

FYs 2022-2023 Performance Oversight Questions – Part I
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.

Response: See Attachment for Question #1a (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 Office of the Director includes the following divisions:
 - Office of the Director – provides vision, leadership, direction, and guidance as well as administrative support to DPW.
 - 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 direction in support of the agency to advance its mission. The communications team also plays a vital role in engaging with key stakeholders, residents and visitors using various communications channels, including social media, the DPW website, e-mail correspondence and community outreach. Primary communications with these audiences include service updates, seasonal cleaning initiatives, programs and other pertinent agency information.
 - Safety and Security Administration -- 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; and
 - 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 Junk 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.
- 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: See Attachment for Question #1b (Schedule A).

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

Response: The following changes occurred to the agency's organizational chart during FY 2022:

- Robert Garrett was promoted to Deputy Administrator for the Safety and Security Administration.
- The Human Capital Administrator position was vacated.
- Shirlene Todd was promoted to Chief Information Officer, vacating the Deputy Chief Information Officer position.
- Nancee Lyons was promoted to Public Information Officer.
- Timothy Fitzgerald assumed the role of Fleet Management Administrator.
- Wesley Thompson assumed the role of Associate Administrator for the Fleet Management Administration.
- Marlon Wright assumed the role of Solid Waste Management Administrator, vacating the role of Solid Waste Management Deputy Administrator.

2. Please list each **new program** implemented by the agency during FY 2022 and FY 2023, 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: In FY22, DPW implemented the ARPA-funded *Public Works Employment Program* and the *Parking Capacity Program*:

- *Public Works Employment Program.* This program provides for ongoing supplemental assistance to DPW operations and offers employment opportunities specifically set aside for persons most at risk of gun violence, thereby providing a pathway to employment and financial stability. In FY22, \$5.34M was allocated to the selection, onboarding, and employment of up to 92 such personnel. DPW hired 74 participants initially and is continuing the program in FY23, with the capacity to hire 110 personnel funded at \$7.67M. DPW currently employs 92 such personnel and continues to work with the Office of Neighborhood Safety and Engagement to onboard additional participants.
- *Parking Capacity Program.* DPW launched this program in FY22 in support of the District's Alternative to 911 initiatives. Through this program, DPW's Parking Enforcement Management Administration (PEMA) employs six parking enforcement officers for 311 service requests for parking violations that negatively impact public safety. In FY22, \$845K was allocated to the program, and \$552K was allocated in FY23. In FY22, PEMA handled 177 service requests forwarded from 911/MPD. As of February 1, 2023, PEMA has handled 175 service requests.

- *New PEMA Impound Lot.* PEMA acquired a new impound lot in FY 2023 located at 2115 Bryant Street NE. Efforts to acquire an additional lot had begun several years earlier as a way to:
 - expand capacity for towed vehicles;
 - provide a more accessible and convenient venue for the public to retrieve their vehicles once outstanding fees have been paid; and
 - improve the numbers of vehicles being towed by shortening the driving time between the initial location and impound facilities.

The funding required to implement this initiative comes from DGS, because the Bryant Street facility is a leased property. The facility is currently in use for impoundments and is scheduled to be open to the public this month.

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.

Response: See Attachment for Question #1b (Schedule A).

4. Does the agency conduct annual **performance evaluations** of all of its employees, and was this done in FY 2022? 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: DPW conducts performance evaluations for 100% of its employees annually. Managers and supervisors conduct evaluations based on established performance plans—including core competencies and S.M.A.R.T. goals. At a minimum, managers and supervisors are to conduct one-on-one performance discussions at the beginning of the performance period, at the mid-year point, and at the end of the evaluation period. DPW employs various performance management tools when employees do not meet individual job requirements. These tools include Performance Improvement Plans, Letters of Direction, and guided training.

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: Michael Pickett, Customer Services Representative, was detailed to the Department of Employment Services effective Monday, December 28, 2020, and he returned back to DPW on February 3, 2023.

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:

Computer Aid, Inc.

- Fatima Awad – \$79.43 per hour
- Remelli, Koteswara – \$80.48 per hour

Walton & Green

- Herman Smith – \$99 per hour
- Linda Grant – \$67 per hour

7. Please provide the Committee with:
- A list of all employees who receive cellphones or similar communications devices at agency expense.
 - ◆ Please provide the total cost for mobile communications and devices at the agency for FY 2022 and FY 2023, to date, including equipment and service plans.

Response: See Attachment for Question #7a.

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

Response: See Attachment for Question #7b. In addition, DPW vehicles are not assigned to any specific individual.

- A list of employee bonuses or special award pay granted in FY 2022 and FY 2023, to date.

Response: The Department of Public Works did not award any bonuses or special pay during FY 2022 or FY 2023.

- A list of travel expenses, arranged by employee.

Response: See Attachment for Question #7c.

- A list of the total overtime and worker's compensation payments paid in FY 2022 and FY 2023, to date.

Response: See Attachment for Question #7d.

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

- Please include the bargaining unit (name and local number), the duration of each agreement, and the number of employees covered.
- 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.
- Please note if the agency is currently in bargaining and its anticipated completion date.

Response: See below:

- American Federation of Government Employees (Local 1975). Effective through September 30, 2010. Covers 294 PEMA employees. The Acting President is Tameka Garner Barry, garnerbarryvp1975@gmail.com; 202-425-4340. DPW is not in bargaining with the union.
- American Federation of State, County and Municipal Employees, District Council 20, AFL-CIO (Local 2021). Effective through September 30, 2010. Covers 593 SWMA employees. The President is Kevin Poge, kpoge1@gmail.com, 100 M Street S.E., Washington D.C. 20003, Suite 250, 202-422-5765. DPW is not in bargaining with the union.
- American Federation of Government Employees, (AFL-CIO Local 631). Effective through September 30, 2013. Covers 82 FMA employees. The President of is Barbara J. Milton, P.O. Box 54585, Washington, D.C. 20032, 202-236-0500, afgelocal631@yahoo.com. DPW is not in bargaining with the union.
- American Federation of Government Employees, (AFGE) (AFL-CIO Local 1403). Effective October 1, 2017, through

September 30, 2020. The President is Aaron Finkhousen, 441 4th Street NW, 6th Floor, Washington DC 20001, (202) 724-7334, aaron.finkhousen@dc.gov. DPW is not in bargaining with the union.

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 for Question #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 2022 and FY 2023, to date, and whether and how those allegations were resolved.

Response: See below and Attachment for Question #10.

Process for Investigation of Sexual Harassment:

- The Sexual Harassment Officer (SHO) receives the complaint—usually via email from the accuser or their immediate supervisor. This starts the clock for the ensuing investigation, which is handled by the SHO or assigned to one of two (2) alternate SHOs.
- The SHO should determine that the accuser is safe. The supervisor or someone in the chain of command within the administration should relocate the accused and/or the accuser so that there is little to no contact between them, at least during the investigation period.
- The accuser is usually the first to be interviewed. In-person is the preferred method of engaging any interview subject. Teams and/or telephone can be used as last resort. The SHO (or alternate) schedules a meeting in his/her office or other neutral location.
- All parties (accuser, accused, witnesses), should be interviewed within 30 days of the reported incident. Follow-up conversations are scheduled as necessary.
- An interview question template is recommended to maintain consistency.
- Once all interviews and subsequent follow-up conversations are conducted, the SHO composes a Report of Investigation which includes:

(a) a summary of the Complaint, location of alleged occurrence(s), SHO's name and date of report; (b) an investigation synopsis—including background and recap of notes from all interviews; (c) a list of any documentation collected during the course of the investigation; and (d) any observations the SHO deems pertinent to the report (e.g., why a particular witness could not be interviewed).

- If an alternate SHO conducts the investigation, his/her report is forwarded to the main SHO for review, who then forwards the final report to the Office of the General Counsel (OGC). If the main SHO has conducted the interview, he/she sends it directly to the OGC, who deems the findings substantiated or unsubstantiated, depending on the evidence presented in the report.
- The OGC reports its findings to the Mayor's Office.
- The process described above should not exceed 60 calendar days.

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 2022 and FY 2023, to date.
- Please also identify any vacancies.

Response: DPW does not have any boards or commission associated with the agency.

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:

District Government

- Multiagency Vision Zero Delivery Team
- Interagency Parking Enforcement Coordination Task Force
- Transportation Electrification Working Group Task Force
- Interagency Committee on Racial Equity
- Multi-Agency Nightlife Task Force

Associations and Organizations

- Substance Abuse Program Administrators Association (SAPAA)
 - Yearly base cost is \$585

- National Drug & Alcohol Screening Association (NDASA)
 - Yearly base cost is \$585
- Drug & Alcohol Testing Industry Association (DATIA)
 - Yearly base cost is \$295
- Society for Human Resource Management (SHRM)
 - Yearly base cost is \$244
- National Area Fleet Administrators (NAFA)
 - Group membership (\$425 per person/7 total employee members)
- Washington Area Fleet Administrators (WAFA)
 - No membership fee
- National Bio Diesel Board
 - No membership fee
- Greater Washington Clean Cities Coalition (GWCCC)
 - Total annual membership fee is \$3,000
- United Soybean Board
 - No membership fee
- American Public Works Association (APWA)
 - Yearly Base cost is \$4680/48 total employee members
- International Parking & Mobility Institute (IPMI)
 - Yearly base cost is \$695
- Solid Waste Association of North America (SWANA)
 - Yearly base cost is \$245
- Safety Council (NSC)
 - Yearly base cost is \$425
- International Facility Managers Association (IFMA)
 - Yearly base cost is \$788

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

Response: DPW maintains a robust social media messaging calendar that includes messages about seasonal services, winter weather, winter weather preparedness, “did you know” information, service operations updates, videos or key 311 service requests, and more. We also increased our outreach to key stakeholders such as MOCRs, ANCs, and Councilmembers by hosting virtual townhall meetings to provide key program updates, post-seasonal services messages and updates weekly via e-mail and NextDoor. Our NextDoor post, social media platforms, and our Ask the Director link provide residents with an opportunity to communicate with the agency.

DPW continues to host weekly meetings with the Business Improvement Districts (BIDs). In addition, we have established a relationship with the District’s 40 Clean Teams through DSLBD’s participation on the weekly BID calls. These weekly calls allow DPW to understand the unique conditions of these corridors and to provide support in real time when needed.

DPW coordinated several events to publicize information about its programs and services, including:

- From January through March, the agency noted the season with several snow-related events that provided representatives from the media with details of DPW snow operations. Activities with the media included allowing them to view salt trucks in preparation for pre-treatment operations and interviews with DPW leadership about snow removal plans and the rules and regulations surrounding residents’ responsibilities for clearing sidewalks after a snow event.
- In May, DPW teamed up with the DC Circulator to host a Sustainability Tour guided by its Office of Waste Diversion. The event was designed for about 25 key leaders of the American Public Works Association, who communicate information about public works practices nationally, and included a tour of DPW’s recycling set-up at the Benning Road Transfer Station and a display of the agency’s clean fleet and solar canopy used to charge some of its fleet.
- In May, DPW hosted another bus tour—this time with Big Bus DC—to celebrate the 15th anniversary and the development of over 150 murals with its MuralsDC program. The tour of more than 20 murals in Northwest and Northeast included nearly 30 guests including students from a local public charter school. Representatives from the media were also invited.
- In June, DPW brought back its “Truck Touch” festival, which showcased more than 30 vehicles used to clean, repair, and provide critical services to residents. DPW showcased all of the vehicles it uses to provide service to the District. DPW personnel were also on hand to explain how the equipment is used, to allow children and their parents an opportunity to sit inside the vehicles, and to respond to their questions or concerns.

- In September, DPW’s MuralsDC program closed out its season with a special media event that unveiled nearly one dozen new murals located in what the agency coined the MuralsDC “Allery” (alley gallery) located in the alley adjacent to the Atlas Center for Performing Arts.
- In October, DPW kicked off its core fall and winter services by holding a special leaf kick off media event that featured Mayor Muriel Bowser and a demonstration of how the service is performed by leaf crews. The event also provided information on DPW’s food waste drop off service and encouraged residents to use the drop off sites to discard unused pumpkins and other decorative gourds.
- Later in October, DPW kicked off the coming winter season with its annual snow dry run. The snow dry run launched with a media event at the Farragut Salt Dome where former DPW Interim Director Michael Carter explained how the agency responds to typical snow events. Director Carter also responded to questions from the media.
- In November, DPW invited the media to tag along with a leaf crew to document, for the public, how crews remove leaves and what is expected of residents to facilitate the process.
- In December, there were several winter weather events. During this time, the media was invited to film several trucks as they filled up with brine at the southwest salt dome.

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 usually receives feedback from key stakeholders through the ANCs, the D.C. Council and the MOCRs, when an issue or services request is escalated to the attention of community affairs. Those inquiries are researched for resolution to determine if they are indicative of processes or performance issues that may need corrective measures, and for eventual closure.

In addition, DPW engages with residents via all our social media channels. Residents who send recommendations or feedback (e.g. kudos or complaints) to the DPW Clearinghouse receive an acknowledgment and are forwarded to the appropriate management team for a comprehensive response including outlining next steps.

Things done to improve services to residents as a result of this feedback include:

- Link removed for residents to purchase SuperCans until they are back in stock;
- 311/OUC, SWMA CS, DPW Clearinghouse, and anyone else who has access to 311 can enter a leaf collection or sanitation service request on their behalf; and
- To combat alley cleaning upticks outside of alley cleaning season, residents can enter illegal dumping service requests (SRs).

15. What has the agency done to reduce agency **energy use** in FY 2022? Did the agency’s energy use increase or decrease in FY 2022? 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 2022.

Response: DPW has made great strides in recognizing actions we can take towards energy efficiency throughout the agency, from the vehicles we purchase and utilize as well as energy efficiency measures we use in our buildings. With help from our agency safety team, we have performed location specific audits of the workspaces and offices of all of our employees to ensure that they are using surge protectors, limiting or eliminating multiple appliances and equipment in excess, installing energy efficient lighting and light bulbs, and assessing our electrical panels and HVAC systems for indicators that we can be more proactive in our overall reductions and mindfulness.

Between FY21 and FY 22, we saw a return to work and operations, which created an uptick in energy use as well as buildings being more populated than in the previous year. While DPW does not monitor the specific utility consumption of our locations, we were able to learn from DGS that our overall energy consumption was reduced in FY22; however, with rate increases from PEPCO, we did not see a cost savings in our total expenditures.

Fiscal Year	Total Consumption	Total Expenditure
FY 2021	8,125,400 kWh	\$996,520
FY 2022	6,458,228 kWh	\$1,072,119

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

Number of Employees Hired in FY 2022 and FY 2023, to date

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	31	10
Term	49	44
Temporary	403	358

17. Please provide the agency's FY 2022 Performance Accountability Report.

Response: See Attachment for Question #17.

18. Is DPW currently party to any active non-disclosure agreements? If so, please provide all allowable information on all such agreements, including the number of agreements and the department with DPW associated with each agreement.

Response: DPW's Office of Waste Diversion (OWD) currently has non-disclosure agreements (NDAs) with:

1. Ruth Abbe & Associates, the consultant hired to work on development of the Zero Waste DC Plan; and
2. Agricity, the vendor for the Food Waste Drop-Off program.

- Does DPW require non-disclosure agreements for any employees or contractors?

Response: DPW does not require NDAs for employees or contract employees.

19. Please indicate any MOUs the agency has signed with local or federal partners for waste collection.

Response: DPW has not executed any MOUs with local or federal partners for waste collection.

20. Which agency has responsibility for emptying litter cans from DC Parks and Recreation facilities? What about recycling cans on DPR sites?

Response: Collecting litter from public cans at District parks is the responsibility of DPW. DGS is responsible for recycling cans as well as dumpsters at the facilities. DGS is also responsible for the ground upkeep and loose litter and debris.

21. What is the Agency's position on the Clean Team's program remaining under the Department of Small and Local Business Development? What overlap in mission Does the Agency have with Clean Teams?

Response: DPW is okay with the Clean Teams program remaining under DSLBD. We will continue to assist with picking up the staged bags with the evening crews.

22. How does the agency respond to 311 requests that have been submitted incorrectly? Does DPW have a process for alerting the request submitters about the error?

Response: DPW has been working with the City Administrator’s 311 Working Group to improve how the agency communicates errors to submitters—including closing out requests with detailed comments. Additionally, the agency has adopted the “no wrong door” methodology for ensuring that erroneous requests are directed to the correct agency.

B. BUDGET AND FINANCE

23. Please provide a chart showing the agency’s **approved budget and actual spending**, by division, for FY 2022 and FY 2023, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures for each program and activity code.

Response: See Attachments for Questions #23a and 23b.

24. Please list any **reprogrammings**, in, out, or within, related to FY 2022 or FY 2023 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 2023 funds; what funds, if any, will come from or go to DPW or DPW projects?

Response: See the chart below.

FY2022

Amount	Funding Source	Sending Agency	Date	Use of Funds
\$845,720	ARPA	DPW	7/11/2022	Shifted ARPA funding to Projects
\$5,344,070	ARPA	DPW	7/11/2022	Shifted ARPA funding to Projects

\$3,070,410	Local	Mayor's Office	9/30/2022	Cost of Living and One-time Bonuses
\$2,300,000	Local	Mayor's Office	9/30/2022	To cover Fuel contract shortages
\$1,149,000	SPR	DPW	9/30/2022	To cover independent agencies fuel and fleet maintenance
\$830,000	ID	DPW	9/30/2022	To cover Fleet Expenditure

FY2023

Amount	Funding Source	Sending Agency	Date	Use of Fund
\$8,000,000	Local	DPW	1/25/2023	Reprogramming within Fleet Management to accommodate billing in new District Integrated Financial System (DIFS)

25. Please provide a complete accounting for all **intra-District transfers** received by or transferred from the agency during FY 2022 and FY 2023, 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 for Question #25.

26. Please provide a list of all **MOUs** in place during FY 2022 and FY 2023, to date, that are not listed in response to the question above.

Response: See Attachment for Question #26.

27. Please identify any **special purpose revenue accounts** maintained by, used by, or available for use by your agency during FY 2022 and FY 2023, 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 2022 and FY 2023, to date;
- Expenditures of funds, including the purpose of each expenditure, for FY 2022 and FY 2023, to date.

Response: See Attachment for Question #27.

28. 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 for Question #28.

29. Please provide a complete accounting of all **federal grants** received for FY 2022 and FY 2023, to date, including the amount, the purpose for which the funds were granted, whether those purposes were achieved and, for FY 2022, the amount of any unspent funds that did not carry over.

Response: See Attachment for Question #29.

30. Please list each contract, procurement, lease, and grant ("**contract**") awarded, entered into, extended and option years exercised, by your agency during FY 2022 and FY 2023, 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 for Questions #30a and #30b.

31. Please provide the details of any **surplus** in the agency's budget for FY 2022, including:
- Total amount of the surplus;

- All projects and/or initiatives that contributed to the surplus.

Response: The Local Funds Variance of \$1.395M is a result of fuel costs not coming in as high as projected along with the fact that DPW received federal reimbursement from the truck convoy after the fiscal year ended.

C. LAWS, AUDITS, AND STUDIES

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

Response: See below:

- Requirements of the Zero Waste Omnibus Amendment Act of 2021 regarding the Office of Waste Diversion (OWD)
 - Approve of any onsite in-vessel composting or processing system regarding the processing of back-of-house commercial food waste. Provision is currently unfunded.
 - Establish uniform scheme for public collection property waste containers. Provision is currently unfunded.
 - Designate and train individuals in each District government agency to ensure enforcement of waste laws. Provision is currently unfunded.
 - Conduct a Save-As-You-Throw (SAYT) feasibility study and pilot program by July 1, 2022. Provision is currently unfunded.
 - Complete an Organics Management Plan by January 1, 2023. Provision is currently unfunded.

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

Response:

- (1) Requirement to use electric leaf blowers instead of gas-powered leaf blowers

The last two leaf seasons have demonstrated that the requirement to use electric leaf blowers, pursuant to 20 DCMR § 2808.1(b), is an impediment to leaf season collection operations. Although this is not the sole reason each season has been delayed, the electric leaf blowers are impractical for DPW's use. The electric leaf blowers have a short battery life, 45 minutes, and are less powerful than the gas leaf blowers. During an especially wet leaf season, as the 2022-2023 leaf season has been, electric leaf blowers do

not function well because the wet leaves are too heavy for the electric leaf blowers to move.

(2) Current requirements for service of NOV's for litter control act violations

Currently, the D.C. Official Code and the District of Columbia Municipal Regulations (DCMR) require that a party cited for a violation of the Litter Control Administration Act of 1985 be served with a Notice of Violation (NOV) by certified mail if the party cannot be served in person or if the NOV cannot be conspicuously posted at the premises. If the party is served by certified mail, the regulations provide that DPW cannot file a case against the party with OAH unless a return receipt bearing the signature of the party is received by DPW. In addition, under OAH's current rules of practice and procedure, which are a part of the DCMR, any party, including the party being cited, may begin a case at OAH by filing a request for a hearing even if DPW has not yet filed a case against them. This often leads to OAH summarily dismissing the case which was preemptively filed by that party because DPW was not even able to initiate a case against them, due to the fact that DPW is required to wait to receive a signed return receipt from the party under the current regulations.

This is manifestly unfair and has caused irreparable harm to the District due to substantial unpaid fines and/or unabated illegal behavior regarding these violations. Therefore, a requirement that DPW is able to effectively serve a party for such a violation by first-class mail, similar to what the Department of Buildings (DOB) [formerly part of DCRA] is authorized to do, would remedy this situation by eliminating the requirement that DPW receive a signed return receipt from the party before the agency is able to successfully file a case with OAH for a violation. Indeed, DPW anticipates preparing legislation and proposed rulemaking in the near future to accomplish this, and the agency hopes that the Committee can support our efforts in this regard.

34. 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: See below:

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 7 – 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 D.C. Law 6-100
(December 22, 2017)

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

35. Please explain the impact on your agency of any **federal legislation or regulations** adopted during FY 2022 that significantly affect agency operations or resources.

Response: None.

36. Please provide a list of all **MOUs** in place during FY 2022.

Response: See response to Question #26.

37. Please provide a list of all studies, research papers, and analyses (“**studies**”) the agency requested, prepared, or contracted for during FY 2022 and FY 2023, to date. Please state the status and purpose of each study.

Response:

- Sustainability Assessment of Disposal Options waste disposal study -- Assessment of the environmental, social and economic impacts of waste disposal at the District’s waste-to-energy provider, Covanta Fairfax, as compared to two District-used landfills. Was completed in FY 2022.
- Zero Waste DC Plan – The planning document that describes the policies, programs, and actions required to achieve the District’s solid waste

diversion goal to divert 80% of waste away from landfill and incineration, and towards the highest and best use. The Zero Waste DC Plan framework is fully drafted and undergoing review. A fully formatted plan is expected to be submitted by the end of February.

38. 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 2022 and FY 2023, to date.

Response:

- The Office of the Inspector General (OIG) is conducting an audit of District of Columbia Agencies' Overtime Usage. The objectives of this audit are to assess: 1) overtime usage by District agencies; 2) adherence to District overtime policies; and 3) the effect overtime usage has on District operations. DPW is one of the agencies being audited by OIG.
- The Office of the District of Columbia Auditor is conducting an audit of Vision Zero enforcement. The primary objective is to determine whether DDOT, MPD and DPW implemented traffic safety enforcement within the Vision Zero initiative effectively and equitably throughout the District.

39. 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: None.

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

Response: See below:

- Fiscal Year 2022 Vehicle Inventory Report – D.C. Official Code § 50-204. This requirement was met.
- Annual FOIA Report -- D.C. Official Code § 2–538(a). This requirement was met.

- Annual Waste Diversion Report -- D.C. Official Code § 8-1031.13(a). This report is due February 28.
- Waste Characterization Study -- D.C. Official Code § 8-1031.13(b). This report is required every four years. It was last issued in March 2021 and is expected to be issued again by or before 2025.
- (1) BEGA Filer Report – D.C. Official Code § 1-1161.24(i). This report is due by March 1st of each year; (2) Financial Disclosure Review Report -- D.C. Official Code § 1-1162.25(b). This report is due June 1st of each year. Both requirements were met in FY 2022 and will be met in FY 2023.

41. 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 for Question #41.

42. Please list all **settlements** entered into by the agency or by the District on behalf of the agency in FY 2022 and FY 2023, 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 for Question #42.

43. Please list any **administrative complaints or grievances** that the agency received in FY 2022 and FY 2023, 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 2022 and FY 2023, to date, describe the resolution.

Response: See below:

Fiscal Year 2023

Local 631 (Fleet) and Local 1975 (PEMA) requested bargaining. Management did not deny the request to bargain over the issue of ticket enforcement regarding employees' cars parked on DPW lots, but management has agreed to review the proposed policy and cancel the effective date of enforcement on the issue pending a closer review regarding concerns raised by the Union.

Local 1975 filed a step one grievance on behalf of an employee regarding a suitability and process issue. This grievance is still at a step one grievance, and the meeting between the supervisor and union has not yet occurred.

Local 1975 filed a grievance regarding an employee requesting an accommodation for a vehicle. That grievance was resolved and the employee was assigned a vehicle.

Local 1975 filed a grievance on behalf of a shop steward who was asked to submit a leave slip and a union form, identify the supervisor of the employee they were meeting with, while taking time off for union business. This matter was resolved.

Local 2091 filed a grievance regarding employees not receiving the 2.5% holiday pay for the date of December 26, 2023. That grievance was resolved with the 2.5% holiday pay adjustment.

Fiscal Year 2022

Local 2091 (SWMA) filed a grievance regarding certain employees not getting two consecutive days off following the fire at Benning Road transfer station. This grievance was resolved and those employees now have two consecutive days off.

Local 2091 (SWMA) filed a grievance regarding various safety and facilities issues. In response, management began their monthly safety meetings again, post-Covid, with each administration, and continue to address and resolve those issues by working through the procurement process and DGS, to hire armed security, install security cameras, installer repair of gates and outside parking lighting.

Local 2091 (SWMA) also filed a grievance regarding people skills training needed for supervisors. The grievance was resolved with the hiring of the new Director of Training who has implemented monthly trainings for supervisors and employees.

Local 2091 (SWMA) filed a grievance regarding several employees being placed on AWOL for calling out sick. Management denied the grievance because several employees took sick leave for the same date, essentially an organized sick-out, and employees failed to produce any document supporting that they were sick.

Local 631 (FMA) filed a grievance alleging non-EEO related harassment by a supervisor toward another employee. Local 631 asked for settlement which DPW declined based on the Agency not having committed any wrongdoing. Local 631 requested arbitration with OLRCB, but then dropped the matter. A part of that grievance involved one supervisor needing training. DPW has implemented training for all supervisors and a monthly training calendar is sent to all administrators regarding the courses.

Local 1975 filed a grievance on behalf of an employee regarding discipline for failure to pay a ticket on a DC government vehicle she was driving. Proposed discipline was dropped from a 5-day to 3-day suspension.

Local 1975 filed a grievance on behalf of an employee who was disciplined for not contacting the supervisor when there were gaps in ticket writing. Grievance denied.

Local 1975 filed a grievance on behalf of employee, who was served with a proposed suspension for 30 days for carrying mace while on duty; suspension reduced.

Local 1975 filed a grievance on behalf of an employee who was suspended for writing false report. Grievance denied.

Local 1975 filed grievance related to Parking Officers working in 90 degree weather and their safety. Management resolved this issue by having air-conditioned vans to drive around and officers would get in and out of the vans throughout the day to give them heat break.

Local 1975 filed a grievance on behalf of employee who was disciplined for refusing to issue tickets and giving certain citizens 'breaks or delaying the issuance of tickets to give time for the citizen to return to their car. Grievance was denied.

Local 1975 filed a grievance on behalf of a group of employees who they say were permitted to return to a building that had caught fire, even though the safety report said that they could return to the building. Grievance denied.

Local 1975 filed a grievance on behalf of an employee who was disciplined for exceeding the speed limit, while on government time and in a government vehicle. Grievance denied but suspension was reduced.

Local 1975 filed a grievance on behalf of an employee who was disciplined regarding not following directions. The grievance was denied but the discipline was reduced and training provided to employee.

Local 1975 submitted a request for hazardous pay for all Parking Enforcement Officers due to safety and crime issues, and COVID exposure. That request is now with DCHR to determine if the employees should receive hazardous pay. No decision yet from DCHR.

Local 1975 submitted a grievance on behalf of an employee who was disciplined for sleeping on the job in the government vehicle with the vehicle idling and citizen reported. Grievance denied.

Local 1975 filed a grievance on behalf of employee who was disciplined for issues of suitability. Grievance withdrawn.

Local 1975 filed a grievance on behalf of all abandoned vehicle employees because of a form that was changed around and/or edited by management. Grievance denied because editing of an end of day report form did not change a term/condition/employment. Grievance denied.

Local 1975 filed grievance on behalf of an employee because a PIP was issued related to several performance issues. Grievance denied and PIP remained but was reissued due to a clerical error. Union threatened arbitration but never filed.

Local 1975 filed a grievance on behalf of an employee who was disciplined for sleeping during government time. Grievance denied.

Local 1975 has submitted numerous complaints in FY 2022 and 2023, regarding safety of Parking Enforcement Officers, including crime uptick, attempted assaults toward officers from citizens, lack of a partnership with MPD, unreliable vehicles breaking down, uncleanliness of inside vehicles, ants in vehicles, lack of lighting in parking lot, the safety of officers working the night shift (ROSA) without being paired, delay or failure to notify Parking Enforcement Officers when there has been a violent crime in a particular area and failure to warn or delay in warning; supervisors not responding positively or showing up when an officer fears going into a particular area due to safety. ELR and management has addressed all these issues with Local 1975. The ROSA shift and pairing of officers into twos is still being considered by management but it has not been denied by management. Ongoing monthly meetings are held the first Wednesday in every month. Also, ELR and the former Director met

with both evening shifts and the former Director had weekly standing meetings with Local 1975.

D. EQUITY

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

- What were the results of any such assessments in FY 2022?
- What changes did the agency make in FY 2022 and FY 2023, to date, or does the agency plan to make in FY 2023 and beyond, to address identified inequities in access to programs and services?
- 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: DPW has not assessed whether programs and service are equitably accessible to all District residents; however, the agency has launched waste management and waste diversion education and citizen engagement programs focusing on residents in Wards 7 and 8.

DPW's FY23 and FY24 racial equity priorities concentrate on internal and external stakeholders.

Internal. DPW is creating a comprehensive framework to elevate workforce development, access to information, and knowledge sharing within the agency's frontline staff—particularly DPW's largest workforce population from Black, Indigenous and People of Color (BIPOC) communities. The training department is collaborating with program leadership to establish training paths for each employee. The training paths will align with District and agency strategic initiatives, current market trends, industry standards, and technical certifications (as applicable).

External. DPW continues to provide educational material and engage in proactive community initiatives focused on sustainable communities, collaborative clean-ups, parking enforcement, and comprehensive community blitzes.

45. Does the agency have a racial or social equity statement or policy? Please share that document or policy statement with the Committee.

Response: Yes, DPW has an equity statement/policy – see the link below:

<https://dpw.dc.gov/page/department-public-works-equity-statement>

- How was the policy formulated?

Response: DPW reviewed the equity statements and policies of various other District government agencies and outside entities for best practices, and also added content specific to DPW programs and services.

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

Response: DPW uses the agency equity statement as a guide for racial equity in agency programs and services.

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

Response: No.

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

Response: No.

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

- How was the policy formulated?
- How is the statement or 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: DPW has an Equal Employment Opportunity and Anti-Harassment Discrimination Policy, EEO Policy, DPW-001, effective October 26, 2015. See Attachment for Question #46.

The policy was developed by the work of the DPW EEO Officer, Human Resources, and the Office of General Counsel. The policy was adopted following the Human Rights Act of 1977; Mayor's Orders 2011-155 and 2000-131; the Americans with Disabilities Act; and Title VII of the Civil Rights Act of 1964.

This policy is posted on DPW 's intranet. The policy was also disseminated to all DPW employees. It includes responsibilities for all supervisors and managers and discusses penalties for management and supervisors' non-

compliance. The policy is also used to direct compliance in the hiring, recruitment, promotion, retention of our employees.

DPW has a Labor and Employee Relations Advisor, who also serves as the EEO Officer. Additionally, DPW has two EEO Counselors.

DPW has a very low number of EEO complaints annually. As such, DPW does not do a formal assessment. In 2022, DPW only had five EEO related complaints, one informal and four formal complaints – 3 with OHR and 1 with EEOC.

E. PUBLIC HEALTH EMERGENCY

47. Please give an overview of any initiatives the agency initiated in FY 2022 and FY 2023, to date, in response to the pandemic.

Response: DPW provided support by establishing satellite offices for Street and Alley Cleaning and the Collections Division of SWMA to mitigate the spread of COVID-19 and for a social distancing posture. We continued to distribute PPE throughout all DPW Facilities in a routine and timely fashion, paying particular attention to staff working in the field who were in contact with the public which put them most at risk. DPW also established new, agency wide, safety protocols to include the installation of first kits, and eye wash stations, blood-borne pathogen kits at FMA, and an overall awareness of cleanliness to prevent the spread of COVID-19. We conducted housekeeping activities according to OSHA standards, reduced clutter, and properly disposed of old equipment and products, utilizing the new OCP PDA Portal.

48. How were agency operations been affected by COVID-19 in FY 2022?

Response: In FY22, Q1, DPW's staffing level—as a result of the COVID-19 pandemic—was approximately 73.6%, impacting the agency's ability to provide on-time services in parking enforcement, fleet management, and solid waste management. With the increase in vaccinations and protocols, DPW's staffing level increased to 88.2% in Q2, with a gradual increase in productivity and the ability to meet service level agreements. The pandemic had no further impacts on operations from Q2 forward.

49. What percentage of DPW's total employees currently work remotely?

Response: See Attachment for Question #49.

50. Please provide a copy of the agency's Continuing Operations Plan and any remote working protocol (if applicable).

Response: Please refer all questions concerning Continuing Operations Plans to the Office of the City Administrator.

51. What agency programs and services have been impacted by revenue loss during FY 2022 and FY 2023, to date, if any?

Response: Revenue losses in Disposal has negatively affected DPW.

52. How has the agency ensured that all staff have access to appropriate equipment and internet connection, so as to work from home? What happens if a worker did not have the right tech or a stable connection?

Response: All DPW staff eligible to telework or work from remote locations, have been assigned District-owned laptops and tablets, enabling them to maintain day-to-day operations without interruption. For users with weak or unstable home internet connectivity, we activate the "Hotspot" option for District-owned and managed mobile phones, with approval from their direct manager.

53. How much federal stimulus relief was directed to the agency during FY 2022 and FY 2023, to date, and for what purposes was it used? Is the agency anticipating any funding from the most recent infrastructure bill, and how will that be factored into the upcoming budget submission or supplemental?

Response: DPW did not receive any federal stimulus relief funding in FY 2022 or FY 2023. In addition, DPW does not anticipate receiving formula funding from the recent federal infrastructure bill.

54. Was the agency a recipient of any other federal grants stemming related to the public health emergency?

Response: DPW did not receive any other federal grants stemming from the public health emergency.

55. For any reductions to services, programs, or staffing, please provide the agency's plans to mitigate those in future Fiscal Years.

Response: Revenue losses have occurred in Solid Waste in Disposal. The losses have resulted in DPW not being able to hire staff in Waste Diversion and Solid Waste. The loss in revenue is driven by the fact that the Benning Road Transfer Station caught on fire in FY 2021, and that the tipping fees at the transfer station increased by \$10/ton. The fire limited the amount of trash that the District has taken in by taking one transfer station offline, while the increasing of the tipping fees drove customers to utilize alternate or substitute transfer stations that were more cost effective.

FYs 2022-2023 Performance Oversight Questions – Part II
Department of Public Works

PROGRAM-SPECIFIC QUESTIONS

I. Solid Waste Management

56. 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 2021, FY 2022, and FY 2023, to date.

Response: See chart below:

FY	Trash	Recycling	Bulk	E-waste	Household Haz. Waste	Shredding
2021	96,109.65	26,163.96	1,803.06	88.1	98.03	153
2022	85,674.08	24,890.27	1,847.98	60	73	117
2023 (to date)	26,868.13	9,082.17	538.18	17	9	46

Note: All figures in tons. FY 2023 e-waste, HHW, and shredding numbers through Q1 only

57. Please provide the amount of waste processed at the District transfer stations in FY 2020, FY 2021, FY 2022 and FY 2023, to date, broken down by SWMA, Republic, Waste Management, and full freight haulers.

Response: See chart below:

FY	SWMA	Republic	Waste Management	Full Freight Haulers
2020	154,605.78	102,979.57	91,487.62	122,729.39
2021	158,000.9	70,692.65	67,521.63	72,381.48
2022	146,078.98	58,087.15	42,423.73	56,312.90
2023 (to date)	51,753.6	15,730.05	13,104.76	17,139.82

Note: All figures in tons.

58. DPW's budget for FY 2022 included a significant investment in infrastructure improvements and major equipment replacement at the Benning Road transfer station.

- i. Please provide a status update on the modernization of the Benning Road transfer station, including a timeline for major project milestones, a list of repairs and upgrades anticipated as part of the project, as well as a list of major equipment that will be replaced.

Response:

DOEE has completed the subsurface assessment for this project and is awaiting results regarding potential Polychlorinated Biphenyl (PCB) sources to the Anacostia River from the POD-002 outfall through the site's MS4 stormwater system. DOEE and DPW continue to perform quarterly sampling of stormwater outfalls in accordance with the U.S. Environmental Protection Agency (USEPA) Multi-Sector General Permit (MSGP) for the District for stormwater discharge.

In January of this year, DPW awarded a contract for hazmat inspection and monitoring to be followed by the hazmat abatement services. DPW is coordinating all pre-construction activities with DDOT and PEPCO, who have adjacent capital projects occurring concurrently with the Benning Road project.

Upon completion of the HAZMAT inspection—and along with the HAZMAT abatement activities—DPW's Project Manager and the Construction Management (CM) firm will finalize the design-build demolition and construction solicitation with the Office of Contracting and Procurement (OCP), with an estimated release date of May 2023. DPW's inter-agency working group and the CM will begin engaging community and environmental stakeholders from Construction Plan and Design through Design Review and Development (concurrently with demolition activities), will commence in April 2023.

The following tentative construction schedule is:

- Demolition: 11/2023 – 8/2024
- Construction: 10/2024 – 6/2026
- Final Completion: 12/2026

- ii. At the end of FY 2022, how much tonnage of waste was the Benning Road transfer station handling on a monthly basis?

Response: In the final quarter of FY 2022, the Benning Road Transfer Station (BRTS) handled an average of 78 tons of material per month.

Has the Fort Totten Transfer Station been able to handle the redirected waste stream?

Response: The loss of the Benning Road TS capacity, and the redirect to the Fort Totten TS, has challenged operations in the Disposal division. The consolidation of operations at the remaining transfer station has resulted in a consequential reduction in some services. Residential drop-off ramp construction and the introduction of new trailers on site (to house newly transferred staff from Benning Road TS) has reduced working lot space at Fort Totten TS.

Will DPW be seeking any additional funding in FY 2023 for this modernization project?

Response: No.

59. 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 2020, FY 2021, FY 2022, and FY 2023, to date? Please break down any component parts included in the cost estimates (collection, transportation, disposal fees, etc.).

Response: See the chart below:

Material Type	FY 20	FY 21	FY 22	FY 23 (to date)
Household waste	Hauling per ton = \$16.42	Hauling per ton = \$16.42	Hauling per ton = \$36.36	Hauling per ton = \$36.36
	Disposal per ton = \$36.11/\$36.76*	Disposal per ton = \$36.76/\$37.68*	Disposal per ton = \$38.51	Disposal per ton = \$38.51
	Collect. cost per ton = \$164.09	Collect. Cost per ton = \$192.14	Collect. cost per ton = \$219.83	Collect. cost per ton = \$150.54
Household recycling	Haul/Process a ton = \$101.28	Haul/Process a ton = \$96.72	Haul/Process a ton = \$80.68	Haul/Process a ton = \$115.80

	Collect. cost per ton = \$288.48	Collect. cost per ton = \$301.88	Collect. cost per ton = \$332.44	Collect. cost per ton = \$207.34
Bulk trash	Hauling per ton = \$16.42 Disposal per ton = \$36.11/\$36.76* Collect. cost per ton = \$571.03	Hauling per ton = \$16.42 Disposal per ton = \$36.76/\$37.68* Collect. cost per ton = \$650.95	Hauling per ton = \$36.36 Disposal per ton = \$38.51 Collect. cost per ton = \$974	Hauling per ton = \$36.36 Disposal per ton = \$38.51 Collect. cost per ton = \$540
E-waste	Total vendor program costs (labor, transport, disposal) for FY20 were \$106,177	Total vendor program costs (labor, transport, disposal) for FY21 were \$113,169	Total vendor program costs (labor, transport, disposal) for FY22 were \$105,158	Total vendor program costs (labor, transport, disposal) for FY23 to date are \$36,323
Hazardous waste	Total vendor program costs (labor, transport, disposal) for FY20 were \$135,728	Total vendor program costs (labor, transport, disposal) for FY21 were \$269,746	Total vendor program costs (labor, transport, disposal) for FY22 were \$257,051	Total vendor program costs (labor, transport, disposal) for FY23 to date are \$73,538

*Rate changed mid-fiscal year.

60. Please list the number of citations DPW issued for solid waste violations by type in FY 2021, FY 2022, and FY 2023, to date.

Response: See Attachment for Question #60.

61. How does DPW monitor enforcement of private hauler's compliance with the requirements of D.C. Code § 8-1031.04?

- i. How many FTEs are assigned to track and enforce compliance with these requirements?
- ii. How many citations or notices of infraction were issued by DPW in FY 2022 and FY 2023, to date, under this section.

Response: DPW monitors enforcement for private hauler compliance with the requirements of D.C. Official Code § 8-1031.04 using the Solid Waste Education and Enforcement Program (SWEEP). With 22 inspectors and investigators, SWEEP tracks, enforces and conducts daily inspections to ensure adequate waste collection services from the private waste collectors in the District. SWEEP monitors and collects compliance data through the electronic ticket issuance system (ESWEEP). In compliance with the requirements of § 8-1031.04, SWEEP issued 5,039 citations or NOV's in FY 22 and 2,123 in FY 23.

62. Please list the recycling diversion rates at DPW collection properties for FY 2020, FY 2021, FY 2022 and FY 2023, to date. Please explain any changes to the diversion rates.

Response: The District measures progress towards the city's zero waste goals by tracking the following two metrics: Citywide Solid Waste Diversion Rate and Residential Solid Waste Diversion Rate, not Recycling Diversion Rate. See below for the FY 20, 21, and 22 Residential Solid Waste Diversion Rate. The current estimated Citywide Solid Waste Diversion rate remains at 16.11%.

Measure	FY2020	FY2021	FY2022
Residential Solid Waste Diversion Rate	25.1%	23.9%	25.5%

Information regarding FY 23 (to date) is unavailable as this metric is measured on an annual fiscal year basis. In FY 2021 the solid waste diversion rate decreased, which was directly attributed to the global pandemic that affected the District government and DPW's operations.

63. Please provide the following data for the Solid Waste Management Division for FY 2020, FY 2021, FY 2022, and FY 2023, to date:

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

Response: See the chart below:

Positions	FY2020	FY2021	FY2022	FY2023
# of temporary employees hired	198	200	202	279
# of temporary employees converted to term	0	0	9	2
# of term employees converted to full time employees	0	0	6	0

64. In the FY 2021 budget, the Mayor funded 82.5 new FTEs through the Building Blocks program, by converting 110 part-time employees to full-time status.

- i. During last year’s FY 2021 performance oversight, DPW informed the Committee that these staff would be hired after the end of leaf season, which was extended. What is the status of hiring for these employees? Have all positions been filled? How many of these new, full-time staff were previously part of DPW’s existing part-time staff?

Response: Eighty-two and a half new FTEs and 110 part-time (seasonal employees) staff were converted to full-time status. These employees were hired and placed into positions within DPW.

- ii. If funding were made available, would DPW fund these staffers beyond the expiration of the ARPA funds in FY 2025?

Response: Yes.

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

- i. How many solid waste collectors registered and reported the necessary information in FY 2021, FY 2022, and FY 2023, to date? Has DPW now made this information available to the public?

Response: See the chart below. In addition, information submitted pursuant to this Act may not be distributed publicly except in aggregate numbers by year, facility name, type, and waste type as part of the reporting required by D.C. Official Code § 8-1031.13. Collector-specific information shall be designated confidential.

Measure	FY 2021	FY 2022	FY 2023 (to date)
Registered Solid Waste Collectors	133	134	71
Reported Solid Waste Collectors	101	108	54

- ii. In the FY 2021 oversight responses, DPW stated that the registration rate for calendar year 2021 was roughly 87%. What is the current registration?

Response: The registration rate is not a useful metric for comparing year over year performance since the number of existing commercial solid waste collectors (haulers) is constantly changing in the local business community. However, the chart above shows that, in FY 22, the Office of Waste Diversion increased both the number of registered solid waste collectors as well notable improvement to the number of solid waste collectors that reported their annual solid waste tonnage to the District. To date in FY 2023, 71 solid waste collectors have registered and 54 have reported. However, it is important to note that the registration and reporting cycle for FY 23 is currently in progress.

- iii. If so, how many warnings did SWEEP issue during FY 2022? How many notices of violation?

Response: With the incorporation of active education, outreach, and enforcement DPW has seen a drastic decrease in the need for issuance of warnings or violations though SWEEP for FY 2022. Therefore, no warnings or notices of violation were issues by SWEEP in FY 22 for these commercial requirements.

66. What is the current status of the District’s contract to process recycling, since the previous contract expired on April 30, 2022? The last update from DPW was that there was a Clean Hands issue with the contract–has that been resolved?

Response: The current Recycling Services contract was extended to ensure continuity of services while the solicitation is under evaluation. The contractor is working with Office of Tax and Revenue (OTR) to resolve the Clean Hands issue.

Is DPW still considering creating a dedicated floor for recyclables at the modernized Benning Road transfer station, or any other measures that will reduce (or outright prevent) recyclables contamination?

Response: DPW’s intent is to construct a state-of-the-art Materials Recovery Facility waste facility (a dedicated floor) with compartmentalized recycling collection and processing; thus, mitigating recyclables contamination in our facility both pre- and post-collection.

67. Please provide the District’s hauling, disposal, and transfer costs per ton for FY 2022, broken down by “full freight,” SWMA, recycling, and settlement agreement companies, and provide the calculations behind each figure.

Response: See the chart below:

COSTS PER TON

Group/Material	Transfer Cost	Hauling Cost	Disposal Cost
SWMA	N/A	\$36.36	\$38.51
“Full Freight”	\$13.38	\$36.36	\$38.51
Recycling material	N/A	N/A	See note
Waste Management	\$9.59	N/A	N/A
Republic	\$11.00	N/A	N/A

Note: DPW pays \$143.00 per ton to have recycling hauled from the District and processed at local facilities in Manassas, VA and in Elkridge, MD. DPW receives a “per ton” rebate (applied against the \$143 charge per ton) based on the value of the materials in each load (these “material values” are based on market values that change each month). On occasion, DPW is up charged for loads that exceed 18% contamination. In the first month of FY 2023, DPW paid \$143 per ton to haul/process, received a \$29.50 per ton rebate, was charged a contamination fee of \$10 per ton on 31.33 tons, for a net cost to the District of \$113.66 per ton.

68. The District operated 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 informed the Committee that these settlement agreements will be in effect until 2023 and in its FY 2021 oversight responses, DPW stated that it would begin renegotiations of the settlement agreements during the first half of CY 2022.

- i. What is the status of DPW's plans to revisit these settlement agreements? Did the renegotiations occur and, if so, what were the results?

Response: The negotiations for the transload agreements have concluded and new transload agreements with Waste Management and Republic have been executed. Both parties will pay \$15 per ton to transload MSW and recyclables at the Fort Totten Transfer Station.

- ii. How much money did we lose in FY 2022 due to the low transfer fees under the settlement agreements?

Response: In FY 2022, it cost DPW \$2,126,668.54 to accept settlement agreement trash at the transfer stations. The same trash from the settlement agreements generated \$1,105,619.68 in revenue. Therefore, the net loss is \$1,021,048.86.

69. Please provide an update on DPW's plans to rebid the Covanta waste disposal contract, including a timeline for issuing the new RFP and selecting a winning contractor.

Response: The Sustainability Assessment of Disposal Options report ("Report") from December 2021 stated: "Based on the information available to DPW at the time of this study, the cost of the district's use of Covanta Fairfax for the disposal of waste is lower than that of either of the two landfills due to the significantly shorter hauling distance of Covanta Fairfax." Considering the results of the Report, DPW's procurement plan is to support the agency's operations by continuing use of the waste-to-energy contract with Covanta.

- i. During roundtable held by the Committee on Transportation & the Environment in November 2022, DPW stated that it was considering options for disposing of the District's waste at landfills. Please explain what options DPW has considered and what the results of those considerations are?

Response: DPW is not considering options for disposing of the District's waste at landfills. DPW utilizes a contract with the Covanta Fairfax waste-to-energy facility for disposal. The results of the Report referenced above support the continued use of waste-to-energy until the transition to Zero Waste is complete.

70. In the FY 2022 Budget Support Act, the Committee raised the solid waste diversion, recycling, and transfer fees. What has been the effect on revenues at the transfer stations as a result of these fee changes? What has been the effect on tonnage of waste processed at the stations by haulers?

Response: The total tonnage at the transfer station has decreased by 27,396.97, or 8.2%, from 330,741.97 tons in FY2021 to 303,345 tons in FY2022. The breakdown of tonnage change by type are listed below:

Group	FY2021 Tons	FY2022 Tons	% Change
Full Freight	72,319.04	53,788.84	-25.6%
Recycling	65,172.89	41,134.00	-36.8%
Settlement Agreement	93,425.51	100,510.88	7.5%
SWMA (DPW)	99,824.53	121,416.45	21.6%

71. Please describe DPW's role in site cleanings and other maintenance at homeless encampment sites.

Response: DPW's role is specific to its core function – we clean, power wash, and remove accumulated trash and debris from encampment locations. In addition, DPW empties trash cans placed at the sites regularly. During Spring and Summer, we clean three times a week at different locations. We have a seven-person crew to collect only trash at certain locations every day.

72. Please provide an update on the agency's schedule for cleaning bike lanes. Are the designs of any bike lanes an impediment to sweeping?

Response: The agency has not finalized a schedule for designing bike lanes. Personnel for this operation will be onboarded in the coming months and trials for each ward will begin shortly thereafter.

73. How many specialized bike lane sweeping vehicles does the agency currently have? Is there funding or planning to procure more?

Response: The agency currently has five bike lane sweepers. Another five are going through the licensing process with DMV. We have ordered another five, which we hope to have 90 days after the requisition closes. We will have a total of 15 at that time.

74. Councilmembers have heard from numerous constituents about litter cans going missing across the city.

- i. Please provide an explanation of DPW's policy with respect to removing litter cans. When and why does it occur?

Response: The request for the removal of litter cans is typically submitted through the Citywide 311 system via a Service Request. Upon a receipt of a request, the SWEEP team will go to the location in question and review the existing surroundings – they will ask whether the can is in a commercial corridor; the can is in a residential setting; the can is near a public thoroughway with a bus stop; or whether there are other cans in the surrounding vicinity. The SWEEP team will also consider the history of sanitation concerns associated with the location such as misuse or the dumping of household waste in public litter cans. The SWEEP team will then make a recommendation. The recommendation is also shared with the local ANC. Any decision for removal will be vetted by DPW and the affected ANC first. DPW has final approval of removal but this is done with the advice and recommendation of the applicable ANC. It is also important to note that, beyond the formal approval process, litter cans sometimes are also removed due to construction or damage.

- ii. In September 2022, Councilmember Janeese Lewis George introduced the “Requirement to Provide Notice of Intent to Remove Public Litter Containers Amendment Act of 2022,” a bill that would require DPW to provide 30 days’ notice of the agency’s intent to remove a public litter container from a public right of way. What is DPW’s position with respect to this bill?

Response: DPW does not object to this bill. In fact, we support and have implemented processes and procedures to provide notice to the ANCs. All litter can requests, removals and installations now involve formal notification to the ANC.

- iii. In Ward 1, which received funding last year to add recycling bins to commercial corridors, there are now recycling bins that do not have litter cans in the immediate vicinity, which has resulted in people using the recycling bins to dispose of litter.
 1. Does DPW think it would be reasonable to implement an agency policy that would ensure that all recycling bins have associated litter cans?

Response: DPW does not currently have a program to address public recycling cans.

2. What would the agency require in terms of funding and staffing in order to implement such a policy?

Response: DPW would be subject to and restricted by budget authority when implementing such a policy.

Waste Diversion

75. The Council funded 9 FTEs in the FY 2023 budget in the Office of Waste Diversion.

- i. What is the status of filling these positions?
- ii. How many vacancies are there currently in the Office? Out of how many staff? What is the agency's hiring plan for any vacancies?
- iii. How is DPW actively recruiting top-level staff knowledgeable in waste diversion and sustainability matters for these positions?

Response: There are currently nine vacancies out of 15 total FTEs. Seven new positions funded in FY22 and FY23 to support the implementation of the Zero Waste Omnibus Amendment Act of 2021 will be filled by this summer. These seven positions, titled Recycling Outreach Specialists, have not been posted yet but will open soon. OWD is also filling two additional positions, one of which, a Communications Specialist, is funded through the Special Purpose Revenue Fund. DPW is actively recruiting for a Communications Specialist, with online job advertising in support. There are currently six filled positions, bringing total OWD staff to 15 FTEs.

Later in FY23, six existing Solid Waste Monitor Worker positions will be moved over from SWMA to OWD, bringing OWD's total employees to 21 by year-end. DPW advertises all OWD positions online on LinkedIn and GovernmentJobs.Com, as well as shares the opportunity broadly via e-mail with several college and university alumni networks.

76. The Solid Waste Diversion Fund required by the Sustainable Solid Waste Management Amendment Act of 2014 was created in February 2019 and

started receiving revenue on March 1, 2019. Please describe how these funds were used and how much was spent during FY 2022 and FY 2023, to date.

Response:

In FY22, total Special Purpose Revenue expenditures were \$99,809.51. SPR funding was used to support:

- i. The contract with OWD's Zero Waste consultant, Abbe & Associates LLC, who was hired in June 2022 to support the development of the Zero Waste DC Plan (\$59,490);
- ii. A postcard mailer to DPW-serviced households regarding recycling (\$40,049.33); and
- iii. One-time support for disposal at St. Elizabeths Hospital (\$270.18).

In FY23, SPR funds will support hiring one FTE, a Grade 12 Communications Specialist. This position is currently posted and open for application. No Solid Waste Diversion Fund funds have been spent to date in FY23.

77. In March 2021, DPW submitted the Solid Waste Diversion Progress Report for 2018, a report that is required to be submitted annually; this is a three year delay in issuing the report. In DPW's FY 2021 performance oversight responses, the agency noted that it was committed to submitting the CY 19 and CY 20 reports together by October 2022, but neither report appears to have been released yet.

- i. What is the status of the CY 19, CY 20, and CY 21 reports?
- ii. Is DPW still committed to releasing these reports in October, despite not issuing a report in October 2021?
- iii. What prevented DPW from issuing the 2019, 2020, and 2021 reports during FY 2022?
- iv. In its FY 2021 oversight responses, DPW stated that one of the new OWD hires would be a dedicated staff person focused solely on data collection and reporting. Has that person been hired?

Response: DPW is currently working on, and plans to publish, the Solid Waste Diversion Report for CY 2019-2022 in the summer of 2023. Previously, there has been a delay in the releasing of this document due to ongoing staff shortages and limited access to the information necessary for completing this document. OWD has since hired a team

member whose sole focus is data collection, organization, and reporting.

78. With respect to citywide waste diversion, please provide the committee with the number, type, and notified agency for any violation notifications in FY 2022.

Response: See the chart below:

Total # of Solid Waste violations issued by SWEEP in FY 22:

Fiscal Year	Residential	Commercial	Recycling	General
2022	8,321	7,149	885	733

- i. DPW stated in its FY 2021 oversight responses that it would be hiring an education and outreach specialist to develop a janitorial training in FY 22. Has this position been filled? If so, what is the status of the janitorial training?

Response: This position remains unfilled but will be advertised soon.

- ii. What additional steps did DPW take in FY 2022 and FY 2023, to date, to increase the diversion rate for District buildings and agencies?

Response: DPW engaged with hundreds of District residents to understand the challenges and barriers within multi-family residential properties through the Zero Waste DC Plan process. This will benefit development of this Plan.

79. 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 most current estimate of the citywide solid waste diversion rate is 16.11%. This rate includes residential (both single-family and multi-family, and commercial solid waste. This estimate will be updated in the 2025 Waste Characterization Study, in fulfillment of the legislative requirement to conduct such a study every four years.

80. How much food waste was collected at each site of the Food Waste Drop-Off Program in FY 2021, FY 2022, and FY 2023, to date? To what extent has participation increased or decreased since the Program started?

Response: See the chart below:

Market	Ward	FY21 Participants	FY21 Food Waste (lbs)	FY22 Participants	FY22 Food Waste (lbs)	FY 23 Participants (Thru Jan 28, 2023)	FY23 Food Waste (lbs) (Thru Jan 28, 2023)
Columbia Heights Farmers Market	1	36,220	225,778	23,123	151,799	6,203	40,351
Mount Pleasant Farmers Market*	1	0	0	11,187	76,640	5,282	40,119
DuPont Circle Farmers Market	2	33,701	241,448	38,150	243,589	11,929	83,497
UDC Farmers Market	3	5,201	35,254	5,357	35,931	1,188	8,673
Cleveland Park Farmers Market*	3	0	0	1,876	13,570	1,468	11,040
Palisades Farmers Market	3	3,065	30,345	6,741	52,509	2,499	20,571
Uptown Farmers Market	4	2,506	20,183	2,203	18,386	625	5,518
Brookland Farmers Market	5	3,285	27,350	6,370	47,013	2,511	19,716
Eastern Market	6	30,998	226,185	29,210	226,723	10,332	88,607
Southwest Farmers Market	6	2,805	15,197	3,216	17,111	1,340	7,711
Parkside Kenilworth**	7	72	765	0	0	0	0
First Baptist Church of Deanwood	7	164	1,412	524	4,742	203	2,276
Ward 8 Farmers Market	8	257	2,181	89	748	18	95
Total:		118,274	827,098	128,046	888,761	43,598	328,174

Note: *Mount Pleasant Farmers Market and Cleveland Park Farmers Market are DPW-supported satellite drop off locations which opened in FY22. Satellite locations are staffed by community groups and DPW provides materials, collection, hauling and processing support.

**The Ward 7 FWDO site switched from Parkside Kenilworth to First Baptist Church of Deanwood in mid-FY21.

In FY21, there were 118,274 participants, resulting in 826,098 pounds of food waste collected. In FY22, there were 128,046 participants, resulting in 888,767 pounds of food waste collected.

Between FY 2017 and FY 2022, the Food Waste Drop Off program increased participation by 965%, from 12,024 in the first fiscal year to 128,046 in the most recent fiscal year. The amount of food waste collected has increased by 794%, from 99,415 in the first fiscal year to 888,761 pounds in the most recent fiscal year.

- 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). Please provide a list of drop-off sites, by ward.

Response: See the chart below:

Market	Ward	Period
Columbia Heights Farmers Market	1	Annual
Mt. Pleasant Farmers*	1	Seasonal
DuPont Circle Farmers Market	2	Annual
UDC Farmers Market	3	Seasonal
Cleveland Park Farmers Market*	3	Seasonal
Palisades Farmers Market	3	Annual
Uptown Farmers Market	4	Seasonal
Brookland Farmers Market	5	Annual
Eastern Market	6	Annual
Southwest Farmers Market	6	Annual
First Baptist Church of Deanwood	7	Annual
Ward 8 Farmers Market	8	Seasonal

Note: *Mount Pleasant Farmers Market and Cleveland Park Farmers Market are DPW-supported satellite drop off locations which opened in FY22. Satellite locations are staffed by community groups and DPW provides materials, collection, hauling and processing support.

- ii. What are DPW’s plans to expand the number of year-round sites? How many additional sites have been added/will be added,

and where are those sites? How does participation at those sites compare to the previously existing sites? Has DPW done (or does it plan to do) any assessments of the current sites' ability to meet demand?

Response: DPW is currently soliciting applications from the community to identify and site two new food waste drop-off locations. The application periods will remain open until February 14, 2023 and are open to all community members, including nonprofit organizations, faith-based organizations, universities, educational institutions, or private enterprises. By spring of 2023, DPW will have 14 DPW sponsored FWDO locations. OWD has not conducted any assessments of the current sites' abilities to meet demand but will do so in FY23 when evaluating new FWDO satellite locations.

81. In the FY 2022 and 2023 budgets, the Council provided funding to implement nearly all provisions of the Zero Waste Omnibus Amendment Act.

- i. What is the status of the agency's work to implement those provisions?

Response:

Provisions which are underway include:

- *Establish grant program to assist in the lease or purchase of on-site organic processing systems for businesses or nonprofits*
 - Provision was funded in FY23 with a \$200,000 increase in recurring funds. OWD is undergoing program design for this new grant program.
- *Develop source separation training and outreach programs for janitorial staff and property managers by January 1, 2022*
 - In FY 2022, the Council funded one position responsible for developing a training and outreach program on proper source separation and waste reduction for janitorial staff and property managers at private collection properties, including District facilities and agencies, multifamily properties, and commercial properties. The position description is currently undergoing certification with DCHR.

Following certification, DPW will hire the FTE funded in FY 2022 for the provision of this requirement.

- *Complete a public recycling infrastructure study and plan by January 1, 2023*
 - Provision was funded in FY23 with a \$105,000 increase. OWD is currently designing the study with the goal of publication by the end of fiscal year 2023.
- *Require source separation plans for large commercial entities by January 1, 2022*
 - In FY 2023, the Council funded six positions regarding the review and verification, through on-site evaluation, of implementation of the source separation plans required for private collection properties. The positions descriptions for these positions are actively undergoing certification with DCHR. Following certification, DPW will hire the six FTEs funded in FY 2023 for this purpose.

82. Please describe actions taken under the Home Composting Incentive Program and any additional planned actions for FY 2023.

Response: Between FY20 and FY22, the Home Composting Program achieved the following:

- Conducted 36 workshops –26 were hot composting and 10 were vermicomposting workshops;
- Trained 1,248 individuals;
- Provided 304 households with rebates to purchase home composting bins; and
- Conducted a post-survey of trainees and confirmed that 97% of the bins distributed through the program are currently in use.

When the contract began in FY20, workshops were only performed in person. Per the Post-Public Health Emergency Protections Extension Temporary Amendment Act of 2021, the contractor was permitted to temporarily to conduct workshops virtually or by videoconference, and this became permanent under the Zero Waste Plastic Product Stewardship Amendment Act of 2022.

The Home Composting Program was temporarily put on hold in August 2022 and will restart upon the full execution and award of a new city contract.

83. In its FY 2021 oversight responses, DPW stated that it was evaluating the siting of an organics pre-processing operation within the new Benning Road campus. What is the current status of that evaluation? What is the estimated cost to build and staff such a facility?

Response: The siting of an organics pre-processing operation at the new Zero Waste Campus (ZWC) has been evaluated, and will immediately enable the District to achieve a citywide solid waste diversion rate of 40%, an increase from the current level of 16%, by:

- Pre-processing (preparing) 100,000 tons per year of source-separated commercial food scraps for anaerobic digestion at an external facility;
- Processing (recycling) 200,000 tons per year of mixed recyclables with the District's new state-of-the-art Materials Recovery Facility (MRF);
- Collecting and diverting 40,000 tons per year of source-separated commercial glass recycling at an external facility;
- Collecting and diverting 20,000 tons of hard-to-recycle materials via residential drop-off; and
- Transferring (moving in and out for disposal) 140,000 tons of trash bound for landfill or incineration outside of the District.

In total, the facility will “touch” 500,000 tons of solid waste per year – nearly half of the city's annual waste stream and more than double what the existing BRTS was capable of transferring. Combined with the Fort Totten Transfer Station's throughput of ~250,000 tons per year, these two facilities, once fully upgraded, will be able to manage two-thirds, or 66%, of the total solid waste generated in the District.

The estimated total cost for the Benning Road Modernization Project, including all site features above, is covered by the \$104 million capital budget provided in FY 22/FY 23.

84. What recommendations has the Interagency Waste Reduction Working Group made to the agency in FY 2022 and FY 2023, to date, and which recommendations have been acted upon?

Response: The existing agency members of the Interagency Waste Reduction Working Group and representatives from 21 District Government agencies actively participated in the development of Zero Waste DC Plan, including collaborating on the Zero Waste DC Plan framework, and corresponding

technical analysis, and benefits-cost analysis. Following the anticipated codification of the Zero Waste DC Plan, the Interagency Waste Reduction Working Group (IWRWG) is expected to expand to include all District government agencies and quasi-agency groups responsible for implementing the Zero Waste DC Plan. The first formal meeting of the expanded IWRWG will take place in mid-2023.

85. In its FY 2021 oversight responses, DPW stated that April 2023 is the expected publication date for the Zero Waste DC plan. Is that still the expected date? What is the status of development of the plan?

Response: DPW expects to release the Zero Waste DC Plan in April 2023. The Plan is currently in development and is on schedule for release.

86. In March 2021, DPW published waste characterization final report required by the Sustainable Solid Waste Management Amendment Act of 2014. The study found that non-residential municipal solid waste both makes up the greatest percentage of the District's waste generation, as well as being the source of the greatest projected increase in waste generation through 2038. In its FY 2021 oversight responses, DPW stated that the Zero Waste DC Plan will articulate the strategies the District will take to address the projected growth in waste generation from the commercial sector.

- i. Please provide an update on DPW's plan to address this projected growth.

Response: The Zero Waste DC Plan is designed to address the projected growth in both population and solid waste generation through 2038. Both the Benning Road Modernization Project and capital improvements to Fort Totten TS are designed to accommodate the growing size in the city's solid waste stream over time.

87. In June 2021, DPW began addressing contamination in the commercial stream by assessing haulers an administrative fee at the point of tipping for recyclables that exceed a contamination threshold. This was required by the Zero Waste Omnibus Amendment Act of 2021.

- i. How many inspectors were in place to do this work in FY 2022?

Response: At the start of FY 2022, there were five Solid Waste Monitors (Inspectors) and one vacant position.

- ii. How many fees were assessed? Against how many haulers?

Response: Eighty fees were assessed at a rate of \$82.87 against six hauling companies for a total of \$6,629.60.

88. DPW has informed the Council that it is working to procure additional Materials Recovery Facility capacity to help address recyclables contamination. The estimated tonnage per the last contract was 35,000 tons/year for both FY 2020 and FY 2021.

- i. How much capacity did DPW procure in FY 2022, and FY 2023 to date?

Response: There was no change in the District's recycling capacity in FY 22 or FY 23, to date.

- ii. DPW anticipated in its FY 2021 oversight responses that a new contract would be awarded by Summer 2022. Has the new contract been awarded? If so, what is the capacity?

Response: No, the contract has not been awarded yet.

- iii. Does DPW still seek additional capacity?

Response: DPW will be constructing the city's very own 200,000 tons per year capacity at Benning Road, with the establishment of a state-of-the-art materials recovery facility.

89. Is DPW considering a District-owned recycling facility to handle tipping? If so, please provide details on those plans. If not, why is DPW not pursuing this approach?

Response: DPW plans to site a Materials Recovery Facility within the modernized Benning Road Campus (a dedicated floor), which will accept, receive, screen, and process 200,000 tons per year of mixed recyclables.

90. Please provide an update on the Office of Waste Diversions campaign to reduce recyclables contamination—specifically:

- i. The Recycling Screening Initiative at the Ft. Totten Solid Waste Transfer Station.

Response: In FY 23, three existing Solid Waste Monitors plus an additional three to be hired will be assigned to the Office of Waste Diversion for recycling screening at Fort Totten Transfer Station.

- ii. On-site inspections of multi-family buildings by SWEEP staff to establish a baseline for compliance.

Response: On-site inspections of multi-family buildings to establish a baseline for compliance was completed in late FY 21.

- iii. Distribution of a toolkit of resources to help multi-family property owners, janitorial staff, and tenants with compliance.

Response: OWD crated a multi-family toolkit for property owners, which it distributed via email and made available to the public on the Zero Waste DC Website. OWD distributed 30 zero waste guides, 51 commercial recycling one-pages, 175 move-in flyers, 500 recycling magnets, and 1,900 reusable recycling bags.

- iv. Implementation of a public education and outreach campaign, including digital, print, and direct messaging.

Response: During FY 2022, the Office of Waste Diversion has launched the following education and outreach campaigns:

- Postcard mailer to all DPW single-family residential households promoting the Zero Waste DC Plan Public Engagement events, public survey and teasing the upcoming Curbside Composting Pilot Program; and
- An eight-week citywide advertisement campaign calling for support to “End Plastic Waste” posted on bus shelters, at Metro stations, and in Metro rail cars and buses across the city.

- v. Implementation of a large-scale residential recycling cart tagging campaign.

Response: The latest residential recycling cart tagging campaign was completed during FY 2021.

- vi. Any other initiatives launched.

Response: None.

91. Please describe DPW's efforts on glass recycling during FY 2022 and any planned activities for FY 2023.

Response: Upon completion of the Benning Road Modernization Project, commercial glass bunkers will be constructed to collect and divert as much as 40,000 tons of glass per year. Additional planning actions with respect to glass recycling are incorporated into the Zero Waste DC Plan, which is in development.

92. 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." How many violations were issued in FY 2022 and FY 2023, to date?

Response: DPW did not issue any fines for violations of this requirement in FY 2022 and it has not issued any fines for violations in FY 2023, to date.

93. The source separation requirements for certain large commercial generators required under the Zero Waste Omnibus Amendment Act went into effect this January. During a public roundtable held by the Committee on Transportation and the Environment in November 2022, DPW stated that it planned to do an outreach campaign to these commercial generators. Is this underway? If not, what is the plan for ensuring these commercial generators come into compliance?

Response: DPW is notifying the large commercial generators covered under the Zero Waste Omnibus Amendment Act of 2021. These entities include 47 grocery stores with at least 15,000 square feet and four colleges and universities with at least 2,000 residential students. The entities will also soon be advised that a commercial food waste diversion toolkit will be

forthcoming, along with an online, on-demand food waste diversion training certification program called *Food Waste Ready*. The certification program will be offered to food service staff and managers to educate them about the benefits food waste source separation and techniques and best practices for maintaining a safe and sanitary work environment, while recovering food scraps for composting or anaerobic digestion.

94. The Council funded a residential curbside composting pilot program during the FY 2023 budget. Please provide an update on the status of the program.
- i. How will the pilot program work?

Response: DPW is launching a year-long Curbside Composting Pilot Program to collect food waste from 12,000 single-family residential households. Households must opt-in to participate in the pilot program and will be selected on a first come, first served basis, with a maximum of 1,500 households permitted per ward. Once selected, households will receive notification via email and later receive a welcome/starter packet via USPS mail that will provide key program details such as information about the program; what materials are accepted for composting; where, when and how their compost will be collected; and how they can submit service requests via the District's 311 Service Request platform.

Before collection starts, participating households will receive a starter kit delivered to their door, which will include a five-gallon curbside compost collection bins, a kitchen compost caddy, and 100 compostable bin liners. Food waste will be collected from participating households once a week for one year.

DPW is currently working with OCP to procure a contractor that will be responsible for the collection, hauling and processing the food waste from these households. This contractor will also be responsible for quality control services, including addressing all service requests submitted by participating households, daily data collection, and direct-cart messaging about contamination or improper set-out. After reviewing the results from the pilot program, DPW will determine whether it should be expanded to all 105,000 DPW-serviced residential households.

- ii. Have sign-ups opened? What is the anticipated launch date? What is the timeline for the program?

Response: Sign-ups have not yet opened. DPW previously anticipated the launch of the Pilot Program in Spring 2023,

however, delays in procurement will likely require the launch to be pushed to early summer 2023.

To that end, DPW anticipates sign-ups to ensure sufficient time to prepare and distribute all pertinent information and materials to participating households before the launch. Once launched, the Pilot Program will run for 52 consecutive weeks (1 calendar year).

- iii. If there are issues or hold-ups to implementing the program, what are they?

Response: The solicitation of the three procurements necessary to implement the Pilot Program have been delayed due to certain procurement issues and, therefore, may require a delayed launch of the Pilot Program from spring 2023 to early summer 2023.

- iv. Have the procurements been released?

Response: DPW is working with OCP to solicit and award the following three procurements. Two out of the three have been solicited and are awaiting award:

- Collection, Hauling and Processing: Pending solicitation
 - Materials and equipment: Awaiting award
 - Print & Mail (Mailers, welcome packet, bin labels, and other printed materials): Awaiting award
- v. The Committee has heard that DPW plans to use one contractor to implement the entire pilot program. Please explain the agency's reasoning for using only one contractor. Why not try several contractors, if the goal is to explore how to make curbside composting work in the District?

Response: DPW will not be using only one contractor for the implementation of the Curbside Composting Pilot Program. DPW will be outsourcing the implementation to up to three contractors, with the potential for additional subcontractors, for the following three contracts:

- Collection, Hauling and Processing

- Materials and Equipment
- Print & Mail

Snow Removal/Leaf Collection/Christmas Tree Removal/Mowing

95. Please describe how DPW tracks and confirms that 311 requests that are closed out are completed. Does DPW audit its 311 request system?

Response: Currently SWMA snow service requests are given to Zone Captains/Monitors to address and verify before they are closed by the administrative staff. SWMA checks the 311 system daily to retrieve, review and abate service requests received.

96. 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 2021, FY 2022, and FY 2023, to date? Please break down by residential and commercial notices.

Response: See below:

- Residential –

FY 21 – no citations, no warnings
FY 22 – no citations, 1 warning
FY 23 to date – no citations, no warnings

- Commercial –

FY 21 – 6 citations, 3 warnings
FY 22 – 7 citations, 2 warnings
FY 23 to date – no citations, no warnings

- ii. How many complaints were reported to enforcement in FY 2021, FY 2022, and FY 2023, to date? Please break down by residential and commercial notices.

Response:

- FY 2021

113 residential
24 commercial

- FY 2022

282 residential
56 commercial

- FY 2023

23 residential
1 commercial

97. Several 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. DPW has shared that DPW's role in this work is to clear the bridge deck walkways. Does DPW have the equipment and staff needed to complete this work?

Response: Yes, DPW has the equipment and staff needed to complete this work.

98. How much salt, by weight, has been used during winter weather in FY 2021, FY 2022, and FY 2023, to date?

Response:

FY 2021 – 26,062 tons

FY 2022 – 18,191 tons

FY 2023 to date – 418 tons

99. Where can residents pick up compost and mulch provided for free by the District during FY 2023?

Response: Residents may pick up free compost until June 2023 from the Benning Road Transfer Station, Wednesday through Friday from 10 a.m. to 2 p.m. The Benning Road TS will be closing in June.

100. What was the total amount of leaves collected (either in cubic yards or tons) through DPW's leaf collection program in FY 2021, FY 2022, and FY 2023, to date? What facility processes the leaves?

Response: Total leaf tons collected for FY 2021 was 7,002 tons; FY 2022 was 5,336 tons; and FY 2023 was 7,762.52. During the FY 2023 leaf collection program, DPW used the Benning Road Transfer Station to process all collected leaves.

101. Please provide an update on the final timetable for 2023 leaf collection, including any delays and the reasons for such delays.

Response: Leaf collection ended on February 11, 2023. Any delays in the collection of leaves were partly attributable to inclement weather, including rain. In addition, while in their second leaf season, Building Blocks employees are still acclimating to the program/processes, which may have contributed to a slower than normal collection period, as these employees had to get up to speed with work requirements of leaf collection. Also, the use of electric leaf blowers, required by District law, involve shorter charging storage (only 45 minutes of charge versus eight hours of charge for the formerly used gas leaf blowers), which may have further contributed to any delay.

It is important to note that in anticipation of both leaf collection and snow removal, we hired and trained the largest group of new employees ever at DPW. All leaf season employees were hired timely; rehires were called and started on time. The agency also increased overtime and extended work schedules to normalize these important city operations.

102. 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 2020, FY 2021, FY 2022, and FY 2023, to date? Please break down by commercial and residential notices.

Response: There is no specific enforcement authority to regulate leaves. DPW generally enforces citywide for sanitation concerns that impact public space.

Parking Enforcement Management Administration

103. Please list the number of parking enforcement officers, booting staff, and towing staff, in FY 2020, FY 2021, FY 2022 and FY 2023, to date. Please also note the number of vacant positions for each of these categories.

Response: See the chart below:

FY 2020 Close, FY 2021 Close, FY 2022 Close, and FY 2023 Last Closed Pay Period.												
Position Title	FY2020*			FY2021*			FY2022*			FY2023		
	As of PPE 9/26/20			As of PPE 9/25/21			As of PPE 9/24/22			As of PPE 1/28/23		
	Filled	Vacant	Total FTE	Filled	Vacant	Total FTE	Filled	Vacant	Total FTE	Filled	Vacant	Total FTE
Parking Enforcement Officer Frontline	217	42	259	207	52	259	209	60	269	198	50	248
Lead Parking Enforcement Officer	17	2	19	16	3	19	14	5	19	14	2	16
Parking Enforcement Officer	200	40	240	191	49	240	195	55	250	184	48	232
Motor Vehicle Operator	38	11	49	36	13	49	44	5	49	43	6	49
Booter	5	3	8	5	3	8	8	0	8	8	12	20
* Data queried effective the last pay period in the Fiscal Year.												
* 2 LPEOs appointed 1-29-23, 2 MVOs appointed 1-30-23.												

104. Please list the number of citations, by type, that PEMA officers wrote in FY 2020, FY 2021, FY 2022 and FY 2023, to date.

Response: See Attachment for Questions #104, #105 and #113.

105. How much revenue was generated by parking tickets and towing in FY 2020, FY 2021, FY 2022 and FY 2023, to date?

Response: See Attachment for Questions #104, #105 and #113.

106. Does DPW maintain a hierarchy of parking infractions to prioritize?

Response: DPW does not maintain a hierarchy when issuing parking tickets.

107. Please indicate the types of vehicles used by parking enforcement officers: how many of their available vehicles are compact cars, sedans, vans, segways, bicycles, or other vehicles?

Response: The Parking Control Branch currently has 42 Honda Civic Sedans, 11 Prius electric sedans, 5 Ford Ranger Pickup trucks, 21 Ford Transit vans, 14 Dodge Caravan Vans, 7 Chrysler Pacifica, 37 Chevy Bolts, and 11 Toyota pickup trucks.

- i. Considering that a parking enforcement officer's job often requires them to enforce on blocks with little to no available parking, what steps is the agency taking to limit the number of times a parking enforcement officer is themselves double-parking or parked in a no parking zone?

Response: Supervisors during roll call remind officers that they are required to park legally when they leave their vehicle to write a ticket.

- ii. Is there any penalty or performance measure for a parking enforcement officer illegally parking?

Response: Verbal counseling is given to the officer if necessary. If the behavior persists, progressive discipline is implemented in accordance with the District Personnel Manual.

- iii. Again, given the nature of their duty, why would a parking enforcement officer be given a large van – or anything smaller than a compact vehicle?

Response: Large vans are routinely used for transporting squads of officers to their walking beats and for our booting crews who transport multiple quantity of boots. Vans are preferable over sedans for this purpose.

108. Please describe PEMA's current deployment for enforcement of bike and bus lanes. How has this changed compared to FY 2021?

Response: Every officer on their daily beats are required to write tickets for bike and bus lanes. Therefore, the deployment has increased based the additional bus and bike lanes.

109. DPW's FY 2020 budget included funding for new parking enforcement officers (PEOs) to enhance bike lane safety. In its FY 2020 oversight responses, DPW stated that it deployed these officers according to zones with high concentrations of bike lanes, and would continue to review this strategy on an ongoing basis.

- i. Has DPW continued its original deployment or made changes?

Response: The new officers were added to enhance overall enforcement that included beats that have a higher concentration of bike lanes, which has resulted in increased bike lane citations each year. We have implemented a Rapid Response Pilot Program that prioritizes safety-sensitive service requests, such as bike lane enforcement. We have also designated nine additional service request a safe-sensitive and assigned 10 parking enforcement officers to the Rapid Response Team.

ii. How many parking enforcement officers are on bicycle?

Response: Seven officers have volunteered to be trained to patrol on bicycles.

110. 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.

i. How many citations have been issued to vehicles blocking bike lanes in FY 2020, FY 2021, FY 2022 and FY 2023, to date?

Response: See chart below:

FY 2020	2,783
FY 2021	2,028
FY 2022	2105
FY 2023	794

ii. How many were issued by mail?

Response: See the chart below:

FY	Number of bike tickets mailed
FY21	941
FY22	656
FY23	290
Total	1887

111. How many citations have been issued to vehicles in pick-up/drop-off zones established by DDOT (e.g. for parking longer than allowed)?

Response: See the chart below:

FY2020	PASSENGER LOADING ZONE	1,527
FY2021	PASSENGER LOADING ZONE	3,588
FY2022	PASSENGER LOADING ZONE	6,716
FY2023	PASSENGER LOADING ZONE	2,113

112. Please list the number of vehicles booted in FY 2020, FY 2021, FY 2022 and FY 2023, to date.

Response: See the chart below:

FISCAL YEAR	FY2020	FY2021	FY2022	FY2023 Through Jan. 2023
Total number booted	3,249	1,364	9,386	1,976

- i. Please break these numbers down by reason for booting.
- ii. How many of these boots were issued to out-of-state vehicles?

Response: See the chart below:

YEAR TO DATE	MD	VA	OTHER	TOTAL
2020	845	601	200	1,646
2021	288	292	138	718
2022	2,485	1,857	980	5,322
2023	543	406	223	1,172

In addition, boots can be issued if a vehicle has two or more unpaid tickets that are over 60 days old. Boots are not issued or tracked based on ticket types, only the criteria above.

How many boots were damaged and lost in FY 2020, FY 2021, FY 2022 and FY 2023, to date?

Response: Damaged boots were not captured by date; however, there are currently 150 damaged boots. See the chart below regarding lost boots:

YEAR	LOST BOOTS
FY 2020	58
FY 2021	45
FY 2022	353
FY 2023	16

113. Please list the number of towed vehicles in FY 2020, FY 2021, FY 2022 and FY 2023, to date.
- i. Please break these numbers down by reason for towing.
 - ii. How many of these towed vehicles were out-of-state vehicles?

Response: See Attachment for Questions #104, #105 and #113.

114. Has DPW secured a location for an additional in-town impound lot? If not, what is the status of acquiring a new lot?

Response: Yes, DPW has leased space at 2115 Bryant Street, N.E. for an additional impound lot.

- i. How many times in FY 2022 and FY 2023, to date, DPW's impound facilities reached capacity, if any?

Response: On average, our impound lot in Blue Plains reaches capacity about three days each week. When the lot does reach capacity, we take measures to open spaces for incoming vehicles through auctioning and salvaging/scraping vehicles.

Are there further plans to increase impound capacity?

Response: With the addition of our impound lot at Bryant Street, we are not seeking additional impound space at this time.

115. Please provide the number of vehicles DPW cited for failing to comply with DC registration requirements in FY 2020, FY 2021, FY 2022 and FY 2023, to date.

Response: See the chart below:

FY	Expired Registration Citations
FY 2020	59,393
FY 2021	22,620
FY 2022	88,880
FY 2023	21,672

How many vehicles were booted for this reason during these years?
How many of these vehicles were impounded?

Response: Boots can be issued if a vehicle has two or more unpaid tickets that are over 60 days old. In addition, vehicles can be impounded if they have over \$1,000 in unpaid tickets. Boots and impoundments are not issued or tracked based on ticket types, only the criteria listed above.

116. How many license plate readers are currently in DPW's inventory?

Response: Currently, DPW deploys 38 vehicles with license plates recognition systems (LPRS).

Is there funding, or a pending request for funding, for additional readers?

Response: Yes, this year DPW plans to equip most of the parking enforcement fleet with LPRS to increase residential parking enforcement and to enforce DDOT's digitized visitor parking permits.

117. What is DPW's approach to identifying and enforcing fake temporary tags? Does the Agency have the ability to verify the validity of temporary tags from all U.S. states and territories?

Response: DPW enforces against visually expired tags. DPW does not have the ability to verify the validity of temporary tags for U.S. states and territories.

118. In prior years, Council has considered allowing residents to send in photos of illegally parked vehicles which could then have tickets issued without an enforcement officer needing to be present. Since that time, it appears [New York City is also seriously considering such a program](#). What is the Agency’s position on establishing such a program? If it were to exist in DC, how might that allow PEMA to alter deployment of staff and resources?

Response: DPW does not have a position on the program at this time. Until New York or another jurisdiction comparable in size and demographics implements this program, there is no data for the agency to assess in order to determine whether it would be effective in the District.

Fleet Management Administration

119. Please provide the Committee with monthly actual consumption by gallon, total spending, and unit cost per gallon, on B5 biodiesel, B20 biodiesel, B99 biodiesel, unleaded, ethanol, diesel, and compressed natural gas (CNG), for FY 2022 and FY 2023, to date.

Response: See Attachment for Question #119.

120. DPW received capital funding in FY 2021, FY 2022, and FY 2023 for vehicle replacements to update the outdated DPW fleet.

- i. What new vehicles were acquired with this funding in FY 2021, FY 2022, and FY 2023, to date? Please provide the types of vehicles and how many of each were acquired.

Response: See the chart below:

DPW New Vehicle Purchases	FY21	FY22	FY23
Sedans	37	22	0
Vans/Minivans	51	6	5
Pickup trucks	21	40	27
Tow Trucks	31	10	12
Street Sweepers	8	4	3

Medium Duty Trucks	9	30	0
Refuse Trucks	14	10	25
Tractor (day cab)	1	0	0
Heavy Duty	37	19	0

- ii. What fleet vehicles have been retired in FY 2021, FY 2022, and FY 2023, to date? Please provide the types of vehicles and how many of each were retired.

Response: See the chart below:

DPW Vehicle Retirements	FY21	FY22	FY23 Projections
Sedans	14	6	22
Vans	2	11	6
Pickups	6	16	30
Tow Trucks	2	0	10
Sweepers	2	3	4
Medium Duty	10	16	15
Refuse Trucks	15	12	10
Tractor (day Cab)	0	0	1

121. How many DPW vehicles (and what percentage of the total fleet) are hybrid, fully electric, CNG, or other alternative fuel vehicles?

Response: 214 Hybrid (7%), 116 Fully Electric (4%), 69 CNG (2%), 110 B100 (3%), 590 E85 (19%).

- i. What steps has DPW taken to encourage the use of alternative fuel vehicles in FY 2022 and FY 2023, to date?

Response:

- i. In FY 22, DPW provided training regarding the B100 Vector System to encourage operators to utilize these alternative fuel assets;
- ii. We installed 50 electric vehicle charging stations in FY 2022, closing the year at 281; and
- iii. FY 23 we increased stakeholder engagement with sister agencies to keep them abreast of the benefits of Alternative Fuel Vehicles (AFVs) and other priorities.

122. What steps has DPW taken to increase the use of alternative fuels in FY 2022?

Response: DPW continues to acquire alternative fuels assets in partnership with our sister agencies. DPW acquired 154 alternative fuel assets in FY22 and FY23, to date.