

**Benefit-Cost Analysis Technical Memorandum**  
**11th Street Bridge Park, June 2021**



**Prepared For:**

**Building Bridges Across the River**

[bbardc.org](http://bbardc.org)

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## Executive Summary

This document describes the Benefit-Cost Analysis conducted for the planned 11<sup>th</sup> Street Bridge Park (a project of the Ward 8 non-profit Building Bridges Across the River) in Washington, D.C. This analysis was completed following the US DOT's [Benefit-Cost Analysis Guidance for Discretionary Grant Programs, February 2021](#) (BCA Guidance) and produced metrics suitable for inclusion in US DOT discretionary grant submittals or for other planning purposes. The Benefit-Cost Analysis (BCA) quantifies the costs and benefits of constructing the proposed project using consistent base year dollars (2019, also referred to Real Dollars or Constant Dollars) to allow for a fair comparison of costs and benefits.

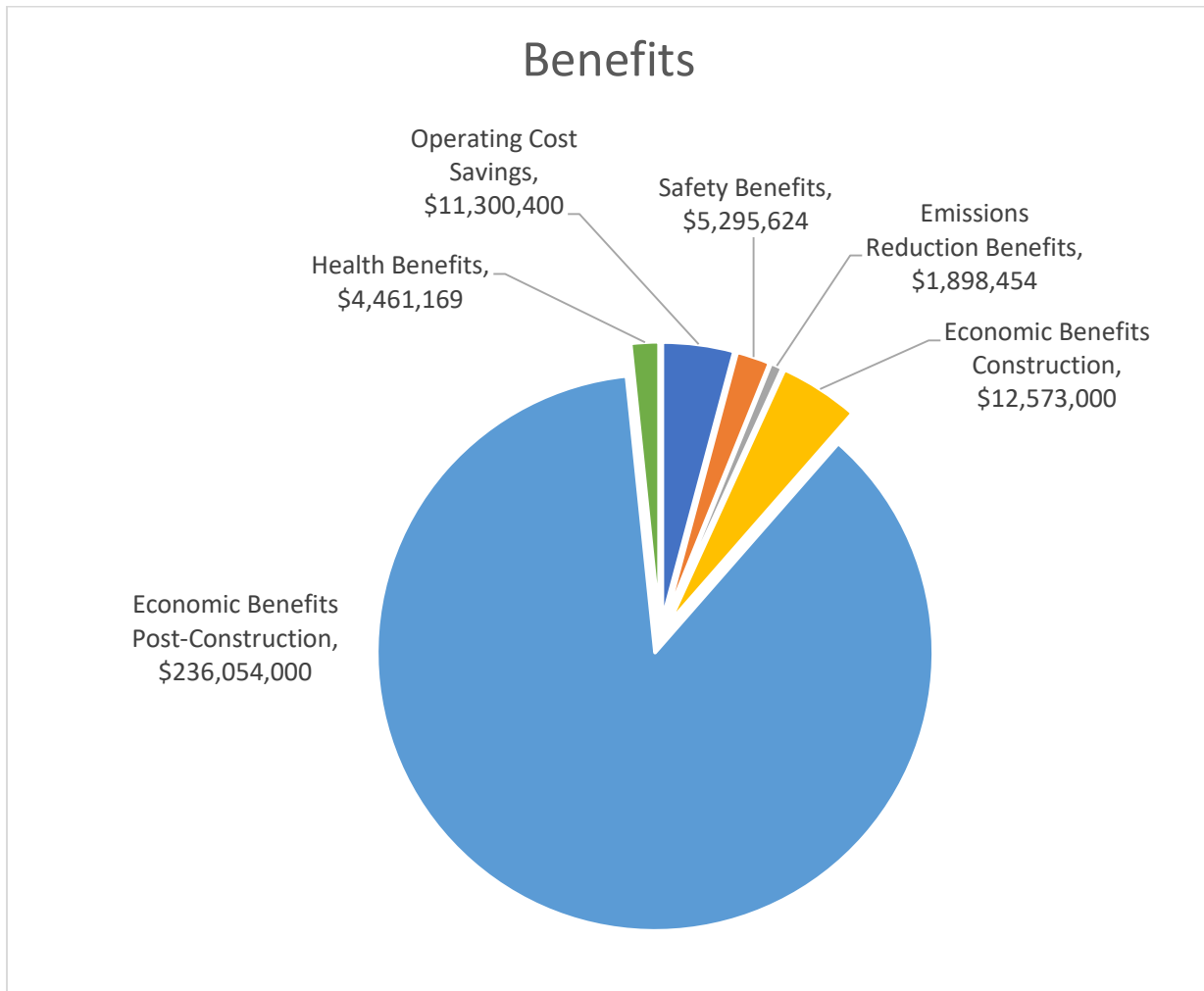
The 11<sup>th</sup> Street Bridge Park is the centerpiece in a multi-faceted initiative to better connect people, nature, entertainment and art between two communities separated by the Anacostia River. West of the Anacostia River are the neighborhoods of Capitol Hill, Navy Yard, and downtown Washington, D.C. East of the river are the communities of Anacostia and Fairlawn that have a real need for better access to jobs, safe places to play and opportunities for local businesses. The 11<sup>th</sup> Street Bridge Park will create a place where education, social activities and open space become part of the fabric that bridges two disparate communities and supports inclusive economic growth.

The 11<sup>th</sup> Street Bridge Park will sit atop the existing piers of the old 11<sup>th</sup> Street bridge. A newer bridge was constructed immediately upstream of the old bridge, and the old piers were left to support the Bridge Park.



Project benefits are described and quantified in five categories: operating cost savings, safety improvement, emission reduction, economic impacts, and health impacts. Project costs include two main categories of cost: 1) capital cost to build the Bridge Park, and 2) maintenance costs to continue to maintain the Bridge Park over a 20-year period.

All costs and benefits are presented in real dollars and then discounted using the required 7% discount rate. The total benefits (in real dollars) are over \$271 million and costs are approximately \$92 million (including construction and ongoing maintenance). When adjusted using the required 7% discount rate to reflect the lower value of future dollars, the benefits total \$152 million and costs of \$676 million result in a **Total Benefit / Cost of 2.27** (over 1.0 is good).



## Introduction

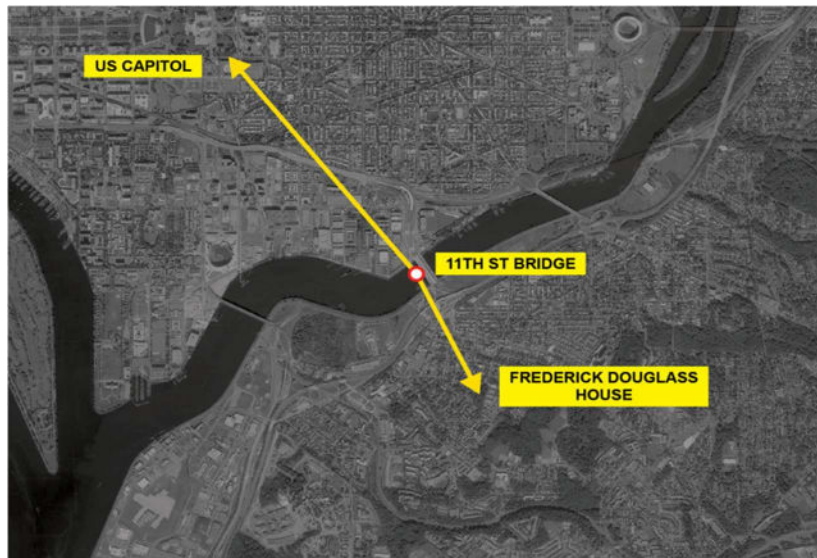
This document describes the Benefit-Cost Analysis conducted for the planned 11<sup>th</sup> Street Bridge Park (a project of the Ward 8 non-profit Building Bridges Across the River) in Washington, D.C. This analysis was completed following the US DOT's [Benefit-Cost Analysis Guidance for Discretionary Grant Programs, February 2021](#) (BCA Guidance) and produced metrics suitable for inclusion in US DOT discretionary grant submittals or for other planning purposes.

The Benefit-Cost Analysis (BCA) quantifies the costs and benefits of constructing the proposed project using consistent base year dollars (2019, also referred to Real Dollars or Constant Dollars) to allow for a fair comparison of costs and benefits. This document provides a brief description of the project, describes the data and analyses, documents the data sources used, and then compares the resulting benefits to project costs.

## Project Description

The 11<sup>th</sup> Street Bridge Park is the centerpiece in a multi-faceted initiative to better connect people, nature, entertainment and art between two communities separated by the Anacostia River. The overall goals are to:

- **Reconnect** the diverse neighborhoods on both sides of the river;
- **Re-engage the community** with the Anacostia River – an incredible and irreplaceable natural resource;
- **Improve health** by creating a safe place for community residents to exercise and play; and
- **Generate new jobs** by becoming an anchor for equitable and inclusive economic growth.



West of the Anacostia River are the neighborhoods of Capitol Hill, Navy Yard, and downtown Washington, D.C. East of the river are the communities of Anacostia and Fairlawn that have a real need for better access to jobs, safe places to play and opportunities for local businesses. The 11<sup>th</sup> Street Bridge Park will create a place where education, social activities and open space become part of the fabric that bridges two disparate communities and supports inclusive economic growth.

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The 11<sup>th</sup> Street Bridge Park will sit atop the existing piers of the old 11<sup>th</sup> Street bridge. A newer bridge was constructed immediately upstream of the old bridge, and the old piers were left to support the Bridge Park. The idea to generate significant economic, social and health benefits through well designed open space has been well documented in prior projects such as Millennium Park in Chicago, Rose Kennedy Greenway in Boston, Beltline in Atlanta and the High Line in New York City.



## Methodology, Data and Assumptions

This BCA was completed following the US DOT's Benefit-Cost Analysis Guidance for Discretionary Grant Programs, February 2021. This document describes the methods for calculating monetized benefits for numerous types of project benefits, provides rates and conversion factors, and provides example calculations. The guidance document also describes some benefits which may not lend to monetization but are nonetheless worthy of documenting.

One important element of the BCA methodology is to convert all values (both costs and benefits) to a single base year – 2019, also referred to as Real Dollars or Constant Dollars. So, costs incurred prior to year 2019 are factored up to 2019 using the provided Inflation Adjustment Values (Table A-7 in the guidance document). Similarly, future cost estimates which were originally produced in future Year of Expenditure (also called Nominal dollars or Current dollars) are converted back to 2019 Constant Dollars by reversing the application of inflation factors used in the original cost estimates.

A second important element of the BCA methodology is the “discounting” of future values in real dollars to account for the time value of money. This step reflects the principle that benefits and costs that occur sooner in time are more highly valued than those that occur in the more distant future. This most recent guidance document dictates a 7 percent discount rate. So, before an overall Benefit-Cost ratio is computed, all costs and benefits are converted to Real Dollars (base year 2019) and then future dollars are discounted.

Planning and design for the 11<sup>th</sup> Street Bridge Park is well underway, with final design expected to be completed in 2022. These analyses assume a 2-year construction period from 2022-2024 and that the park will be open in the second half of 2024.

This analysis uses data from a variety of sources, including prior studies, ongoing design and construction cost estimates, and data collected from local sources. Key data sources are footnoted beneath the data tables in this memorandum. Key sources include:

### **Prior Studies:**

- The 11<sup>th</sup> Street Bridge Park Baseline Health Assessment, by Mills Wallace, MPH, Loretta DiPietro, PhD MPH, Milken Institute School of Public Health, The George Washington University, July 2016
- 11<sup>th</sup> Street Bridge Park Equitable Development Plan, by the Urban Institute, December 2019
- Elevating Equity Investments inventory updated June, 2021
- Estimated Economic Impacts Of the 11<sup>th</sup> Street Bridge Park, by HR&A Advisors, Inc., July 2014
- Analysis of Event Programming for the 11<sup>th</sup> Street Bridge Park, by Deloitte, December 2019
- Life Cycle Cost Estimate, by Deloitte May 2018

**Engineering Data:**

- Southeast Blvd & Barney Circle Environmental Assessment, Draft Transportation Technical Memorandum Report, January 2020
- VHB analysis of high crash intersections, prepared for the District Department of Transportation, August 2017
- 11<sup>th</sup> Street Bridge bicycle counts for various years, District Department of Transportation
- Various intersection raw traffic, pedestrian and bicycle counts - HNTB; Sabra, Wang & Associates, Inc.; Quality Counts
- Most current construction cost estimate and estimate of construction jobs – Whitman, Requardt & Associates, LLP



## Benefits

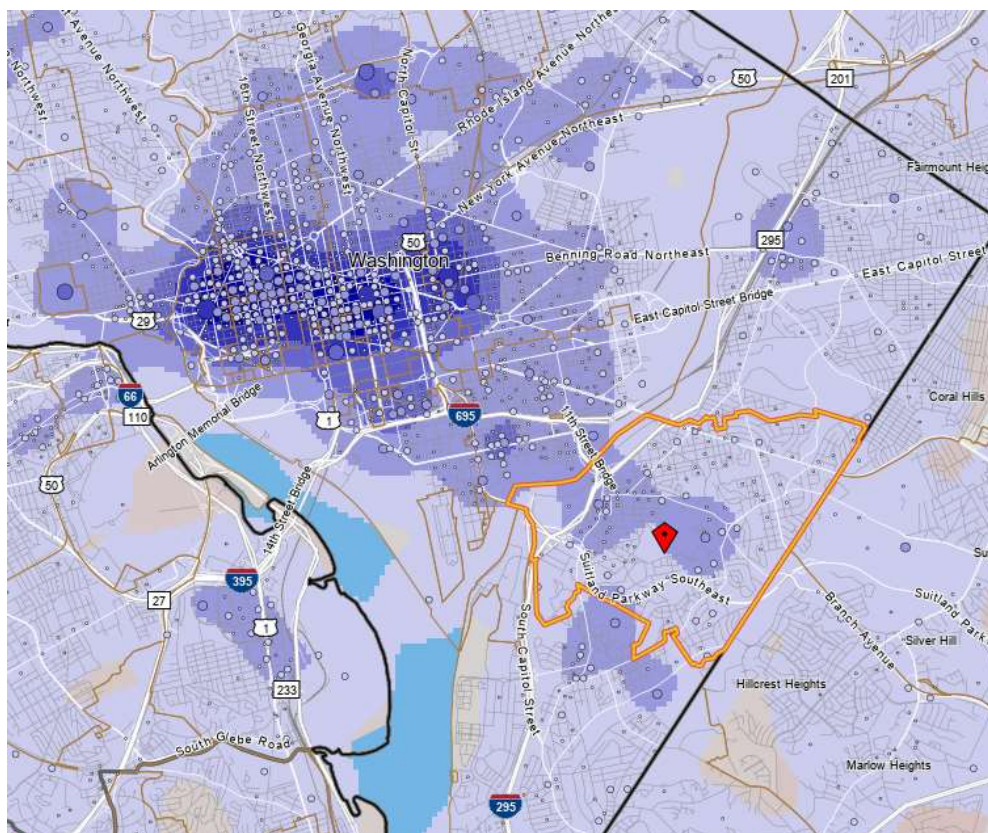
Project benefits are described below in five categories: operating cost savings, safety improvement, emission reduction, economic impacts, and health impacts.

### Operating Cost Savings

The existing 11th Street Bridge sees approximately 20,000 vehicle trips, 150 bicycle trips and 50 pedestrian trips on an average weekday. There is significant potential for some automobile trips to change to bicycle trips and see savings to user operating costs. Even a small shift from driving to bicycling will cause measurable savings in transportation costs.

According to US Census data approximately 78% of the over 22,000 work trips per day leaving zip code 20020 are less than 10 miles in length – a distance easily covered by bicycle for many persons. Figure 1 illustrates the locations of those work destinations, with darker colors representing greater concentration of jobs. As shown, the predominant trip pattern is work trips from 20020 to downtown D.C. Yet, while D.C. sees about 4.1% of work trips by bicycle, trips from zip code 20020 see only about 0.2% of trips by bicycle.

Figure 1 -Employment Destinations from Zip Code 20020



The existing bridge has a wide joint-use path along the west side which is shared by bicycles and pedestrians. The path is wide enough to accommodate these users apart from vehicle lanes. Unavoidably, the users must climb the bridge's grade and be exposed to the weather elements for the entire length of the bridge – a minimum distance of slightly more than ¼ mile between connecting intersections. So, while functional, the existing condition is not enticing or attractive to pedestrian and cyclists. The new bridge will enhance the user experience through additional walking paths, protection from the weather elements for some of that distance, and landscape and park elements to enhance the experience.

Figure 2 -11<sup>th</sup> Street Bicycle Routes

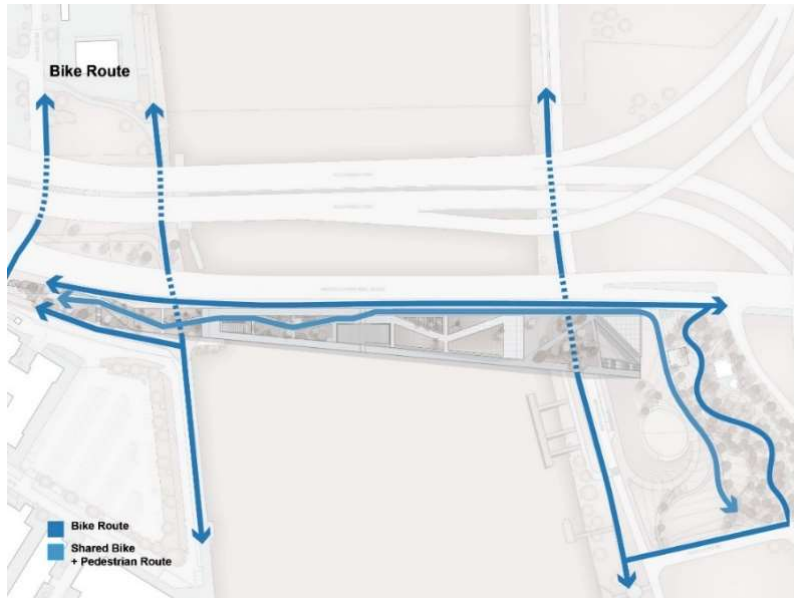
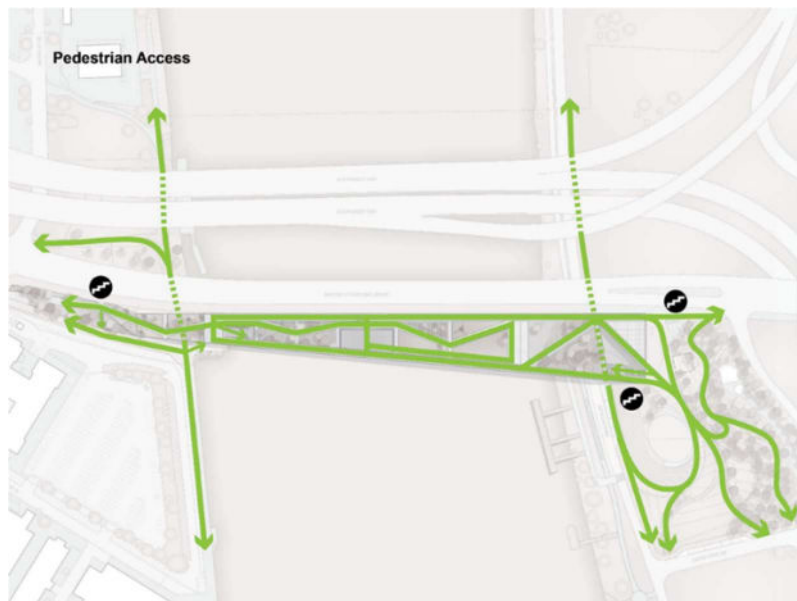


Figure 3 -11<sup>th</sup> Street Pedestrian Routes



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According to USDOT data, the average cost to operate a light duty vehicle is \$0.43/ mile. Assuming an average bicycle trip length of just 5 miles, each trip which shifts from automobile to biking will save the user \$2.15 per trip or \$4.30 per day on the daily commute. If just 400 of the 20,000 work trips per day leaving zip code 20020 shift from driving to bicycling, users will save \$1,720 per day or \$627,800 per year. The operating cost savings are detailed in Table 1 below.

Table 1 - Operating Cost Savings Calculations

Analysis Year	Annual Bicycle Trips	Total Reduced Auto Trips	Total Reduced Auto VMT	Monetized VMT Reduction Benefits	7% Discount
2022	150				
2023	150				
2024	1,050	800	4,000	\$627,800	\$447,613
2025	1,050	800	4,000	\$627,800	\$418,330
2026	1,050	800	4,000	\$627,800	\$390,962
2027	1,050	800	4,000	\$627,800	\$365,385
2028	1,050	800	4,000	\$627,800	\$341,482
2029	1,050	800	4,000	\$627,800	\$319,142
2030	1,050	800	4,000	\$627,800	\$298,263
2031	1,050	800	4,000	\$627,800	\$278,751
2032	1,050	800	4,000	\$627,800	\$260,515
2033	1,050	800	4,000	\$627,800	\$243,472
2034	1,050	800	4,000	\$627,800	\$227,544
2035	1,050	800	4,000	\$627,800	\$212,658
2036	1,050	800	4,000	\$627,800	\$198,745
2037	1,050	800	4,000	\$627,800	\$185,743
2038	1,050	800	4,000	\$627,800	\$173,592
2039	1,050	800	4,000	\$627,800	\$162,235
2040	1,050	800	4,000	\$627,800	\$151,622
2041	1,050	800	4,000	\$627,800	\$141,703
				<b>\$11,300,400</b>	<b>\$4,817,756</b>

**Safety Improvement**

Historic crash data along 11<sup>th</sup> Street was obtained from the District DOT for years 2018-2020. During this period there were 26 crashes including 13 injuries, 1 pedestrian related crash and 3 crashes involving a bicyclist. If travel continues to grow at a modest 3% per year and crashes increase commensurate with growing travel, those average crash numbers will likely grow accordingly. The 11<sup>th</sup> Street Bridge Park does not significantly alter vehicle travel but does provide additional space for walking and biking further separated from vehicle travel lanes. This analysis assumed no change to vehicular or pedestrian crash rates and assumes a modest reduction in crashes involving bicyclists due to the additional space provided further from vehicle travel lanes. The monetized value of an average injury crash (\$284,100) comes from the BCA Guidance Table A-1. Table 2 below shows the calculations of annual crash savings using this data.

*Table 2 - Safety Improvement Calculations*

Analysis Year	Potential Annual Bicycle Crashes Without Project	Predicted Decrease in Annual Bicycle Crashes	Monetized Annual Crash Savings	7% Discount
2022		0.00	\$0	\$0
2023		0.00	\$0	\$0
2024	1.59	0.80	\$227,280	\$162,047
2025	1.64	0.82	\$232,962	\$155,232
2026	1.69	0.84	\$238,644	\$148,615
2027	1.74	0.87	\$247,167	\$143,853
2028	1.79	0.90	\$255,690	\$139,078
2029	1.84	0.92	\$261,372	\$132,868
2030	1.90	0.95	\$269,895	\$128,225
2031	1.96	0.98	\$278,418	\$123,621
2032	2.02	1.01	\$286,941	\$119,070
2033	2.08	1.04	\$295,464	\$114,586
2034	2.14	1.07	\$303,987	\$110,179
2035	2.20	1.10	\$312,510	\$105,858
2036	2.27	1.13	\$321,033	\$101,631
2037	2.34	1.17	\$332,397	\$98,344
2038	2.41	1.20	\$340,920	\$94,267
2039	2.48	1.24	\$352,284	\$91,037
2040	2.55	1.28	\$363,648	\$87,826
2041	2.63	1.32	\$375,012	\$84,645
			<b>\$5,295,624</b>	<b>\$2,140,985</b>

Emission Reduction

As discussed above, the 11<sup>th</sup> Street Bridge Park is anticipated to result in a slight increase in bicycle travel. The corresponding reduction in auto travel will produce reductions in vehicle emissions. Pollution emission rates (g/mile) for a typical vehicle fleet and damage costs (\$/metric ton) were obtained from the US Bureau of Transportation Statistics, EPA and Table A-6 of the BCA Guidance. Table 3 below shows the calculation of the related savings in yearly emissions costs. As shown, the anticipated modest reduction in auto travel will save nearly \$100,000 per year in emissions costs.

Table 3 - Emission Reduction Calculations

Analysis Year	Change in Annual VMT	Change in NOx (g)	Change in SO <sub>2</sub> (g)	Change in PM2.5 (g)	Change in CO2e (g)	Change in NOx (metric tons)	Change in SO <sub>2</sub> (metric tons)	Change in PM2.5 (metric tons)	Change in CO2e (metric tons)	Monetized Yearly Emissions Savings					Discounted Yearly Emissions Savings					
										NOx	SO <sub>2</sub>	PM2.5	CO2e	Total Savings	NOx (7%)	SO <sub>2</sub> (7%)	PM2.5 (7%)	CO2e (3%)	Total Savings	
2022	0	0	0	0	0	0.00	0.00	0.00	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2023	0	0	0	0	0	0.00	0.00	0.00	0.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2024	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$22,515	\$769	\$39,996	\$32,441	\$95,722	\$19,666	\$672	\$34,934	\$30,579	\$85,850	
2025	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$22,787	\$787	\$40,706	\$33,031	\$97,310	\$18,601	\$642	\$33,228	\$30,228	\$82,699	
2026	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$23,058	\$797	\$41,263	\$33,621	\$98,739	\$17,591	\$608	\$31,480	\$29,872	\$79,550	
2027	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$23,465	\$809	\$41,830	\$34,211	\$100,315	\$16,730	\$577	\$29,825	\$29,510	\$76,642	
2028	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$23,736	\$822	\$42,403	\$34,801	\$101,761	\$15,816	\$548	\$28,255	\$29,145	\$73,763	
2029	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,007	\$834	\$42,985	\$35,390	\$103,217	\$14,950	\$519	\$26,769	\$28,776	\$71,015	
2030	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$35,980	\$104,812	\$14,209	\$491	\$25,360	\$28,403	\$68,464	
2031	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$36,570	\$105,402	\$13,280	\$459	\$23,701	\$28,028	\$65,468	
2032	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$37,160	\$105,991	\$12,411	\$429	\$22,150	\$27,650	\$62,641	
2033	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$37,750	\$106,581	\$11,599	\$401	\$20,701	\$27,271	\$59,973	
2034	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$38,929	\$107,761	\$10,840	\$375	\$19,347	\$27,304	\$57,866	
2035	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$39,519	\$108,351	\$10,131	\$350	\$18,081	\$26,911	\$55,473	
2036	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$40,109	\$108,941	\$9,468	\$327	\$16,898	\$26,517	\$53,211	
2037	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$40,699	\$109,531	\$8,849	\$306	\$15,793	\$26,123	\$51,071	
2038	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$41,289	\$110,120	\$8,270	\$286	\$14,760	\$25,730	\$49,045	
2039	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$41,879	\$110,710	\$7,729	\$267	\$13,794	\$25,337	\$47,128	
2040	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$42,468	\$111,300	\$7,223	\$250	\$12,892	\$24,946	\$45,311	
2041	-1,460,000	-1,356,340	-17,520	-51,100	-589,840,000	-1.36	-0.02	-0.05	-589.84	\$24,414	\$844	\$43,573	\$43,058	\$111,890	\$6,751	\$234	\$12,048	\$24,556	\$43,588	
														<b>\$1,898,454</b>						<b>\$1,128,758</b>

### Economic Impacts

As noted previously, the 11<sup>th</sup> Street Bridge Park is the centerpiece in a multi-faceted initiative to better connect people, nature, entertainment and art between two communities separated by the Anacostia River. Overall goals include connectivity, environmental, health and economic objectives. The initiative includes numerous programs in equitable development, education and community involvement. The project will have both an immediate and lasting positive economic impact on the community. This analysis computes and describes those economic impacts as Construction Period economic impacts and Post-Construction Period economic impacts.

Throughout the Park's community-led process, it became clear that the Bridge Park had the potential to be more than a park. In particular, the Bridge Park could symbolize a new unity and connection between a booming area of the city and one that has long been excluded from the city's economic progress. This is especially important for D.C. residents and small businesses located east of the river. Decades of disinvestment, coupled with the economic, racial and geographic segregation of Wards 7 and 8, mean that many of the communities east of the river are areas of low homeownership, high poverty and unemployment. Indeed, the most recent data from the American Community Survey reveal multiple census tracts with child poverty rates above 50 percent and unemployment rates above 20 percent. Given this stark reality, a key goal of the Bridge Park is to serve as an anchor for equitable and inclusive economic growth.

The Bridge Park's design strategies will increase connectivity between those living on both sides of the Anacostia River, but more must be done to ensure that residents and small businesses nearby will continually benefit from the success of this signature new civic space. Partnering with a number of local non-profits, the Bridge Park is now implementing equitable development strategies in four categories - housing, workforce, small business and cultural equity with over \$80 million of direct investments going into the community; these dollars match the capital costs of building the Bridge Park. This work has become a model across the country inspiring similar equity plans in St. Louis, Dallas and Los Angeles.

Construction of the Bridge Park will have an immediate economic impact on the community. Bridge construction is currently estimated at approximately \$80 million involving approximately 268 workers. The bridge design team estimates those 268 jobs to equate to 90 Full Time Equivalents (FTE) during the 2-year construction period. Construction jobs will vary in pay from D.C. minimum wage (\$15.20/hour or \$31,600/year) to higher paying specialty and management jobs. The average salary is estimated at \$55,000 per year. That results in a direct economic impact of over \$4.9 million per year. In addition, the purchase of materials and hiring of construction workers will also have a multiplier impact on the community. The Estimated Economic Impacts Of the 11<sup>th</sup> Street Bridge Park forecast both direct and indirect economic impacts using the IMPLAN model and based on a \$25 million construction project. This BCA uses that prior work and factors the multiplier impact according to the increased size of the project and number of construction jobs. As shown in Table 4 the multiplier impact is calculated at over \$1.3 million per year. As shown, construction economic impacts are spread across the 2-year construction period 2022-2024.

The Post-Construction Period economic impacts include new jobs and economic impacts to local businesses, real estate and property values along with nationally recognized equitable development strategies created by local residents.

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The Bridge Park will include facilities which will host ongoing programs such as field trips, educational programs and entertainment. The Analysis of Event Programming for the 11<sup>th</sup> Street Bridge Park details the plan for programs, staffing, costs and revenues. Collectively, these programs will create and require approximately 40 permanent jobs, having an annual impact of \$1.8 million. Equitable development has already occurred and is anticipated to continue. To date development totals over \$80 million within the project area. A detailed inventory of that development is included in the Appendix.

The Estimated Economic Impacts Of the 11<sup>th</sup> Street Bridge Park identified economic impacts to local business through increased commerce, real estate through additional property tax revenues from new development and property value impacts through additional property tax revenues from existing properties. These are detailed in that prior study. Table 5 below shown the tabulation of each of these categories of post construction economic impacts. The total economic impacts (Construction Period + Post Construction Period) is shown in Table 6.

Table 4 -Construction Period Economic Impacts

Analysis Year	Construction						
	Construction Jobs*	FTE*	Average Base Salary*	Direct Impact	Multiplier Jobs**	Multiplier Impact**	Subtotal Construction Impact
2022	268	90	\$55,000	\$4,950,000	26	\$1,336,500	\$6,286,500
2023	268	90	\$55,000	\$4,950,000	26	\$1,336,500	\$6,286,500
2024							
2025							
2026							
2027							
2028							
2029							
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2032							
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2039							
2040							
2041							
				<b>\$9,900,000</b>			<b>\$12,573,000</b>

# Benefit-Cost Analysis Technical Memorandum, 11<sup>th</sup> Street Bridge Park, June 2021

Table 5 -Post-Construction Period Economic Impacts

Analysis Year	Post-Construction						
	Park Jobs	Jobs Impact	Equitable Development	Local Business Impact*	Real Estate (increased Property Tax Revenue)*	Property Values (increased Property Tax Revenue)*	Subtotal Post-Construction Impact
2022	0		80,864,000	\$0			\$80,864,000
2023	0		4,000,000	\$0			\$4,000,000
2024	40	\$1,800,000	4,000,000	\$0			\$5,800,000
2025	40	\$1,800,000	4,000,000	\$670,000	\$416,000	\$56,000	\$6,942,000
2026	40	\$1,800,000	4,000,000	\$670,000	\$832,000	\$112,000	\$7,414,000
2027	40	\$1,800,000	4,000,000	\$670,000	\$1,248,000	\$168,000	\$7,886,000
2028	40	\$1,800,000	4,000,000	\$670,000	\$1,664,000	\$224,000	\$8,358,000
2029	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2030	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2031	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2032	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2033	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2034	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2035	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2036	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2037	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2038	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2039	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2040	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
2041	40	\$1,800,000	4,000,000	\$670,000	\$2,080,000	\$280,000	\$8,830,000
* averages the Low Impact and High Impact from HR&A 11th Street Bridge Park Economic Analysis Impacts, Final							\$236,054,000



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Table 6 -Total Economic Impacts

Analysis Year	Total Economic Impacts			
	Subtotal Construction Impact	Subtotal Post-Construction Impact	Total Economic Benefit	7% Discount
2022	\$6,286,500	\$80,864,000	\$87,150,500	\$71,140,768
2023	\$6,286,500	\$4,000,000	\$10,286,500	\$7,847,522
2024		\$5,800,000	\$5,800,000	\$4,135,320
2025		\$6,942,000	\$6,942,000	\$4,625,748
2026		\$7,414,000	\$7,414,000	\$4,617,067
2027		\$7,886,000	\$7,886,000	\$4,589,724
2028		\$8,358,000	\$8,358,000	\$4,546,198
2029		\$8,830,000	\$8,830,000	\$4,488,724
2030		\$8,830,000	\$8,830,000	\$4,195,069
2031		\$8,830,000	\$8,830,000	\$3,920,626
2032		\$8,830,000	\$8,830,000	\$3,664,136
2033		\$8,830,000	\$8,830,000	\$3,424,426
2034		\$8,830,000	\$8,830,000	\$3,200,398
2035		\$8,830,000	\$8,830,000	\$2,991,026
2036		\$8,830,000	\$8,830,000	\$2,795,352
2037		\$8,830,000	\$8,830,000	\$2,612,478
2038		\$8,830,000	\$8,830,000	\$2,441,569
2039		\$8,830,000	\$8,830,000	\$2,281,840
2040		\$8,830,000	\$8,830,000	\$2,132,561
2041		\$8,830,000	\$8,830,000	\$1,993,047
	\$12,573,000	\$236,054,000	\$248,627,000	\$141,643,599

### Health Impacts

The health benefits of walking and bicycling have been well understood and documented for many years. In recent years, health professionals and planners have done much empirical study to understand the relationships between walking and biking infrastructure, level of physical activity and resulting health benefits. The World Health Organization undertook a worldwide data survey and developed a tool to help planners compare scenarios of investment and predict the relative difference in public health. The resulting analysis tool, called Health Economic Assessment Tool (HEAT), predicts changes in morbidity based on changes in walking and biking and then equated that change to a monetized value. This BCA used existing and project data to compare both the baseline (or no build) condition with the build scenario (build the Bridge Park and have resulting increases to walking and biking).

Unlike the Operational Cost Savings calculations described earlier in this document, the Health benefits calculations include all additional walking and biking trips. These include walking trips to and within the bridge park for recreation and attendance at events. The [Analysis of Event Programming for the 11<sup>th</sup> Street Bridge Park](#) details a typical year of events and calculated a typical annual visitation of 1 million visitors per year, or 2,790 per day. This BCA assumes 100 visitors per day would arrive via bicycle with the balance arriving by other means, but then walk within the park. This analysis assumes very conservative average distances traveled of 1 mile by pedestrians and 5 miles by bicycle based on typical observed use. Table 7 illustrates the walking and biking trips by year for both the baseline (no build) scenario and the build scenario.

Applying the HEAT tool to these scenarios, the corresponding change monetized health benefits is shown in Table 8. As shown, the anticipated health benefit of this increased physical activity to the community is calculated to be almost \$600,000 per year.

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Table 7 -Comparison of Walking and Cycling Trips

Analysis Year	Baseline				Build			
	Walking		Cycling		Walking		Cycling	
	Daily Trips	Daily Miles	Daily Trips	Daily Miles	Daily Trips	Daily Miles	Daily Trips	Daily Miles
2021	50	50	150	750				
2022	50	50	150	750				
2023	50	50	150	750				
2024	50	50	150	750	2790	2790	1050	5250
2025	50	50	150	750	2790	2790	1050	5250
2026	50	50	150	750	2790	2790	1050	5250
2027	50	50	150	750	2790	2790	1050	5250
2028	50	50	150	750	2790	2790	1050	5250
2029	50	50	150	750	2790	2790	1050	5250
2030	50	50	150	750	2790	2790	1050	5250
2031	50	50	150	750	2790	2790	1050	5250
2032	50	50	150	750	2790	2790	1050	5250
2033	50	50	150	750	2790	2790	1050	5250
2034	50	50	150	750	2790	2790	1050	5250
2035	50	50	150	750	2790	2790	1050	5250
2036	50	50	150	750	2790	2790	1050	5250
2037	50	50	150	750	2790	2790	1050	5250
2038	50	50	150	750	2790	2790	1050	5250
2039	50	50	150	750	2790	2790	1050	5250
2040	50	50	150	750	2790	2790	1050	5250
2041	50	50	150	750	2790	2790	1050	5250

Table 8 -Calculation of Health Impacts

Analysis Year	Change in Health Benefit (US dollars)			Total, 7% Discount
	Walking	Cycling	Total	
2021				
2022				
2023				
2024	\$445,280	\$153,670	\$598,950	\$427,043
2025	\$445,280	\$153,670	\$598,950	\$399,106
2026	\$445,280	\$153,670	\$598,950	\$372,996
2027	\$445,280	\$153,670	\$598,950	\$348,594
2028	\$445,280	\$153,670	\$598,950	\$325,789
2029	\$445,280	\$153,670	\$598,950	\$304,476
2030	\$445,280	\$153,670	\$598,950	\$284,557
2031	\$445,280	\$153,670	\$598,950	\$265,941
2032	\$445,280	\$153,670	\$598,950	\$248,543
2033	\$445,280	\$153,670	\$598,950	\$232,283
2034	\$445,280	\$153,670	\$598,950	\$217,087
2035	\$445,280	\$153,670	\$598,950	\$202,885
2036	\$445,280	\$153,670	\$598,950	\$189,612
2037	\$445,280	\$153,670	\$598,950	\$177,208
2038	\$445,280	\$153,670	\$598,950	\$165,615
2039	\$445,280	\$153,670	\$598,950	\$154,780
2040	\$445,280	\$153,670	\$598,950	\$144,654
2041	\$445,280	\$153,670	\$598,950	\$135,191
	\$8,015,040	\$2,766,060	\$10,781,100	\$4,596,360

## Costs

Project costs include two main categories of cost: 1) capital cost to build the Bridge Park, and 2) maintenance costs to continue to maintain the Bridge Park over a 20-year period. The current estimated construction cost of \$80 million (2020 dollars) was adjusted to base year (2019) dollars assuming a CPA of 2.3%, yielding a base year cost of \$78,201,369. Table 9 illustrates that capital cost spread evenly between the 2-year construction period and applies the required 7% discount.

*Table 9 -Capital Cost*

Analysis Year	Capital Costs (2019 \$)	
	Capital Cost	7% Discount
2022	\$39,100,685	\$31,917,806
2023	\$39,100,685	\$29,829,725
2024	\$0	\$0
2025	\$0	\$0
2026	\$0	\$0
2027	\$0	\$0
2028	\$0	\$0
2029	\$0	\$0
2030	\$0	\$0
2031	\$0	\$0
2032	\$0	\$0
2033	\$0	\$0
2034	\$0	\$0
2035	\$0	\$0
2036	\$0	\$0
2037	\$0	\$0
2038	\$0	\$0
2039	\$0	\$0
2040	\$0	\$0
2041	\$0	\$0
		<b>\$61,747,532</b>

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Ongoing maintenance costs include annual inspection and period bridge maintenance. The project designers provided estimates for both elements, as included in Table 10 below. These total approximately \$14 million (\$5 million discounted) over the 20-year period. (Note: There are also operations costs such as staff salaries, trash collection and utilities which are not included here as these are to be covered through the Park's ongoing operational budget.)

Table 10 -Maintenance Cost

Analysis Year	Maintenance Costs (Constant dollars)			
	Maintenance	Inspection	Total	7% Discount
2022	\$0	\$0	\$0	\$0
2023	\$0	\$0	\$0	\$0
2024	\$0	\$231,476	\$231,476	\$165,039
2025	\$0	\$231,476	\$231,476	\$154,242
2026	\$0	\$231,476	\$231,476	\$144,152
2027	\$0	\$231,476	\$231,476	\$134,721
2028	\$0	\$231,476	\$231,476	\$125,908
2029	\$0	\$231,476	\$231,476	\$117,671
2030	\$0	\$231,476	\$231,476	\$109,973
2031	\$0	\$231,476	\$231,476	\$102,778
2032	\$0	\$231,476	\$231,476	\$96,054
2033	\$5,000,000	\$231,476	\$5,231,476	\$2,028,857
2034	\$0	\$231,476	\$231,476	\$83,898
2035	\$0	\$231,476	\$231,476	\$78,409
2036	\$0	\$231,476	\$231,476	\$73,279
2037	\$0	\$231,476	\$231,476	\$68,485
2038	\$0	\$231,476	\$231,476	\$64,005
2039	\$5,000,000	\$231,476	\$5,231,476	\$1,351,913
2040	\$0	\$231,476	\$231,476	\$55,904
2041	\$0	\$231,476	\$231,476	\$52,247
	\$10,000,000	\$4,166,568	\$14,166,568	\$5,007,535

## Findings

Tables 11 and 12 summarize the total benefits and total project costs as described in the preceding sections. All costs and benefits are presented in real dollars and then discounted using the required 7% discount rate. The total benefits of \$151 million and total costs of \$66 million result in a **Total Benefit / Cost of 2.27** (over 1.0 is good).

Table 11 -Summary of Project Benefits

Analysis Year	Operating Cost Savings	Safety Benefits	Emissions Reduction Benefits	Economic Benefits		Health Benefits	Total Impact (Real Dollars)	Discounted Total Impact*
				Construction	Post-Construction			
2022	\$0	\$0	\$0	\$6,286,500	\$80,864,000	\$0	\$87,150,500	\$71,140,768
2023	\$0	\$0	\$0	\$6,286,500	\$4,000,000	\$0	\$10,286,500	\$7,847,522
2024	\$627,800	\$227,280	\$95,722		\$5,800,000	\$0	\$6,750,802	\$4,830,830
2025	\$627,800	\$232,962	\$97,310		\$6,942,000	\$427,043	\$8,327,116	\$5,566,566
2026	\$627,800	\$238,644	\$98,739		\$7,414,000	\$399,106	\$8,778,289	\$5,484,737
2027	\$627,800	\$247,167	\$100,315		\$7,886,000	\$372,996	\$9,234,278	\$5,392,692
2028	\$627,800	\$255,690	\$101,761		\$8,358,000	\$348,594	\$9,691,845	\$5,290,133
2029	\$627,800	\$261,372	\$103,217		\$8,830,000	\$325,789	\$10,148,178	\$5,177,364
2030	\$627,800	\$269,895	\$104,812		\$8,830,000	\$304,476	\$10,136,983	\$4,834,676
2031	\$627,800	\$278,418	\$105,402		\$8,830,000	\$284,557	\$10,126,176	\$4,514,812
2032	\$627,800	\$286,941	\$105,991		\$8,830,000	\$265,941	\$10,116,673	\$4,216,718
2033	\$627,800	\$295,464	\$106,581		\$8,830,000	\$248,543	\$10,108,388	\$3,938,846
2034	\$627,800	\$303,987	\$107,761		\$8,830,000	\$232,283	\$10,101,831	\$3,680,177
2035	\$627,800	\$312,510	\$108,351		\$8,830,000	\$217,087	\$10,095,748	\$3,438,550
2036	\$627,800	\$321,033	\$108,941		\$8,830,000	\$202,885	\$10,090,659	\$3,213,167
2037	\$627,800	\$332,397	\$109,531		\$8,830,000	\$189,612	\$10,089,340	\$3,003,736
2038	\$627,800	\$340,920	\$110,120		\$8,830,000	\$177,208	\$10,086,048	\$2,807,472
2039	\$627,800	\$352,284	\$110,710		\$8,830,000	\$165,615	\$10,086,409	\$2,625,038
2040	\$627,800	\$363,648	\$111,300		\$8,830,000	\$154,780	\$10,087,528	\$2,454,701
2041	\$627,800	\$375,012	\$111,890		\$8,830,000	\$144,654	\$10,089,356	\$2,295,633
	\$11,300,400	\$5,295,624	\$1,898,454	\$12,573,000	\$236,054,000	\$4,461,169	\$271,582,647	<b>\$151,754,138</b>

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Table 12 -Summary of Project Costs

Analysis Year	Capital Costs (Real Dollars)	Maintenance Costs (Real Dollars)	Subtotal (Real Dollars)	Discounted Total Costs (7%)
2022	\$39,100,685	\$0	\$39,100,685	\$31,917,806
2023	\$39,100,685	\$0	\$39,100,685	\$29,829,725
2024	\$0	\$231,476	\$231,476	\$165,039
2025	\$0	\$231,476	\$231,476	\$154,242
2026	\$0	\$231,476	\$231,476	\$144,152
2027	\$0	\$231,476	\$231,476	\$134,721
2028	\$0	\$231,476	\$231,476	\$125,908
2029	\$0	\$231,476	\$231,476	\$117,671
2030	\$0	\$231,476	\$231,476	\$109,973
2031	\$0	\$231,476	\$231,476	\$102,778
2032	\$0	\$231,476	\$231,476	\$96,054
2033	\$0	\$5,231,476	\$5,231,476	\$2,028,857
2034	\$0	\$231,476	\$231,476	\$83,898
2035	\$0	\$231,476	\$231,476	\$78,409
2036	\$0	\$231,476	\$231,476	\$73,279
2037	\$0	\$231,476	\$231,476	\$68,485
2038	\$0	\$231,476	\$231,476	\$64,005
2039	\$0	\$5,231,476	\$5,231,476	\$1,351,913
2040	\$0	\$231,476	\$231,476	\$55,904
2041	\$0	\$231,476	\$231,476	\$52,247
	\$78,201,370	\$14,166,568	\$92,367,938	<b>\$66,755,066</b>



## Appendix

**Equitable Development Inventory - Developments**

Project Type	Partner Type	Amount	TDC	Affordable Units	Square Feet	Duplicate?	Year	Address	2019 Base Year Dollars
Housing	Nonprofit	\$ 2,500,000	\$ 13,636,734		94 -	N	2014	2708 Wade Road SE	\$ 2,708,000
Mixed Use	For Profit	\$ 900,000	\$ 285,225,000		148	N	2014	2255 Martin Luther King Jr. Avenue SE	\$ 974,880
Commercial	Nonprofit	\$ 100,000	\$ 14,600,000	-		N	2014	2004 Martin Luther King Jr. Avenue SE	\$ 108,320
Housing	Nonprofit	\$ 30,000	\$ 5,404,021		12 -	N	2015	2200 Hunter Place SE	\$ 32,190
Housing	Nonprofit	\$ 54,250	\$ 5,404,021		12 -	Y	2016	2200 Hunter Place SE	\$ 57,608
Housing	Nonprofit	\$ 25,000	\$ 5,404,021		12 -	Y	2016	2200 Hunter Place SE	\$ 26,548
Arts & Culture	Nonprofit	\$ 5,000	\$ 176,700	-	-	N	2016	Anacostia Drive SE and Good Hope Road SE	\$ 5,310
Community Space	Nonprofit	\$ 25,000	\$ 29,100,000	-	-	N	2016	2375 Elvans Road SE	\$ 26,548
Community Space	Nonprofit	\$ 25,000	\$ 29,100,000	-	-	Y	2016	2375 Elvans Road SE	\$ 26,548
Arts & Culture	Nonprofit	\$ 500	\$ 500	-	-	N	2016	2020 Shannon Place SE	\$ 531
Housing	Nonprofit	\$ 10,000	\$ 11,972,523		18 -	Y	2016	1847-1849 Good Hope Road SE	\$ 10,619
Housing	Nonprofit	\$ 25,000	\$ 11,972,523		18 -	Y	2016	1847-1849 Good Hope Road SE	\$ 26,548
Housing	Nonprofit	\$ 1,244,576	\$ 11,972,523		18 -	N	2016	1847-1849 Good Hope Road SE	\$ 1,321,615
Arts & Culture	Nonprofit	\$ 2,500	\$ 2,500	-	-	N	2016	1918 Martin Luther King Jr. Ave SE	\$ 2,655
Housing	Nonprofit	\$ 30,000	\$ 30,000		6 -	N	2016		\$ 31,857
Housing	Nonprofit	\$ 32,900	\$ 32,900		12 -	N	2016	1312 East Capitol Street NE	\$ 34,937
Community Space	Nonprofit	\$ 25,000	\$ 25,000	-	-	N	2016	1604 Morris Road SE	\$ 26,548
Community Space	Nonprofit	\$ 1,000	\$ 1,000	-	-	N	2016	2401 Shannon Place SE	\$ 1,062
Community Space	Nonprofit	\$ 5,000	\$ 5,000	-	-	N	2016	2401 Shannon Place SE	\$ 5,310
Arts & Culture	Nonprofit	\$ 2,500	\$ 2,500	-	-	N	2016		\$ 2,655
Mixed Use	For Profit	\$ 400,000	\$ 285,225,000		148	Y	2016	2255 Martin Luther King Jr. Avenue SE	\$ 424,760
Arts & Culture	Nonprofit	\$ 5,000	\$ 214,263	-	-	N	2017	Anacostia Drive SE and Good Hope Road SE	\$ 5,212
Community Space	Nonprofit	\$ 5,000	\$ 5,000	-	-	N	2017	2401 Shannon Place SE	\$ 5,212
Community Space	Nonprofit	\$ 5,000,000	\$ 29,100,000	-	-	Y	2017	2375 Elvans Road SE	\$ 5,211,500
Community Space	Nonprofit	\$ 8,642,693	\$ 29,100,000	-	-	Y	2017	2375 Elvans Road SE	\$ 9,008,279
High-Quality Healthcare	Nonprofit	\$ 50,000	\$ 26,031,977	-		N	2017	1710 Good Hope Road SE	\$ 52,115
Arts & Culture	Nonprofit	\$ 3,900	\$ 9,980	-	-	N	2017	1800 Good Hope Road SE	\$ 4,065
Housing	Nonprofit	\$ 25,000	\$ 25,000	-	-	N	2017		\$ 26,058
Housing	Nonprofit	\$ 50,000	\$ 90,000	-	-	N	2017	1800 Good Hope Rd SE and 403 7th Street SE	\$ 52,115
Housing	Nonprofit	\$ 60,000	\$ 11,972,523		18 -	Y	2017	1847-1849 Good Hope Road SE	\$ 62,538
Housing	Nonprofit	\$ 25,000	\$ 25,000		20 -	N	2017	1217 Good Hope Road SE	\$ 26,058
Arts & Culture	Nonprofit	\$ 30,000	\$ 30,000	-	-	N	2017	Anacostia Drive SE and Good Hope Road SE	\$ 31,269
Community Space	Nonprofit	\$ 1,000	\$ 1,000	-	-	N	2017	2401 Shannon Place SE	\$ 1,042
Community Space	Nonprofit	\$ 1,000	\$ 1,000	-	-	N	2017	2401 Shannon Place SE	\$ 1,042
Community Space	Nonprofit	\$ 25,000	\$ 25,000	-	-	N	2017		\$ 26,058
Housing	Nonprofit	\$ 1,255,000	\$ 37,764,146		176 -	N	2017	2327 Good Hope Rd SE	\$ 1,308,087
Arts & Culture	Nonprofit	\$ 5,000	\$ 5,000	-	-	N	2017		\$ 5,212
Housing	Nonprofit	\$ 10,000	\$ 951,729		2 -	N	2017	15th Street SE and U Street SE; 1528 W Street SE	\$ 10,423
Housing	Nonprofit	\$ 75,000	\$ 951,729		2 -	Y	2017	15th Street SE and U Street SE; 1528 W Street SE	\$ 78,173
Arts & Culture	Nonprofit	\$ 3,500	\$ 6,118	-	-	N	2017	2020 Shannon Place SE	\$ 3,648
Housing	Nonprofit	\$ 25,000	\$ 951,729		2 -	Y	2018	15th Street SE and U Street SE; 1528 W Street SE	\$ 25,448
Housing	Nonprofit	\$ 25,000	\$ 25,000		10 -	N	2018		\$ 25,448
Arts & Culture	Nonprofit	\$ 3,000	\$ 28,000	-	-	N	2018	1231 Good Hope Road SE	\$ 3,054
Community Space	Nonprofit	\$ 20,000	\$ 250,000	-	-	N	2018	1001 G Street SE	\$ 20,358
Community Space	Nonprofit	\$ 100,000	\$ 29,100,000	-		Y	2018	2375 Elvans Road SE	\$ 101,790
High-Quality Healthcare	Nonprofit	\$ 50,000	\$ 26,031,977	-		Y	2018	1710 Good Hope Road SE	\$ 50,895
Arts & Culture	Nonprofit	\$ 5,000	\$ 232,482	-	-	N	2018	Anacostia Drive SE and Good Hope Road SE	\$ 5,090
Housing	Nonprofit	\$ 17,275,212	\$ 45,610,154		121 -	N	2018	Santon Road SE and Pomeroy Road SE	\$ 17,584,438
Commercial	For Profit	\$ 1,700,000	\$ 24,204,884	-		N	2018	1909 Martin Luther King Jr. Avenue SE	\$ 1,730,430
Housing	Nonprofit	\$ 387,045	\$ 951,729		2 -	Y	2018	15th Street SE and U Street SE; 1528 W Street SE	\$ 393,973
Housing	Nonprofit	\$ 2,226,200	\$ 2,656,200		16 -	N	2018	1907 18th Street SE	\$ 2,266,049
Arts & Culture	Nonprofit	\$ 1,500	\$ 1,500	-	-	N	2018	2427 Martin Luther King Jr. Avenue SE	\$ 1,527
Housing	Nonprofit	\$ 50,000	\$ 90,000	-	-	N	2019		\$ 50,000
Housing	Nonprofit	\$ 30,000	\$ 30,000		35	N	2019	1217 Good Hope Road SE	\$ 30,000
Housing	Nonprofit	\$ 2,800,000	\$ 22,089,980		61 -	N	2019	2719 Douglass Place SE	\$ 2,800,000

**Equitable Development Inventory - Developments**

Project Type	Partner Type	Amount	TDC	Affordable Units	Square Feet	Duplicate?	Year	Address	2019 Base Year Dollars
Commercial	For Profit	\$ 8,000,000	\$ 24,204,884	-	43,493	Y	2019	Anacostia Drive SE and Good Hope Road SE	\$ 8,000,000
Commercial	For Profit	\$ 500,000	\$ 24,204,884	-	43,493	Y	2019	1909 Martin Luther King Jr. Avenue SE	\$ 500,000
Arts & Culture	Nonprofit	\$ 5,000	\$ 233,805	-	-	N	2020	1909 Martin Luther King Jr. Avenue SE	\$ 5,000
Arts & Culture	Nonprofit	\$ 10,000	\$ 10,000	-	-	N	2020	2208 Martin Luther King Jr. Ave SE	\$ 10,000
Resident Leadership & Development	Nonprofit	\$ 5,000	\$ 5,000	-	-	N	2020	2200 Hunter Place SE	\$ 5,000
Resident Leadership & Development	Nonprofit	\$ 5,000	\$ 5,000	-	-	N	2020	15th Street SE and U Street SE; 1528 W Street SE	\$ 5,000
Resident Leadership & Development	Nonprofit	\$ 1,000	\$ 1,000	-	-	N	2020	2401 Shannon Place SE	\$ 1,000
High-Quality Healthcare	Nonprofit	\$ 25,000	\$ 26,031,977	-	30,000	Y	2020	1710 Good Hope Road SE	\$ 25,000
Housing	Nonprofit	\$ 75,000	\$ 11,972,523	-	18	Y	2020	1847-1849 Good Hope Road SE	\$ 75,000
Living Wage Jobs & Economic Development	Nonprofit	\$ 15,000	\$ 4,000,000	-	-	N	2020	1640 Good Hope Road SE	\$ 15,000
Living Wage Jobs & Economic Development	Nonprofit	\$ 20,000	\$ 4,000,000	-	-	Y	2020	2004 Martin Luther King Jr. Avenue SE	\$ 20,000
Living Wage Jobs & Economic Development	Nonprofit	\$ 15,000	\$ 4,000,000	-	-	Y	2020	Anacostia Drive SE and Good Hope Road SE	\$ 15,000
Living Wage Jobs & Economic Development	Nonprofit	\$ 15,000	\$ 4,000,000	-	-	Y	2020	2375 Elvans Road SE	\$ 15,000
Commercial	Nonprofit	\$ 30,000	\$ 14,600,000	-	22,000	Y	2020	2004 Martin Luther King Jr. Avenue SE	\$ 30,000
Mixed Use	For Profit	\$ 150,000	\$ 285,225,000	-	148	Y	2020	2241 Martin Luther King Jr. Avenue SE	\$ 150,000
Housing	Nonprofit	\$ 8,253,743	\$ 11,972,523	-	-	Y	2020	1847-1849 Good Hope Road SE	\$ 8,253,743
Mixed Use	For Profit	\$ 850,000	\$ 285,225,000	-	148	Y	2020	2241 Martin Luther King Jr. Avenue SE	\$ 850,000
Housing	For Profit	\$ 4,499,369	\$ 5,116,891	-	20	N	2020	1355-1357 Valley Place SE	\$ 4,499,369
Living Wage Jobs & Economic Development	For Profit	\$ 10,000	\$ 10,000	-	-	N	2020	2100 Martin Luther King Jr. Avenue SE	\$ 10,000
Living Wage Jobs & Economic Development	For Profit	\$ 7,500	\$ 7,500	-	-	N	2020	2100 Martin Luther King Jr. Avenue SE	\$ 7,500
Living Wage Jobs & Economic Development	For Profit	\$ 7,500	\$ 7,500	-	-	N	2020	1348 Good Hope Road, SE	\$ 7,500
Living Wage Jobs & Economic Development	For Profit	\$ 7,500	\$ 7,500	-	-	N	2020	2028 Martin Luther King Jr	\$ 7,500
Living Wage Jobs & Economic Development	For Profit	\$ 7,500	\$ 7,500	-	-	N	2020	1243 Good Hope Road SE	\$ 7,500
Living Wage Jobs & Economic Development	For Profit	\$ 20,000	\$ 20,000	-	-	N	2020	1227 Good Hope Rd SE	\$ 20,000
Living Wage Jobs & Economic Development	For Profit	\$ 10,000	\$ 10,000	-	-	N	2020	532 Foxhall Pl SE	\$ 10,000
Living Wage Jobs & Economic Development	For Profit	\$ 10,000	\$ 10,000	-	-	N	2020	422 8th St SE	\$ 10,000
Arts & Culture	For Profit	\$ 5,000	\$ 5,000	-	-	N	2021	1231 Good Hope Rd SE	\$ 5,000
Arts & Culture	For Profit	\$ 5,000	\$ 5,000	-	-	N	2021	1231 Good Hope Rd SE	\$ 5,000
Arts & Culture	For Profit	\$ 5,000	\$ 5,000	-	-	N	2021	600 Alabama Ave SE	\$ 5,000
Arts & Culture	For Profit	\$ 5,000	\$ 5,000	-	-	N	2021	1243 Good Hope Road SE	\$ 5,000
Arts & Culture	For Profit	\$ 5,000	\$ 5,000	-	-	N	2021	1918 Martin Luther King Ave SE	\$ 5,000
Arts & Culture	For Profit	\$ 5,000	\$ 5,000	-	-	N	2021	1815 23rd Street SE	\$ 5,000
		\$ 67,997,388	\$ 1,702,774,053					<b>Total:</b>	<b>\$ 69,445,758</b>

