next sections provide greater detail on the specific metrics and initiatives for DDOT in FY 2016.

FY16 Objectives

Division	Objective
Infrastructure Project Management Administration (IPMA)	Preserve the existing transportation infrastructure assets to maintain and improve condition rating in a cost effective manner.
Infrastructure Project Management Administration (IPMA)	Incorporate into the infrastructure design sustainability, multimodal, historic preservation and low impact elements.
Office of the Director (OD)	Implement and enhance sustainable, environmentally-friendly practices and alternative transportation modes (OCAP Action Item 1.4.5, 3.7.1, 3.7.2 and Indicator 3C).
Planning, Policy and Sustainability Administration (PPSA)	Comprehensive and integrated transportation planning.
Planning, Policy and Sustainability Administration (PPSA)	Research, develop and document leading-edge transportation policies.
Planning, Policy and Sustainability Administration (PPSA)	Champion a sustainable transportation system that meets the travel needs of the public, efficiently and affordably, while protecting the environment and the cultural resources of the District.
Progressive Transportation Services Administration (PTSA)	Increase and promote mass transportation modes to meet the mobility and economic development needs of the District.
Public Space Regulation Administration (PSRA)	To increase and improve the timeliness, consistency, transparency and completeness of public space permits.
Public Space Regulation Administration (PSRA)	Increase the knowledge, skills, and ability of staff in the performance of duties.
Transportation Operations Administration (TOA)	Ensure that the District's current transportation assets (traffic signals, parking meters, streetlights) are in good condition and utilized at their optimal capacity.
Transportation Operations Administration (TOA)	Enhance operational efficiency, safety and customer service.
Urban Forestry Administration (UFA)	Increase the number and improve the health of street trees in order to provide District neighborhoods with a healthy urban tree canopy (Sustainable DC Plan Nature Action 2.1)

FY16 KPIs

Objective: Comprehensive and integrated transportation planning.

Measure	Target	Freq	Q1	Q2	Q3	Q4	Total	KPI Status	KPI Barriers
PPSA - New sidewalk segments constructed	20	A					21	Met	
PPSA - Number of Capital Bikeshare stations in DC	240	A					236	Nearly Met	Bikeshare station installation requires extensive outreach and coordination with agency and community partners. DDOT installed an impressive number of new Capital Bikeshare stations in FY16 and nearly met its target.
PPSA - Percent of zoning case transportation impact reports submitted a minimum of 10 days before hearing	100	Q	100	92.86	92.31	100	95.3	Nearly Met	DDOT submitted 41 transportation impact reports at least 10 days before the zoning hearing, out of a total of 43 cases. Many of these cases involve complex development projects with input from a wide range of stakeholders necessary. In addition, the District has seen a marked increase in development review demands.
PPSA - Vehicle miles traveled per capita	5,450	A					7,725,222	Neutral Measure	

Objective: Ensure that the District's current transportation assets (traffic signals, parking meters, streetlights) are in good condition and utilized at their optimal capacity.

Measure	Target	Freq	Q1	Q2	Q3	Q4	Total	KPI Status	KPI Barriers
TOA - Fatality rate per 100 million vehicle miles traveled (VMT)	1.1	A					0	Met	
TOA - Miles of pavement markings refreshed	125	Q	17	10	50	65	142	Met	

TOA - Number of street/alley lights converted to Light-Emitting-Diode (LED)	200	Q	270	257	260	129	916	Met	
TOA - Average maintenance cost per parking meter	170	Q	73.3	74.7	78.7	79.8	76.4	Met	
TOA - Average percent of parking meters working daily	99	Q	99.86	99.86	99.76	99.85	99.8	Met	
TOA - Percent of streetlights fixed within schedule of service (based type of repair required)	95	Q	90.78	95.54	95.83	91.49	93.1	Nearly Met	The year-end goal for the above KPI was listed in quickbase as 95%. It should have been listed in quickbase as 90%. Their year-end actual was 93.14%. If adjusted to what the program knew to be the goal the streetlight team would have achieved their year-end goal.
TOA - Number of signs installed/replaced (includes permanent and emergency no parking signs)	36,000	Q	6,068	9,114	10,602	10,903	36,687	Neutral Measure	
TOA - Number of citations per Traffic Control Officer (TCO)	600	Q	173.2	122.9	77.2	3.3	90.2	Neutral Measure	
TOA - Number of injury crashes per million vehicle miles traveled (VMT)	1.3	A					1.6	Unmet	The target was an aggressive goal of 1.3 and we had a final number of 1.59. This is something that we do not control but can try only to reduce or effect through Vision Zero programs since it has a lot to do with driver behavior.

TOA - Number of crashes per million vehicle miles traveled (VMT)	3	A					6.4	Unmet	The target was an aggressive goal of three and we had a final number of 6.37 which is lower than the FY 15 final number. This is something that we do not control but can try only to reduce or effect through Vision Zero programs since it has a lot to do with driver behavior.
TOA - Percent of potholes filled within 48 hours	80	Q	73.23	49.68	82.04	95.18	56.2	Unmet	This goal was unmet because percent of potholes filled within 48 hours is captured only during Potholepalooza, which occurs in the spring. The normal response time is 72 hours for regular season.

Objective: Increase and promote mass transportation modes to meet the mobility and economic development needs of the District.

Measure	Target	Freq	Q1	Q2	Q3	Q4	Total	KPI Status	KPI Barriers
PTSA - Subsidy per Circulator rider	2.95	A					3.1	Nearly Met	Lowering the subsidy per Circulator rider depends on collecting more fare revenue from a higher number of riders. Ridership was not high enough to produce the right amount of fare revenue to meet the target.

PTSA - Circulator farebox recovery ratio	18.5	Q	15.73	16.83	17.99	16.53	16.7	Nearly Met	A higher farebox recovery ratio is dependent on higher ridership, and ridership was not high enough in FY16 to meet the target. Transit ridership has seen a decline region-wide in the past 12 months.
PTSA - Average streetcar operating cost per revenue hour	0	Q	0	469.5	497.7	495.1	492.5	Neutral Measure	No target was established for this KPI.
PTSA - Total Circulator riders	8,509,282	Q	1,213,908	1,153,561	1,265,906	1,243,790	4,877,165	Unmet	The FY15 target of over 8.5 million riders represents a 125% increase over FY15 ridership, which was unrealistic. Additionally, transit ridership has seen a decline region-wide over the past 12 months.
PTSA - Average Circulator operating cost per revenue hour	75	Q	89.9	86	77	83.5	83.9	Unmet	FY16's operating cost per revenue hour is in line with the Circulator's current contract performance goal. The fiscal year target of \$75 does not reflect present operating cost and service delivery needs.

Objective: Increase the number and improve the health of street trees in order to provide District neighborhoods with a healthy urban tree canopy (Sustainable DC Plan Nature Action 2.1)

Measure	Target	Freq	Q1	Q2	Q3	Q4	Total	KPI Status	KPI Barriers
UFA - Street tree mortality rate	7.5	A					1.7	Met	
UFA - Percent of green infrastructure sites inspected	90	A					103.7	Met	
UFA - Percent of street tree population inspected	29.5	A					40.1	Met	
UFA - Average cost per street tree installed	375	A					345	Met	

UFA - Average cost per tree box maintained	70	Q	100.6	94.6	46.1	76.3	80.1	Met	
UFA - Percent of street trees in a healthy condition	97	A					95.2	Nearly Met	<p>There a couple of factors that contributed to nearly making the goal. The first is that UFA always see a dramatic rise in the number of poor and dead condition trees in Q3, as that is when spring arrives, and struggling tree reveal their vigor (or lack thereof). The second explanation is that UFA does there street tree planting in Q1 and Q2. So the overall percentage of fair, good and excellent condition trees goes way up during those quarters, and then comes somewhat back to earth beginning Q3, and to a lesser extent also in Q4.</p>
UFA - Number of trees planted Citywide (Sustainable DC Nature Goal 2)	8,000	Q	0	2,820	2,598		5,418	Unmet	<p>We did not receive notice to proceed on our contract that delivers tree planting until the middle of February. This timeline left us with less than half of our usual planting season remaining to accomplish our goal of 8,000 trees. Despite this truncated season, we mobilized extra crews, worked weekends, and installed nearly 6,000 new trees.</p>

Objective: Preserve the existing transportation infrastructure assets to maintain and improve condition rating in a cost effective manner.

Measure	Target	Freq	Q1	Q2	Q3	Q4	Total	KPI Status	KPI Barriers
IPMA - Percent of sidewalks in plan completed	90	A					91.1	Met	
IPMA - Percent of current year projects completed within 10% of budget (except for those with scope change)	95	A					100	Met	
IPMA - Percent of current year projects completed within 60 days of planned end date (except for those with scope change)	95	A					100	Met	
IPMA - Percent of blocks in paving plan completed	90	A					82	Nearly Met	Due to weather and seasonality, DDOT performs this work through the first quarter of the next fiscal year. Each year we lose the second quarter due to snow and cold weather that makes it impossible to perform this type of work. The blocks that are planned are completed by the calendar year timeframe. In FY 17, we have tried to adjust the number for this timing issue.

NA	78	Q	75.12	75.12	75.12	77.85	75.8	Nearly Met	We do have a paving plan that allows us to focus on the streets with the poorest conditions. DDOT is only able to produce PCI data every two years on the local roads and every year on federal streets. The number of federal streets is low so it cannot alter the city wide street condition. Once we get the new PCI data, not the 2013 data we are using now, the changes in PCI will be very apparent in the newest PCI data.
IPMA - Average cost per mile of sidewalk installed	400,000	Q	354,731	1,715,001.80	576,599	308,177.2	404,250.70	Nearly Met	DDOT expanded the amount of sidewalk work that we did this fiscal year. This work was also more varied and covered many locations which can increase the mobilization costs. The complexity of some of the repairs and the expanded use of materials such as Flexipave have increased some of the costs related to sidewalk repairs but provide more effective repairs.
IPMA - Number of structurally deficient bridges	9	A					5	Neutral Measure	

IPMA - Average cost per lane
mile paved 450,000 Q 432,045.80 1,146,683.20 1,401,191.9 1,255,442.2 930,626.10 Unmet

The cost per mile included other costs such as curb, gutter, sidewalk and other work related to roadway maintenance. The invoicing is based on total square feet or cubic feet of materials related to work that month. DDOT is working to drill down or change the invoicing process so that we can pull apart the efforts on each block of roadway work.

Objective: To increase and improve the timeliness, consistency, transparency and completeness of public space permits.

Measure	Target	Freq	Q1	Q2	Q3	Q4	Total	KPI Status	KPI Barriers
PSRA - Online public space permits issued	13,000	Q	3,391	3,146	4,995	4,951	16,483	Met	
PSRA - Weekly field inspections and field services performed	1,000	Q	905	1,037	1,137	1,203	4,282	Met	
PSRA - Average days for a technical review approval	6	Q	4.6	3.1	4.3	4.7	4.2	Met	
PSRA - Percent of public space permits processed on time	94	Q	95.32	97.09	94.8	94.82	95.4	Met	
PSRA - Average cost per public permit processed	150	Q	155.9	167.2	127.4	131.6	143.7	Met	
PSRA - Average inspections review days	6	Q	6.6	6.8	6.8	7.6	7	Unmet	DDOT nearly met the targeted average 6 days to perform inspections. DDOT has seen an increasing demand for inspections without an associated increase in personnel to perform these inspections, yet has continued to perform at a high level.

FY16 Workload Measures

Measure	Freq	Q1	Q2	Q3	Q4	Total
Number of public space permits issued	A					44,925
Total violations written by Traffic Control Officers (TCOs) annually	A					106,898
Number of fatalities	A					22
Number of pedestrian fatalities	A					6
Number of motorcycle fatalities	A					3
Number of bicycle fatalities	A					1
Total number of service requests	A					99,218
Number of incidents responded to by Traffic Management Center (TMC) & Roadway Operation Patrol (ROP)	A					7,254
Number of street tree spaces or boxes under DDOT jurisdiction	A					155,550
Number of students in School Transit Subsidy Program	A					16,392
Number of crashes	A					22,684

FY16 Initiatives

Title: DDOT will repair, rehabilitate, and enhance the District's roadways.

Description: DDOT's pavement management program is a planned strategy of cost effective treatments to improve and maintain the District of Columbia's roadway network system. The local paving work plan includes various pavement treatments such as milling and resurfacing, slurry seal, deep patching and crack sealing. The plan for the federal roadway network will include a variety of treatments similar to local streets. After the treatments are applied, those segments of pavement will experience an increase in the average pavement condition index from a poor/very poor rating to good/excellent rating. The segments are selected based on pavement condition data which indicates the condition of the roads.

Complete to Date: 50-74%

Status Update: The Task Order was issued in June and work is on-going to complete the FY16 plan

If Incomplete, Explanation: The paving plan is implemented weather permitting from throughout the calendar year. This may not coincide when the fiscal begins and ends. Work continued on the paving plan through FY 17 1st Quarter KPI.

Title: DDOT will repair and maintain the District's bridges.

Description: DDOT's bridge asset management program maintains an inventory of structures; conducts biennial National Bridge Inventory (NBI) and element level inspections; performs condition assessment and load ratings of all structures; and implements bridge preservation actions that are intended to address bridges while they are still in good or fair condition. Bridge preservation activities will be performed based on prioritization of structures as part of the overall preservation program. Some repair activities require design.

Complete to Date: 75-99%

Status Update: DDOT continued implementing its bridge asset management program: Performed biennial National Bridge Inventory (NBI) and element level inspection on 45 bridges. Underwater Inspection completed. Continues implementing bridge preservation actions that are intended to address bridges while they are still in good or fair condition. End the first base year FY 2014 Preventive Maintenance Contract

If Incomplete, Explanation: Asset Management is currently waiting for the new bridge inspection contract to be awarded which has extended into 1st Quarter FY17.

Title: DDOT will repair, rehabilitate, and reconstruct the District's tunnels.

Description: DDOT's tunnel management system allows DDOT to update and maintain condition data of the various tunnel within the District. DDOT manages a citywide performance based tunnel contract, which contains asset inventory and performance measures for the mechanical, electrical, structural, and lighting assets within the tunnels. Assets will receive preventive maintenance based on established standards to maintain an accepted level of service. Additionally, engineering design for an emergency communication system within the mall tunnel to further improve emergency response and safety needs will be completed.

Complete to Date: 75-99%

Status Update: DDOT's Tunnel Team is continuing to provide preventive and routine maintenance on all assets associated with the 15 tunnels under the purview of the current tunnel maintenance contract

If Incomplete, Explanation: The tunnel team is waiting to obtain a purchase order.

Title: DDOT will preserve the District's alleys.

Description: DDOT's alley program involves a broad scope of work ranging from everyday maintenance, such as pothole repair, to the complete reconstruction or rehabilitation of an alley. DDOT will continue to preserve district alleys in 2016. AlleyPaloosa 3 and 4, a core component of this function, will occur in the

summer of FY 16.

Complete to Date: 75-99%

Status Update: DDOT is completing AlleyPalooza AP3, and continue working on AP4 (64 alleys, 8 alleys/ward

If Incomplete, Explanation: AP3 work is completed. AP4 is currently in production.

Title: DDOT will design and construct DC Power Line Undergrounding Project (DC PLUG) feeders.

Description: The DC PLUG initiative is a unique regulated public-private partnership between the District of Columbia and the electric company, Pepco, to underground up to 60 primary and lateral mainline feeders in Wards 3, 4, 5, 7 and 8 over the next 10 years (approximately). DDOT and Pepco jointly submitted a Triennial Plan by order to the DC Public Service Commission (PSC), which was approved in November 2014. The plan is for DDOT to design and construct the civil infrastructure (conduits and manholes) to support the electrical infrastructure (cables, ties, and transformers) that Pepco will design and construct. In FY16, DDOT will construct Feeder 308 in Ward 3 and design numerous other feeders.

Complete to Date: 0-24%

Status Update: The bids were opened in the first quarter of FY 16. DDOT is working with Office of Contracts and Procurement to determine the next steps in the procurement process based on the results of the bids

If Incomplete, Explanation: Award of Feeder 308 is delayed until resolution of next steps of procurement process. The remaining 21 feeders are on hold due to legal challenge from GSA which is delaying bond issuance.

Title: DDOT will rehabilitate the Francis Scott Key Bridge.

Description: DDOT will rehabilitate and preserve the historic Francis Scott Key Bridge, a District landmark and one of the most picturesque bridges on the Potomac River. The bridge was originally constructed in 1925 and was rehabilitated in 1986 with a new deck. When complete, this project should allow the bridge to maintain the current level of service for the next 30 years.

Complete to Date: 0-24%

Status Update: The project was awarded to the contractor and Notice to Proceed was given on Sep. 27th

If Incomplete, Explanation: Work is proceeding as planned. The project is scheduled to complete in summer 2018.

Title: DDOT will construct Minnesota Avenue Streetscape (Sustainable DC Plan Energy Action 1.3, Transportation Action 2.5, Water Action 2.2 and Power Undergrounding Age-Friendly DC Goal: Domain No. 2).

Description: DDOT will begin the Minnesota Avenue Streetscape project which includes safety improvements and sustainability. Phase I of the project is from A Street SE to just south of Benning Road NE, and Phase II is from just south of Benning Road NE to Sheriff Road NE. The project will incorporate traffic calming measures as part of the overall design including high visibility crosswalks and new curb extensions which promote pedestrian safety by reducing crossing distances at crosswalks. Components of the project include: wheelchair ramps, traffic signal and streetlight upgrades, stormwater reducing green elements (e.g., catch basins and tree boxes).

Complete to Date: 25-49%

Status Update: Reconstruction continues and as of this quarter, the project is 46% complete. Phase II PS and E design 100% complete and ready for advertisement. Currently, OCP has the package and working to advertise the project

If Incomplete, Explanation: Construction of Phase I is on schedule but not slated to be completed by Sept 30, 2016.

Title: DDOT will lead a construction project to revitalize Kennedy Street Northwest.

Description: The Kennedy Street Revitalization project will upgrade the streetscape between Georgia Avenue and North Capitol Street, NW. By improving traffic safety and transit operations, sidewalks, street lighting, and ADA facilities, the project will meet most of the commitments made in Kennedy Street Revitalization Plan. DDOT will rehabilitate street and sidewalk pavement on the street and sidewalks (improving pedestrian mobility) and install trees to reduce impervious surface stormwater.

Complete to Date: 25-49%

Status Update: Bids received in early July. Notice to Proceed is 10/24/16

If Incomplete, Explanation: This is a one year project, thus completion will not be until approximately late summer 2017.

Title: DDOT will expand the South Capitol Street Bike Trail (Sustainable DC Plan Nature Action 3.2; and Transportation Action 2.1).

Description: The South Capitol Street Bike Trail project is part of a continuing effort to expand multi-modal transportation options and connect the District to regional multi-use trail systems. It consists of the preliminary design of 4.25 miles of a new bicycle/multi use trail on the west side of South Capitol Street from the intersection of Firth Sterling Avenue to the Oxon Run trail in Southeast DC. This new trail section will be a vital link allowing District residents to access major trail systems within Maryland and Virginia (and vice versa) and will supplement commuting options for employees of the Coast Guard Headquarters and Department of Homeland Security facilities at St. Elizabeth's West Campus as well as Joint Base Anacostia Bolling (JBAB) facilities. The trail will be lighted, landscaped and feature safe new crossings and bicycle/pedestrian signals at the major entrances to JBAB and at cross roads. Preliminary Design is complete, and the agency will pursue the next phase of design in FY16.

Complete to Date: 25-49%

Status Update: Discussion continues with OCP to proceed with the final design task order

If Incomplete, Explanation: This is a multi year project, thus completion will not be until approximately late summer 2020.

Title: DDOT will strive to enhance the customer service experience using a data-driven system.

Description: In FY16, the Office of the Director will utilize a data-driven approach to respond to constituent inquiries through an existing system. This process will include improved routing, accountability, and response timelines. To deliver these improvements, the agency will establish goals and track progress over time.

Complete to Date: Complete

Status Update: DDOT continues to refine the service delivery process and program. DDOT updated all of the service request types in 311 this quarter. The update included combining service types, adjusting SLA timelines and improving the flex note questions. These changes were reviewed by the OCA and implemented with the help of OUC and DDOT OITI staff. The changes were made using several years of data and direct feedback from the program staff

Title: DDOT will enhance our website and social media presence.

Description: DDOT will enhance its website and social media presence in FY16. The website is the communications tool and vehicle that holds most of the information about the agency. Similarly, Twitter and other social media outlets are a valuable way to communicate to the public and specific stakeholders. The agency will track progress on this initiative using website traffic, twitter followers (and retweets), and general public feedback.

Complete to Date: Complete

Status Update: In the final quarter of 2016, DDOT's Twitter account earned about 1 million impressions over the three-month period, averaging at 11.5K per day. Impressions refer to the number of times a tweet is seen. The engagement rate was nearly 1% with 2.5K link clicks, 719 retweets, 777 likes and 1,000 replies. Since the third quarter, DDOT added 1,302 followers to reach 31,913. DDOT gained around 14 new followers per day. DDOT's website averaged more than 90,000 unique visitors for July, August and September and more than 114,000 visitors overall

Title: DDOT will promote equity and inclusion in the planning and delivery of transportation projects and services and in employment opportunities.

Description: "In FY16, DDOT will comply with Title VI law by ensuring that DDOT policies and services are implemented in a non-discriminatory and equitable manner. To work towards this goal, DDOT is developing a system that will incorporate census information on seniors and low-income minorities into existing data collection processes that inform analyses and planning. Additionally, DDOT has a stated commitment to equal employment opportunity, including employment and training. In FY16, DDOT will hold annual training for managers on EEO civil rights laws, with particular focus on sexual harassment and reasonable accommodations subject areas, as this training helps to reinforce workforce and management understanding of civil rights laws. Additionally, DDOT is working to pilot a job creation and training program in Wards 7 and 8, which will expand opportunities for District residents on DDOT jobs; DDOT will explore expansion of this program to all eight wards upon completion of the pilot."

Complete to Date: 75-99%

Status Update: In Q4 an LGBT Workplace Inclusion Training was held. DDOT completed 14 mandatory trainings on sexual harassment for all DDOT employees. A reasonable accommodations policy and procedure manual is drafted and pending final approval. We have incorporated Census data on older adults and low-income populations into the GIS database. We will secure a contractor in 2017 to further analyze the data and are exploring creative methods to determine how projects can ensure equity and inclusion

If Incomplete, Explanation: A reasonable accommodations policy and procedure manual is drafted and pending final approval.

Title: DDOT will continue implementation of the moveDC Plan (Sustainable DC Plan Climate and Environment Action 2.4, Nature Action 3.1; and Transportation Actions 1.3, 1.4, 3.5, Age-Friendly DC Goal: Domain No. 2)

Description: The moveDC Plan outlines a transportation vision through 2040 to accommodate growth, improve safety, and increase transportation options in the District. The plan includes green initiatives, parking management, evacuation planning and routing, and the use of Intelligent Transportation Systems; all aimed at finding innovative and effective ways to move people and goods. moveDC incorporates opportunities for climate adaptation and long term sustainable funding into final outcomes of the plan as a part of Sustainable DC goals. Initiating the implementation process will include policy, programmatic, and infrastructure initiatives. DDOT continues to advance the 2-year Action Plan, and FY16 will provide an opportunity to evaluate initial implementation efforts with ongoing trends to recommend further near-term actions.

Complete to Date: 75-99%

Status Update: 16th Street Transit Priority Study is in design, ped safety improvements, East Side downtown bicycle facility study nearly complete, Completed Crosstown Study, completed State Rail Plan, TDM Strategic plan almost complete, dynamic parking in Penn Quarter/ Chinatown continues, Completed revisions to DEM, initiate and continue parklet program, completed post construction analysis project and performance metric toolki

If Incomplete, Explanation: These improvements are apart of the 2 year action plan which is still in progress.

Title: DDOT will advance the 16th Street Transit Priority Study recommendations (moveDC Two-Year Action Plan; Sustainable DC Plan Transportation Action 1.3).

Description: The 16th Street corridor was identified as a transit priority corridor in moveDC and has been the focus of community advocacy. DDOT is in the process of conducting a planning study and community engagement to determine the appropriate approach to transit improvements in the corridor, in order to improve transit performance and efficiency, increase transit ridership, and increase overall person-carrying capacity of the transportation system. The planning study will be complete in January 2016, and DDOT will begin advancing study recommendations, potentially including advancing capital improvements into the design process.

Complete to Date: 75-99%

Status Update: Study is complete, Consultant interviews for design process are scheduled for the week of 10/1

If Incomplete, Explanation: Study is complete, however, the design process is still ongoing.

Title: DDOT will complete a study of east side of downtown bicycle connections.

Description: Currently, there is no continuous north-south bicycle facility east of 11th Street NW. In FY16, DDOT will finalize a planning study of north-south bicycle facilities to identify potential route(s), engage with community stakeholders, and conduct analysis. The study area will focus on the area between 9th and 4th Streets NW.

Complete to Date: 75-99%

Status Update: Study is continuing. DDOT has reached internal consensus on a recommended approach, and is preparing briefing materials for OCA. Anticipated completion of study in Q1201

If Incomplete, Explanation: Study is still on-going and slated to be completed by Q1 2017.

Title: DDOT will advance the Union Station to Georgetown Environmental Assessment for DC Streetcar.

Description: DDOT will continue to advance the Union Station to Georgetown Environmental Assessment (EA) to determine the preferred approach to extending the existing H/Benning Streetcar Line to Georgetown. The EA will involve stakeholder and public engagement and will be substantially complete by the end of FY16, with final completion expected in late 2016 (FY17).

Complete to Date: 50-74%

Status Update: We continue to make good progress on this effort. Staff are working to advance analysis on multiple fronts including detailed analysis of existing transit, projection of future ridership, noise, vibration, and traffic. We are preparing for a public and Consulting Parties meeting in the next quarter. We would anticipate conclusion of the process in early FY18

If Incomplete, Explanation: This is a multi-year study slated to be completed in early FY 18.

Title: DDOT will support the implementation of the Vision Zero Initiative.

Description: Working with more than 20 District Agencies, DDOT has coordinated the development of an interagency Vision Zero Action Plan. The Action Plan will outline policy, programmatic, and infrastructure investments needed to eliminate transportation-related fatalities in the District within 10 years. Implementation of the Action Plan will consist of initial implementation steps, a legislative package advancing to the Council, and administration of a new Vision Zero fund to support new programs and initiatives.

Complete to Date: 50-74%

Status Update: DDOT continues to lead implementation of the Vision Zero action plan. FY16 grants were awarded, and FY17 are currently being scored. 43% of the action plan strategies are complete and 49% of strategies are on schedule to be completed. A 2nd proposed rulemaking for Vision Zero will be published in Q1 of FY17.

If Incomplete, Explanation: FY16 grants were awarded, and FY17 are currently being scored. 43% of the action plan strategies are complete and 49% of strategies are on schedule to be completed. A 2nd proposed rulemaking for Vision Zero will be published

Title: DDOT will conduct Neighborhood Curbside Management Studies and work to develop a policy.

Description: The management of curbside use is essential to the efficient functioning of the transportation system. A comprehensive curbside management study and report has provided the framework for balancing the debate about the often conflicting demands on the curbside in the District. In FY15, DDOT began implementing a refined and coordinated approach with three neighborhoods for residential, commercial and visitor parking that was based on the DDOT Curbside

Management Study. Based on these pilot studies, DDOT will also explore citywide changes to existing programs that may require legislation and new regulations, as well as expanding data collection and analysis capabilities.

Complete to Date: 75-99%

Status Update: DDOT is currently scheduling public meetings to review findings and discuss next steps. These meetings are anticipated to be held in November 2016

If Incomplete, Explanation: DDOT is currently scheduling public meetings to review findings and discuss next steps. These meetings are anticipated to be held in November 2016.

Title: DDOT will collect data to evaluate recent transportation projects. (Sustainable DC Plan Transportation Action 2.4)

Description: DDOT installs permanent counters to, among other things, to determine whether transportation asset/projects are performing as anticipated. In FY15, DDOT installed three permanent counters, counting people walking and biking. In FY16, DDOT will enhance its data collection functions by deploying three additional permanent counting stations. The information gathered will assist DDOT in evaluating bicycle and pedestrian performance information and identifying gaps for further data collection. Complete Post Construction Analysis Study and use the recommendations to incorporate performance measures in future projects.

Complete to Date: Complete

Status Update: DDOT completed installation of 3 new bike lane counters, and is currently validating their accuracy in advance of making the data openly available. 2 more bikelane counters are awaiting resolution of minor site issues, and will be installed shortly. DDOT still needs to identify suitable locations for two trail counters

Title: DDOT will construct priority sidewalk segments.

Description: Sidewalks are important to advancing pedestrian safety and supporting the ability of District residents and visitors to walk comfortably to meet their everyday needs. DDOT has made progress in this area, but significant sidewalk gaps still exist in many places, and other locations have substandard sidewalks. DDOT will refine agency processes for identifying, prioritizing, and constructing new sidewalks. Priority will be placed on sidewalks near schools, transit stations, and in areas with large juvenile or senior populations. During FY16, DDOT will identify and build at least 20 segments of new sidewalks.

Complete to Date: Complete

Status Update: DDOT completed 15 segments of sidewalk in Q4 for an annual total of 21 segments of new sidewalk.

Title: DDOT will complete a major expansion of the Capital Bikeshare system.

Description: DDOT will expand the Capital Bikeshare system by approximately 25 percent, including expanded service in low- and moderate-income communities within the District. As part of the expansion, DDOT will also develop expanded strategies towards equity and inclusion to broaden the membership base and participation in the program.

Complete to Date: 75-99%

Status Update: Incremental

If Incomplete, Explanation: This project is still ongoing. DDOT is continuing to expand the Capital Bikeshare system.

Title: DDOT will review all agency policies, programs, and planning initiatives for compliance with guidelines of the Age-Friendly DC Task Force, the Health in All Policies Task Force, and the Americans with Disabilities Act (ADA).

Description: There are several overarching initiatives that have been launched to guide the District into a more sustainable future. The mission of the Age-Friendly DC Task Force is to ensure that the District will be an Age-Friendly City that is inclusive and accessible and encourages active and healthy aging. The Health in All Policies Task Force was established through the Sustainable DC Transformation Order which spelled out the steps necessary to make the District the healthiest, greenest, and most livable city in the United States. All DDOT policies, programs and planning initiatives will be evaluated to ensure that they meet the intent of these directives. In addition, DDOT will develop a plan to install ADA-compliant transportation infrastructure in under served and areas with the greatest need through innovative mapping and data-driven techniques.

Complete to Date: 75-99%

Status Update: This is an ongoing effort; several of the individual elements have achieved their goals for this year (e.g., retrofitting bus stops) but other areas remain ongoing. See also initiatives 1.4 and 1.7 under PTSA/TDD as those are directly related to this initiative. The Age-Friendly DC Dashboard also tracks the initiatives for this effort

If Incomplete, Explanation: This is an ongoing effort; several of the individual elements have achieved their goals for this year (e.g., retrofitting bus stops) but other areas remain ongoing.

Title: DDOT will partner with community organizations to educate the community on bicycle and pedestrian safety.

Description: Each year, DDOT partners with regional agencies around the annual Street Smart campaign administered by the Metropolitan Washington Council of Governments (COG) as well as working with the Metropolitan Police Department on the Bike Rules/Road Rules campaign. In FY16, DDOT will also educate more than 3,000 adults and children on the topic of bicycle and pedestrian safety.

Complete to Date: 75-99%

Status Update: In Q4 DDOT engaged with MPD and regional partners to plan for the Fall kickoff media even for the Fall 2016 Street Smart campaign, set for early November. DDOT is developing a scope of work for funding maintenance of the DCPS Biking in the Park bicycles

If Incomplete, Explanation: In Q4 DDOT engaged with MPD and regional partners to plan for the Fall kickoff media even for the Fall 2016 Street Smart campaign, set for early November. DDOT is developing a scope of work for funding maintenance of the DCPS Biking in the Park bicycles.

Title: DDOT will launch passenger service for H Street/Benning Corridor of the DC Streetcar (Sustainable DC Plan Transportation Action 1.1).

Description: In FY 16, DDOT will launch passenger service for the H Street/Benning Road line of the DC Streetcar. In FY15, DDOT requested that the American Public Transportation Association (APTA) conduct a peer review for the DC Streetcar program. The final APTA report released in June 2015 found no fatal flaws preventing the DC Streetcar from starting passenger service on the H Street/Benning Road corridor. Following certification by the State Safety and Oversight Office (SSOO), DDOT will prepare to launch passenger service.

Complete to Date: Complete

Status Update: 7-day service and 12-minute headways began on 9/18/16

Title: DDOT will continue with the second phase of construction for the DC Streetcar's Car Barn Training Center (CBTC II).

Description: DDOT is currently constructing the DC Streetcar's Car Barn Training Center, a 15,000 square foot, two-story maintenance and training facility. The facility will be compliant with green building (LEED) and Historic Preservation standards and will include employee locker and break rooms, space for light vehicle maintenance, and a 1,500-square-foot community room, and a training center.

Complete to Date: 50-74%

Status Update: Incomplete work includes shop track 5 (under phase 2), OCS items, ongoing tele-communication provider (Verizon/DC Net), parti-

tions/finishing for office rooms, break room, training rooms, corridors, elevator, lobby/vestibule areas on level 1 and 2, carpet, floor finishing, ceiling and stair treads, paint work at maintenance bay, entry plaza stairs, site seat/gravity walls, and grading at CBTC2 south side and green roof activities are ongoing
If Incomplete, Explanation: This project is ongoing as work is still being completed within ongoing telecommunication areas.

Title: DDOT will continue to support the enhancement and implementation of the Kids Ride Free program on Metrobus and Metrorail through the School Transit Subsidy program.

Description: During FY 16, in partnership with WMATA, DME, and OCTO, DDOT will continue to promote and enhance the Kids Ride Free programs through a comprehensive outreach strategy and direct contact with schools, students, parents, and WMATA staff including bus operators and station managers. In conjunction with this effort, WMATA will require students to tap their DC One Cards on the Metrobus farebox and the Metrorail faregate each time they board the bus or enter the rail system. DDOT will also work with WMATA and OCTO to collect data on the performance of the new free rail program to see how it is being used by students and how any changes could be made to improve students' access to subsidized transit. Funding for the School Transit Subsidy Program is included in the DDOT budget.

Complete to Date: 75-99%

Status Update: As of FY16 Q4, approximately 13,000 students downloaded the Kids Ride Free Bus and Rail Combo pass onto their DC One Cards (12,949 passes were downloaded as of Set. 27, 2016). Students continue to take about 25,000 bus trips each school day. Students are taking a slightly lower number of rail trips each day compared to last quarter—about 7,700.

If Incomplete, Explanation: Students are continuing to use the Kids Ride Free Bus and Rail combo passes.

Title: DDOT will continue to explore and Implement alternative paratransit services to complement MetroAccess service.

Description: During FY 15, DDOT initiated a number of programs to better serve the District's disabled residents who are unable to use traditional fixed-route transit. In FY 16, DDOT will continue a second year of the Transport DC pilot in partnership with the DC Taxicab Commission. The pilot is designed to provide a more convenient transportation alternative for the District's MetroAccess customers; rather than taking a MetroAccess van that requires advance booking, these customers can take a taxicab. The program yields a cost savings for the District of approximately \$20 per trip taken via a taxicab compared to a MetroAccess trip. DDOT will continue to fund the Transport DC pilot in FY 16 from the MetroAccess savings realized under the program and will continue to monitor its effectiveness, specifically, the extent to which the program is shifting ridership from MetroAccess to Transport DC. DDOT is also exploring additional use of Medicaid transportation providers instead of MetroAccess at a lower cost to the District, and partnerships with grocery store delivery services for MetroAccess customers to reduce the number of paratransit trips.

Complete to Date: 75-99%

Status Update: DDOT's role in Transport DC was to transfer subsidy funds from WMATA to the Dept. of For Hire Vehicles. In FY16, DDOT transferred 100 percent of the budgeted subsidy amount to DFHV

If Incomplete, Explanation: DDOT is still exploring additional mobility options for MetroAccess customers in FY17 to reduce use of the highest cost MetroAccess program.

Title: DDOT will conduct a thorough Circulator System performance review to ensure close adherence to the promised 10-minute service frequency and improved system reliability.

Description: DDOT will initiate a series of actions to improve Circulator system reliability on all six routes in order to better meet the Circulator promise of frequent service all day. These actions include an in-depth condition assessment of the systems 29 oldest buses; a review of maintenance adequacy by the Circulator operator; installation of an improved real time bus locator system to generate improved Where's My Bus information; analysis of bus requirements on the new

National Mall route under actual operating conditions; assessment of the bus assignments on existing routes and a bus stop consolidation review of the Navy Yard to Union Station route. These actions will take place concurrent with the a new Circulator operations contract that has significant financial incentives and penalties to encourage better service delivery and route supervision.

Complete to Date: Complete

Status Update: DDOT worked with WMATA to hire an operations analysis consultant to review the current operations and develop a new schedule to improve on-time performance. The new schedule was developed in Q4 and implementation scheduled to begin on 10/2/16. In September 2016, DDOT also hired a contractor to conduct the fourth maintenance audit, where the rate of safety-sensitive defects remained at 0.27, a rate more than 90% below the rate in the first audit from August 2015

Title: DDOT will procure the next generation of the DC Circulator buses to replace deteriorating fleet, improve customer service, and expand our areas of service in the District of Columbia (Sustainable DC Plan Nature Actions 3.4; and Transportation Action 1.2, Age-Friendly DC Goal: Domain No. 2).

Description: DDOT has initiated work to begin the procurement of the next generation of DC Circulator buses this fiscal year. The procurement contract will allow for the purchasing of buses to replace the oldest DC Circulator buses in our fleet, stabilize our existing service and lastly expand service to new destinations in the city as recommended in the DC Circulator Transit Development Plan Update 2014. The procurement contract will include various options allowing the flexibility for additional buses to be purchased in 2015, 2016 and 2017 per DC Council funding commitments to the program.

Complete to Date: Complete

Status Update: DDOT has submitted a bus procurement package for review by the OCP and submission to DC Council. DDOT seeks to purchase 40 new buses for the Next Generation of DC Circulator buses from New Flyer and Proterra. This procurement will introduce for the first time electric buses into the fleet which will replace the oldest DC Circulator buses in our fleet and stabilize our existing service. DDOT also seeks a new maintenance and storage facility to accommodate the current and expanding fleet.

Title: DDOT will complete accessibility improvements to 51 high-priority bus stops identified by WMATA.

Description: WMATA has prioritized 51 bus stops in need of accessibility improvements due to their proximity to MetroAccess registered users and/or high ridership levels. Improving these bus stops will enable MetroAccess registrants to take more of their trips on fixed route services and provide improved safety and mobility at highly utilized bus stops.

Complete to Date: Complete

Status Update: DDOT worked with WMATA to identify 51 high-priority bus stops in need of ADA improvements. DDOT's goal was to develop design sketches for all 51 stops and to make physical improvements to 26 of the stops in FY 16 and the remaining stops in FY 17. In the course of identifying stops, DDOT added stops in need of improvement that were nearby the priority stops and the total number grew from 51 to 68 bus stops . Of these, 52 stops were improved in FY 2016

Title: DDOT will reduce the review and approval time on public space permit applications via the Transportation Online Permit System (TOPS).

Description: DDOT's Public Space Regulation Administration (PSRA) will continue to streamline the public space permitting process to minimize the turnaround times from application to issuance. As part of this initiative, DDOT will maintain a thorough comment and review processes, while issuing permits with minimum delay. DDOT will expand and enhance the TOPS system wherever possible.

Complete to Date: Complete

Status Update: DDOT improved the efficiency and transparency of TOPS. An automatic truck routing system was implemented; a module was launched that

made all approved traffic control plans for construction staging areas viewable by the public; review processes were streamlined. We increased user functions by allowing for searches using tracking numbers and permit numbers in addition to addresses, blocks, intersections, and maps. We launched new permit types for buses and updated permit application for trees based new legislation

Title: Coordinate the enhancement of utility capital improvement projects (CIP) to reduce duplicative excavations and to minimize impacts on neighborhoods during CIP work.

Description: The major utilities perform hundreds of large scale Capital Improvement Projects (CIPs) annually. These projects range in size from one block to city-wide programs. Many of these projects are years in the planning stages and often can be situated in the same areas. DDOT will coordinate its infrastructure projects with utilities, including schedules and locations. PSRA will monitor the utilities work and records to make sure the information is accurate and up to date. DDOT tracks the number of inspections it makes and will continue to do so to reduce duplicative impacts.

Complete to Date: Complete

Status Update: All utilities are now regularly presenting their CIP work at the monthly coordination meeting facilitated by DDOT

Title: DDOT will revise the preliminary design review meeting process.

Description: DDOT issues permits for development projects, and PSRA manages the Preliminary Development Review Meeting (PDRM) process. These projects typically involve the most complex and multifaceted uses of public space. PSRA will enhance the PDRM process through process re-engineering and solicitation of stakeholder feedback. Among other goals, DDOT will standardize inputs and outputs of the program.

Complete to Date: 50-74%

Status Update: The Office of the Budget Director has not notified DDOT of any action it has taken on this initiative

If Incomplete, Explanation: This project is still ongoing and is currently being reviewed by the Office of the Budget Director.

Title: DDOT will streamline the Public Space Committee application process.

Description: PSRA provides administrative support to the Public Space Committee (PSC), a multi-agency body established through a Mayor's Order that makes determinations on certain classes of public space permit applications. PSRA will review and streamline the PSC's processes, including identification of the classes of applications submitted to it for decisions.

Complete to Date: Complete

Status Update: The LOS has been implemented

Title: DDOT will increase the number of networked parking meters and payment options, and fully implement the parkDC Penn Quarter/Chinatown Parking Pilot.

Description: To encourage more efficient use of curbside spaces, DDOT will continue to implement technology to network 7,500 parking meters and implement approaches for parking management within the District. These technologies and approaches will result in different pricing strategies to encourage turnover or offer parking allowances for residents. In FY16, DDOT will also complete the parkDC Penn Quarter/Chinatown Parking Pilot. DDOT is defining individual on-street parking spaces through new parking space markers with labels (unique individual parking spaces). This will eliminate the need for users to return to their vehicle to display a receipt.

Complete to Date: 75-99%

Status Update: Price adjustment deployed on 10/17/16. Outreach to stakeholders occurred in late August/September 2016. Traveler information app undergoing QA/QC.

If Incomplete, Explanation: This project is ongoing. Price adjustment deployed on 10/17/16. Outreach to stakeholders occurred in late August/September 2016. Traveler information app undergoing QA/QC.

Title: DDOT will implement new agency guidelines for the installation and fabrication of signs and work to address proactively the conflicting signs service requests.

Description: DDOT will publish the 2016 issue of the District of Columbia Signs and Pavement Markings manual in 2016. This manual defines the universe of approved signage for public space in the District, illustrating the only allowable options for sign types to manage particular behaviors. In FY16, DDOT will implement this manual, which will promote clarity and transparency on the meaning of different signs. DDOT will also proactively address conflicting signs service requests through process enhancements such as service request routing, enforcement, and design improvements.

Complete to Date: 75-99%

Status Update: The Field Operations Division is conducting the final review of the draft manual. The manual will be released to internal and external customers in early FY17. Conflicting signs are reviewed and submitted daily; assigning to appropriate divisions for corrective action

If Incomplete, Explanation: The Field Operations Division is conducting the final review of the draft manual. The manual will be released to internal and external customers in early FY17.

Title: DDOT will maintain Streetlights in a State of Good Repair (Sustainable DC Plan Energy Action 1.3, Nature Action 2.2).

Description: In FY16, DDOT will maintain its streetlights, including replacing traditional light bulbs with Light-Emitting-Diode (LED) bulbs. LED lights consume 50 percent less electricity and have a lifespan of 15 years, compared with six months for incandescent, two years for mercury vapor, and four years from high pressure sodium. This is a multi-year initiative, with the overall goal of converting all streetlights to LED at a rate of 200 per fiscal year.

Complete to Date: 50-74%

Status Update: OAG is currently reviewing the revised LED contract documents. We expect to receive the comments on November 3, 2016. Once comments are resolved, we will finalize the documents and submit it to OCP for solicitation. Also, please be informed that OCTO has come into the picture and has proposed to add items related to Wireless Access Points. We are evaluating whether or not we accept the proposed additions. We anticipate the solicitation of this project in November 2016

If Incomplete, Explanation: OAG is currently reviewing the revised LED contract documents. We expect to receive the comments on November 3, 2016. Once comments are resolved, we will finalize the documents and submit it to OCP for solicitation. Also, please be informed that OCTO has come into the picture and has proposed to add items related to Wireless Access Points.

Title: DDOT will complete the Agency's Fleet Inventory and Fleet Guidelines.

Description: DDOT will complete an annual inventory and establish fleet guidelines for the agency. The annual inventory will populate our fleet management system, which will be used to enhance our fleet's utilization and inform fleet procurement decisions. The fleet guidelines will include evaluative criteria: 1) Availability (percentage of time the equipment is up and running during the hours it is needed); 2) Utilization (the number of miles/hours a piece of equipment is being used compared to other equipment of the same class/relative age); 3) Maintenance/Repair Ratio (the percentage of total maintenance and repair costs that is spent on PM work as opposed to repairs or unscheduled maintenance).

Complete to Date: 75-99%

Status Update: Fleet and Legal have met on this issue we are waiting on legal to return with final written SOP after presentation to Collective Bargaining team then to Executive for approval

If Incomplete, Explanation: This project is still in development. Fleet and Legal have met on this issue we are waiting on legal to return with final written

SOP after presentation to Collective Bargaining team then to Executive for approval.

Title: DDOT will enhance city-wide traffic signal operations by developing and implementing optimized signal timing plans.

Description: The safety and efficiency of the transportation network in the District is directly associated with the efficient operation of traffic signals. This project is part of the District's goal to improve overall traffic flow, optimize pedestrian crossing times, and reduce bus delays. DDOT will continue its program of systematically optimizing the timings of all traffic signals. 857 traffic signals have been optimized to-date. In FY 2016, DDOT will complete optimization of 386 traffic signals (Phase-3) which includes corridors north of Downtown. By spring 2017, the entire signal system will be optimized. DDOT intends to continue this system-wide optimization program once in every four years.

Complete to Date: Complete

Status Update: Optimization of 386 intersection networks is complete. Configuration packages for all locations have been prepared and provided to DDOT's field maintenance division for distribution

Title: DDOT's Urban Forestry Administration will work to decrease mortality rate of trees.

Description: The Urban Forestry Administration (UFA) will closely track tree mortality among street trees. Monitoring the tree mortality rate will assist UFA with the planning of the tree planting program within the District and ensure we remain on track to accomplish the 40 percent canopy goal by 2032 as outlined in the District's Sustainable DC Plan and Urban Tree Canopy Plan.

Complete to Date: Complete

Status Update: Every year, UFA examines the rate of successful establishment of newly planted trees after they have been growing for 2 full seasons. In FY 16, UFA reviewed the trees installed in FY 14. The data collection is largely complete, and is being processed now

Title: DDOT's Urban Forestry Administration will Increase diversity of tree species planted in public space (Sustainable DC Plan Nature Action 2.1, 2.5; and Water Action 2.2).

Description: In FY15, the District planted nearly 130 different species and cultivars, with an even greater diversity planned for FY16. Through a process of rigorous tree inventory analysis, UFA has identified those species that occur in an overabundance and monoculture. Over time, an increased diversity will help insulate the urban forest from pest and disease threats.

Complete to Date: Complete

Status Update: In early FY 16, DDOT/UFA completed an analysis of the structure of the urban forest under its stewardship. The report "Assessment of Urban Street Tree Pests and Strategies for Reducing Losses," provides valuable insight into the sections of the public urban forest that may be at the greatest risk and allows UFA to act on changing the tree species selection to combat future issues

Title: Inspect green infrastructure sites within the public right-of-way to ensure that these sites are operational, plant material is alive, and invasive species are removed.

Description: This initiative will ensure that we remain compliant with our MS4 permit and are improving water quality. These sites range from small green spaces that are depressions allowing water to percolate to medium size green spaces that have drainage being routed from the site to large retention ponds that have trash grates and large landscaped berms.

Complete to Date: Complete

Status Update: UFA is delivering routine maintenance on a regular basis to the GI Sites under DDOT's purview. This maintenance need is ongoing, and so UFA's service delivery is similarly repetitive.

Title: DDOT will increase green infrastructure sites within the right-of-way.

Description: DDOT retrofits impervious surface in the public right of way (PROW) to reduce stormwater runoff. This work involves increasing use of stormwater retention, low impact development (LID), and green infrastructure in construction projects (e.g., permeable pavement, bioretention, increased soil volumes, green alleys). Installation of Green Infrastructure reduces stormwater runoff and helps DDOT meet requirements in the District Municipal Separated Storm Sewer System (MS4) Permit issued by EPA.

Complete to Date: Complete

Status Update: By ensuring UFA representation at all development review opportunities, we have been well positioned to advocate for the adoption of elements of green infrastructure in the public right of way.

Title: DDOT's Urban Forestry Administration will use swarm capturing techniques to cultivate and maintain beehives in public space throughout the District (Sustainable DC Plan Food Action 1.4).

Description: This initiative will help with the pollination of trees and plants citywide and meet the goals of Sustainable DC. Many are located in community gardens (Mclean Gardens, Wangari Gardens and Alger Park) and on sites with partners like Earth Conservation Corps. This program provides a site and hive structure for native swarms that we collect and increase the number of natural bee colonies in the District.

Complete to Date: Complete

Status Update: UFA has expanded its beekeeping operation and assisting the bees in making preparations for the fall and winter. This includes acquiring provisions sufficient to supply them the caloric input they will require, and protect them from mite attacks. These types of activities are seasonal in nature. Also, 5 gallons of honey was harvested in FY16. UFA recently held a honey tasting here at DDOT, during which much of this honey was raffled off to the staff.