

# COMMITTEE ON TRANSPORTATION & THE ENVIRONMENT

CHARLES ALLEN, CHAIRPERSON

FISCAL YEAR 2026 COMMITTEE BUDGET REPORT



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**TO:** Members of the Council of the District of Columbia

**FROM:** Councilmember Allen  
Chairperson, Committee on Transportation and the Environment

**DATE:** June 25, 2025

**SUBJECT:** Report and Recommendations of the Committee on Transportation and the Environment on the Fiscal Year 2026 Budget for Agencies Under Its Purview

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The Committee on Transportation and the Environment (“Committee”), having conducted hearings and received testimony on the Mayor’s proposed operating and capital budgets for Fiscal Year 2026 (“FY 2026”) for the agencies under its purview, reports its recommendations for review and consideration by the Committee of the Whole. The Committee also comments on several sections in the Fiscal Year 2026 Budget Support Act of 2025, as proposed by the Mayor.

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**Committee on Transportation & the Environment  
Fiscal Year 2026 Budget Recommendations**

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## Executive Summary

### *Introduction and Background*

This *Report and Recommendations of the Committee on Transportation and the Environment on the Fiscal Year 2026 Budget for the Agencies Under Its Purview* was developed in an abbreviated period without the usual weeks of agency budget oversight hearings and public and stakeholder engagement. The reason for this is primarily due to factors outside the District's control, reducing available estimated revenues across the financial plan including the present fiscal year, Fiscal Year 2025.

On February 28, 2025, the Chief Financial Officer ("CFO") issued a revenue estimate for the FY25-FY29 Budget and Financial Plan, which reduced the local revenue forecast for each year of the financial plan. The FY25 local revenue forecast was revised slightly downward due to lower-than-expected receipts for sales and non-tax revenue sources. However, for FY26 through FY29, the local revenue forecast was revised downward by an average of \$342.1 million annually, owing to the federal government's decisions to lay-off, terminate, and relocate its employees. The federal workforce reduction alone could cause the "largest single layoff event in U.S. history of up to a million people."<sup>1</sup> And DC's Office of the Chief Financial Officer has predicted that about 40,000 federal employees will be fired in FY25, though this figure may be subject to change as federal policies shift and pending litigation continues to move forward.<sup>2</sup> With the federal government significantly reducing its workforce, the CFO estimated a decrease in income and consumption, thereby severely impacting the District's sales and income tax collections.

Every year, under the authority of the Home Rule Charter, the Council approves a resolution establishing a budget submission deadline binding on the Mayor. The resolution includes a detailed list of required documentation and information that must be included with the submission.<sup>3</sup> At the Council's December 3, 2024 Legislative Meeting, it was established that the Mayor's Fiscal Year 2026 budget proposal was due to the Council on April 2, 2025.<sup>4</sup> Following the passing of that deadline with no submission, at the Council's April 29, 2025 Legislative Meeting, a second resolution was passed requiring a May 15 budget submission deadline.<sup>5</sup> This deadline was also not met. The Mayor's budget was ultimately delivered to the Council on May 27, 2025, following certification by the Chief Financial Officer.<sup>6</sup>

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<sup>1</sup> UCLA Anderson Forecast Announces a Recession Watch, UCLA Anderson School of Management (March 2025) available at <https://www.anderson.ucla.edu/about/centers/ucla-anderson-forecast/recession-watch-2025>

<sup>2</sup> FY26 Budget Transmittal Letter, Office of the Chief Financial Officer (May 27, 2025) available at <https://cfo.dc.gov/node/289642>

<sup>3</sup> Section 42(a) of the Home Rule Act (D.C. Official Code § 1-204.42(a)) ("Home Rule Act"), <https://code.dccouncil.gov/us/dc/council/code/sections/1-204.42>.

<sup>4</sup> PR25-1066, the Fiscal Year 2026 Budget Submission Requirements Resolution of 2024, <https://lims.dccouncil.gov/Legislation/PR25-1066>.

<sup>5</sup> PR26-0182, the Fiscal Year 2026 Budget Submission Requirements Emergency Approval Resolution of 2025, <https://lims.dccouncil.gov/Legislation/PR26-0182>.

<sup>6</sup> B26-0265, the Fiscal Year 2026 Budget Support Act of 2025, <https://lims.dccouncil.gov/Legislation/B26-0265>.

In sum, the Council has had approximately 7 fewer weeks to both understand the impact of the Mayor's Proposed Budget, gather feedback from the community, and reallocate funding to reflect the Council's priorities. On top of the reduced timeline, the Mayor included in her proposed budget a deal to redevelop the RFK Memorial Stadium parcel with the Washington Commanders. The deal, subject to Council approval, would have a new 65,000-seat NFL stadium built on the site with the Commanders financing \$2.7 billion and the District contributing over \$1.1 billion in taxpayer subsidies, which is the second-highest public subsidy of an NFL stadium in the country. The proposed deal would include 8,000 parking spots, but no expansion of Washington Metropolitan Area Transit Authority ("WMATA"), such as a new Metrorail station on the north end of the campus. Furthermore, the Mayor's proposed budget would have the Commanders pay only \$4 a year in rent, exempt the team from any property and possessory interest tax, and redirect any sales tax revenue that would typically go into the General Fund into a fund dedicated exclusively to the stadium's programming and maintenance. Notably, despite having the opportunity to build the equivalent of a small city from scratch, there are no conditions or requirements structured within the proposal to create a vision for the District's energy, transportation, or environmental goals. These are not only important to this Committee's consideration, but vital for the District to build the city of our future, not our past.

Furthermore, on March 14, 2025, Congress passed the *Full-Year Continuing Appropriations and Extensions Act, 2025* ("CR"), which funded the federal government's operations until the end of FY25; however, it omitted a longstanding provision in congressional continuing resolutions that allows the District to continue to spend under its local fiscal year budget. Due to the omission of the language, the CR required the District government to reduce its already approved FY25 budget and revert to FY24 spending levels, a reduction in budget authority totaling \$1.13 billion. On the same day, the City Administrator issued City Administrator Order 2025-1, which restricted personnel actions for District government employees, like promotions and raises, travel, training, and other nonessential expenditures. In addition to the pressures resulting from congressional interference, the District also had to grapple with \$167 million in internal spending pressures.<sup>7</sup>

The Mayor's Proposed FY25 Supplemental Budget responds to these pressures in several key ways.<sup>8</sup> First, the hiring freeze implemented by the CA generated \$63 million in savings. Second, the District made \$175 million in non-personnel services reductions.<sup>9</sup> The FY25 Supplemental Budget also delays \$202 million in spending on non-urgent items originally planned for FY25 until FY26 or FY27.<sup>10</sup> Finally, the FY25 Supplemental captured \$117 million in "excess" special purpose and dedicated tax revenues.<sup>11</sup>

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<sup>7</sup> See Mayor Muriel Bowser, *Grow DC FY26 Budget Presentation*, <https://mayor.dc.gov/page/mayor-bowser-presents-grow-dc-our-fiscal-year-2026-budget>.

<sup>8</sup> *Id.*

<sup>9</sup> *Id.*

<sup>10</sup> *Id.*

<sup>11</sup> *Id.*

### ***The FY26 Proposed Budget and Budget Support Act***

It is in this context that the Mayor has submitted her Fiscal Year 2026 Proposed Budget to the Council for its review. The Mayor has branded this budget as “Grow DC,” a “transformational growth agenda” for the District of Columbia that “cuts red tape and reduces barriers to growth.”<sup>12</sup> To be sure, those are worthy goals.<sup>13</sup> But in the purported service of growth, the Mayor’s Fiscal Year 2026 Budget Support Act of 2025 (“FY26 BSA”) continues the effort started in last year’s budget to water down the District’s investments in, and legal commitments to, sustainable energy generation, building efficiency, and reduced greenhouse gas emissions. Whereas last year’s proposed budget signaled wavering on commitments to our climate goals, the FY26 Proposed Budget and BSA represent a complete abandonment. While discussed in more detail below, the Mayor’s FY26 BSA:

- ***Pauses the Building Energy Performance Standards (“BEPS”) Program and Net-Zero requirements***, key strategies for ensuring the development of modern, energy-efficient buildings that are carbon-neutral;
- Maintains exempting the District government from the ***Renewable Portfolio Standard***, continuing to hold the District government to a lower standard for clean energy consumption than it demands of residents;
- ***Eliminates the residential electrification mandate under the recently passed Healthy Homes law***
- ***Repeals the District’s Parking Benefit Equivalent Program***, a program that reduces automobile commute trips into the District and the resulting greenhouse gas emissions and traffic congestion;
- ***Allows for continued purchase of gas-burning government vehicles*** instead of transitioning to an electric fleet that is cleaner and quieter
- ***Misdirects \$13 million in DOEE stormwater management funding, some of which is held separately in escrow, towards street sweeping staff for FY26 and years to come***

Beyond compromising on existing policies that have allowed the District to become a more resilient city and have driven local US policy forward, the Mayor’s FY26 Proposed Budget would

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<sup>12</sup> Mayor Muriel Bowser, *Grow DC FY26 Budget Presentation*.

<sup>13</sup> Recent scholarship has promoted some discussion of how well-intentioned zoning policies or environmental regulations governing development have been used to slow housing production, which has in turn led to soaring costs that have made the District and other mid-size cities increasingly unaffordable. We should always question whether the District’s current policies and practices—whether originating from the Council or the Executive—are in service of our shared aims. But instead of rushing dramatic changes through an abbreviated budget process, tweaks to existing policies should take place through a deliberative process guided by community feedback, subject matter experts, and the implementing agencies. This is what happened most recently with the Committee’s update to the Building Energy Performance Standards (“BEPS”) Program following this Committee’s rejection of a subtitle on the topic.

sweep \$71.4 million from the ***Sustainable Energy Trust Fund***, a critical special purpose revenue (“SPR”) fund that the Department of Energy and Environment (“DOEE”) draws on to support sustainable energy projects, fund electrification efforts, and assist building owners with BEPS compliance—among other things. Rather than support those activities, the Mayor has proposed diverting \$70 million to cover the District’s energy expenses instead of more responsibly identifying new revenue sources to cover a recurring expense. In addition to the sweep of SETF, the Mayor cut an additional \$7.4 million in local funds from DOEE. In sum, the FY26 Operating Budget for DOEE includes a stunning \$77 million reduction from the agency’s FY25 Approved Budget, for a total of \$242 million. This is the largest cut, by amount, that any District agency received under the FY26 Proposed Budget, and the most dramatic disinvestment from climate and environmental commitments in District history. This historic cut comes just one year after the Mayor proposed a similarly controversial sweep of the SETF as part of her FY25 Approved Budget. ***The Committee was able to identify \$3.1 million in funding to replenish the fund balance for FY26, with a total of \$5.3 million reallocated to the SETF over the financial plan. The Committee has directed the restored funds toward implementation of the Healthy Homes mandate passed by the Council last year.***

But make no mistake, the overall reduction will have generational impacts on the District’s ability to meet its own climate goals, tackle the rising utility costs contributing to the unaffordability crisis in the District, and build a healthier and more resilient District. Identifying additional funds to reallocate to the SETF will be a priority for this Committee when the budget is before the full Council. The Executive may be quick to tout this budget as resisting increasing taxes, but cutting \$71 million from SETF will hit low- and moderate-income households, churches, and businesses who were all eager to reduce or eliminate their monthly utility bills. For them, this sweep is a tax increase in all but name.

DOEE was not the only agency clipped from the Mayor’s “growth” agenda, as the Green Finance (“GFA” or more commonly the “DC Green Bank”) also saw a significant reduction. Specifically, the Mayor’s FY26 Proposed Budget slashes the annual contribution from the SETF to the Green Bank in half—from \$7 million in FY25 to just \$3.5 million in FY26. Last year, the GFA received \$43 million toward its operations and ongoing lending program, which reflects the cumulative amount owed to the Green Bank. When examining its most recent performance, the Green Bank has been able to match every dollar of public funding with \$14 of private partner financing, representing a tremendous return on investment. But even the \$7 million the Green Bank was supposed to receive next fiscal year is a reduction from the intent of the Council. Notably in the interest of development and new construction, of the eight projects large enough to have a crane, half include a loan from the DC Green Bank, a sign of its importance in providing gap financing for housing as private capital investment has frozen. ***In support of long-term financial independence and resilience from the boom-and-bust of District budgets, the Committee has set aside \$250,000 to initiative capacity and planning for the Green Bank to issue its own bonds, discussed further below.***

### ***Disinvestments from Transit***

While the Committee's environmental cluster received the most devastating cuts, the transportation cluster also received some notable trims. In addition to finalizing the termination of the Circulator, the Mayor's FY26 Budget begins the process of winding down the DC Streetcar. Just two years ago, the Committee delayed funding for the Benning Road expansion to encourage the Executive to develop a more strategic vision for a more comprehensive streetcar network. In that time, however, it seems that the Executive has moved in a different direction and has decided to end service in the next two years and to pivot to a "next-generation streetcar." Whatever that next-generation streetcar looks like, for the next two years, the transit options along H Street / Benning Road Corridor are set to worsen just as potential investment in the long-vacant RFK campus gets underway. The residents and visitors who travel along this stretch of roadway deserve a more thoughtful approach to transportation planning. **In support of that goal, the Committee has set aside \$250,000 in capital funds within the Streetcar project to plan for "The Future of Transit Along the H Street / Benning Road Corridor."**

As of now, it is unclear to the Committee whether such a "next-generation streetcar" is meaningfully different than this generation's bus. But if the Executive's vision for transit along this corridor is some sort of improved bus network, it is perplexing that the proposed budget would dramatically reduce funding for the Bus Priority Project along H Street NE, in particular now that the Streetcar's exit has been added to the calendar. The Mayor's budget would adjust the citywide capital funding for Bus Priority from a five-year, \$92.4 million investment to a six-year \$73.4 million investment—both shrinking the total investment and stretching that reduced amount across an additional fiscal year. The Committee restores \$30.5 million in funding for the Bus Priority Program across the Capital Improvement plan, ensuring that upgrades to bus lanes and the signal priority system can be implemented as quickly as possible. These improvements improve bus performance and reliability, making it a more attractive and viable option for more residents and visitors alike.

There are some components of the proposed budget which deserve praise. The relatively poor state of sidewalks in the District has emerged a consistent theme across the last two budget and performance oversight seasons. The Committee is grateful to see continued investments in pedestrian infrastructure, with nearly \$13.8 million in additional investments for sidewalk investments across the CIP. The capital budget for alley repairs and maintenance received a net increase of \$10.3 million in capital funding; a \$15.6 million enhancement to its FY21 funding level is only slightly offset by reductions in FY29 and FY30. A \$2.3 million enhancement to the Capital Bikeshare capital project in FY26 brings total capital funding for station expansion and asset replacement up to nearly \$13 million, ensuring the nation's fastest growing bicycle sharing program can offer a safe and convenient active transportation option. And despite the District's exit from offering its own transit services by way of the Circulator or Streetcar, the District's contribution to the Washington Metropolitan Area Transit Authority ("WMATA") is fully funded—including overnight service on select routes. These are commendable investments that will support both the District's multimodal transportation network and the regional transit system.

However, the Committee's ability to celebrate some notable investments within the transportation cluster is undermined by the devastating cuts wrought on the environmental cluster. The FY26 Proposed Budget tries to recast evidence-based policies and strategic investments that promote electrification, renewable energy generation, energy efficiency, and sustainable building materials as lofty concerns; mere "nice-to-have" pet projects that should be put aside in moments of scarcity. This approach fails to appreciate the urgency with respect to the need to mitigate our contributions to climate change--while also making the District a cleaner, safer, and more heat and weather-resilient place to live. Investments in reducing greenhouse gas emissions, at some level, reflect our moral commitment to addressing the problem. But these investments also help build a smarter, more resilient, and more inclusive city. The innovative work of DOEE, the DC Sustainable Energy Utility (DC SEU), and the DC Green Bank in support of electrification, weatherization upgrades, and solar energy generation has, in the aggregate, saved—and will continue to save—District residents millions of dollars on their utility bills. Furthermore, the DC Green Bank has delivered over \$75 million in direct investment and unlocked over \$760 million in investment from private sources.<sup>39</sup> The goal of these commitments is to ensure that the combined benefits of access to renewable energy and electrification are not solely reserved for those who can afford it, and would not leave low-income households breathing dirty air indoors while paying higher and higher costs. On top of reducing the top source emissions in the District, building emissions, the phase-out of fossil fuel-powered appliances improves health outcomes by lowering the risk of respiratory illnesses. And the collective efforts from DDOT, DOEE, and the District of Columbia Water and Sewer Authority to manage stormwater not only keep the Anacostia and Potomac Rivers healthy, but also help prevent the catastrophic flooding that has become increasingly common. The District's Sustainable DC goals are consistent with, not antithetical to, the District's recovery and resilience.

There remains a tremendous opportunity for the District writ large to more aggressively embrace generating as much electricity as possible within our borders, reducing the amount we all need to purchase from regional generation. The recent Pepco and Washington Gas increases in rates are clear evidence that the District's status as consuming around 83 times more energy than it produces requires both short-term and long-term fixes.<sup>14</sup> For Pepco, over-reliance on fossil fuels at the regional level is driving regional rates higher for multiple states, including DC. Annually, District residents send hundreds of millions of dollars out of state to purchase electricity. In contrast, every kWh generated in DC on solar panels installed on DC homes, businesses, and elsewhere by DC companies is growth in a new industry, which should be part of a broader growth agenda. While the District will have to rely on renewable credits to meet many of its clean energy goals, boosting its own electricity production through solar remains a cost-effective and necessary

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<sup>14</sup> "OPC Alerts DC Residents to Upcoming Significant Electricity Bill Increase Due to Unprecedented Wholesale Market Prices," Office of the People's Counsel (May 22, 2025) available at <https://opc-dc.gov/news-event/press-releases-advisories/>; John Quigley, *The High Price of Failing to Transition to Clean Energy*, Kleinman Center for Energy Policy (August 2, 2024) available at <https://kleinmanenergy.upenn.edu/commentary/blog/the-high-price-of-failing-to-transition-to-clean-energy/>; District of Columbia Profile State Profile and Energy Estimates, U.S. Energy Information Administration available at <https://www.eia.gov/state/?sid=DC>



step.<sup>15</sup> This is energy that DC residents can own and benefit from instead of being beholden to electricity market winds. Every time the SETF is slashed and every year when the District Government exempts itself from our own Renewable Portfolio Standard, it is another example where we actively undermine the growth of this industry in favor of the status quo.

The budget before also represents a cynical sleight-of-hand. Notice what the Executive has not done in this budget: the Executive has not formally withdrawn from the commitment to achieve carbon-neutrality by 2045.<sup>16</sup> Instead, the Executive will ask us to believe that the District can remain on track to meet its ambitious carbon reduction goal while brazenly removing some of the most effective tools we have for accomplishing that goal and shortening the runway. The Executive has justified the austerity measures of this budget by appealing to the challenging economic and budgetary circumstances in which the District finds itself. But the Executive has already engaged in this balancing act. When the Executive released its Sustainable DC 2.0 Plan in 2018, Mayor Bowser said the following:

“Sustainability is about balancing the environmental, economic, and social needs of the District of Columbia today as well as the needs of the next generation, and the one after that. Addressing climate change and restoring our natural environment remain top priorities for my administration. In Sustainable DC 2.0, however, I also wanted to make sure we were addressing the equally pressing economic and social needs of residents. So we started this whole process off by doing something that not a lot of politicians are good at doing: we listened. I instructed my team to listen—to understand the real priorities of our residents and to use sustainability to address those priorities.”<sup>17</sup>

Now, some of the very same strategies that emerged from that initial reimagining of Sustainable DC are to be discarded. It is all well and good to say that addressing climate change and safeguarding the District’s natural environment are top priorities. But at some point, the budget must reflect that. And, as many agencies explained—most notably the Green Finance Authority and the DC Sustainable Energy—those financial commitments must be as sustainable and consistent as the projects they fund in order to return maximum value for District residents and better serve our ultimate aims of 100% renewable energy generation and carbon-neutrality.

The Committee has, for its part, attempted to undo many of the harms suggested in the proposed budget. The summary below highlights many of the Committee’s notable investments in the FY26 budget, including the approval of proposed investments by the Mayor (so noted as “approved”). The Committee’s recommended budget centers around the following themes:

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<sup>15</sup> Evan Bennet and Geoffrey St. John, *The D.C. Region’s Transition to Clean Energy*, D.C. Policy Center (October 14, 2021) available at <https://www.dcpolicycenter.org/publications/clean-energy/>

<sup>16</sup> D.C. Official Code § 8–151.09d(a).

<sup>17</sup> See Sustainable DC 2.0 Plan available at <https://sustainable.dc.gov/sdc2>.

### **Building Safer Streets for All Users**

- ***Fully funds the Public Life and Activity Zones Amendment ("PLAZA") Act of 2024***
  - Allocates \$112,000 in FY26, and \$1.5 million over the financial plan, for the ***identification and pedestrianization of 3 corridors***
  - \$172,000 to ***implement the block parties preauthorization application and expedited block party application***
- Approves ***\$103.5 million for sidewalk expansion and repairs***
- Approves ***\$31.8 million for bike lane construction***
- Approves ***\$200 million for street paving***
- Approves ***\$45.6 million for Vision Zero safety improvements and asset hardening projects***
- \$6 million to support the Safe Passage Program zones in Ward 8 and transportation for students in Ward 7

### **Creating Accountability for Dangerous Driving**

- ***Fully funds the safety provisions of the Strengthening Traffic Enforcement, Education, and Responsibility ("STEER") Amendment Act of 2024:***
  - \$1 million for staff to ***manage the Immobilization Framework, including one program coordinator, five hearing examiners, two legal instrument examiners, and two investigators***
  - \$1.1 million for ***ticketing and vehicle registration systems update***
  - \$1 million for the ***development of a driver safety curriculum, which drivers must complete as a condition of license reinstatement or vehicle release***
  - \$1.7 million for ***Ignition Interlock system upgrades***, including:
    - \$266,000 for ***1 program coordinator and 2 analysts at the Department of Motor Vehicles***
    - \$1.5 million for ***IT system upgrades and other miscellaneous costs***
  - Accepts from the Committee on Public Works and Operations ***\$600,000 to fund provisions from B25-435***
- Adds \$106 million ***for roadway safety improvements along the High Injury Network***

### **Equitably Mitigating the Impacts of Climate Change**

- Restores ***\$5.3 million to the Sustainable Energy Trust Fund*** across the financial plan to be used for implementation of the ***Healthy Homes and Residential Electrification Amendment Act of 2024***

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- Restores **\$1.9 million to the Anacostia River Clean Up Fund**, fully reversing the Mayor's sweep
- Funds Tree Planting **\$500,000 for Urban Forestry**
- \$75,000 in capital funds to the District Department of Transportation for a **water connection to Wangari Gardens**
- Adds \$200,000 enhancement to the TRAILS capital budget in FY26 to **advance the design and construction of an on-street trail connection between the Metropolitan Branch Trail (MBT) at Fort Totten and the future Prince George's County Connector**
- \$250,000 for **Green Bank bond capacity building**
- Transfers \$173,000 to the Committee of the Whole to **fund a senior manager position within the Department of Buildings to assist with green building issues**, including the Green Building Advisory Council and agency consultation with BEPS and Net-Zero compliance with private buildings.

**Safeguarding the Environment**

- \$5,100,000 **for stormwater management infrastructure**
- \$11 million to support **Anacostia River dredging and cleanup**

**Advancing a 21st Century Transportation Network**

- **\$250,000 to establish a "Future of H Street / Benning Road Corridor Transit" planning project**
- **\$76 million in additional funds to the Washington Metropolitan Area Transit Authority (WMATA) to support bus and rail service**
- **Maintains funding for 24/7 WMATA service**
- **Reallocates \$30.5 million to the Bus Priority Project capital project across the CIP**
- **Adds \$250,000 to continue the District's E-Bike Incentive Program**
- **Expands the Capital Bikeshare program** by \$13 million and adds \$73 million **to build out the District's multi-use trail network**
- **\$45 million for design-build of a pedestrian tunnel in NoMa to better connect the Union Market District to WMATA's Metrorail**
- **Right-sizes vital fees at the District Department of Transportation and the Department of Motor Vehicles to fund critical initiatives at both agencies**

**Downtown and Neighborhood Revitalization**

- Transfers \$200,000 to the Committee on Public Works & Operations **to sustain the existing public restroom at Eastern Market Metro Park and adds a second public restroom at Watkins Recreation field.**

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- Transfers \$200,000 to the Committee on Health to *continue opioid outreach into hard-hit neighborhoods around Greenleaf Housing in Southwest.*
- Transfers \$78,000 to the Committee on Business and Economic Development to *partially restore a placemaking grant to support businesses along the H Street corridor by increasing foot traffic through events and marketing.*
- Transfers \$150,000 to the Committee on Business and Economic Development *to support affected businesses near DDOT construction projects taking place at Penn and Potomac Circle and along Barracks Row.*
- Transfers \$3 million in capital funding to the Committee on Facilities to *restore funding needed to continue ongoing capital repairs at historic Eastern Market.*
- Transfers \$7.5 million to the Committee on Facilities *to expand the footprint of the pool and the second floor for the Rumsey Pool modernization.*
- Transfers \$4.5 million in capital dollars to the Committee on Facilities to fully fund Southwest Town Center construction.
- Transfers \$1.5 million to the Committee on Facilities to replace walkways, benches, and drinking fountains in Garfield Park in FY27.

## Committee Adjustments Summary Tables

The following tables summarize the Committee’s recommendations made to the Committee of the Whole pursuant to Rule 703 of the Council Period 26 Rules of Organization and Procedure for the Council of the District of Columbia.

### *Line-Item Budget and Revenue Adjustments*

See Attachment A for a table of all budget attributes and comments for each recommended change to agency operating budgets and revenues, as well as full budget attributes for Committee transfers.

### *Fiscal Year 2026 Sources and Uses Summary*

This table provides a summary of the changes the Committee recommends to the Fiscal Year 2026 Budget and Financial Plan. **Detailed information about each change, including budget attributes, can be found in Attachment A.**

#### **HOW TO READ THIS TABLE**

This table structures the Committee’s recommendations into the funds available to be spent by the Committee, or “Sources,” and how those funds were spent, or “Uses.” Sources are listed as positive numbers, and the Uses of those funds are listed as negative numbers. The “Overall Balance” of the table is the sum of the Sources and the Uses entries, and if all available Sources have been allocated to various Uses, the Overall Balance is \$0. Per Council Rule 703, a Committee cannot have a negative Overall Balance.

The Sources portion of this table includes recommended policy changes generating revenue, as well as a transfer of funds into the committee from another committee. The Sources portion of the table also includes a line that combines all of the Committee’s recommended budget reductions, as reductions in an agency’s budget are a Source of additional funds that can be used by the committee elsewhere, thus, **a recommendation that agencies *reduce their budgets* by \$500,000 will appear as a *positive* entry on this table as that reduction is a new Source of funds that are now available to the Committee to be allocate to a various Uses.** Please note that a disaggregated list of all reductions will be in Attachment A.

The Uses portion of the table details how the funds from the Sources portion of the table are allocated. As the Uses are spending available Sources, the entries are negative, thus, **a recommendation that an agency receive an *additional* \$500,000 will appear as a *negative* entry on this table because the enhancement is a Use that is reducing the Sources of funds available to the Committee.**

# Fiscal Year 2026 Agency Operating Budget by Program Parent Level 1

Agency Operating Budget by Program Parent L1 and Program						6/24/2025 10:49
Program	FY 2024 Actuals	FY 2025 Approved	Mayor's FY 2026 Proposed	Committee Variance	Committee's FY 2026 Recommendation	Committee Percent Change
<b>Department of Energy and Environment</b>						
<b>AFO002 - AGENCY ACCOUNTING SERVICES</b>						
150002 - AGENCY ACCOUNTING SERVICES	\$168,048	\$335,739	\$433,557	\$0	\$433,557	29.14%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$168,048</b>	<b>\$335,739</b>	<b>\$433,557</b>	<b>\$0</b>	<b>\$433,557</b>	<b>29.14%</b>
<b>AFO003 - AGENCY BUDGETING AND FINANCIAL MANAGEMENT SERVICES</b>						
150003 - AGENCY BUDGETING AND FINANCIAL MANAGEMENT S	\$1,244,858	\$1,511,171	\$1,271,821	\$0	\$1,271,821	(15.84%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,244,858</b>	<b>\$1,511,171</b>	<b>\$1,271,821</b>	<b>\$0</b>	<b>\$1,271,821</b>	<b>(15.84%)</b>
<b>AFO005 - AGENCY /CLUSTER FINANCIAL EXECUTIVE ADMINISTRATION SERVICES</b>						
150001 - AGENCY /CLUSTER FINANCIAL EXECUTIVE ADMINISTR	\$481,300	\$518,377	\$595,137	\$0	\$595,137	14.81%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$481,300</b>	<b>\$518,377</b>	<b>\$595,137</b>	<b>\$0</b>	<b>\$595,137</b>	<b>14.81%</b>
<b>AFO010 - PAYROLL DEFAULT</b>						
150011 - PAYROLL DEFAULT	(\$455)	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>(\$455)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>AFO011 - P-CARD CLEARING</b>						
150012 - P-CARD CLEARING	\$78,449	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$78,449</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>AMP003 - COMMUNICATIONS</b>						
100003 - COMMUNICATIONS - GENERAL	\$1,492,436	\$1,702,537	\$373,756	\$0	\$373,756	(78.05%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,492,436</b>	<b>\$1,702,537</b>	<b>\$373,756</b>	<b>\$0</b>	<b>\$373,756</b>	<b>(78.05%)</b>
<b>AMP004 - COMPLIANCE</b>						
100158 - DISTRICT LEGAL/REGULATORY COMPLIANCE	\$0	\$105,789	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$105,789</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP005 - CONTRACTING AND PROCUREMENT</b>						
100022 - CONTRACTING AND PROCUREMENT - GENERAL	\$410,154	\$562,852	\$560,742	\$0	\$560,742	(0.37%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$410,154</b>	<b>\$562,852</b>	<b>\$560,742</b>	<b>\$0</b>	<b>\$560,742</b>	<b>(0.37%)</b>
<b>AMP006 - CUSTOMER SERVICE</b>						
100028 - CUSTOMER SERVICE - GENERAL	\$111,982	\$142,667	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$111,982</b>	<b>\$142,667</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP009 - FLEET MANAGEMENT</b>						
100042 - FLEET MANAGEMENT - GENERAL	\$97,760	\$138,393	\$123,393	\$0	\$123,393	(10.84%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$97,760</b>	<b>\$138,393</b>	<b>\$123,393</b>	<b>\$0</b>	<b>\$123,393</b>	<b>(10.84%)</b>
<b>AMP011 - HUMAN RESOURCE SERVICES</b>						
100058 - HUMAN RESOURCE SERVICES - GENERAL	\$408,566	\$612,496	\$488,346	(\$114,387)	\$373,959	(38.95%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$408,566</b>	<b>\$612,496</b>	<b>\$488,346</b>	<b>(\$114,387)</b>	<b>\$373,959</b>	<b>(38.95%)</b>
<b>AMP012 - INFORMATION TECHNOLOGY SERVICES</b>						
100071 - INFORMATION TECHNOLOGY SERVICES - GENERAL	\$1,397,794	\$1,593,111	\$2,080,804	\$0	\$2,080,804	30.61%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,397,794</b>	<b>\$1,593,111</b>	<b>\$2,080,804</b>	<b>\$0</b>	<b>\$2,080,804</b>	<b>30.61%</b>
<b>AMP014 - LEGAL SERVICES</b>						
100092 - LEGAL SERVICES - GENERAL	\$1,727,926	\$2,347,474	\$2,656,427	\$0	\$2,656,427	13.16%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,727,926</b>	<b>\$2,347,474</b>	<b>\$2,656,427</b>	<b>\$0</b>	<b>\$2,656,427</b>	<b>13.16%</b>
<b>AMP016 - PERFORMANCE AND STRATEGIC MANAGEMENT</b>						
100154 - PERFORMANCE AND STRATEGIC MANAGEMENT	\$2,234,745	\$2,903,737	\$3,847,978	\$0	\$3,847,978	32.52%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$2,234,745</b>	<b>\$2,903,737</b>	<b>\$3,847,978</b>	<b>\$0</b>	<b>\$3,847,978</b>	<b>32.52%</b>
<b>AMP019 - PROPERTY, ASSET, AND LOGISTICS MANAGEMENT</b>						
100109 - FACILITIES OPERATIONS, MAINTENANCE, AND REPAIR	\$115,261	\$0	\$0	\$0	\$0	n/a
100113 - PROPERTY, ASSET, AND LOGISTICS MANAGEMENT - GE	\$638,222	\$894,263	\$1,196,718	\$0	\$1,196,718	33.82%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$753,484</b>	<b>\$894,263</b>	<b>\$1,196,718</b>	<b>\$0</b>	<b>\$1,196,718</b>	<b>33.82%</b>
<b>AMP024 - RISK MANAGEMENT</b>						
100135 - RISK MANAGEMENT - GENERAL	\$257,025	\$411,793	\$411,793	\$0	\$411,793	0.00%

Program	FY 2024 Actuals	FY 2025 Approved	Mayor's FY 2026 Proposed	Committee Variance	Committee's FY 2026 Recommendation	Committee Percent Change
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$257,025</b>	<b>\$411,793</b>	<b>\$411,793</b>	<b>\$0</b>	<b>\$411,793</b>	<b>0.00%</b>
<b>AMP026 - TRAINING AND DEVELOPMENT</b>						
100148 - TRAINING AND DEVELOPMENT - GENERAL	\$3,137	\$4,000	\$4,000	\$0	\$4,000	0.00%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$3,137</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$4,000</b>	<b>0.00%</b>
<b>G00201 - MAINTENANCE</b>						
600011 - PAVEMENT MARKINGS	\$51,296	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$51,296</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>G00601 - BENCHMARKING</b>						
600058 - BENCHMARKING	\$57,998,316	\$70,512,564	\$0	\$250,000	\$250,000	(99.65%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$57,998,316</b>	<b>\$70,512,564</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>(99.65%)</b>
<b>G00602 - CONSERVATION</b>						
600059 - CONSERVATION	\$10,944,589	\$19,589,282	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$10,944,589</b>	<b>\$19,589,282</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00603 - ENERGY EFFICIENCY PROGRAMS</b>						
600060 - ENERGY EFFICIENCY PROGRAMS	\$17,514,782	\$84,584,987	\$0	\$0	\$0	(100.00%)
600106 - INDIRECT COSTS	(\$69)	\$0	\$0	\$0	\$0	n/a
600107 - WEATHERIZATION ASSISTANCE PROGRAMS	\$1,863,849	\$15,543	\$0	\$0	\$0	(100.00%)
600108 - HUD GRANTS & PARTNERSHIPS	\$253,781	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$19,632,344</b>	<b>\$84,600,530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00604 - UTILITY ASSISTANCE PROGRAMS</b>						
600061 - UTILITY ASSISTANCE PROGRAMS	\$16,808,982	\$18,390,572	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$16,808,982</b>	<b>\$18,390,572</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00605 - RENEWABLES</b>						
600062 - RENEWABLES	\$2,024,584	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$2,024,584</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>G00606 - BUILDING PERFORMANCE</b>						
600216 - BUILDING PERFORMANCE	\$4,410,922	\$23,833,085	\$4,547,125	\$0	\$4,547,125	(80.92%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$4,410,922</b>	<b>\$23,833,085</b>	<b>\$4,547,125</b>	<b>\$0</b>	<b>\$4,547,125</b>	<b>(80.92%)</b>
<b>G00607 - STATE ENERGY BIL</b>						
600217 - STATE ENERGY BIL	\$202,813	\$379,834	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$202,813</b>	<b>\$379,834</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00701 - INSPECTIONS</b>						
600063 - INSPECTIONS	\$3,763,825	\$4,767,833	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$3,763,825</b>	<b>\$4,767,833</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00702 - REGULATORY REVIEW</b>						
600064 - REGULATORY REVIEW	\$2,301,042	\$3,663,285	\$0	\$0	\$0	(100.00%)
600109 - FEMA GRANTS & PARTNERSHIPS	\$0	\$261,395	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$2,301,042</b>	<b>\$3,924,679</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00801 - AIR QUALITY</b>						
600065 - AIR QUALITY	\$4,087,701	\$12,072,800	\$18,482,005	(\$72,637)	\$18,409,368	52.49%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$4,087,701</b>	<b>\$12,072,800</b>	<b>\$18,482,005</b>	<b>(\$72,637)</b>	<b>\$18,409,368</b>	<b>52.49%</b>
<b>G00802 - FISHERIES AND WILDLIFE</b>						
600066 - FISHERIES	\$5,776	\$0	\$0	\$0	\$0	n/a
600067 - WILDLIFE	\$494	\$0	\$0	\$0	\$0	n/a
600111 - FISHERIES AND WILDLIFE	\$1,849,505	\$2,436,236	\$0	\$0	\$0	(100.00%)
600112 - CONSTRUCTION MANAGEMENT	\$0	\$200,000	\$0	\$0	\$0	(100.00%)
600113 - FISHERIES & AQUATIC RESOURCES	\$372,834	\$1,036,692	\$0	\$0	\$0	(100.00%)
600114 - WILDLIFE & NATURE PROGRAMS	\$223,228	\$368,427	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$2,451,837</b>	<b>\$4,041,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00803 - LAND QUALITY</b>						
600068 - TOXIC SUBSTANCES	\$1,715,743	\$6,112,806	\$0	\$0	\$0	(100.00%)

Program	FY 2024 Actuals	FY 2025 Approved	Mayor's FY 2026 Proposed	Committee Variance	Committee's FY 2026 Recommendation	Committee Percent Change
600069 - UNDERGROUND STORAGE TANKS	\$519,271	\$56,765	\$0	\$0	\$0	(100.00%)
600070 - HAZARDOUS WASTE	\$629,662	\$286,105	\$0	\$0	\$0	(100.00%)
600071 - BROWNFIELDS	\$533,096	\$4,573,122	\$0	\$0	\$0	(100.00%)
600073 - PESTICIDES	\$2,296,591	\$2,423,595	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$5,694,363</b>	<b>\$13,452,393</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00804 - LEAD POISONING PREVENTION</b>						
600072 - LEAD PROGRAMS	\$5,840,952	\$7,754,560	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$5,840,952</b>	<b>\$7,754,560</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00805 - WATER QUALITY</b>						
600075 - RIVERS	\$1,090,196	\$1,578,045	\$0	\$0	\$0	(100.00%)
600077 - WETLANDS	\$210,687	\$866,875	\$0	\$0	\$0	(100.00%)
600078 - STORMWATER MANAGEMENT PROGRAMS	\$24,783,646	\$28,452,777	\$0	\$0	\$0	(100.00%)
600115 - WATER QUALITY PROGRAMS	\$1,727,685	\$2,239,755	\$0	\$0	\$0	(100.00%)
600116 - CHESAPEAKE BAY GRANTS & PARTNERSHIPS	(\$57,789)	\$2,622,930	\$0	\$0	\$0	(100.00%)
600117 - WATER POLLUTION & CONTROL GRANTS & PARTNERSHIPS	\$5,164	\$0	\$0	\$0	\$0	n/a
600118 - SOIL EROSION/SEDIMENT CONTROL	\$477,734	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$28,237,323</b>	<b>\$35,760,384</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00806 - RAIL SAFETY</b>						
600074 - RAIL SAFETY	\$485,729	\$568,056	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$485,729</b>	<b>\$568,056</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00903 - GREEN JOBS AND YOUTH PROGRAMS</b>						
600082 - GREEN JOBS AND YOUTH PROGRAMS	\$312,280	\$281,342	\$276,491	\$0	\$276,491	(1.72%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$312,280</b>	<b>\$281,342</b>	<b>\$276,491</b>	<b>\$0</b>	<b>\$276,491</b>	<b>(1.72%)</b>
<b>G00904 - URBAN SUSTAINABILITY</b>						
600083 - URBAN SUSTAINABILITY	\$3,971,480	\$5,311,105	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$3,971,480</b>	<b>\$5,311,105</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G03906 - URBAN SUSTAINABILITY</b>						
600290 - GREEN BUILDING AND CLIMATE	\$0	\$0	\$2,596,843	\$0	\$2,596,843	n/a
600291 - SUSTAINABILITY & EQUITY	\$0	\$0	\$2,709,052	(\$149,239)	\$2,559,813	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,305,895</b>	<b>(\$149,239)</b>	<b>\$5,156,656</b>	<b>n/a</b>
<b>G03907 - ENERGY INITIATIVES AND DATA</b>						
600292 - ENERGY INITIATIVES AND DATA	\$0	\$0	\$45,001,040	\$0	\$45,001,040	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,001,040</b>	<b>\$0</b>	<b>\$45,001,040</b>	<b>n/a</b>
<b>G03908 - CLEAN ENERGY</b>						
600293 - CLEAN ENERGY	\$0	\$0	\$72,418,871	\$0	\$72,418,871	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$72,418,871</b>	<b>\$0</b>	<b>\$72,418,871</b>	<b>n/a</b>
<b>G03909 - TOXIC SUBSTANCES</b>						
600294 - LAND DEVELOPMENT & REMEDIATION	\$0	\$0	\$10,156,078	\$0	\$10,156,078	n/a
600295 - UNDERGROUND STORAGE TANKS	\$0	\$0	\$1,462,556	\$0	\$1,462,556	n/a
600296 - HAZARDOUS WASTE	\$0	\$0	\$811,222	\$0	\$811,222	n/a
600297 - PESTICIDES	\$0	\$0	\$2,170,626	\$0	\$2,170,626	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,600,482</b>	<b>\$0</b>	<b>\$14,600,482</b>	<b>n/a</b>
<b>G03910 - LEAD-SAFE &amp; HEALTHY HOUSING</b>						
600298 - LEAD & ASBESTOS COMPLIANCE AND ENFORCEMENT	\$0	\$0	\$95,773	\$0	\$95,773	n/a
600299 - LICENSE AND CERTIFICATION	\$0	\$0	\$20,000	\$0	\$20,000	n/a
600300 - FILTER	\$0	\$0	\$1,101,288	\$0	\$1,101,288	n/a
600301 - LEAD-SAFE PROGRAMS	\$0	\$0	\$3,833,742	\$0	\$3,833,742	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,050,804</b>	<b>\$0</b>	<b>\$5,050,804</b>	<b>n/a</b>
<b>G03911 - RAILROAD SAFETY AND EMERGENCY RESPONSE</b>						
600302 - RAILROAD SAFETY AND EMERGENCY RESPONSE	\$0	\$0	\$564,395	(\$321,146)	\$243,249	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$564,395</b>	<b>(\$321,146)</b>	<b>\$243,249</b>	<b>n/a</b>
<b>G03912 - RESIDENTIAL SERVICES - WEATHERIZATION AND EMERGENCY MECHANICAL SERVICES (EM)</b>						
000000 - (no program selected)	\$0	\$0	\$0	\$0	\$0	n/a



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600305 - ENERGY EFFICIENCY PROGRAMS	\$0	\$0	\$10,901,793	\$3,021,324	\$13,923,116	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,901,793</b>	<b>\$3,021,324</b>	<b>\$13,923,116</b>	<b>n/a</b>
<b>G03913 - UTILITY AFFORDABILITY</b>						
600306 - CRIAC RELIEF	\$0	\$0	\$1,210,007	\$0	\$1,210,007	n/a
600307 - UTILITY ASSISTANCE PROGRAMS	\$0	\$0	\$16,549,849	\$0	\$16,549,849	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,759,856</b>	<b>\$0</b>	<b>\$17,759,856</b>	<b>n/a</b>
<b>G03914 - RESIDENTIAL SERVICES - HAZARD ABATEMENT BRANCH</b>						
600310 - HAZARD REDUCTION BRANCH	\$0	\$0	\$490,289	\$0	\$490,289	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$490,289</b>	<b>\$0</b>	<b>\$490,289</b>	<b>n/a</b>
<b>G03915 - FISHERIES AND WILDLIFE</b>						
600311 - FISHERIES AND WILDLIFE	\$0	\$0	\$1,140,384	\$0	\$1,140,384	n/a
600312 - FISHERIES & AQUATIC RESOURCES	\$0	\$0	\$1,724,938	\$0	\$1,724,938	n/a
600313 - WILDLIFE & NATURE AREAS	\$0	\$0	\$878,324	\$0	\$878,324	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,743,647</b>	<b>\$0</b>	<b>\$3,743,647</b>	<b>n/a</b>
<b>G03916 - WATER INSPECTION AND ENFORCEMENT</b>						
600314 - INSPECTIONS	\$0	\$0	\$4,151,614	\$0	\$4,151,614	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,151,614</b>	<b>\$0</b>	<b>\$4,151,614</b>	<b>n/a</b>
<b>G03917 - WATER QUALITY</b>						
600315 - MS4 PERMIT ADMINISTRATION	\$0	\$0	\$2,869,967	\$0	\$2,869,967	n/a
600316 - WATER QUALITY PROGRAMS	\$0	\$0	\$1,987,287	\$0	\$1,987,287	n/a
600317 - CLEAN WATER CONSTRUCTION	\$0	\$0	\$1,414,612	\$0	\$1,414,612	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,271,867</b>	<b>\$0</b>	<b>\$6,271,867</b>	<b>n/a</b>
<b>G03918 - WATERSHED PROTECTION</b>						
600318 - WATERSHED PROTECTION ADMINISTRATION	\$0	\$0	\$6,445,700	\$0	\$6,445,700	n/a
600319 - RESTORATION	\$0	\$0	\$1,170,000	\$0	\$1,170,000	n/a
600320 - RIVERSMART AND INCENTIVES	\$0	\$0	\$1,903,581	\$991,598	\$2,895,179	n/a
600321 - PARTNERING AND ENGAGEMENT	\$0	\$0	\$1,251,978	\$0	\$1,251,978	n/a
600322 - MAINTENANCE AND POLLUTION PREVENTION	\$0	\$0	\$560,668	\$900,000	\$1,460,668	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,331,927</b>	<b>\$1,891,598</b>	<b>\$13,223,525</b>	<b>n/a</b>
<b>G03919 - REGULATORY REVIEW</b>						
600323 - REGULATORY REVIEW	\$0	\$0	\$5,476,808	\$0	\$5,476,808	n/a
600324 - FEMA GRANTS & PARTNERSHIPS	\$0	\$0	\$258,598	\$0	\$258,598	n/a
600325 - RRD: GRANTS	\$0	\$0	\$1,450,018	\$0	\$1,450,018	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,185,424</b>	<b>\$0</b>	<b>\$7,185,424</b>	<b>n/a</b>
<b>PRG001 - NO PROGRAM</b>						
000000 - NO PROGRAM	(\$74,440)	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>(\$74,440)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$180,013,146</b>	<b>\$319,024,771</b>	<b>\$242,127,996</b>	<b>\$4,505,513</b>	<b>\$246,633,510</b>	<b>(22.69%)</b>
<b>Department of Motor Vehicles</b>						
<b>AFO002 - AGENCY ACCOUNTING SERVICES</b>						
150002 - AGENCY ACCOUNTING SERVICES	\$413,194	\$542,818	\$547,664	\$0	\$547,664	0.89%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$413,194</b>	<b>\$542,818</b>	<b>\$547,664</b>	<b>\$0</b>	<b>\$547,664</b>	<b>0.89%</b>
<b>AFO003 - AGENCY BUDGETING AND FINANCIAL MANAGEMENT SERVICES</b>						
150003 - AGENCY BUDGETING AND FINANCIAL MANAGEMENT S	\$241,617	\$375,612	\$353,140	\$0	\$353,140	(5.98%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$241,617</b>	<b>\$375,612</b>	<b>\$353,140</b>	<b>\$0</b>	<b>\$353,140</b>	<b>(5.98%)</b>
<b>AFO010 - PAYROLL DEFAULT</b>						
150011 - PAYROLL DEFAULT	\$143,387	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$143,387</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>AFO011 - P-CARD CLEARING</b>						
150012 - P-CARD CLEARING	\$35,749	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$35,749</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>

Program	FY 2024 Actuals	FY 2025 Approved	Mayor's FY 2026 Proposed	Committee Variance	Committee's FY 2026 Recommendation	Committee Percent Change
<b>AMP003 - COMMUNICATIONS</b>						
100003 - COMMUNICATIONS - GENERAL	\$600,856	\$716,027	\$688,152	\$0	\$688,152	(3.89%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$600,856</b>	<b>\$716,027</b>	<b>\$688,152</b>	<b>\$0</b>	<b>\$688,152</b>	<b>(3.89%)</b>
<b>AMP005 - CONTRACTING AND PROCUREMENT</b>						
100022 - CONTRACTING AND PROCUREMENT - GENERAL	\$3,160,640	\$3,532,633	\$3,586,641	(\$131,461)	\$3,455,179	(2.19%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$3,160,640</b>	<b>\$3,532,633</b>	<b>\$3,586,641</b>	<b>(\$131,461)</b>	<b>\$3,455,179</b>	<b>(2.19%)</b>
<b>AMP011 - HUMAN RESOURCE SERVICES</b>						
100058 - HUMAN RESOURCE SERVICES - GENERAL	\$440,851	\$476,693	\$553,485	(\$116,522)	\$436,962	(8.33%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$440,851</b>	<b>\$476,693</b>	<b>\$553,485</b>	<b>(\$116,522)</b>	<b>\$436,962</b>	<b>(8.33%)</b>
<b>AMP012 - INFORMATION TECHNOLOGY SERVICES</b>						
100071 - INFORMATION TECHNOLOGY SERVICES - GENERAL	\$8,200,311	\$9,371,771	\$8,420,974	\$2,115,121	\$10,536,096	12.42%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$8,200,311</b>	<b>\$9,371,771</b>	<b>\$8,420,974</b>	<b>\$2,115,121</b>	<b>\$10,536,096</b>	<b>12.42%</b>
<b>AMP014 - LEGAL SERVICES</b>						
100092 - LEGAL SERVICES - GENERAL	\$369,741	\$428,160	\$386,648	\$0	\$386,648	(9.70%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$369,741</b>	<b>\$428,160</b>	<b>\$386,648</b>	<b>\$0</b>	<b>\$386,648</b>	<b>(9.70%)</b>
<b>AMP019 - PROPERTY, ASSET, AND LOGISTICS MANAGEMENT</b>						
100113 - PROPERTY, ASSET, AND LOGISTICS MANAGEMENT - GE	\$3,820,396	\$5,374,109	\$5,764,388	\$0	\$5,764,388	7.26%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$3,820,396</b>	<b>\$5,374,109</b>	<b>\$5,764,388</b>	<b>\$0</b>	<b>\$5,764,388</b>	<b>7.26%</b>
<b>G01601 - ADJUDICATION SERVICES DEPARTMENT</b>						
600103 - ADJUDICATION SERVICES DEPARTMENT	\$22,546,138	\$27,827,320	\$25,824,775	(\$548,961)	\$25,275,815	(9.17%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$22,546,138</b>	<b>\$27,827,320</b>	<b>\$25,824,775</b>	<b>(\$548,961)</b>	<b>\$25,275,815</b>	<b>(9.17%)</b>
<b>G01602 - DRIVER SERVICES DEPARTMENT</b>						
600104 - DRIVER SERVICES DEPARTMENT	\$10,128,478	\$12,470,411	\$13,196,896	\$910,178	\$14,107,074	13.12%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$10,128,478</b>	<b>\$12,470,411</b>	<b>\$13,196,896</b>	<b>\$910,178</b>	<b>\$14,107,074</b>	<b>13.12%</b>
<b>G01603 - VEHICLE SERVICES DEPARTMENT</b>						
600105 - VEHICLE SERVICES DEPARTMENT	\$11,438,682	\$11,269,220	\$11,461,860	\$0	\$11,461,860	1.71%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$11,438,682</b>	<b>\$11,269,220</b>	<b>\$11,461,860</b>	<b>\$0</b>	<b>\$11,461,860</b>	<b>1.71%</b>
<b>PRG001 - NO PROGRAM</b>						
000000 - NO PROGRAM	(\$35,749)	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>(\$35,749)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$61,504,289</b>	<b>\$72,384,773</b>	<b>\$70,784,623</b>	<b>\$2,228,355</b>	<b>\$73,012,978</b>	<b>0.87%</b>
<b>District Department of Transportation</b>						
<b>AFO003 - AGENCY BUDGETING AND FINANCIAL MANAGEMENT SERVICES</b>						
150003 - AGENCY BUDGETING AND FINANCIAL MANAGEMENT S	\$1,821,868	\$2,043,559	\$3,854,674	\$0	\$3,854,674	88.63%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,821,868</b>	<b>\$2,043,559</b>	<b>\$3,854,674</b>	<b>\$0</b>	<b>\$3,854,674</b>	<b>88.63%</b>
<b>AFO010 - PAYROLL DEFAULT</b>						
150011 - PAYROLL DEFAULT	\$215	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$215</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>AFO011 - P-CARD CLEARING</b>						
150012 - P-CARD CLEARING	\$8,555	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$8,555</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>AFO012 - CLEARING - OTHER</b>						
150013 - CLEARING - OTHER	\$24,080	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$24,080</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>AMP006 - CUSTOMER SERVICE</b>						
100028 - CUSTOMER SERVICE - GENERAL	\$1,290,050	\$1,784,962	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,290,050</b>	<b>\$1,784,962</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP009 - FLEET MANAGEMENT</b>						
100042 - FLEET MANAGEMENT - GENERAL	\$339,271	\$324,234	\$0	\$0	\$0	(100.00%)

Program	FY 2024 Actuals	FY 2025 Approved	Mayor's FY 2026 Proposed	Committee Variance	Committee's FY 2026 Recommendation	Committee Percent Change
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$339,271</b>	<b>\$324,234</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP011 - HUMAN RESOURCE SERVICES</b>						
100058 - HUMAN RESOURCE SERVICES - GENERAL	\$1,801,011	\$2,041,528	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,801,011</b>	<b>\$2,041,528</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP012 - INFORMATION TECHNOLOGY SERVICES</b>						
100071 - INFORMATION TECHNOLOGY SERVICES - GENERAL	\$3,267,351	\$3,300,604	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$3,267,351</b>	<b>\$3,300,604</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP016 - PERFORMANCE AND STRATEGIC MANAGEMENT</b>						
100154 - PERFORMANCE AND STRATEGIC MANAGEMENT	\$313,925	\$304,355	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$313,925</b>	<b>\$304,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP019 - PROPERTY, ASSET, AND LOGISTICS MANAGEMENT</b>						
100118 - WAREHOUSE AND STORAGE FACILITIES SERVICES	\$757,898	\$1,376,179	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$757,898</b>	<b>\$1,376,179</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP023 - RESOURCE MANAGEMENT</b>						
100127 - RESOURCE MANAGEMENT - GENERAL	\$0	\$15,835,806	\$152,139	\$0	\$152,139	(99.04%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$15,835,806</b>	<b>\$152,139</b>	<b>\$0</b>	<b>\$152,139</b>	<b>(99.04%)</b>
<b>AMP024 - RISK MANAGEMENT</b>						
100129 - CIVIL RIGHTS	\$915,811	\$1,095,499	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$915,811</b>	<b>\$1,095,499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP026 - TRAINING AND DEVELOPMENT</b>						
100148 - TRAINING AND DEVELOPMENT - GENERAL	\$474,816	\$508,212	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$474,816</b>	<b>\$508,212</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP030 - EXECUTIVE ADMINISTRATION</b>						
100151 - EXECUTIVE ADMINISTRATION	\$50,397,019	\$4,863,866	\$487,852	\$0	\$487,852	(89.97%)
100236 - OFFICE OF THE DIRECTOR - EA	\$0	\$0	\$856,814	\$0	\$856,814	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$50,397,019</b>	<b>\$4,863,866</b>	<b>\$1,344,666</b>	<b>\$0</b>	<b>\$1,344,666</b>	<b>(72.35%)</b>
<b>AMP037 - SENIOR DEPUTY DIRECTOR/MEDICAID DIRECTOR</b>						
100180 - SENIOR DEPUTY DIRECTOR/MEDICAID DIRECTOR	\$0	\$88,929	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$88,929</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP072 - STRATEGIC PLANNING</b>						
100209 - STRATEGIC PLANNING - GENERAL	\$0	\$52,000	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$52,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>AMP078 - INNOVATION AND PERFORMANCE DIVISION</b>						
100229 - OFFICE OF THE DIRECTOR - IP	\$0	\$0	\$2,441,944	\$0	\$2,441,944	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,441,944</b>	<b>\$0</b>	<b>\$2,441,944</b>	<b>n/a</b>
<b>AMP079 - INFORMATION TECHNOLOGY DIVISION</b>						
100231 - TALENT AND BUSINESS SERVICES ADMINISTRATION - I	\$0	\$0	\$4,895,974	\$0	\$4,895,974	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,895,974</b>	<b>\$0</b>	<b>\$4,895,974</b>	<b>n/a</b>
<b>AMP080 - RESOURCE ALLOCATION DIVISION</b>						
100233 - TALENT AND BUSINESS SERVICES ADMINISTRATION - F	\$0	\$0	\$24,270,859	\$0	\$24,270,859	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,270,859</b>	<b>\$0</b>	<b>\$24,270,859</b>	<b>n/a</b>
<b>AMP081 - HUMAN RESOURCES DIVISION</b>						
100234 - TALENT AND BUSINESS SERVICES ADMINISTRATION - F	\$0	\$0	\$4,241,407	\$0	\$4,241,407	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,241,407</b>	<b>\$0</b>	<b>\$4,241,407</b>	<b>n/a</b>
<b>AMP082 - EXTERNAL AFFAIRS DIVISION</b>						
100237 - OFFICE OF THE DIRECTOR - EXA	\$0	\$0	\$3,427,542	\$0	\$3,427,542	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,427,542</b>	<b>\$0</b>	<b>\$3,427,542</b>	<b>n/a</b>
<b>AMP083 - EQUITY AND INCLUSION DIVISION</b>						
100235 - OFFICE OF THE DIRECTOR - EI	\$0	\$0	\$1,195,859	\$0	\$1,195,859	n/a

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<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,195,859</b>	<b>\$0</b>	<b>\$1,195,859</b>	<b>n/a</b>
<b>AMP084 - FACILITIES AND SUPPORT SERVICES DIVISION</b>						
100230 - TALENT AND BUSINESS SERVICES ADMINISTRATION - F	\$0	\$0	\$1,018,309	\$0	\$1,018,309	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,018,309</b>	<b>\$0</b>	<b>\$1,018,309</b>	<b>n/a</b>
<b>AMP085 - SAFETY AND SECURITY DIVISION</b>						
100238 - TALENT AND BUSINESS SERVICES ADMINISTRATION - S	\$0	\$0	\$653,163	\$0	\$653,163	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$653,163</b>	<b>\$0</b>	<b>\$653,163</b>	<b>n/a</b>
<b>G00101 - COMMUNITY ENGAGEMENT</b>						
600001 - COMMUNITY ENGAGEMENT	\$791,054	\$650,881	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$791,054</b>	<b>\$650,881</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00102 - POLICY AND LEGISLATIVE AFFAIRS</b>						
600002 - POLICY AND LEGISLATIVE AFFAIRS	\$473,325	\$542,305	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$473,325</b>	<b>\$542,305</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00103 - PUBLIC INFORMATION</b>						
600003 - PUBLIC INFORMATION	\$926,380	\$955,636	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$926,380</b>	<b>\$955,636</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00104 - VISION ZERO</b>						
600004 - VISION ZERO	\$6,454,540	\$194,649	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$6,454,540</b>	<b>\$194,649</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00201 - MAINTENANCE</b>						
600008 - ROADS/POTHOLES	\$1,313,944	\$3,409,444	\$0	\$0	\$0	(100.00%)
600010 - SNOW REMOVAL	\$44,691	\$0	\$0	\$0	\$0	n/a
600011 - PAVEMENT MARKINGS	\$822,781	\$1,971,962	\$0	\$0	\$0	(100.00%)
600012 - STREETLIGHT	\$378,916	\$418,358	\$0	\$0	\$0	(100.00%)
600013 - TRAFFIC SIGNALS	\$89,273	\$28,833	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$2,649,605</b>	<b>\$5,828,598</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00202 - PARKING TRANSPORTATION</b>						
600014 - METERED/KIOSKS PARKING	\$10,123,804	\$11,927,391	\$0	\$0	\$0	(100.00%)
600015 - DYNAMIC PARKING ZONES	\$870,034	\$735,114	\$0	\$0	\$0	(100.00%)
600016 - RESEARCH/POLICIES/PERMITS	(\$5)	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$10,993,832</b>	<b>\$12,662,505</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00203 - PUBLIC SPACE REGULATION</b>						
600017 - PLAN REVIEW	\$1,469,531	\$1,661,518	\$0	\$0	\$0	(100.00%)
600018 - PERMITS	\$2,670,863	\$2,174,408	\$0	\$0	\$0	(100.00%)
600019 - INSPECTIONS	\$4,895,150	\$140,234	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$9,035,543</b>	<b>\$3,976,160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00204 - TRAFFIC OPERATIONS AND SAFETY</b>						
600022 - ROADWAY OPERATIONS	\$321,674	\$123,358	\$0	\$0	\$0	(100.00%)
600023 - TRAFFIC CONTROL OFFICERS	\$476,701	\$153,512	\$0	\$0	\$0	(100.00%)
600024 - SAFETY TECHNICIANS	\$9,631,090	\$94,485	\$0	\$0	\$0	(100.00%)
600209 - DDOT SPECIAL EVENTS	\$2,766,373	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$13,195,838</b>	<b>\$371,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00205 - URBAN FORESTRY</b>						
600219 - URBAN FORESTRY (KA0)	\$0	\$4,395,107	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$4,395,107</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00301 - DESIGN, ENGINEERING, AND CONSTRUCTION</b>						
600032 - CONSTRUCTION	\$4,149,448	\$3,837,359	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$4,149,448</b>	<b>\$3,837,359</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00303 - STRATEGIC PLANNING</b>						
600036 - PROJECT REVIEW	\$11,468,821	\$1,482,097	\$0	\$0	\$0	(100.00%)
600037 - MAJOR PROJECTS	\$138,024	\$402,334	\$0	\$0	\$0	(100.00%)
600038 - ENVIRONMENTAL	\$64,977	\$0	\$0	\$0	\$0	n/a

Program	FY 2024 Actuals	FY 2025 Approved	Mayor's FY 2026 Proposed	Committee Variance	Committee's FY 2026 Recommendation	Committee Percent Change
600039 - SAFETY	\$423,365	\$35,000	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$12,095,186</b>	<b>\$1,919,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00401 - CIRCULATOR</b>						
600040 - CIRCULATOR OVERSIGHT	\$661,603	\$22,333,151	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$661,603</b>	<b>\$22,333,151</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00402 - MASS TRANSIT</b>						
600041 - WMATA OVERSIGHT	\$829,809	\$1,231,524	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$829,809</b>	<b>\$1,231,524</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00403 - PEDESTRIAN AND BICYCLE PROGRAMS</b>						
600044 - CAPITAL BIKESHARE	\$7,200,000	\$12,195,332	\$0	\$0	\$0	(100.00%)
600046 - OUTREACH AND EDUCATION	\$38,587,009	\$1,680,992	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$45,787,009</b>	<b>\$13,876,324</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00404 - STREETCAR</b>						
600047 - STREETCAR SUPPORT AND ENGINEERING	\$9,502,051	\$9,837,596	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$9,502,051</b>	<b>\$9,837,596</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00405 - EXECUTIVE ADMINISTRATION</b>						
600220 - EXECUTIVE ADMINISTRATION TRANSIT OPERATIONS	\$0	\$9,380,178	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$9,380,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G01803 - URBAN FORESTRY</b>						
600157 - URBAN FORESTRY	\$3,098,926	\$92,666	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$3,098,926</b>	<b>\$92,666</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G02607 - ITS, SIGNAL/STREETLIGHT OPS, EDUCATION, SAFE ROUTES</b>						
600213 - ITS, SIGNAL/STREETLIGHT OPS, EDUCATION, SAFE ROI	\$548,343	\$408,858	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$548,343</b>	<b>\$408,858</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G02703 - TRAINING</b>						
600185 - TRAINING	(\$20)	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>(\$20)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>G03001 - BRIDGES</b>						
600191 - BRIDGES	\$217,426	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$217,426</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>G03401 - STRATEGIC PLANNING</b>						
600231 - SAFETY (KA0)	\$0	\$598,365	\$0	\$0	\$0	(100.00%)
600233 - PROJECT REVIEW (KA0)	\$403	\$3,985,530	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$403</b>	<b>\$4,583,896</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G03402 - EXECUTIVE ADMINISTRATION</b>						
600234 - EXECUTIVE ADMINISTRATION PLANNING PROGRAM	\$0	\$597,310	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$597,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G03502 - PUBLIC SPACE REGULATION</b>						
600227 - INSPECTIONS (KA0)	\$0	\$4,932,070	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$4,932,070</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G03503 - TRAFFIC OPERATIONS AND SAFETY</b>						
600221 - DESIGN & CONSTRUCTION	\$0	\$639,747	\$0	\$0	\$0	(100.00%)
600222 - ENFORCEMENT (KA0)	\$0	\$13,805,667	\$0	\$0	\$0	(100.00%)
600225 - TRAFFIC SIGNALS & ITS	\$0	\$239,261	\$0	\$0	\$0	(100.00%)
600226 - TRAFFIC CONTROL OFFICERS / SAFETY TECHNICIANS	\$2,315	\$22,328,267	\$0	\$0	\$0	(100.00%)
600228 - ROADWAY OPERATIONS (KA0)	\$0	\$1,866,977	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$2,315</b>	<b>\$38,879,919</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G03504 - VISION ZERO</b>						
600230 - VISION ZERO (KA0)	\$233,047	\$10,202,716	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$233,047</b>	<b>\$10,202,716</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>

Program	FY 2024 Actuals	FY 2025 Approved	Mayor's FY 2026 Proposed	Committee Variance	Committee's FY 2026 Recommendation	Committee Percent Change
<b>G03601 - DESIGN AND CONSTRUCTION MANAGEMENT DIVISION</b>						
600248 - MATERIALS QA/QC	\$0	\$0	\$24,340	\$0	\$24,340	n/a
600249 - TEAM 4 - DESIGN AND CONSTRUCTION	\$0	\$0	\$3,000	\$0	\$3,000	n/a
600251 - DESIGN AND CONSTRUCTION MANAGEMENT DIVISION	\$0	\$0	\$166,108	\$0	\$166,108	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$193,448</b>	<b>\$0</b>	<b>\$193,448</b>	<b>n/a</b>
<b>G03602 - CITYWIDE ENGINEERING AND SPECIAL PROJECTS DIVISION</b>						
600250 - CITYWIDE ENGINEERING AND SPECIAL PROJECTS DIVI	\$0	\$0	\$528,640	\$0	\$528,640	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$528,640</b>	<b>\$0</b>	<b>\$528,640</b>	<b>n/a</b>
<b>G03701 - PAVEMENT MAINTENANCE DIVISION</b>						
600252 - ROADWAY MANAGEMENT BRANCH	\$0	\$0	\$241,132	\$0	\$241,132	n/a
600257 - PAVEMENT MAINTENANCE DIVISION	\$0	\$0	\$3,505,904	\$0	\$3,505,904	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,747,036</b>	<b>\$0</b>	<b>\$3,747,036</b>	<b>n/a</b>
<b>G03702 - SIGN MAINTENANCE DIVISION</b>						
600253 - SIGN MAINTENANCE DIVISION	\$0	\$0	\$1,430,927	\$0	\$1,430,927	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,430,927</b>	<b>\$0</b>	<b>\$1,430,927</b>	<b>n/a</b>
<b>G03703 - STREETLIGHT DIVISION</b>						
600254 - STREETLIGHT DIVISION	\$0	\$0	\$320,000	\$0	\$320,000	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320,000</b>	<b>\$0</b>	<b>\$320,000</b>	<b>n/a</b>
<b>G03704 - URBAN FORESTRY DIVISION</b>						
600255 - TREE SERVICES BRANCH	\$0	\$0	\$2,250,000	\$0	\$2,250,000	n/a
600256 - TREE MANAGEMENT BRANCH	\$0	\$0	\$925,715	\$0	\$925,715	n/a
600260 - URBAN FORESTRY DIVISION	\$0	\$0	\$936,498	\$0	\$936,498	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,112,213</b>	<b>\$0</b>	<b>\$4,112,213</b>	<b>n/a</b>
<b>G03705 - PUBLIC SPACE INSPECTIONS DIVISION</b>						
600258 - PUBLIC SPACE INSPECTIONS DIVISION	\$0	\$0	\$3,236,785	\$0	\$3,236,785	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,236,785</b>	<b>\$0</b>	<b>\$3,236,785</b>	<b>n/a</b>
<b>G03801 - AUTOMATED TRAFFIC ENFORCEMENT DIVISION</b>						
600266 - AUTOMATED TRAFFIC ENFORCEMENT DIVISION	\$0	\$0	\$20,229,117	\$0	\$20,229,117	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,229,117</b>	<b>\$0</b>	<b>\$20,229,117</b>	<b>n/a</b>
<b>G03802 - TRAFFIC SIGNALS AND ENGINEERING DIVISION</b>						
600262 - SIGNALS AND ITS DESIGN BRANCH	\$0	\$0	\$9,180	\$0	\$9,180	n/a
600268 - TRAFFIC SIGNALS AND ENGINEERING DIVISION	\$0	\$0	\$570,040	\$0	\$570,040	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$579,220</b>	<b>\$0</b>	<b>\$579,220</b>	<b>n/a</b>
<b>G03803 - ROADWAY OPERATIONS AND SAFETY DIVISION</b>						
600263 - TRANSPORTATION MANAGEMENT CENTER BRANCH	\$0	\$0	\$2,041,223	\$0	\$2,041,223	n/a
600269 - ROADWAY OPERATIONS AND SAFETY DIVISION	\$0	\$0	\$24,137,232	\$0	\$24,137,232	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,178,455</b>	<b>\$0</b>	<b>\$26,178,455</b>	<b>n/a</b>
<b>G03804 - VISION ZERO DIVISION</b>						
600264 - VISION ZERO DIVISION	\$0	\$0	\$15,425,904	\$0	\$15,425,904	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,425,904</b>	<b>\$0</b>	<b>\$15,425,904</b>	<b>n/a</b>
<b>G03805 - MULTIMODAL SAFETY ENGINEERING DIVISION</b>						
600267 - MULTIMODAL SAFETY ENGINEERING DIVISION	\$0	\$0	\$442,675	\$0	\$442,675	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$442,675</b>	<b>\$0</b>	<b>\$442,675</b>	<b>n/a</b>
<b>G03901 - CURBSIDE MANAGEMENT DIVISION</b>						
600270 - CURBSIDE MANAGEMENT BRANCH	\$0	\$0	\$100,000	\$0	\$100,000	n/a
600271 - CURBSIDE PROGRAMS BRANCH	\$0	\$0	\$11,404,240	\$0	\$11,404,240	n/a
600278 - CURBSIDE MANAGEMENT DIVISION	\$0	\$0	\$1,317,065	\$0	\$1,317,065	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,821,305</b>	<b>\$0</b>	<b>\$12,821,305</b>	<b>n/a</b>
<b>G03902 - TRANSIT DELIVERY DIVISION</b>						
600272 - TRANSIT OPERATIONS BRANCH	\$0	\$0	\$1,983,806	\$0	\$1,983,806	n/a
600273 - STREETCAR AND SUSTAINABLE TRANSIT BRANCH	\$0	\$0	\$9,372,287	\$0	\$9,372,287	n/a
600274 - TRANSIT SAFETY BRANCH	\$0	\$0	\$430,438	\$0	\$430,438	n/a

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600279 - TRANSIT DELIVERY DIVISION	\$0	\$0	\$1,417,539	\$0	\$1,417,539	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,204,070</b>	<b>\$0</b>	<b>\$13,204,070</b>	<b>n/a</b>
<b>G03903 - PLANNING AND SUSTAINABILITY DIVISION</b>						
600275 - NEIGHBORHOOD PLANNING BRANCH	\$0	\$0	\$716,446	(\$416,000)	\$300,446	n/a
600276 - SUSTAINABLE TRANSPORTATION PROGRAMS BRANCH	\$0	\$0	\$16,243,154	\$250,000	\$16,493,154	n/a
600280 - PLANNING AND SUSTAINABILITY DIVISION	\$0	\$0	\$2,366,383	\$0	\$2,366,383	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,325,983</b>	<b>(\$166,000)</b>	<b>\$19,159,983</b>	<b>n/a</b>
<b>G03904 - PUBLIC SPACE REGULATION DIVISION</b>						
600277 - PLAN REVIEW BRANCH	\$0	\$0	\$410,000	\$0	\$410,000	n/a
600281 - PUBLIC SPACE REGULATION DIVISION	\$0	\$0	\$5,872,359	\$0	\$5,872,359	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,282,359</b>	<b>\$0</b>	<b>\$6,282,359</b>	<b>n/a</b>
<b>G03905 - CAPITAL PLANNING DIVISION</b>						
600282 - CAPITAL PLANNING DIVISION	\$0	\$0	\$337,754	\$0	\$337,754	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$0</b>	<b>\$337,754</b>	<b>\$0</b>	<b>\$337,754</b>	<b>n/a</b>
<b>PRG001 - NO PROGRAM</b>						
000000 - NO PROGRAM	(\$186,266)	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>(\$186,266)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$182,871,267</b>	<b>\$185,309,928</b>	<b>\$175,892,426</b>	<b>(\$166,000)</b>	<b>\$175,726,426</b>	<b>(5.17%)</b>
<b>Green Finance Authority</b>						
<b>G01605 - GREEN FINANCE AUTHORITY</b>						
600154 - GREEN FINANCE AUTHORITY	\$0	\$43,192,583	\$3,500,000	\$250,000	\$3,750,000	(91.32%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$43,192,583</b>	<b>\$3,500,000</b>	<b>\$250,000</b>	<b>\$3,750,000</b>	<b>(91.32%)</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$0</b>	<b>\$43,192,583</b>	<b>\$3,500,000</b>	<b>\$250,000</b>	<b>\$3,750,000</b>	<b>(91.32%)</b>
<b>Highway Transportation Fund - Transfers</b>						
<b>C00807 - TAX REVENUE</b>						
200105 - TAX REVENUE	\$21,679,637	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$21,679,637</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>C02301 - TRANSFER TAX TO HIGHWAY TRUST FUND</b>						
200150 - TRANSFER TAX TO HIGHWAY TRUST FUND	\$20,707,000	\$41,036,867	\$47,890,798	\$0	\$47,890,798	16.70%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$20,707,000</b>	<b>\$41,036,867</b>	<b>\$47,890,798</b>	<b>\$0</b>	<b>\$47,890,798</b>	<b>16.70%</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$42,386,637</b>	<b>\$41,036,867</b>	<b>\$47,890,798</b>	<b>\$0</b>	<b>\$47,890,798</b>	<b>16.70%</b>
<b>Office of the Deputy Mayor for Operations and Infrastructure</b>						
<b>AMP030 - EXECUTIVE ADMINISTRATION</b>						
100151 - EXECUTIVE ADMINISTRATION	\$1,391,515	\$1,349,839	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,391,515</b>	<b>\$1,349,839</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$1,391,515</b>	<b>\$1,349,839</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>Washington Aqueduct</b>						
<b>C02501 - WASHINGTON AQUEDUCT FUNDING</b>						
200152 - WASHINGTON AQUEDUCT FUNDING	\$0	\$115,788,614	\$120,316,064	\$0	\$120,316,064	3.91%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$115,788,614</b>	<b>\$120,316,064</b>	<b>\$0</b>	<b>\$120,316,064</b>	<b>3.91%</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$0</b>	<b>\$115,788,614</b>	<b>\$120,316,064</b>	<b>\$0</b>	<b>\$120,316,064</b>	<b>3.91%</b>
<b>Washington Metropolitan Area Transit Authority</b>						
<b>G00503 - CAPITAL PROJECTS</b>						
600050 - CAPITAL PROJECTS	\$447,463,259	\$0	\$0	\$0	\$0	n/a
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$447,463,259</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>n/a</b>
<b>G00504 - DEBT SERVICE</b>						
600051 - DEBT SERVICE	\$33,284,167	\$33,284,167	\$33,284,167	\$0	\$33,284,167	0.00%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$33,284,167</b>	<b>\$33,284,167</b>	<b>\$33,284,167</b>	<b>\$0</b>	<b>\$33,284,167</b>	<b>0.00%</b>

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<b>G00509 - SAFETY COMMISSION</b>						
600056 - SAFETY COMMISSION	\$1,497,014	\$1,497,014	\$1,397,495	\$0	\$1,397,495	(6.65%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$1,497,014</b>	<b>\$1,497,014</b>	<b>\$1,397,495</b>	<b>\$0</b>	<b>\$1,397,495</b>	<b>(6.65%)</b>
<b>G00510 - SCHOOL SUBSIDY/KIDS RIDE FREE</b>						
600057 - SCHOOL SUBSIDY/KIDS RIDE FREE	\$15,757,500	\$15,757,500	\$15,758,000	\$0	\$15,758,000	0.00%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$15,757,500</b>	<b>\$15,757,500</b>	<b>\$15,758,000</b>	<b>\$0</b>	<b>\$15,758,000</b>	<b>0.00%</b>
<b>G00512 - OVERNIGHT BUS SERVICE</b>						
600218 - OVERNIGHT BUS SERVICE	\$9,181,250	\$11,733,750	\$0	\$0	\$0	(100.00%)
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$9,181,250</b>	<b>\$11,733,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(100.00%)</b>
<b>G00513 - WMATA OPERATING SUBSIDY</b>						
600235 - WMATA OPERATING SUBSIDY	\$0	\$661,645,181	\$743,002,930	(\$5,842,893)	\$737,160,037	11.41%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$0</b>	<b>\$661,645,181</b>	<b>\$743,002,930</b>	<b>(\$5,842,893)</b>	<b>\$737,160,037</b>	<b>11.41%</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$507,183,190</b>	<b>\$723,917,612</b>	<b>\$793,442,592</b>	<b>(\$5,842,893)</b>	<b>\$787,599,699</b>	<b>8.80%</b>
<b>Water and Sewer Authority</b>						
<b>C02401 - WASA FUNDING</b>						
200151 - WASA FUNDING	\$22,333	\$788,241,048	\$838,132,574	\$0	\$838,132,574	6.33%
<b>TOTAL PROGRAM PARENT L1 FUNDS</b>	<b>\$22,333</b>	<b>\$788,241,048</b>	<b>\$838,132,574</b>	<b>\$0</b>	<b>\$838,132,574</b>	<b>6.33%</b>
<b>TOTAL AGENCY FUNDS</b>	<b>\$22,333</b>	<b>\$788,241,048</b>	<b>\$838,132,574</b>	<b>\$0</b>	<b>\$838,132,574</b>	<b>6.33%</b>
<b>GRAND TOTAL</b>	<b>\$975,372,378</b>	<b>\$2,290,246,035</b>	<b>\$2,292,087,074</b>	<b>\$974,976</b>	<b>\$2,293,062,049</b>	<b>0.12%</b>

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Committee on Transportation & the Environment  
Fiscal Year 2026 Budget Recommendations

**SOURCES AND USES SUMMARY TABLE**

Fiscal Year 2026 SOURCES AND USES - Committee on Transportation and the Environment						6/24/2025
SOURCES	FY 25	FY 26	FY 27	FY 28	FY 29	
DDOT fee increases		\$82,000	\$82,000	\$82,000	\$82,000	
DMV fee increases		\$371,000	\$636,000	\$636,000	\$636,000	
Residential parking permit fee increase		\$473,000	\$567,000	\$567,000	\$567,000	
Budget Reductions		\$9,391,803	\$3,624,508	\$3,699,031	\$3,775,093	
Fund Balance Conversion		\$0	\$0	\$0	\$0	
Transfers In (See Note 1 - Transfers In)		\$598,000	\$336,000	\$343,000	\$352,000	
<b>TOTAL SOURCES</b>	<b>\$ -</b>	<b>\$10,915,803</b>	<b>\$5,245,508</b>	<b>\$5,327,031</b>	<b>\$5,412,093</b>	
USES - REVENUE EXPENDITURES	FY 25	FY 26	FY 27	FY 28	FY 29	
PLAZA Act lost revenue			(\$161,000)	(\$161,000)	(\$161,000)	
Transfers Out (See Note 2 - Transfers Out)		(\$799,024)	(\$174,384)	(\$177,991)	(\$181,674)	
<b>TOTAL USES - REVENUE EXPENDITURES</b>	<b>\$ -</b>	<b>(\$799,024)</b>	<b>(\$335,384)</b>	<b>(\$338,991)</b>	<b>(\$342,674)</b>	
USES - BUDGET EXPENDITURES	FY 25	FY 26	FY 27	FY 28	FY 29	
Legislation: B25-435 - Fraudulent Tag/Parking Enforcement		(\$598,000)	(\$336,000)	(\$343,000)	(\$352,000)	
Legislation: L25-161 - STEER Amendment Act		(\$3,135,000)	(\$3,677,002)	(\$3,225,427)	(\$3,294,327)	
Legislation: L25-312-PLAZA Act		(\$284,000)	(\$459,845)	(\$469,795)	(\$479,852)	
Legislation: BSA Sec 7152		(\$3,108,180)	(\$400,249)	(\$912,089)	(\$904,797)	
Legislation: Supplemental Sec 9 and BSA Sec 7152		(\$1,891,598)	(\$2,029)	(\$2,029)	(\$2,029)	
<b>Department of Energy and Environment</b>						
Increase transfer to Green Finance Authority to fund bond issuance due diligence.		(\$250,000)				
<b>Department of Motor Vehicles</b>						
System update for fee increase		(\$350,000)	(\$35,000)	(\$35,700)	(\$36,414)	
DMV system update for RPP fee increase		(\$250,000)				
<b>District Department of Transportation</b>						
Rebates for the E-Bike Incentive Program		(\$250,000)				
<b>Green Finance Authority</b>						
Conduct due diligence for issuing bonds to finance the Green Finance Authority.		(\$250,000)				
<b>TOTAL USES - BUDGET EXPENDITURES</b>	<b>\$ -</b>	<b>(\$10,116,778)</b>	<b>(\$4,910,124)</b>	<b>(\$4,988,040)</b>	<b>(\$5,069,419)</b>	
<b>OVERALL BALANCE</b>	<b>\$ -</b>	<b>\$0</b>	<b>(\$0)</b>	<b>(\$0)</b>	<b>(\$0)</b>	
NOTE 1 - TRANSFERS IN	FY 25	FY 26	FY 27	FY 28	FY 29	
Transfer from PWO for B25-435 - Fraudulent Tag/Parking Enforcement		\$598,000	\$336,000	\$343,000	\$352,000	
<b>TOTAL TRANSFERS IN</b>	<b>\$ -</b>	<b>\$598,000</b>	<b>\$336,000</b>	<b>\$343,000</b>	<b>\$352,000</b>	
NOTE 2 - TRANSFERS OUT	FY 25	FY 26	FY 27	FY 28	FY 29	
Transfer to CBED for Ward 6 Main Streets grants to support businesses impacted by construction along Pennsylvania Avenue, SE, and 8th St, SE.		(\$150,000)				
Transfer to CBED for Ward 6 placemaking and programming grant		(\$78,325)				
Transfer to COW for DOB program manager		(\$170,699)	(\$174,384)	(\$177,991)	(\$181,674)	
Transfer to Health for opioid outreach in the Greenleaf community		(\$200,000)				
Transfer to PWO for Throne Bathroom contract		(\$200,000)				
<b>TOTAL TRANSFERS OUT</b>	<b>\$ -</b>	<b>(\$799,024)</b>	<b>(\$174,384)</b>	<b>(\$177,991)</b>	<b>(\$181,674)</b>	

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**Committee on Transportation & the Environment**  
**Fiscal Year 2026 Budget Recommendations**

## *Fiscal Year 2026 Agency Capital Budget Changes*

The table below shows only those capital projects with changes recommended by the Committee. Capital projects approved as submitted by the Mayor are not shown.

Agency and Project	FY 2025 Supplemental Adjustments	FY 2026 Planned Allotment	FY 2027 Planned Allotment	FY 2028 Planned Allotment	FY 2029 Planned Allotment	FY 2030 Planned Allotment	FY 2031 Planned Allotment	Sum of 6-Yr Total
<b>KA0-DEPARTMENT OF TRANSPORTATION</b>								
<b>100571-KA0.LMBSSC.STREETSCAPES AND BEAUTIFICATION</b>								
Approved FY26-FY30	0	48,329,375	29,600,500	15,038,000	27,546,175	48,907,265	0	169,421,315
Mayor's Proposed FY26-FY31 Change	0	(1,532,375)	(17,796,500)	(10,884,000)	(14,636,675)	(29,112,250)	10,259,235	(63,702,565)
Mayor's Proposed FY25 Supplemental	(237,239)	0	0	0	0	0	0	0
Committee Recommendation	(1,941,564)	0	0	0	0	0	0	0
<b>100571-KA0.LMBSSC.STREETSCAPES AND BEAUTIFICATION Total</b>	<b>(2,178,803)</b>	<b>46,797,000</b>	<b>11,804,000</b>	<b>4,154,000</b>	<b>12,909,500</b>	<b>19,795,015</b>	<b>10,259,235</b>	<b>105,718,750</b>
<b>100576-KA0.LMCIRC.CIRCULATOR</b>								
Mayor's Proposed FY25 Supplemental	(48,069)	0	0	0	0	0	0	0
Committee Recommendation	(1,092,157)	0	0	0	0	0	0	0
<b>100576-KA0.LMCIRC.CIRCULATOR Total</b>	<b>(1,140,226)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>100578-KA0.LMDBEC.BUS PRIORITY AND EFFICIENCY INITIATIVE</b>								
Approved FY26-FY30	0	16,615,800	16,629,362	19,165,550	19,165,550	20,839,229	0	92,415,491
Mayor's Proposed FY26-FY31 Change	0	(7,000,000)	(8,314,681)	(9,582,775)	(9,655,505)	(11,482,430)	10,100,823	(35,934,568)
Mayor's Proposed FY25 Supplemental	(370,134)	0	0	0	0	0	0	0
Committee Recommendation	(33,934,568)	7,000,000	6,685,319	5,417,225	5,489,954	5,043,201	882,590	30,518,289
<b>100578-KA0.LMDBEC.BUS PRIORITY AND EFFICIENCY INITIATIVE Total</b>	<b>(34,304,702)</b>	<b>16,615,800</b>	<b>15,000,000</b>	<b>15,000,000</b>	<b>15,000,000</b>	<b>14,400,000</b>	<b>10,983,413</b>	<b>86,999,212</b>
<b>100582-KA0.LMEQUC.EQUIPMENT</b>								
Mayor's Proposed FY26-FY31 Change	0	1,283,509	0	0	0	0	0	1,283,509
Mayor's Proposed FY25 Supplemental	(9,000)	0	0	0	0	0	0	0
Committee Recommendation	0	250,000	0	0	0	0	0	250,000
<b>100582-KA0.LMEQUC.EQUIPMENT Total</b>	<b>(9,000)</b>	<b>1,533,509</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,533,509</b>
<b>100641-KA0.LMSAFC.SAFETY &amp; MOBILITY</b>								
Approved FY26-FY30	0	48,796,627	30,856,852	35,390,953	30,329,537	30,362,964	0	175,736,933
Mayor's Proposed FY26-FY31 Change	0	(18,356,627)	17,394,148	(7,542,887)	(668,537)	2,738,036	29,648,000	23,212,133
Mayor's Proposed FY25 Supplemental	(150,378)	0	0	0	0	0	0	0
Committee Recommendation	0	1,000,000	0	0	0	0	0	1,000,000
<b>100641-KA0.LMSAFC.SAFETY &amp; MOBILITY Total</b>	<b>(150,378)</b>	<b>31,440,000</b>	<b>48,251,000</b>	<b>27,848,066</b>	<b>29,661,000</b>	<b>33,101,000</b>	<b>29,648,000</b>	<b>199,949,066</b>
<b>100643-KA0.LMTCEC.STREET CAR</b>								
Approved FY26-FY30	0	25,683,749	3,000,000	3,000,000	3,000,000	3,000,000	0	37,683,749
Mayor's Proposed FY26-FY31 Change	0	(22,683,749)	0	(3,000,000)	(3,000,000)	(3,000,000)	0	(31,683,749)
Mayor's Proposed FY25 Supplemental	(24,863)	0	0	0	0	0	0	0
Committee Recommendation	(5,250,000)	0	0	0	0	0	0	0
<b>100643-KA0.LMTCEC.STREET CAR Total</b>	<b>(5,274,863)</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,000,000</b>
<b>100645-KA0.LMURFC.URBAN FORESTRY</b>								
Approved FY26-FY30	0	7,604,022	7,604,022	7,604,022	7,604,022	7,604,022	0	38,020,110
Mayor's Proposed FY26-FY31 Change	0	11,477,978	(7,604,022)	(7,604,022)	(7,604,022)	(7,604,022)	0	(18,938,110)
Committee Recommendation	0	500,000	0	0	0	0	0	500,000
<b>100645-KA0.LMURFC.URBAN FORESTRY Total</b>	<b>0</b>	<b>19,582,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,582,000</b>
<b>100651-KA0.LMWVWC.STORMWATER AND FLOOD MITIGATION</b>								
Approved FY26-FY30	0	7,646,402	7,646,402	7,646,402	7,646,402	8,059,350	0	38,644,958
Mayor's Proposed FY26-FY31 Change	0	2,880,598	0	0	0	0	7,096,727	9,977,325
Mayor's Proposed FY25 Supplemental	(89,645)	0	0	0	0	0	0	0
Committee Recommendation	(5,000,000)	424,383	0	0	0	0	0	424,383
<b>100651-KA0.LMWVWC.STORMWATER AND FLOOD MITIGATION Total</b>	<b>(5,089,645)</b>	<b>10,951,383</b>	<b>7,646,402</b>	<b>7,646,402</b>	<b>7,646,402</b>	<b>8,059,350</b>	<b>7,096,727</b>	<b>49,046,666</b>
<b>100891-KA0.TRL00C.TRAILS - MASTER PROJECT</b>								
Approved FY26-FY30	0	22,122,608	10,092,670	3,645,600	38,121,475	363,475	0	74,345,828
Mayor's Proposed FY26-FY31 Change	0	(7,867,476)	(5,846,911)	3,169,113	(33,282,203)	42,389,672	409,332	(1,028,473)
Mayor's Proposed FY25 Supplemental	(241,044)	0	0	0	0	0	0	0
Committee Recommendation	0	200,000	0	0	0	0	0	200,000
<b>100891-KA0.TRL00C.TRAILS - MASTER PROJECT Total</b>	<b>(241,044)</b>	<b>14,455,132</b>	<b>4,245,759</b>	<b>6,814,713</b>	<b>4,839,272</b>	<b>42,753,147</b>	<b>409,332</b>	<b>73,517,355</b>
<b>100497-KA0.BIDCRC.BUSINESS IMPROVEMENT DISTRICT CAPITAL RE</b>								
Approved FY26-FY30	0	250,000	250,000	220,000	250,000	250,000	0	1,220,000
Mayor's Proposed FY26-FY31 Change	0	0	0	0	0	0	250,000	250,000
Committee Recommendation	0	100,000	0	0	0	0	0	100,000
<b>100497-KA0.BIDCRC.BUSINESS IMPROVEMENT DISTRICT CAPITAL RE</b>	<b>0</b>	<b>350,000</b>	<b>250,000</b>	<b>220,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>1,570,000</b>
<b>KA0-DEPARTMENT OF TRANSPORTATION Total</b>	<b>(48,388,662)</b>	<b>144,724,824</b>	<b>90,197,161</b>	<b>61,683,181</b>	<b>70,306,174</b>	<b>118,358,512</b>	<b>58,646,707</b>	<b>543,916,568</b>
<b>KE0-WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY</b>								
<b>100922-KE0.SA501C.WMATA CIP CONTRIBUTION</b>								
Approved FY26-FY30	0	291,145,655	294,525,025	298,005,776	301,590,949	305,283,678	0	1,490,551,083
Mayor's Proposed FY26-FY31 Change	0	4,175,208	4,274,975	4,394,224	4,609,051	4,716,322	313,900,000	336,069,780
Committee Recommendation	35,218,289	(35,218,289)	0	0	0	0	0	(35,218,289)
<b>100922-KE0.SA501C.WMATA CIP CONTRIBUTION Total</b>	<b>35,218,289</b>	<b>260,102,574</b>	<b>298,800,000</b>	<b>302,400,000</b>	<b>306,200,000</b>	<b>310,000,000</b>	<b>313,900,000</b>	<b>1,791,402,574</b>
<b>KE0-WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY Total</b>	<b>35,218,289</b>	<b>260,102,574</b>	<b>298,800,000</b>	<b>302,400,000</b>	<b>306,200,000</b>	<b>310,000,000</b>	<b>313,900,000</b>	<b>1,791,402,574</b>
<b>Grand Total</b>	<b>(13,170,372)</b>	<b>404,827,398</b>	<b>388,997,161</b>	<b>364,083,181</b>	<b>376,506,174</b>	<b>428,358,512</b>	<b>372,546,707</b>	<b>2,335,319,132</b>

## Committee Budget Process and Purview

The Committee of Transportation and the Environment is chaired by Councilmember Charles Allen (Ward 6), who began chairing the Committee at the start of Council Period 25 in January 2023. For Council Period 26, the other members of the Committee are At-Large Councilmember Christina Henderson, Ward 4 Councilmember Janeese Lewis George, and Ward 5 Councilmember Zachary Parker.

The Committee on Transportation and the Environment is responsible for and has jurisdiction over matters relating to environmental protection; highways, bridges, traffic, vehicles, and other transportation issues; maintenance of public spaces; waterways; and water supply and wastewater treatment. The Committee is charged with oversight of the performance and operating and capital budgets of the agencies, boards, and commissions listed below. In total, the Committee oversees 24 District government entities, which, in the Mayor’s proposed budget for FY26, comprise a total budget of nearly **\$2.3 billion in gross funds** and approximately **XXXX full-time equivalents** (“FTEs”).

The District agencies, boards, and commissions that come under the Committee’s purview are as follows:

- Bicycle Advisory Council
- Commission on Climate Change and Resiliency
- Department of Energy and Environment
- Department of Motor Vehicles
- District Department of Transportation
- District of Columbia Water and Sewer Authority
- Green Buildings Advisory Council
- Green Finance Authority
- Pedestrian Advisory Council
- Soil and Water Conservation District
- Sustainable Energy Utility
- Washington Aqueduct
- Washington Metropolitan Area Transit Authority
- Washington Metrorail Safety Commission

The Committee held performance and budget oversight hearings on the following dates:

Performance Oversight Hearings	
Date	Title
February 5, 2025	District Department of Transportation, Bicycle Advisory Council, Multimodal Accessibility Advisory Council, and Pedestrian Advisory Council (public witnesses only)

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<b>Performance Oversight Hearings</b>	
<b>Date</b>	<b>Title</b>
February 10, 2025	Department of Motor Vehicles
February 11, 2025	District Department of Transportation, Bicycle Advisory Council, Multimodal Accessibility Advisory Council, and Pedestrian Advisory Council (government witnesses only)
February 20, 2025	District of Columbia Water and Sewage Authority (DC Water)
February 21, 2025	Department of Energy and Environment, Commission on Climate Change and Resiliency, Green Finance Authority, DC Sustainable Energy Utility (public witnesses only)
February 27, 2025	Department of Energy and Environment, Commission on Climate Change and Resiliency, Green Finance Authority, DC Sustainable Energy Utility (public witnesses only)
March 3, 2025	Washington Metropolitan Area Transit Authority

<b>Budget Oversight Hearings</b>	
<b>Date</b>	<b>Title</b>
June 2, 2025	District Department of Transportation (public witnesses only)
June 6, 2025	Department of Energy and Environment, Green Finance Authority, DC Sustainable Energy Utility (government witnesses only)
June 10, 2025	District Department of Transportation (government witnesses only)
June 13, 2025	Department of Energy and Environment, Green Finance Authority, DC Sustainable Energy Utility (public witnesses only)
June 16, 2025	Department of Motor Vehicles

The Committee received comments from members of the public during these hearings. Copies of witness testimony are [included in this report as Attachment\(s\) \[D, E, F,...\] or filed with the hearing record available <<link>>\].](#) A video recording of the hearings can be obtained through the Office of Cable Television, Film, Music and Entertainment or at [entertainment.dc.gov](http://entertainment.dc.gov).

## **Fiscal Year 2026 Agency Recommendations**

**Summary information about the agency's recommended budget and related adjustments can be found in the earlier summary tables. A full list of all budget adjustments can be found in Attachment A.**

### **DEPARTMENT OF ENERGY AND ENVIRONMENT**

#### **AGENCY MISSION AND OVERVIEW**

The Department of Energy and the Environment ("DOEE") is the District's leading agency on energy and environmental issues. The agency's mission is to improve the quality of life for the residents and natural inhabitants of the nation's capital by protecting and restoring the environment, conserving our natural resources, mitigating pollution, and educating the public on ways to secure a sustainable future. DOEE executes its mission through the work of the following divisions: Agency Management, which provides administrative support and operational management; Agency Financial Operations, which provides financial management to DOEE; the Natural Resources Administration, which oversees water quality, storm water, and fisheries and wildlife management; the Environmental Services Administration, which provides technical assistance to reduce contamination from toxic substances and air pollution; the Community Relations Administration, which manages public affairs and community-education programs for DOEE; the Energy Administration, which works to advance the District's energy policies and the effort to achieve reliable, clean and affordable energy, including by monitoring compliance with the District's clean energy regulations and overseeing the DC Sustainable Energy Utility; the Utility Affordability Administration, which provides financial assistance to low-income District residents in affording their utility bills and works to improve the efficiency and safety of homes in the District, such as by providing financial assistance in identifying and addressing lead hazards; the Enforcement and Environmental Justice Administration, which develops and implements effective practices to support DOEE's enforcement efforts; the Green Economy Administration, which encourages green business, green buildings, and green jobs while creating market-based incentives to promote environmental sustainability and economic development; and the Urban Sustainability Administration, which develops policies and programs to encourage sustainability and address equity, and oversees the implementation of Sustainable DC, the District's sustainability plan.

#### **COMMITTEE RECOMMENDATIONS**

##### **a. Fiscal Year 2026 Operating Budget Recommendations**

The Mayor's Proposed FY26 Operating Budget for DOEE is \$242,127,996, representing a 24.1% decrease from the FY25 Approved Budget of \$319,024,771. Despite this significant



decrease, this funding still supports 548.2 Full-Time Equivalents (“FTEs”), a decrease of only 5 FTEs (or 1%) of the 553.2 FTEs supported by the FY25 Approved Budget.

The DOEE FY26 decline in operating budget is composed of a \$71 million reduction in SPR funding, exacerbated by an additional \$7.4 million reduction in local funds. While federal funding is reflected as essentially remaining the same, the general uncertainty around the release of federal grant money could jeopardize any of the \$141.3 million that supports the agency’s already diminished budget. These federal grant payments have numerous restrictions, some of them have not yet been awarded, and cannot be viewed as a substitute or a replacement for the local dollars that have been cut from DOEE’s budget. Should any of those grant funds actually be delayed or rescinded, the actual cut to the agency could exceed a 30% reduction from its FY25 Approved Budget levels. To be clear, this proposed budget represents a complete withdrawal from the District’s climate goals and the funding commitments needed to meet them. There are many stark examples of how this budget will negatively impact a wide range of DOEE’s programming—retrofits under the *Healthy Homes and Residential Electrification Amendment Act of 2024*, Solar for All, Building Energy Performance Standards, to the millions of increased square feet of the District covered by green infrastructure that enhances flood resilience, reduces stormwater runoff, and sustains local businesses and jobs.<sup>18</sup>

The unfortunate reality is that the Committee was simply unable to identify sufficient resources to restore the Mayor’s sweep of the SETF and cut to local funding. **The Committee reluctantly recommends adoption of the FY26 Operating Budget for DOEE, as proposed by the Mayor, with the modifications noted in the tables in Section I of this report.** In the past two years, the Committee was able to enhance DOEE’s budget by increasing the assessments on natural gas, electricity, and heating oil sales that are deposited into the SETF. The Committee is, however, reluctant to do so for a third consecutive year, especially at a time when energy costs are already placing burdening working families and the Executive has twice swept tens of millions of dollars away to fund its own pet projects, fill short-term needs, or subsidize District bills beyond the four corners of the Clean and Affordable Energy Act of 2008, as amended. Below is a detailed summary of the SETF and the impact of the Mayor’s proposed sweep in FY26. These are some of the most significant items in DMV’s proposed operating budget that the Committee wishes to highlight:

### ***Sustainable Energy Trust Fund***

The Sustainable Energy Trust Fund (“SETF”) is one of DOEE’s major sources of funding used for a variety of programs critical to the District’s sustainability efforts and carbon emissions reductions goals. Some of the purposes include the contract with the D.C. Sustainable Energy Utility (“SEU”), initiatives advanced by the CleanEnergy DC Omnibus Amendment Act of 2018, effective March 22, 2019 (D.C. Law 22-257), funding for the Green Finance Authority (“Green Bank”), assistance for energy retrofits for owners of affordable housing buildings, funding for the Solar for All program, green workforce development initiatives, and the Breathe Easy Program,

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<sup>18</sup> Department of Energy and the Environment (DOEE) 2025 Performance Oversight Pre-Hearing Responses at 51. Available at <https://dccouncil.gov/transportation-the-environment-5/> (From FY23 to FY25 Q1, almost 13.5 million square feet of area managed with green infrastructure has been added).

which provides no-cost and subsidized residential electrification retrofits to low-income and moderate-income households and certain multi-unit residential buildings.

The SETF is funded through assessments on residential and commercial buildings for electric and gas usage. For the last two years, the Committee has proposed small increases to the fees on electric and gas usage to increase revenues in the SETF. Currently, the law mandates an assessment calculated on natural gas sales on a per-therm basis in the amount of \$0.1061 per therm. For electricity, the law mandates an assessment of \$0.00651 in FY25 on sales on a per-kilowatt-hour basis. The assessment for electricity is set to increase slightly in FY26 and FY27. Compared to FY25, the Mayor's proposals in the FY26 budget even more severely hamstringing DOEE's ability to meet the SETF's commitment. Ironically, the Office of the Chief Financial Officer pointed out in their budget transmittal letter to the Council that: "In FY 2026, energy costs in the District are expected to continue to rise, primarily in electricity and natural gas prices, due to infrastructure investments, transmission expenses, and wholesale market trends."<sup>19</sup> Yet when discussing the District's primary fund for energy alternatives, the Financial Impact Statement for this year's Budget Support Act proudly points out that only \$3.5 million remains in statutorily-required funding.<sup>20</sup>

Unfortunately, DOEE's recently released *2024 Progress Report on the Implementation of the Healthy Homes and Residential Electrification Amendment Act of 2024* emphasizes the dire implications of the Mayor's choice to depart from a clean energy future--while leaving low and middle-income families out to dry.<sup>21</sup> In 2024, DOEE utilized the Sustainable Energy Trust Fund (SETF) to support the Affordable Housing Retrofit Accelerator (AHRA) and the Affordable Home Electrification Program (AHEP)—operated by the DC SEU—to build 81 low-income housing units under AHEP. 59 of these low-income housing units completed full retrofits. Under the Healthy Homes and Residential Electrification Amendment Act of 2024, 2,500 households must be completed by December 31, 2027. However, the recent Progress Report stated that it would meet the 2025 goal of 1,300 retrofits "2025 due to unanticipated delays associated with updating AHEP and AHRA to meet federal requirements."<sup>22</sup>

While delays under the current federal government dynamic are understandable, the \$70 million cut and various harmful changes to the Healthy Homes Act through Subtitle (VI)(C) - Sustainable Energy Trust Fund Amendment Act of 2025 will be the main cause of failing to meet the legally required goals of the Healthy Homes Act. Discussed further below, this Subtitle eliminates the required \$20 million contract for the DC SEU, further reduces the annual

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<sup>19</sup> FY26 Budget Transmittal Letter, Office of the Chief Financial Officer (May 27, 2025) available at <https://cfo.dc.gov/node/289642>

<sup>20</sup> Financial Impact Statement Fiscal Year 2026 Budget Support Act of 2025 available at <https://www.dccouncilbudget.com/fy-2026-budget> (In pertinent part, "The only remaining required annual expenditure with a statutory dollar amount is a \$3.5 million annual allocation to the Green Finance Authority")

<sup>21</sup> *2024 Progress Report on the Implementation of the Healthy Homes and Residential Electrification Amendment Act of 2024*, Department of Energy and Environment (June 16, 2025) available at <https://lims.dccouncil.gov/Legislation/RC26-0068>

<sup>22</sup> *Id.*



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contribution to the Green Finance Authority, eliminates \$3 million in assistance for affordable housing providers to meet building performance standards, and eliminates the transfer of at least 30% of natural gas surcharges towards low-income resident assistance, workforce development, and more.

Summarized in the table below, the initial raiding of SETF funds started with the FY24 Approved Budget, which appropriated \$13.4 million within the Department of General Services (“DGS”) for the purchase of tier one renewable energy credits and SRECs so that the District’s energy usage complies with the District’s own Renewable Energy Portfolio Standard. However, for the remainder of FY24, the Mayor proposed to cease the purchase of SRECs and instead sweep \$17,257,720 from the SETF and direct those funds to DGS to pay for alternative compliance payments. For FY25, the Mayor proposed sweeping \$26 million from the SETF to have DGS pay alternative compliance payments into the REDF. The Mayor proposed sweeping the money that will be placed into the REDF and directing that money back into the District’s General Fund to be used for other purposes unrelated to sustainability efforts and carbon emissions reductions goals - a budget saving move on paper only. Additionally, the Mayor proposed sweeping \$6,605,692 in the REDF balance in the FY24 supplemental budget.

***Sustainable Energy Trust Fund Spending as Proposed by the Mayor***

	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>
DCSEU contract under § 8-1774.10(c)(1)	\$23,000,000	\$19,800,000	\$10,000,000	\$10,000,000	\$10,000,000
Administration of DCSEU contract under § 8-1774.10(c)(2)	\$5,292,878.46	\$4,143,591	\$8,532,489.00	\$8,532,489.00	\$8,532,489.00
Independent review of SETF contract performance under § 8-1774.10(c)(3)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Activities of the DCSEU for energy efficiency improvements and retrofits to benefit low-income residents under § 8-1774.10(c)(12)(A)	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Assistance for affordable housing upgrades under BEPS under § 8-1774.10(c)(17)	\$5,550,288.82	\$0.00	\$0.00	\$0.00	\$0.00
Replacement of fossil fuel appliances in residential units § 8-1774.10(c)(23)	\$6,489,996.18	\$0.00	\$0.00	\$0.00	\$0.00
Increase renewable energy generating capacity in the District § 8-1774.01(d)(1)(b)	\$4,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Green Finance Authority from SETF	\$7,000,000 <sup>23</sup>	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000
District Electricity Bills	\$30,916,329	\$70,102,000	\$80,602,000	\$80,602,000	\$80,602,000
<b>SETF Total</b>	<b>\$92,077,066</b>	<b>\$100,803,000</b>	<b>\$104,831,000</b>	<b>\$104,831,000</b>	<b>\$104,831,000</b>

<sup>23</sup> Note that the Executive’s BSA Subtitle reduces the SETF contribution to the DC Green Bank from \$7 million to \$3.5 million, through FY28. Moreover, these funds for FY25 have still not been delivered to the DC Green Bank

For the FY25 budget, in the accompanying Budget Support Act subtitle language and budgetary moves, the Mayor takes aim once again at the District's Renewable Energy Portfolio Standard. The Mayor's budget directs the District to cease the purchase of renewable energy credits that support its commitment to the District's Renewable Energy Portfolio Standard ("Standard"). The Standard establishes the share of electricity supplied in the District that must come from renewable sources. The Standard requires, for FY25, that 52% of electricity must come from tier one sources – that is, solar, wind, geothermal, ocean, and certain biomass, methane, fuel cells, and wastewater sources – and 4.3% must come exclusively from solar energy sources. Electricity suppliers typically purchase solar renewable energy credits ("SRECs") from individuals in the solar energy market to have compliant portfolios. SRECs are created when solar panels, located on individual homes, places of worship, and businesses, generate electricity and are later purchased by an electricity supplier. An electricity supplier that does not have a compliant portfolio is required to pay a compliance fee, also called an "alternative compliance payment", which is deposited into the Renewable Energy Development Fund ("REDF"), to support the creation of new and clean energy sources in the District.

In the FY26 Budget Support Act, the Mayor has proposed extending the District's exemption from complying with the District's Renewable Portfolio Standard through September 30, 2029. In fiscal year 2026, the Council exempted electricity sold to the District government from RPS through September 30, 2028 and prohibited the District from purchasing RECs for purposes other than meeting RPS unless District electricity purchases are first in compliance with RPS. Keeping the current prohibition on the purchase of Renewable Energy Credits that do not comply with DC's Renewable Portfolio Standard will ensure that REC purchases prioritize those with environmental benefits. The proposed budget even cuts the minimal \$8,000 in funding from the Renewable Energy Trust Fund, the local funding source for Solar for All, the District's program that promotes the installation of solar on single family homes and development of community solar projects to benefit renters and residents in multi-family buildings. The benefits of the Solar for All program could not be more beneficial to District residents, as the program expects participants to see a 50% savings on their electricity bill over 15 years: "Since the start of the Solar for All program in 2016, a total of over 41.5 MW of new solar generation capacity serving over 9,000 households has been installed in the District."<sup>24</sup> DOEE works hand-in-hand with the DCSEU to complete solar systems for income qualified single-family homes. DCSEU provides installation services—primarily using local certified business enterprises as contractors—free of charge to homeowners and renters.<sup>25</sup>

In the FY26 Budget, the Mayor has gone even further than in past years to sweep climate funding—nearly doubling last year's sweep of the SETF and blatantly disregarding many codified climate progress and environmental protections. In addition to more than 130 witnesses providing testimony during the Committee's June 16 Budget Oversight hearing, two previous chairs of this

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<sup>24</sup> Department of Energy and the Environment (DOEE) 2025 Performance Oversight Pre-Hearing Responses at 41. Available at <https://dcccouncil.gov/transportation-the-environment-5/>.

<sup>25</sup> *Id.*

Committee provided testimony emphasizing the severe implications of these cuts for the district. Former Councilmember Mary Cheh testified that “I have happily left Council business to other, but the environmental budget that we have here to my mind is a catastrophe which has compelled me to speak up...I served on the Council for 16 years and for many of those years I was Chair of this very Committee.”<sup>26</sup> Councilmember Cheh summed up the proposed cuts to DOEE as “devastating one of the premier agencies of our [District government] and one of the very best in the country.” This presents not just a financial loss, but a significant loss of third-party money through federal grants. She also emphasized that there are commonsense, nation-leading programs that are on the chopping block in FY26, including the “first of its kind” Building Energy Performance Standards and commonsense, federally required stormwater management programs. In closing, Councilmember Cheh summed up the state of District environmental affairs as follows:

“It is now more than ever that we need the states and the District to fill the gaps and more to protect our citizens from air and water pollution, the destruction of natural areas, and the health hazards of toxins and poisons. Obviously, we cannot make up for an environmentally rogue federal government, but we can do an awful lot to blunt their backward approach []. The environmental budget is a broken promise to the people of the District of Columbia. I want to be blunt about this. This environmental budget is a fraud on the people of the District of Columbia. The representatives of the people have put through programs and have attached fee like the bag fee or fees on energy and utility bills to be devoted to specific purposes designated. But now this budget converts the special purpose funds into lapsing funds. Because of budgeting rules, this will mean that about 80% of the monies will be swept into the general fund with those revenues to be used for any and all purposes—not the special purposes that we agreed upon.”<sup>27</sup>

Councilmembers Cheh and Wells have decades of experience leading forward-looking District energy and environmental policies, and Councilmember Wells himself served as the Director of DOEE for 8 years. In their testimony, they previewed the testimony of almost every public witness. Councilmember Wells closed his testimony with a call to action for the District:

“In addition, the Mayor’s budget includes a short-sighted proposal to walk back our climate goals. Every delay in reducing carbon emissions increases the cost—and difficulty—of achieving those reductions in the future. As a leader for our nation in reducing carbon emissions, DC has a responsibility to continue addressing the existential threat of climate change.”<sup>28</sup>

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<sup>26</sup> Former Councilmember Mary Cheh Oral Testimony at June 16, Public Hearing of the Committee on Transportation and the Environment at 22:00. Available at <https://www.youtube.com/watch?v=yb2loZfcUNQ>.

<sup>27</sup> Former Councilmember Mary Cheh Oral Testimony at June 16, Public Hearing of the Committee on Transportation and the Environment at 22:00. Available at <https://www.youtube.com/watch?v=yb2loZfcUNQ>.

<sup>28</sup> Former Councilmember Tommy Wells Written Testimony for Public Hearing of the Committee on Transportation and the Environment. Available at <https://lims.dccouncil.gov/Hearings/hearings/858>.

Among many changes with generational impacts on the District's environment and energy priorities, the proposed budget would continue to allocate sustainable energy charges to pay the District's electricity bills rather than invest in clean energy solutions for low and middle-income families—and every District resident. Legislative changes proposed in the BSA include effectively prohibiting meeting the District's goals on reducing carbon emissions by delaying BEPS by 6 years to an initial deadline of 2032—as well as pushing back Net-Zero requirements for government buildings until 2023.<sup>29</sup> The District's pathway to a green, clean, and affordable future is clear, but the current budget makes it nearly impossible to even maintain the status quo.

### **Stormwater Management and Watershed Protection**

The District of Columbia has made significant progress and expanded stormwater management activities. But the city's rivers and streams have long faced lackluster management of pollutants, both urban and industrial overflows, and long-term toxic pollution.<sup>30</sup> And DOEE is the lead agency charged with MS4 permit compliance, which covers vital stormwater management efforts ranging from construction inspections to direct trash collection from the Anacostia River. These activities are funded through stormwater fees collected from every DC water bill and deposited into the Stormwater Permit Compliance Enterprise Fund. Additional special purpose funds are also utilized for stormwater management efforts. Unfortunately, this year's cut of essential stormwater management funds directly aligns with the city's history of disregarding requirements under the Clean Water Act.<sup>31</sup>

Discussed further below, the Fiscal Year 2026 Budget Support Act of 2025 proposes to redirect \$13,603,424 of DOEE's stormwater management program funding into the General Fund. These resources would now be used by DPW to support that agency's "stormwater management" activities, which primarily entails street sweeping. The Storm Water Permit Review Fund to the Department of Public Works ("DPW") for stormwater management activities, including street sweeping, regardless of when the stormwater management activities began and regardless of whether those activities are otherwise required by law or regulation. Additionally, only \$4.3 million from these funds will be used in FY26 for full time employees, additional gross pay, and fringe benefits. \$9.3 million has been set aside for future years for those same FTEs. Since FY23, DOEE has used this fund to fulfill the legal and financial requirements for the District's MS4 permit, which was issued by the federal Environmental Protection Agency in November 2023. Under the five-year permit, there are various requirements including:

“Retrofitting 1,175 acres of impervious surfaces with stormwater management practices that capture stormwater runoff, planting over 7,770 trees per year,

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<sup>29</sup> The District's goal of reducing carbon emissions by 60% by 2030 would be infeasible without reducing building emissions, the city's top source of emissions.

<sup>30</sup> See Matthew Powell, Comment: *The Anacostia River: Urbanization, Pollution, EPA Failures, and the Collapse of the Public Trust Doctrine*, 41 U.BALT. L. F. 68, 68 (2010), <https://scholarworks.law.ubalt.edu/lf/vol41/iss1/5/>.

<sup>31</sup> *Kingman Park*, 84 F. Supp. 2d at 3 (quoting *Env't Def. Fund, Inc. v. Costle*, 657 F.2d 275, 295 (D.C. Cir. 1981)).

sweeping more than 10,932 miles of roads each year, preventing 108,347 pounds of trash from entering the Anacostia River each year, developing several technical reports and analyses related to stormwater management, and numerous administrative and technical functions.”<sup>32</sup>

Generally, DOEE’s stormwater management programs use a matrix of distinct funding streams, including the Stormwater Fee Fund, Soil Erosion and Sediment Control Fund, and Anacostia River Cleanup Fund. By sweeping each of these funding streams, DOEE’s overall budget for stormwater management activities will be reduced to \$29 million, a 35% cut overall and a 64% cut to non-personnel funding. In FY23, DOEE utilized \$12.7 million from the Stormwater Permit Review Fund towards FTEs staffing MS4 Permit requirements as well as various contracts, grants, and interagency funds for projects that support MS4 Permit requirements. In FY24 and FY25, the agency has continued using these funds for required stormwater activities and as matching funds for federal grants to implement stormwater management project.

Stormwater runoff is one of the top causes of pollution in District waterways, and “The District is already failing to meet its wet weather monitoring requirements in its MS4 permit,” according to Senior Earthjustice Attorney, Anna M. Sewell.<sup>33</sup> While the top risk to human health from water quality is typically tied to toxic sediment or consuming fish from District waterways, managing stormwater runoff is essential to obtaining water quality goals. In sum, hamstringing DOEE’s stormwater programs will have devastating impacts on the District’s ability to mitigate pollution, comply with federal requirements, and support dozens of businesses small and large—many of whom testified at the Committee’s budget oversight hearings. Subtitle (VI)(E) of the Budget Support Act proposes to redirect more than \$13.6 million from the Stormwater Permit Compliance Enterprise Fund to the Department of Public Works (DPW) to be used for street sweeping purposes for FY26 and beyond. However, the Mayor’s budget mistakenly swept funds from the Stormwater Review Credit program that are held in a private bank account. Redirecting funds that have been committed. This is not only a clear departure from the District’ progress on stormwater management, it is a financially unsound decision that may lead to violations of federal requirements and mandates—as well as inhibiting core permitting functions for DOEE.

The District was the first municipality in the country to institute a fee for single-use disposable bags when the Anacostia River Clean Up and Protection Act of 2009, effective September 23, 2009 (D.C. Law 18-55; D.C. Official Code § 8-102.01 et seq.), was enacted. The law also created a special-purpose revenue fund, called the Anacostia River Clean Up and Protection Fund (“Bag Fund”), administered by DOEE, to deposit these fees for use to protect and clean the Anacostia River and other impaired waterways. Under current law, any business selling food or alcohol charges a five-cent fee for each paper or plastic disposable bag distributed with any purchase, with a few exemptions. Bag Fund revenues are used to support green infrastructure,

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<sup>32</sup> Department of Energy and the Environment (DOEE) 2025 Performance Oversight Pre-Hearing Responses at 51. Available at <https://dccouncil.gov/transportation-the-environment-5/>

<sup>33</sup> Letter to DC Council Re: FY 2026 Budget Cuts for Stormwater Management, Anna M. Sewell, Earthjustice (June 13, 2025), on file with the Committee on Transportation and the Environment.



watershed education, trash capture, stream restoration, outreach and reusable bag distribution, enforcement and fee collection, and administrative costs. The termination of funding from the “Bag Fund” would cripple environmental education programs like the Nature Near Schools program. The Director of Education and Outreach for the Anacostia Watershed Society, Kendria Bierman, testified that

“This year alone, through the Nature Near Schools program, our outdoor education collective—namely: Casey Trees, Urban Adventure Squad, Living Classrooms, Nature Forward, and AWS engaged 1,183 students across 28 Title I elementary schools in outdoor learning in their own school yards and local greenspaces.”<sup>34</sup>

DOEE-funded outdoor education and environmental literacy programs are how thousands of students in the District are introduced to the Anacostia, Potomac, and Rock Creek watersheds each year. Elana Mintz, founder and executive director of Urban Adventure Squad testified to the “levels of engagement, happiness, observation, and inquiry that reflect the evidence in these and dozens of other research studies on the benefits of outdoor time to student academic achievement and well-being.”<sup>35</sup> There were numerous grantees and graduates of DOEE-funded who provided testimony on the Nature Near Schools and other outreach and education programs that would be directly impacted by these cuts.

The Anacostia Bag Fund is also a key part of DOEE funding that goes toward green infrastructure, which are installations that utilize plants and other media designed to maximize stormwater absorption and filtration, and stormwater management. By completely depleting the Bag Fund and cutting DOEE’s Natural Resources Administration by almost 90% of its non-personnel budget, the agency will likely be unable to carry out required water quality monitoring, stormwater collection, and green infrastructure activities. DOEE funds the following programs or grants with revenues from the Bag Fund: RiverSmart Homes, Community Stormwater Solutions, Anacostia River Explorers and Green Boats Kayaking Program, and City Wildlife, among many others. The Mayor’s proposed FY26 budget sweeps \$1.9 million from the Bag Fund, and the Committee has restored this funding.

## GREEN FINANCE AUTHORITY (DC GREEN BANK)

### AGENCY MISSION AND OVERVIEW

<sup>34</sup> Kendra Bierman, Director of Education and Outreach for the Anacostia Watershed Society Written Testimony m Available at <https://lims.dccouncil.gov/Hearings/hearings/858>

<sup>35</sup> Elana Mintz, Founder and Executive Director of Urban Adventure Squad Written Testimony for Public Hearing of the Committee on Transportation and the Environment. Available at <https://lims.dccouncil.gov/Hearings/hearings/858>

The mission of the Green Finance Authority is to increase private investment in clean energy, clean transportation, clean water, stormwater management, energy efficiency, water efficiency, and green infrastructure projects in the District of Columbia. The Authority, commonly referred to as the Green Bank, first received funding in FY 2020. During that first year, the Mayor nominated, and the Council approved, the Authority's first Board of Directors, and the Board hired the Authority's first Chief Executive Officer. Since it began operation, the Authority has contributed significantly, through a variety of financial products, to the District's climate and energy goals, investing millions of dollars, and attracting millions more dollars of private investment, in renewable energy projects, and saving the District's residents millions of dollars in electric bills.

## **COMMITTEE RECOMMENDATIONS**

### **a. Fiscal Year 2026 Operating Budget Recommendations**

The Mayor's proposed FY26 Operating Budget for the Green Bank is \$3,500,000, which represents a 91.9% decrease from the FY25 Approved Budget of \$43,192,583.<sup>36</sup> This funding does not support FTEs. This top-line amount for the Green Bank reads as a near-complete cut as well as reduction in the statutorily-required annual contribution from the SETF to the Green Bank.<sup>37</sup> However, as the DC Green Finance Authority leadership testified at the Committee's government hearing, "Some of the prior funds that had not been received are reflected in the bigger picture...The change is [] reflecting a change in statute and not a direct reduction to the scheduled transfer."<sup>38</sup> The Committee's understanding is that the prior approved budget represented a cumulative total that the DC Green Finance Authority was owed by the District in previous fiscal years. The current operating budget now only reflects upcoming contributions. The Green Bank is implementing a sound strategy to keep afloat without the full local funding commitments that were originally required in statute in the Sustainable Energy Trust Fund. However, the Mayor's proposed budget includes a \$14 million reduction in SETF funds set aside for the Green Bank through 2028. Based on the 14:1 FY24 leverage ratio for the Green Bank, the District will be missing out on \$140 million in investment in the District in the coming years.<sup>39</sup>

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<sup>36</sup> See June 23, 2025 e-mail from DC Green Finance Authority to Committee on Transportation and the Environment (*In pertinent part* "The Mayor's FY26 budget reflects a year-over-year reduction of \$39.7 million in special revenue fund transfers. The original FY25 budget included all current and past due transfers owed to the Green Finance Authority under prior statutory obligations. In contrast, the FY26 budget reflects the revised statute, which now requires a minimum of \$7 million in special revenue fund transfers annually to the Authority between FY25 and FY28. However, the FY26 mayoral budget allocates only \$3.5 million—half of the statutory minimum—as a consequence of constrained fiscal conditions facing all District entities.")

<sup>37</sup> Historically, \$10 million in annual funding was required for the DC Green Finance Authority as part of the SETF expenditures. However, after the FY25 changes and sweep of the SETF, only \$7 million is currently required to be transferred to DC GFA.

<sup>38</sup> Oral Testimony of former DC Green Finance Authority CEO Trisha Miller and CFO at June 6 Budget Oversight hearing of the Committee on Transportation and the Environment *available at* <https://www.youtube.com/watch?v=IkdmnrdPQwE&t=1718s>

<sup>39</sup> DC Green Finance Authority FY24 Annual Report (December 17, 2024) *available at* <https://dcgreenbank.com/news/fy2024-annual-report/>

**The Committee reluctantly recommends adoption of the FY26 Operating Budget for GFA, as proposed by the Mayor, with the modifications noted in the tables in Section I of this report.** Below are some of the most significant items in GFA’s proposed operating budget that the Committee wishes to highlight:

Over the past five years, the Green Bank has delivered more than \$75 million in direct investment and unlocked over \$760 million in investment from private sources.<sup>40</sup> The Green Bank has been able to deliver these results due to predictable, durable, and legally-required funding from the District to finance community and economic development while ensuring that the clean energy projects that the Green Bank helps to create yield substantial benefits and cost savings for low-income families. As originally intended to meet the District’s clean energy and sustainability goals, the recommended funding level for a Green Bank in the District was \$100 million—spread across around 7 years—which was intended to drive over \$500 million dollars in clean energy over the funding period.<sup>41</sup>

Simplified, the goal for the DC Green Bank was to drive \$500 million in investment through direct deployment of capital from the bank. The end goal is to recapitalize the original \$100 million near-indefinitely once the first phase of operation has concluded. Original estimates prior to creation found that the Green Bank could drive \$500 million in investment.<sup>42</sup> The DC Green Bank model followed the capitalization plans of two previously-established Green Banks—New York and Australia, which provided pre-fixed amounts of capital annually into their green banks with an end point once the Green Bank has deployed and start “recycling” all of its capital.<sup>43</sup> While the DC Green Bank has demonstrated leverage ratios up to 14:1 and reached nearly \$90 million in net position, the two most vital elements for the long-term financial health of the DC Green Bank are: 1) the underlying products of the Green Bank and how this informs the institutional leverage ratio 2) Penetrating the market and establishing the Green Bank as a trusted institution and financial tool.

“The Green Bank deploys public dollars and crowds in additional private investment to bring projects with environmental benefits to life. In addition to environmental benefits, the Green Bank’s investments also support job creation, affordable housing preservation, reduced household energy costs, and improved public health outcomes. In fact, for every dollar of public funding that the Green Bank invested in a project last year, more than 14 additional dollars flowed into community projects.<sup>44</sup>

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<sup>40</sup> DC Green Finance Authority FY24 Annual Report (December 17, 2024) *available at* <https://dcgreenbank.com/news/fy2024-annual-report/>

<sup>41</sup> District of Columbia Green Bank Report, Coalition for Green Capital at 7. *Available at* <https://doee.dc.gov/service/dc-green-bank>.

<sup>42</sup> District of Columbia Green Bank Report, Coalition for Green Capital at 47.

<sup>43</sup> *Id.*

<sup>44</sup> DC Green Finance Authority FY24 Annual Report (December 17, 2024) *available at* <https://dcgreenbank.com/news/fy2024-annual-report/>.



Despite the tremendous return on investment provided by the DC Green Bank, the Mayor's has repeatedly slashed the minimum contribution they receive from the SETF under the law. In 2024, the DC Green Bank's budget was altered from \$10 million annually through 2025 to \$7 million annually through 2028. The DC Green Bank has invested around \$75 million in clean and affordable projects throughout the District, bringing \$760 million into the District.<sup>45</sup> In terms of jobs and affordability in the District,

“Put more directly, for every dollar DC Green Bank has invested since 2020, more than 10 additional dollars from private and public sources have flowed into the District. These investments have grown small businesses, created more than 3,000 jobs, saved residents and community organizations millions of dollars on their utility bills, and delivered nearly 1,000 affordable homes in communities where they are most needed.”<sup>46</sup>

By reducing the DC Green Bank's budget in half from the minimum under SETF (not to mention the \$20 million that was allotted in the original statute), the District would be departing from investments in affordable housing, financing for small business, and utility bill savings for the average resident. It is also worth noting that the DC Green Bank has not yet received any of its projected FY25 \$7 million in funding as of the third quarter of the year. Recent cuts and misdirection of DC Green Bank funding stand in stark contrast to the founding of the bank. Back in 2017, Mayor Bowser originally introduced the legislation establishing the DC Green Bank, stating that

“Washington, DC is a global leader on environmental issues and by establishing a Green Bank, we will continue to build on the progress that helped us become the first LEED Platinum city in the world. I look forward to working with all of the businesses, non-profit organizations, and residents that will benefit directly from this new tool. Together, we will continue to meet our ambitious sustainability goals while creating high-paying, clean energy jobs for residents in all eight wards.”<sup>47</sup>

Despite this, the Mayor's ongoing approach to converting special purpose funds to the General fund has been an ongoing issue for the DC Green Bank since it was first considered. During the Pepco-Exelon merger, the original settlement agreement set aside \$10.05 million towards a Green Building Fund, which DOEE went on record stating that they would use to capitalize a DC Green

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<sup>45</sup> Trisha Miller 2025 Budget Oversight Hearing Testimony, June 6, 2025. Available at <https://lims.dccouncil.gov/Hearings/hearings/854>.

<sup>46</sup> *Id.*

<sup>47</sup> “Mayor Bowser Signs Historic Green Finance Authority Establishment Act: Legislation Cements DC as First US City and Second City in the World with a Green Bank,” Press Release—Mayor Bowser (July 10, 2018) available at [https://dc.gov/release/mayor-bowser-signs-historic-green-finance-authority-establishment-act#:~:text=\(WASHINGTON%2C%20DC\)%20%E2%80%93%20Mayor.lower%20energy%20costs%2C%20reduce%20greenhouse](https://dc.gov/release/mayor-bowser-signs-historic-green-finance-authority-establishment-act#:~:text=(WASHINGTON%2C%20DC)%20%E2%80%93%20Mayor.lower%20energy%20costs%2C%20reduce%20greenhouse)

Bank.<sup>48</sup> However, the Public Service Commission stepped in and amended the settlement agreement because of the history of transferring dollars intended from clean energy and sustainable uses into the general funds for the District. Instead, the PSC ordered that the settlement be placed in separate accounts for grid modernization and “support innovative energy conservation or energy efficiency programs targeted primarily towards both affordable multifamily units and master metered multifamily buildings which include low and limited income residents.”<sup>49</sup> Even prior to the Green Bank’s inception, misdirecting funds for unintended purposes have plagued DC environment and energy investments through DOEE and the DC SEU. The Public Service Commission was so concerned about this issue that they found that there “is a question about whether the CIF funds can and will be used by the recipient agencies for the purposes designated in the [Pepco-Exelon settlement agreement],” and they place the settlement funds within direct “regulatory control of Commission.”<sup>50</sup> Continuing to use SETF funds far beyond their intended use, as required by current law<sup>51</sup>, would run counter to the testimony of almost every witness that provided testimony.

With the Mayor’s sweep of the SETF this year, the FY25 BSA lowered the minimum contribution to the Green Bank from \$7 million to \$3.5 million, and the FY26 FIS notes that “The only remaining required annual expenditure with a statutory dollar amount is a \$3.5 million annual allocation to the Green Finance Authority.”<sup>52</sup> On top of this, the DC Green Bank has not yet received any transfer from the District for FY25. As proposed, the current budget reduces the Green Bank contribution by \$14 million through FY28. This major reduction in SETF resources would mean the delay or complete elimination of investments in affordable housing projects, energy efficiency, and renewable energy projects that lower utility bills. Cutting these types of programs means that we are mortgaging a clean and affordable future on the backs of low and middle income residents—on top of making shortsighted financial climate decisions. As Celeste Bryant from Metropolitan African Methodist Episcopal Church pointed out in their written and oral testimony at our June 16, 2025 hearing,

“One mother I spoke with wanted to pass down a home to her daughter, but was hesitating because the home has a broken furnace, faulty stove, and leaky roof. By electrifying this home, we are not only investing in a cleaner, greener, and healthier future for DC but we are also investing in intergenerational Black wealth. We are making great progress- the Affordable Home Electrification program has transformed over 100 homes but we need continued funding to keep these programs in place and it is clear the current budget proposal halts our progress. The Mayor’s budget misappropriates over three-quarters of all

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<sup>48</sup> DC PSC Order No. 18109, at paragraph 52.

<sup>49</sup> *Id.*

<sup>50</sup> *Id.* at paragraph 53.

<sup>51</sup> D.C. Official Code § 8-1774.10, Sustainable Energy Trust Fund. (*In pertinent part* “There is established as a special fund the Sustainable Energy Trust Fund, which shall be used solely for the purposes stated in subsection (c) of this section. The Sustainable Energy Trust Fund.”)

<sup>52</sup> Fiscal Year 2026 Budget Support Act of 2025, Office of the Chief Financial Officer at 52. Available at <https://www.dccouncilbudget.com/fy-2026-budget>.

revenue in the Sustainable Energy Trust Fund (SETF) to pay the District Government's energy and waste bills instead of investing in low income homes.”

Any cut to the SETF will bring harm to residents, small businesses and green jobs. The represent a major delay in the achievement of District climate and clean energy goals. Lastly, the long-term goal of achieving financial sustainability and independence from the District will be out of reach in the short term—with implications the Green Bank's relationship as a stable finance partners for public and private sources of funds.

At recent performance oversight and budget hearings, the Committee has held initial conversations about next steps for transitioning the Green Bank from requiring annual funds from the District. During FY25 performance oversight hearings this year, former Green Bank CEO Trisha Miller testified that:

“We are looking at the model and the timing thanks to the Council and the Mayor's support. Our programs and the SETF commitment running now through FY28 that gives us time to look at both the amount of funds that they would need to have invested in projects at any given time in order to hit that financial self-sustainable model. So we haven't had enough initial capitalization to get to the point of [] recyclability to support operating costs and ensure there is enough to put into new projects. But our target is for achieving that financial sustainability model by FY28. Which will require predictable, durable funding now through then as well as the ability to crowd in other sources of capital so that we can have enough deployed every year [] and not be in a start-stop mode... We have looked at other green banks who have taken more than a decade to get there [and] we hope to do it more rapidly.”<sup>53</sup>

As mentioned above, the \$100 million threshold in District contributions to the Green Bank was identified due to the lifetime investment exceeding \$500 million and contributing directly the District's sustainability goals. The continued sweeping of the Green Bank's annual funding has cascading implications for building trust with the market, investment planning, and long-term budgeting. As initially intended, the District committed in legislation a maximum of \$105 million towards the Green Bank's general staffing, operations, and lending portfolio. With \$50 million yet to be transferred and yet another reduction this year, the path to a self-sufficient Green Bank is increasingly tenuous. This could have a devastating impact on the Green Bank's partners and projects—as well as significantly push back the District's climate commitments. As a solution, the DC Green Bank, Council, and the Mayor's office have engaged in recent conversations about a creating a bond issuance tool within the Green Bank in order to support a range of infrastructure, affordable and energy-efficient housing, transportation, and clean energy projects. With the stark

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<sup>53</sup> Oral Testimony of former DC Green Finance Authority CEO Trisha Miller given at February 27, 2025 Performance Hearing of the Committee on Transportation and the Environment at 1:05:20. Available at <https://www.youtube.com/watch?v=nVXmsN0vhIY>.

cuts to the current SETF budget and DOEE overall, the Committee has engaged with agency staff on the concept of allowing the Green Bank to authorize its own bonds so that it can continue to recycle capital and raise additional funds. **To this end, the Committee has funded and recommends \$250,000 towards building the Green Bank’s capacity to issue bonds.**

**b. Fiscal Year 2026 Capital Budget Recommendations**

The Green Bank does not have a capital budget.

**DISTRICT DEPARTMENT OF TRANSPORTATION**

**AGENCY MISSION AND OVERVIEW**

The District Department of Transportation’s (“DDOT”) mission is to equitably deliver a safe, sustainable, and reliable multimodal transportation network for all residents and visitors of the District of Columbia. DDOT executes its mission through its six administrations. The Project Delivery Administration is responsible for multimodal infrastructure projects (planning, design, and construction), transit delivery, and traffic engineering and safety. The Operations Administration maintains the District’s transportation infrastructure assets (e.g., streets, alleys, sidewalks, and trees), manages traffic operations, provides vehicle and pedestrian safety control, manages public space and parking regulations, and conducts snow removal operations. The Administrative Administration manages the agency’s operating and capital budgets, liaisons with the Office of the Chief Financial Officer and the Chief Procurement Officer, manages human resources and workforce development, and provides agency-wide support through State and Regional Planning. The Performance Administration tracks and reports performance metrics, manages facilities, fleet, and information technology resources, and provides customer service. The External Affairs Administration provides enhanced community engagement and outreach to District residents, and coordinates communication with and messaging to the public, media, and other stakeholders. Finally, the Office of the Director is responsible for the oversight and management of the Department.

**COMMITTEE RECOMMENDATIONS**

**a. Fiscal Year 2026 Operating Budget Recommendations**

The Mayor's proposed FY26 Operating Budget for DDOT is \$175,892,426, representing a 5.1% decrease from the FY25 Approved Budget of \$185,309,928. This funding supports 795.9 Full-Time Equivalents (“FTEs”), a decrease of 2 FTEs (or 0.3%) from the of 797.9 FTEs supported by the FY25 Approved Budget.

DDOT’s FY26 Proposed Budget includes a nearly \$30 million (22.3%) reduction in local funds, slightly offset by a \$7.7 million (36%) increase in special purpose revenue funds and a \$12.8 million (43%) increase in federal grant funds.

**The Committee recommends adoption of the FY26 Operating Budget for DDOT, as proposed by the Mayor, with the modifications noted in the tables in Section I of this report.** Below are some of the most significant items in DDOT’s proposed operating budget that the Committee wishes to highlight:

### ***Notable Investments in DDOT’s Operating Budget***

#### ***Modernized Permitting System***

During her presentation at the agency’s budget oversight hearing, Director Kershbaum discussed several notable investments within DDOT’s budget. First she noted that DDOT has included \$1.9M in operating budget to support a modernization of the permitting system to “ensure faster, smoother permitting activities.” She further broke down funding for these activities into two components. Five FTEs would support development of a new IT system—titled the Modern Permitting System (“MPS”)—that will replace TOPS. The director noted that this work is “[n]ecessary to ensure smooth, ongoing operations of new permitting system as well as to support system updates and expansions as permitting demands change and grow.” Another five FTEs will be responsible for the “[d]esign and management of new curbside permitting policies and integration into MPS.” Funding associated the new permitting system also includes “[d]edicated Public Space Committee support so permit reviewers can focus on permit reviews” and “[e]nhanced tracking and analysis of permit review and other fee revenues.” The Committee looks forward to learning about how these investments have led to a more streamlined permitting system, and approves this funding.

#### ***Roadway, Sidewalk, and Trail Maintenance***

The Mayor’s proposed FY26 budget includes a combined \$402 million to maintain roads, sidewalks, and alleys in a state of good repair.<sup>54</sup> The budget includes \$103.5 million for sidewalk expansion and repair. There is an additional \$31.8 million in funding for bike lane construction and another \$73.3 million to build or maintain multi-use trails.<sup>55</sup> The CIP also includes nearly \$200 million for street paving services under PaveDC. The budget also includes \$45.6 million in combined Vision Zero Safety Improvements and Vision Zero Asset Hardening projects. The Committee approves the proposed funding levels for each of these activities.

#### ***Capital Bikeshare Assets***

DDOT’s FY26 Proposed Budget includes \$13 million in funding for Capital Bikeshare (“CaBi”) across the CIP. In fact, the proposed budget includes an additional \$2.3 million in funding

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<sup>54</sup> [https://mayor.dc.gov/sites/default/files/dc/sites/mayormb/page\\_content/attachments/FY26-Budget-Presentation-Deck.pdf](https://mayor.dc.gov/sites/default/files/dc/sites/mayormb/page_content/attachments/FY26-Budget-Presentation-Deck.pdf).

<sup>55</sup> The proposed budget reduces funding available for the Trails Master Project by approximately \$1 million, with cuts to FY26, FY27, and FY29 funding balanced out with enhancements to FY30 and FY31. Together, the project would see its total funding cut by just over \$1 million and the project’s timeline extended by two years.



for FY26 and another \$2.8 million in FY31. Riders took 6,114,324 trips in 2024 using CaBi, “breaking the all-time annual ridership record for the second consecutive year.”<sup>56</sup> The 6.1 million milestone for the CaBi means it is the second-largest bikesharing system in the country—behind only New York City’s Citibike system after surpassing Chicago’s Divvy Bikes network.<sup>57</sup> The Committee approves this funding as proposed.

### ***Committee Adjustments to DDOT’s Operating Budget***

#### ***E-Bike Incentives***

In Council Period 25, the Council passed the Electric Bicycle Incentive Program Amendment Act of 2023. The law, introduced by Chairperson Allen, establishes an Electric Bicycle Incentive Program to provide rebates or vouchers to District residents for the purchase of electric bicycles (“e-bikes”), e-bike components, and annual maintenance. The law also reserves one-half of all incentives for preferred applicants – defined to include residents enrolled in SNAP, TANF, Medicaid, or the Healthcare Alliance – and doubles the maximum allowable incentive for these applicants. Finally, the law allows the Mayor to issue grants to local retail establishments that sell or service e-bikes to (1) defray the costs associated with hiring, training, and retaining bicycle repair workers and (2) to defray the costs associated with opening a bicycle shop in Wards 7 or 8.

The program has proven to be extremely popular. In both FY24 and FY25, the Committee allocated \$500,000 to fund incentives to be awarded in the program. In FY24, the program awarded 335 vouchers accounting for the full \$500,000 of the funding received.<sup>58</sup> The 2025 application was open from Saturday, February 1, through Friday, February 21, 2025, and the Committee anticipates high levels of participation. While the Committee wishes it could maintain prior funding levels, it was only able to identify \$250,00 for incentives in FY26. Nevertheless, the Committee is excited to see the next batch of applicants more affordably access this popular transportation option.

#### ***Circulator***

The Mayor’s Fiscal Year 2025 Proposed Budget included a proposal to completely wind-down the DC Circulator over the fiscal year, with a complete termination of service originally scheduled for Spring 2025. However, over the summer of 2024, it was announced that cuts to DC Circulator service would begin on October 1, 2024, and DC Circulator service would completely end on December 31, 2024. To support former DC Circulator workers during the transition, the Council passed the DC Circulator Transition Emergency Amendment Act of 2024, effective

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<sup>56</sup> Samuel Littauer, *Bikeshare Beat: Capital Bikeshare records over 6.1 million rides in 2024, fastest growing system in US* (January 29, 2025), <https://ggwash.org/view/98229/bikeshare-beat-capital-bikeshare-records-over-6.1-million-rides-in-2024-fastest-growing-system-in-us>.

<sup>57</sup> *Id.*

<sup>58</sup> District Department of Transportation, *District E-Bike Incentive Program* (last visited June 22, 2025), <https://ddot.dc.gov/page/district-e-bike-incentive-program>.

October 29, 2024 (D.C. Act 25-0621; 71 DCR 13555) and the DC Circulator Transition Temporary Amendment Act of 2024, enacted November 14, 2024 (D.C. Act 25-0626; 71 DCR 14126). Both the emergency and temporary acts required that money derived from the disposition of the DC Circulator’s assets be deposited in the DC Circulator Fund and used to support DC Circulator workers—many of whom have several years of service to the District—while they seek employment. Several news outlets reported multiple assets have been sold. Revenue recovered from sales was never placed in the fund as required. Now, the Mayor’s BSA proposes to repeal the Fund entirely. At this stage, it is unclear what—if any—Circulator assets remain unsold. What is clear is that the Executive has no intention of directing the funds towards their Council-approved purpose. Furthermore, the Committee was unable to identify another source from which to replenish the Fund.

### ***Sunsetting Open Streets for More Long-Term Pedestrianization***

Pedestrian-friendly plazas allow residents and visitors to enjoy public spaces without the hazards and inconveniences posed by automobiles, including noise, air pollution, and the risk of collisions. Space that is normally allocated to vehicle travel lanes and parking spaces can instead be repurposed to serve as streateries, art installations, and entertainment venues. The redevelopment of the Wharf and its subsequent popularity is just one local example of how car-free streets can revitalize neighborhoods by generating significant foot traffic for local businesses and serving as a gathering place. Temporary closures of streets to personal vehicle traffic are also enormously successful. Community events centered around road closures, such as DDOT’s Open Streets program, have proven to be extremely successful. Open Streets events are when the District “close[s] roadways to vehicles to provide safe spaces for walking, biking, skating, and other social activities.”<sup>59</sup> The District began hosting Open Streets in 2019 with its inaugural event held along Georgia Avenue.<sup>60</sup> “The Mayor’s Proposed Budget includes \$700,000 in recurring funding for Open Streets.

In fact, the popularity of the road closures implemented through DDOT’s Open Streets program are what first inspired the Committee to consider more permanent, larger scale closures. The thinking is that if street closures for farmer’s markets, festivals, and other special events create vibrant spaces to gather, recreate, and support local business, the District should pursue more permanent closures that are supported by the built environment.

To accelerate the development of additional plazas throughout the District, the Council passed the Public Life and Activity Zones Amendment (“PLAZA”) Act of 2024. The law PLAZA Program within DDOT that designates corridors in the District that will be closed to personal vehicle traffic for 24 hours a week and issues grants to help implement the closure. Initially, DDOT will publish a report selecting three contiguous stretches of roadways, each no less than one-eighth of a mile, that are suitable for closure. After publication of the initial report, DDOT will then

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<sup>59</sup> District Department of Transportation, *Open Streets* (last visited June 24, 2025), <https://openstreets.dc.gov/>.

<sup>60</sup> *Id.*



conduct public meetings to solicit feedback on its report. Next, DDOT must announce which of the three corridors discussed in the report will first be closed. At that point, DDOT can begin issuing grants and implementing infrastructure improvements recommended in the report. The initial closure will be implemented within a year of the law taking effect. After two years, the District's Long-Range Multimodal Transportation Plan, known as moveDC, must include plans for closing the two remaining corridors.

Unfortunately, the Mayor did not allocate funding for the law's implementation in her proposed budget. Faced with the choice between preserving popular but ultimately temporary street closures, or pursuing the more ambitious goal of longer-term closures, the Committee chose the latter. The Committee therefore eliminates funding for the Open Streets program and directs those resources towards PLAZA Act implementation.

#### **b. Fiscal Year 2026 Capital Budget Recommendations**

##### ***Bus Priority Program***

The Better Bus Program capital project “supports capital infrastructure improvements throughout the District to help prioritize bus travel and improve accessibility to bus stops on major bus corridors throughout the city.” The project is used to fund the creation and maintenance of bus-only lanes, of which there are now 13.3 miles either built or in construction.”<sup>61</sup> The project supports the construction of bus bulb-outs, bus stop accessibility upgrades, and signal timing adjustments. The capital project supports commonsense investments in bus transit infrastructure to lower headways along busy routes and improve riders' overall experience. The Mayor's Proposed FY26 proposed reducing funding for the Bus Priority Program by \$47 million reduction across five fiscal years.<sup>62</sup>

MetroBus is hovering just below its pre-pandemic ridership. With WMATA about to launch its new Better Bus Network Redesign in the coming days, the Committee believes now is the time to strengthen investments in bus infrastructure. Fortunately, the Committee was able to identify \$30.5 million from unspent balances in FY25 and reallocate it across the new CIP to almost fully restore funding for bus priority improvements. This enhanced funding more accurately reflects the agency's capacity for designing, constructing and implementing bus and transit improvements.

##### ***Streetcar and Future of Transit Along***

One of the most controversial announcements from the Mayor's initial budget presentation was the planned shutdown of the DC Streetcar. Director Kershbaum confirmed that the Streetcar is set to end in July 2027, when the current contract is set to expire. She explained that DDOT will

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<sup>61</sup> District Department of Transportation, *DDOT Bus Priority Projects*, <https://buspriority.ddot.dc.gov/> (last visited June 23, 2025).

<sup>62</sup> The Mayor's proposed budget adds \$10.1 million back in FY31.

examine the FY26 budget and consider if it's necessary or prudent to save additional contract costs through "slight reductions in service hours." She noted that the agency would know more regarding whether a larger reduction in service is needed in one year.

There are three capital projects impacted by the Streetcar's wind-down. The main Street Car capital project (LMTCEC) is budgeted for \$3 million in both FY26 and FY27. At their budget oversight hearing, the agency explained that this funding was for "ongoing state of good repair that supports the street car program." Committee was not fully persuaded that this level of funding is needed for the maintenance of transit assets that slated for retirement in the near future. The Committee, accordingly, reduced the project by \$5.5 million to redirect to other priorities. However, the

In response to a question about plans to remove or repurpose any remaining streetcar assets (e.g., filling or covering gaps from the tracks), Director Kershbaum mentioned that:

"By FY29, we will launch a next-generation streetcar that doesn't require fixed tracks and can use the overhead charging structure. And we will work with the Community to ensure the new transportation network meets their needs as we fund a \$2M WMATA transportation study."<sup>63</sup>

Councilmember Allen was skeptical that the funding includes sufficient resources to consider the needs of H Street and Benning Road while competing against the designs for the former RFK stadium site. Moreover, Councilmember Allen expressed frustration that the District has planned for the cessation of Streetcar service with no detailed alternative in mind: He closed one of his rounds of questioning with the DDOT director with the following thoughts:

*"So the same \$2 million that 's trying to identify Metro [needs] at Stadium Armory is now going to also be doing the entire length of H Street and Benning Road? Call me skeptical.*

*"I'm disappointed that we're not laying out a bolder vision of what we could be doing as an alternative. I look at Route 1. . . and the decisions they made around how to create center-run bus rapid transit absolutely has transformed that corridor . . . It has helped spur a lot of development and growth -- new housing, new jobs, new businesses -- along the length of that corridor. I think that's what we should be looking at from Starburst to Minnesota."*

To ensure that transit along the H Street / Benning Road Corridor receives the thoughtful consideration it deserves, the Committee has identified \$250,000 in capital funds to develop a strategic vision for "The Future of Transit Along the H Street / Benning Road Corridor."

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<sup>63</sup> *Supra* note 7.

### ***Urban Forestry***

The Committee was originally dismayed to see the Mayor's proposal to reduce the Urban Forestry main capital project by \$16 million. While the overall cut is concerning, the Mayor's proposed CIP would actually increase the available balance for urban forestry efforts in FY26 from \$7.2 million to \$19 million – a \$12 million enhancement. That being said, the Mayor's proposed budget also eliminates (an admittedly much smaller) Tree Planting project. To further enhance the District's capacity for urban forestry and tree planting efforts, the Committee re-establishes a Tree Planting project, funded at \$425,000 in FY26.

### ***Sidewalks***

The Committee is grateful to see continued investments in pedestrian infrastructure, with nearly \$13.8 million in additional investments for sidewalk investments across the CIP. The state of sidewalk repair has been a recurring theme at DDOT's budget and performance oversight hearings for the last two years. Most recently, public and organizational witnesses requested the following investments in DDOT:

- Provide funding sufficient to lower the Service Level Agreement for sidewalk repairs from 270 days to 60 days
- Provide funding sufficient for, or otherwise require the agency to, collect sidewalk injury data
- Allocate \$100,000 towards, with respect to pedestrian infrastructure assets, either (1) the creation of a new strategic plan (2) update the previously published strategic plan. This would mirror the recent process by which DDOT recently developed its Strategic Bike Plan.<sup>64</sup>
- Allocate funding for a pilot of poured-concrete bricks, a material that provides the aesthetic appeal of bricks but are cheaper and more easily maintained.

While each of these is a worthy goal, the Committee was unable to allocate additional resources to DDOT to include them in the FY26 budget. But the Committee will work with COW and the full Council to identify funding for these projects during first and second reading.

### ***Wangari Gardens***

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<sup>64</sup> District Department of Transportation, *Strategic Bikeways Plan* (last visited June 24, 2025), <https://bikelanes.ddot.dc.gov/pages/strategicbikeplan>.

The operational challenges faced by Wangari Gardens, a vital community garden-park located in Ward 5, in addressing the escalating costs and logistical hurdles associated with securing a consistent and affordable water source, are a concern for this Committee. With oversight of urban agriculture and associated programs, this Committee heard from the "Friends of Wangari Gardens," a 501(c)(3) non-profit organization, relying heavily on donations to fund its operations, about challenges it faced with exorbitant water bills from the DC Water and Sewer Authority, or DC Water. Wangari Gardens serves as a critical green space and food cultivation hub for surrounding communities, fostering community engagement, promoting environmental stewardship, and providing fresh produce to D.C. residents. The "Friends Of" nonprofit group asserted that DC Water's current ratemaking framework for water access disproportionately impacts community-based agricultural initiatives, treating them identically to commercial developers, jeopardizing the sustainability of their operations. The garden currently relies on a fire hydrant use permit from DC Water for irrigation. This method, while allowing access, comes with significant financial and logistical drawbacks.

The group is using a fire hydrant permit from DC Water, the cost of which has dramatically increased in recent years. The treasurer for the Friends of Wangari Gardens, in communications with the Ward 1 and Ward 5 Council offices, shared with the Committee, notes that the 2025 bill for the meter and backflow preventer rental totaled \$5,525, which is considered "commercial use." This means Wangari Gardens pays the same rate as a developer demolishing a building. The largest portion of this bill is the refundable deposit for the meter (\$2,750) and the daily rental fee (\$15/day, totaling \$2,700 for the season), while the actual water usage amounts to less than \$1,000. This fee structure has led to the depletion of the Friends of Wangari Gardens' bank account in recent years, requiring personal funds to cover the bill in 2025. Beyond the financial strain, the current water access method is extremely labor-intensive and poses safety risks. Volunteers must run 250 feet of fire hoses across two busy streets every Sunday morning during the growing season to fill the garden's cistern. This volunteer-led effort is both physically demanding and dangerous.

The experience has caused some to call for the creation of a separate "community-use" water rate for urban farms and community gardens, removing them from the "commercial use" category and establishing a separate, more appropriate rate. Such a proposal is better suited to the traditional legislative process. In the meantime, however, the Committee identified \$75,000 for the assessment, design, and installation of a water meter and potable water source directly on the property, with a spigot for gardeners' free use.

### ***NoMa Pedestrian Tunnel***

Funding for the NoMa Pedestrian funding has been pushed back by three fiscal years. As approved in the FY25 budget, the project was slated to receive \$5 million in FY27 and \$45 million in FY28. The Mayor's Proposed Budget would fund the project at \$5 million in FY30 and \$45

million in FY31. The Committee was unable to identify sufficient funding to maintain this project's current timeline for completion.

## OFFICE OF THE DEPUTY MAYOR FOR OPERATIONS AND INFRASTRUCTURE

### AGENCY MISSION AND OVERVIEW

The mission of the Office of the Deputy Mayor for Operations and Infrastructure (“DMOI”) is to support the Mayor to ensure a strong and sustained District government focused on maintaining, strengthening, and investing in the District’s infrastructure (both the built and natural environment) and delivering high-quality government services to residents, non-residents, and businesses. The agencies under DMOI's purview include the Department of Buildings; the Department of Energy and Environment; the Department of For-Hire Vehicles; the Department of Licensing and Consumer Protection, the Department of Insurance, Securities, and Banking; the Department of Motor Vehicles; the Department of Public Works; and the District Department of Transportation. DMOI coordinates with several independent agencies, including the DC Water and Sewage Authority and Washington Area Metropolitan Transit Authority. DMOI, like other deputy mayors, assists the Mayor and the City Administrator chiefly administratively in coordinating the day-to-day operations and decision-making for the agencies under its jurisdiction and managing projects with overlap between agencies in the cluster.

### COMMITTEE RECOMMENDATIONS

The Mayor’s proposed FY 2026 Operating Budget for DMOI is \$0, a 0% increase from last year’s approved amount of \$1,349,839. This funding supports 0 Full-Time Equivalents (FTEs). **The Committee recommends adoption of the FY26 Operating Budget for DMOI, as proposed by the Mayor, with no modifications.**

On July 30, 2024, the Mayor announced organizational changes within the executive branch of the District government, including a realignment of DMOI.<sup>65</sup> This reorganization, which include several agencies under the Committee’s purview, transferred executive branch reporting relationships from DMOI to City Administrator (Department of Energy and Environment (“DOEE”) and District Department of Transportation (“DDOT”)), the Assistant City Administrator for Government Operations (DC Water and Sewer Authority (“DC Water”) and Department of Motor Vehicles (“DMV”)), and the Office of the Deputy Mayor for Planning and Economic Development. The realignment was effective as of July 31, 2024.

The Committee’s last engagement with DMOI was on November 1, 2023, for a joint public hearing on several bills before the Committee. Following the realignment of DMOI, the Office of City Administrator established new component departments, the Sustainable Urban Infrastructure Team and the Government Operations team, which include agencies under the Committee’s

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<sup>65</sup> <https://mayor.dc.gov/release/mayor-bowser-announces-organizational-changes-within-dc-government>.

purview as noted above. The Committee has not substantively engaged directly with either of these offices for legislative or oversight purposes to date.

a. **Fiscal Year 2026 Operating Budget Recommendations**

The Committee recommends no changes to the Mayor’s proposed FY26 operating budget for DMOI.

b. **Fiscal Year 2025 - 2030 Capital Budget Recommendations**

The Mayor’s proposed FY 2025 – FY 2030 capital budget includes \$0 for DMOI. The Committee recommends no changes to the Mayor’s proposed FY26 capital budget for DMOI.

**DEPARTMENT OF MOTOR VEHICLES**

**AGENCY MISSION AND OVERVIEW**

The mission of the Department of Motor Vehicles (“DMV”) is to promote the safe operation of motor vehicles and public safety while providing outstanding customer service. The DMV executes its duties through the work of six divisions: Adjudication Services, which provides ticket processing, notices, and hearing and hearing support services to residents and non-residents, in order to render legally sound decisions on parking, photo, and moving violations, and to ensure proper processing of violation and penalty payments for those infractions; Vehicle Services, which provides certification and inspection services to residents, businesses, and government entities so that they may legally park, drive, and sell their vehicles in the District of Columbia; Driver Services, which provides driver certification and identification services to residents to ensure they have the proper credentials to reflect their identity, residence, and driving qualifications so that they may legally operate their vehicles; Technology Services, which provides integrated and reliable information systems for all DMV services and complies with District-wide technology standards and requirements; Agency Management, which provides administrative support and the required tools to achieve operational and programmatic results; and Agency Financial Operations, which provides comprehensive and efficient financial management services to, and on behalf of, District agencies so that the financial integrity of the District of Columbia is maintained.

**COMMITTEE RECOMMENDATIONS**

a. **Fiscal Year 2025 Operating Budget Recommendations**

The Mayor's proposed FY 2026 Operating Budget for DMV is \$70,784,623, representing a 2.2% decrease from the FY 2025 Approved Budget of \$72,384,773. This funding supports 327.3 Full-Time Equivalents (“FTEs”), a decrease of 5.5 FTEs from the FY 2025 approved level of 332.8 FTEs. The changes included in the DMV’s proposed operating budget represent a relatively stable and predictable fiscal outlook for the agency, which has focused on improving existing programs and services across departments and strengthening technological capabilities.

**The Committee recommends adoption of the FY26 Operating Budget for DMV, as proposed by the Mayor, with the modifications noted in the tables in Section I of this report.** Below are some of the most significant items in DMV’s proposed operating budget that the Committee wishes to highlight:

### ***Agency Operations and Impacts of Mayoral Hiring Freeze***

On April 15, 2025, the Mayor issued Order 2025-053 regarding extraordinary measures to address budget cuts imposed by Congress. These measures included hiring freezes at all executive branch agencies, including DMV. At performance oversight hearing in February, the agency had approximately 41 vacancies, including 13 hearing examiners, two service center managers, and five legal instrument examiners. Many of these vacancies, particularly the hearing examiners, have existed since October 1, 2023. The difficulties with recruiting for these positions have been a recurring topic during performance and budget oversight hearings. During the agency’s budget oversight hearing, Director Robinson noted that 18 of the 39 vacancies identified were interviewed and selected, but offer letters were not issued because of the Mayor’s order freezing hiring.

DMV currently has 48 hearing examiner FTEs, of which 11 are vacant. The Mayor’s proposed budget reduced hearing examiner FTEs by two, reflecting a more realistic assessment of the agency’s anticipated recruitment. Additionally, two supervisory hearing examiner vacancies exist, which are recently vacated positions. At its budget oversight hearing, the agency described the steps they are taking to fill the hearing examiner vacancies, but cautioned that it takes time due to the specialized nature of these positions. DMV Director Gabriel Robinson testified that the agency has “put out all for all these positions five times since we received them” based on the Mayor’s expansion of the Automated Traffic Enforcement Program in FY23, which this Committee approved. Director Robinson went on to say that select cohorts “of five or six” are hired at any given time to allow for training “to get [the hearing examiners] to a certain level of independence” before another cohort can be hired. Hearing examiners are expected to have knowledge of and experience in applying the District of Columbia Administrative Procedures Act, the Traffic Adjudication Act, the Automated Traffic Enforcement Act, and Title 18 of D.C. Municipal Regulations and Title 50 of the D.C. Code—all of which concern matters under DMV’s jurisdiction.

The Committee commends the agency’s efforts to receive exceptions from the Mayor’s order to fill critical vacancies, including leadership positions and service center managers. While DDOT’s roadway design and construction improvements are often the central consideration in Vision Zero discourse, the DMV has a vital role as the agency that regulates the privilege to drive. It is, therefore, equally important that the agency be adequately staffed. Families for Safe Streets DC Chapter representative Helaina Roisman noted during budget oversight hearing testimony, “We [must] expect DC’s budget to reflect the District’s prioritization of safety for all road users, consistent with MoveDC and other visioning and planning efforts.” The Committee will continue to work with DMV to find ways to improve recruitment and retention for key positions, consistent with these traffic safety priorities.

However, given the various spending pressures and the agency’s historical difficulties with full recruitment, the Committee is reluctant to maintain so many vacant positions within the agency moving into FY26. Furthermore, one of the Committee’s top priorities for FY26 was to fund the a provision from the *Strengthening Traffic Enforcement, Education, and Responsibility* (“STEER”)



*Amendment Act of 2024*, effective April 20, 2024 (D.C. Law 25-161; 71 DCR 5020) (hereinafter the “STEER Act”) that would implement a new point system that incorporates tickets issued by Automated Traffic Enforcement cameras; under the law, discussed in more detail below, a vehicle can be booted or towed and impounded if it receives too many tickets within a six-month window. The DMV is the agency responsible for implementing that provision, and so any associated funding would be directed to that agency.

### ***Ticket Adjudication***

The Committee has consistently heard over the course of FY25 to date, continued concerns from many residents about their inability to fairly and efficiently navigate the ticket adjudication process. At the agency budget oversight hearing, the Committee discussed the DMV Ticket Adjudication Ombudsman (“TAO”), and role responsible for “assist[ing] customers with help in navigating the adjudication process. The Ombudsman is also responsible for assisting with complaints and concerns on the laws, rules, policies and procedures regarding the adjudication of moving violations, automatic traffic enforcement violations and parking, standing, stopping and pedestrian violations.”<sup>66</sup> The Committee questions how effective the TAO has been given the relative lack of awareness about the role among District residents. Nevertheless, Director Robison committed to working with the Committee and other Council offices to expand the understanding of the TAO’s role, capabilities, and service delivery capacity to ensure customers/residents can get the assistance they need in understanding and navigating the hearing process better. The Committee intends to closely monitor progress in this area, so if needed, changes can be made in FY27 to increase staff capacity in this area.

Furthermore, the Committee takes note of revelations made the agency’s performance oversight hearing and in news reports regarding deficiencies in the hearing examiner training process and inconsistencies in applying District law and regulations to adjudicate parking and moving citations.<sup>67</sup> DMV noted at the performance oversight hearing that hearing examiners are expected to adjudicate a minimum of 600 tickets each month, and made clear that in its estimation, this number is achievable, with “employees successfully meet[ing] or exceed[ing] this standard.”<sup>68</sup> The Committee found these accounts to be quite troubling because they were also confirmed, in some detail, by union leadership for Local 1975 of the American Federation of Government Employees. The Committee will closely monitor the agency’s ticket adjudication process to ensure that hearing examiners are fully equipped with the training and resources necessary to discharge their statutorily defined duties and responsibilities under the aforementioned laws that they apply in their determinations for parking and moving violations.

### ***Vital Vision Zero Education and Enforcement Role through the STEER Act***

The Council in passing the STEER Act, committed to establishing an aggressive traffic enforcement regime that ensure accountability and remediation. The STEER Act is a comprehensive reform of the District’s traffic enforcement system that created new and reformed existing consequences for dangerous driving behavior. The law authorized the Office of the

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<sup>66</sup> <https://dmv.dc.gov/page/ticket-adjudication-ombudsman>

<sup>67</sup> <https://www.wusa9.com/article/news/investigations/complaint-dc-dmv-hearing-examiners-break-laws-parking-tickets/65-9cf23762-cff3-4f4f-ba48-0a632a5194b7>

<sup>68</sup> *Id.*

Attorney General of the District of Columbia (“OAG”) to bring civil suits to recover unpaid fines from drivers, or associated with vehicles, that have a demonstrated history of driving at unsafe speeds. The law also allows OAG can also seek the immobilization of the vehicle through booting, or towing and impoundment for vehicles with two or more outstanding tickets. Importantly, the law allows a court order issued by the D.C. Superior Court to be enforced against drivers in other states, as well as in the District. The Committee funded two associated Civil Enforcement Attorneys in the FY25 budget. The Committee has closely monitored the progress of this funded component of the STEER Act, and takes note of the tremendous progress OAG made in FY25 to date to effectuate implementation and compliance under the law.<sup>69</sup>

The STEER Act also established an immobilization framework that would work in tandem with the DMV’s current point system. Under the current point system, drivers who accumulate a certain number of points can have their licenses suspended or revoked. This immobilization component of the STEER Act would allow for the booting, or towing and impoundment of vehicles after a certain number of points have been assessed. Importantly, this new framework allows for Automated Traffic Enforcement (“ATE”) system violations to be counted under the points system, which they currently are not. The most important aspect of this component is the consideration of the number and severity of traffic infractions over a six-month timeframe and any associated fines over, whether paid or unpaid. This new immobilization framework is narrowly tailored to ensure that the most dangerous driving behavior on District roads and streets is targeted.

**In sum, rather than maintain all of the DMV’s current vacancies moving into FY26, the Committee instead sweeps 18 FTEs and associated vacancy savings across departments and fully funds the safety provisions of the STEER Act.** The Committee allocates \$1 million for staff to manage the Immobilization Framework, including one (1) program coordinator, five (5) hearing examiners, two (2) legal instrument examiners, and two (2) investigators. Additionally, the Committee funds \$1.1 million for ticketing and vehicle registration systems updates to DMV databases. \$1 million is allocated for the development of a driver safety curriculum, which drivers must complete as a condition of license reinstatement or vehicle release. And finally, the Committee funds \$1.7 million for upgrades to the Ignition Interlock System, including \$266,000 for one (1) program coordinator and two (2) analysts and \$1.5 million for IT system upgrades and other miscellaneous costs.

**a. Fiscal Year 2026 Capital Budget Analysis & Recommendations**

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<sup>69</sup> “Attorney General Schwalb Sues Three Maryland Drivers for Failing to Pay DC Over \$90,000 in Fines for Dangerous Driving Violations,” (February 21, 2025), <http://www.oag.dc.gov/release/attorney-general-schwalb-sues-three-maryland>; “Attorney General Schwalb Sues Dangerous Maryland Driver Who Owes \$187,200 In Tickets & Four Dangerous Virginia Drivers Who Amassed 800+ Traffic Violations,” (April 29, 2025), <https://oag.dc.gov/release/attorney-general-schwalb-sues-dangerous-maryland>; Eric Flack, “Driver convicted of injuring 12-year-old girl in crosswalk among first sued under new DC law targeting chronic unpaid ticket offenders,” WUSA9 (February 21, 2025), <https://www.wusa9.com/article/news/investigations/sheer-act-unpaid-traffic-citations-district-of-columbia-attorney-general-brian-schwalb-earl-curtis-paisley-brodie/65-a09abeb1-13ba-493e-92df-b699a1f9e8c2>; Sophie Rosenthal, “4 Virginia, 1 Maryland drivers sued for repeated dangerous traffic offenses in DC, AG announces,” WUSA9 (April 29, 2025), <https://www.wusa9.com/article/traffic/new-steer-act-lawsuits-maryland-virginia-drivers/65-0c89cc8e-d59d-4a78-9329-e921ce093dbd>.

The Mayor's proposed FY 2025–FY 2030 capital budget for DMV is \$12,860,000, representing a \$9,660,000 increase from the FY 2024–FY 2029 approved levels. This funding is allocated to the ongoing replacement of the agency's legacy operating system and its ticket processing system, detailed below. The Committee recommends the adoption of DMV's capital budget as proposed by the Mayor, with the following comments.

### ***Lack of Progress on Mission-Critical Systems Modernization***

The Committee expresses concerns about the ongoing delays in upgrading or modernizing mission-critical systems, including Destiny, the agency's operating mainframe for all real-time driver and vehicle records, and eTIMS, the agency's ticket processing system. When Destiny was launched in 2002, it replaced its three-decade old predecessor system. This system has aged rapidly in its over two decades of service and now requires replacement. The Destiny modernization will "create a new web-based driver license and motor vehicle information system." This Committee and the Council have dedicated time and resources to examining progress and appropriating funds to this effort since 2016. In the intervening nearly 10 years, it is troubling and frustrating that progress has been so slow. In 2023, the DMV Director communicated that the agency was expending appropriated funds on "maintenance and routine programming," which begs the question of specifically what modernization efforts have been underway. Additionally, in 2023, the agency also communicated that the Destiny modernization would be completed on or about September 30, 2025, following systems design and the commencement of coding and programming on June 30, 2025. According to budget documents submitted the Committee, this "construction" was completed on March 30, 2025. A project that was initially estimated to cost roughly \$27 million has ballooned to \$49,550,000, begging the question of what the agency is accomplishing to complete this system modernization. The Committee urges the DMV to complete this project in FY26.

To further highlight the issues with the lack of progress on the Destiny system, the Committee urges the agency to recognize how problematic older government systems can be and its impact on public and traffic safety. As was evidenced only a few years ago, traffic crashes involving individuals who have convictions for driving under the influence or driving while impaired can have fatal consequences if driver data is not sufficiently known to DMV so the agency can take action to suspend or revoke a license and prevent bad drivers from being District roads and streets.<sup>70</sup> Following an investigation at that time, the agency uncovered potential connections to failures in the Destiny system, with the DMV Director saying, "We're using a 22-year-old system to do revocation and suspension of licenses. We are technologically behind. There's no way around it."<sup>71</sup> The Committee also recognize that there is no way around ensuring that this critical systems modernization is completed in FY26.

Another critical system, eTIMS, which stands for Electronic Ticketing Management System, is a database used by DMV for managing and processing parking and traffic (moving) citations. eTIMS is a central platform that supports various partner agencies involved in traffic and parking enforcement, including the Department of Public Works ("DPW") and the District DDOT.

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<sup>70</sup> <https://www.washingtonpost.com/dc-md-va/2023/03/18/lyft-driver-passengers-killed-rock-creek-parkway/>

<sup>71</sup> <https://dcist.com/story/23/06/15/dc-dmv-workers-say-old-system-misses-driver-dui-issues/>

This system is vital to traffic safety efforts in the District, ensuring that DMV can efficiently dispatch notice of traffic violations to District residents and other drivers operating on our roads and streets. This system also supports the DMV's new Ticket Alert System ("TAS") and is closely linked to automated traffic enforcement for speed and red-light camera tickets. According to DMV, at the start of FY25, TAS enrollment stood at 116,500 accounts and has increased to 128,271 accounts. In FY24, the Mayor reduced the budget authority for the eTIMS project by \$17.2 million, but in FY26, the Mayor is now putting back about \$3.4 million. The Committee recognizes that circumstances can change, but it remains unclear why the inconsistency exists in completing these systems' upgrades. The DMV Director testified to the Committee that this project is now a "limited modernization" for "replac[ing] the existing contractor-hosted ticket processing system with a new state-of-the-art technology solution." This change in project scope raises concern for the Committee about whether this critical system can and will be sufficiently upgraded to the operating capabilities necessary. The Committee urges DMV to make substantial progress in FY26 as to avoid needing further capital resources to complete this "limited modernization." Should further capital funding be sought in the outyears of the financial plan, the Committee expects it to be limited to systems integrations or enhancements.

## **DISTRICT OF COLUMBIA WATER AND SEWER AUTHORITY (DC WATER)**

### **AGENCY MISSION AND OVERVIEW**

The mission of the District of Columbia Water and Sewer Authority ("DC Water"), as stated in its authorizing statute, is to "plan, design, construct, operate, maintain, regulate, finance, repair, modernize, and improve water distribution and sewage collection, treatment, and disposal systems and services, and to encourage conservation." DC Water ensures that District residents have safe drinking water, manages wastewater collection and treatment, and manages the District's 9,500 fire hydrants. Each year, DC Water provides these services to approximately 700,000 residents of the District and over 22,000,000 annual visitors.

DC Water is governed by a Board of Directors consisting of eleven principal and eleven alternate members. Six principal members and six alternate members are appointed by the Mayor with the advice and consent of the Council; the other members represent Montgomery and Prince George's counties in Maryland and Fairfax County in Virginia. Although the DC Water Board of Directors has representation from the entire region, only the members from the District establish the rate policies. Following approval by the Board of Directors, DC Water submits its annual operating and capital budgets to the Mayor and to the Council for inclusion in the District's budget. Although the Mayor and Council can review and comment on DC Water's budget, neither has the authority to change it.

DC Water provides core services in five main categories. DC Water manages: Drinking Water Treatment and Distribution with the U.S. Army Corps of Engineers Washington Aqueduct by collecting water from the Potomac River, treating the water to exceed federal drinking water requirements, and distributing the drinking water through 1,300 miles of underground pipes to homes and buildings; Wastewater Collection, which consists of 1,800 miles of sanitary and

combined sewers, sixteen stormwater stations, 75,000 catch basins and manholes, and nine wastewater pumping stations that carry wastewater to the Blue Plains treatment facility; Wastewater Treatment for wastewater from the District, Maryland, and Virginia at Blue Plains, the largest treatment plant of its kind in the world; Stormwater, which includes 25,000 catch basins which remove more than twenty-three tons of debris from stormwater each day, and through the Clean Rivers Project, a large infrastructure project which will reduce combined sewer overflows due to stormwater; and Fire Hydrants to protect public safety.

### **COMMITTEE RECOMMENDATIONS**

#### **a. Fiscal Year 2026 Operating Budget Recommendations**

The Mayor's proposed FY 2026 Operating Budget for DC Water is \$838,132,574, representing a 5.9% increase from the FY 2025 approved budget of \$788,241,048. This funding does not support Full-Time Equivalents (FTEs), since DC Water is an independent District government agency and funds its own FTEs. The Committee recommends the adoption of the FY25 operating budget for DC Water as proposed by the Mayor.

#### ***Fiscal pressures and arrearage management resulting in water disconnections***

In response to a May 30, 2025, oversight letter from the Committee, DC Water explained in greater detail similar feedback that it had provided at the independent agency's performance oversight hearing on February 20, 2025. The Authority cited that it is "currently operating under an increasingly strained fiscal and regulatory environment," in large part created by the federal government's proposals to significantly reduce funding for critical water infrastructure and affordability programs that DC Water benefits from.<sup>72</sup> Additionally, a nearly 90% reduction in funding for the Clean Water and Drinking Water State Revolving Funds ("SRF") is proposed. This program is the cornerstone federal program supporting local investment in water infrastructure. These proposed cuts would reduce annual SRF funding from \$2.76 billion to just \$305 million, hampering what has long been a reliable, long-term funding mechanism that helps ensure affordable, resilient clean water and wastewater services nationwide.<sup>73</sup> DC Water offered that "these anticipated reductions to the State Revolving Fund (SRF) [would] jeopardize essential upgrades, lead service line replacements, and compliance efforts related to PFAS regulations and the land application of biosolids, each requiring substantial capital investment or significant cuts." The Authority, like many other District agencies and entities, was also affected by the Department of Homeland Security ("DHS") and Federal Emergency Management Agency's ("FEMA") recent revocation of over \$3.6 billion in Building Resilient Infrastructure and Communities (BRIC)

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<sup>72</sup> Department of Energy and Environment, *Federal Dollars at Work in the District*, <https://doee.dc.gov/service/federal-dollars-work-district> (last visited June 23, 2025).

<sup>73</sup> Food and Water Watch, *Trump's 2026 Budget Plan Nearly Eliminates Federal Funding for Clean Water in America*, (May 2, 2025), <https://www.foodandwaterwatch.org/2025/05/02/trumps-2026-budget-plan-nearly-eliminates-federal-funding-for-clean-water-in-america/>; see also Environmental Protection Network, *Proposed 55% cut to EPA Is a Wrecking Ball that Endangers the Air We Breathe and the Water We Drink*, (May 2, 2025), [http://environmentalprotectionnetwork.org/20250502\\_budget-cuts/](http://environmentalprotectionnetwork.org/20250502_budget-cuts/)

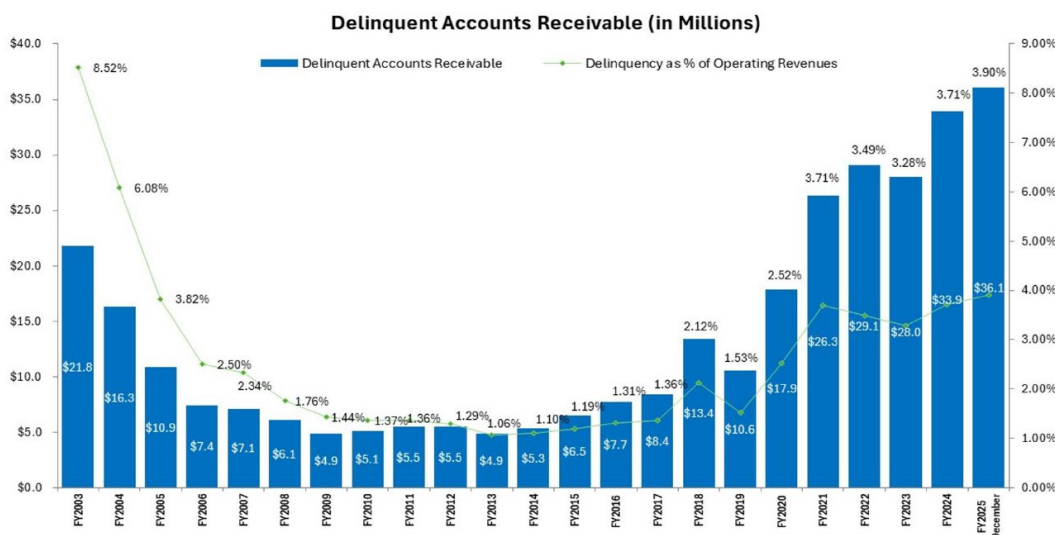


program grant funding. DHS/FEMA cancelled all pending applications from fiscal years 2020 to 2023 and halted new funding opportunities for 2024.

In response to these fiscal pressures, DC Water has stated it must “absorb \$51 million in immediate cuts” or face the difficult choices associated with “either shifting costs to ratepayers or scaling back critical programs.” It is because of these new, largely unanticipated fiscal pressures that the agency testimony regarding the \$35.5 million in customer arrearages, or approximately 4% of operating revenues, “with multifamily accounts constituting nearly 54% of this amount, [or] approximately \$19.27 million.” The Committee received information from the Authority that since March 19, 2025, a total of 331 properties have received a notice of potential water service disconnection – 327 properties are small multi-unit buildings, typically ranging from 4 to 6 units, and 4 properties are larger apartment buildings. Of those 331 properties, 42 have experienced a water service disconnection, and as of May 30, 2025, 24 remain disconnected. The Committee is mindful of the incredible instability thrust upon residents facing water service disconnection, particularly because many, if not all, of these residents have been paying their rent on time each month and expected that their housing provider would pay utility costs.

**Table 5: DC Water Delinquent Account Receivables from FY23-FY25 YTD**

### Delinquent Accounts Receivable (in Millions)

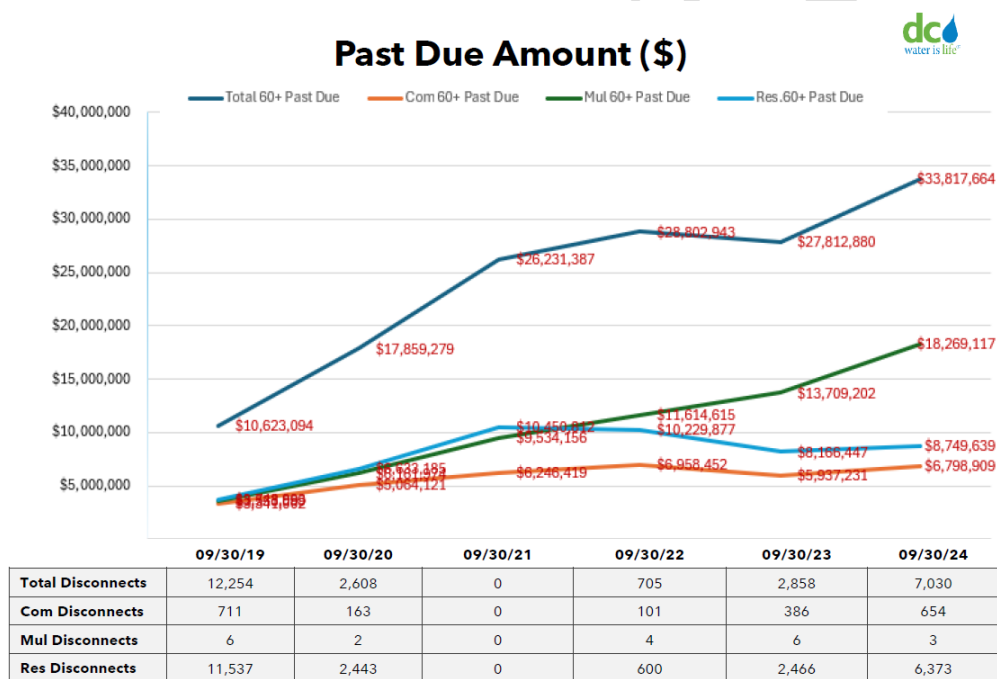


Source: DC Water

One of the central challenges facing D.C. Water is how best to manage this growing \$35.5 million gap in its operating budget owed to it by ratepayers. The Committee is sympathetic to the position DC Water says this puts the Authority in. The Authority’s current balance sheet has increased significantly from the pre-pandemic level of about \$12 million, or less than 3% of operating revenue. The Authority expects those outstanding averages to increase even as it takes steps to recover those costs. The DC Water CEO and General Manager testified that, “You [are]

seeing arrearages becoming a higher percentage of operating revenue, which is concerning an unsustainable on current trajectory. There also seems to be a large discrepancy between arrearages in multifamily buildings and commercial properties and single-family residential properties.” While data specific to DC is not yet available, it is clear from national data that water utility arrears were and are up largely due to the COVID-19 pandemic and its lingering impacts on job losses, reduced incomes, and rent moratoria.<sup>74</sup> DC Water, like many utilities across the country, felt these impacts. However, the Authority has taken steps to create arrearage management programs, like its Payment Plan Incentive Program. This program allows a resident to enroll in an eligible payment plan and make qualifying monthly payments, and after three consecutive on-time payments, receive a 40% balance credit.<sup>75</sup>

**Table 6: DC Water Past Due Balance from September 2019 - September 2024**



Source: DC Water

On March 19, 2025, DC Water issued the first batch in a series of disconnection notices to housing providers of multifamily apartment buildings, with as little as four units and as many as 8 units. These represent a relatively large number of housing units in the District, some that are affordable or deeply affordable units. DC Water has been notifying Council offices and the Committee of all impending disconnections, detailing ways that housing providers can take steps to alleviate these outstanding balances while ensuring residents are not unduly impacted through support from the District Office of the Tenant Advocate and the Office of the People’s Counsel, which represents residents’ interest before all utility providers operating in DC.

<sup>74</sup> National Energy Assistance Directors’ Association, *Energy Hardship Report*, (November 2022), [https://www.nasuca.org/wp-content/uploads/2022/05/Wolfe-NEADA-Energy-Hardship-Report\\_Final.pdf](https://www.nasuca.org/wp-content/uploads/2022/05/Wolfe-NEADA-Energy-Hardship-Report_Final.pdf).

<sup>75</sup> DC Water and Sewer Authority, *Customer Assistance Programs*, <https://www.dwater.com/customer-center/financial-assistance/customer-assistance>.



The need for short-term and more long-term, permanent solutions is glaringly evident, and this Committee is not a casual observer unwilling to intervene or take action to solve the challenges resulting from the Authority's choices. The Committee takes significant issue with the possibility that if the Authority's budget had not been so drastically affected by the aforementioned federal cuts, it is possible that the Authority would not have aggressively pursued efforts to recover these multifamily arrearages. Simply continuing on the course as it had been in the past, which was to target residential (single-family) disconnections, would have been unacceptable. As the table below indicates, inequity has long existed to penalize single-family homeowners, with 6,373 shutoffs in FY24 alone but 23,419 over the last six years. Meanwhile, only 21 shutoffs occurred in multifamily buildings during this same period, and only 2,015 shutoffs in commercial buildings. Obviously, more individuals and families are affected by water service disconnection in a multifamily building, but the Committee believes the same level of enforcement targeted at single-family homes should have also been targeted to multifamily buildings long before now.

Furthermore, the Committee also is concerned with the fact that the Authority allowed, despite its continued assertion that "our tools for recovering longstanding delinquencies, particularly from absentee or unresponsive property owners, are increasingly limited," these disconnections to continue unabated for years. The Committee asserts that the Authority has had capabilities at its disposal to hold unresponsive housing providers accountable, while at the same time ensuring that tenants are not affected by water disconnections. The Committee is examining legislative and regulatory amendments to examine whether *existing* authorities need to be clarified and if *new* authorities are necessary to help DC Water recover arrearages. However, the Committee urges the Authority to develop and effectuate a long-term strategy to equitably address arrearages recovery and water service disconnection, in partnership with agencies such as the Office of the People's Counsel and Office of the Tenant Advocates, as well as nonprofit housing and legal service providers.

The Committee will examine, in FY26, the question of multifamily building submetering and what the threshold for when it should apply to new construction or substantial improvements to existing buildings. The Authority noted in their budget oversight testimony that would welcome and support submetering of residential buildings to alleviate billing issues for tenants. The Committee also heard from the Authority about its efforts, as one of the first utilities in the country, to set up a program for multifamily residential customers to receive a rent credit via their housing provider, who received the 10-20% bill credit from DC Water. This COVID-era program was phased out by the Authority due to high administrative overhead costs. The Committee intends to examine whether a similar program can be developed to take advantage of existing programs like the Low-Income Home Energy Assistance Program ("LIHEAP") and other assistance programs that single-family homeowners and other tenants who are directly bill for utility service are able to take advantage of.

### ***Lead Service Line Replacement***

There is no known safe level of lead in blood, and the greatest risk of lead exposure is to infants, young children, and pregnant women.<sup>76</sup> “Low-level lead exposure [...] is a causal risk factor for diminished intellectual and academic abilities, higher rates of neurobehavioral disorders such as hyperactivity and attention deficits, and lower birth rates in children.”<sup>77</sup> In adults, elevated lead levels can cause a host of symptoms, including decreased lung function, increased blood pressure, abdominal complications, depression, bone loss, and fertility problems.<sup>78</sup> The District has an extensive and troubling history of lead contamination in water. In 2002, the *Washington City Paper* reported that “for the yearlong monitoring period ending this past June, WASA found that the average lead concentration in the water of homes with lead service lines was five times the EPA’s limit”.<sup>79</sup> DC Water attributed the potential cause to drought conditions, leading to low pH in the District’s drinking water, and in turn, leaching in lead service lines, brass fixtures containing lead, and lead-based solder. The article highlighted one homeowner’s discovery of the presences of high amounts of lead in her drinking water, but the scope of the problem was yet to be revealed.

DC Water did not report these results to federal regulators, and widespread public knowledge would come years later. In January 2004, the *Washington Post* reported that random tap water testing conducted the previous summer by DC Water had identified high levels of lead contamination above the EPA limit of 15 parts per billion in more than 4,000 homes throughout the District – two-thirds of those homes tested.<sup>80</sup> In terms of corrective action post-discovery, EPA guidelines at the time required DC Water to replace 7 percent of the District’s lead pipes annually, which it then estimated would cost \$10 to \$20 million per year. This did not include the portions of the pipes on private property, which were homeowners’ responsibility. In 2003, DC Water replaced 400 pipes at a cost of \$3 million. In April 2004, the EPA approved a lead-reduction plan for the District. In spring 2004, the Washington Aqueduct switched to using chlorine for its annual pipe flushing, leading to a 25 to 30 percent reduction in lead levels and indicating that the use of chloramine – not chlorine – since 2000 to comply with a new EPA regulation that required the reduction of byproducts in the District’s water supply caused excessive lead levels.

In 2019, the D.C. Office of the Inspector General (“OIG”) released an audit finding that DC Water needed to do significantly more to replace lead service lines, including developing plans

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<sup>76</sup> American Academy of Pediatrics, *Policy Statement: Prevention of Childhood Lead Toxicity* (July 1, 2016), <https://publications.aap.org/pediatrics/article/138/1/e20161493/52600/Prevention-of-Childhood-Lead-Toxicity?autologincheck=redirected>.

<sup>77</sup> *Id.*

<sup>78</sup> National Institute for Occupational Safety and Health, Centers for Disease Control and Prevention, *Lead in the Workplace: Symptoms of Lead Exposure*, <https://www.cdc.gov/niosh/lead/signs-symptoms/index.html>.

<sup>79</sup> Josh Levin, *Plumbing the Depths: The EPA finds too much lead in D.C. tap water*. WASH. CITY PAPER (Oct. 18, 2002), <https://washingtoncitypaper.com/article/257006/plumbing-the-depths/>.

<sup>80</sup> David Nakamura, *Water in D.C. Exceeds EPA Lead Limit*. WASH. POST (Jan. 30, 2004), <https://www.washingtonpost.com/archive/politics/2004/01/31/water-in-dc-exceeds-epa-lead-limit/1e54ff9b-a393-4f0a-a2dd-7e8ceedd1e91/>.

to identify unknown pipe materials and accelerate lead service line replacement.<sup>81</sup> The OIG found that “based on service line inventory information in DC Water’s database, there are 19,103 sites with known lead service lines throughout the District. At the current rate, it would take 36 years to replace all known remaining sites with lead service lines. If a significant portion of the unknown service lines are made of lead, replacement could take even longer.”<sup>82</sup> In response, DC Water self-imposed a goal of replacing all lead service lines by 2030. DC Water created a Lead Service Line Replacement Plan in 2021 to implement this goal.

For its part, in October 2021, the Council established a Lead Service Line Planning Task Force (“Lead Task Force”), consisting of DOEE, DDOT, DCRA, DC Water, and representatives appointed by the Council, to develop an interagency plan for the removal and replacement of all lead service lines by 2030.<sup>83</sup> Notably, the Task Force recommended the passage of a legislative mandate to replace private-side lead service lines to facilitate DC Water meeting the deadline of full replacement by 2030. Specifically, the report recommends implementing a legislative deadline for property owners to “(1) authorize DC Water to replace the lead water service line by one year after enactment of legislation or (2) replace their lead water service lines on a tight timeline to maximize participation in DC Water’s program to ensure all lead water service lines are replaced by 2030.”<sup>84</sup>

DC Water’s Lead Free DC (“LFDC”) program aims to replace all lead service lines in the District of Columbia by 2030; this projected completion target has been pushed to 2037 in line with new federal guidelines.<sup>85</sup> DC Water has been actively replacing lead service lines, with a strategy focused on prioritizing areas with high lead levels and coordinating with homeowners. The Authority, at its FY26 performance oversight hearing provided testimony updating the Committee on progress made with Lead Free DC. According to the Authority, it has “replaced more than 7,787 of the 42,000 lead service lines estimated to be in service across the District.”<sup>86</sup> Based on these estimates and available data provided from DC Water, the Authority has completed just under a third of the lead service lines replacement for the original 28,000-

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<sup>81</sup> Office of the Inspector General, *DC Water’s Procedures for Monitoring Lead in Drinking Water Could Be Improved* (April 2019), <https://oig.dc.gov/sites/default/files/Reports/OIG%20Final%20Report%20No.%2018-1-04LA%20--%20DC%20Water%20Procedures%20for%20Monitoring%20Lea...pdf>.

<sup>82</sup> *Id.* at 10.

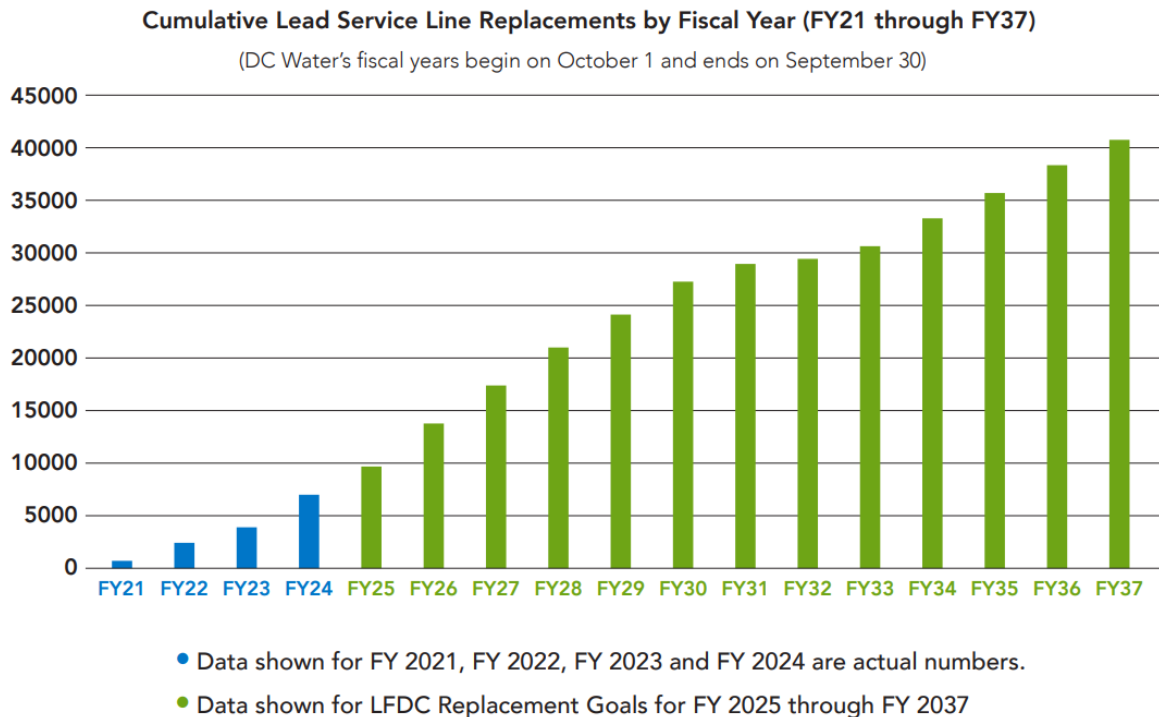
<sup>83</sup> See Lead Service Line Priority Replacement Assistance Act of 2004 (D.C. Law 15-205; D.C. Official Code § 34-2151 *et seq.*); Lead Service Line Planning Task Force Establishment Act of 2021 (D.C. Law 24-45, D.C. Official Code § 34-2159 *et seq.*); see also “Lead Service Line Planning Task Force Meetings,” <https://doee.dc.gov/service/lead-service-line-planning-task-force-meetings>.

<sup>84</sup> *Id.* at 29.

<sup>85</sup> Jade Lawson, *DC Water pushes to replace 42,000 lead pipes by 2037 under federal, local deadlines*, ABC 7 NEWS (Dec. 17, 2025), <https://wjla.com/news/local/dc-lead-water-pipes-replace-by-2037-environmental-protection-agency-biden-administration-safe-drinking-water-schools-kids-local-underground-homeowner-mandate-federal-council-homeowner>. Jade Lawson, *DC Water pushes to replace 42,000 lead pipes by 2037 under federal, local deadlines*, ABC, <https://wjla.com/news/local/dc-lead-water-pipes-replace-by-2037-environmental-protection-agency-biden-administration-safe-drinking-water-schools-kids-local-underground-homeowner-mandate-federal-council-homeowner>.

<sup>86</sup> DC Water and Sewer Authority, *Lead Free DC Program Status Dashboard*, <https://www.dewater.com/LFDCDashboard>; see also DC Water’s *Lead Service Line Replacement Plan, Fiscal Year 2024 Summary*, [LFDC FY24 Report Summary FINAL.pdf](https://www.dewater.com/LFDCFY24ReportSummaryFINAL.pdf).

32,000 lines it projected in 2021.<sup>87</sup> With the addition of about 20,000 more lead service lines, totaling more than 41,157, the Authority has replaced approximately 9,151 lead service lines, or less a quarter of the total lines.<sup>88</sup> Furthering complicating cost estimates and project timelines is the projected 75,423 properties with unverified service line material, so the presence of lead is unknown.



*Source: DC Water*

In recent statutorily submitted reports and testimony before this Committee, DC Water has updated estimated costs for LFDC to nearly \$1.8 billion, up from about \$1.51 billion just a few years earlier. According to the Authority, “Many factors will affect the actual incurred costs of the program, including customer participation, coordination with other District programs and agencies, and the actual number of lead service lines replaced.”<sup>89</sup> DC Water also cites new requirements under the U.S. Environmental Protection Agency’s Lead and Copper Rule Improvements that may impact costs.<sup>90</sup> It remains to be seen how some of the more significant federal funding challenges facing the Authority, as discussed above, will impact its LFDC efforts. Based on previous estimated funding for the LFDC program, it received about \$147.2 million under the Infrastructure

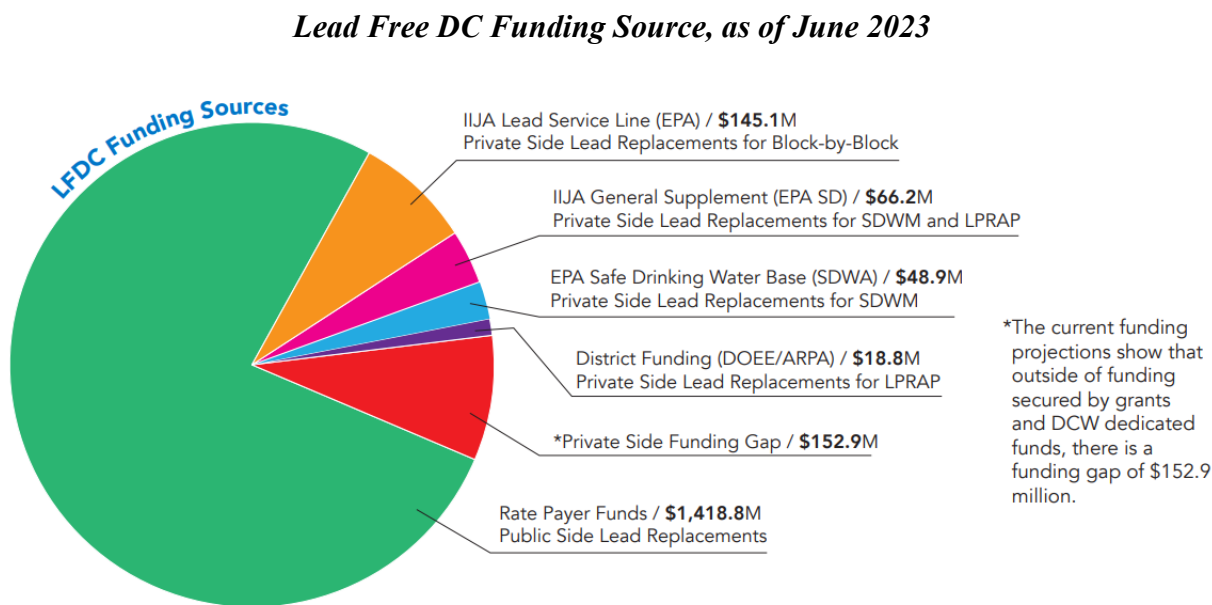
<sup>87</sup> *Id.*

<sup>88</sup> *Id.*

<sup>89</sup> *Supra* note 63, at 7; see also Erica Galante-Johnson and Janet Pritchard, *How far will BIL dollars go in replacing lead lines across the country? An analysis of EPA’s Federal Fiscal Year 2024 allotments for lead line replacement*, <https://www.policyinnovation.org/insights/how-far-will-bil-dollars-go-in-replacing-lead-lines-across-the-country>.

<sup>90</sup> Amudalat Ajasa and Silvia Foster-Frau, *In landmark move, EPA requires removal of all U.S. lead pipes in a decade*, <https://www.washingtonpost.com/climate-solutions/2024/10/08/epa-lead-pipe-removal-rule-drinking-water/>.

Investment and Jobs Act, more commonly known as the Bipartisan Infrastructure Law.<sup>91</sup> Other funding sources are broken out as show in the graphic below:



*Source: DC Water*

It is worth noting that one of the key recommendations from the Lead Task Force was the identification of and application for private funding. To date, the Authority has received no private funding for LFDC. The Authority has said, “DC Water continues to explore the possibility of private foundation grant funding and private donors to bridge the program’s funding gap. Funding secured by private grants will be dedicated to replacing lead service lines on private properties in the District. Applications are being completed based on foundation schedules and funding availability.”<sup>92</sup> The Committee continues to urge DC Water to aggressively pursue all available funding opportunities to ensure this work can be completed as soon as possible including through existing federal funding sources that may not be affected by the action of the current administration.<sup>93</sup>

Further to the issue of funding, the Committee discussed the per service line replacement costs with the Authority and how it could best realize any savings. For context, this Committee has heard from advocates for several years now, that DC Water is not being transparent with sufficient granularity about its LFDC cost estimates and the assumptions that underlie it. Again, DC Water’s estimates a \$1.51 to \$1.8 billion budget for replacing more than 42,000 lead service

<sup>91</sup> *Id.*

<sup>92</sup> *Id.*

<sup>93</sup> U.S. Environmental Protection Agency, *Identifying Funding Sources for Lead Service Line Replacement*, <https://www.epa.gov/ground-water-and-drinking-water/identifying-funding-sources-lead-service-line-replacement>.

lines, which breaks down to about \$36,000 per replacement. This cost is out of line with every other community in the United States we know of. At the Authority's performance oversight hearing, several residents and advocates outlined that other jurisdictions across the country are averaging approximately \$15,000 for lead service line replacement per an EPA study of lead pipe replacement, and some are closer to \$11,000 or \$12,000. The Committee strongly urges the Authority to find ways to improve cost efficiencies that are still possible, in light of findings that make clear even with LFDC and the new EPA rule, costs can be kept lower than expected.<sup>94</sup> Further to the point, because DC Water's cost estimate is also accompanied by a request for \$50 million from the District, as well as large water-rate increases for the next several years, this should be seen as urgent "must-do" to maintain resident and customer confidence as this project proceeds – if capital costs are expected to continue driving up rates, residents, as de facto shareholders of sorts, must know that they are getting the best deal possible.

At the same time, the Committee did hear from the Authority on some effort it has and is taking to identify cost efficiencies and opportunities to reduce costs, including "by purchasing materials directly from a supplier, DC Water can realize a cost savings by avoiding the contractor's procurement mark up."<sup>95</sup> The Committee has also worked with other agencies under its purview, including the District Department of Transportation ("DDOT"), to understand how their involvement in LFDC is helping or hampering progress. DC Water noted that it had "entered a Memorandum of Understanding that will streamline the permitting process and will likely reduce the cost of developing permit documents and speed the final inspection and closeout process."<sup>96</sup> The Committee is pleased that DDOT is cooperating in this effort to streamline permitting and potentially further reduce costs for the benefit of District residents, including for street paving costs post construction. The Committee will continue to monitor progress with this MOU and assist where possible to facilitate discussions to improve it.

The Committee has, as it has done with other enterprise, independent agencies under its purview, asked DC Water to identify operational efficiencies, while justifying the need for increased costs and any request for additional District funded contributions or subsidies. The Authority testified to the Committee that it is actively and continually taking steps to improve its overall capital program and streamline its operating budget. The Authority outlined at its budget oversight hearing that it had eliminated 45 vacancies to redirect spending, and has taken concerted steps toward reducing its debt service (which is currently 33% of costs) by leveraging its AAA credit rating to refinancing its debts. The Committee applauds these efforts and encourages the Authority to go further in other areas.

In Council Period 26, two bills have been introduced with the goal of regulating lead in drinking water: B26-0092, the "Lead-Free DC Omnibus Amendment Act of 2025", and B26-0111, the "Accelerating a Lead-Free DC Amendment Act of 2025". B26-0092 was introduced on January 29, 2025, by Councilmembers Brooke Pinto, Charles Allen, Matthew Frumin, Christina

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<sup>94</sup> Elin Warn Betanzo, Safe Water Engineering, LLC and Vanessa Speight, *Lead Service Line Replacement Costs and Strategies for Reducing Them*, [https://static1.squarespace.com/static/667450720538280b18dff1fb/t/66e8481f2a2da555b0fbb5fb/1726498854557/Final\\_LSLR%2BCosts%2Band%2BStrategies%2Bfor%2BReducing%2BThem.pdf](https://static1.squarespace.com/static/667450720538280b18dff1fb/t/66e8481f2a2da555b0fbb5fb/1726498854557/Final_LSLR%2BCosts%2Band%2BStrategies%2Bfor%2BReducing%2BThem.pdf).

<sup>95</sup> *Supra* note 66, Lead Service Line Replacement Plan, at 8.

<sup>96</sup> *Id.*



Henderson, Janeese Lewis George, Brianne Nadeau, Zachary Parker, and Robert White. The bill was referred to the Committee on February 4, 2025. B26-0111 was introduced on January 31, 2025, by Councilmembers Lewis George, Allen, Frumin, Nadeau, Parker, Pinto, and Robert White. All of B26-0092, and portions of B26-0111, have been referred to the Committee on Transportation to the Environment. Related to the overall costs of the program, these proposed bills are costly and, unfortunately, cannot be feasibly funded in the FY26 budget. The Committee looks forward to examining opportunities to fund this legislation in FY27.

**b. Fiscal Year 2026 Capital Budget Recommendations**

DC Water does not have a capital budget that the Council approves funding for, as it is an independent District government agency and funds its own capital improvements.

**WASHINGTON METROPOLITAN TRANSIT AUTHORITY**

**AGENCY MISSION AND OVERVIEW**

The Washington Metropolitan Area Transit Authority (“WMATA”) is a regional agency and instrumentality that was created in 1967 through an interstate compact between the District of Columbia, the State of Maryland, and the Commonwealth of Virginia to plan, develop, finance, and operate a regional transportation system in the Washington metropolitan area.<sup>97</sup> WMATA operates the third-largest heavy rail transit system and the sixth-largest bus network in the United States. Pursuant to the Compact, WMATA is governed by the WMATA Board of Directors. The purpose of the WMATA Board is not only to oversee WMATA but to develop policies and provide oversight for the transportation system’s management, maintenance, funding, and operation. The District has two voting members and two non-voting members on WMATA’s Board. WMATA operates Metrorail, which has 97 stations and over 128 miles of tracks, a Metrobus fleet of over 1,500 buses, and MetroAccess, the paratransit service for residents with disabilities or mobility challenges. In 2023, WMATA recently celebrated the 50<sup>th</sup> anniversary of Metrobus, which it launched in 1973. The Project Delivery Administration of the District Department of Transportation (“DDOT”) oversees the District’s funding of WMATA and recommends policy direction, develops service initiatives, and monitors service quality. DDOT’s role is inclusive of all transit modes.

In fall 2022, WMATA launched the Better Bus Network Redesign project, the first comprehensive redesign of Metrobus service in its 50-year history, building on past modernization efforts such as the Washington Area Bus Transformation Project. Over two years of research, planning, outreach, and engagement, WMTA developed the 2025 Better Bus Network, which will launch on June 29, 2025. The network redesign, according to WMATA, aims to “better connect people to where they want to go, provide more frequent, consistent bus service, advance access to opportunity for Equity Focus Communities, and make bus service easier to understand.” WMATA,

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<sup>97</sup> Washington Metropolitan Area Transit Authority, *Washington Metropolitan Area Transit Authority Compact* (August 2009), [https://www.wmata.com/about/board/upload/Compact\\_Annotated\\_2009\\_final.pdf](https://www.wmata.com/about/board/upload/Compact_Annotated_2009_final.pdf)



through its 5-year strategic transformation plan, *Your Metro, The Way Forward*, believes this redesign will prepare the Authority and region for the future, particularly as it seeks greater opportunity and partnerships to “connect a growing region.”

Key changes include a complete renaming of all bus routes with a standardized system (e.g., "D" for downtown DC, "C" for crosstown DC, followed by numbers for corridors and an "X" for express routes), and significant alterations to many routes to provide more direct service, increased frequency, and extended hours, especially during evenings and weekends. Further, to enhance efficiency, approximately 5% of the Metrobus system's bus stops, totaling around 527, are being eliminated.<sup>98</sup> These consolidated stops typically were less than 660 feet apart and were identified based on ridership levels and safe access for riders.<sup>99</sup> While some residents may experience longer walks to stops or adjusted commute times, the Authority's overall goal is to streamline service, reduce travel times, and better connect communities, including those in Equity Focus Communities, to key destinations like job centers, hospitals, and Metrorail stations.

In late 2023, Metro launched 24/7 bus service on 14 routes. Funding for this expanded service was covered by the District. At first glance, the operating budget tables for WMATA seem to reflect a loss of funding for the overnight bus service in FY26. The Committee has confirmed that funding for overnight bus service was incorporated into the District's primary operating subsidy.

## **COMMITTEE RECOMMENDATIONS**

### **a. Fiscal Year 2026 Operating Budget Recommendations**

The Mayor's proposed FY26 Operating Budget for the WMATA is \$793,442,592, which represents a 9.6% increase from the FY25 Approved Budget of \$723,917,612. Notably, this increase is part of a unified effort by the District, Maryland, and Virginia to close a short-term fiscal cliff for WMATA's operating budget – a “doomsday budget” that would have required debilitating cuts to service across rail, bus, and paratransit that would have undermined the region's economic goals. Thankfully, each jurisdiction identified funding for this fiscal year to avoid this catastrophic outcome, but long-term funding remains an urgent priority. WMATA's revised FY26 operating budget shows relative relief due to increased ridership. Because of this, its capital budget, which may still see a fiscal cliff by FY28, may be relied on less as WMATA eases the shifting of operating preventive maintenance costs to the capital budget, which it has done in recent years. While the District's actions, in concert with Virginia and Maryland, averted the Authority's current operating budget crisis, it does not solve the long-term and underlying fiscal challenges WMATA faces, and finding solutions is a top priority. The Committee looks forward to monitoring the progress of the DMVMoves initiative underway with the Metropolitan Washington Council of Governments to identify predictable, flexible revenue sources and capital funds.

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<sup>98</sup> Washington Area Metropolitan Transit Authority, *Bus Stop Consolidation Better Bus Network* (May 2025), [https://www.wmata.com/initiatives/plans/Better-Bus/upload/Bus-Stop-Consolidation\\_2025-Better-Bus-Network.pdf](https://www.wmata.com/initiatives/plans/Better-Bus/upload/Bus-Stop-Consolidation_2025-Better-Bus-Network.pdf)

<sup>99</sup> *Id.*

The WMATA funding does not support FTEs within the District's budget. WMATA operates, sets, and approves its budget independently of the District, and the Committee does not have a role in approving the Authority's budget. Accordingly, the Committee does not recommend changes to WMATA's operating budget. However, through its oversight, the Committee has explored several aspects of WMATA's operations related to its budget—including WMATA's ability to attract riders and generate fare revenue to help fund operations—and offers comments below. **The Committee recommends adoption of the FY26 Operating Budget for WMATA as proposed by the Mayor with no modifications.**

**b. Fiscal Year 2026 Capital Budget Recommendations**

The Mayor's proposed FY26 Capital Budget for WMATA is \$345,820,863, which represents a 2.2% increase from the FY25 Approved Budget of \$338,364,714. This funding does not support FTEs. As with the operating budget, the Committee does not have a role in formally approving WMATA's capital budget. The Committee offers no recommendations for changes to WMATA's capital budget for FY25. The Committee does reiterate concerns about the potential capital fiscal cliff and how that will impact WMATA's capital budget and its ability to maintain the system in a good state of repair, ensuring we can operate a world-class system for the region. The Committee looks forward to monitoring WMATA's progress to ensure a long-term financial outlook that addresses capital budget issues as well as operating budget concerns. The Committee recommends adoption of the FY26 Capital Budget for WMATA as proposed by the Mayor.

## Budget Support Act Recommendations

### *Recommendations on Mayor's Proposed Subtitles*

The Committee provides comments on the following subtitles of the “Fiscal Year 2026 Budget Support Act of 2025”:

- Title II. Subtitle N. Parking Benefit Equivalent Program
- Title V. Subtitle C. Environmental Health Functions
- Title VI. Subtitle B. Electric Vehicle Purchases
- Title VI. Subtitle C. Sustainable Energy Trust Fund
- Title VI. Subtitle D. Renewable Energy Portfolio Standards
- Title VI. Subtitle E. Stormwater Fund
- Title VI. Distracted Driving
- Title VI. Subtitle G. Building Energy Portfolio Standards
- Title VI. Subtitle H. Net-Zero Energy Ready Buildings
- Title VI. Subtitle K. Home Electrification Program

**The legislative language is included in Attachment B.**

### **TITLE II, SUBTITLE N: PARKING BENEFIT EQUIVALENT PROGRAM AMENDMENT ACT OF 2025**

#### *Purpose, Effect, and Impact on Existing Law*

District law currently requires that any “covered employer” (i.e., employer with 20 or more employees) who offers a parking benefit to their employees must also either (1) offer a clean-air transportation fringe benefit to their employees (2) pay a \$100 monthly compliance fee for each employee who is offered a parking benefit or (3) implement a transportation demand management plan. As proposed, the Mayor’s budget support act would repeal these requirements. **The Committee strikes the subtitle for the reasons set forth below.**

#### *Committee Recommendation and Reasoning*

#### ***Transportation Benefits Equity Amendment Act of 2020***

In 2020, the Council recognized that “[m]any District businesses incentivize their employers to drive to work, by providing free or reduced parking, without providing equivalent incentives for employees to take public transit, bike, or walk to work.”<sup>100</sup> The resulting congestion harms the local economy, frustrates commuters, and contributes to increased greenhouse gas

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<sup>100</sup> Council of the District of Columbia, Committee on Transportation and the Environment, *Committee Report on Bill 23-0148, the “Transportation Benefits Equity Amendment Act of 2020”* at 2, [https://lims.dccouncil.gov/downloads/LIMS/41896/Committee\\_Report/B23-0148-CommitteeReport1.pdf](https://lims.dccouncil.gov/downloads/LIMS/41896/Committee_Report/B23-0148-CommitteeReport1.pdf).

emissions.<sup>101</sup> To help reduce emissions associated with vehicle commutes, the Council passed the Transportation Benefits Equity Amendment Act of 2020, effective June 24, 2020 (D.C. Law 23-113; 67 DCR 5069).

The law placed new requirements on “covered employers”—defined as employers with 20 or more employees—who offer parking benefits to employees. Specifically, the law required that covered employers who offer a parking benefit must take one of 3 paths: (1) offer employees who turn down a parking benefit a Clean-air Transportation Fringe Benefit in an amount equal to or greater than the value of the parking benefit offered; (2) pay a \$100 Clean Air Compliance fee for each employee to whom the parking benefit is offered; or (3) implement a transportation demand management plan (“TDM”) that reduces commutes by personal vehicle by 10% until 25% or less of employees’ commuter trips are made by car. A covered employee may also avoid its obligation to fulfill one of these three requirements if, instead, the employer stops offering free or subsidized parking to employees altogether.<sup>102</sup> In addition, the law exempted certain employers, including those who own their own parking garage. The law also required that covered employees submit biannual compliance reports to the Mayor.

### ***Implementation of the Law Since Passage***

#### ***Compliance Reporting for CY2022 in 2023***

DDOT established the first deadline for those reports as January 15, 2023. Before the deadline, DDOT worked with the Department of Licensing and Consumer Protection, formerly known as the Department of Consumer and Regulatory Affairs, to identify covered employers.<sup>103</sup> This effort resulted in a list of approximately 5,000 covered employers in the District. DDOT also created a compliance reporting online tool, announced on December 15, 2022, where covered employers can submit their reports.<sup>104</sup> Nevertheless, as of January 31, 2023, only 564 employers had submitted the required compliance reports. Of those 564 employers, 65% claimed an exemption, 14% offered a Clean-Air Fringe Transportation Benefit, 10% submitted a TDM, and 3% paid a Clean Air Compliance fee. Approximately 4,500 employers had not yet reported to DDOT.

***Table 1: Compliance Options Reported by Employer for 2022***

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<sup>101</sup> *Id.*

<sup>102</sup> District Department of Transportation, *DC Parking Cashout Law: A Guide for Employers* (December 2022), <https://godcgo.com/wp-content/uploads/2022/01/DC-Parking-Cashout-Law-Toolkit.pdf> (“By discontinuing free or subsidized parking, you remove the criteria that requires you to implement a compliance option, hence qualifying you for an exemption. Out of all the options, removing parking benefits is the quickest and most cost-effective way of complying with the law.”).

<sup>103</sup> District Department of Transportation, *FY22 Performance Oversight Questions* (February 21, 2023), <https://dccouncil.gov/wp-content/uploads/2023/02/DDOTPOH.pdf>.

<sup>104</sup> *Id.* See also DDOT Applies Tailormade Technology to Ensure Compliance of DC’s Parking Cashout Law (December 15, 2022), <https://ddot.dc.gov/release/ddot-applies-tailormade-technology-ensure-compliance-dc%E2%80%99s-parking-cashout-law>.

<b><i>Compliance Option Reported</i></b>	<b><i>Percentage of Employers (n=564)</i></b>
Exemption	65%
Clean-Air Transportation Fringe Benefit	14%
Transportation Demand Management Plan	10%
Report-in-Progress or Not Covered Employer	9%
\$100 Clean Air Compliance Fee	3%

Of employers claiming an exemption, nearly half have claimed an exemption because they do not offer a parking benefit; 27% claimed an exemption because they leased and the time to renew the lease has not yet come, and 20% claimed an exemption because they owned parking prior to FY21.

***Table 2: Exemptions Claimed by Employer for 2022***

<b><i>Exemption Reported</i></b>	<b><i>Percentage of Employers (n=564)</i></b>
<i>Lease Parking Prior to October 1, 2020</i>	27%
<i>Own Parking Prior to October 1, 2020</i>	20%
<i>Do Not Offer Parking</i>	53%

*Compliance Reporting for CY2023 in 2024*

As of February 11, 2024, “152 employers have submitted compliance reports to DDOT for 2023.”<sup>105</sup> But another 4,300 employers had not yet reported to DDOT for 2022 or 2023.<sup>106</sup> DDOT estimates that approximately 65% (or 2,800 employers) were exempt, and another 1,500 employers are not in compliance.<sup>107</sup> There was a 4% increase in the number of employers who chose to implement at TDM, balanced against a 4% reduction in the number of employers offering a Clean-Air Transportation Fringe Benefit. There was a modest reduction (2%) in the number of employers claiming an exemption, and a small increase (3%) to the number of employers paying a Clean Air Compliance Fee.

***Table 3: Compliance Options Reported by Employer for 2023***

<b><i>Compliance Option Reported</i></b>	<b><i>Percentage of Employers (n=152)</i></b>
Exemption	63% (-2%)
Clean-Air Transportation Fringe Benefit	10% (-4%)
Transportation Demand Management Plan	14% (+4%)
Report-in-Progress or Not Covered Employer	7%
\$100 Clean Air Compliance Fee	7% (+3%)

<sup>105</sup> DDOT FY24 POH Pre-Hearing Responses at 162.

<sup>106</sup> *Id.*

<sup>107</sup> *Id.*

*Compliance Reporting for CY2023 in 2024*

Most recently, as of January 21, 2025, 1028 employers have submitted compliance reports to DDOT. Another 3,400 covered employers have not yet reported to DDOT for either 2022, 2023, or 2024. Based on DDOT’s estimate of the employers who would qualify for an exception, the agency estimates that 1,200 employers are not in compliance.

***Table 4: Compliance Options Reported by Employer for 2024***

<b><i>Compliance Option Reported</i></b>	<b><i>Percentage of Employers (n=564)</i></b>
Exemption	63% (+3%)
Clean-Air Transportation Fringe Benefit	11% (+1%)
Transportation Demand Management Plan	6% (-8%)
Report-in-Progress or Not Covered Employer	14% (+7%)
\$100 Clean Air Compliance Fee	4% (-3%)

Interestingly, in its 2024 Performance Oversight Pre-Hearing Questions, the Committee asked DDOT which actions taken in FY24 and FY25, to date, had the largest impact on DDOT’s goal to reduce the share of commute trips made by automobile to 25%. In response, DDOT answered that it “Supported hundreds of employers with compliance for the Transportation Benefits Equity Amendment Act (i.e., parking cashout law).” DDOT went on to say that its “award-winning support and employers’ compliance resulted in a 10% average reduction in drive-alone rate for employers implementing a TDM Plan, and 30% of employees offered a parking cashout took it in 2023.” This is a promising result that aligns with the intent of the legislation. Now, however, the Mayor’s proposed BSA would repeal the very law that DDOT credited for helping the District meet its mode shift goals.

As in previous years, the Committee is not persuaded that a repeal of this law is necessary or prudent. **The Committee therefore strikes this subtitle.**

*Fiscal Impact*

OCFO has not identified costs associated with striking this subtitle.

**TITLE V. SUBTITLE C. ENVIRONMENTAL HEALTH FUNCTIONS**

*Purpose, Effect, and Impact on Existing Law*

The subtitle gives DC Health the authority to regulate medical waste, low-level radioactive waste, and environmental health hazards in residential settings, including indoor air and pest management. The subtitle also makes conforming changes to clarify the Department of Energy and Environment’s (DOEE) authority concerning environmental health functions.

The subtitle establishes an Environmental Health Administration within DC Health by transferring a portion of the existing DOEE Healthy Housing Branch and dormant Medical Waste Management Program to DC Health. All functions, authority, programs, positions, personnel, property, records, and unexpended balances of appropriations, allocations, and other funds related to these programs will be transferred to DC Health. Additionally, all rules, orders, obligations, determinations, grants, contracts, licenses, and agreements for these programs will become the responsibility of DC Health.

The Healthy Housing Branch at DOEE, which includes implementation of the Childhood Lead Poisoning Screening and Reporting Act of 2002 and Healthy Homes programs, will move to DC Health. The Healthy Housing Branch reduces and investigates childhood lead poisoning exposure and identifies home environmental health and safety hazards to minimize injury, safety concerns, and respiratory health hazards. The program also works to reduce childhood asthma and respiratory illnesses, reduce blood lead levels in children, and provides educational materials to physicians on the District's lead screening and reporting law.

#### Committee Recommendation and Reasoning

The provisions of the Committee Print pertaining to the reassignment of certain DOEE Functions to DC Health were modified and approved by Councilmember Henderson's Committee on Health. The Print makes several changes to the subtitle as introduced. The Print clarifies that DC Health will take over implementation and enforcement of the Childhood Lead Poisoning Screening and Reporting Act of 2002, effective October 1, 2002 (D.C. Law 14-190; D.C. Official Code § 7-871.01 et seq.). It also standardizes the definitions of "elevated blood lead level" and "Lead-poisoned child" to align with the Lead-Hazard Prevention and Elimination Act of 2008. The Print clarifies that DOEE is responsible not just for lead-based paint hazards, but for all "lead hazard prevention and elimination" except for the childhood lead poisoning screening and reporting that will now be under DC Health.

Chairperson Allen has moved two emergency and temporary legislative packages that clarify (1) DOEE's authority with respect to rulemaking and (2) certain key definitions that impact the agency's regulatory authority. This Committee requested that the Committee on Health include identical provisions in this subtitle to make those clarifications permanent. The Committee on Health agreed to incorporate those emergency changes into this subtitle. Below is a summary of their impact on existing law.

#### *DOEE Rulemaking*

The District Department of the Environment Establishment Act of 2005, effective February 15, 2006 (D.C. Law 16-51; 52 DCR 10812), established the District Department of the Environment, which was later renamed the Department of Energy and Environment ("DOEE").



The original language of the Act required that the Mayor promulgate rules to implement provisions of the Act within 180 days of its effective date. The Act further specified that proposed rules must be submitted to the Council for a 45-day period of review and were to be deemed disapproved if the Council did not approve or disapprove the proposed rules by resolution – that is, active approval. The rationale for requiring active approval was to ensure that the Council could review the initial set of rules and regulations promulgated by the newly established agency.

In 2021, the Council passed the Green Food Purchasing Amendment Act of 2021, effective July 29, 2021 (D.C. Law 24-16; 68 DCR 6015) (“GFPAA”). The GFPAA amended D.C. Official Code § 8-151.10 to provide rulemaking authority for purposes of implementing provisions of the GFPAA. However, due to a drafting error, the GFPAA unintentionally subjected all new rules and regulations promulgated by DOEE to the 45-day active approval period that had been reserved for rules and regulations promulgated during DOEE’s establishment. The resulting uncertainty regarding the Executive’s rulemaking authority pursuant to the Act impaired the agency’s ability to promulgate rules and regulations necessary for implementing the District’s environmental laws in a timely manner.

To clarify DOEE’s ability to promulgate rules and regulations without being subjected to a 45-day active approval process, the Council passed the Department of Energy and Environment Rulemaking Clarification Emergency Amendment Act of 2024, effective November 22, 2024 (D.C. Act 25-629; 71 DCR 14456). The Council also passed the Department of Energy and Environment Rulemaking Clarification Temporary Amendment Act of 2024 (D.C. Act 25-639; 71 DCR 14478). This subtitle will make changes from the emergency and temporary legislation permanent.

### ***DOEE Definitions***

In 2024, DOEE approached the Committee on Transportation and the Environment to discuss issues with the statutory definitions of three key terms that DOEE relies on when fulfilling its statutory duties and administering agency programs. To prevent the misinterpretation or misapplication of those terms, the Council passed the Department of Energy and Environment Definitions Clarification Emergency Amendment Act of 2024, effective November 22, 2024 (D.C. Act 25-636; 71 DCR 14470) and the Department of Energy and Environment Definitions Clarification Temporary Amendment Act of 2024 (D.C. Act 25-665; 71 DCR 16302). Specifically, the emergency and temporary legislation amended the definitions of “subscriber organization,” “lead-based paint,” and “producer” to reflect their initial intent or current practice. This subtitle would make those changes permanent. Below is a subscription of each definition and how it was amended.

#### ***Definition of “Subscriber Organization”***

The Retail Electric Competition and Consumer Protection Act of 1999, effective May 9, 2000 (D.C. Law 13-107; 47 DCR 1091), defined the term “Subscriber organization” as “any for-

profit or nonprofit entity permitted by District of Columbia law that owns or operates one or more community renewable energy facilities for the benefit of the subscribers.” A primary function of subscriber organizations is to assign energy credits to subscribers who participate in community renewable energy facilities (“CREFs”). Subscription management is an administratively burdensome activity, and solar developers generally prefer to assign the responsibility for subscription management to another entity.

In practice, the Department of Energy and Environment (“DOEE”) has been functioning as a subscriber organization for low- to moderate-income District residents, who are subscribers to CREFs through DOEE’s Solar for All program. Uncertainty regarding whether the definition of “subscriber organization” covered a government entity could have adversely impacted DOEE’s authority perform these administrative functions, and may have inhibited other government entities from performing these functions for future CREFs. The emergency and temporary legislation amended the law to make clear that a government entity can serve as a subscriber organization, which resolved any uncertainty regarding DOEE’s ability to act in that capacity. This subtitle makes that change permanent.

#### *Definition of “Lead-Based Paint”*

The Residential Housing Environmental Safety Amendment Act of 2020, effective March 16, 2021 (D.C. Law 23-188; 68 DCR 1227), amended the Lead-Hazard Prevention and Elimination Act of 2008, effective March 31, 2009 (D.C. Law 17-381; 56 DCR 1596), to lower the amount of lead needed in paint or other surface coatings to qualify as a “lead-based paint” from one milligram per square centimeter (1.0mg/cm<sup>2</sup>) to 0.7 milligrams per square centimeter (0.7mg/cm<sup>2</sup>). However, the parenthetical within the amended definition erroneously uses microgram symbol (“μ”) instead of the correct abbreviation for milligram (“mg”). The emergency and temporary legislation amended the law to use the correct abbreviation, and this subtitle would make that change permanent.

#### *Definition of “Producer”*

The Zero Waste Omnibus Amendment Act of 2020, effective March 16, 2021 (D.C. Law 23-211; 68 DCR 68), amended the Sustainable Solid Waste Management Amendment Act of 2014, effective February 26, 2015 (D.C. Law 20-154; 61 DCR 9971) to define “producer.” Due to a drafting error, the definition used the phrase “A person who manufacturers [sic] a . . .” when it should instead read “A person who manufactures a . . .” The emergency and temporary legislation eliminated the typographical error, and this subtitle would make that change permanent.

#### Section-by-Section Analysis

Sec. XXX1    Short title.

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- Sec. XXX2 Amends the Department of Health Functions Clarification Act of 2001 to authorize DC Health to regulate medical waste, low-level radioactive waste, and including indoor air and pest management. Requires DC Health to implement the lead poison prevention program to reduce lead exposure in children, pursuant to the Childhood Lead Poisoning Screening and Reporting Act of 2002.
- Sec. XXX3 Amends the District Department of Environment Establishment Act of 2005 with clarifying amendments to the Department of Energy and the Environments establishment and responsibilities. Transfers all functions, authority, programs, positions, personnel, property, records, and unexpended balances of appropriations, allocations, and other funds available or made available to DOEE for childhood lead poisoning prevention program or medical waste management to DC Health.
- Sec. XXX4 Amends the Childhood Lead Poisoning Screening and Reporting Act of 2002 by amending the definitions of “elevated blood lead level” and “lead-poisoned child” to align with the Lead-Hazard Prevention and Elimination Act of 2008. Authorizes the Mayor to issue rules to provide support to health care providers in delivering appropriate care for the treatment of lead poisoning in children.
- Sec. XXX5 Amends the Retail Electric Competition and Consumer Protection Act of 1999 to make clear that a government entity can serve as a subscriber organization.
- Sec. XXX6 Amends the Lead-Hazard Prevention and Elimination Act of 2008 to clarify that the elevated blood level standard should be measured in milligrams (“mg”), not micrograms (“μ”).
- Sec. XXX7 Amends the Sustainable Solid Waste Management Amendment Act of 2014 to correct a typographical error.
- Sec. XXX8 Applicability.

**Fiscal Impact**

The Mayor’s 2026 budget and financial plan transfers \$1.32 million in fiscal year 2026 and \$5.47 million in local funds over the financial plan from DOEE to DC Health to implement the subtitle, and the Committee on Health maintained this funding in their Committee report. The positions that will transfer to DC Health include an Environmental Protection Specialist Supervisor, five Public Health Analysts, an Environmental Protection Specialist, an Epidemiologist, a Public Health Specialist, and a Program Analyst.

**TITLE VI, SUBTITLE B: ELECTRIC VEHICLE PURCHASES AMENDMENT ACT OF 2025**

**Purpose, Effect, and Impact on Existing Law**

Under current law, the District government is only allowed to purchase or lease zero-emissions vehicles, “except in cases where there is no such vehicle readily available on the market,” beginning in January 2026.<sup>108</sup> As proposed, the subtitle would amend current law to delay this requirement for one year—until January 1, 2027. **The Committee strikes this subtitle for the reasons set forth below.**

### Committee Recommendation and Reasoning

The Climate Commitment Act of 2022, effective Sept. 21, 2022 (D.C. Law 24-176; D.C. Official Code § 8-151.09d *et seq.*) requires the District to achieve a 60% reduction in its 2006 greenhouse gas emissions levels by 2030, and to achieve complete carbon neutrality by 2045—with interim goals set for 2030, 2035, and 2040.<sup>109</sup> The law included several actions the District government should take to help achieve those reductions in greenhouse gas emissions. Specifically, the law prohibited the District from “install[ing], in District-owned buildings, space- or water-heating appliances that rely on the combustion of natural gas, oil, or other fossil fuels at the site of the appliance, except in cases where compliance with this paragraph would be technically infeasible.”<sup>110</sup> Most relevantly, the law also requires that, beginning January 1, 2026, “the District government . . . purchase or lease only zero-emissions vehicles, except in cases where there is no such vehicle readily available on the market.”

As originally noted in the Act’s accompanying committee report, the transportation sector accounts for the second-largest share of the District’s greenhouse gas emissions after buildings.<sup>111</sup> To ensure that the District achieves the reduction in greenhouse gas emissions needed to reach carbon neutrality, we must maintain efforts to electrify the District government’s vehicle fleet, which consists of approximately 6,000 vehicles, including school buses, police cruisers, fire and trash trucks, and street sweepers, as well as other passenger vehicles. While the Mayor’s rationale for striking the requirement is centered on costs, other jurisdictions with comparably sized fleets have already started transitioning to electric vehicles, demonstrating that this is a realistic strategy.<sup>112</sup> The Committee believes that the Executive’s concerns regarding costs fail to appreciate the lower cost of ownership over the lifetime of an electric vehicle compared to a gas-powered alternative due to savings in operation, fueling, and maintenance.<sup>113</sup> In any case, delaying this requirement further would allow the continued purchase of gas-powered vehicles, which may

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<sup>108</sup> D.C. Official Code § 8-151.09e.

<sup>109</sup> D.C. Official Code § 8-151.09d(a).

<sup>110</sup> D.C. Official Code § 8-151.09e(a).

<sup>111</sup> Dep’t of Energy & Environment, Greenhouse Gas Inventories, <https://doee.dc.gov/service/greenhouse-gasinventories>. See also Committee Report for Climate Commitment Act of 2022, (June 13, 2022), available at [https://lims.dccouncil.gov/downloads/LIMS/47264/Committee\\_Report/B24-0267-Committee\\_Report1.pdf?Id=140367](https://lims.dccouncil.gov/downloads/LIMS/47264/Committee_Report/B24-0267-Committee_Report1.pdf?Id=140367).

<sup>112</sup> Elizabeth Stears, *Policy and Progress: The State Fleet Roadmap to Zero-Emission Vehicles* (May 8, 2024), <https://blog.advancedenergyunited.org/policy-and-progress-the-state-fleet-roadmap-to-zero-emission-vehicles>. <https://blog.advancedenergyunited.org/policy-and-progress-the-state-fleet-roadmap-to-zero-emission-vehicles> *Policy and Progress: The State Fleet Roadmap to Zero-Emission Vehicles* (May 8, 2024) <https://blog.advancedenergyunited.org/policy-and-progress-the-state-fleet-roadmap-to-zero-emission-vehicles>

<sup>113</sup> Marco Miotti, Geoffrey J. Supran, Ella J. Kim, and Jessika E. Trancik, *Personal Vehicles Evaluated Against Climate Change Mitigation Targets*, (2016) <https://pubs.acs.org/doi/full/10.1021/acs.est.6b00177>.

likely be in service for a decade or more. **The Committee cannot allow the District to retreat from one of the key strategies for achieving carbon-neutrality<sup>114</sup> and, therefore, strikes the subtitle.**

### Fiscal Impact

OCFO has not identified costs associated with striking this subtitle.

## **TITLE VI, SUBTITLE C: Sustainable Energy Trust Fund Amendment Act of 2025**

### Purpose, Effect, and Impact on Existing Law

As explained above in DOEE's agency chapter, the Sustainable Energy Trust Fund ("SETF") is used to fund a variety of renewable energy generation, electrification retrofit, and building efficiency initiatives in the District. D.C. Official Code § 8-1774.10(c) establishes what amount from the SETF must be transferred to the DC SEU (both its base contract, as well as administrative costs), the DC Green Bank, and spent on BEPS-compliance assistance for electrification retrofits. As proposed, this subtitle would adjust the required contribution from the SETF for certain activities in the following ways:

- Eliminates \$20 million for the DC SEU contract
- Reduces transfer to GFA from \$7 million to \$3.5 million through FY28
- Eliminates \$3 million in assistance for affordable housing providers to meet BEPS
- Eliminates transfer of at least 30% of natural gas surcharges towards low-income resident assistance, workforce development, etc.

### Committee Recommendation and Reasoning

The Committee lacks the resources to unwind the Mayor's sweep of dedicated funds for the variety of activities funded under the SETF. The Committee proposes approving this subtitle with the following edits. Based on DOEE's planned spending from the SETF across the financial plan, the Committee has re-established minimum contributions for the following activities:

- Re-establishes a minimum contribution for Green Finance Authority, though the required contribution is cut in half—from \$7 million under current law to \$3.5 million under the revised subtitle.
- Re-establishes a minimum contribution for the DC Sustainable Energy Utility's:
  - Base contract (\$19.8 million in FY26 and \$10 million in FY27 and each fiscal year thereafter)
  - Contract administration (\$4.1 million in FY26 and \$8.5 million in FY27 and each fiscal year thereafter)

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<sup>114</sup> See "Target 4" of Sustainable DC 2.0 Plan <https://sustainable.dc.gov/sdc2>.

More fundamentally, the Committee is deeply frustrated by the fact that the Mayor continues to divert SETF funds away from their intended purpose and towards the District's energy costs. This subtitle would end that practice. Rather than continue to allow the Mayor to raid the SETF for energy costs, this subtitle allocates the current surcharge revenue into two SPR funds: the SETF and a newly created Mayor's Energy Surcharge Fund. Under the Committee's modified subtitle, revenue generated surcharges imposed under the SETF would remain in the SETF to be used for the purposes the Council intended. Moving forward, the revenue generated by the surcharges imposed under the Mayor's Energy Surcharge Fund would go towards the District's electricity, gas, and heating oil expenses. To be clear, the Committee did not raise the level of the surcharges imposed on District residents. Instead, the Committee simply split reallocated the current assessment and two and redirected the revenue from those into two distinct funds.

Section-by-Section Analysis

- Sec. 6021 States the short title.
- Sec. 6022 Amends section 210(c) of the Clean and Affordable Energy Act of 2008, effective 4569 October 22, 2008 (D.C. Law 17-250; D.C. Official Code § 8-1774.10(c)) to:
- (a) Amends subsection (b) rebalancing the surcharge for electricity and gas to save District ratepayers money. This section also prohibits SETF funds from being allocated to the Department of Government Services for use on energy and utility bills, and sets annual baseline amounts for the DC Green Finance Authority and DC SEU at \$3.5 million and \$19.8 million for FY26, respectively. Unfortunately, the Committee was unable to re-insert the \$3 million minimum for affordable housing compliance with BEPs for funding reasons.
  - (b) A new special purpose fund is established that simply creates a separate surcharge from SETF in order to avoid conflating spending on District utility bills as opposed to investments in climate and energy funding.

Fiscal Impact

OCFO has not identified costs associated with adopting subtitle as modified by the Committee.

**TITLE VI, SUBTITLE D: Renewable Energy Portfolio Standards Amendment Act of 2025**

Purpose, Effect, and Impact on Existing Law

Under existing law, the District has a Renewable Energy Portfolio Standards ("RPS") that establishes the share of electricity supplied in the District that needs to come from renewable sources, through the purchase of renewable energy credits ("RECs"). For example, in 2026, 59% of electricity must come from Tier One renewable sources and 5% from solar energy sources. Electricity suppliers that do not meet RPS must pay a compliance fee. In 2026, an electricity

supplier must pay \$0.05 for each kilowatt-hour shortfall from Tier One renewable sources and \$0.44 for each kilowatt-hour shortfall from solar sources. These compliance fees are paid to the District and deposited into the Renewable Energy Development Fund (“REDF”), managed by the Department of Energy and Environment. Compliance fees, if they are the least-cost measure to ratepayers or there are insufficient Tier One sources available, can be recovered from ratepayers through their electricity bills.

In the Fiscal Year 2025 Budget Support Act of 2024, the District exempted itself from the Renewable Energy Portfolio Standards (“RPS”) normally applied to retail electricity sales. The costs were too insurmountable for the Committee to force the District to re-enter RPS compliance, so the Council reluctantly approved that component of the Mayor’s Proposed FY25 BSA. The District’s exemption from complying with the standard was set to run from January 1, 2024 to September 30, 2028. FY25 BSA also included language prohibiting the District from purchasing renewable energy credits that do not comply with the RPS (commonly referred to as “voluntary credits”) until the District is no longer exempt from the RPS.

This subtitle would extend the District’s exemption from the RPS for another year—until September 30, 2029. The Mayor’s FY26 BSA would also repeal the prohibition on purchasing RECs are not designed to meet RPS. Once again, the cost for requiring the District to re-enter RPS compliance present an insurmountable cost—estimated to be more than \$15 million each year. **The Committee regretfully approves this component of the subtitle.** However, the Committee sees no reason to allow the District to purchase voluntary RECs to “greenwash” its energy consumption while it exempts itself from the more demanding standard place on District residents. **The Committee therefore strikes this component of the Mayor’s proposed subtitle.**

#### Section-by-Section Analysis

Sec. 6031 States the short title.

Sec. 6032 Amends section 4(b)(2) of the Renewable Energy Portfolio Standard Act of 2004, effective April 12, 2005 (D.C. Law 15-340; D.C. Official Code § 34-1432(b)(2)) to extend the District’s exemption from complying with the Renewable Energy Portfolio Standards by one year—from September 30, 2027 to September 30, 2028.

#### Fiscal Impact

OCFO has not identified costs associated with this subtitle as proposed.

### **TITLE VI, SUBTITLE E: Stormwater Fund Amendment Act of 2025**

#### Purpose, Effect, and Impact on Existing Law

The subtitle, as proposed, would misdirect \$13,603,424 directly from DOEE stormwater management activities, funding through the Storm Water Permit Review Fund, to the Department



of Public Works (“DPW”) for stormwater management activities, including street sweeping, regardless of when the stormwater management activities began and regardless of whether those activities are otherwise required by law or regulation. Only \$4.3 million from these funds will be used in FY26 for full-time employees, additional gross pay, and fringe benefits. \$9.3 million has been set aside for future years for those same FTEs.

Under current law, funds cannot be disbursed from the Stormwater Permit Compliance Enterprise Fund for costs associated with: stormwater management activities carried out prior to April 20, 2000, including street sweeping, except to the extent those activities were enhanced, and their costs increased to comply with the terms of the Stormwater Permit; or Stormwater management activities otherwise required by law or regulation.<sup>115</sup> This law does not apply if the activity is specifically permitted by the Director.<sup>116</sup> In support of the District’s desire to manage their stormwater Management Administration and the District’s desire to maintain compliance with the Municipal Storm Sewer System (MS4) permit, the act was developed. It expanded the ability for the Director to manage the Stormwater Permit Compliance Enterprise Fund. The expenditures for the Enterprise Fund regarding stormwater programs give sufficient funds to fulfill the MS4 permit obligations. The bill also develops progressive stormwater management practices.

#### Committee Recommendation and Reasoning

Unfortunately, the Committee was unable to identify funding to unwind this proposed subtitle. However, the Committee has been informed that \$8 million from the Stormwater Permit Compliance Enterprise Fund was improperly redirected to the Department of Public Works for street sweeping activities due to these funds sitting in escrow for the Stormwater Retention Credit (SRC) Price Lock Program. The Stormwater Permit Compliance Enterprise Fund was established specifically for District compliance with the federal Environmental Protection Agency MS4 permit, which sets pollution limits and management benchmarks with the goal of attaining applicable water quality standards and reducing the discharge of pollutants.<sup>117</sup>

This fund is carefully balanced across federal match and grant requirements, other required tasks funding through separate special purpose funds like the Anacostia River Clean Up and Protection Fund. Additionally, part of these are set aside for the Stormwater Retention Credit Program Price Lock Program, which allows District stormwater and Green Infrastructure entities to generate and sell credits to the District to earn revenue for reducing the level of harmful stormwater runoff. The escrow account that holds funds for these agreements has been swept in the Mayor’s budget, which would essentially conclude the program. The Price Lock program sets a rate of return on stormwater-related projects, thus allowing businesses to receive more competitive construction loans, and more. Almost \$10 million of these funds are deposited in a

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<sup>115</sup> D.C. Official Code § 8–152.02.

<sup>116</sup> *Id.*

<sup>117</sup> Fact Sheet: National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit No. DC0000221 (Government of the District of Columbia) *available at* [https://www.epa.gov/system/files/documents/2023-07/REVISED\\_FINAL\\_DC%20MS4%20FACT%20SHEET\\_6-14-23\\_CLEANCOPY\\_0.pdf](https://www.epa.gov/system/files/documents/2023-07/REVISED_FINAL_DC%20MS4%20FACT%20SHEET_6-14-23_CLEANCOPY_0.pdf)

private bank account, **The Committee reluctantly recommends approving this subtitle as proposed.** However, the Committee seeks to work with the full Council at first and second reading to more transparently and effectively reallocate the stormwater funds. The Committee also understands that the Executive has recognized this error that would potentially open the District up to potential legal action and run counter to the intentions of this program.

### Fiscal Impact

OCFO has not identified costs associated with this subtitle as proposed.

## **TITLE VI, SUBTITLE F: Distracted Driving Safety Amendment Act of 2025**

### Purpose, Effect, and Impact on Existing Law

Under existing law, the District prohibits drivers from using a mobile telephone or other electronic device unless they are doing so with a hands-free accessory. The District imposes a \$100 fine for each offense against a motor vehicle operator who violates distracted driving laws. The proposed subtitle would establish a more expansive definition of “other electronic device” to include: any handheld or portable electronic device that facilitates communication between two or more people; laptop computers, tablets, handheld computers, any device capable of playing video games, movies, videos, or other forms of entertainment, and any devices that take, transmit, or display photographs. The proposed subtitle also expands the definitions of text message, texting, and text to capture more forms of communication than may not have existed when the District’s distracted driving laws were passed in 2004. The subtitle also prohibits holding a mobile telephone or other electronic device, in addition to using those devices. The subtitle ensures that the operator of a motor vehicle that is lawfully parked is exempt from these prohibitions.

The District Department of Transportation (“DDOT”) receives federal funding from the National Highway Traffic Safety Administration (“NHTSA”) to support its efforts to reduce and prevent distracted driving. NHTSA offers incentive grants to jurisdictions that create awareness around distracted driving and prohibit certain distracted driving activities. The District’s laws are sufficient for DDOT to receive the portion of NHTSA funding associated with awareness (which is achieved through driver education at the Department of Motor Vehicles (“DMV”)), but not to receive approximately \$2 million in funds for the prohibition of certain activities. DDOT has worked with NHTSA and believes this bill will meet the NHTSA prohibition standard to receive the additional funds. DDOT will use this funding to support a dedicated traffic safety unit at the Metropolitan Police Department (MPD), which MPD estimates will cost approximately \$1.9 million. DDOT can only use the funds to support MPD after the District’s law is expanded and NHTSA agrees that the District’s amended laws meet the standard for prohibiting certain distracted driving activities.

### Committee Recommendation and Reasoning

The danger of distracted driving is well documented and consistently clear on the impacts it has on traffic safety and flow. Distracted driving occurs in many forms, including behaviors such as talking or texting on mobile devices, eating, conversing with passengers, and other diversions while operating a vehicle. However, the most significant of these is the use of mobile or handheld devices that has only grown exponentially over the last decade. Importantly, even with the advent of new automotive technology such as hands-free Bluetooth functionality, earbuds, wired headsets, or speaker phones, industry leaders like the Association for the Advancement of Automotive Medicine, believes is still consistent with behaviors associated with distracted driving. The National Highway Traffic Safety Administration and the Federal Communications Commission take similar positions. This Committee firmly takes the same position: distracted driving poses a grave danger to the safety of motorists and pedestrians alike. The District's available traffic safety data on moving violations for distracted driving from 2024 shows that 821 citations were issued for distracted driving, including distracted driving while using a cellphone (see table below). **The Committee recommends approval of this subtitle, with modifications to clarify the precise nature of the ban.**

*Moving Violations Issued in 2024*

Month	Distracted Driving Violations	Distracted Driving While Using a Cellphone Violations	Total
January	14	40	54
February	11	63	74
March	8	58	66
April	14	60	74
May	21	59	80
June	13	63	76
July	13	33	46
August	14	46	60
September	5	73	78
October	22	79	101
November	13	40	53
December	14	45	59
<b>Total</b>	<b>162</b>	<b>659</b>	<b>821</b>

*Source: Open Data DC*

Section-by-Section Analysis

Sec. 6051 States the short title.

Sec. 6052 Amends the Distracted Driving Safety Act of 2004, effective March 30, 2004 (D.C. 4622 Law 15-124; D.C. Official Code § 50-1731.01 *et seq.*) to:

- (a) Establishes a more expansive definition of “other electronic device” to include any handheld or portable electronic device that facilitates communication between two or more people; laptop computers; tablets; handheld computers; any device capable of playing video games, movies, videos, or other forms of entertainment; and any devices that take, transmit, or display photographs.
- (b) Expands the definitions of text message, texting, and text to capture more forms of communication than may not have existed when the District’s distracted driving laws were passed in 2004.
- (c) Adds a prohibition regarding the holding of a mobile telephone or other electronic device, in addition to the use of those devices.
- (d) Adds an exemption for operators of a parked motor vehicle.

#### Fiscal Impact

OCFO has not identified costs associated with approving this subtitle as modified.

### **TITLE VI, SUBTITLE G: Building Energy Performance Standards Amendment Act of 2025**

#### Purpose, Effect, and Impact on Existing Law

The subtitle, as proposed, would delay the applicability of the District Building Energy Performance Standards (“BEPS”) for 25,000 and 10,000 square foot buildings from 2028 and 2034 to 2034 and 2040, respectively. The subtitle also attempts to delay the start of the six-year cycle from 2028 to 2034 for DOEE to establish and update property types and BEPS for each property type. Under existing law, the District requires all buildings to meet BEPS set by the Department of Energy and Environment (DOEE). All privately-owned buildings with at least 25,000 and 100,000 square feet of gross floor area must meet BEPS by 2028 and 2034, respectively. The subtitle would also eliminate a defined compliance cycle of five years in favor of a compliance cycle defined by DOEE administratively. In other words, when a building fails to meet BEPS, the proposed subtitle would give the building owner until January 1st of the year preceding the beginning of the next compliance period to become compliant.

#### Committee Recommendation and Reasoning

Title III of the Clean Energy DC Omnibus Amendment Act of 2018 established the BEPS program, which requires DOEE to establish minimum thresholds for energy performance for existing buildings across the District. These thresholds set the performance standard for separate property types like apartments, offices, and retail locations, and are based on the energy benchmarking data that existing buildings are required to submit to DOEE pursuant to D.C. Official Code § 6-1451.03(c)(1)–(3). Under these requirements, private building owners have been

required to report their energy and water efficiency annually to DOEE since 2011, and the District began benchmarking its own public buildings starting with Fiscal Year 2009 data. If a building is below a threshold, and thus subject to BEPS, DOEE requires the building to select one of multiple compliance pathways to reduce emissions and energy consumption.

Buildings in the District account for approximately 75% of the city's greenhouse gas emissions, and as such, making buildings more efficient is one of the most important steps the District can take to meet its climate commitments. And Commercial and residential buildings are responsible for “approximately 18,300 early deaths and \$205 billion in health impacts—one-third of the health burden from stationary sources in the United States.”<sup>118</sup> In the District, that translates to *a minimum of* 120 premature deaths per years and 30 asthma-related emergency room visits associated with particulate matter air pollution.<sup>119</sup> High-performing buildings are not only critical to reducing emissions, but they also benefit the health and well-being of residents, create workforce development opportunities, save building owners money in energy costs, and increase the value of buildings.

On December 18, 2018, the Council passed the CleanEnergy DC Omnibus Amendment Act, which among other things, established the Building Energy Performance Standards (“BEPS”) program. The BEPS program sets a minimum threshold for energy performance in existing buildings based on the building's demonstrated energy performance and requires buildings to reduce energy usage by about 20% over the course of the cycle. BEPS is expected to result in a 10-12% reduction in greenhouse gas emissions by 2032.

Overall, the BEPS program complements the District's existing energy benchmarking requirements to encourage rapid decarbonization and meet the District's climate commitments. The program is intended to reduce the District's overall greenhouse gas (“GHG”) emissions. In 2021, DOEE's Greenhouse Gas Inventory found that District buildings continued to be a major driver of citywide emissions, accounting for 71% of total emissions. BEPS will help the District meet its goal of reducing GHG emissions and energy consumption by 50% by 2032.

The CleanEnergy DC Omnibus Amendment Act of 2018 also created the BEPS Task Force (“Task Force”), whose members include DOEE, the Department of General Services, the Department of Housing and Community Development, affordable housing developers, representatives from rent-controlled and market-rate apartment and commercial buildings, and a representative from the Apartment and Office Buildings Association. The goal of the Task Force

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<sup>118</sup> *Uncovering the Deadly Toll of Air Pollution from Buildings*, Rocky Mountain Institute (May 5, 2021) available at <https://rmi.org/uncovering-the-deadly-toll-of-air-pollution-from-buildings/>

<sup>119</sup> Maria D. Castillo, Patrick L. Kinney, Veronica Southerland, C. Anneta Arno, Kelly Crawford, Aaron van Donkelaar, Melanie Hammer, Randall V. Martin, Susan C. Anenberg, *Estimating Intra-Urban Inequities in PM<sub>2.5</sub>-Attributable Health Impacts: A Case Study for Washington, DC* (October 2021), GeoHealth—American Geophysical Union available <https://agupubs.onlinelibrary.wiley.com/doi/full/10.1029/2021GH000431#:~:text=We%20leverage%20recent%20advances%20in%20satellite%20remote%20sensing%20and%20disease,air%20pollution%2Drelated%20health%20risks.>

is to inform DOEE’s creation and execution of the BEPS implementation plan, suggest amendments to DOEE regulations, and support additional programs and policies. The Task Force has been meeting twice a month since late 2019 to advise on the implementation of BEPS, engage with stakeholders, advise DOEE on the design of the program, and develop technical support documents.

The Task Force recommended legislative and regulatory amendments to BEPS, developed through a consensus process and approved by the Task Force via majority vote. The Task Force proposed these amendments with the aim of easing compliance and making technical adjustments. The Task Force sent a letter to the Committee on March 19, 2024, with the proposed changes, which Chairperson Allen incorporated into the introduced version of this legislation. And at the end of Council Period 25, the Committee worked with agencies and the Green Building Advisory Council to amend the second BEPS cycle to start on January 1, 2028, and the third BEPS cycle to start on January 1, 2034. The most current data shows that around 70% of offices and 68% of multifamily buildings are currently meeting the BEPS thresholds, and many more on track to meet the 2026 deadline.<sup>120</sup> Pausing BEPS further will only lead to regulatory uncertainty and undermine the District’s progress towards meeting its climate goals. **The Committee, therefore, strikes this subtitle.**

#### Fiscal Impact

OCFO has not identified costs associated with striking this subtitle.

### **TITLE VI, SUBTITLE H: Net-Zero Energy Ready Building Code Amendment Act of 2025**

#### Purpose, Effect, and Impact on Existing Law

Current law requires the Mayor to issue regulations for all new construction or significantly renovated buildings to be constructed to a net-zero energy standard.<sup>121</sup> The only exceptions are projects that are less than 10,000 square feet or temporary buildings. It furthermore specifies that if the Mayor does not adopt such regulations by Dec 31, 2026, then Appendix Z—the otherwise voluntary net-zero energy code of the District’s Energy Conservation Code—becomes mandatory for all buildings covered.

Appendix Z has three elements comprising its net-zero energy standards: (1) reduction of building energy demand through passive design improved buildings; (2) reduction of building energy demand using high-efficiency appliances, lighting, and equipment and (3) generation of anticipated annual building energy needs directly from on-site clean energy sources where feasible.

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<sup>120</sup> “DC Building Performance Regulations: Proposed Delays and Changes,” Building Innovation Hub *available at* <https://buildinginnovationhub.org/beps-2026-dc-budget-changes/#:~:text=The%20data%20shows%20that%20over,to%20meet%20the%202026%20deadline>.

<sup>121</sup> In D.C. Official Code § 6–1453.01 net-zero energy standard is defined as (A) a standard under which a building conserves an amount of energy attributable to building operations that is equal to or greater than the amount that would be required by the most recent version of Appendix Z; and (B) a building obtains energy from renewable energy sources in the amount that would be required by the most recent version of Appendix Z.

It further requires that building developers submit documentation proving that a proposed design meets minimum energy standards and annually report their energy performance upon completion of construction. This subtitle does not mandate the Mayor to adopt regulations that include every detail of Appendix Z, but requires any new code to contain equivalent energy-efficient and clean energy standards.

As proposed, this subtitle would no longer mandate net-zero compliance from residential buildings over 10,000 square feet. It further replaces any mention of “net-zero-energy” with “net-zero-energy ready”<sup>122</sup> for all projects covered. The subtitle also allows for on-site fossil fuel combustion for backup power generation or when approved by the building code official in accordance with section 104.10 of the District of Columbia Building Code (12-A DCMR § 104.10), creating an exception to the general prohibition established under prior law. Moreover, the subtitle redefines a “temporary building” to include trailers and structures used for a temporary period during construction of permanent structures. This allows buildings typically used during the construction of a project to be except from net-zero standards. The proposed changes also delay the date by which the Mayor must comply by 6 years, from 2026 to 2032. **For the reasons set forth below, the Committee strikes this subtitle.**

### **Committee Recommendation and Reasoning**

The Committee recommends striking this subtitle and supports the additional capital funding provided through the Facilities Committee based on the Executive’s estimates for three projects in Wards 5, 7, and 8. The Committee is concerned that this subtitle significantly undermines the District’s climate goals and commitments. Buildings account for approximately three-quarters of all the District’s greenhouse gas emissions and cause a minimum of 120 premature deaths per years and 30 asthma-related emergency room visits each year.<sup>123</sup> It would be impossible to reach the District’s 2032 commitment if net-zero building standards are delayed.

While there are concerns regarding costs, the Committee maintains that net-zero requirements are an investment in the future of the District. While net-zero buildings sometimes require more funding than conventional buildings, their utility bills are substantially lower because they use little energy. This saves money for taxpayers and District agencies.<sup>124</sup> Moreover, if clean energy is produced locally, the District will have more control over the long-term costs and less reliance on cost increases associated with the regional network.

There are sizeable public health and financial concerns with delaying net-zero building standards due to the increasing threat of climate change as well as direct particular matter impacts

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<sup>122</sup> Net-zero-energy ready is defined as a building that is outfitted with the necessary structural and technological support to install clean energy-producing technologies in the future. For more information, see <https://www.landecon.cam.ac.uk/sites/default/files/2024-05/Net%20Zero%20Final%20Report.pdf>

<sup>123</sup> Will Schick, These Three ‘Net Zero’ Buildings Are Leading the Way on Climate Change, Greater Greater Washington (May 11, 2020), <https://ggwash.org/view/77491/these-three-net-zero-buildings-are-leading-the-way-on-climate-change> and see *supra* re: building emissions.

<sup>124</sup> Sierra Club, Testimony of Lara Levison: DC Government Buildings Must Go Net Zero to Protect Public Health (February 28, 2023) available at <https://www.sierraclub.org/dc/blog/2023/02/dc-government-buildings-must-go-net-zero-protect-public-health>



to residents. It is predicted that summer temperatures in the District will increase by 10 degrees over the next 60 years.<sup>125</sup> As the District continues to get hotter, temperatures become increasingly hazardous to human health and energy infrastructure. Simply walking away from Net-Zero commitments represents a “declaration of surrender in the fight to fulfill the District’s legally mandated climate commitments.”<sup>126</sup> Crafting legislative language in a stunted fashion through a BSA subtitle is no way to approach issues that require expert input from the Green Building Advisory Council, which was created to call balls and strikes on exemptions to Net-Zero requirements. As mentioned in a letter to the Council,

“GBAC members have collectively volunteered thousands of hours of our time and heard scores of public and private requests for exemption from the District’s Greener Government Building Act, Green Building Act, and other green building requirements. Shockingly, the GBAC was not consulted on the BSA... As the GBAC’s record amply demonstrates, we’ve been fair and practical in recommending exemptions and adjustments. And, the Department of Energy and the Environment promptly acts on our recommendations.”<sup>127</sup>

The Council stands ready to act on commonsense, vetted proposals that will push the District towards achieving its climate goals. Net-zero buildings minimize their greenhouse gas contributions, they are cheaper to operate, and they provide healthier and more pleasant places to live and work. The Net-Zero standard is and will continue to be an increasingly important component of the District’s decarbonization plan. The Committee believes that if similar language moves forward, it should be subject to the full legislative process instead of fast-tracked through a compressed budget process. The Committee looks forward to the Executive introducing permanent legislation to consider at a future Committee hearing. But for now, **the Committee strikes this subtitle.**

#### Fiscal Impact

OCFO has not identified costs associated with striking this subtitle.

### **TITLE VI, SUBTITLE K: HOME ELECTRIFICATION PROGRAM AMENDMENT ACT OF 2025**

#### Purpose, Effect, and Impact on Existing Law

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<sup>125</sup> Department of Energy and the Environment, Keep Cool DC: Extreme Heat Adaptation Strategy (last visited June 16, 2025), [https://sustainable.dc.gov/sites/default/files/dc/sites/sustainable/page\\_content/attachments/Keep%20Cool%20DC.pdf](https://sustainable.dc.gov/sites/default/files/dc/sites/sustainable/page_content/attachments/Keep%20Cool%20DC.pdf).

<sup>126</sup> Written Testimony of Cliff Majersik for Public Hearing of the Committee on Transportation and the Environment available at <https://lims.dccouncil.gov/Hearings/hearings/858>

<sup>127</sup> Letter from Green Building Advisory Council private sector members on June 19, 2025. Available upon request and will be reflected in the record.

The subtitle, as proposed, would eliminate the requirement that Breathe Easy Program (“Program”) timeline to convert low-income households and make the Program’s efforts to retrofit low-income households and train industry workers permissive rather than required, pursuant to the Healthy Homes and Residential Electrification Amendment Act of 2024, effective July 19, 2024 (D.C. Law 25-189; D.C. Official Code § 8-1774.17 *et seq.*). The Council approved the Program within the Department of Energy and Environment (“DOEE”) to provide financial support to low- and moderate-income households to electrify their home appliances. Under existing law, the Program requires DOEE to provide no-cost electrification retrofits to over 30,000 low-income households – both in single-family homes and in multi-unit buildings where at least 50% of the units are low-income households – by December 31, 2040. In FY24, the Council authorized the Sustainable Energy Trust Fund (“SETF”) to expend resources supporting residential appliance conversions from gas to electric, funding the Program’s mandates. The Committee approves this subtitle with significant modifications, discussed below.

#### Committee Recommendation and Reasoning

The Mayor’s proposed subtitle would repeal the mandate associated with residential electrification. Under the subtitle, DOEE would be under no obligation to complete a certain number of retrofits within a certain timeline. Without a legal mandate and with reduced funding under the Mayor’s proposed budget, the Committee is skeptical that residential electrification retrofits will continue at contemplated under the original bill—if at all. That being said, the Committee has not been able to identify funding sufficient to restore the original mandate. To preserve the law’s original intent while acknowledging the presently insufficient funding, the Committee Print simply qualifies the original mandate as being “subject to the availability of funds.” Fortunately, the Committee has dedicated the \$3.1 million it was able to restore to the SETF for this purpose—allowing some retrofits to move forward as the law intended.

#### Section-by-Section Analysis

- |           |   |
|-----------|---|
| Sec. 6101 | States the short title.   |
| Sec. 6102 | <p>Changes Section 217(a) of the Clean and Affordable Energy Act of 2008, effective July 4836 19, 2024 (D.C. Law 25-189; D.C. Official Code § 8-1774.17(a)) to preserve the program, subject to appropriations:</p> <ul style="list-style-type: none"><li>(a) Adjusts proposed legislative language from the BSA to revise the statute from mandatory to voluntary, thus preserve the program subject to the availability of funds.</li><li>(b) Similarly, this subsection shifts legislative language from mandatory to voluntary in order to preserve the program subject to the availability of funds.</li><li>(c) Reflects technical edits allowing moderate-income homes to be included in the benchmarks for the act.</li></ul> |

- (d) Based on a lack of funds, this revision preserves DOEE program to partner with nonprofit organizations to provide training and education related residential electrification retrofits for businesses and individuals through a shift to voluntary language instead of the existing text.

### Fiscal Impact

OCFO has not identified costs associated with adopting subtitle as modified.

## ***Recommendations for New Subtitles***

The Committee on Transportation and the Environment provides comments on the following three new subtitles to be added to the “Fiscal Year 2026 Budget Support Act of 2025”:

- Title X, Subtitle A. Department of Motor Vehicles Fee Update
- Title X, Subtitle B. District Department of Transportation Fee Update
- Title X, Subtitle C. Subject to Repealer

**The legislative language is included in Attachment C.**

### **TITLE X, SUBTITLE A. DEPARTMENT OF MOTOR VEHICLES FEES UPDATE**

#### **Purpose, Effect, and Impact on Existing Law**

The District faces escalating challenges in maintaining its vital road infrastructure and improving traffic safety. At one point, the Committee had hoped to rely on the excess ATE revenue the Council directed towards Vision Zero-related investments. The Executive repealed that requirements in a prior BSA, a raid of special purpose funds that—in retrospect—parallels the present sweep of the SETF. But, candidly, that sweep of a potential revenue source leaves the Committee with few resources to fund critical traffic safety priorities, such as the Strengthening Traffic Enforcement, Education, and Responsibility (“STEER”) Amendment Act of 2023, discussed in more detail in DMV’s agency chapter. Instead, the Committee was compelled to turn to other potential sources. Ultimately, the Committee decided to propose modest increase on several fees imposed by the DMV. The most substantial increases are to registration fee for passenger vehicles, commercial vehicles, and trailers (as determined by the vehicle or trailer’s shipping weight) and the Residential Parking Permit Program. Other miscellaneous DMV fees are slightly increased, such as the fee for releasing liens, reciprocity stickers for full-time students, obtaining a duplicate registration or replacement tag, selling or transferring a motor vehicle’s unexpired portion of their registration to another vehicle. Fees also increased for vehicle registration by weight for passenger, commercial, and trailer vehicles. The Committee increased the fee for vehicles of increasing weight because of the disproportionate wear and tear heavier vehicles inflict on roadways and the documented higher risk in severe crashes involving pedestrians and cyclists. A more detailed Committee rationale for these adjustments is below.

### **Committee Reasoning**

The DMV plays a critical role in our Vision Zero strategy and must be equipped with the resources to achieve its mandate to provide education and enforcement (in conjunction with the Department of Public Works and the Metropolitan Police Department) coupled with the engineering needs provided by agency partners, such as the District Department of Transportation. The Committee takes the position that additional revenue can be generated with incremental increases in DMV fees for tags and stickers allow the DMV to operate during the upcoming fiscal year and balance their budget while being mindful of residents and keeping all fees at similar rates. Raising fees is necessary for the DMV for this fiscal year to support the upcoming budget without sacrificing daily functioning or significant programs. Due to the DMV's slight budget reductions for the next fiscal year, it was necessary to generate new revenue to ensure essential services and law implementation can be effectuated in FY26 and across the four-year financial plan.

Specifically, regarding the increases in fees associated with vehicle weights, extensive research has been conducted on how overall vehicle weight and axle weight on the pavement or roadway increase the amount of damage to the roadway. When larger vehicles are on the road, deterioration of the asphalt occurs at faster rates. Heavy truck traffic causes most of the traffic-related deterioration to roadways.<sup>128</sup> Increasing the cost by weight class allows the District to be compensated preemptively for the damage caused by driving these vehicles on the roads, allowing for faster repairs. Pavement fatigue damages the roads due to large and frequent vehicle use; pavement fatigue is measured by weight, and as axle loads increase, roads deteriorate with fewer trips. Increased damage occurs rapidly when factoring in an increase in axle loads. The changes in fees on a graduated scale can change residents' choices of trucks and the quantity of goods transported throughout the city.<sup>129</sup>

Furthermore, increasing DMV vehicle weight registration fees aligns with the "user pays" principle, ensuring that vehicles imposing greater wear and tear or higher safety risks contribute commensurately to the upkeep of critical transportation infrastructure upkeep and associated cost with education and enforcement for driver and traffic safety. The Committee also notes that these modest increases reflect a national trend among other jurisdictions that are adapting their revenue models to address the declining efficacy of fuel taxes and the growing prevalence of diverse vehicle types, including electric vehicles.

Additional spending is required to offset the tremendous damage caused by these large vehicles, which increases the frequency of road restoration, and the costs associated with repairs. Therefore, the disproportionate roadway deterioration from heavier vehicles led the Committee to the decision to adjust fines for vehicles by weight in a graduated manner. Other miscellaneous fees

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<sup>128</sup> National Safety Council, *Road to Zero Coalition Releases New Report on Safety Risks of Oversized Passenger Vehicles* (October 9, 2024), <https://www.nsc.org/newsroom/rtz-report-oversize-passenger-vehicle-safety-risks?srsId=AfmBOorsxIjCmn-4FYam8rcM7MKwmufVPEkkzkMUP5CVI9C4bQbYuH4q>; Steve Davis, Bigger vehicles are directly resulting in more deaths of people walking (April 12, 2021), <https://www.smartgrowthamerica.org/knowledge-hub/news/bigger-vehicles-are-directly-resulting-in-more-deaths-of-people-walking/>.

<sup>129</sup> David M. Luskin, and C. Michael Walton, *Effects Of Truck Size And Weights On Highway Infrastructure and Operations: A Synthesis Report*, [https://ctr.utexas.edu/wp-content/uploads/pubs/2122\\_1.pdf](https://ctr.utexas.edu/wp-content/uploads/pubs/2122_1.pdf)

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identified by the Committee were increased in large part because many of these fees have not increased in over ten years. Importantly, the Committee asserts that any revenues generated under this subtitle be directed specifically towards transportation infrastructure maintenance, vehicle inspection and other DMV facility maintenance and upgrades, driver education programming, and traffic safety enforcement, particularly to effectuate the full implementation of the STEER Act.

***Table 1: Fees Under Current Law and as Modified by the Subtitle***

<b>Fee Name (Citation)</b>	<b>Current Fee</b>	<b>Fee Under Subtitle</b>
<b>Miscellaneous DMV Fees</b>		
Fee for releasing liens (D.C. Official Code § 50-1213)	\$0.50	\$15
Fee for a reciprocity sticker for full-time students (D.C. Official Code § 50-1401.02(e)(2))	\$338	\$350
Fee for an annual reciprocity sticker for individual residents (D.C. Official Code § 50-1401.02(e-1)(3))	\$338	\$350
Fee for reciprocity stickers for business or government entities (D.C. Official Code § 50-1401.02(e-2)(2))	\$338	\$350
Fee for failure to possess operator's permit or have motor vehicle reciprocity (D.C. Official Code § 50-1401.02(i))	\$0-5	\$0-250
Fee for restoration or reinstatement of operator's permit (D.C. Official Code § 50-2201.03(a)(4))	\$98	\$115
Fee for each titling, duplicate titling, and retitling (D.C. Official Code § 50-2201.03(d))	\$26	\$30
Fee for duplicate registration certificate (D.C. Official Code § 50-1501.02(d)(4)(C))	\$20	\$25
Fee for replacement tag (D.C. Official Code § 50-1501.02(d)(4)(C))	\$10	\$15
Fee for proof of ownership certificate (D.C. Official Code § 50-1501.02(d)(4)(C))	\$26	\$30
Fee for special use certificate and special use identification tags, for a temporary period (D.C. Official Code § 50-1501.02(5)(A))	\$13	\$15
Fee for special use certificate and special use identification tags (D.C. Official Code § 50-1501.02(5)(B))	\$13	\$15
Fee for selling or transferring a motor vehicle's unexpired portion of their registration to another (D.C. Official Code § 50-1501.02(e)(2))	\$12	\$15
Fee for vehicle registration transfer fee, in the case of death of the joint owner (D.C. Official Code § 50-1501.02(e)(5))	\$12	\$15

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Vehicle Registration Fees by Weight		
Passenger Vehicles		
Fee for vehicles in Class I (3,499 pounds or less) (D.C. Official Code § 50-1501.03(b)(1))	\$72	\$70
Fee for vehicles in class II (3,500 — 4,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$175	\$175
Fee for vehicles in class III (5,000 — 5,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$250	\$300
Fee for vehicles in class IV (D.C. Official Code § 50-1501.03(b)(1))	\$500	\$550 (plus \$75 per each additional 1,000 pounds over 10,000 pounds)
Fee for vehicles in class V (A new electric vehicle, other than a motorcycle and motorized bicycle, less than 5,000 pounds.) (This provision shall only apply to the first 2 years of the vehicle's registration, after which the vehicle shall be treated as Class I or Class II, whichever is applicable.) (D.C. Official Code § 50-1501.03(b)(1))	\$36	\$40
Fee for vehicles in class VI (vehicles 3,500 pounds or greater that have been issued a disability license tag by the Department of Motor Vehicles pursuant to 18 DCMR § 2704, if the vehicle weight above 3,499 pounds is due to the accommodation of a disability) (D.C. Official Code § 50-1501.03(b)(1))	\$72	\$70
Vehicle Registration Fees by Weight		
Commercial Vehicles		
Fee for vehicles in class I (3,499 pounds or less) (D.C. Official Code § 50-1501.03(b)(1))	\$125	\$115
Fee for vehicles in class II (3,500 — 4,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$175	\$225
Fee for vehicles in class III (5,000 — 5,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$250	\$325
Fee for vehicles in class IV (6,000 — 6,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$500	\$450
Fee for vehicles in class V (7,000 — 7,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$700 plus \$50 per each additional 1,000 pounds over 10,000 pounds	\$700
Fee for vehicles in class VI (8,000 pounds or greater) (D.C. Official Code § 50-1501.03(b)(1))	n/a	\$800 (plus \$100 per

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		each additional 1,000 pounds over 8,000 pounds)
<b>Vehicle Registration Fees by Weight</b>		
<b>Trailer Vehicles</b>		
Fee for vehicles in class I (3,499 pounds or less) (D.C. Official Code § 50-1501.03(b)(1))	\$50	\$85
Fee for vehicles in class II (3,500 — 4,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$150	\$175
Fee for vehicles in class III (5,000 — 5,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$275	\$275
Fee for vehicles in class IV (6,000 — 6,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$500	\$400
Fee for vehicles in class V (7,000 — 7,999 pounds) (D.C. Official Code § 50-1501.03(b)(1))	\$700	\$650
Fee for vehicles in class VI (8,000 pounds or greater) (D.C. Official Code § 50-1501.03(b)(1))	\$850 plus \$75 per each additional 1,000 pounds over 10,000 pounds	\$750 (plus \$75 per each additional 1,000 pounds over 8,000 pounds)
<b>District of Columbia Municipal Regulations</b>		
<b>Miscellaneous fees</b>		
Fee for reinstatement of the registration certificate or reciprocity sticker after suspension or revocation 18 DCMR §411.13(c)	\$98	\$100

*Section-by-Section Analysis*

Sec. XXX1 States the short title.

Sec. XXX2 Increases the fee for recordation and releasing of motor vehicles liens from \$.50 to \$15.

Sec. XXX3 Increases the fees associated with the restoration or reinstatement operator's permits and operating privileges, vehicle titling, duplicate titling, and retitling, reciprocity sticker to full-time students, reciprocity sticker issuance for part-time resident, reciprocity sticker for corporate vehicle issued to a resident or part-time resident, and increase the fine, upon conviction, for operating a motor vehicle as a non-District legal resident or without an operator's permit from state, territory, or possession of the United States, or foreign country with reciprocity.



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Sex. XXX4 Increases fees associated with duplicate registration certificates, replacement tags, special use certificates and special use identification tags, and also strikes and inserts a new tabular array of weight class registration fees for passenger and commercial vehicles

Sex. XXX5 Increases the fee associated with reissuance or restoration of a registration certificate or reciprocity sticker following suspension or revocation and increases the fee associated with issuance of a one-year residential parking permit sticker.

Fiscal Impact

OCFO has projected the subtitle to generate the following amount of revenue across the financial plan:

	FY26	FY27	FY28	FY29
<b>Revenue (RPP)</b>	\$473,000	\$567,000	\$567,000	\$567,000
<b>Revenue (Misc. Fees)</b>	\$371,000	\$636,000	\$636,000	\$636,000
<b>Costs (RPP Fee System Update)</b>	(\$350,000)	(\$35,000)	(\$35,700)	(\$36,414)
<b>Costs (Misc. Fee System Update)</b>	(\$250,000)			
<b>TOTAL REVENUE</b>	<b>\$244,000</b>	<b>\$ 1,168,000</b>	<b>\$ 1,168,000</b>	<b>\$ 1,168,000</b>

**TITLE X, SUBTITLE B. DISTRICT DEPARTMENT OF TRANSPORTATION FEE UPDATE**

Purpose, Effect, and Impact on Existing Law

This subtitle increases the fees associated with the placement of a construction debris receptacle in public space, and eliminates the distinction between commercial and residential construction debris.

Committee Reasoning

As discussed in the previous subtitle, the Committee was forced to identify revenue sources to fund critical traffic safety initiatives. Rightsizing temporary occupancy fees associated with construction debris receptacles in public spaces was one of the tools the Committee used to accomplish those savings. For background, Section 225.1(b) of Title 24 of the DC Municipal Regulations currently provides differing fee schedules for temporary public space occupancy with receptacles for commercial and residential construction debris. The placement of construction debris receptacles – for either commercial or residential projects – in public spaces imposes significant burdens on District residents and the environment, especially if left for long periods and improperly managed. These negative consequences universally affect public health, environmental quality, and overall quality of life. This universality of impact provides a strong justification for a singular fee structure for these containers. The current distinctions in regulations,

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particularly the differing fees, fail to recognize the shared public burden of the construction debris itself. Issues like contamination of waterways and soil, air quality degradation, potential blight and litter, noise pollution, obstruction of public roads and streets, reduction of available parking, and general impact on residential tranquility are of significant concern to the Committee and addressed through this fee adjustment. The Committee believes that a more consistent fee schedule will improve public space use and residential tranquility.

Section-by-Section Analysis

Sec. XXX1 States the short title.

Sec. XXX2 Establishes a standardized fee schedule for construction debris receptacles temporarily occupying public space.

Sec. XXX3 Repeals the provision for a separate fee associated with construction debris receptacles in residential zones.

Fiscal Impact

OCFO has projected the subtitle to generate the following amount of revenue across the financial plan:

FY26	FY27	FY28	FY29
\$82,000	\$82,000	\$82,000	\$82,000

**TITLE X, SUBTITLE C. SUBJECT TO REPEALER AMENDMENTS**

Purpose, Effect, and Impact on Existing Law

This subtitle repeals the subject to appropriations clauses in the *Strengthening Traffic Enforcement, Education, and Responsibility ("STEER") Amendment Act of 2024*, effective April 20, 2024 (D.C. Law 25-161; 71 DCR 2248) and the *Public Life and Activity Zones Amendment ("PLAZA") Act of 2024*, effective March 21, 202 (D.C. Law 25-312; 72 DCR 1085).

Committee Reasoning

As discussed above, the Committee fully funds the STEER Act and PLAZA Act in FY26, thus eliminating the subject to appropriations provision from the law.

Section-by-Section Analysis

Sec. XXX1 States the short title.

Sec. XXX2 Amends the applicability dates of D.C. Law 25-161.

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Sec. XXX3 Amends the applicability dates of D.C. Law 25-312.

Fiscal Impact

No fiscal impact.

**Committee Action and Vote**

On June 25, 2025, the Committee met to consider the *Report and Recommendations of the Committee on Transportation and the Environment on the Fiscal Year 2026 Budget for Agencies Under Its Purview* (“*Committee’s FY26 Budget Report*”). The meeting was called to order at 12: p.m. after ascertaining a quorum consisting of Chairperson Allen and Councilmembers . After an opportunity for discussion, Chairperson Allen moved the *Committee’s FY26 Budget Report* with leave for staff to make technical, conforming, and editorial changes. The Committee voted X-X to approve *Committee’s FY26 Budget Report*, with the Members voting as follows:

YES: Chairperson Allen

NO:

PRESENT:

ABSENT:

The meeting was adjourned at 12: p.m.

**Attachments**

- |               |  |
|---------------|--|
| Attachment A: | Consolidated Entry Report of Recommended Changes to Agency Budgets and Revenues for Agencies under the Committee’s Purview |
| Attachment B: | Recommended Legislative Language for the Mayor’s Proposed Budget Support Act Subtitles under the Committee’s Purview       |
| Attachment C: | Recommended Legislative Language for the Committee Proposed Budget Support Act Subtitles under the Committee’s Purview     |

# ATTACHMENT A

														Proposed		Recurring or									
Agency	Scenario	Committee	Cluster	Agency Code	DIFS Appr. Fund	DIFS Fund	DIFS Program Parent L1	DIFS Program	DIFS Cost Ctr. Parent L1	DIFS Cost Center	DIFS Account Parent L1	DIFS Account	DIFS Project	Change in FTEs	Resources/ Budget	Adjustment	Change	FY25	FY26	FY27	FY28	FY29	Comments	Legislation	
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03911 - RAILROAD SAFETY AND EMERGENCY	600302 - RAILROAD SAFETY AND EMERGENCY	G08001 - ENVIRONMENTAL SERVICES	60069 - RAIL SAFETY AND EMERGENCY RESPONSE DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$152,435)	(\$155,636)	(\$158,748)	(\$161,923)	Position 96978-Supervisory Railroad Safety Inspector is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03911 - RAILROAD SAFETY AND EMERGENCY	600302 - RAILROAD SAFETY AND EMERGENCY	G08001 - ENVIRONMENTAL SERVICES	60069 - RAIL SAFETY AND EMERGENCY RESPONSE DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$36,432)	(\$37,306)	(\$38,183)	(\$39,080)	Position 96978-Supervisory Railroad Safety Inspector is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03911 - RAILROAD SAFETY AND EMERGENCY	600302 - RAILROAD SAFETY AND EMERGENCY	G08001 - ENVIRONMENTAL SERVICES	60069 - RAIL SAFETY AND EMERGENCY RESPONSE DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)	Position 96844-Railroad Safety Inspector is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03911 - RAILROAD SAFETY AND EMERGENCY	600302 - RAILROAD SAFETY AND EMERGENCY	G08001 - ENVIRONMENTAL SERVICES	60069 - RAIL SAFETY AND EMERGENCY RESPONSE DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$25,516)	(\$26,129)	(\$26,743)	(\$27,371)	Position 96844-Railroad Safety Inspector is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03911 - RAILROAD SAFETY AND EMERGENCY	600302 - RAILROAD SAFETY AND EMERGENCY	G08001 - ENVIRONMENTAL SERVICES	60067 - AIR QUALITY	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(0.49)	Budget	Reduction	Recurring		(\$58,625)	(\$59,856)	(\$61,053)	(\$62,274)	Position 99743-Supervisory Environmental Protection Specialist is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G00801 - AIR QUALITY	600065 - AIR QUALITY	G08001 - ENVIRONMENTAL SERVICES	60067 - AIR QUALITY DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$14,011)	(\$14,348)	(\$14,685)	(\$15,030)	Position 99743-Supervisory Environmental Protection Specialist is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03906 - URBAN SUSTAINABILITY	600291 - SUSTAINABILITY & EQUITY	G2701 - URBAN SUSTAINABILITY DIVISION	60083 - URBAN SUSTAINABILITY DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$120,451)	(\$122,980)	(\$125,440)	(\$127,949)	Position104627-Program Analyst is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03906 - URBAN SUSTAINABILITY	600291 - SUSTAINABILITY & EQUITY	G2701 - URBAN SUSTAINABILITY DIVISION	60083 - URBAN SUSTAINABILITY DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$28,788)	(\$29,479)	(\$30,171)	(\$30,880)	Position104627-Program Analyst is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMP011 - HUMAN RESOURCE SERVICES	100058 - HUMAN RESOURCE SERVICES- GENERAL	G1301 - OPERATIONS SERVICES	60080 - SUPPORT SERVICES DIVISION - KGO	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$92,322)	(\$94,261)	(\$96,146)	(\$98,069)	Position 45293-Human Resources Specialist is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMP011 - HUMAN RESOURCE SERVICES	100058 - HUMAN RESOURCE SERVICES- GENERAL	G1301 - OPERATIONS SERVICES	60080 - SUPPORT SERVICES DIVISION - KGO	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$22,065)	(\$22,595)	(\$23,126)	(\$23,669)	Position 45293-Human Resources Specialist is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03912 - RESIDENTIAL SERVICES - WEATHERIZATION AND EMERGENCY	600305 - ENERGY EFFICIENCY PROGRAMS	G2801 - UTILITY AFFORDABILITY ADMINISTRATION	60058 - ENERGY EFFICIENCY AND CONSERVATION DIVISION	701200C - CONTINUING FULL TIME - OTHERS	7012006 - TERM FULL TIME	201148 - KGO.HUDADM.AGENCY ADMIN & FRINGE	(1.00)	Budget	Reduction	Recurring		(\$70,102)	(\$71,644)	(\$73,077)	(\$74,539)	Position 104584-Energy Program Specialist is currently vacant, and recruitment actions have been placed on hold.		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KGO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03912 - RESIDENTIAL SERVICES - WEATHERIZATION AND EMERGENCY	600305 - ENERGY EFFICIENCY PROGRAMS	G2801 - UTILITY AFFORDABILITY ADMINISTRATION	60058 - ENERGY EFFICIENCY AND CONSERVATION DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	201148 - KGO.HUDADM.AGENCY ADMIN & FRINGE		Budget	Reduction	Recurring		(\$16,754)	(\$17,156)	(\$17,560)	(\$17,972)	Position 104584-Energy Program Specialist is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)	Position 24269-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)	Position 24269-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)	Position 112073-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)	Position 112073-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)	Position 112075-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)	Position 112075-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)	Position 112079-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)	Position 112079-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)	Position 112083-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)	Position 112083-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)	Position 112090-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)	Position 112090-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$111,207)	(\$113,542)	(\$115,813)	(\$118,129)	Position 112092-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$28,024)	(\$28,697)	(\$29,371)	(\$30,061)	Position 112092-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KVO	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)	Position 112095-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		

				Proposed										Recurring or												
Agency	Scenario	Committee	Cluster	Agency Code	DIFS Appr. Fund	DIFS Fund	DIFS Program Parent		DIFS Cost Ctr. Parent		DIFS Account Parent		DIFS Project		Change in FTEs	Resources/	Adjustment	One-Time Change	FY25	FY26	FY27	FY28	FY29	Comments	Legislation	
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)		Position 112095-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)		Position 112096-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)		Position 112096-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$92,656)	(\$94,602)	(\$96,494)	(\$98,424)		Position 112097-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$23,349)	(\$23,910)	(\$24,472)	(\$25,047)		Position 112097-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$55,000)	(\$56,154)	(\$57,278)	(\$58,423)		Position 112100-Appeals Board Member is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$13,860)	(\$14,193)	(\$14,526)	(\$14,867)		Position 112100-Appeals Board Member is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$55,000)	(\$56,154)	(\$57,278)	(\$58,423)		Position 112101-Appeals Board Member is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$13,860)	(\$14,193)	(\$14,526)	(\$14,867)		Position 112101-Appeals Board Member is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMPO12 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60158 - TECHNOLOGY ACQUISITION DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$65,285)	(\$66,656)	(\$67,989)	(\$69,349)		Position 112104-IT Specialist (Customer Support) is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMPO12 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60158 - TECHNOLOGY ACQUISITION DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$16,452)	(\$16,847)	(\$17,243)	(\$17,648)		Position 112104-IT Specialist (Customer Support) is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMPO11 - HUMAN RESOURCE SERVICES	100058 - HUMAN RESOURCE SERVICES	G2301 - SUPPORT SERVICES DIVISON	60153 - PERSONNEL OFFICE	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$93,069)	(\$95,023)	(\$96,924)	(\$98,862)		Position 31437-Human Resources Specialist is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMPO11 - HUMAN RESOURCE SERVICES	100058 - HUMAN RESOURCE SERVICES	G2301 - SUPPORT SERVICES DIVISON	60153 - PERSONNEL OFFICE	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$23,453)	(\$24,016)	(\$24,581)	(\$25,158)		Position 31437-Human Resources Specialist is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01602 - DRIVER SERVICES	600104 - DRIVER SERVICES	G2201 - DRIVER SERVICES	60149 - DRIVER SERVICES DPT ADMIN DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$62,158)	(\$63,463)	(\$64,733)	(\$66,027)		Position 31426-Legal Instrument Examiner (DMV)it is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01602 - DRIVER SERVICES	600104 - DRIVER SERVICES	G2201 - DRIVER SERVICES	60149 - DRIVER SERVICES DPT ADMIN DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$15,664)	(\$16,040)	(\$16,417)	(\$16,802)		Position 31426-Legal Instrument Examiner (DMV)it is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	DEPARTMENT AMP005 - CONTRACTING AND PROCUREMENT	DEPARTMENT 100022 - CONTRACTING AND PROCUREMENT	DEPARTMENT G2301 - SUPPORT SERVICES DIVISON	60156 - GENERAL PROCUREMENTS OFFICE	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$105,001)	(\$107,206)	(\$109,350)	(\$111,537)		Position 83165-Management Analyst is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMPO05 - CONTRACTING AND PROCUREMENT	100022 - CONTRACTING AND PROCUREMENT	G2301 - SUPPORT SERVICES DIVISON	60156 - GENERAL PROCUREMENTS OFFICE	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,460)	(\$27,095)	(\$27,732)	(\$28,384)		Position 83165-Management Analyst is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$106,763)	(\$109,005)	(\$111,185)	(\$113,409)		Position 112093-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$26,904)	(\$27,550)	(\$28,197)	(\$28,860)		Position 112093-Hearing Examiner is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMPO12 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60160 - IT SUPPORT DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	(1.00)	Budget	Reduction	Recurring		(\$80,784)	(\$82,480)	(\$84,130)	(\$85,813)		Position 115500-Program Coordinator is currently vacant, and recruitment actions have been placed on hold.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMPO12 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60160 - IT SUPPORT DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Reduction	Recurring		(\$20,358)	(\$20,847)	(\$21,336)	(\$21,838)		Position 115500-Program Coordinator is currently vacant, and recruitment actions have been placed on hold.		
Washington Metropolitan Area Transit Authority	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KE0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G00513 - WMATA OPERATING SUBSIDY	TECHNOLOGY 600235 - WMATA OPERATING SUBSIDY	DEPARTMENT G2601 - WMATA	60057 - WMATA	714100C - GOVERNMENT SUBSIDIES & GRANTS	7141009 - SUBSIDIES	000000 - 0		Budget	Reduction	One Time		(\$5,842,893)					\$5,842,893 of one-time budget was added to the KE0 budget "to support infrastructure maintenance costs," but this increase is not included in the approved FY26 WMATA budget.		
District Department of Transportation	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KA0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03903 - PLANNING AND SUSTAINABILITY DIVISION	600275 - NEIGHBORHOOD PLANNING BRANCH	G3202 - PLANNING AND SUSTAINABILITY DIVISION	60300 - NEIGHBORHOOD PLANNING BRANCH	713200C - CONTRACTUAL SERVICES - OTHER	7132001 - CONTRACTUAL SERVICES - OTHER	000000 - 0		Budget	Reduction	Recurring		(\$700,000)	(\$714,000)	(\$728,280)	(\$742,846)		Repurpose Open Streets budget for L25-0312-PLAZA Act that creates a Public Life and Activity Zones Program.		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01602 - DRIVER SERVICES	600104 - DRIVER SERVICES	G2201 - DRIVER SERVICES	60149 - DRIVER SERVICES DPT ADMIN DIVISION	713100C - OTHER SERVICE FEES & CHARGES	7131009 - PROF SAFETY CURRICULUM	NEW001 - STEER ACT SAFETY CURRICULUM		Budget	Enhance	Recurring		\$350,000	\$36,000	\$37,000	\$38,000		DMV is to establish a safe driving curriculum for drivers.	L25-161 - STEER Amendment Act	
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	DEPARTMENT G01602 - DRIVER SERVICES	600104 - DRIVER SERVICES	G2201 - DRIVER SERVICES	60149 - DRIVER SERVICES DPT ADMIN DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	NEW001 - STEER ACT SAFETY CURRICULUM		4.00	Budget	Enhance	Recurring		\$309,888	\$316,395	\$323,040	\$329,824		DMV will need to hire a manager and 3 staffers to work with safe driving curriculum course providers, interact with internal stakeholders, and manage the volume of customer service interactions.	L25-161 - STEER Amendment Act
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01602 - DRIVER SERVICES	600104 - DRIVER SERVICES	G2201 - DRIVER SERVICES	60149 - DRIVER SERVICES DPT ADMIN DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	NEW001 - STEER ACT SAFETY CURRICULUM		Budget	Enhance	Recurring		\$78,112	\$79,987	\$81,907	\$83,872		DMV will need to hire a manager and 3 staffers to work with safe driving curriculum course providers, interact with internal stakeholders, and manage the volume of customer service interactions.	L25-161 - STEER Amendment Act	
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01602 - DRIVER SERVICES	600104 - DRIVER SERVICES	G2201 - DRIVER SERVICES	60149 - DRIVER SERVICES DPT ADMIN DIVISION	713100C - OTHER SERVICES & CHARGES	7131036 - IT SOFTWARE MAINTENANCE	NEW001 - STEER ACT SAFETY CURRICULUM		Budget	Enhance	Recurring		\$250,000	\$26,000	\$27,000	\$28,000		DMV must also update its eTims system to gve drivers credit for the safety course.	L25-161 - STEER Amendment Act	

														Proposed			Recurring or								
Agency	Scenario	Committee	Cluster	Agency Code	DIFS Appr. Fund	DIFS Fund	DIFS Program Parent		DIFS Cost Ctr. Parent	DIFS Cost Center	DIFS Account Parent		DIFS Project	Change in FTEs	Resources/	Adjustment	One-Time Change	FY25	FY26	FY27	FY28	FY29	Comments	Legislation	
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMP012 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60158 - TECHNOLOGY ACQUISITION DIVISION	713100C - OTHER SERVICES & CHARGES	7131036 - IT SOFTWARE MAINTENANCE	NEW003 - STEER ACT POINT SYSTEM		Budget	Enhance	Recurring	\$1,100,000	\$103,000	\$105,000	\$105,000	\$105,000	Ticketing and vehicle registration systems update to create this new point system for ATE tickets.	L25-161 - STEER Amendment Act	
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	NEW002 - STEER ACT POINT SYSTEM/IMMOBILIZATION	10.00	Budget	Enhance	Recurring	\$836,218	\$853,778	\$871,708	\$890,013	\$890,013	Staff to manage the increase in adjudications and questions resulting from a new point system (1 program coordinator, 5 hearing examiners, 2 legal instrument examiners, and 2 investigators)	L25-161 - STEER Amendment Act	
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Enhance	Recurring	\$210,782	\$215,841	\$221,021	\$226,326	\$226,326	Staff to manage the increase in adjudications and questions resulting from a new point system (1 program coordinator, 5 hearing examiners, 2 legal instrument examiners, and 2 investigators)	L25-161 - STEER Amendment Act	
District Department of Transportation	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KA0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03903 - PLANNING AND SUSTAINABILITY DIVISION	600275 - NEIGHBORHOOD PLANNING BRANCH	G3202 - PLANNING DIVISION	60300 - NEIGHBORHOOD PLANNING BRANCH	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	NEW003 - PLAZA ACT ACTIVITY ZONES	1.00	Budget	Enhance	Recurring	\$88,542	\$90,401	\$92,300	\$94,238	\$94,238	Staffer to manage the Public Life and Activity Zones Program	L25-312-PLAZA Act	
District Department of Transportation	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KA0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03903 - PLANNING AND SUSTAINABILITY DIVISION	600275 - NEIGHBORHOOD PLANNING BRANCH	G3202 - PLANNING DIVISION	60300 - NEIGHBORHOOD PLANNING BRANCH	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	NEW003 - PLAZA ACT ACTIVITY ZONES		Budget	Enhance	Recurring	\$23,458	\$24,021	\$24,598	\$25,188	\$25,188	Staffer to manage the Public Life and Activity Zones Program	L25-312-PLAZA Act	
District Department of Transportation	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KA0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03903 - PLANNING AND SUSTAINABILITY DIVISION	600275 - NEIGHBORHOOD PLANNING BRANCH	G3202 - PLANNING DIVISION	60300 - NEIGHBORHOOD PLANNING BRANCH	713100C - OTHER SERVICES & CHARGES	7131009 - PROF SERVICE FEES & CONTR	NEW003 - PLAZA ACT ACTIVITY ZONES		Budget	Enhance	Recurring		\$231,000	\$236,000	\$241,000	\$241,000	MPD and temporary infrastructure to ensure vehicles are prohibited from entering the closed street.	L25-312-PLAZA Act	
District Department of Transportation	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KA0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03903 - PLANNING AND SUSTAINABILITY DIVISION	600275 - NEIGHBORHOOD PLANNING BRANCH	G3202 - PLANNING DIVISION	60300 - NEIGHBORHOOD PLANNING BRANCH	713100C - OTHER SERVICES & CHARGES	7131036 - IT SOFTWARE MAINTENANCE	NEW004 - PLAZA ACT BLOCK PARTIES		Budget	Enhance	One Time	\$60,000					Update permitting system to establish new processes for block party preauthorization and expedited permit applications.	L25-312-PLAZA Act	
District Department of Transportation	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KA0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03903 - PLANNING AND SUSTAINABILITY DIVISION	600275 - NEIGHBORHOOD PLANNING BRANCH	G3202 - PLANNING DIVISION	60300 - NEIGHBORHOOD PLANNING BRANCH	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	NEW004 - PLAZA ACT BLOCK PARTIES	1.00	Budget	Enhance	Recurring	\$88,542	\$90,401	\$92,300	\$94,238	\$94,238	Program analyst to support preauthorization reviews and ensure expedited permits are issued within three days.	L25-312-PLAZA Act	
District Department of Transportation	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KA0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03903 - PLANNING AND SUSTAINABILITY DIVISION	600275 - NEIGHBORHOOD PLANNING BRANCH	G3202 - PLANNING DIVISION	60300 - NEIGHBORHOOD PLANNING BRANCH	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	NEW004 - PLAZA ACT BLOCK PARTIES		Budget	Enhance	Recurring	\$23,458	\$24,021	\$24,598	\$25,188	\$25,188	Program analyst to support preauthorization reviews and ensure expedited permits are issued within three days.	L25-312-PLAZA Act	
District Department of Transportation	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KA0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G03903 - PLANNING AND SUSTAINABILITY DIVISION	600276 - SUSTAINABLE TRANSPORTATION PROGRAMS BRANCH	G3202 - PLANNING DIVISION	60340 - SUSTAINABLE TRANSPORTATION PROGRAMS BRANCH	714100C - GOVERNMENT SUBSIDIES & GRANTS	7141009 - SUBSIDIES	000000 - 0		Budget	Enhance	One Time	\$250,000					Rebates for the E-Bike Incentive Program		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMP012 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60158 - TECHNOLOGY ACQUISITION DIVISION	713100C - OTHER SERVICES & CHARGES	7131036 - IT SOFTWARE MAINTENANCE	000000 - 0		Budget	Enhance	Recurring	\$350,000	\$35,000	\$35,700	\$36,414	\$36,414	System update for fee increase		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMP012 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60158 - TECHNOLOGY ACQUISITION DIVISION	713100C - OTHER SERVICES & CHARGES	7131036 - IT SOFTWARE MAINTENANCE	000000 - 0		Budget	Enhance	Recurring	\$598,000	\$336,000	\$343,000	\$352,000	\$352,000	Update for vehicle points system and other costs	B25-435 - Fraudulent Tag/Parking Enforcement	
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Revenue Proposal	Recurring		\$371,000	\$636,000	\$636,000	\$636,000	\$636,000	DMV fee increases	
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Revenue Proposal	Recurring		\$82,000	\$82,000	\$82,000	\$82,000	\$82,000	DDOT fee increases	
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Transfer in	Recurring		\$598,000	\$336,000	\$343,000	\$352,000	\$352,000	Transfer from PWO for B25-435 - Fraudulent Tag/Parking Enforcement	
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Transfer out	Recurring		(\$170,699)	(\$174,384)	(\$177,991)	(\$181,674)	(\$181,674)	Transfer to COW for DOB program manager	
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Transfer out	One Time		(\$200,000)					Transfer to Health for opioid outreach in the Greenleaf community	
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Transfer out	One Time		(\$200,000)					Transfer to PWO for Throne Bathroom contract	
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Revenue Proposal	Recurring			(\$161,000)	(\$161,000)	(\$161,000)	(\$161,000)	PLAZA Act lost revenue	L25-312 PLAZA Act
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Revenue Proposal	Recurring		\$473,000	\$567,000	\$567,000	\$567,000	\$567,000	Residential parking permit fee increase	
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KG0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G00601 - BENCHMARKING	600058 - BENCHMARKING	G0701 - ENERGY ADMINISTRATION	60061 - DATA AND BENCHMARKING DIVISION	714100C - GOVERNMENT SUBSIDIES & GRANTS	7141007 - GRANTS & GRATUITIES	201144 - KG0.GBNK00.GREEN BANK TRANSFER		Budget	Enhance	One Time	\$250,000					Increase transfer to Green Finance Authority to fund bond issuance due diligence.		
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Transfer out	One Time		(\$78,325)					Transfer to CBED for Ward 6 placemaking and programming grant	
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Transfer out	One Time		(\$150,000)					Transfer to CBED for Ward 6 Main Streets grants to support businesses impacted by construction along Pennsylvania Avenue, SE, and 8th St, SE.	
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMP012 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60158 - TECHNOLOGY ACQUISITION DIVISION	713100C - OTHER SERVICES & CHARGES	7131036 - IT SOFTWARE MAINTENANCE	000000 - 0		Budget	Enhance	One Time	\$250,000					DMV system update for RPP fee increase		
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Fund Balance Conversion	Recurring		(\$1,891,598)	(\$2,029)	(\$2,029)	(\$2,029)	(\$2,029)	Restore defunded Anacostia River Clean Up and Protection Fund	Supplemental Sec 9 and BSA Sec 7152
	Committee Recommendation	Committee on Transportation and the Environment			1060 - SPECIAL PURPOSE REVENUE FUNDS	1060184 - ANACOSTIA RIVER CLEAN UP FUND									Resources	Fund Balance Conversion	Recurring		\$1,891,598	\$2,029	\$2,029	\$2,029	\$2,029	Restore defunded Anacostia River Clean Up and Protection Fund	Supplemental Sec 9 and BSA Sec 7152
	Committee Recommendation	Committee on Transportation and the Environment			1010 - LOCAL FUND	1010001 - LOCAL FUNDS									Resources	Fund Balance Conversion	Recurring		(\$3,108,180)	(\$400,249)	(\$912,089)	(\$904,797)	(\$904,797)	Partially restore defunded SETF.	BSA Sec 7152



														Proposed Change in			Recurring or									
Agency	Scenario	Committee	Cluster	Agency Code	DIFS Appr. Fund	DIFS Fund	DIFS Program Parent		DIFS Cost Ctr. Parent	DIFS Cost Center	DIFS Account Parent		DIFS Account	DIFS Project	FTEs	Resources/	Adjustment	One-Time Change	FY25	FY26	FY27	FY28	FY29	Comments	Legislation	
	Committee Recommendation	Committee on Transportation and the Environment			1060 - SPECIAL PURPOSE REVENUE FUNDS	1060327 - SUSTAINABLE ENERGY TRUST FUND										Resources	Fund Balance Conversion	Recurring		\$3,108,180	\$400,249	\$912,089	\$904,797	Partially restore defunded SETF.	BSA Sec 7152	
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KG0	1060 - SPECIAL PURPOSE REVENUE FUNDS	1060184 - ANACOSTIA RIVER CLEAN UP FUND	G03918 - WATERSHED PROTECTION	600320 - RIVERSMART AND INCENTIVES	G1201 - NATURAL RESOURCES ADMINISTRATION	60078 - WATERSHED PROTECTION DIVISION	714100C - GOVERNMENT SUBSIDIES & GRANTS	7141007 - GRANTS & GRATUITIES	201094 - KG0.23EVCB.CHESAPEAKE BAY IMPLEMENTATION - FY23		Budget	Enhance	Recurring		\$991,598	\$2,029	\$2,029	\$2,029	Restore defunded Anacostia River Clean Up and Protection Fund and increase grants for RiverSmart	Supplemental Sec 9 and BSA Sec 7152		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KG0	1060 - SPECIAL PURPOSE REVENUE FUNDS	1060184 - ANACOSTIA RIVER CLEAN UP FUND	G03918 - WATERSHED PROTECTION	600322 - MAINTENANCE AND POLLUTION PREVENTION	G1201 - NATURAL RESOURCES ADMINISTRATION	60078 - WATERSHED PROTECTION DIVISION	714100C - GOVERNMENT SUBSIDIES & GRANTS	7141007 - GRANTS & GRATUITIES	000000 - 0		Budget	Enhance	One Time		\$900,000				Restore defunded Anacostia River Clean Up and Protection Fund and increase maintenance grants.	Supplemental Sec 9 and BSA Sec 7152		
Department of Energy and Environment	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KG0	1060 - SPECIAL PURPOSE REVENUE FUNDS	1060327 - SUSTAINABLE ENERGY TRUST FUND	G03912 - RESIDENTIAL SERVICES - WEATHERIZATION AND EMERGENCY MECHANICAL	600305 - ENERGY EFFICIENCY PROGRAMS	G2801 - UTILITY AFFORDABILITY ADMINISTRATION	60058 - ENERGY EFFICIENCY AND CONSERVATION DIVISION	714100C - GOVERNMENT SUBSIDIES & GRANTS	7141007 - GRANTS & GRATUITIES	000000 - 0		Budget	Enhance	Recurring		\$3,108,180	\$400,249	\$912,089	\$904,797	Partially restore defunded SETF and increase budget for Healthy Homes and Residential Electrification .	BSA Sec 7152		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMP012 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60158 - TECHNOLOGY ACQUISITION DIVISION	713100C - OTHER SERVICES & CHARGES	7131036 - IT SOFTWARE MAINTENANCE	NEW004 - STEER ACT IIP & ISAP		Budget	Enhance	Recurring			\$350,000	\$46,000	\$46,000	Ignition Interlock Program system update	L25-161 - STEER Amendment Act		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	NEW004 - STEER ACT IIP & ISAP	1.00	Budget	Enhance	Recurring			\$65,492	\$66,802	\$68,138	Ignition Interlock Program staff (analyst)	L25-161 - STEER Amendment Act		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	NEW004 - STEER ACT IIP & ISAP		Budget	Enhance	Recurring			\$16,508	\$16,896	\$17,293	Ignition Interlock Program staff (analyst)	L25-161 - STEER Amendment Act		
Green Finance Authority	Committee Recommendation	Committee on Transportation and the Environment	Enterprise and Other Funds	KB0	8662 - ENTERPRISE AND OTHER FUNDS - KB0	8662001 - ENTERPRISE AND OTHER FUNDS - KB0	G01605 - GREEN FINANCE AUTHORITY	600154 - GREEN FINANCE AUTHORITY	A0101 - AGENCY FINANCIAL OPERATIONS	10002 - ACCOUNTING DIVISION	713100C - OTHER SERVICES & CHARGES	7131009 - PROF SERVICE FEES & CONTR	000000 - 0		Budget	Enhance	One Time		\$250,000				Conduct due diligence for issuing bonds to finance the Green Finance Authority.			
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	AMP012 - INFORMATION TECHNOLOGY	100071 - INFORMATION TECHNOLOGY	G2401 - TECHNOLOGY SERVICES	60158 - TECHNOLOGY ACQUISITION DIVISION	713100C - OTHER SERVICES & CHARGES	7131006 - MAINTENANCE & REPAIRS - MACH	000000 - 0		Budget	Enhance	Recurring			\$250,000	\$33,000	\$33,000	Overall STEER Act license system update need.	L25-161 - STEER Amendment Act		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701100C - CONTINUING FULL TIME	7011001 - CONTINUING FULL TIME	000000 - 0	15.00	Budget	Enhance	Recurring			\$1,089,399	\$1,115,000	\$1,141,202	Overall STEER Act personnel need.	L25-161 - STEER Amendment Act		
Department of Motor Vehicles	Committee Recommendation	Committee on Transportation and the Environment	Operations and Infrastructure	KV0	1010 - LOCAL FUND	1010001 - LOCAL FUNDS	G01601 - ADJUDICATION SERVICES	600103 - ADJUDICATION SERVICES	G2101 - ADJUDICATION SERVICES	60140 - HEARINGS DIVISION	701400C - FRINGE BENEFITS - CURR PERSONNEL	7014008 - MISC FRINGE BENEFITS	000000 - 0		Budget	Enhance	Recurring			\$274,601	\$281,054	\$287,659	Overall STEER Act personnel need.	L25-161 - STEER Amendment Act		

# ATTACHMENT B

**TITLE II. ECONOMIC DEVELOPMENT AND REGULATION**

**SUBTITLE N. PARKING BENEFIT EQUIVALENT PROGRAM**

~~Sec. 2131. Short title.~~

~~———— This subtitle may be cited as the “Parking Benefit Equivalent Program Amendment Act of 2025”.~~

~~———— Sec. 2132. Title III of the Sustainable DC Omnibus Amendment Act of 2014, effective December 17, 2014 (D.C. Law 20-142; D.C. Official Code § 32-151 *et seq.*), is amended as follows:~~

~~———— (a) Section 301(1), (1B), and (3A) (D.C. Official Code § 32-151(1), (1B), and (3A)) are repealed.~~

~~———— (b) Section 302a (D.C. Official Code § 32-152.01) is repealed.~~

**TITLE V. HUMAN SUPPORT SERVICES**

**SUBTITLE x. ENVIRONMENTAL HEALTH FUNCTIONS**

Sec. xxx1. Short title.

This subtitle may be cited as the “Environmental Health Amendment Act of 2025”.

Sec. xxx2. Section 4902 of the Department of Health Functions Clarification Act of 2001, effective October 3, 2001 (D.C. Law 14-28; D.C. Official Code § 7-731), is amended as follows:

(a) Subsection (a) is amended as follows:

(1) Paragraph (3) is repealed.

(2) New paragraphs (3A), (3B), and (3C) are added to read as follows:

“(3A) Regulate medical waste;

“(3B) Regulate low-level radioactive waste;

23 “(3C) Regulate the following environmental health hazards in residential settings:

24 “(A) Indoor air, including smoke, noxious odors, and fumes; and

25 “(B) Pest management, including rats, mice, and insects.”.

26 (b) A new subsection(a-2) is added to read as follows:

27 “(a-2) The Department of Health shall implement a lead poison prevention program to  
28 reduce lead exposure in children, pursuant to the Childhood Lead Poisoning Screening and  
29 Reporting Act of 2002, effective October 1, 2002 (D.C. Law 14-190; D.C. Official Code § 7-  
30 871.01 *et seq.*).

31 Sec. xxx3. The District Department of Environment Establishment Act of 2005, effective  
32 February 15, 2006 (D.C. Law 16-51; D.C. Official Code § 8-151.01 *et seq.*), is amended as  
33 follows:

34 (a) Section 103 (D.C. Official Code § 8-151.03) is amended as follows:

35 (1) Subsection (a) is amended to read as follows:

36 “(a) The Department of Energy and Environment is established as an agency within the  
37 executive branch of the government of the District of Columbia. DOEE shall be responsible for  
38 the interpretation, administration, enforcement, and oversight of environmental laws, regulations,  
39 and programs, whether involving public or private property, including laws, regulations, and  
40 programs related to the following:

41 “(1) Air quality and resources;

42 “(2) Water quality and resources;

43 “(3) Watershed protection;

44 “(4) Stormwater;

45 “(5) Soil resources;

“(6) Hazardous wastes and toxic substances, except for medical waste and low-level radioactive waste;

“(7) Pesticides;

“(8) Asbestos;

“(9) Underground storage tanks;

“(10) Aquatic and wildlife resources;

“(11) Lead hazard prevention and elimination, except for the Childhood Lead Poisoning Screening and Reporting Act of 2002, effective October 1, 2002 (D.C. Law 14-190; D.C. Official Code § 7-871.01 et seq.); and

“(12) To the extent it does not conflict with, or supersede, the urban forestry functions of the District Department of Transportation, tree and forest policy related to stormwater management, erosion and sediment control, and habitat and wildlife conservation and restoration.

(3) Subsection (b) is repealed.

(b) Section 106(2) (D.C. Official Code § 8-151.06(2)) is amended to read as follows:

“(2) A Natural Resources and Water Quality Division to set policy, regulate activities, and implement programs and initiatives to protect, restore, and enhance natural resources and the environment, such as:

“(A) Conducting educational, outreach and experiential programs and activities that promote understanding and conservation of natural resources;

“(B) Implementing initiatives for greening neighborhoods through community education and provision of materials;

“(C) Establishing tree, forest, and plant management policies, consistent with section 103(a)(12), and implementing tree, forest, and plant protection and promotion programs and activities;

“(D) Regulating stormwater management, soil erosion, and sedimentation;

“(E) Administering habitat, aquatic resources, and wildlife conservation and restoration programs;

“(F) Regulating hazardous materials and toxic substances, excluding medical waste and low-level radioactive waste;

“(G) Regulating underground storage tanks;

“(H) Administering lead-based paint abatement and control programs;

“(I) Regulating activities to prevent, control, and remediate water pollution;

“(J) Regulating the wastewater and stormwater systems;

“(K) Conducting and coordinating research, outreach, and rehabilitation efforts pertaining to the environment; and

“(L) Regulating activity and administering programs and initiatives to conserve and enhance water quality in the District’s groundwater systems and in the waters of, and adjacent to, the District;”.

(c) Section 111 (D.C. Official Code § 8-151.11) is amended as follows:

(1) The existing text is designated as subsection (a).

(2) A new subsection (b) is added to read as follows:

“(b)(1) All functions, authority, programs, positions, personnel, property, records, and unexpended balances of appropriations, allocations, and other funds available or made available

to DOEE for the purposes of carrying out the following functions are transferred to the Department of Health:

“(A) Childhood lead poisoning prevention program; and

“(B) Medical waste management.

“(2) All rules, orders, obligations, determinations, grants, contracts, licenses, and agreements of the DOEE transferred to the Department of Health under paragraph (1) of this subsection shall continue in effect according to their terms until lawfully amended, repealed, or modified.”.

Sec. xxx4. The Childhood Lead Poisoning Screening and Reporting Act of 2002, effective October 1, 2002 (D.C. Law 14-190; D.C. Official Code § 7-871.01 *et seq.*), is amended as follows:

(a) Section 102 (D.C. Official Code § 7-871.02) is amended as follows:

(1) Paragraph (2) is amended to read as follows:

“(2) “Elevated blood lead level” shall have the same meaning as set forth in section 2(13) of the Lead-Hazard Prevention and Elimination Act of 2008, effective March 31, 2009 (D.C. Law 17-381; D.C. Official Code § 8-231.01(13)).”.

(2) Paragraph (5) is amended to read as follows:

“(5) “Lead-poisoned child” means a child with an elevated blood lead level.”.

(b) Section 103 (D.C. Official Code § 7-871.03) is amended by adding a new subsection (f-1) to read as follows:

“(f-1) The Mayor may, pursuant to section 106, issue rules to provide support to health care providers in delivering appropriate care for the treatment of lead poisoning in children.

Sec. xxx5. Section 101(27A) of the Retail Electric Competition and Consumer Protection Act of 1999, effective May 9, 2000 (D.C. Law 13-107; D.C. Official Code § 34-1501(27A)), is



amended by striking the phrase “Columbia law that owns” and inserting the phrase “Columbia law, or government entity, that owns” in its place.

Sec. xxx6. Section 2(20) of the Lead-Hazard Prevention and Elimination Act of 2008, effective March 31, 2009 (D.C. Law 17-381; D.C. Official Code § 8-231.01(20)), is amended by striking the phrase “(0.7 µg/cm<sup>2</sup>)” and inserting the phrase “(0.7 mg/cm<sup>2</sup>)” in its place.

Sec. xxx7. Section 128(11)(A) of the Sustainable Solid Waste Management Amendment Act of 2014, effective March 16, 2021 (D.C. Law 23-211; D.C. Official Code § 8-771.01(11)(A)), is amended by striking the phrase “who manufacturers a” and inserting the phrase “who manufactures a” in its place.

Sec. xxx8. Applicability.

(a) Section xxx3(a) shall apply as of July 29, 2021.

(b) Section xxx5 shall apply as of December 13, 2013.

(c) Section xxx6 shall apply as of March 16, 2021.

(d) Section xxx7 shall apply as of March 16, 2021

## **TITLE VI. OPERATIONS AND INFRASTRUCTURE.**

### **~~SUBTITLE B. ELECTRIC VEHICLE PURCHASES~~**

~~Sec. 6011. Short title.~~

~~This subtitle may be cited as the “Electric Vehicle Purchases Amendment Act of 2025”.~~

~~Sec. 6012. Section 109e(b) of the District Department of the Environment Establishment Act of 2005, effective September 21, 2022 (D.C. Law 24-176; D.C. Official Code § 8-151.09e(b)), is amended by striking the phrase “Beginning January 1, 2026” and inserting the phrase “Beginning January 1, 2027” in its place.~~

### **SUBTITLE C. SUSTAINABLE ENERGY TRUST FUND.**

Sec. 6021. Short title.

This subtitle may be cited as the “Sustainable Energy Trust Fund Amendment Act of 2025”.

Sec. 6022. Title II of the Clean and Affordable Energy Act of 2008, effective October 22, 2008 (D.C. Law 17-250; D.C. Official Code § 8-1774.01 *et seq.*), is amended as follows:

(a) Section 210 (D.C. Official Code § 8-1774.10) is amended as follows:

(1) Subsection (b) is amended as follows:

(A) Paragraph (1) is amended as follows:

(i) Subparagraph (I) is amended by striking the phrase “of \$.1098 in” and inserting the phrase “of \$0.00183 in” in its place.

(ii) Subparagraph (J) is amended by striking the phrase “of \$.1172 in” and inserting the phrase “of \$0.00145 in” in its place.

(B) Paragraph (2) is amended as follows:

(i) Subparagraph (T) is amended by striking the phrase “of \$.00691 in fiscal year 2026; and” and inserting the phrase “of \$0.02914 in fiscal year 2026;” in its place.

(ii) Subparagraph (U) is amended by striking the phrase “of \$.00721 in” and inserting the phrase “of \$0.02350 in” in its place.

(C) Paragraph (2A) is amended to read as follows:

“(2A) There shall be imposed upon a person who delivers heating oil or fuel oil to an end-user in the District, whether for industrial, commercial, or residential use, as assessment calculated on sales as follows:

“(A) The amount of \$0.02229 per gallon in fiscal year 2026; and

“(B) The amount of \$0.01684 per gallon in fiscal year 2027 and each fiscal year thereafter.”.

(2) Subsection (c) is amended as follows:

163 (A) The lead-in language is amended to read as follows:

164 “(c) The funds in the Sustainable Energy Trust Fund shall be used solely to fund the  
165 following; except, that no funds shall be allocated from the Fund to the budget of the Department  
166 of General Services for the purchase of gas, electricity, steam, water, sustainable energy, and waste  
167 management for the District government or other purposes.”.

168 (B) Paragraph (1) is amended to read as follows:

169 “(1) The SEU contract in an amount of at least:

170 “(A) \$19.8 million in fiscal year 2026; and

171 “(B) \$10 million in fiscal year 2027 and every fiscal year thereafter.”.

172 (C) Paragraph (2) is amended to read as follows:

173 “(2) The administration of the SEU contract and the development and  
174 implementation of a comprehensive energy plan by DOEE, in an amount of at least:

175 “(A) \$4,143,591 in fiscal year 2026; and

176 “(B) \$8,532,489 in fiscal year 2027 and each fiscal year thereafter;”.

177 (C) Paragraph (3) is amended by striking the phrase “under section 205(k)  
178 in the amount of \$100,000 annually, beginning in fiscal year 2012” and inserting the phrase “under  
179 section 205(k)” in its place.

180 (D) The lead-in language of paragraph (12)(A) is amended to read as  
181 follows:

182 “Activities of DOEE or the Sustainable Energy Utility to:”.

183 (E) Paragraph (16)(B) is amended by striking the phrase “at least \$7  
184 million” and inserting the phrase “\$3.5 million” in its place.

185 (F) Paragraph (17) is amended by striking the phrase “Beginning in fiscal  
186 year 2022, at least \$3 million annually shall be used by DOEE or the Sustainable Energy Utility,

selected pursuant to this act, to provide assistance” and inserting the phrase “Beginning in fiscal year 2022, assistance provided by DOEE or the Sustainable Energy Utility” in its place.

(G) Paragraph (23) is amended to read as follows:

“(23) Replacement in a residential unit of all appliances or other systems, such as an oven, water heater, or heating system, that combust fossil fuels on site with appliances or other systems that perform the same function and that are powered exclusively by electricity, including:

“(A) In fiscal year 2024, up to \$2 million may be used for homes in the River Terrace and Deanwood neighborhoods in Ward 7; and

“(B) As described in section 217; and”.

(H) Paragraph (24) is amended by striking the phrase “; and” and inserting a period in its place.

(I) Paragraph (25) is repealed.

(b) A new section 210a is added to read as follows:

“Sec. 210a. Mayor’s energy surcharge fund.

“(a)(1) There is established as a special fund the Mayor’s Energy S Fund (“Fund”), which shall be administered by the Department of Energy and Environment in accordance with subsections (c) and (d) of this section.

“(2) The Fund shall be funded by an assessment on natural gas companies, electric companies, and a person who delivers heating oil or fuel oil to an end-user in the District under subsection (b) of this section.

“(3) All funds collected from these sources shall be deposited into the Fund and shall be disbursed by the Fiscal Agent.

“(b)(1) There is imposed upon the natural gas company an assessment calculated on sales on a per-therm basis as follows:

211                   “(A) The amount of \$0.08066 in fiscal year 2026; and  
212                   “(B) The amount of \$0.09370 in fiscal year 2027 and each fiscal year  
213 thereafter.

214                   “(2) There is imposed upon the electric company an assessment calculated on sales  
215 on a per-kilowatt hour basis as follows:

216                   “(A) The amount of \$0.00508 in fiscal year 2026; and  
217                   “(B) The amount of \$0.00576 in fiscal year 2027 and each fiscal year  
218 thereafter.

219                   “(3) There shall be imposed upon a person who delivers heating oil or fuel oil to an  
220 end-user in the District, whether for industrial, commercial, or residential use, as assessment  
221 calculated on sales as follows:

222                   “(A) The amount of \$0.02229 per gallon in fiscal year 2026; and  
223                   “(B) The amount of \$0.06171 per gallon in fiscal year and each fiscal year  
224 thereafter.

225                   “(c) Money in the Fund shall only be used for the purchase of wind or solar energy from  
226 the PJM interconnection region by the District government through a power purchase agreement  
227 and the purchase of other energy for the District government in an amount not to exceed the  
228 following thresholds:

229                   “(1) For fiscal year 2026, \$70,101,974; and  
230                   “(2) For fiscal year 2027 and every fiscal year thereafter, \$80,601,974.

231                   “(d)(1) Subject to authorization in an approved budget and financial plan, any funds  
232 appropriated in the Fund shall be continually available without regard to fiscal year limitation.

“(2) The money deposited into the Fund but not expended in a fiscal year shall not revert to the unassigned fund balance of the General Fund of the District of Columbia at the end of a fiscal year, or at any other time.”.

#### **SUBTITLE X. RENEWABLE ENERGY PORTFOLIO STANDARDS.**

Sec. XXX1. Short title.

This subtitle may be cited as the “Renewable Energy Portfolio Standards Amendment Act of 2025”.

Sec. XXX2. Section 4(b)(2) of the Renewable Energy Portfolio Standard Act of 2004, effective April 12, 2005 (D.C. Law 15-340; D.C. Official Code § 34-1432(b)(2)), is amended by striking the phrase “ending September 30, 2028” and inserting the phrase “ending September 30, 2029” in its place.

#### **SUBTITLE X. STORMWATER FUND**

Sec. XXX1. Short title.

This subtitle may be cited as the “Stormwater Fund Amendment Act of 2025”.

Sec. XXX2. Section 152 of the District Department of the Environment Establishment Act of 2005, effective March 25, 2009 (D.C. Law 17-371; D.C. Official Code § 8-152.02), is amended by adding a new subsection (g) to read as follows:

“(g) Notwithstanding subsections (a) through (e) of this section, in Fiscal Year 2026 \$13,603,424 shall be allocated directly from the Enterprise Fund to the Department of Public Works for stormwater management activities, including street sweeping, regardless of when the stormwater management activities were first carried out and regardless of whether such activities are otherwise required by law or regulation.”.

#### **SUBTITLE F. DISTRACTED DRIVING PREVENTION.**

Sec. XXX1. Short title.

This subtitle may be cited as the “Distracted Driving Prevention Amendment Act of 2025”.

Sec. XXX2. The Distracted Driving Safety Act of 2004, effective March 30, 2004 (D.C. Law 15-124; D.C. Official Code § 50-1731.01 *et seq.*), is amended as follows:

(a) Section 2 (D.C. Official Code § 50-1731.02) is amended as follows:

(1) Paragraph (2) is amended by striking the phrase “telephone, whether or not permanently installed in a motor vehicle, that when used allows the vehicle operator to maintain both hands on the steering wheel” and inserting the phrase “telephone or other electronic device, whether or not permanently installed in a motor vehicle, that allows the vehicle operator to maintain both hands on the steering wheel while the vehicle operator is using the mobile telephone or other electronic device” in its place.

(2) Paragraph (4) is amended to read as follows:

“(4)(A) “Other electronic device” means any handheld or portable:

“(i) Electronic device capable of providing communication between 2 or more persons, including a text messaging device, a paging device, or a personal digital assistant;

“(ii) Computer, including laptops and tablets;

“(iii) Video game console;

“(iv) Audio-visual media player, such as a DVD or Blu-ray player;

or

“(v) Device on which digital photographs are taken, transmitted, or displayed.

“(B) The term “other electronic device” does not include:



280 “(i) Audio equipment installed in a motor vehicle, such as a car  
281 stereo;

282 “(ii) Electronic devices installed in or affixed to a motor vehicle  
283 for the purpose of providing navigation or emergency assistance, such as a GPS device; or

284 “(iii) Equipment providing video entertainment to passengers in  
285 the rear seats of a motor vehicle.”.

286 (3) Paragraph (4A) is repealed.

287 (4) A new paragraph (4B) is added to read as follows:

288 “(4B)(A) “Text message” means a text- or image-based electronic message,  
289 including Short Message Service (“SMS”) message, Multimedia Messaging Service (“MMS”)  
290 message, email, social media post, instant message, direct message, or any other text- or image-  
291 based electronic message delivered through a mobile or browser-based application.

292 “(B) The term “text message” does not include:

293 “(i) An emergency, traffic, or weather alert;

294 “(ii) A message relating to the operation or navigation of a motor  
295 vehicle; or

296 “(iii) Other push notifications.”.

297 (5) Paragraph (5) is amended to read as follows:

298 “(5) “Use” means to intentionally read from or manually enter inputs into a  
299 mobile telephone or other electronic device to:

300 “(A) Place or answer a phone call or other voice-based electronic  
301 communication; or

302 “(B) Compose, send, or view a text message.”.

303 (b) Section 4 (D.C. Official Code § 50-1731.04) is amended as follows:

304 (1) Subsection (a) is amended to read as follows:

305 “(a) No person shall, while operating a motor vehicle in the District:

306 “(1) Use, or attempt to use, a mobile telephone or other electronic device without

307 using a hands-free accessory; or

308 “(2) Hold, or attempt to hold, a mobile telephone or other electronic device.”.

309 (2) Subsection (b) is amended as follows:

310 (A) Paragraph (2) is amended by striking the phrase “; or” and inserting a

311 semicolon in its place.

312 (B) Paragraph (3) is amended by striking the period and inserting the

313 phrase “; or” in its place.

314 (C) A new paragraph (4) is added to read as follows:

315 “(4) The operator of a motor vehicle that is parked.”.

316 Sec. XXX3. Section 9(c)(2) of The District of Columbia Traffic Act, 1925, approved

317 March 3, 1925 (43 Stat. 1123; D.C. Official Code § 50-2201.04(c)(2)), is amended by striking

318 the phrase “limit; and” and inserting the phrase “limit, or in any other manner that displays a

319 conscious disregard of the risk of causing property damage or bodily injury to any person and:”

320 in its place.

321 **SUBTITLE X. BUILDING ENERGY PERFORMANCE STANDARDS**

322 ~~Sec. xxx1. Short title.~~

323 ~~——— This subtitle may be cited as the “Building Energy Performance Standards Amendment~~

324 ~~Act of 2025”.~~

325 ~~——— Sec. xxx2. Section 301 of the CleanEnergy DC Omnibus Amendment Act of 2018,~~

326 ~~effective March 22, 2019 (D.C. Law 22-257; D.C. Official Code § 8-1772.21), is amended as~~

327 ~~follows:~~

328       ~~———— (a) Subsection (a) is amended as follows:~~

329       ~~———— (1) Paragraph (2) is amended by striking the phrase “Beginning January 1, 2028”~~  
330       ~~and inserting the phrase “Beginning January 1, 2034” in its place.~~

331       ~~———— (2) Paragraph (3) is amended by striking the phrase “Beginning January 1, 2034”~~  
332       ~~and inserting the phrase “Beginning January 1, 2040” in its place.~~

333       ~~———— (b) Subsection (b)(1) is amended as follows:~~

334       ~~———— (1) Subparagraph (A) is amended by striking the date “January 1, 2028” and~~  
335       ~~inserting the date “January 1, 2034” in its place.~~

336       ~~———— (2) Subparagraph (B) is amended by striking the phrase “each 5-year compliance~~  
337       ~~cycle” and inserting the phrase “each compliance cycle” in its place.~~

338       ~~———— (c) Subsection (c) is amended to read as follows:~~

339       ~~———— “(c) All buildings below the energy performance standard for their property type,~~  
340       ~~established pursuant to subsection (b)(1) and (2) of this section, shall have until January 1 of the~~  
341       ~~year preceding the beginning of the next compliance cycle to meet the building energy~~  
342       ~~performance requirements established by DOE.”.~~

343       ~~———— (d) Subsection (d) is amended as follows:~~

344       ~~———— (1) Paragraph (1) is amended by striking the phrase “5-year compliance cycle”~~  
345       ~~each place it appears and inserting the phrase “compliance period” in its place.~~

346       ~~———— (2) Paragraph (2A) is amended by striking the phrase “beginning January 1,~~  
347       ~~2028” and inserting the phrase “beginning January 1, 2034” in its place.~~

348       ~~———— (e) Subsection (g) is amended by striking the phrase “5-year compliance period” and~~  
349       ~~inserting the phrase “compliance period” in its place.~~

350               **SUBTITLE H. NET-ZERO ENERGY-READY BUILDINGS**

351               ~~Sec. xxx1. Short title.~~

352       ~~————— This subtitle may be cited as the “Net Zero Energy Ready Building Code Amendment~~  
353       ~~Act of 2025”.~~

354       ~~————— Sec. xxx2. The Clean Energy DC Building Code Amendment Act of 2022, effective~~  
355       ~~September 21, 2022 (D.C. Law 24-177; D.C. Official Code § 6-1453.01 *et seq.*), is amended as~~  
356       ~~follows:~~

357       ~~————— (a) Section 2 (D.C. Official Code § 6-1453.01) is amended as follows:~~

358       ~~————— (1) The section heading is amended by striking the phrase “Net zero energy” and~~  
359       ~~inserting the phrase “Net zero energy ready” in its place.~~

360       ~~————— (2) Subsection (a)(3) is amended as follows:~~

361       ~~————— (A) The lead in language is amended by striking the phrase “Net zero-~~  
362       ~~energy” and inserting the phrase “Net zero energy ready” in its place.~~

363       ~~————— (B) Subparagraph (A) is amended by striking the phrase “; and” and~~  
364       ~~inserting a semicolon in its place.~~

365       ~~————— (C) Subparagraph (B) is amended to read as follows:~~

366       ~~————— “(B) A building generates on-site renewable energy in an amount that is~~  
367       ~~equal to or greater than the amount that would be required by the most recent version of~~  
368       ~~Appendix Z; and”.~~

369       ~~————— (D) A new subparagraph (C) is added to read as follows:~~

370       ~~————— “(C) On-site fossil fuel combustion shall not be permitted, except for~~  
371       ~~backup power generation or when approved by the building code official in accordance with~~  
372       ~~section 104.10 of the District of Columbia Building Code (12-A DCMR § 104.10).”.~~

373       ~~————— (3) Subsection (b) is amended as follows:~~

374       ~~————— (A) Paragraph (1) is amended by:~~

375 ~~\_\_\_\_\_ (i) Striking the phrase “By December 31, 2026” and inserting the~~  
376 ~~phrase “By December 31, 2032” in its place; and~~

377 ~~\_\_\_\_\_ (ii) Striking the phrase “net-zero-energy standard” and inserting~~  
378 ~~the phrase “net-zero-energy ready standard” in its place.~~

379 ~~\_\_\_\_\_ (B) Paragraph (2) is amended by striking the phrase “By December 31,~~  
380 ~~2026” and inserting the phrase “By December 31, 2032” in its place.~~

381 ~~\_\_\_\_\_ (4) Subsection (c)(1) is amended by striking the phrase “Beginning in 2029” and~~  
382 ~~inserting the phrase “Beginning in 2035” in its place.~~

383 ~~\_\_\_\_\_ Sec. xxx3. The Green Building Act of 2006, effective March 8, 2007 (D.C. Law 16-234;~~  
384 ~~D.C. Official Code § 6-1451.01 *et seq.*), is amended as follows:~~

385 ~~\_\_\_\_\_ (a) Section 2 (D.C. Official Code § 6-1451.01) is amended as follows:~~

386 ~~\_\_\_\_\_ (1) Paragraph (1) is amended to read as follows:~~

387 ~~\_\_\_\_\_ “(1) “Addition” shall have the meaning ascribed to it in the Building Codes.”.~~

388 ~~\_\_\_\_\_ (2) A new paragraph (3A) is added to read as follows:~~

389 ~~\_\_\_\_\_ “(3A) “Building Codes” means the portions of the Construction Codes designated~~  
390 ~~in the Construction Codes as the Building Code and the Existing Building Code.~~

391 ~~\_\_\_\_\_ (2) Paragraphs (6) and (7) are amended to read as follows:~~

392 ~~\_\_\_\_\_ “(6) “Construction Codes” has the meaning set forth in section 2(2) of the~~  
393 ~~Construction Codes Approval and Amendments Act of 1986, effective March 21, 1987 (D.C.~~  
394 ~~Law 6-216; D.C. Official Code § 6-1401(2)).~~

395 ~~\_\_\_\_\_ “(7) “Construction documents” shall have the meaning ascribed to it in the~~  
396 ~~Building Codes.”.~~

397 ~~\_\_\_\_\_ (3) Paragraph (8) is repealed.~~

398 ~~\_\_\_\_\_ (4) Paragraph (14) is amended to read as follows:~~

399 ~~“(14) “Existing building” shall have the meaning ascribed to it in the Building~~  
400 ~~Codes.”~~

401 ~~(5) Paragraph (22) is amended to read as follows:~~

402 ~~“(22) “Gross floor area” shall have the meaning ascribed to it in the Building~~  
403 ~~Codes.”.~~

404 ~~(6) A new paragraph (31B) is added to read as follows:~~

405 ~~“(31B) “Level 3 alteration” means a scope of work classified as a Level 3~~  
406 ~~alteration under the Building Codes.”.~~

407 ~~(7) A new paragraph (32C) is added to read as follows:~~

408 ~~“(32C) “Multiyear capital improvements plan” means the multiyear capital~~  
409 ~~improvements plan required by section 444 of the District of Columbia Home Rule Act,~~  
410 ~~approved December 24, 1973 (87 Stat. 774; D.C. Official Code § 1-204.44).”.~~

411 ~~(8) Paragraph (40A) is amended to read as follows:~~

412 ~~“(40A) “Temporary building” means:~~

413 ~~“(A) A trailer; or~~

414 ~~“(B) A structure that is used or intended for supporting or sheltering any~~  
415 ~~use or occupancy on a non-permanent timeframe for an interim use during construction of a~~  
416 ~~permanent structure.”.~~

417 ~~(b) Section 3(a) (D.C. Official Code § 6-1451.02(a)) is amended as follows:~~

418 ~~(1) Paragraph (2) is amended as follows:~~

419 ~~(A) Subparagraph (C) is amended by striking the phrase “; and” and~~  
420 ~~inserting a semicolon in its place.~~

421 ~~(B) Subparagraph (D) is amended to read as follows:~~

422 ~~“(D) Build to net-zero energy ready compliance, as that term is defined in~~  
423 ~~section 2(a)(3) of the Clean Energy DC Building Code Amendment Act of 2022, effective~~  
424 ~~September 21, 2022 (D.C. Law 24-177; D.C. Official Code § 6-1453.01(a)(3)), if the project is~~  
425 ~~initially funded in Fiscal Year 2032 or later of the capital improvements plan; provided, that:~~  
426 ~~“(i) This requirement shall not apply to the building of:~~  
427 ~~“(I) Temporary buildings;~~  
428 ~~“(II) Buildings less than 10,000 square feet;~~  
429 ~~“(III) Additions less than 10,000 square feet; or~~  
430 ~~“(IV) Rehabilitation, repair, or improvement projects less~~  
431 ~~than a Level 3 alteration; and~~  
432 ~~“(ii) This subparagraph shall cease to apply upon the effective date~~  
433 ~~of the final regulations issued by the Mayor pursuant to section 2(b)(1) of the Clean Energy DC~~  
434 ~~Building Code Amendment Act of 2022, effective September 21, 2022 (D.C. Law 24-177; D.C.~~  
435 ~~Official Code § 6-1453.01(b)(1)), requiring covered buildings to be constructed to a net-zero~~  
436 ~~energy ready standard, and such final regulations issued by the Mayor shall thereafter apply;~~  
437 ~~and”.~~  
438 ~~“(C) A new subparagraph (E) is added to read as follows:~~  
439 ~~“(E) Adhere to the restrictions on fossil fuel burning appliances~~  
440 ~~established by 109e of the District Department of the Environment Establishment Act of 2005,~~  
441 ~~effective September 21, 2022 (D.C. Law 24-176; D.C. Official Code § 8-151.09e).”.~~  
442 ~~“(2) Paragraph (3) is amended as follows:~~  
443 ~~“(A) Subparagraph (B) is amended by striking the phrase “Submit to~~  
444 ~~DCRA” and inserting the phrase “Submit to DOB” in its place.~~  
445 ~~“(B) Subparagraph (C) is repealed.~~



~~—————(3) Paragraph (6) is amended by striking the phrase “shall maintain net zero energy compliance and fulfill” and inserting the phrase “shall fulfill” in its place.~~

~~—————(4) Paragraph (7) is repealed.~~

~~—————Sec. xxx4. Applicability.~~

~~—————Section 1063(b)(2)(B) shall apply as of May 1, 2025.~~

## **SUBTITLE K. HOME ELECTRIFICATION PROGRAM.**

Sec. xxx1. Short title.

This subtitle may be cited as the “Home Electrification Program Amendment Act of 2025”.

Sec. xxx2. Section 217(a) of the Clean and Affordable Energy Act of 2008, effective July 19, 2024 (D.C. Law 25-189; D.C. Official Code § 8-1774.17(a)), is amended as follows:

(a) Paragraph (1) is amended as follows:

(1) Paragraph (A) is amended by striking the phrase “Shall provide” and inserting the phrase “Subject to the availability of funding, shall provide” in its place.

(2) Paragraph (C) is amended by striking the phrase “Shall provide” and inserting the phrase “May provide” in its place.

(b) Paragraph (2) is amended by striking the phrase “The Program shall” and inserting the phrase “Subject to the availability of funding, the Program shall” in its place.

(c) Paragraph (4) is amended by striking the phrase “DOEE shall” and inserting the phrase “DOEE may” in its place.

# ATTACHMENT C

Committee on Transportation and the Environment  
Fiscal Year 2026 Budget Support Act of 2025  
Subtitles Proposed by Committee

**SUBTITLE [X]. DEPARTMENT OF MOTOR VEHICLES FEE UPDATE.**

Sec. XXX1. Short title.

This subtitle may be cited as the “Department of Motor Vehicles Fee Update Amendment Act of 2025”.

Sec. XXX2. Section 2 of An Act To amend the Act entitled “An Act to provide for the recording and releasing of liens by entries on certificates of title for motor vehicles and trailers, and for other purposes, approved June 19, 1948 (62 Stat. 493; D.C. Official Code § 50-1213), is amended by striking the phrase “a fee of \$.50 for” and inserting “a \$15 fee for” in its place.

Sec. XXX3. The District of Columbia Traffic Act, 1925, approved March 3, 1925 (43 Stat. 1119; D.C. Official Code *passim*), is amended as follows:

(a) Section 6 (D.C. Official Code § 50-2201.03) is amended as follows:

(1) Subsection (a)(4) is amended by striking the phrase “be \$98;” and inserting the phrase “be \$115;” in its place.

(2) Subsection (d) is amended by striking the phrase “a \$26 fee” and inserting “a \$30 fee” in its place.

(b) Section 8 (D.C. Official Code § c) is amended as follows:

(1) Subsection (e)(2) is amended by striking the figure “\$338” both times it appears and inserting the figure “\$350” in its place.

(2) Subsection (e-1)(3) is amended by striking the figure “\$338” both times it appears and inserting the figure “\$350” in its place.

21 (3) Subsection (e-2)(2) is amended by striking the figure “\$338” both times it  
22 appears and inserting the figure “\$350” in its place.

23 (4) Subsection (i) is amended by striking the phrase “than \$5 and” and inserting  
24 the phrase “than \$250 and” in its place.

25 Sec. XXX4. Title IV of the District of Columbia Revenue Act of 1937, approved August  
26 17, 1937 (50 Stat. 680; D.C. Official Code § 50-1501.01 *et seq.*), is amended as follows:

27 (a) Section 2 (D.C. Official Code § c) is amended as follows:

28 (1) Subsection (d) is amended as follows:

29 (A) Paragraph (4)(C) is amended to read as follows:

30 “(C) A fee of \$25 shall be paid for each duplicate registration certificate  
31 issued, a fee of \$15 shall be paid for each replacement tag issued, and a fee of \$30 shall be for  
32 each dealer’s proof of ownership certificate issued;”.

33 (B) Paragraph (5) is amended as follows:

34 (i) Subparagraph (A) is amended by striking the phrase “fee of  
35 \$13” and inserting the phrase “fee of \$15” in its place.

36 (ii) Subparagraph (B) is amended by striking the phrase “fee of  
37 \$13” and inserting the phrase “fee of \$15” in its place.

38 (2) Subsection (e) is amended as follows:

39 (A) Paragraph (2) is amended by striking the phrase “fee of \$12” and  
40 inserting the phrase “fee of \$15” in its place.

41 (B) Paragraph (5) is amended by striking the phrase “fee of \$12” and  
42 inserting the phrase “fee of \$15” in its place.

43 (b) Section 3(b) (D.C. Official Code § 50-1501.03(b)) is amended as follows:

44 (1) Paragraph (1)(A) is amended by striking the tabular array and inserting the  
45 following tabular array in its place:

Weight Class Registration Fee	
Class I (3,499 pounds or less)	\$70
Class II (3,500 — 4,999 pounds)	\$175
Class III (5,000 — 5,999 pounds)	\$300
Class IV (6,000 or greater)	\$550 (plus \$75 per each additional 1,000 pounds over 10,000 pounds)
Class V (A new electric vehicle, other than a motorcycle and motorized bicycle, less than 5,000 pounds.) (This provision shall only apply to the first 2 years of the vehicle's registration, after which the vehicle shall be treated as Class I or Class II, whichever is applicable.)	\$40
Class VI (vehicles 3,500 pounds or greater that have been issued a disability license tag by the Department of Motor Vehicles pursuant to 18 DCMR § 2704, if the vehicle weight above 3,499 pounds is due to the accommodation of a disability)	\$70

46  
47 (2) Paragraph (2)(A) is amended by striking the tabular array and inserting the  
48 following tabular array in its place:

Weight Class Registration Fee	
Class I (3,499 pounds or less)	\$115
Class II (3,500 — 4,999 pounds)	\$225
Class III (5,000 — 5,999 pounds)	\$325
Class IV (6,000 — 6,999 pounds)	\$450
Class V (7,000 — 7,999 pounds)	\$700
Class VI (8,000 pounds or greater)	\$800 (plus \$100 per each additional 1,000 pounds over 8,000 pounds)

49

(3) Paragraph (3) is amended by striking the tabular array and inserting the following tabular array in its place:

Weight Class Registration Fee	
Class I (3,499 pounds or less)	\$85
Class II (3,500 — 4,999 pounds)	\$175
Class III (5,000 — 5,999 pounds)	\$275
Class IV (6,000 — 6,999 pounds)	\$400
Class V (7,000 — 7,999 pounds)	\$650
Class VI (8,000 pounds or greater)	\$750 (plus \$75 per each additional 1,000 pounds over 8,000 pounds)

Sec. XXX5. Title 18 of the District of Columbia Municipal Regulations is amended as follows:

(a) Section 411.13(c) (18 DCMR § 411.13(c)) is amended by striking the phrase “fee of ninety eight dollars (\$ 98)” and inserting “fee of one hundred dollars (\$100)” in its place.

(b) Section 2415.3 (18 DCMR § 2415.3) is amended to read as follows:

“2415.3 (a) The fee for a one-year residential permit parking sticker shall be:

“(1) \$55 annually for the first vehicle permitted per legal-mailing address;

“(2) \$80 for the second vehicle permitted per legal-mailing address;

“(3) \$115 for the third vehicle permitted per legal-mailing address; and

“(4) \$175 for any fourth or subsequent vehicle permitted per legal-mailing

address.

(b) Notwithstanding paragraph (a) of this subsection, permits issued to residents sixty-five (65) years of age or older shall be \$35 annually for the first vehicle permitted per legal mailing address.”.

**SUBTITLE [X]. DISTRICT DEPARTMENT OF TRANSPORTATION FEE  
UPDATE.**

Sec. XXX1. Short title

This subtitle may be cited as the “District Department of Transportation Fee Update  
Amendment Act of 2025”.

Sec. XXX2. Section 225.1(b)(2) of Title 24 of the District of Columbia Municipal  
Regulations (24 DCMR § 225.1(b)(2)), is amended as follows:

(a) Sub-subparagraph (D) is amended to read as follows:

(D) Receptacles for construction debris (e.g., Dumpsters™) placed in public space:	Permit Fee Per Month
Month 1	\$75.00
Month 2	\$150.00
Months 3 and 4	\$225.00
Month 5 or more	\$300.00 + \$150.00 for each month beyond Month 5  (e.g., Month 5 = \$300, Month 6 = \$450, Month 7 = \$600, etc.)

(b) Sub-subparagraph (E) is repealed.

**SUBTITLE [X]. SUBJECT-TO-APPROPRIATIONS REPEALER.**

Sec. XXX1. Short title.

This subtitle may be cited as the “Subject-to-Appropriations Repealer Amendment Act of  
2025”.

Sec. XXX2. Section 8 of the Strengthening Traffic Enforcement, Education, and  
Responsibility (“STEER”) Amendment Act of 2024, effective April 20, 2024 (D.C. Law 25-161;  
71 DCR 2248), is amended to read as follows:

“Sec. 8. Applicability.

85           “(a)(1) Section 2 shall apply upon the date of inclusion of its fiscal effect in an approved  
86 budget and financial plan.

87           “(2) The Chief Financial Officer shall certify the date of the inclusion of the fiscal  
88 effect in an approved budget and financial plan, and provide notice to the Budget Director of the  
89 Council of the certification.

90           “(3)(A) The Budget Director shall cause the notice of the certification to be  
91 published in the District of Columbia Register.

92           “(B) The date of publication of the notice of the certification shall not  
93 affect the applicability of section 2.

94           “(b) Sections 3, 4(d) and (f), 5, and 6 shall apply as of January 1, 2027.”.

95           Sec. XXX3. Section 7 of the Public Life and Activity Zones Amendment (“PLAZA”) Act  
96 of 2024, effective March 21, 2025 (D.C. Law 25-312; 72 DCR 1085), is repealed.