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COMMITTEE ON  
**TRANSPORTATION & THE ENVIRONMENT**

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MARY M. CHEH, CHAIR

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**FY 2020 Performance Oversight Questions**  
*Department of Public Works*

**A. ORGANIZATION AND OPERATIONS**

1. Please provide a complete, up-to-date **organizational chart** for the agency and each division within the agency, including the names and titles of all senior personnel. Please include an explanation of the roles and responsibilities for each division and subdivision within the agency.
  - Please include a list of the employees (name and title) for each subdivision and the number of vacant, frozen, and filled positions. For vacant positions, please indicate how long the position has been vacant.
  - Please provide a narrative explanation of any changes to the organizational chart made during the previous year.

Response: See Attachment 1 for a copy of the agency's current organizational chart. Also, see below:

**Office of the Director (OD)** -- provides vision, leadership, direction, and guidance as well as administrative support and the required tools to achieve operational and programmatic results. The Department of Public Works provides the basic services that residents expect from their local government. This large organization has a simple mission: to provide quality services that both enhance the quality of life in the District and strengthen our economic competitiveness, by ensuring safe, clean, and aesthetic neighborhoods and public spaces.

The Office of the Director includes the following divisions:

- *Office of the Director* – provides vision, leadership, direction, and guidance as well as administrative support in maintaining the District of Columbia physical environment including, enforcement of parking rules and regulations; preservation and cleanliness of public space; and maintenance and acquisition of motor vehicle equipment.
- *Human Capital Administration* -- provides human resource management services that strengthen individual and organizational performance and enable the agency to attract, develop and retain a well-qualified, diverse workforce.

- *Office of Communications* – provides strategic communications advice in supporting the agency and advancing the mission of the agency and the District of Columbia.
- *Security, Safety and Emergency Preparedness Division* -- responsible for the management of the safety, risk management, emergency preparedness, snow coordination and removal, facility maintenance, public space planning and acquisition and disposal of property.
- *Office of Information Technology* -- provides and maintains the information technology for all of the department administrations and offices.
- *Agency Financial Operations* -- provides quality leadership and promote capable and efficient financial management, within the operational requirements of the Chief Financial Officer of the District of Columbia, measured by superior customer service, transparency, and continuous improvement.
- *Office of the General Counsel* – provides legal support and guidance on a wide variety of legal, civil, administrative, personnel matters and labor relations.
- *Office of Waste Diversion* -- a policy and planning office that provides advisory services to support integrating sustainability into programs.

**Solid Waste Management Administration (SWMA)** -- performs several daily operations, including trash and recycling collection, sanitation education and enforcement, graffiti removal, public litter can service, fall leaf collection, and street and alley cleaning.

SWMA includes the following divisions:

- *SWEEP* - inspects properties for sanitation violations; enforces sanitation regulations, including commercial recycling; educates residents and businesses about sanitation regulations; collects household hazardous waste and electronic materials; and shreds residents' personal documents;
- *Solid Waste Collections* – provides solid waste (trash, recycling, and bulk) collection services to residents of single- family homes so that they can have their trash, recyclables, and bulk items removed conveniently and regularly;
- *Public Space Cleaning* – provides comprehensive street and alley cleaning services to residents, visitors, and businesses so that they can live, work, and play in clean neighborhoods. Specific services include mechanical street sweeping, litter can collections, rights-of- way mowing, nuisance and graffiti abatement, seasonal leaf collection, and snow and ice removal;
- *Solid Waste Disposal* – provides municipal waste disposal services to DPW, other District agencies, private haulers, and residents so that they can unload collected waste safely, conveniently, and legally.

**Parking Enforcement Management Administration (PEMA)** -- provides on-street parking enforcement services, including ticketing, towing, booting,

and removal of abandoned and dangerous vehicles. PEMA includes the following divisions:

- *Parking Enforcement* – provides parking enforcement of the District’s parking regulations to promote vehicular safety and provide smooth traffic flow and increased access to short-term parking at meters and long-term parking on residential streets;
- *Vehicle Immobilization and Towing* – provides reduced parking congestion in the District by facilitating the timely relocation and/or impoundment of illegally parked vehicles from public space; and
- *Abandoned and Junked Vehicles* – provides the oversight of safe streets through the efficient removal of abandoned and dangerous vehicles from public space and nuisance properties within the District; and
- *Customer Service* – responds to requests from constituents 24 hours a day, seven days a week.

**Fleet Management Administration (FMA)** – supports all city services by procuring and maintaining more than 3,000 vehicles, excluding those used by the Metropolitan Police Department, the Fire and Emergency Medical Services Department, the Department of Corrections, and DC Public Schools. This division fuels all 6,000 District government vehicles, including school buses, fire and trash trucks, and street sweepers.

FMA contains the following divisions:

- *Scheduled Fleet Maintenance* – performs preventive maintenance actions, including changing oil and filters and checking tires, engines, batteries, and transmissions; and prepares vehicles for seasonal and year-round duties (alley cleaning, snow removal, leaf collection, pothole repair, etc);
- *Unscheduled Vehicle and Equipment Repairs* – tows inoperable vehicles, diagnoses why vehicles are not operating properly, and makes the necessary repairs or transfers vehicles to vendors for return to service;
- *Vehicle and Equipment Acquisitions* – consults with District government agencies about vehicle needs, ensures these agencies have sufficient budget authority to meet their needs, procures vehicles, and reduces unnecessary vehicles from the fleet; and
- *Fleet Consumables* – provides most District agencies with operational fueling stations; procures fuel, oil, and other lubricants; and installs fuel rings.
  - Please include a list of the employees (name and title) for each subdivision and the number of vacant, frozen, and filled positions. For vacant positions, please indicate how long the position has been vacant.

Response: DPW is budgeted for 1,479 FTEs, of which 210 FTEs are vacant. Currently, there are no frozen positions within DPW. For the list of employees, as well as the duration for each vacant position, please see Attachment 2.

- Please provide a narrative explanation of any changes to the organizational chart made during the previous year.

Response:

- The organizational chart changed because of the following:
  - ◆ Ms. Gena Johnson resigned as Deputy Administrator for the Office of Administrative Services and Mr. Daniel A. McCoy was hired to backfill the vacated position.
  - ◆ Mr. Ryan Frasier was hired as the Associate Administrator for Business Operations within the Fleet Management Administration. Also, the untimely death of Mr. Daniel Harrison left the Associate Administrator for the Fleet Services Operations within the Fleet Management Administration vacant.
  - ◆ The position of Public Information Officer became vacant effective December 14, 2020.
  - ◆ The position of Program Manager became vacant on September 8, 2020 and Blake Adams was temporarily promoted on November 8, 2020 to serve in an Acting capacity.

2. Please list each **new program** implemented by the agency during FY 2020 and FY 2021, to date. For each initiative please provide:
  - A description of the initiative, including when begun and when completed (or expected to be completed);
  - The funding required to implement the initiative;
  - Any documented results of the initiative.

Response: Due to the ongoing COVID-19 pandemic, the agency was singularly focused on ensuring continuity of existing essential services and conserving the District's finances in FY20. That posture will continue into FY21; however, DPW is implementing a Districtwide tagging program to reduce contamination rates in recycling materials:

- The program will begin on or about March 23, 2021 and run through approximately May 14, 2021.
- The program will target 16,000 households comprising 16 recycling routes with the highest contamination rates.
- The program is being funded with a mix of grant and local funds.

- Results will be made available after the conclusion of the program later this calendar year.

OWD –

- East of the River Compost Stewards Program
- DPW launched this program in August 2020 to address disparities in composting in Wards 7 and 8. The agency hired two stewards to improve composting efforts through increased community engagement, job training, and skills development. The program works with faith-based and community-based organizations, with a more personal connection to residents East of the River. The Stewards help foster relationships with DPW and build upon and provide support for the existing food landscape by improving community compost bins, diverting food waste, and capturing much-needed yard waste or ‘browns’ to facilitate food waste composting. These actions will further support other DPW composting programs and the urban farm community.

The composting program is not able to operate in the cold of the winter months, but it will restart in March 2021 (FY21) with additional stewards and increased participation at inactive DPR Community Compost Bins.

- The DC Council granted DPW \$50,000 to implement the program in FY20. At this cost, DPW's planned to hire five compost stewards. Due to the public health emergency and funding delays, the program launched in late August of FY20 with only two stewards at the cost of \$25,000. In FY21, DPW increased its funding to the East of the River Program to \$75,000 to acquire the additional 3 Stewards and expand the composting projects. Most of the budget goes towards labor costs for the Stewards. Supply costs are minimal, with projects ranging from as little as \$500 to \$2000.
  - 2 Stewards Hired and trained
  - 1 Bin Repair at The First Baptist Church of Deanwood
  - Satellite Drop Off established at the First Baptist Church of Deanwood. + 150 lbs. of food scraps collected
  - 1 Bin Repair at Kelly Miller – Ward 7
  - Reactivated compost bin at Lederer Community Garden

## 2) Home Composting Program in February 2020

- Under the Home Composting Incentives Amendment Act of 2018, DPW launched this program in February 2020. The program provides residents

with a rebate of up to \$75 toward purchasing a home composting system after they attend a Home Composting workshop. The workshops had to be in-person. However, under the Coronavirus Omnibus Emergency Amendment Act of 2020, DPW was given authority to conduct online workshops during the duration of the Public Health Emergency.

- The home composting program option year one budget is \$79,000, including production cost for workshop materials. Option Year 2 is budgeted for \$69,000; DPW will produce no new workshop materials in Option Year 2.
  - 463 Workshop Attendees
  - 2 in-person and 8 online workshops
  - 107 rebates distributed

3. Please provide a complete, up-to-date **position listing** for your agency, ordered by program and activity, and including the following information for each position:

- Title of position;
- Name of employee or statement that the position is vacant, unfunded, or proposed;
- Date employee began in position;
- Salary and fringe benefits (separately), including the specific grade, series, and step of position;
- Job status (continuing/term/temporary/contract);
- Whether the position must be filled to comply with federal or local law.

*Please note the date that the information was collected*

Response: See Attachment 2, containing the requested data which was collected February 2, 2021.

4. Does the agency conduct annual **performance evaluations** of all of its employees, and was this done in FY 2020? Who conducts such evaluations? What are they performance measures by which employees are evaluated? What steps are taken to ensure that all agency employees are meeting individual job requirements? What steps are taken when an employee does not meet individual job requirements?

Response: The Department of Public Works conducts annual performance evaluations based on the guidelines established by the DC Department of Human Resources. The evaluations are conducted by supervisory personnel and include both mid-year and annual evaluations. In addition, employees who provide services on a temporary seasonal basis are evaluated, which is then used as a portion of the criteria to be hired in the future. The performance evaluations

support the Strategic Plan of DPW as well as the FY 2020 Performance Plan. Feedback is provided continuously to DPW employees to ensure adherence to performance goals and competencies. However, when an employee does not meet the individual job requirements, DPW complies with the requirements prescribed including but not limited to, placing employees on performance improvement plans.

5. Please list all **employees detailed** to or from your agency, if any. Please provide the reason for the detail, the detailed employee's date of detail, and the detailed employee's projected date of return.

Response: During FY20, several DPW employees were detailed to support the Mayor's COVID-19 public health emergency guidance. Additionally, the following two employees were detailed to the Department of Employment Services (DOES) to assist with unemployment insurance claims:

- Paka Marrow, Program Support Assistant – detail was effective Tuesday, September 29, 2020, with a projected return date of March 31, 2021; and
- Michael Pickett, Customer Services Representative – detail was effective Monday, December 28, 2020, with a projected return date of March 28, 2021.

6. Please provide the position name, organization unit to which it is assigned, and hourly rate of any **contract workers** in your agency, and the company from which they are contracted.

Response: See Attachment 3.

7. Please provide the Committee with:
  - A list of all employees who receive cellphones or similar communications devices at agency expense.

Response: See Attachment 4.

- ◆ Please provide the total cost for mobile communications and devices at the agency for FY 2020 and FY 2021 to date, including equipment and service plans.

Response: See Attachment 4.

- A list of all vehicles owned, leased, or otherwise used by the agency and to whom the vehicle is assigned.

Response: See Attachment 5.

- A list of employee bonuses or special award pay granted in FY 2020 and FY 2021, to date.

Response:

From FY20 to date, the following employee(s) were granted bonuses or special award pay:

- ♦ K'Lin Rogers, Policy & Project Officer, CS-0301-14 received a two-step quality salary increase effective March 15, 2020.
- A list of travel expenses, arranged by employee.

Response: See Attachment 6.

In addition, former Director Geldart traveled to Helsingborg, Denmark, and Stockholm, Sweden from February 1-8, 2020. The purpose of the trip was to meet with leading industry professionals and tour municipal recycling facilities, landfills, waste to energy facilities to learn about opportunities to upgrade recycling and waste infrastructure for the District.

The estimated upfront cost of the trip attributable to the District was \$1,472.75 in airfare, \$760 per diem (at the GSA rate), and approximately \$75 in train fare, for a total of \$2,307.75. However, the Swedish Embassy provided a travel stipend of \$600, which was applied towards the airfare cost once receipts are provided. Further, the Embassy covered the cost of lodging during the scheduled program dates. However, due to flight availability and program logistics, former Director Geldart needed to arrive in Denmark a day early, which required the District to cover one night of lodging. That cost was accounted for as an advance to the Director on the Travel Authorization Form (TAF). The total donation provided by the Swedish Embassy was approximately \$1,300 (travel stipend and lodging).

- A list of the total overtime and worker's compensation payments paid in FY 2020 and FY 2021, to date.

Response: See Attachment 7 for overtime payments and Attachment 8 for worker's compensation payments.

8. Please provide a list of each **collective bargaining agreement** that is currently in effect for agency employees.

Response:

- Collective Bargaining Agreement between District of Columbia Government and American Federation of Government Employees, Local 631
- Collective Bargaining Agreement between District of Columbia Government and American Federation of Government Employees, Local 1975
- Master Agreement between American Federation of State, County and Municipal Employees, District Council 20, AFL-CIO and District of Columbia Government
- Collective Bargaining Agreement between D.C. Government and American Federation of State, County and Municipal Employees, Local 2401
- Compensation Collective Bargaining Agreement between D.C. Government and Compensation Units 1 and 2
- Collective Bargaining Agreement between District of Columbia Government and American Federation of Government Employees, Local 1403
- Please include the bargaining unit (name and local number), the duration of each agreement, and the number of employees covered.

Response:

- Fleet Management Administration and Office of Administrative Services, AFGE Local 631, October 6, 2009 through September 30, 2013, 86 employees;
- Parking Management Administration, AFGE Local 1975, November 20, 2007 through September 30, 2010, 303 employees;
- Solid Waste Management Administration, AFSCME Local 2091 (under District Council 20 Master Agreement), October 2006 through September 30, 2010, 550 employees;
- Office of General Counsel, AFSCME Local 2401 (under District Council 20 Master Agreement), October, 2006 through September, 30, 2010, 1 employee;
- Compensation 1 and 2 covers the Fleet Management Administration, Office of Administrative Services, Parking Enforcement Management

Administration, and Solid Waste Management Administration bargaining units, October 1, 2017 through September 30, 2021; 934 employees;

- Attorney-Advisors, Office of General Counsel, Working Conditions and Compensation Agreements, AFGE Local 1403, October 1, 2017 through September 30, 2020; 1 employee.

All of these CBAs are current. The AFGE Local 1403 CBA is currently in successor agreement negotiations – the one that expired in 2020 is still in effect while they engage in successor negotiations.

- Please provide, for each union, the union leader’s name, title, and his or her contact information, including e-mail, phone, and address if available.

Response:

- AFGE Local 631, Barbara Milton, President, bjm1277@aol.com, 202-236-0500, P.O. Box 54585, Washington, DC 20032;
- AFGE Local 1975, Javier Soto, Trustee for AFGE Local 1975, Javier.Soto@afge.org, (202) 777-3066, 80 M St., SE, Washington, D.C. 20003;
- AFSCME Local 2091, Barry Carey, President, barry.carey@yahoo.com, 202-476-9029, 100 M St. SE, Suite 100, Washington, DC 20003

- Please note if the agency is currently in bargaining and its anticipated completion date.

Response: At the present time, the agency is currently in impacts and effects bargaining, but does not have an anticipated completion date, due to challenges related to the COVID-19 health emergency.

9. Please identify all **electronic databases** maintained by your agency, including the following:
- A detailed description of the information tracked within each system;
  - The age of the system and any discussion of substantial upgrades that have been made or are planned to the system;
  - Whether the public can be granted access to all or part of each system.

Response: See Attachment 9.

10. Please describe the agency’s procedures for investigating allegations of **sexual harassment** or misconduct committed by or against its employees. List and describe any allegations received by the agency in FY 2020 and FY 2021, to date, and whether and how those allegations were resolved.

Response:

Per Mayor’s Order 2017-313, complaints of sexual harassment are referred to the Agency’s Sexual Harassment Officer, designated alternate or the General Counsel’s office for investigation.

*Procedures for Investigating Allegations of Sexual Harassment/Misconduct*

- Once complaint received, separate parties if necessary.
- Collect statements from complainant and alleged harasser, witnesses, and video (if available).
- Conduct interviews with complainant, alleged harasser, and all witnesses.
- Upon review of investigation notes, statements and any video, conduct any necessary follow-up interviews.
- Prepare investigation report and submit to General Counsel’s office for review for legal sufficiency.
- Issue report and ensure recommendations for disciplinary actions are taken and other recommendations are followed up on (training, etc.). Request assistance from General Counsel or other senior leadership to ensure disciplinary actions and recommendations are acted on.

Employees have the right to EEO counseling of alleged violations of the DC Human Rights Act. EEO counseling is required prior to filing a complaint with OHR, for all allegations except sexual harassment. Employees with sexual harassment allegations may go directly to OHR to file their complaint. Regarding disciplinary matters, Chapter 16 of the District Personnel Manual (DPM) or the employee’s Collective Bargaining Agreement (CBA), provide for appeals. Chapter 16 of the DPM provides for a grievance process. Employees covered by CBA’s follow the negotiated grievance procedure under the CBA or the process detailed Chapter 16.

<b>Fiscal Year</b>	<b>Type</b>	<b>Description</b>	<b>Resolution</b>
2020	Sexual Harassment	Unwanted sexual advances	Complaint not substantiated
2020	Sexual Harassment	Sexually offensive conduct	Complaint substantiated in part; not substantiated in part; employee transferred to

			different supervisor per request; no disciplinary action taken as it was deemed resolved
2020	Sexual Harassment	Sexually offensive language	Complaint substantiated; disciplinary action taken. No further issues
2020	Sexual Harassment	Sexually offensive language	Complaint unsubstantiated; employee resigned
2020	Sexual Harassment	Sexually offensive conduct	Investigation on-going
2021	Sexual Harassment	Sexually offensive conduct	Complaint unsubstantiated
2021	Sexual Harassment	Sexually offensive conduct	Investigation on-going

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

- The member’s name;
- Confirmation date;
- Term expiration date;
- Whether the member is a District resident or not;
- Attendance at each meeting in FY 2020 and FY 2021, to date.
- Please also identify any vacancies.

Response:

See response to Question #12.

12. Please list the **task forces and organizations**, including those inside the government such as interagency task forces, of which the agency is a member and any associated membership dues paid.

Response: Vision Zero Working Group; D.C. Bicycle Advisory Council; D.C. Pedestrian Advisory Council; OAH Advisory Committee; Solid Waste Association of North America (\$3,703); Greater Washington Region Clean Cities Coalition (Geldart, Carter – Board Members).

13. What has the agency done in the past year to make the activities of the agency more **transparent** to the public?

Response: The agency has increased its activity on various social media platforms, created a Nextdoor account for the Director to communicate directly with residents, attended numerous virtual townhalls hosted by City Council members, ANC Commissioners, and non-governmental organizations, and the agency hosts a weekly conference call with the District's BID council.

14. How does the agency solicit **feedback** from residents? Please describe.

- What is the nature of comments received? Please describe.
- How has the agency changed its practices as a result of such feedback?

Response: DPW has several channels that we use to communicate with residents and to solicit feedback, including:

- Twitter – the Agency has more than 18,000 active followers.
- Nextdoor – Along with other District agencies, DPW's posts reach nearly 149,000 members.
- Meetings – DPW hosts virtual weekly meetings with the Business Improvement District groups; DPW virtually attends ANC meetings.
- Clearinghouse – is the Agency's email customer service channel. Monthly, an average of 300 emails are received/responded to from residents and Councilmembers' offices.

Feedback ranges from thanks and kudos to complaints about service delivery and questions about resident services. We share the thanks and kudos with our employees through email, printed fliers that are posted in common areas and through DPW TV, which broadcasts important internal information and announcements on 21 screens throughout the agency.

The agency is continuously refining its operations based upon the input, both positive and negative, received from our customer base. Positive input allows the agency to confirm that certain operations and practices are working correctly and efficiently. However, the negative input is the true catalyst of change within the agency. Reported issues have caused the agency to prioritize its work with the Office of Unified Communications to refine the 311 system and the way service requests are handled between agencies, prioritize certain operations at specific times of the year, adjust routes to ensure optimization and more.

15. What has the agency done to reduce agency **energy use** in FY 2020? Did the agency's energy use increase or decrease in FY 2020? Please identify how much energy use increased or decreased in terms of kWh and therms, and what percentage increase/decrease that is compared to FY 2019.

Response: The Department of General Services is responsible for energy use in all District-government owned facilities. However, when our Fleet Management

Administration requested upgraded lighting to improve working conditions at 1833 W. Virginia Avenue NE, its main facility, we chose to install energy efficient lighting in keeping with FMA’s and DPW’s commitment to environmental consciousness.

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

Response:

**Number of Employees Hired in FY 2020 and FY 2021, to date**

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	34	17
Term	10	9
Temporary	446	381
Contract		

17. Please provide the agency’s FY 2020 Performance Accountability Report.

Response: See Attachment 10.

**B. BUDGET AND FINANCE**

18. Please provide a chart showing the agency’s **approved budget and actual spending**, by division, for FY 2020 and FY 2021, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures for each program and activity code.

Response: See Attachment 11.

19. Please list any **reprogrammings**, in, out, or within, related to FY 2020 or FY 2021 funds. For each reprogramming, please list:

- The reprogramming number;
- The total amount of the reprogramming and the funding source (i.e., local, federal, SPR);
- The sending or receiving agency name, if applicable;
- The original purposes for which the funds were dedicated;
- The reprogrammed use of funds.
- The Mayor is currently planning a reprogramming of FY 2021 funds; what funds, if any, will come from or go to DPW or DPW projects?

Response: See Attachment 12.

20. Please provide a complete accounting for all **intra-District transfers** received by or transferred from the agency during FY 2020 and FY 2021, to date, including:

- Buyer agency and Seller agency;
- The program and activity codes and names in the sending and receiving agencies' budgets;
- Funding source (i.e. local, federal, SPR);
- Description of MOU services;
- Total MOU amount, including any modifications;
- The date funds were transferred to the receiving agency.

Response: See Attachment 13.

21. Please provide a list of all **MOUs** in place during FY 2020 and FY 2021, to date, that are not listed in response to the question above.

Response: See below.

**FY20 MOUs**

<b>Collaborating Agency or Agencies</b>	<b>Description</b>
UDC	Motor vehicle purchase and use of District government-wide procurement authority for vehicles.
Council of the District of Columbia (Council)	Parking enforcement services at the curbside in and around the John A. Wilson Building.
DCHR	DCHR provides enhanced suitability screenings for DPW District employment.
DDOT	Towing, street cleaning, vehicle services and street closures for inaugural Open Streets event
DOES	The Special Workforce Development Initiative to provide subsidized work experience.
DDOT	Gtechna (Part 1) interface for a Digital Curbside Parking Management System ("DCPMS").
DDOT	Arbor Day festival shared accounting and financial services
DOEE	Storage Solutions to reduce stormwater pollution.
DOEE	shared accounting and financial services

DDOT	Connecticut Avenue enforcement— ticketing and towing services.
DPW & CAH	Murals DC
DDOT	Driver Training
DPW & DC Water	Snow Labor
DOC	Snow Labor
DOES	Snow and Leaf Removal
DPW & DDOT	Snow Labor
DPW & DDOT	Amended Snow Labor
DPW & DDOT	Amended Snow Labor
DPW & DCHA	Salt
DPW & BOE	Presidential Primary Ballot Delivery
DPW & BOE	Amended Presidential Primary Ballot Delivery
OCA	Citywide Disposal

#### **FY21 MOUs**

<b>Collaborating Agency or Agencies</b>	<b>Description</b>
DC Water	Snow and ice treatment and removal
DGS	Contract security guard services
DDOT	Gtechna (Part 2) additional interface development for gTechna database and DCPMS.
DOEE	Stormwater reimbursement
DGS	Electric Vehicle
DPW & CAH	Murals DC
DPW & DCHA	Salt
DPW & DC Water	Salt
DPW & DC Water	Labor
DPW & DOC	Snow Labor
DPW & OSSE	Salt
DPW & DDOT	Snow Labor

22. Please identify any **special purpose revenue accounts** maintained by, used by, or available for use by your agency during FY 2020 and FY 2021, to date. For each account, please list the following:

- The revenue source name and code;
- The source of funding;
- A description of the program that generates the funds;
- The amount of funds generated by each source or program in FY 2020 and FY 2021, to date;
- Expenditures of funds, including the purpose of each expenditure, for FY 2020 and FY 2021, to date.

Response: See Attachment 14.

23. Please provide a list of all projects for which your agency currently has **capital funds** available. Please include the following:

- A description of each project, including any projects to replace aging infrastructure (e.g., water mains and pipes);
- The amount of capital funds available for each project;
- A status report on each project, including a timeframe for completion;
- Planned remaining spending on the project.

Response: See Attachment 15.

24. Please provide a complete accounting of all **federal grants** received for FY 2020 and FY 2021, to date, including the amount, the purpose for which the funds were granted, whether those purposes were achieved and, for FY 2020, the amount of any unspent funds that did not carry over.

Response: None.

25. Please list each contract, procurement, lease, and grant ("**contract**") awarded, entered into, extended and option years exercised, by your agency during FY 2020 and FY 2021, to date. For each contract, please provide the following information, where applicable:

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

Response: See Attachments 16 and 17.

26. Please provide the details of any **surplus** in the agency's budget for FY 2020, including:

- Total amount of the surplus;
- All projects and/or initiatives that contributed to the surplus.

Response: DPW had a \$1.2M surplus in Local Funds (\$385K in PS and \$816K in NPS funding). The surplus funding is a result of DPW receiving approximately \$700K in reimbursement from the federal government for protests and other federal events in the summer.

### C. **LAWS, AUDITS, AND STUDIES**

27. Please identify any **legislative requirements** that the agency lacks sufficient resources to properly implement.

Response: At the present time, the Agency is not aware of any legislative requirements that we have insufficient resources to properly implement.

28. Please identify any statutory or regulatory **impediments** to your agency's operations or mission.

Response: At the present time, the Agency is not aware of any statutory or regulatory impediments to our operations.

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

Response:

a. PEMA

DCMR Title 18 Chapter 24-- Stopping, Standing, Parking and other Non-Moving Violations (October 8, 2016)

DCMR Title 18 Chapter 4—Motor Vehicle Title and Registration (August 11, 2017)

DCMR Title 18 Chapter 6—Inspection of Motor Vehicles (August 11, 2017)

DCMR Title 18 Chapter 40—Traffic Signs and Restrictions at Specific Locations (November 4, 2016)

b. SWMA

DCMR Title 21 Chapter –Solid Waste Control  
700 – General Provisions (December 22, 2017)

- 701 – Handbills, Leaflets and Flyers (February 17, 1978)
- 702 – Removal of Refuse from Public Space Adjacent to Private Property (August 14, 1987)
- 703 – Collection of Leaves (December 22, 2017)
- 704 – Food Waste Disposal (February 17, 1978)
- 705 – Collection of Solid Wastes (December 22, 2017)
- 706 – Special Collections (December 22, 2017)
- 707 – Solid Waste Containers (December 22, 2017)
- 708 – Containers for Residential Municipal Refuse Collection (December 22, 2017)
- 709 – Collection Vehicles (December 22, 2017)
- 710 – Licensing Requirements (December 22, 2017)
- 713 – Solid Waste Reduction and Disposal (January 22, 1996)
- 714 – Disposal at District Incinerators (December 22, 2017)
- 715 – Suspension of Access to Disposal Facilities (July 12, 1971)
- 716 – Inspections (December 22, 2017)
- 717 – Denial, Suspension, or Revocation of License (July 12, 1971)
- 718 – Variances (July 12, 1971)
- 719 – Solid Waste Disposal Fee-Setting Formulas (March 29, 2013)
- 720 – Fees (March 29, 2013)
- 721 – Penalties (December 22, 2017)
- 722 – Solid Waste Collector Registration (December 22, 2017)
- 723 – Solid Waste Collector Annual Reporting (December 22, 2017)

DCMR Title 21 Chapter 8—Solid Waste Container Specifications

- 806 – Containerization Systems (January 5, 1979)

DCMR Title 21 Chapter 20—Solid Waste management and Multi-Material Recycling (December 17, 2010)

DCMR Title 24 Chapter 1—Occupation and Use of Public Space

- 101 – Streets and Roads (September 3, 2010)
- 102 – Public Parking: Upkeep and Plantings (July 7, 1989)
- 103 – Public Parking: Walls, Wickets and Fences (August 1, 1980)
- 104 – Public Parking: Paving, Grading and Covering (July 7, 1989)
- 108 – Signs, Posters and Placards (January 20, 2012)

DCMR Title 24 Chapter 9—Animal Control

- 900 – Dogs (October 14, 2005)

DCMR Title 24 Chapter 10—Deposits on Public Space

- 1000 – Prohibited Deposits: General Provisions (June 30, 1989)
- 1001 – Excavation and Construction
- 1002 – Vacant Lots and Open Spaces (July 7, 1989)

1008 – Paper, Handbills, Circulars, and Advertising Material (May, 1981)  
1009 – Public Waste Receptacles (July 7, 1989)

DCMR Title 24 Chapter 13—Civil Fines Under DC Law 600 (December 22, 2017)

DCMR Title 24 Chapter 17—Winter Sidewalk Safety (November 20, 2015)

30. Please explain the impact on your agency of any **federal legislation or regulations** adopted during FY 2020 that significantly affect agency operations or resources.

Response:

At the present time, DPW is aware of the following federal legislation or regulations adopted during FY2020 that significantly affect agency operations:

- The Families First Coronavirus Response Act (FFCRA or Act) H.R. 6201—requires certain employers to provide employees with paid sick leave or expanded family and medical leave for specified reasons related to COVID-19. The U.S. Department of Labor’s (Department) Wage and Hour Division (WHD) administers and enforces the new law’s paid leave requirements. These provisions will apply from the effective date through December 31, 2020.
- The Coronavirus Aid Relief and Economic Security (CARES) Act, among other things, earmarked funds for businesses and set aside funds for programs carried out by state and local government.

31. Please provide a list of all **MOUs** in place during FY 2020.

Response: See response to Question #21.

32. Please provide a list of all studies, research papers, and analyses (“**studies**”) the agency requested, prepared, or contracted for during FY 2020 and FY 2021, to date. Please state the status and purpose of each study.

Response:

- Office of Waste Diversion (OWD) –
  - 1) Waste Characterization Study – MSW Consultants LLC

Status: Complete. The study is working its way through the approval process and we expect release soon.

Purpose: To fulfill the reporting requirement of the Sustainable Solid Waste Management Amendment Act of 2014

2) Annual Waste Diversion Report -- OWD

Status: Complete; the study is working its way through the approval process and we expect release soon

Purpose: To fulfill the reporting requirement of the Sustainable Solid Waste Management Amendment Act of 2014

3) Solid Waste Management Plan – Resource Recycling Systems LLC

Status: In progress

Purpose: To describe the city’s solid waste management system and identify a plan for the future

4) Environmental Assessment: WTE & Landfill Study – CDM Smith

Status: In progress

Purpose: To quantify the impacts that waste-to-energy and landfill have to the environment and local communities.

▪ Parking Enforcement Management Administration (PEMA) –

Hiring of consultant to develop an analysis of the Parking Enforcement Beats (Kimley-Horn Consultants).

Status: On time. The first deliverable was the format requested of the beat maps. DPW will finalize soon.

Purpose: It has been well over a decade since the current maps have been updated. Since that time, construction and building redesign has changed the affected block structure, e.g., residential parking, meters and business use. The new beat map design will be used to either confirm or reconfigure the current parking enforcement characteristics of each block, thereby aiding effective deployment and ensuring that parking officers’ beat assignments give each staff member an opportunity to write a reasonable quantity of citations. Furthermore, a block “model” will aid in improving deployment strategies to better meet rapidly evolving enforcement demands.

▪ Fleet Management Administration (FMA)

1) FY 2020 Vehicle Inventory Report  
Status: Posted on the DPW website at:  
<https://dpw.dc.gov/page/vehicle-inventory-report-fy-2020>

2) Emissions report  
Status: DPW would typically have an emissions report but the agency did not have it completed in FY20 due to an issue with the contract. We will be getting an Annual District Emissions Study for FY 2021 to be inclusive of FY 2020. The study will address the District's emissions progress based on our emissions footprint.

33. Please list and describe any ongoing **investigations**, audits, or reports on your agency or any employee of your agency, or any investigations, studies, audits, or reports on your agency or any employee of your agency that were completed during FY 2020 and FY 2021, to date.

Response: None.

34. Please identify all **recommendations** identified by the Office of the Inspector General, D.C. Auditor, or other federal or local oversight entities during the previous 3 years. Please provide an update on what actions have been taken to address these recommendations. If the recommendation has not been implemented, please explain why.

Response:

- 1) On May 22, 2018, the Office of the D.C. Auditor (ODCA) issued a report entitled "District Overtime Tops \$108 Billion; Better Management and Additional Staff Could Reduce Costs". It found that:
  - a) DPW should develop, promulgate, and train staff on agency-wide policies and procedures that require, prior to payment at the end of each pay period, proper authorization, documentation, and verification of overtime hours worked.
    - Implemented – On March 15, 2019, the agency implemented an agency wide overtime policy and the use of overtime approval forms. Since implementation, each administration has given guidance to supervisors on the policy. In addition, DPW has worked with the Office of the City Administrator and Office of Performance and Budget to ensure adequate staffing levels in operational units. However, with the onset of the global pandemic, this summer's civil unrest, the recent Insurrection at the United States Capitol, and the Presidential Inauguration have

presented significant challenges to reducing the agency's use of overtime to accomplish its mission.

- b) DPW should ensure that all overtime work have an individualized associated approval form specifying the number of hours worked by each employee and signed by the employee's supervisor.
  - Implemented - The agency's administrations have overtime approval forms that are completed for overtime use.

2) On December 20, 2018, ODCA issued a report entitled "Accuracy and Consistency Needed in Travel Advances and Reconciliations". It found that:

- a) A DPW employee was shortchanged \$29.50 on his M&IE per diem in his advance payment. The error was not corrected during the processing of his post-travel reconciliation.
- b) A Department of Public Works (DPW) employee received payment for 242 miles using the POV rate even though he was traveling in a rental car. The traveler should have been reimbursed for fuel costs, not the POV rate. We calculated that he was overpaid approximately \$114. DPW and the OCFO Government Services cluster approved and processed this use of the POV rate for a rental car as part of both the advance request and again during the final reconciliation of travel costs.

ODCA recommended that:

- The Office of the Chief Financial Officer should institute additional checks on travel payments, including regular spot audits of travel documentation by Associate Chief Financial Officers, and deliver periodic training to employees who approve and process travel payments.
- The Office of the City Administrator should finalize updated District-wide travel regulations and forms with particular emphasis on provisions that address sales and use tax exemptions and proper calculation of per diem payments and ground transportation costs.
- The Office of the City Administrator should work with OCFO clusters and agency leadership to educate District government travelers on travel policy and best practice when booking, conducting, and submitting documentation for travel.

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

Response:

- OWD –
  - 1) Annual Waste Diversion Report – Completed (not yet released)
  - 2) Waste Characterization Study – Completed (not yet released)
  - 3) Zero Waste Plan – The Interagency Waste Reduction Working Group will be meeting six (6) times this year to develop an implementation strategy for the Zero Waste Plan's development
  
- FMA –
  - 1) D.C. Official Code § 50-204(c)(1) -- Annual inventory for District controlled vehicles (Vehicle Inventory Report); DPW has met this requirement. See response to Question #32.
  - 2) Mayor's Order 2001-85 (which has been superseded by Mayor's Order 2009-210, and which states that "[t]he agency shall maintain a daily record of who has custody of each agency-controlled government vehicle at all times, miles driven, purpose of the custody or use, physical condition before and after assignment, and reported accidents, incidents, citations or summons occurring during assignment"). DPW has met this requirement.

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

Response: See Attachment 18.

37. Please list all **settlements** entered into by the agency or by the District on behalf of the agency in FY 2020 and FY 2021, to date, including any covered by D.C. Code § 2-402(a)(3), and provide the parties' names, the amount of the settlement, and if related to litigation, the case name and a brief description of the case. If unrelated to litigation, please describe the underlying issue or reason for the settlement (e.g. administrative complaint, etc.).

Response: See Attachment 18.

38. Please list any **administrative complaints or grievances** that the agency received in FY 2020 and FY 2021, to date, broken down by source. Please describe the process utilized to respond to any complaints and grievances received and any changes to agency policies or procedures that have resulted

from complaints or grievances received. For any complaints or grievances that were resolved in FY 2020 and FY 2021, to date, describe the resolution.

Response: See chart below.

<b>Month and Year</b>	<b>Type</b>	<b>Description</b>	<b>Resolution</b>
September 2020	Grievance	Agency allegedly allowed the use of improperly maintained vehicles	Grievance not substantiated; relief denied.
October 2020	Misconduct	Threatening language and verbal assault	Complaint substantiated; disciplinary action pending.
October 2020	Grievance	Agency allegedly failed to promote	Grievance not substantiated; relief denied.
November 2020	Grievance	Agency allegedly provided unlawful instructions to employees	Grievance not substantiated; relief denied.
November 2020	Grievance	Agency allegedly disclosed employee medical information	Grievance not substantiated; relief denied.
December 2020	Harassment; Discrimination; and Misconduct	Severe Punishment; Age discrimination; and Unfair allocation of overtime	Investigation pending.
December 2020	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.
January 2021	Misconduct	Fighting	Investigation pending.

*Process utilized to respond to administrative complaints and grievances not involving sexual harassment*

- Receive complaint
- Examine information provided in complaint, including documents, statements, and audio or video footage, if it exists

- Take precautionary actions, if necessary, such as separating parties
- Investigate complaint by gathering statements, interviewing witnesses and reviewing all documentation
- Interview complainant, alleged offender, and witnesses
- Review relevant legal standard(s) and investigation notes. If necessary, conduct follow-up interviews
- Prepare investigation report, detailing recommendations for remedial action(s) and legal analysis of whether there has been a violation of law, regulation, and / or CBA
- Submit the investigation report to the Office of the General Counsel for legal sufficiency review
- Issue report and ensure recommendations for disciplinary actions are taken and other recommendations are followed up on (training, etc.). Request assistance from General Counsel and other senior leadership to ensure recommendations are followed

No changes to Agency policies or procedures have resulted from complaints or grievances received.

**c) PROGRAM-SPECIFIC QUESTIONS**

*I. General/Public Health Emergency*

39. What programs and services have faced reductions in FY 2020 and FY 2021, to date, due to the Public Health Emergency?

Response:

- 1) Mechanized Street Sweeping (Outside of the areas covered by the District's MS4 Permit requirements)
- 2) Non-Safety Related Ticketing
- 3) Towing & Booting Operations
  - Please provide any reductions in FTEs stemming from the PHE, including division or program.

Response: None.

- For any reductions to services, programs, or staff, please provide the agency's plans to restore in future fiscal years.

Response: The above operations will resume once the public safety and health emergencies have ended and it is fiscally responsible to do so.

40. What agency programs have been impacted by revenue loss during the Public Health Emergency?

Response:

- Parking Enforcement
- Fleet Maintenance
- SWEEP

41. Is DPW providing any new programs or services during the Public Health Emergency?

Response: Due to the ongoing COVID-19 pandemic, the agency was singularly focused on ensuring continuity of existing essential services and conserving the District's finances in FY20. That posture will continue into FY21; however, DPW is implementing a Districtwide tagging program to reduce contamination rates in recycling materials, which is detailed in the agency's response to Question 2.

42. Please provide a copy of the agency's Continuing Operations Plan and any remote working protocol.

Response: At the outset of the public health emergency, DPW submitted our COOP to the Office of the City Administrator. We defer any questions on the specificity of DPW's COOP to City Administrator Kevin Donahue.

- How many agency staff are working virtually, and how many are required to work on site or in person?

Response: Approximately 94 employees are in telework status and 1,301 report to work in person.

- How did the agency ensure that all remote staff have access to appropriate equipment and internet connection? What happens if a worker does not have the right technology or a stable connection?

Response: Prior to the onset of the pandemic, DPW began to modernize the hardware issued to administrative employees. In addition, the agency upgraded platforms and ensured that employees had access to the OCTO supported Virtual Private Network (VPN) so that they could perform their duties remotely. We have not had any widespread issues regarding the availability of technology or connectivity; however, our IT department and OCTO have sufficient resources to address those that periodically arise.

Based on guidelines published by OCTO on Remote.dc.gov, we were able to equip our Telework eligible employees with:

- VPN accounts to access network resources while remote
- WebEx accounts to host and facilitate virtual meetings with staff
- Training on how to use Office365, that includes, but not limited to:
- Microsoft Team for virtual meetings
- OneDrive for cloud-based storage and collaboration

DPW's Information Technology Department also conducted "Tech Checks" for each administration to ensure that District government issued laptops, tablets and mobile phones had the latest security patches.

43. How much federal stimulus relief was directed to the agency, and for what purposes was it used? Is DPW anticipating any funding from the most recent stimulus bill; if so, how will this be factored into the upcoming budget submission or supplemental?

Response: None.

44. Was DPW a recipient of any other federal grants related to the Public Health Emergency?

Response: No.

45. How did DPW update its methods of communication and public engagement to connect with residents during the Public Health Emergency?

Response:

In coordination with EOM, DPW updated its operational status – as services were adjusted – through the following channels:

- Community engagement: When the public health emergency was declared, DPW adjusted its communication strategy to make residents aware of service changes through these means:
  - We strengthened our partnership with the DC Business Improvement Districts (BIDs) by initiating a weekly conference call to ensure continuity of services.
  - We increased our postings on the Nextdoor app to make residents aware of service changes.
  - We attended virtual ANC meetings.

- We attended virtual meetings with the DC Bicycle Council.
- We communicated with ANCs through email blasts.
- We worked with the D.C. Council to resolve constituent inquiries.
- We sent the D.C. Council critical communications through email blasts.
- DPW's Clearinghouse specialist was assigned as co-manager of the citywide COVID hotline where she facilitated delivery of more than 27,000 food, hygiene, PPE, pediatric, prescription, mental health and utilities kits to DC residents in need.

In addition:

- DPW social channels amplified messages initiated by EOM to ensure consistent messaging to District residents regarding the public health emergency.
- Service delivery notifications appear as the first entry on the rotator appearing on the homepage of dpw.dc.gov.
- DPW Clearinghouse responded to more than 400 emails regarding the Ft. Totten Transfer Station operations, street sweeping and cleaning services, as well as parking enforcement since the beginning of the public health emergency through December 31, 2020. A static message is included at the bottom of DPW Clearinghouse (DPW's customer service center) emails that directs residents to the Operating Status link on coronavirus.dc.gov.
- More than 60 percent of DPW employees are DC residents, so we made a special effort to communicate safety tips and reminders through DPWTV via the 21 electronic monitors installed in 10 of DPW's 12 locations. Additional information was provided in the agency's quarterly employee newsletter.
- Media outreach: In coordination with EOM, DPW updated its operational status – as services were adjusted – through Districtwide press releases, Mayor's press briefings and the Mayor's newsletter.

46. During the FY 2019 oversight process, DPW stated that was making a concerted effort to reduce the use of overtime across the agency. Please provide an update on DPW's efforts to reduce overtime costs.

Response: See the response to Question #34.

- Please provide a list of the total overtime and worker’s compensation payments paid in FY 2019, FY 2020, and FY 2021, to date.

Response:

See Attachments 7 and 8 in response to Question #7.

*II. Solid Waste Management*

47. At the October 9 waste management roundtable, DPW committed to sharing a solid waste management plan with the Committee within 3-6 months. Please provide an updated timeline on when DPW expects to share the plan with the Committee.

Response: A task order is in place for a consultant to help the Office of Waste Diversion and the Solid Waste Management Administration complete the plan by end of the FY2021.

48. Please provide the amount of waste and recyclables collected by DPW by type (i.e. household waste, household recycling, bulk trash, electronic waste, hazardous waste, document shredding, etc.) in FY 2019, FY 2020, and FY 2021, to date.

Response: See below.

Fiscal Year	Household Waste	Household Recycling	Bulk Trash	Electronic Waste	Hazardous Waste	Document Shredding
FY 2019	94,491	26,747	2,130	233.76 <sup>1</sup>	89.20	160
FY 2020	99,067	27,736	2,413	70.03	70.49	150.8
FY 2021 (to date)	31,411	10,712	673	34.2	N/A <sup>2</sup>	58.91

Note: All figures in tons.

49. Please provide the amount of waste processed at the District transfer stations in FY 2018, FY 2019, FY 2020, and FY 2021, to date, broken down by SWMA, Republic, Waste Management, and full freight haulers.

Response: See below.

Hauling Group	FY 2018	FY 2019	FY 2020	FY 2021 (to date)
SWMA	157,690	154,091	154,958	54,485

<sup>1</sup> This figure includes carryover tonnage from FY18 as DPW changed hazmat vendors from Unicor to MXI

<sup>2</sup> DPW has not received FY 21 vendor totals as of this date

<b>Republic</b>	127,083	124,688	102,980	20,915
<b>Waste Management</b>	105,697	102,333	91,479	22,732
<b>Full Freight haulers</b>	106,930	128,791	122,626	25,663

Note: All figures in tons. Figures represent all material types for the hauling group.

50. What was the cost to the District to dispose of one ton of household waste, household recycling, bulk trash, e-waste, and hazardous waste in FY 2018, FY 2019, FY 2020, and FY 2021, to date? Please break down any component parts included in the cost estimates (collection, transportation, disposal fees, etc.).

Response: See chart below.

Material Type	FY 2017	FY 2018	FY 2019	FY 2020 (To date)
Household waste	Hauling per ton = \$10.95/\$11.05* Disposal per ton = \$34.64/\$35.33 Collect. cost per ton = \$151	Hauling per ton = \$11.05/\$17.50 Disposal per ton = \$35.33/\$35.51 Collect. cost per ton = \$144	Hauling per ton = \$17.50/\$16.42 Disposal per ton = \$35.51/\$36.11 Collect. cost per ton = \$168	Hauling per ton = \$16.42 Disposal per ton = \$36.11 Collect. cost per ton = \$168
Household recycling	Haul/Process a ton = \$55.26 Collect. cost per ton = \$279	Haul/Process a ton = \$81.36 Collect. cost per ton = \$248	Haul/Process a ton = \$101.28 Collect. cost per ton = \$406	Haul/Process a ton = \$107.19 Collect. cost per ton = \$406
Bulk trash	Hauling per ton = \$10.95/\$11.05 Disposal per ton = \$34.64/\$35.33 Collect. cost per ton = \$436	Hauling per ton = \$11.05/\$17.50 Disposal per ton = \$35.33/\$35.51 Collect. cost per ton = \$511	Hauling per ton = \$17.50/\$16.42 Disposal per ton = \$35.51/\$36.11 Collect. cost per ton = \$1,038	Hauling per ton = \$16.42 Disposal per ton = \$36.11 Collect. cost per ton = \$1,038
E-waste	E-waste is donated by DPW in exchange for vendor collection and	DPW pays .25 per pound for computer monitors/CRTs	A new vendor was hired to service DPW beginning	Total vendor program costs (labor, transport,

	removal. Electronics then used in training programs.	and TV's. No costs are incurred for disposal of other e-waste.	2/10/19. Total vendor program costs (labor, transport, disposal) for FY19 (from 2/10/19 to 10/1/19) was \$13,829.75	disposal) for FY19 (through November 23) is \$23,390
Hazardous waste	Total vendor program costs (labor, transport, disposal) for FY17 is \$256,374	Total vendor program costs (labor, transport, disposal) for FY18 was \$224,560.85	Total vendor program costs (labor, transport, disposal) for FY19 was \$ 137,219.58	Total vendor program costs (labor, transport, disposal) for FY19 (through December 7) is \$34,218.75

^ Taken from FY 19 Performance Hearing Responses

51. Please list the number of citations DPW issued for solid waste violations by type in FY 2019, FY 2020, and FY 2021, to date.

Response: See Attachment 19.

52. Please list the recycling diversion rates at DPW collection properties for FY 2018, FY 2019, FY 2020, and FY 2021, to date. Please explain any changes to the diversion rates.

Response:

FY 18 = 25.5%

FY 19 = 25.1%

FY 20 = 25.0%

FY 21 = Not Available

Changes in diversion performance across Fiscal Years 18, 19, and 20 are mostly attributed to variable rates of generation within the residential community. In time, this performance metric will be best improved through an expansion of existing residential programs (e.g. material drop-off programs) and increased

education and outreach regarding how best to recycle and reduce waste generated in the home.

53. Please provide the following data for the Solid Waste Management Division for FY 2018, FY 2019, FY 2020, and FY 2021, to date:

- The number of temporary employees hired;
- The number of temporary employees converted to term employees; and
- The number of term employees converted to full time employees.

Response: See chart below.

Hires	FY2018	FY2019	FY2020	FY2021 to date	Totals
Temporary	250	225	240	206	921
Temp to Term	0	0	0	7	7
Term to Perm	1	3	0	0	4

54. DPW implemented the solid waste collector registration and reporting program required by the Sustainable Solid Waste Management Amendment Act of 2014 in December 2017.

- How many solid waste collectors registered and reported the necessary information in FY 2019, FY 2020, and FY 2021, to date? Has DPW made this information available to the public?

Response: See chart below.

	Registered	Reported
<b>FY 2019</b>	97	95
<b>FY 2020</b>	106 (21 after the deadline and notice of non-compliance)	70
<b>FY 2021 (to date)</b>	82	70

The CY 18 Diversion Report will report this information and it will be made available to the public.

- In the FY 2019 oversight responses, DPW stated that the registration rate had increased from 24% to 60%, a significant improvement but still far short of full compliance. What steps has DPW taken to ensure that all haulers register and report? What additional steps are planned, if any, before the 2021 deadline?

Response: OWD increased communications electronically with our list of known solid waste haulers. The Office of Waste Diversion begins notifying solid waste haulers as early as December regarding the upcoming February 1 deadline. In January, reminder e-mails are sent to each hauler, and OWD hosts an online webinar and workshop to assist haulers with the registration and reporting system and to communicate any changes to what is required. The process has made it easier for haulers to participate and reach compliance.

OWD is working to implement a "list of registered haulers" on the DPW website. This list will be made public so to assist all businesses and commercial properties to find registered and approved haulers in the District. The list will only provide contact information on the licensed registered haulers with OWD and acts as an incentive for haulers to be listed.

- Past oversight suggests that not all registered haulers report as required. What is DPW doing to ensure that registered haulers also comply with reporting requirements?

Response: OWD provides our Solid Waste Education & Enforcement Program (SWEEP) team with a detailed list of all solid waste haulers that are not in compliance at the end of each compliance cycle. If a solid waste hauler has registered but not reported, they are still considered non-compliant and SWEEP issues notices of violation after providing ample opportunities to comply.

- How has DPW enforced the registration and reporting requirements? How many warnings did SWEEP issue during FY 2020? How many notices of violation?

Response: DPW did not issue any notices of violation during FY 20. Due to the health emergency SWEEP paused enforcement efforts for businesses.

55. The District's contract with Waste Management to process recycling expires on August 31, 2021. Please provide the status of the new contract. How did the findings of DPW's waste diversion report and recycling stream study inform the new contract?

Response: The current recycling contract with Recycle America/Waste Management will be extended through April in order to allow for completion of the evaluation and award process of the new contract. The contract still has to undergo a PRC review, which is a peer review led by OCP with OAG’s participation. There may be several rounds of review involved but once it is completed, we should have both legal sufficiency, given OAG’s participation, and the ability to submit the package to the Council, and be able to hold any briefings in time for an April award. Please note that if there is a protest of the award, we may have to extend completion of the contract further.

With respect to the waste diversion report referenced, this most likely refers to the Waste Characterization Study that was recently completed and which is currently in the approval process. If so, then that study would not have had any impact on the new contract because it was not completed until after the solicitation was issued.

56. Please provide the District’s hauling, disposal, and transfer costs per ton for FY 2020, broken down by “full freight,” SWMA, recycling, and settlement agreement companies, and provide the calculations behind each figure.

Response: See chart below.

Hauling Group	FY 2020 Transfer Costs	FY 2020 Hauling Costs	FY 2020 Disposal Costs
<b>SWMA</b>	No charge	\$16.42  Plus/minus variations in fuel rates in any week there is a change in U.S. Dept. of Energy low sulfur diesel fuel prices	\$36.76  Was \$36.11 from 10/1/19 – 12/31/19
<b>Recycling</b>	\$31.59  A flat fee of \$7.89 is charged for loads 500 lbs. or less	\$126.93  \$126.93 fee per ton base rate includes hauling and processing. The District receives a rebate on each ton based on the content (paper, glass, other) percentages in each load (market pricing affects the rebate each month). In August 2020, for example, the District received a \$20.54 rebate per ton, resulting in a net \$106.39 processing fee per ton. Effective 9/1/2020, the base processing rate per ton increased to \$137.00.	
<b>Republic</b>	\$8.53  Settlement agreement rate	No cost to the District  Republic provides, per the Settlement Agreement, their	No cost to the District  Republic provides, per the Settlement Agreement, their

		own hauling (at no cost to the District)	own disposal (at no cost to the District)
<b>Waste Management</b>	\$8.53  Settlement agreement rate	No cost to the District  Waste Management provides, per the Settlement Agreement, their own hauling (at no cost to the District)	No cost to the District  Waste Management provides, per the Settlement Agreement, their own disposal (at no cost to the District)
<b>Full Freight haulers</b>	\$60.62  Was \$50.62 from 10/1/19 – 10/29/19	\$16.42  Plus/minus variations in fuel rates in any week there is a change in U.S. Dept. of Energy low sulfur diesel fuel prices	\$36.76  Was \$36.11 from 10/1/19 – 12/31/19

Note: All figures in prices per ton.

57. The District is currently operating under settlement agreements with Waste Management and BFI/Republic that allow these parties to transfer waste at the District transfer stations for around \$10/ton. This comes at significant cost to the District; according to DPW calculations, the cost to the District to transfer waste and recycling is \$23.26/ton. DPW has informed the Committee that these settlement agreements will be in effect until 2022.

- How much money are we losing annually due to the low transfer fees under the settlement agreements?

Response:

Based on the profit/loss statement created by the DPW OCFO, the District of Columbia is losing approximately \$2.8M annually by offering the settlement agreement. However, this amount is inflated by the major repairs performed at the transfer stations in FY2020 (floor replacement at Fort Totten), for which DPW spent \$4.511M in capital funding. Without the additional \$4.511M infrastructure spending, DPW lost approximately \$878K offering the settlement agreements, which cost approximately \$13.18/ton. DPW believes that this amount is more in line with the actual

costs based on the fact that in FY2019 the cost per ton was \$12.35/ton equating to an overall loss of approximately \$867K.

- How is DPW preparing for the expiration of the settlement agreements to ensure that the District can move forward with more favorable terms?

Response: Working with the Agency Fiscal Officer, the agency has been conducting financial analysis to accurately determine the operational costs of the transload agreements and adjust the fee accordingly.

58. Please provide an update to the Committee on the ongoing litigation with Covanta regarding the incinerator fire in 2017.

Response: DPW and Covanta settled the matter for \$600,000, which represented the amount Agency owed to Covanta, after accountants discovered DPW over deducted amounts from Covanta.

59. At the Committee's October 9 roundtable on waste management, Director Geldart committed to completing an assessment of how sending the District's waste to an incinerator versus a landfill fits into the District's waste diversion and environmental goals.

- Please describe the status of this assessment and planned scope.

Response: A task order is in place for a consultant to help the Office of Waste Diversion and the Solid Waste Management Administration (SWMA) to complete this assessment by the end of the FY2021. DPW consulted with DOEE to support the development of a scope of work that (1) requires a methodology aligned with the District's best practices for environmental assessment and (2) ensures consideration of the impact each disposal option has towards Sustainable DC, Zero Waste DC, and Carbon Free DC goals. A detailed letter received by DPW from Councilmember Mary Cheh was utilized in framing the scope of work to attempt to answer the District's stakeholder questions and concerns about the efficacy and environmental performance of waste to energy and landfill as an option for disposal of municipal solid waste.

- DMOI informed the Committee that DPW would be moving forward with a one-year extension of the Covanta contract. What is the status of this extension?

Response:

The contract has been extended through December 31, 2021 and has been submitted to the Council for retroactive approval.

60. DPW's FY 2021 budget included significant investment for infrastructure improvements and major equipment replacement at the Fort Totten and Benning Road transfer stations.

- Please provide a status update on the renovations at both facilities, including what repairs have been completed and what repairs are planned, as well as what major equipment has been purchased or replaced and any additional planned purchases.

Response:

Fort Totten

- The tipping floor repairs at Ft. Totten have been completed. The facility now has a completely resurfaced floor and the loading ports have been rebuilt.
- Two (2) of the three (3) grapplers at Ft. Totten have been replaced with upgraded models and are currently in service. The remaining grapppler is in the process of being ordered.
- A Caterpillar mobile material handler is being procured to replace the excavator currently handling the loading operations at the Ft. Totten bulk material pile. The new machine is purpose-built and will increase efficiency and safety.
- Metal plates added to all three chutes.
- All drains behind the building replaced, new drains were added to the tipping floor.
- One outbound scales was replaced.
- Roof for the Admin building replaced and new gutters added.
- New Fire Pump and Suppression System was installed, all with a new alarm control panel (surge protector) in the fire pump room.
- Phase I of the Admin renovations is complete, which includes the Scaleroom, IT Closet, two Unisex restroom (one is ADA), hallway widening for ADA, New Ice Machine, Supervisor Office.
- Phase II of Fort Totten is underway and on schedule to be completed by the end of February. Where the widening of the hallway, new storage closet new ceiling titles, floor titles, doors, and new A/C system for the whole building.

- One Material Handler is in the plans to be purchase.
- One emergency Generator is in the plans to be installed at Fort Totten Transfer Station.

Benning Road

- All three (3) replacement grapplers for Benning Road are also in the procurement process.
- Planned Benning Road Repairs Scheduled to start in March:
  - Repaving of the entire tipping floor – the floor will be replaced with new high strength concrete, and the loading ports rebuilt
  - Demolition of the dilapidated high voltage power substation and acquisition of new power infrastructure
  - Consolidation and relocation of all electric panels to new location on upper floors
  - Install new sump pumps in basement and new sanitary sewer line
- ◆ As part of this item, please provide the timeline for covering all trash operations at Fort Totten.

Response: FY22 for the covering of Fort Totten yard.

- Please provide a timeline for planned repairs and purchases. Will DPW be seeking any additional funding in FY 2021 for these facilities?

Response: See response above.

- Can DPW quantify how these improvements have improved efficiency and reduced costs at the transfer stations?

Response: The Grapplers have improved loading time and efficiency allowing us to get the truck loaded and out the door in about 8 to 10 minutes.

61. In November 2020, the Benning Road Transfer Station sustained significant damage that requires repair and redirection of some waste to the Fort Totten. What is the status of the Benning Road repairs, including timeline and cost? How is DPW accommodating the repairs, including operational changes?

Response:

As a facility that has been in continuous daily operation for 49 years, the Benning Road Transfer Station's infrastructure is wearing out. Specifically, as it relates to the repairs to the tipping floor and loading ports, the agency reports the following:

- Project Cost - \$1,757,217
- Timeline – The final walk through with the potential contractor has occurred. The contract is currently being drafted by OCP. Upon approval, it will take approximately 3 weeks to complete the repairs from the time work begins.
- Upon discovery of the damage, operations at the facility largely ceased and haulers were redirected to the Ft. Totten Transfer station. Benning Road is only taking recycling from Waste Management and Republic Services.

Once repairs operations are ready to commence, the remaining recycling operations at the Benning Road facility will be suspended and those haulers will be redirected for the duration of the project. When repairs start, all dumping of material will be stopped so the contractor will be able to have the whole floor for a quicker turnaround on getting Benning Road back up and running.

62. In 2019, the Council passed legislation introduced by the Mayor that would authorize the acquisition, through eminent domain, of a private trash transfer station on W Street NE. The Committee has received reports that this transfer station processes 1,500 tons of waste per day, more than the amount processed at the Fort Totten and Benning Road public transfer stations combined.

- What is the current plan for this transfer station? Is there a timeline for acquisition?

Response: The agency is not responsible for the eminent domain acquisition of the W Street facility and this inquiry is best directed to the Department of General Services.

- In its FY 2019 oversight responses, DPW stated that if the public transfer stations cannot handle the influx of solid waste upon closure of W Street, it would direct haulers to seek alternative disposal locations. What would those locations be?

Response: These would involve any waste and recycling facilities of their choice, including other tipping floors, public or private, operating within the National Capital Region. The District can provide a list of facilities around the region.

63. In the FY 2021 Budget Support Act, the Committee raised the tipping fee for “full freight” private haulers to \$70.62 following an earlier increase by DPW. According to DPW’s calculations, the cost to the District for “full freight” is \$80.15/ton. Does DPW believe that additional increases to the tipping fee are necessary to cover costs? If so, does it plan to make these increases and over what timeframe?

Response: Annually, DPW will review transfer station operation costs. If an adjustment is warranted, we will do so through the rulemaking process.

64. At the October roundtable, the Committee raised the issue of overflowing public litter bins, which residents report have become a problem during the public health emergency. Director Geldart committed to increasing pickup for these bins, but the Committee continues to receive reports of overflow.

- i. Has DPW continued to receive complaints of overflow?

Response: DPW receives complaints for overflow of public litter cans across all wards of the City. Complaints are received via the City’s 311 system.

- ii. What steps is DPW taking to address this issue?

Response: Public litter cans are necessary to allow the public a receptacle in which to discard litter in public locations; bus stops, commercial zones, etc. When residents misuse public litter cans and begin to discard private/household waste in them, these receptacles become overburdened with waste. DPW schedules daily nightly collection of public litter cans to avoid overflowing waste situations. At times, competing priorities, mainly snow removal operations, will pull resources which impacts regular collection schedules. DPW will respond to complaints of litter cans with an inspection to determine if a source of dumping can be attributed back to a specific person or entity. If sanitation violations are found upon inspection, SWEEP staff will issue a sanitation ticket.

### *III. Waste Diversion*

65. What is the most up-to-date estimate of the citywide residential diversion rate? What does DPW estimate is the citywide diversion rate including residential, commercial, and apartment buildings?

Response: The citywide waste diversion rate for CY 18 is 16.11%.

66. The Solid Waste Diversion Fund required by the Sustainable Solid Waste Management Amendment Act of 2014 was created in February 2018 and started receiving revenue on March 1, 2018. Please describe how these funds were used and how much was spent during FY 2020 and FY 2021, to date.

Response: See chart below.

<b>Fiscal Year</b>	<b>How funds were used?</b>	<b>How much was spent?</b>
<b>FY-20</b>	FY20 funding for collection and processing of food scraps for the Food Waste Drop Off Program at 9 farmers market locations in the district.	\$138,440.95
	To operate the Food Waste Drop Off Program for the collection and processing of food scraps from DC residents at local farmers' markets.	186,478.00
<b>FY-21 (YTD)</b>	The contractor for Food Waste Drop Off & Farmer's Market Space Rental. For Food Waste Drop Off Program and Composting of DC Food Scraps	105,023.00

67. In March 2019, DPW submitted the Solid Waste Diversion Progress Report for FY 2017, a report that is required to be submitted annually. When does DPW anticipate publishing the next solid waste diversion progress report and what years will it cover? Please explain why Council has not received annual reports as required.

Response: The soon-to-be-released Annual Waste Diversion Report will detail the citywide performance for calendar year 2018. This document is pending release along with the Waste Characterization Study.

DPW's release of the annual report has been delayed due to the need to (1) improve and streamline established methodologies for diversion reporting; (2) integrate newly available citywide data produced from the development of the Waste Characterization Study, which required waiting until the Waste Characterization Study was completed (completed in late 2020); and (3) allow for a full enforcement cycle of the Solid Waste Collector Registration & Reporting System. Moving forward, DPW expects to submit these annual diversion progress reports by October of each calendar year, for the preceding year. The CY 2019 report is currently delayed due to the pandemic and

hindered ability to conduct enforcement of the solid waste collector community in 2020.

DPW expects to produce the CY 2019 annual progress report by October of this year, and the CY 2020 annual progress report shortly thereafter.

68. The District's Solid Waste Diversion Progress Report for FY 2017 states that the DC Government Operations Diversion rate for FY 2017 is 10.99%, significantly lower than the residential diversion rate.

- i. In its FY 2019 oversight responses, DPW stated that SWEEP informs agencies of violations. Does SWEEP perform regular inspections of District agencies and buildings?

Response: In FY 2020, SWEEP did not perform regular inspections of District agencies and buildings, in part due to the ongoing pandemic and shift to remote work for much of the District workforce, which dramatically lowers material generated in District agencies and buildings.

- ii. DPW stated that it would address DC Government Operations Diversion at its next Interagency Waste Reduction Working Group meeting. What were the results of this meeting?

Response: Following DPW's FY 19 Oversight Hearing, the Interagency Waste Reduction Working Group focused on waste diversion performance in government buildings. Members had conducted research with peer cities on their internal government waste diversion programs and shared successful strategies. The group prioritized short, mid, and long-term interventions to increase government waste diversion in the District.

- iii. What steps is DPW taking to increase the diversion rate for District buildings and agencies?

Response: DPW intends to pursue several strategies, inspired by government waste diversion programs in San Francisco, Minneapolis, and other peer cities, to increase the diversion rate for District buildings, which includes DPR Recreation Facilities, DCPS Schools, and all other District Government owned and managed facilities not just the handful of large DC Government office buildings. Once the pandemic concludes, DPW plans to engage DGS, DPR, and DCPS to inventory all facilities in the DC Government portfolio so to better quantify the estimated cost required for education and containers to improve facility performance.

69. How much food waste was collected at each site of the Food Waste Drop-Off Program in FY 2018, FY 2019, FY 2020, and FY 2021, to date? To what extent has participation increased or decreased since the Program started?

Response: Under the Mayor’s leadership, Farmers Markets were deemed essential services allowing the Food Waste Drop Off Program to remain operational throughout the public health emergency. The program saw a 32% increase over the previous year’s weight in food scrap collection.

Ward	Farmers Market	FY 2018	FY 2019	FY 2020	FY 2021 to date
1	Columbia Heights	55,068	113,378	167,867	77,006
2	Glover Park	6011	7211	2893	N/A
2	Dupont Circle	74,526	165,335	222,023	83,032
3	UDC	14,998	30,241	31,295	11,549
3	Palisades	N/A	N/A	N/A	1951
4	Uptown	8163	17,634	18,559	5876
5	Brookland	9271	16,664	24,802	8820
6	Eastern Market	68,143	127,192	164,135	76,691
6	SW Farmers Market	N/A	N/A	6497	3378
7	Parkland/ Kelly Miller	1154	2110	1977	765
8	Ward 8 FM / The Arc	1213	2575	1534	1019
	<b>Total Pounds / Tons</b>	<b>238,547 Lbs/ 119 Tons</b>	<b>482,340 Lbs/ 241 Tons</b>	<b>641,582 Lbs/ 321 Tons</b>	<b>270,087 Lbs/ 135 Tons</b>

Participation has increased nearly 700% since the initial launch of the program in 2017.

- i. The Compost Drop-Off Program Act of 2016 requires that DPW establish one drop-off site in each ward to operate year-round (D.C. Official Code § 8–761). What are DPW’s plans to expand the number of year-round sites?

Response: DPW launched its 10th location in December 2020 (FY21) at the Palisades Farmers Market in Ward 3. With this new location, DPW has four year-round sites available for food scrap collection. The volume of residents dropping off has supported these year-round locations.

70. In the FY 2020 budget, the Committee provided \$55,000 to the Office of Waste Diversion to promote composting participation and awareness in areas that currently have low participation in composting programs.

i. How did DPW spend those funds in FY 2020?

Response: These funds enabled DPW to launch The East of the River Compost Stewards program to promote composting participation and awareness while creating job opportunities for residents in Ward 7 and 8. Due to the Coronavirus (COVID-19) emergency DPW was only able to hire 2 East of the River Stewards in 2020. The Stewards work in the Deanwood Neighborhood to repair the compost bins and gather yard waste, conduct site visits to the underserved community bins in Ward 7, and provide hands-on support to the Urban Farm at Kelly Miller. DPW plans to onboard three additional stewards for composting projects planned in Ward 7 and Ward 8. Each Steward works up to 20 hours a week.

#### Current Projects

- Compost Bin Repair and Collection at First Baptist Church of Deanwood – Ward 7
  - Project Complete with satellite food scrap collection – 150 lbs of food scraps collected last fall.
- Reactivating the Lederer Community Compost Bin (currently inactive) – Ward 7
- Assist with composting efforts at the Farm at Kelly Miller – Ward 7
- Repair and Process compost at The Arc Farms – Ward 8

ii. What more could we be doing toward this goal and what increase in funds, if any, would be needed?

Response: DPW has dedicated an additional \$25,000 in funding to acquire three other Stewards for a total of 5. Ward 7 and Ward 8 both have three underserved compost bins. Increased funds would provide additional staff-hours for the stewards to process the over 8 tons of food scraps a week we receive from our Food Waste Drop Off.

71. In the FY 2019 budget, the Committee funded the Home Composting Incentive Program to provide rebates or vouchers to District residents for the purchase of home composting systems. A contract was awarded to a vendor to launch the program in October 2019. Please describe actions taken under this Program and any additional planned actions for FY 2021.

Response: According to the Home Composting Incentives Amendment Act of 2018, these workshops had to be in-person. Under the Coronavirus Omnibus Emergency Amendment act of 2020, DPW was given authority to conduct online seminars during the duration of the Declared Public Health Emergency. In the first year, DPW held ten workshops (8 online and two in-person before COVID), with 723 registrants, 463 participants, and 107 rebate applications.

DPW has two program changes it is considering. First, DPW is considering making the ability to conduct online workshops permanent/on-going and giving the agency the option of developing online training modules in-lieu of live workshops. The second program change DPW is considering would require applications for a rebate to be submitted within a certain time frame from the date of attending the workshop. Currently, there is no deadline, which makes it hard for OWD to budget accordingly.

72. In its FY 2019 oversight responses, DPW stated that it was in the preliminary stages of evaluating anaerobic digestion as an option for processing commercial and institutional food waste. What is the current status of that evaluation?

Response: DPW continues evaluation of opportunities for the city to pursue anaerobic digestion as an option for processing commercial and institutional food waste. Due to bandwidth being reallocated to more pressing needs related to the pandemic, there has not been a substantial change in the status of anaerobic digestion facility exploration.

73. During FY 2019 oversight, DPW informed the Committee that it no longer planned to pursue a District composting facility and instead grow a composting program using regional capacity.

- i. In the FY 2019 oversight responses, DPW stated that there is sufficient capacity to handle organics stream generated by DPW-

serviced households. Given that capacity is sufficient, what is DPW's current plan and timeline for developing a curbside composting collection program?

Response: Over FY 20, DPW has worked hard to maintain current levels of service for trash and recycling collection for DPW-serviced households. While DPW initially planned to execute a pilot to collect yard waste curbside for DPW-serviced households in the spring of 2020, workforce constraints necessitated its postponement through the conclusion of the health crisis. DPW continues to plan for a curbside composting program and will rely on both large-scale regional facilities and existing distributed composting sites to process material for a future program.

- ii. How much additional regional capacity is needed to service all private collection properties, which would be required to separate compost under the law once a residential collection program is established?

Response: This question will be answered in the Solid Waste Management Plan (in development).

74. What recommendations has the Interagency Waste Reduction Working Group made to the agency in FY 2020 and FY 2021, to date, and which recommendations have been acted upon?

Response: The Interagency Waste Reduction Working Group has reviewed and approved the CY 2018 annual waste diversion progress report, the Waste Characterization Study, the updated to the Mayor's List of Recyclables and Compostables, and has advised in the development of education and outreach materials.

In a recent meeting of the Director's Level of this working group, present Directors of DOEE, DPR, DGS, and DPW approved of the 2021 focus of the Technical (Staff) Level to be to solely focus on producing a development plan (scope, budget, timeline) for the Zero Waste Plan. Per the Sustainable Solid Waste Management Amendment Act of 2014, "(c) The Working Group shall, at a minimum: (2) Develop a zero waste plan for the District outlining steps the District can take to achieve at least an 80% waste diversion rate."

The Office of Waste Diversion is preparing to meet with the Interagency Waste Reduction Working Group a minimum of 6 times between February and October to achieve this goal.

75. When will the Interagency Waste Reduction Working Group's zero waste plan, as required by the Sustainable Solid Waste Management Amendment Act of 2014, be published?

Response: The Interagency Waste Reduction Working Group will meet a minimum of 6 times in 2021, with the aim to produce a development plan for the Zero Waste Plan, for which the year-long community & stakeholder engagement process will begin (TBD) potentially as early as calendar year 2022.

76. In August 2019, DPW put out a Request for Proposals for the design of a Save-As-You-Throw program. DPW has since informed the Committee that it put the RFP on hold due to budget constraints related to the public health emergency. What is the status of this project?

Response: Due to a lack of funding and feasibility, the Save-As-You-Throw (SAYT) solicitation has been put on hold. The limitation for SAYT's feasibility continues to be the absence of a fee structure required to support such a program.

77. In its FY 2019 oversight responses, DPW stated that the waste characterization study required by the Sustainable Solid Waste Management Amendment Act of 2014 had been drafted and would be published before the end of FY 2020. What is the status of this study? When will it be published?

Response: The Waste Characterization Study will be released alongside the CY 2018 Annual Waste Diversion Progress Report. Both documents are in the approval process and will be released soon.

78. In its FY 2018 and FY 2019 oversight responses, DPW stated that it would address contamination in the commercial stream by assessing haulers an administrative fee at the point of tipping for recyclables that exceed a contamination threshold. This is also required by the recently passed Zero Waste Omnibus Amendment Act of 2020. DPW stated that there would be inspectors in place to do this work by the end of FY 2020.

i. Has DPW begun applying this fee?

Response: DPW has prepared proposed rulemaking in this regard which is currently under review. Once it is approved, we will publish the rules in the *D.C. Register* with a 30-day comment period. We have inspectors in place, however, and have been inspecting the recycling loads that DPW trucks have been bringing in.

ii. If so, what is the fee? What is the contamination threshold?

Response: Loads of recycling exceeding 18% contamination will be charged the trash rate of \$70.62 per ton.

79. In its FY 2019 responses, DPW stated that it was taking the following steps to address loss of recyclables due to contamination with trash: (1) procure additional MRF capacity of 10,000-20,000 tons per year; (2) improve tipping floor; and (3) increase education to residents and commercial establishments to decrease residue in recycling. Please provide an update on these actions.

Response: DPW has been working to repair the tipping floors at Ft. Totten and Benning Road to allow greater use of the floor space for segregating the MSW and recycling piles to reduce the risk of cross contamination. DPW continues to pursue the redevelopment of Benning Road, which would increase the size of the tipping floor for the same purpose. Ft. Totten's interior repairs have since been completed and Benning Road's repairs are well into the procurement process. The redevelopment of Benning is in the CPI but was pushed back because of COVID-19 and we are in discussions with OBPM about what year(s) the funding might land in.

Regarding subpart #3, OWD is preparing to launch its widest reaching recycling outreach campaign. In the spring, DPW will conduct:

- Recycling Screening Initiative at the Ft. Totten Solid Waste Transfer Station.
- 400 on-site inspections of multi-family buildings by SWEEP staff to establish a baseline for compliance.
- Distribution of the first dedicated toolkit of resources to help multi-family property owners, janitorial staff, and tenants.
- Execution of a widespread education and outreach campaign, including digital, print, and direct messaging.
- Implementing the District's widest-reaching residential recycling cart tagging campaign yet, targeting 15,000-20,000 DPW-serviced single-family properties.

Altogether, these activities are aimed to increase recycling participation and enthusiasm, improve the quality of recycling, and develop more robust data to inform more education and outreach.

80. In its FY 2019 oversight responses, DPW shared its strategies for increasing beneficial use of recycled glass. Please describe DPW's efforts on glass recycling during FY 2020 and any planned activities for FY 2021.

Response: In FY 2020, DPW continued work on strategies to improve glass recycling in the District, engaged in industry conversations to better understand opportunities to attract glass manufacturers to the region, and conducted qualitative interviews with other cities that have experimented with both residential and commercial glass collection strategies. As glass is a material that is especially sensitive to contamination, DPW's intense focus on reducing contamination in the recycling stream overall has worked to improve the quality of glass available for recycling. Moreover, messaging in DPW outreach throughout FY 2020 reinforced proper recycling of glass. Exploration of locations and format of residential glass drop-off has continued. For the execution of a residential glass drop-off program, a glass bunker will need to be constructed, an enabling factor for source-separated glass collection for commercial entities, as well. DPW anticipates that the construction of a glass bunker at Benning Road would be possible in FY 2021, in line with the Zero Waste Omnibus bill's requirement for the establishment of a collection point by January 1, 2022. In FY 2021, planning will begin to ensure a successful start to the source separated glass requirement for certain large commercial generators of glass.

81. The Special Events Waste Diversion Act of 2013 requires applicants for a special event permit to submit a waste diversion plan. District regulations require that special event permit holders "shall provide infrastructure onsite for the separation and recycling of recyclable waste generated at the event. A permit holder who violates this subsection shall be subject to a fine of up to \$5,000 per day." When asked about enforcement of this provision during FY 2019 oversight, DPW stated that enforcement is "available." Has DPW issued citations for violations of this provision? If not, why not?

Response: DPW has not issued any citations for violations of the Act. Applicants have been informed of the requirements of the law, including the need to provide separate trucks for recycling and trash. If the permit applicant chooses not to use DPW's services for trash and recycling, they need to submit a trash and recycling plan to DPW ten days prior to their event.

The plan must include the haulers demographic information, the location where the trash/recycling will be disposed of, how the trash/recycling will be separated. DPW will provide a copy of what should and should not be recycled.

Yes, as stated in the FY 2019 oversight, enforcement by DPW can be provided. However, no such request has been brought to the attention of DPW to date.

- a. *Snow Removal/Leaf Collection/Christmas Tree Removal/Mowing*

82. Under the Winter Sidewalk Safety Amendment Act of 2014, District property owners are required to clear snow and ice from sidewalks, handicap ramps, and steps abutting their property within the first 8 daylight hours of the end of the snowfall.

- i. How many tickets and/or warnings were issued under this provision in FY 2019, FY 2020, and FY 2021, to date? Please break down by residential and commercial notices.

Response:

- FY 2019 – 122 commercial citations and 2 warning citations were issued for failure to remove snow/ice from abutting public space. (C311)

241 residential citations were issued. There were no warning tickets issued. (R312)

- FY 2020 – 5 commercial citations and 4 warning citations were issued. (C311)

No residential warnings or citations were issued in FY 2020. (R312)

- FY 2021 – 2 commercial warning and no citations issued thus far. (C311)

No residential or warning citations issued thus far. (R312)

- ii. How many complaints were reported to enforcement in FY 2019, FY 2020, and FY 2021, to date? Please break down by residential and commercial notices.

Response:

- FY 2019 – no complaints
- FY 2020 – 1 complaint, residential
- FY 2021 – 2 complaints to date, both residential

83. The Committee often receives reports about sidewalks at intersections getting blocked by snow due to snowplowing. How does DPW address this issue to ensure that crosswalks are accessible?

Response: Teams that clear bus shelters will clear the nearby ADA ramps in commercial and residential areas. In commercial areas, the Business Improvement Districts handle clearing the ADA ramps. We also ask residents to be mindful of these ramps as they are clearing their sidewalks.

84. Two years ago, DPW created the Non-Motorized Trails Section to focus on District bike lanes, ADA ramps at intersections, bridge deck sidewalks, and bus shelters.

- i. How does DPW prioritize bike routes to ensure that heavily trafficked routes are safe for use after snow events?

Response: DDOT's active transportation branch deploys staff in light plows/salters in anticipation of snow events. Our first priority locations are District-owned trails and cycletracks which cannot physically be reached by the heavy plows/salters. We also prioritize commuting routes. In practice, this means the Metro Branch Trail, 15th St. Cycletrack, Irving Cycletrack, Brentwood Cycletrack, 1st St. NE Cycletrack, Pennsylvania Ave. Cycletrack, and G St. Cycletrack are first on our lists to get attention from salters and are among the first to be plowed. With salting, we often can cover facilities that are next to regular travel lanes with the heavy salters, so we give attention to off-street and parking-protected bike facilities when doing salt runs.

- ii. Does DPW have the equipment needed to clear all sizes of bike lanes? If not, is snow-clearing capacity something DDOT should consider when designing cycling infrastructure?

Response: DDOT has used a ToolCat vehicle to plow narrower sections of trails and protected bike lanes for nearly a decade, but this vehicle is not equipped with a salter. In general, DDOT does recognize the importance of snow clearance in developing facilities, but it is not the guiding principle for project development. DDOT does have facilities where clearing snow is a significant challenge, and some do become unusable during protracted periods of snow/freezing weather. DDOT is planning to purchase new, narrower equipment in 2021 to salt and plow protected bike lanes.

85. How much salt, by weight, has been used during winter weather in FY 2018, FY 2019, FY 2020, and FY 2021, to date?

Response:

FY 2018: 23,679 tons of rock salt

FY 2019: 23,255 tons of rock salt

FY 2020: 949 tons of rock salt

FY 2021: 17,755 tons of rock salt to date (2/16/21)

- i. How does DPW train its employees to use salt and beet juice judiciously and to clean up accidental excess salt releases by DPW vehicles?

Response: Since last snow season was remarkable for its lack of snow, only 0.6 inches, our crews didn't get to apply the training they received. This year, we repeated the following training modules related to the proper use of salt and our hot mix combination of brine and beet juice, and how to ensure their salt spreaders are properly calibrated to avoid excessive use of salt.

While the safety of motorists, pedestrians, and cyclists on District roads is our chief concern, we have worked hard to balance this priority with the environmental concerns of over-salting our streets. We are doing this in three primary ways: increased use of the brine/beet juice mixture, enhanced calibration training of our salt truck drivers and supervisors, along with stepped up quality assurance/quality control measures.

This year we are implementing a pilot project to test and evaluate a potential method to reduce the use of salt, which can be toxic to aquatic life and cause damage to our infrastructure. The pilot will be conducted in sections of Wards 4 and 8 where calcium magnesium acetate will be spread on certain commercial streets rather than salt. Each test area consists of three routes in these two wards. This test is being conducted with the assistance of the Department of Energy and Environment.

#### *Brine/Beet Juice Mixture*

While we have used the brine/beet juice mixture, which we call "hot mix," for many years, we are expanding its use to all our primary and secondary routes. The effect of the hot mix is to lower the temperature where snow can bond to the pavement and reduce the time needed to remove snow from streets. Hot mix also has been shown to decrease corrosion of infrastructure.

A limitation of the hot mix occurs when a storm starts with rain or sleet, which dilutes its properties and renders it ineffective. This expanded use, also means more drivers are being trained to apply the hot mix. The District also now has its own brine trainer to further enhance our capability.

#### *Enhanced Calibration Training*

We introduced “smart” salt spreaders and installed 12 of these spreaders on our plows. Eventually, all plows will use this equipment. The spreaders will report when it is in use, its location, and the amount of salt being spread per lane mile. This acquisition has significant environmental and budgetary implications. For the first time, managers will be able to track in real-time the use of salt during a winter storm. When salt trucks are properly calibrated, drivers can adjust the application rate depending on the type of storm. This ensures that salt trucks are not unnecessarily applying extra salt to District streets. Plow operators and snow/ice removal staff also are trained on why it is important not to over-salt. We are establishing guidelines to capture and use the data from these spreaders.

#### *New Front-End Loader Scales*

This season, DPW is testing a new front-end loader scale. We are using one at the Ft. Reno salt dome and another is at the S. Capitol Street dome. The scales provide a more precise measurement of the tonnages loaded in each plow. Additionally, we will be able to identify, by driver, the amount of salt used on each route. This will provide a more accurate accounting of the amount of salt being used during each snow event.

The new loader scales supplement the salt monitors stationed at each salt dome during snow deployments. They are trained on how different types of trucks should be loaded with the appropriate amounts of salt.

#### *Quality Assurance/Quality Control Measures*

Each Service Verification Team (formerly known as Quality Assurance/Quality Control Team) is linked to a Zone Captain. Enhanced quality assurance/quality control measures, such as our automatic vehicle location system that tracks where our plows are in real-time, allows us to ensure that streets aren't double salted and that any salt spills can be addressed quickly.

86. Where can residents pick up compost and mulch provided for free by the District?

Response: Residents can pick up free compost at Fort Totten Transfer Station on Monday through Saturday from 1 pm – 4 pm.

87. In FY 2020, DPW delivered chipped holiday trees at Common Good City Farms at LeDroit Park and Howard University's community composting site. In its FY 2019 oversight responses, DPW said that it planned to evaluate the program and consider adding additional sites. What are the results of this evaluation? Does DPW plan to expand the program?

Response: Due to the public health emergency, DPW has not been able to expand or search for new locations thoroughly. However, one additional site has been identified, the Dreaming Out Loud Farm at Kelly Miller. The site began receiving woodchips this year.

88. What was the total amount of leaves collected (either in cubic yards or tons) through DPW's leaf collection program in FY 2018, FY 2019, FY 2020, and FY 2021, to date? What facility processes the leaves?

Response: FY 2018 = 5,799 tons; FY 2019 = 7,497 tons; FY 2020 = 7,981 tons; FY 2021 (to date) = 5,388 tons. Acme Biomass Reduction Inc. (POGO) in Brookville, Maryland, has, and continues to process the District's leaves and greenery.

89. Please provide an update on the final timetable for 2020 leaf collection, including any delays and the reasons for such delays.

Response: The final date was February 19, 2021. Please note that the delays were a result of the changes made to ensure the safety and health of our personnel and citizens, in addition to inclement weather activities.

90. How is DPW enforcing the regulations that prohibit residents from blocking thoroughfares, sidewalks, drains, and gutters with leaves? How many warnings and citations has DPW issued for this violation in FY 2018, FY 2019, FY 2020, and FY 2021, to date? Please break down by commercial and residential notices.

Response: With the use of printed leaf season materials and appearances at ANC meeting and public forums SWEEP inspectors were able to provide and arm DC residents with information necessary to keep the City's sidewalks , drains, and gutter free of fallen leaves as well as how doing so would help them avoid a citation. Warning notices and citations were issued in FY 2018, 2019, 2020 and 2021 as follows:

- FY 2018 – 43 residential citations no warning notices; Leaves Swept onto Public Space. (R211)  
72 commercial citations; no warning notices; Leaves Swept onto Public Space. (C601)
- FY 2019 – 15 residential citations ; 1 warning notice  
7 commercial citations; no warning notices
- FY 2020 – 8 residential citations ; 4 warning notices  
6 commercial citations; no warning notices
- FY2021 – no residential citations or warning notices  
no commercial citations or warning notices.

*V. Parking Enforcement Management Administration*

91. Please list the number of parking enforcement officers, booting staff, and towing staff, in FY 2018, FY 2019, FY 2020, and FY 2021, to date. Please also note the number of vacant positions for each of these categories.

Division/Position Title	FY2018		FY2019		FY2020		FY2021	
	Filled FTE	Vacant FTE	Filled FTE	Vacant FTE	Filled FTE	Vacant FTE	Filled FTE	Vacant FTE
<b>PARKING ENFORCEMENT STAFF</b>	<b>262</b>	<b>26</b>	<b>244</b>	<b>27</b>	<b>274</b>	<b>27</b>	<b>242</b>	<b>43</b>
Lead Parking Enforcement Officer	18	6	19	1	18	1	17	2
Parking Enforcement Officer	218	17	201	25	230	26	199	41
Staff Assistant	1	1		1	1		1	
Supervisory Parking Enforcement Officer	24	3	24		24		24	
Supvy Parking Enforcement Off (Manager)	1				1		1	
<b>VEHICLE IMMOBILIZATION &amp; TOWING STAFF</b>	<b>39</b>	<b>5</b>	<b>40</b>	<b>8</b>	<b>50</b>	<b>20</b>	<b>50</b>	<b>15</b>
Motor Vehicle Operator	26	3	26	6	35	20	38	11
Motor Vehicle Operator Supervi	1	1	2	1	2		2	1
Program Analyst	1		1		1		1	
Program Support Assistant	1		1		1		1	
Booter	6	1	6	1	7		5	3
Booter Equipment Repairer	1		1		1		1	
Booter Foreman	2		2		2		1	
Veh Immobil & Towing Manager	1		1		1		1	

\* Data queried effective the 1st full pay period of each Fiscal Year.

92. PW's FY 2020 budget included funding for new parking enforcement officers (PEOs) to enhance bike lane safety. In its FY 2019 oversight responses, DPW stated that it deployed these officers according to zones with high concentrations of bike lanes, and planned to review this strategy after 6 months of deployment.

- i. What were the findings of the review? Has DPW continued its original deployment or made changes?

Response: DPW review has determined that the current deployment strategy has proven to be effective in these areas. We will continue to monitor and review this deployment as additional bike lanes are instituted in the city and as vehicular traffic increases.

- ii. How many parking enforcement officers are on bicycle?

Response: DPW currently has ten (10) officers on bicycles (when surface conditions allow) and intend to train and deploy additional bicycle officers in the spring.

93. In the FY 2020 Budget Support Act, the Council passed a provision that would make it easier to issue bike lane violations by allowing DPW to mail tickets to drivers who drive away before a parking officer is able to issue a ticket.

- Has DPW implemented this new policy? How many tickets have been issued using this process?

Response: DPW implemented a warning period from January 27, 2020 through February 27, 2020 with full implementation on February 28, 2020. To date we have issued 184 (one-hundred eighty-four) tickets using this process.

- Based on DPW's experience implementing this law so far, are there other circumstances where camera ticketing would be appropriate for parking and standing violations?

Response: Possibly for AM and PM Rush Hour and Bus Lanes.

94. Please list the number of vehicles booted in FY 2018, FY 2019, FY 2020, and FY 2021, to date.

<b>State</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
<b>DC</b>	2,042	1,996	1,594	0
<b>MD</b>	1,286	1,015	845	0

<b>VA</b>	675	571	601	0
<b>Other</b>	243	188	200	0

- i. Please break these numbers down by reason for booting.

Response: Currently, boots are not issued for specific reasons – any vehicle with two or more unsatisfied tickets become boot eligible. Vehicles are booted for 2 or more unpaid tickets that are 60 days delinquent.

- ii. How many of these boots were issued to out-of-state vehicles?

Response: FY 2018 = 2204, FY 2019 = 1774, FY 2020 = 1646, FY 2021 = 0; Total Across All Fiscal Years = 5,624

- 95. Please list the number of towed vehicles in FY 2018, FY 2019, FY 2020, and FY 2021, to date.

- i. Please break these numbers down by reason for towing.

Response: See response to Question #94.

- ii. How many of these towed vehicles were out-of-state vehicles?

Response: See Attachment 20.

- 96. In its FY 2019 oversight responses, DPW stated that it had resolved backup issues at the Blue Plains Impoundment Lot, but that there is a need for an in-town lot and that it has been actively seeking such a space. Has DPW secured a location for an in-town lot? If not, what is the status of this search?

Response: On January 27-29, 2021, DPW/PEMA performed site visits to three possible locations for an additional impound lot through coordination by DGS. We have found a location that we are interested in acquiring for the second impound lot.

- 97. Please list the number of citations, by type, that PEMA officers wrote in FY 2018, FY 2019, FY 2020, and FY 2021, to date.

Response: See Attachment 20.

- 98. Please provide the number of vehicles DPW cited for failing to comply with DC registration requirements in FY 2018, FY 2019, FY 2020, and FY 2021, to date. How many vehicles were booted for this reason during these years? How many vehicles were impounded?

Response: See Attachment 20.

99. How many citations have been issued to vehicles blocking bike lanes in FY 2018, FY 2019, FY 2020, and FY 2021, to date?

Response: See below.

Fiscal Year	Total Bike Lane Tickets Issued By Officers
2018	1723
2019	2271
2020	987
2021	44

100. How much revenue was generated by parking tickets and towing in FY 2018, FY 2019, FY 2020, and FY 2021, to date?

Response: See below.

Fiscal Year	Potential Ticket Revenue
2018	\$67,490,485
2019	\$70,800,515
2020	\$40,419,720
2021	\$3,977,770

### Potential Tow Revenue Generated

Department	2018	2019	2020	2021
Towing	\$2,746,900	\$3,122,200	\$1,836,300	\$214,300

101. During the Public Health Emergency, DPW has limited its parking enforcement to safety-related violations only.

- i. Please provide a list of all parking violations that qualify as safety related and are currently being enforced.

Response: See below.

P001 ABREAST

P002 ALLEY, IN

P004 BARRICADE, IN FRONT OF

P005 ELEVATED STRUCTUR ON  
 P010 CROSSWALK,OBSTRUCTNG  
 P011 CURB, MORE THAN 12"  
 P013 ALLEY/DRIVEWAY,< 5 FEET OF  
 P015 ENTRANCE, OBSTRUCTION  
 P016 EXCAVATION/CONSTRUCTION, ALONGSIDE OF  
 P019 FIRE STATION DRIVEWAY < 20FT  
 P020 FIRE HYDRANT, < 10 FEET OF  
 P023 INTERSECTION, OBSTRUCTION  
 P024 INTERSECTION, < 25 FEET OF  
 P025 INTERSECTION ,< 40 FEET OF  
 P029 LEFT WHEEL TO CURB  
 P040 FAIL TO PARK PARALLEL  
 P042 PUBLIC SPACE  
 P043 REDUCE RDWAY WIDTH TO < 10 FT  
 P046 SCHOOL ZONE  
 P047 SIDEWALK, ON  
 P050 STOP SIGN, <25 FT FROM  
 P055 NO PARKING ZONE ANYTIME  
 P058 NO STANDING COMMERCIAL VEHICLE  
 P059 FIRE LANE, OBSTRUCT  
 P198 BUS STOP, <20 FEET OF  
 P269 NO STANDING ANYTIME  
 P303 RESVD RESID SP DISAB  
 P304 IND. W/ DISAB. ONLY UNAUTH.  
 P305 MAIL BOX 25' OF  
 P306 DELINEATED BY RAISED CURB  
 P312 YIELD SIGN WITHIN 25 FT  
 P318 DELINEATED BY SOLID LINES, IN  
 P320 PARKED IN DRIVEWAY OR ALLEY TO OBSTRUCT SIDEWALK  
 P340 DANGEROUS VEH PUB/PRI 3RD OFFENSE  
 P385 STOP/STAND BIKE LANE  
 P409 VEH >15 PASS, PUBLIC ST  
 P410 VEH > 22', PUBLIC ST  
 P411 VEH >8' wide, PUBLIC ST  
 P413 TRAILER PUB ST  
 P418 STREETCAR GUIDEWAY  
 P419 STREETCAR PLATFORM  
 P429 BUS LANE, UNAUTHORIZED VEHICLE  
 P434 UNAUTHORIZED USE INDIVIDUAL WITH DISABILITIES PARK  
 PRIV

- ii. Are there plans to expand enforcement to violations such as downtown parking meters?

Response: Yes, we are prepared to resume meter enforcement city wide 45 days after the public health emergency has been lifted.

*Fleet Management Administration*

102. DPW received capital funding in FY 2018, FY 2019, FY 2020, and FY 2021 for vehicle replacements to update the outdated DPW fleet.

- i. What new vehicles were acquired with this funding in FY 2018, FY 2019, FY 2020, and FY 2021, to date? Please provide the types of vehicle and how many of each were acquired.

Response: See below.

<b>DPW New Vehicle Purchases</b>	<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>
Sedans	3	0	26	0
Vans	5	7	0	0
Pickup Trucks	12	6	24	1
Tow Trucks	6	9	0	27
Street Sweepers	8	0	5	8
Medium Duty Trucks	0	0	0	2
Refuse Trucks	15	18	31	0

- ii. What fleet vehicles have been retired in FY 2018, FY 2019, FY 2020, and FY 2021, to date? Please provide the types of vehicles and how many of each were retired.

Response: See below.

<b>DPW Vehicle Retirements</b>	<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>
Sedans	4	7	3	14
Vans	0	6	1	2
Pickup Trucks	15	13	3	6
Tow Trucks	2	8	0	2
Street Sweeper	2	3	0	2
Medium Duty Trucks	4	9	2	10
Refuse Trucks	2	14	11	15

103. How many DPW vehicles are hybrid, fully electric, CNG, or other alternative fuel vehicles?

Response: See below.

<b>DPW Owned AFVs</b>	<b>Total</b>
Natural Gas (CNG)	70
Flex Fuel (E85-Ethanol)	191
Electric	3
Plug-In Hybrid	32
Hybrid	48
Biodiesel	475
100% Biodiesel	24

- i. What steps has DPW taken to encourage the use of alternative fuel vehicles in FY 2020 and FY 2021, to date?

Response: In FY20 and FY21, DPW has continued its policy of replacing all light duty sedans with electric or Plug-In Hybrid Electric Vehicle (PHEV) models across all DPW maintained agency fleets. DPW has also begun to standardize EV charging station installations across the district with 45 chargers currently in the final phase of permitting and another 35 with completed plans. This program will be rapidly expanding in the coming years as electric vehicles expand into new vehicles classes.

104. How many fueling sites does DPW manage? How many of these sites offer CNG or other types of alternative fuels?

Response: DPW manages 12 fuel sites. Two sites offer CNG; one fast-fill station at 1835 West Virginia Avenue NE, and one slow-fill station at 1241 W Street NE. One site offers E85 (ethanol). Seven sites offer biodiesel one of which offers 100% biodiesel.

- i. What steps has DPW taken to increase the use of alternative fuels in FY 2020?

Response: In FY20, DPW took ownership of 17 new refuse trucks that run on 100% biodiesel and 26 Plug-In Hybrid sedans for the District's Fleetshare program. In FY21, DPW expects to take delivery of 39 100% biodiesel powered refuse trucks, 37 100% biodiesel powered dump trucks, 67 All-Electric Sedans, 10 Plug-In Hybrid sedans, and 11 Plug-In Hybrid minivans.

d) **SUPPLEMENTAL QUESTIONS**

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

Response: SWMA – DPW’s Solid Waste Management Administration (SWMA) is committed to providing reliable and accessible service to all District residents. SWMA services and programs offered through the District of Columbia are available to residents across all eight wards of the City. Services include but are not limited to, trash & recycling collection, bulk collection, street & alley cleaning, snow and leaf removal, graffiti and poster removal, sanitation enforcement, Citizen drop-off centers, etc. Requests for SWMA services can be accessed thru the citywide 311 system, via telephone or electronically. DPW SWMA personnel utilize data from the 311 system and other internal systems to determine whether established service level agreement (SLA) timeframes are being met. The SLA defines the level of service a customer should expect and how quickly a response is provided to the issue being raised via phone, email or some other method.

- a. What were the results of any such assessments in FY 2020?

Response:

SWMA – DPW was impacted by the COVID-19 pandemic in FY2020. The routine activities of people due to the pandemic, led to a slight shift in the trends of waste created by households and commercial businesses at the beginning of the pandemic. DPW had to take steps to ensure the protection of its customers and employees while maintaining uninterrupted crucial city services. At the same time, there were cases of increased trash, along with illegal dumping, etc. Assessment of SLA timeframes were consistently measured but were hindered due to the need to reallocate manpower and resources to guarantee and prioritize consistent waste collection services, etc. while operating during the on-going pandemic.

- b. What changes did the agency make in FY 2020 and FY 2021, to date, or does the agency plan to make in FY 2021 and beyond, to address identified inequities in access to programs and services?

Response:

OD –

- The District uses OHR’s Language Access Program, which DPW also utilizes, to remove language barriers when a resident is inquiring about or requesting service.
- There is also a program to assist disabled persons with respect to individuals who are unable to take their trash and recycling out to the curb. Several more residents applied this year for assistance with leaves.
- DPW’s Office of Waste Diversion did an outreach to bring food waste to the farmers markets in underserved wards.
- As part of the hiring process for leaf season, DPW works with DOES and Council offices to hire residents from wards which are labeled as “underserved”.

SWMA – In response to sanitation complaints in FY2020/FY2021, DPW enacted a sanitation blitz to address high impact locations within Wards 4, 5, 7 and 8. The blitz focused on the removal of bulk trash, illegal dumping and cutting back vegetation overgrowth. Multiple resources were utilized including various sanitation crews and supervisors, Solid Waste Education & Enforcement Program (SWEEP) staff, various pieces of SWMA equipment and the utilization of multiple drop-off sites. Community engagement included involving ANC’s in the respective wards and residents. The blitz activity resulted in resolving 843 open sanitation requests and addressing 90 high impact locations in the identified wards. In FY2021 DPW’s ongoing efforts to combat sanitation concerns have continued unabated despite the pandemic.

- c. Does the agency have the resources needed to undertake these assessments? What would be needed for the agency to more effectively identify and address inequities in access to agency programs and services

Response:

SWMA – DPW SWMA remains at the ready to utilize budgeted resources and best management practices to address City sanitation needs and meet the SLA timeframes established for expected resolution of issues. Additional resources (personnel and non-personnel) can dramatically help to reduce complaints concerning some of the most desired services; illegal dumping and alley cleaning. In the current phase of dealing with the pandemic, the agency continues to adapt its waste management systems to the situation. Looking to the future, as lockdown and other restrictive

measures are lifted, DPW anticipates a more stabilized system and the ability to better meet SLA timeframes to resident satisfaction.

106. Does the agency have a racial or social equity statement or policy? Please share that document or policy statement with the Committee.
- How was the policy formulated?
  - How is the policy used to inform agency decision-making?
  - Does the agency have a division or dedicated staff that administer and enforce this policy?
  - Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?

Response: Although DPW does not currently have a racial or social equity statement or policy, the agency is prepared to initiate preparation of such a statement or policy in the very near future. We will update the Committee regarding our progress in this effort.

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

Response: See Attachment 21.

- How was the policy formulated?

Response: The policy was formulated in accordance with the D.C. Human Rights Act (DCHRA) of 1977, as amended, D.C. Official Code §§ 2-1401.01 *et seq.*, the Mayor's Order 2000-131; 29 U.S.C. §§ 701, *et seq.* Section 504 of the Rehabilitation Act of 1973; The Americans with Disabilities Act (ADA), as amended; Title VII of the Civil Rights Act of 1964, as amended; and Section 105 of DCMR Title IV.

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

Response: The policy is used to inform agency decision-making, by ensuring that personnel matters and those who enforce them operate in accordance and compliance with laws and regulations to prevent and prohibit discrimination, provide reasonable accommodations (where necessary).

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

Response: The Human Capital Administration (HCA), the Employee Relations and Labor Advisor (ERLA), as well as supervisors and managers, enforce this policy.

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

Response: The agency has not formally assessed compliance with this policy, but HCA and OGC, including the ERLA, work to ensure that agency employees remain in compliance.