

**GOVERNMENT OF THE DISTRICT OF COLUMBIA**  
**Department of Transportation**



**Fiscal Year 2019 Budget Oversight Hearing**

Testimony of  
**Jeff Marootian**  
**Director**

Before the  
Committee on Transportation and the Environment  
Council of the District of Columbia  
The Honorable Mary M. Cheh, Chairperson

John A. Wilson Building  
Room 412  
1350 Pennsylvania Avenue, NW  
Washington, DC 20004

April 9, 2018  
10:00 A.M.

## **Introduction**

Good morning Chairperson Cheh and members of the Committee on Transportation and the Environment. My name is Jeff Marootian, and I am the Director of the District Department of Transportation (DDOT.)

I am pleased to provide testimony on Mayor Bowser's Fiscal Year 2019 budget entitled, "A Fair Shot." Mayor Bowser recently presented the District's 23rd consecutive balanced budget. It reflects the ideas and priorities of District residents and fulfills our commitment to deliver for District residents each and every day. Mayor Bowser's FY 2019 budget makes strategic investments in education, affordable housing, transportation, infrastructure, public safety, job training, and employment services that keep residents on the pathway to the middle class.

Furthermore, the proposal reflects DDOT's commitment to safety and transparency, continues our efforts to achieve a state of good repair for infrastructure and provides a robust transportation network in all eight wards. We are eager to intensify the progress we have made rehabilitating streets, sidewalks, and alleys, expanding transit offerings District-wide, and continuing efforts toward improved customer service and data-driven resource management. Implementing this multi-faceted approach towards highly efficient operations and planning will allow us to further streamline project delivery for the District, and foster an inclusive transportation network that promotes prosperity for all District residents. The Mayor's proposed budget for DDOT supports this mission.

In order to most effectively deliver the content of DDOT's FY 2019 budget, I will present the following information:

- Budget Proposal Overview
- Transit and Sustainable Transportation
- Core Assets
- Vision Zero
- Megaprojects
- Federal Portfolio

## **Conclusion**

Investment in transportation assets is a catalyst for the long term health, welfare, and prosperity of the District of Columbia. Thanks to the resources the Mayor and Council have generously allocated in the past, DDOT has been able to preserve and expand the District's critical transportation infrastructure to enhance the quality of life for residents and visitors while providing multimodal transportation options in a safe and accessible manner. The FY 2019 proposed budget will allow DDOT to sustain and enhance our continued efforts to implement a world class transportation network for the District. I am pleased to report that the Mayor's budget for DDOT demonstrates her leadership and commitment to our shared DC Values and ensures that all District residents have an opportunity to benefit as we work to attain inclusive prosperity. Thank you for allowing me to testify today. I look forward to answering any questions as I go through my presentation.

### **B22-454, the "Farmer's Market Meter Fee Cap Amendment Act of 2017"**

I would also like to take this opportunity to address B22-454, the "Farmer's Market Meter Fee Cap Amendment Act of 2017." We agree with the legislation's intent of providing the community-based organizations that operate farmer's markets with relief from parking meter fees that have the potential to negatively impact their ability to provide healthy and affordable food choices to District residents. It should be noted that the total revenue generated by the meter fees charged to farmer's markets in FY 2017 was \$157,839. While this may have been a significant burden for many of the markets, it accounted for only about three percent of total meter revenue—essentially a de minimis impact.

However, we believe that this intent can be most effectively and expeditiously carried out by the Executive through a rulemaking. This approach will have the effect of immediately removing the potential impact that meter fees could have on markets that are about to begin operation this spring. In addition, DDOT believes that, for ease of administration, a full exemption from the meter fees would be preferable to capping fees at a certain dollar amount. The rulemaking is currently under Executive review.

With this exemption in place, we do not believe there will be a need to pass the legislation currently before this committee. My staff will be happy to review the rulemaking with this Committee once it is published in the DC Register.

Thank you for the opportunity to testify on this matter. I look forward to answering any questions that you may have.