
COMMITTEE ON
TRANSPORTATION & THE ENVIRONMENT

MARY M. CHEH, CHAIR

FY 2021 Performance Oversight Questions
Department of Public Works

A. ORGANIZATION AND OPERATIONS

1. Please provide a complete, up-to-date organizational chart for the agency and each division within the agency, including the names and titles of all senior personnel. Please include an explanation of the roles and responsibilities for each division and subdivision within the agency.

Response: See Attachment for Question #1a.

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

Office of the Director (OD) – includes the following divisions:

- *Office of the Director* – provides vision, leadership, direction, and guidance as well as administrative support in maintaining the District of Columbia physical environment including, enforcement of parking rules and regulations; preservation and cleanliness of public space; and maintenance and acquisition of motor vehicle equipment.
- *Human Capital Administration* – provides human resource management services that strengthen individual and organizational performance and enable the agency to attract, develop and retain a well-qualified, diverse workforce.
- *Office of Communications* – provides strategic communications advice in supporting the agency and advancing the mission of the agency and the District of Columbia.
- *Security and Security Administration* -- responsible for the management of the safety, risk management, emergency preparedness, snow coordination and removal, facility maintenance, public space planning and acquisition and disposal of property.

- *Office of Information Technology* – provides and maintains the information technology for all of the department administrations and offices.
- *Office of the General Counsel* – provides legal support and guidance on a wide variety of legal, civil, administrative, personnel matters and labor relations.
- *Office of Waste Diversion* – a policy and planning office that provides advisory services to support integrating sustainability into programs.

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

SWMA includes the following divisions:

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

Parking Enforcement Management Administration (PEMA) – provides on-street parking enforcement services, including ticketing, towing, booting, and removal of abandoned and dangerous vehicles. PEMA includes the following divisions:

- *Parking Enforcement* – provides parking enforcement of the District’s parking regulations to promote vehicular safety and provide smooth traffic flow and increased access to short-term parking at meters and long-term parking on residential streets;
- *Vehicle Immobilization and Towing* – provides reduced parking congestion in the District by facilitating the timely relocation and/or impoundment of illegally parked vehicles from public space; and

- *Abandoned and Junked Vehicles* – provides the oversight of safe streets through the efficient removal of abandoned and dangerous vehicles from public space and nuisance properties within the District; and
- *Customer Service* – responds to requests from constituents 24 hours a day, seven days a week.

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

FMA contains the following divisions:

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

In addition, DPW has separate independent functions provided as follows:

Office of the Chief Financial Officer (OCFO) – OCFO, by way of a dedicated Agency Fiscal Officer and supporting team, operates and maintains a coordinated financial management system to budget, collect, control, and properly account for DPW’s operating and capital funds.

Office of Contracting and Procurement (OCP) – OCP, under the authority of the Chief Procurement Officer, provides contracting services for DPW. OCP has dedicated a Chief Contracting Officer and a team of contracting officers and specialists to assist DPW with all contracting and procurement needs.

- Please include a list of the employees (name and title) for each subdivision and the number of vacant, frozen, and filled positions. For vacant positions, please indicate how long the position has been vacant.

Response: See Attachment for Question #1b.

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

Response: On January 21, 2022, Mayor Bowser appointed DPW Deputy Director Michael Carter as Interim Director of DPW. Two weeks prior, the Mayor withdrew her nomination for then-Acting Director Christine Davis. Ms. Davis returned to her previous role as General Counsel, with Interim General Counsel Camille Glover returning to the Deputy General Counsel position. Daniel McCoy was also appointed Interim Chief Administrative Officer on October 24, 2021 – he previously served as the Deputy Administrator under DPW’s Safety and Security Administration. In the Fleet Management Administration (FMA), DPW experienced two resignations by the Administrator and an Associate Administrator; however, the agency hired Mr. Wesley Thompson II as one of the FMA Associate Administrators.

The agency also hired Blake Adams as the Waste Diversion Program Manager, who had previously served as Acting Program Manager in the Office of Waste Diversion. In alignment with its waste management operations, DPW added a Deputy Administrator position to the Solid Waste Management Administration. Collectively, the agency is actively recruiting and hiring against all vacancies.

2. Please list each **new program** implemented by the agency during FY 2021 and FY 2022, to date. For each initiative please provide:
 - A description of the initiative, including when begun and when completed (or expected to be completed);
 - The funding required to implement the initiative;
 - Any documented results of the initiative.

Response: See below:

- Office of Waste Diversion, FY21, District-wide Tagging Program

Reduces contamination rates in recycling materials; targets 16,000 households comprising of 16 recycling routes with the highest contamination rates

The program is funded via both local and grant funds.

Results:

- In 2017, the District partnered with the Recycling Partnership, a national nonprofit transforming recycling in towns, cities and states all across the country. The Feet on the Street program puts a team of people on the streets of the District to audit residential recycling carts for contamination, provide residents real-time feedback on the quality of their recycling through the “Oops” tags left on the cart if contamination is found, and deliver a broad-based educational campaign across the city to improve recycling outcomes.
- Between 2017 and 2019, DPW has tested and refined the Recycling Partnership’s proven Feet on the Street initiative, which is an education and outreach program providing customized recycling feedback to households. With the support of a \$300,000 grant awarded to the District, DPW re-launched this program with improved messaging, technology, and strategy.
- In 2021, DPW provided personalized recycling feedback at the curb to approximately 20,000 single-family households supported by a citywide “Do Not Bag Recyclables” campaign.
- Along with reaching all DPW households with multiple recycling mailers and approximately 20,000 households with personalized recycling feedback, the District also reduced residential recycling contamination from 33% in 2017 to 11% in 2021.

- Fleet Maintenance Management Administration, FY21, Rapid Preventative Maintenance Shop

Streamlines preventative maintenance for District-wide agency fleet vehicles based on scheduled appointments with a 45-minute turnaround time.

The program is funded via local funds. The Rapid PM, better known as the *While You Wait PM Service* program, started July 29, 2021. The While You Wait PMs completed 21 vehicles in FY 2021. Low participation in the program in FY 2021 was attributable to COVID-19 and employees at certain agencies not being able to be at work. The While You Wait PM service participation for FY 2022 is 33 vehicles to date.

- Parking Enforcement Management Administration, FY22, Alternative 911 Pilot Program

The goal of the pilot is to improve outcomes for residents and communities by diverting 911 calls related to parking violations to DPW's rapid response team.

The program is funded via the American Rescue Plan Act (ARPA) state and local fiscal recovery funds. See below for requests by ward:

Open

Date/Time Opened	Date/Time Closed	Null	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Grand Total
	Remain opened (will investigate)							2	1		3
2021	2021	23	1,427	1,111	496	758	1,334	2,951	828	651	9,579
2022	2022	7	255	159	99	152	214	309	150	175	1,520
Grand Total		30	1,682	1,270	595	910	1,548	3,262	979	826	11,102

Closed

Date/Time Opened	Date/Time Closed	Null	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8	Grand Total
2021	2021	23	1,427	1,111	496	758	1,334	2,951	828	651	9,579
2022	2022	7	255	159	99	152	214	309	150	175	1,520
Grand Total		30	1,682	1,270	595	910	1,548	3,260	978	826	11,099

- Parking Enforcement Management Administration, FY22, Night-time Booting Pilot Program in Central Business District and Entertainment District

Targets high-fine visitors from neighboring jurisdictions who come into the District for night-time entertainment.

The program is funded via local funds.

The pilot booting program is planned for June to September 2022. This timeframe is fluid and will depend on onboarding additional tow staff and adequate lot space.

3. Please provide a complete, up-to-date **position listing** for your agency, ordered by program and activity, and including the following information for each position:
 - Title of position;
 - Name of employee or statement that the position is vacant, unfunded, or proposed;
 - Date employee began in position;

- Salary and fringe benefits (separately), including the specific grade, series, and step of position;
 - Job status (continuing/term/temporary/contract);
 - Whether the position must be filled to comply with federal or local law.
- Please note the date that the information was collected*

Response: See Attachment for Question #3.

4. Does the agency conduct annual **performance evaluations** of all of its employees, and was this done in FY 2021? Who conducts such evaluations? What are they performance measures by which employees are evaluated? What steps are taken to ensure that all agency employees are meeting individual job requirements? What steps are taken when an employee does not meet individual job requirements?

Response: DPW conducts annual performance evaluations based on the guidelines established by the DC Department of Human Resources (DCHR). Evaluations are conducted by supervisory personnel and include both mid-year and annual evaluations. In addition, employees who provide services on a temporary seasonal basis are evaluated, which is then used as a portion of the criteria to be hired in the future. The performance evaluations align with the Strategic Plan of DPW as well as the FY 2021 Performance Plan. Feedback is provided continuously to DPW employees to ensure adherence to performance goals and competencies. However, when an employee does not meet the individual job requirements, DPW complies with the requirements prescribed including, but not limited to, placing employees on performance improvement plans.

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

Response: During FY21, DPW detailed Michael Pickett, Customer Service Representative, to the Department of Employment Services (DOES), effective December 28, 2020, in accordance with the Americans with Disability Act. The projected date of return is yet to be determined.

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

Response: See Attachment for Question #6.

7. Please provide the Committee with:

- A list of all employees who receive cellphones or similar communications devices at agency expense.
 - ◆ Please provide the total cost for mobile communications and devices at the agency for FY 2021 and FY 2022, to date, including equipment and service plans.

Response: See Attachment for Question #7a.

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

Response: See Attachment for Question #7b.

- A list of employee bonuses or special award pay granted in FY 2021 and FY 2022, to date.

Response: During FY 2021 and FY 2022 to date, DPW issued no bonuses or special award payments.

- A list of travel expenses, arranged by employee.

Response: See Attachment for Question #7c.

- A list of the total overtime and worker's compensation payments paid in FY 2021 and FY 2022, to date.

Response: See Attachment for Question #7d.

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

Response: See below.

- Collective Bargaining Agreement between District of Columbia Government and American Federation of Government Employees, Local 631
- Collective Bargaining Agreement between District of Columbia Government and American Federation of Government Employees, Local 1975
- Master Agreement between American Federation of State, County and Municipal Employees, District Council 20, AFL-CIO and District of Columbia Government

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

Response: See below:

- Fleet Management Administration and Office of Administrative Services, AFGE Local 631, October 6, 2009 through September 30, 2013, 86 employees; Barbara Milton, President (AFGE 631), barbara.milton@dcwater.com; BJM1277@aol.com; (202) 236-0500; Address: P.O. Box 54585; Washington, DC 20032-9185
- Parking Management Administration, AFGE Local 1975, November 20, 2007 through September 30, 2010, 303 employees; Stanley Freeman, Interim President as of January 24, 2022, (AFGE 1975); Freeman.EVPres.afgelocal1975@gmail.com; (240) 535-7138; Address: 80 M Street, Washington, DC 20003
- Solid Waste Management Administration, AFSCME Local 2091 (under District Council 20 Master Agreement), October 2006 through September 30, 2010, 550 employees; Kevin Poge, President (AFSCME 2091), kpoge1@gmail.com;
- Office of General Counsel, AFSCME Local 2401 (under District Council 20 Master Agreement), October, 2006 through September, 30, 2010, 1 employee
- Compensation 1 and 2 covers the Fleet Management Administration, Office of Administrative Services, Parking Enforcement Management Administration, and Solid Waste Management Administration bargaining units, October 1, 2017 through September 30, 2021; 934 employees

- Attorney-Advisors, Office of General Counsel, Working Conditions and Compensation Agreements, AFGC Local 1403, October 1, 2017 through September 30, 2020; 1 employee
- Please note if the agency is currently in bargaining and its anticipated completion date.

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

9. Please identify all **electronic databases** maintained by your agency, including the following:

- A detailed description of the information tracked within each system;
- The age of the system and any discussion of substantial upgrades that have been made or are planned to the system;
- Whether the public can be granted access to all or part of each system.

Response: See Attachment for Question #9.

10. Please describe the agency's procedures for investigating allegations of **sexual harassment** or misconduct committed by or against its employees. List and describe any allegations received by the agency in FY 2021 and FY 2022, to date, and whether and how those allegations were resolved.

Response: DPW follows the guidelines set forth in Mayor's Order 2017-313, when responding to sexual harassment complaints. In accordance with Mayor's Order 2017-313, complaints of sexual harassment are referred to the Agency's Sexual Harassment Officer, designated alternate or the General Counsel's office for investigation.

Procedures for Investigating Allegations of Sexual Harassment/Misconduct

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

senior leadership to ensure disciplinary actions and recommendations are acted on.

Employees have the right to EEO counseling of alleged violations of the DC Human Rights Act. EEO counseling is required prior to filing a complaint with OHR, for all allegations except sexual harassment. Employees with sexual harassment allegations may immediately file a complaint with OHR without having to first obtain an exit letter for an EEO Counselor. Regarding disciplinary matters, Chapter 16 of the District Personnel Manual (DPM) or the employee's Collective Bargaining Agreement (CBA), provide for appeals. Chapter 16 of the DPM provides for a grievance process. Employees covered by CBA's follow the negotiated grievance procedure under the CBA or the process detailed Chapter 16.

11. For any **boards or commissions** associated with your agency, please provide a chart listing the following for each member:
- The member's name;
 - Confirmation date;
 - Term expiration date;
 - Whether the member is a District resident or not;
 - Attendance at each meeting in FY 2021 and FY 2022, to date.
 - Please also identify any vacancies.

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

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

Response: Three members of DPW's Safety & Security Administration (SSA) serve on the Mayor's COVID-19 Government Operations Task Force.

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

Response: DPW has live tweeted during several press events, such as our MuralsDC installation unveilings, snow demonstrations, and also during our Solid Waste Education and Enforcement Program blitz.

In the past year, DPW has:

- Increased the number of Twitter and Instagram posts and expanded the agency's range by including more multimedia and videos.
- Experienced a 15% increase in the number of Twitter followers.

- Increased its social media engagement from 2.5 million impressions (2020) to 2.7 million impressions (2021).
- Experienced an increase in the number “DPW Alerts” subscribers by approximately 2,000, resulting in 5,403 new subscriptions.
- DPW revamped its District Snow Team portal modifying how residents and stakeholders can view and track DC snowplows and operational status across the District. The public-facing portal allows residents to see real-time where DC snowplows have traveled throughout the city during pre-treatment and ongoing snow operations. DPW makes this tracking capability available with the use of an automated vehicle locator (AVL) system. DPW continues to improve this portal with feedback from stakeholders and end-users.

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

Response: Residents are encouraged to submit comments through DPW’s “Ask the Director” and the agency’s “Give Us Feedback” links when they visit DPW’s website. Residents are also encouraged to submit correspondence to the agency’s Clearinghouse at clearing.mayor@dc.gov.

We participate in question-and-answer sessions with ANCs and community organizations to solicit feedback. We also participate in EOM/MOCR community walks where we address and review residents’ concerns and issues. In addition, we actively monitor our social media pages and respond to residents directly including asking for additional information to resolve issues.

Resident are invited to communicate with the agency via our social media pages and to leave feedback on DPW’s NextDoor pages.

Last year, DPW Community Affairs sent out 50 email blasts to ANCs to provide information regarding services and support an interactive dialogue. DPW Community Affairs also reaches out to MOCRS and Councilmembers anytime DPW launches a seasonal operational initiative.

DPW’s community affairs specialist also:

- Hosts a weekly call with DC’s Business Interest District leaders each Friday to allow an opportunity to resolve issues so as to maintain continuity.
- Participates in the Bike Lane Advisory Council (which includes cyclists representing each ward) monthly meeting to report out on bike lane cleaning, clearing, safety, continued maintenance and to keep aware of issues that the agency needs to address.

- What is the nature of comments received? Please describe.

Response: The most frequent comments/complaints received last year related to:

1. Illegal Dumping
2. Missed Collections/Public Cans
3. Trash/Recycling Can Replacement/Repair (*litter can delivery was delayed nationally by the manufacturer due to COVID-19*)
4. Parking Enforcement
5. Illegal Dumping

Depending on the season, DPW also experienced a spike in comments regarding:

- Container Repair/Removal
- Premature Bulk and Alley Cleaning 311 service closures.
- Mechanical Street Sweeping (*this service was impacted and hindered due to many residents working from home during the shutdown and not having the ability to move their vehicles.*)

- How has the agency changed its practices as a result of such feedback?

Response:

- DPW meets with the Office of Unified Communications every 3rd Thursday to make certain that both agencies are uniform in responding to residents.
- When it was clear that we would not receive our shipment of Super Cans in a timely fashion, DPW leadership communicated with residents via social media and NextDoor advising residents that, due to the delay, DPW would collect trash from any trash receptacle the resident had or in bags at the normal point of collection. This was a temporary alternative until the Super Cans arrived.
- DPW, based on feedback, has launched various grassroots campaigns, including our public litter can campaign which includes signage on public litter cans, social media messaging and a video. This campaign was also shared with our key external stakeholders including ANCs, Councilmembers, MOCRS, and other community liaisons.

15. What has the agency done to reduce agency **energy use** in FY 2021? Did the agency's energy use increase or decrease in FY 2021? Please identify how much energy use increased or decreased in terms of kWh and therms, and what percentage increase/decrease that is compared to FY 2019.

Response: See Attachment for Question #15.

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

Response: See below.

Number of Employees Hired in FY 2021 and FY 2022, to date

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	19	11
Term	6	6
Temporary	413	364
Contract	6	n/a

17. Please provide the agency's FY 2021 Performance Accountability Report.

Response: See Attachment for Question #17.

B. BUDGET AND FINANCE

18. Please provide a chart showing the agency's **approved budget and actual spending**, by division, for FY 2021 and FY 2022, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures for each program and activity code.

Response: See Attachment for Question #18.

19. Please list any **reprogrammings**, in, out, or within, related to FY 2021 or FY 2022 funds. For each reprogramming, please list:

- The reprogramming number;
- The total amount of the reprogramming and the funding source (i.e., local, federal, SPR);
- The sending or receiving agency name, if applicable;
- The original purposes for which the funds were dedicated;
- The reprogrammed use of funds.
- The Mayor is currently planning a reprogramming of FY 2022 funds; what funds, if any, will come from or go to DPW or DPW projects?

Response: See Attachment for Question #19.

20. Please provide a complete accounting for all **intra-District transfers** received by or transferred from the agency during FY 2021 and FY 2022, to date, including:

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

Response: See Attachment for Question #20.

21. Please provide a list of all **MOUs** in place during FY 2021 and FY 2022, to date, that are not listed in response to the question above.

Response: See Attachments for Questions #21a and #21b.

22. Please identify any **special purpose revenue accounts** maintained by, used by, or available for use by your agency during FY 2021 and FY 2022, to date. For each account, please list the following:

- The revenue source name and code;
- The source of funding;
- A description of the program that generates the funds;
- The amount of funds generated by each source or program in FY 2021 and FY 2022, to date;
- Expenditures of funds, including the purpose of each expenditure, for FY 2021 and FY 2022, to date.

Response: See Attachment for Question #22.

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

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

Response: See Attachment for Question #23.

24. Please provide a complete accounting of all **federal grants** received for FY 2021 and FY 2022, to date, including the amount, the purpose for which the funds

were granted, whether those purposes were achieved and, for FY 2021, the amount of any unspent funds that did not carry over.

Response: DPW did not receive any federal funding in FY 2021. In FY 2022 to date, DPW received \$6,189,790 in ARPA funding for the agency's Employment Program (\$5,344,070 and 82.5 FTEs) and the Parking Capacity Program (\$845,720 and 10 FTEs). Year-to-date, DPW has not expended any funding for either of these projects.

25. Please list each contract, procurement, lease, and grant ("**contract**") awarded, entered into, extended and option years exercised, by your agency during FY 2021 and FY 2022, to date. For each contract, please provide the following information, where applicable:

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

Response: See Attachment for Question #25.

26. Please provide the details of any **surplus** in the agency's budget for FY 2021, including:

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

Response: DPW had a local surplus of \$233,295.67. This surplus was caused by DPW receiving federal reimbursement for special events after the fiscal year had ended. Therefore, the agency did not have the ability to spend this funding reimbursement.

C. LAWS, AUDITS, AND STUDIES

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

Response: The agency does not currently have sufficient resources to implement the following requirements in the Zero Waste Omnibus Amendment Act of 2020 that:

- Multi-family dwellings with 80 or more units, commercial buildings with 10 or more units, and businesses or nonprofit organizations with 101 or more employees shall submit a source separation plan to the Mayor;
- The Mayor shall establish a collection point in the District for waste collectors to bring source-separated glass for transfer to a glass recycling facility – (DPW has indicated that such a location would be included in the redesign plan at the Benning Road Transfer Station); and
- The Mayor shall develop a training and outreach program on proper source separation and waste reduction for janitorial staff and property managers at private collection properties, including District facilities and agencies, multifamily properties, and commercial properties. (DPW has a position that was created to implement this requirement, and the position description (PD) is with DCHR awaiting certification.)

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

Response: None.

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

Response:

a. PEMA

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

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

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

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

b. SWMA

DCMR Title 21 Chapter –Solid Waste Control

700 – General Provisions (December 22, 2017)

701 – Handbills, Leaflets and Flyers (February 17, 1978)

702 – Removal of Refuse from Public Space Adjacent to Private Property

(August 14, 1987)

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

DCMR Title 21 Chapter 8—Solid Waste Container Specifications

- 806 – Containerization Systems (January 5, 1979)

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

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

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

DCMR Title 24 Chapter 9—Animal Control

- 900 – Dogs (October 14, 2005)

DCMR Title 24 Chapter 10—Deposits on Public Space

- 1000 – Prohibited Deposits: General Provisions (June 30, 1989)
- 1001 – Excavation and Construction
- 1002 – Vacant Lots and Open Spaces (July 7, 1989)
- 1008 – Paper, Handbills, Circulars, and Advertising Material (May, 1981)
- 1009 – Public Waste Receptacles (July 7, 1989)

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

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

30. Please explain the impact on your agency of any **federal legislation or regulations** adopted during FY 2021 that significantly affect agency operations or resources.

Response: See response to Question #24.

31. Please provide a list of all **MOUs** in place during FY 2021.

Response: See response to Question #21.

32. Please provide a list of all studies, research papers, and analyses (“**studies**”) the agency requested, prepared, or contracted for during FY 2021 and FY 2022, to date. Please state the status and purpose of each study.

Response:

- Sustainability Assessment of Disposal Options waste disposal study (complete);

To assess the environmental, social and economic impacts that waste disposal at the District’s waste-to-energy provider, Covanta Fairfax, has as compared to two District-used landfills.

- 2021 Waste Characterization Study (complete);

To provide the data and information to the District’s waste diversion partners and stakeholders to support a productive collaboration toward meeting our waste diversion goals.

- CY 2018 Annual Waste Diversion Report (complete):

To provide the information needed to the District’s waste diversion partners and stakeholders to support a productive collaboration toward meeting our waste diversion goals. The report fulfills the 2018 Solid Waste Diversion Update reporting requirements of the Sustainable Solid Waste Management Amendment Act of 2014.

- Zero Waste DC Plan (in progress):

DPW will soon issue a solicitation to hire a consultant to assist in the development of the required Zero Waste DC Plan.

- Organics Waste Management Plan (in progress):

DPW will soon issue a solicitation to hire a consultant to assist in the development of the required Organics Management Plan.

33. Please list and describe any ongoing **investigations**, audits, or reports on your agency or any employee of your agency, or any investigations, studies, audits, or reports on your agency or any employee of your agency that were completed during FY 2021 and FY 2022, to date.

Response: None.

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

Response: None.

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

Response:

- | | |
|---|-----------------------------------|
| ▪ Vehicle Inventory requirement was met | D.C. Official Code § 50-204 |
| ▪ Annual FOIA Report requirement was met | D.C. Official Code § 2-538(a) |
| ▪ Annual Waste Diversion Report requirement was met | D.C. Official Code § 8-1031.13(a) |
| ▪ Waste Characterization Study requirement was met | D.C. Official Code § 8-1031.13(b) |

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

Response: See Attachment for Questions #36 and 37.

37. Please list all **settlements** entered into by the agency or by the District on behalf of the agency in FY 2021 and FY 2022, to date, including any covered by D.C. Code § 2-402(a)(3), and provide the parties' names, the amount of the settlement, and if related to litigation, the case name and a brief description of the case. If unrelated to litigation, please describe the underlying issue or reason for the settlement (e.g. administrative complaint, etc.).

Response: See Attachment for Questions #36 and 37.

38. Please list any **administrative complaints or grievances** that the agency received in FY 2021 and FY 2022, to date, broken down by source. Please describe the process utilized to respond to any complaints and grievances received and any changes to agency policies or procedures that have resulted from complaints or grievances received. For any complaints or grievances that were resolved in FY 2021 and FY 2022, to date, describe the resolution.

Response: See the chart below:

Month and Year	Type	Description	Resolution
October 2020	Misconduct	Threatening language and verbal assault	Complaint substantiated; disciplinary action pending.
October 2020	Grievance	Agency allegedly failed to promote	Grievance not substantiated; relief denied.
November 2020	Grievance	Agency allegedly provided unlawful instructions to employees	Grievance not substantiated; relief denied.

November 2020	Grievance	Agency allegedly disclosed employeemedical information	Grievance not substantiated; relief denied.
December 2020	Harassment; Discrimination;and Misconduct	Severe Punishment; Age discrimination; and Unfair allocation of overtime	Investigation pending.
December 2020	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.
January 2021	Misconduct	Fighting	Disciplinary action taken.
February 2021	Grievance	Employee alleged Agency violated a CBA article and filed grievance	Grievance not substantiated; relief denied.
May 2021	Grievance/Misconduct	Alleged improper supervision of employees by supervisor/Agency	Grievance substantiated in part/denied in part; partial relief granted.
May 2021	Grievance	Allegedly improper Discipline by Agency	Grievance denied; relief partially granted.
June 2021	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.

June 2021	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.
June 2021	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.
June 2021	Grievance	Allegedly improper Discipline by Agency	Grievance substantiated; relief granted.
June 2021	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.
July 2021	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.
July 2021	Grievance	Allegedly improper leave application	Grievance not substantiated; relief denied.
August 2021	Grievance	Employee alleged Agency violated a CBA article and filed grievance	Grievance not substantiated; relief denied.
August 2021	Grievance	Employee alleged Agency violated DPM; filed grievance	Grievance not substantiated; relief denied.

August 2021	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.
September 2021	Grievance	Allegedly improper Discipline by Agency	Grievance not substantiated; relief denied.
October 2021	Grievance	Employee alleged Agency violated a past practice and filed grievance	Grievance substantiated in part/denied in part; partial relief granted.
November 2021	Grievance	Alleged improper supervision of employee by supervisor/Agency	Grievance substantiated in part/denied in part; partial relief granted.
November 2021	Grievance	Allegedly improper Discipline by Agency	Grievance substantiated; relief granted.
December 2021	Grievance	Group grievance alleging improper AWOL	Grievance not substantiated; relief denied.
January 2022	Grievance	Allegedly improper Discipline by Agency	Pending.

D. EQUITY

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

Response: DPW provides District-wide services without prejudice for demographics or location. The agency's operational footprint demonstrates our commitment to all District residents; however, the agency's senior leadership

has recently participated in Racial Equity training on January 26, 2022, to educate and bolster dismantling racial inequities, and build capacity in using racial equity tools that are essential to advancing racial equity across departmental policies, programs, and practices. DPW leadership has already engaged the Office of Racial Equity (ORE) to assess equity in service requests and is planning to use ORE's equity toolset to assess equity and address any identified inequities.

- What were the results of any such assessments in FY 2021?

Response: DPW did not conduct such assessments in FY21. The agency will begin this assessment in FY22, Q23, and continue to integrate assessments into daily administrative functions and operations.

- What changes did the agency make in FY 2021 and FY 2022, to date, or does the agency plan to make in FY 2022 and beyond, to address identified inequities in access to programs and services?

Response: DPW did not conduct such assessments in FY21. The agency will begin this assessment in FY22, Q23, and continue to integrate assessments into daily administrative functions and operations.

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

Response: In FY22, Q2, DPW will begin to collect and analyze racial/ethnic and socioeconomic data to further prioritize and develop criteria for resource allocation to assist with future fiscal year budgeting. This data will help the agency to identify any racial or ethnic inequities in the services we provide to District residents.

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

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

Response: A racial equity policy is currently in the process of being drafted by the agency.

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

Response: See Attachment for Question #41.

a. How was the policy formulated?

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

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

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

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

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

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

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

E. PUBLIC HEALTH EMERGENCY

42. Please give an overview of any initiatives the agency initiated in FY 2021 and FY 2022, to date, in response to the pandemic.

Response: In FY 2021, DPW acquired apparatus to disinfect DPW worksites where COVID-19 exposures had occurred and trained staff in its use. In FY 2020, we first used similar equipment to disinfect our trucks between uses, which contributed to a safer work environment for sanitation, parking enforcement and fleet management drivers and their crews.

The Safety & Security Administration (SSA) delivered 50,000 test kits to schools in December and another 30,000 in January. More than 100,000 test kits were assembled by the SSA Logistics Team in support of the Department of Health.

43. How were agency operations been affected by COVID-19 in FY 2021?

Response: In FY21, DPW expanded its operational footprint in the District, providing logistics and warehouse support to District's COVID-19 response and the Health & Medical Branch. In addition to the agency's COVID-19 response activities, DPW maintained fleet, parking enforcement, and solid waste management operations despite increased positive COVID-19 cases and increased exposure throughout the workforce. The agency was subject to heightened protocol measures, including social distancing and reducing staffing per shifts. As such, the agency did not meet all of its target key performance indicator goals including the following:

- Percent of residential recycling collection routes completed on scheduled day
- Percent of residential trash collection routes completed on the scheduled day
- Percent of Alley Cleaning Service Requests Completed within Service Level Agreement
- Residential Diversion Rate (percent of solid waste recycled, composted, and reused)
- Percent of light vehicle maintenance completed within 48 hours
- Parking Enforcement was reduced/suspended per the Mayor's Public Health Emergency, Mayor's Order 2020-45, 2020-46.

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

Response: DPW currently has 1.23% of personnel teleworking.

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

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

46. What agency programs and services have been impacted by revenue loss during the FY 2021 and FY 2022, to date, if any?

Response: The agency has been negatively impacted by revenue loss with regard to the hauling and disposal of trash along with the disposal operations at the transfer stations.

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

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

48. How much federal stimulus relief was directed to the agency during FY 2021 and FY 2022, to date, and for what purposes was it used? Is the agency anticipating any funding from the most recent infrastructure bill, and how will that be factored into the upcoming budget submission or supplemental?

Response: See response to Question #24.

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

Response: See response to Question #24.

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

Response: DPW has not reduced any services, programs, or staffing from FY21 to the present.

F. PROGRAM-SPECIFIC QUESTIONS

I. Solid Waste Management

51. Please provide the amount of waste and recyclables collected by DPW by type (i.e. household waste, household recycling, bulk trash, electronic waste, hazardous waste, document shredding, etc.) in FY 2020, FY 2021, and FY 2022, to date.

Response: See the chart below:

FY	Trash	Recycling	Bulk	E-waste	Household Haz. Waste	Shredding
2020	99,067.42	27,755.55	2,413.04	70.03	70.49	150.8
2021	96,109.65	26,163.96	1,803.06	88.1	98.03	153

2022 (to date)	26,264.28	6,037.52	396.34	27.3	4.91	31.23
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Note: All figures in tons. FY22 E-waste and shredding numbers are for FY22 Q1 only.

52. Please provide the amount of waste processed at the District transfer stations in FY 2019, FY 2020, FY 2021, and FY 2022, to date, broken down by SWMA, Republic, Waste Management, and full freight haulers.

Response: See the chart below:

FY	SWMA	Republic	Waste Management	Full Freight Haulers
2019	153,954.69	124,688.31	102,333.16	128,868.13
2020	154,605.78	102,979.57	91,487.62	122,729.39
2021	158,000.9	70,692.65	67,521.63	72,381.48
2022 (to date)	43,745.24	19,320.65	12,098.38	16,606.87

53. DPW’s budget for FY 2022 includes a significant investment in infrastructure improvements and major equipment replacement at the Benning Road transfer station.

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

Response: Due to the fire event in July 2021, DPW’s intent for infrastructure improvement and equipment replacement immediately transitioned to a complete demolition of the existing facility, remediation in alignment with environmental concerns, and construction of a new waste facility and zero waste campus. DPW is collaborating with the Office of Risk Management on the insurance claim and simultaneously developing a comprehensive scope of work for construction management services in the design-build delivery of construction services. Once DPW has awarded the construction management contract, the agency will provide all stakeholders with a comprehensive construction scope of work and project timeline:

- Construction management solicitation within the next 30 – 45 days
- Design/build solicitation for demolition, remediation, and construction within 180 days
- Demolition FY23, Q1
- Remediation FY23, TBD
- Construction FY24, TBD

- At the end of FY 2021, how much tonnage of waste as the Benning Road transfer station handling on a monthly basis. Will the Fort Totten Transfer Station be able to handle the redirected waste stream?

Response:

Tonnage at the Benning Road transfer station was dramatically reduced both early and late in FY21. At the beginning of the fiscal year, the tipping floor and loading chutes were damaged due to wear and tear, and most inbound waste haulers were rerouted to the Fort Totten transfer station.

In April 2021, the tipping floor and chutes at Benning Road were repaired, and traffic returned to normal. In July 2021, Benning Road experienced a 2-day fire that forced the closure of the entire facility. This closure required a rerouting of all traffic to Fort Totten again. Benning Road accepted no material from the date of the fire in July until November 1, 2021, when it then became a drop-off point for DPW’s leaf collection program. In early January 2022, Benning Road began the intake of Christmas trees and holiday greenery via DPW’s holiday tree collection effort.

Thus far, the Fort Totten Transfer Station has been able to manage the overflow from the Benning Road closure, in part due to an overall reduction in inbound solid waste

Also, see the chart below:

Benning Road FY 21	Inbound Tons
October 2020	18,734
November 2020	11,826
December 2020	2,834
January 2021	2,327
February 2021	1,907
March 2021	5,154
April 2021	13,336
May 2021	13,186
June 2021	17,206
July 2021	13,010
August 2021	0
September 2021	0

- Will DPW be seeking any additional funding in FY 2022 for this modernization project?

Response: No, DPW will not be seeking additional funding in FY22 for the modernization project. We believe current funding levels are sufficient.

54. DPW has shared with the Committee that the renovated Benning Road transfer station will have an expanded footprint, and potentially offer additional services.

- How much larger does DPW anticipate the renovated transfer station will be, compared to its current size? What percentage of the District-owned lot does the current transfer station take up? How much of the lot will remain unimproved?

Response: We do not know how much larger the new waste center will be; however, our goal is to maximize the available space to allow for maximum waste capacity and operations. The information we have, however, is that the site footprint at Benning Road has a total of approximately 224,000 square feet and the building footprint is approximately 80,000 square feet.

- What other services is DPW planning for the Benning Road site?

Response: Upon contract award for a construction management (CM) firm, DPW will work with the CM vendor to develop a comprehensive zero waste campus inclusive of a modernized waste center featuring solid waste transfer and processing area, household hazardous waste and recycling/processing, source separating, and leaf and yard waste storage. The zero waste campus will include residential drop-off services, renewable power generation, stormwater pollution prevention, climate resilient infrastructure, flexible and resilient operations, and odor, noise and air quality controls. Other design considerations include a Center for Hard-to-Recycle Materials (CHaRM).

55. How have the improvements at the Fort Totten Transfer Station improved efficiency and reduced costs?

Response: The tipping floor repairs, new grapplers, scale replacements, and Administration building renovations at Fort Totten contributed immensely to reducing downtime at the facility. The grapplers have improved loading time and efficiency, allowing us to move trash in and out the door quicker. More importantly, the seamless consolidation of operations at Fort Totten after the fire at Benning Road would not have been possible without the renovations.

56. In 2020, the Council passed legislation introduced by the Mayor that would authorize the acquisition, through eminent domain, of a private trash transfer station on W Street NE. The Committee has received reports that this transfer station processes 1,500 tons of waste per day, more than the amount processed

at the Fort Totten and Benning Road public transfer stations combined. DPW has stated that if the public transfer stations cannot handle the influx of solid waste upon closure of W Street, it would direct haulers to seek alternative disposal locations.

- What are those locations? Please provide the Committee with the list the agency would provide to a hauler requesting an alternative site.

Response: Other than the W Street NE site, the only known District facility that could act as an alternate disposal site for haulers is the Waste Management Transfer Station at 2160 Queens Chapel Road NE.

- Does DPW have data on the amount of waste these sites can process each day? If so, please provide that information to the Committee.

Response: DPW does not possess any throughput data from either the W Street NE or the Waste Management sites.

57. What was the cost to the District to dispose of one ton of household waste, household recycling, bulk trash, e-waste, and hazardous waste in FY 2019, FY 2020, FY 2021, and FY 2022, to date? Please break down any component parts included in the cost estimates (collection, transportation, disposal fees, etc.).

Response: See the chart below:

Material Type	FY 19	FY 20	FY 21	FY 22 (to date)
Household waste	Hauling per ton = \$17.50/\$16.42 Disposal per ton = \$35.51/\$36.11 Collect. cost per ton = \$168	Hauling per ton = \$16.42 Disposal per ton = \$36.11/\$36.76 Collect. cost per ton = \$164.09	Hauling per ton = \$16.42 Disposal per ton = \$36.76/\$37.68 Collect. cost per ton = \$192.14	Hauling per ton = \$36.36 Disposal per ton = \$37.68 Collect. cost per ton = \$191.56
Household recycling	Haul/Process a ton = \$101.28 Collect. cost per ton = \$298	Haul/Process a ton = Collect. cost per ton = \$288.48	Haul/Process a ton = Collect. cost per ton = \$301.88	Haul/Process a ton = Collect. cost per ton = \$388.41
Bulk trash	Hauling per ton = \$17.50/\$16.42 Disposal per ton = \$35.51/\$36.11 Collect. cost per ton = \$684	Hauling per ton = \$16.42 Disposal per ton = \$36.11/\$36.76 Collect. cost per ton = \$571.03	Hauling per ton = \$16.42 Disposal per ton = \$36.76/\$37.68 Collect. cost per ton = \$650.95	Hauling per ton = \$36.36 Disposal per ton = \$37.68 Collect. cost per ton = \$866.19
E-waste	A new vendor was hired to service DPW	Total vendor program costs (labor, transport,	Total vendor program costs (labor, transport,	Total vendor program costs (labor, transport,

	beginning 2/10/19. Total vendor program costs (labor, transport, disposal) for FY19 (from 2/10/19 to 10/1/19) was \$13,829.75	disposal) for FY20 were \$ 106,177.00	disposal) for FY21 were \$ 113,169.00	disposal) for FY22 (to date) are \$32,767.50
Hazardous waste	Total vendor program costs (labor, transport, disposal) for FY19 were \$137,219.58	Total vendor program costs (labor, transport, disposal) for FY20 were \$135,728.01	Total vendor program costs (labor, transport, disposal) for FY21 were \$269,746.35	Total vendor program costs (labor, transport, disposal) for FY22 (to date) are \$70,512.87

58. Please list the number of citations DPW issued for solid waste violations by type in FY 2020, FY 2021, and FY 2022, to date.

Response: See Attachment for Question #58.

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

Response: DPW is working in conjunction with the Department of Consumer and Regulatory Affairs (DCRA) to maintain an active up-to-date list of private solid waste haulers that are legally licensed to conduct business in the District. The list is updated annually in the fall. To assure their compliance with District law, DPW uses its Solid Waste Inspection Team to monitor and follow up on noncompliance complaints from residents and DPW’s Office of Waste Diversion (OWD). Citations are issued as required.

- How many FTEs are assigned to track and enforce compliance with these requirements?

Response: Although there are currently no FTEs assigned to monitor private waste haulers, DPW’s three (3) Environmental Crimes investigators and twenty-two (22) Solid Waste Inspections team inspectors can track and enforce compliance until other FTEs are able to be hired.

- How many citations or notices of infraction were issued by DPW in FY 2021 and FY 2022, to date, under this section.

Response: See the chart below:

Fiscal Year	Total	Reason
FY2021	24	Failure to have solid waste/recycling license
FY2022	0	Failure to have solid waste/recycling license

60. Please list the recycling diversion rates at DPW collection properties for FY 2019, FY 2020, FY 2021, and FY 2022, to date. Please explain any changes to the diversion rates.

Response:

FY 19 = 25.1% recycling diversion rate

FY 20 = 25.0% recycling diversion rate

FY 21 = 23.9% recycling diversion rate

FY 22 data is not yet available.

With respect to any such changes to the diversion rates, the COVID-19 pandemic which occurred in FY 20 and FY 21 disrupted residential solid waste generation, and also limited the public's ability to participate in certain material drop-off events.

61. Please provide the following data for the Solid Waste Management Division for FY 2019, FY 2020, FY 2021, and FY 2022, to date:

- The number of temporary employees hired;

Response: 881

- The number of temporary employees converted to term employees;

Response: 9

- The number of term employees converted to full time employees.

Response: 6

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

- DPW has informed the Committee that these staff will be hired after the end of leaf season. What is the status of hiring for these employees? How many of

these new, full-time staff were part of DPW's existing part-time staff this fall?

Response: Leaf season sanitation worker participants were extended until January 29, 2022. Therefore, DPW is currently concluding the evaluative process to determine the sanitation workers receiving the term appointments.

A total of 74 BBDC participants were hired for leaf season (sixty-seven Sanitation Workers (SWs), five Motor Vehicle Operators (MVOs) and two clerks). Assessments for the MVOs and clerks will be conducted at a later date, as the not-to-exceed (NTE) dates for those employees is March 31, 2022. Additionally, through DPW's partnership with the Department of Employment Services (DOES), Project Empowerment (PE) program, six BBDC participants were assigned to leaf season and would be eligible to receive the thirteen-month term appointment.

- Seventy-five of these staff are classified as sanitation workers. What exactly will these staffers be doing?

Response: Please see the response above. These SWs will be assigned to solid waste management and waste diversion operations, including yard waste collection, holiday tree collection, public space maintenance, trash and recycling collections, alley and street cleaning, and the household hazardous waste program.

- Does DPW intend to fund these staffers beyond the expiration of the ARPA funds in FY 2025, or are these all term workers?

Responses: These positions are all term-funded positions through 2025. If funding is made available, DPW would consider extending them past the funding expiration. However, they are currently only funded through 2025 and are term positions.

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

- How many solid waste collectors registered and reported the necessary information in FY 2020, FY 2021, and FY 2022, to date? Has DPW now made this information available to the public?

Response:

Calendar Year 2020

- 109 haulers/landscapers have registered for CY20
- 98 Companies have reported for CY19

Calendar Year 2021

- 117 haulers/landscapers have registered for CY21
- 95 Companies have reported CY20

Calendar Year 2021 – DPW just recently launched a new registration/reporting effort, and no data is available yet.

This information is provided in the Annual Waste Diversion Reports. CY 2020 data has yet to be released.

- In the FY 2019 oversight responses, DPW stated that the registration rate had increased from 24% to 60%, a significant improvement but still far short of full compliance. What is the current registration?

Response: For calendar year 2020, we have obtained registration from 109 haulers and landscapers. For calendar year 2021, we have obtained registration from 117 haulers and landscapers. The total number of solid waste collectors operating in the District is constantly changing and, therefore, the exact figure is not known. However, based on the data we have, compliance in calendar year 2021 was roughly 87%.

- Did DPW resume enforcement of the registration and reporting requirements in FY 2021? If so, how many warnings did SWEEP issue during FY 2021? How many notices of violation? If not, when will enforcement begin again?

Response: In FY 2021 SWEEP/OWD investigated and enforced, when necessary, violations of private hauler registration and reporting requirements. As the direct result said enforcement:

- 23 citations were issued for Failure to have a valid recycling registration (XR 990)
 - 1 citation for failure to have a valid solid waste collector's registration (XR 9910)
 - 13 citations issued for failure to provide quarterly reports (XR 992)
 - 5 citations issued for failure to provide annual reports by the deadline. (XR 9912)
- Citations issued for violation of XR 990 and XR 9910 were issued based on observations thus no warning citations on file.

- Citations issued based on violation of XR 992 and XR 9912 based on regulation and a citation is issued based on the breach of an administrative regulatory required. No warning ticket on file.

64. What is the current status of the District’s contract to process recycling, since the previous contract expired on August 31, 2021?

Response: The existing contract is extended through April 30, 2022. The RFP that would result in a new contract is under evaluation. The solicitation will be awarded upon Council approval.

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

Response: DPW is considering a range of design options for the modernized Benning Road transfer station, including a dedicated floor for sorting and processing recyclables and for organics pre-processing.

65. Please provide the District’s hauling, disposal, and transfer costs per ton for FY 2021, broken down by “full freight,” SWMA, recycling, and settlement agreement companies, and provide the calculations behind each figure.

Response: See below.

Hauling Group	FY 2021 Transfer Costs	FY 2021 Hauling Costs	FY 2021 Disposal Costs
SWMA	No charge	\$16.42 ¹	\$36.76/\$37.68 ²
Recycling	\$31.59 ³		
Republic	\$8.66/\$10.00 ⁴	No cost to the District ⁵	No cost to the District ⁶
Waste Management	\$8.66 ⁷	No cost to the District ⁸	No cost to the District ⁹
Full Freight haulers	\$70.62	\$16.42 ¹⁰	\$36.76/\$37.68 ¹¹

¹ Plus/minus variations in fuel rates in any week there is a change in U.S. Dept. of Energy low sulfur diesel fuel prices

² Allowable CPI increases per the contract

³ A flat fee of \$7.89 was charged for loads 500 lbs. or less

⁴ Settlement agreement rate. Became \$10 on January 1, 2021

⁵ Republic provides, per the Settlement Agreement, their own hauling (at no cost to the District)

⁶ Republic provides, per the Settlement Agreement, their own disposal (at no cost to the District)

⁷ Settlement agreement rate

⁸ Waste Management provides, per the Settlement Agreement, their own hauling (at no cost to the District)

⁹ Waste Management provides, per the Settlement Agreement, their own disposal (at no cost to the District)

¹⁰ Plus/minus variations in fuel rates in any week there is a change in U.S. Dept. of Energy low sulfur diesel fuel prices

¹¹ Allowable CPI increases per the contract

66. The District is currently operating under settlement agreements with Waste Management and BFI/Republic that allow these parties to transfer waste at the District transfer stations for around \$10/ton. This comes at significant cost to the District; according to DPW calculations, the cost to the District to transfer waste and recycling is \$23.26/ton. DPW has informed the Committee that these settlement agreements will be in effect until 2023.

- What is the status of DPW's plans to revisit these settlement agreements? When in 2022 will DPW begin renegotiations?

Response: DPW will begin renegotiations in the first half of CY 2022.

- How much money did we lose in FY 2021 due to the low transfer fees under the settlement agreements?

Response: Based on the Profit-Loss Statement created by the DPW OCFO, DPW lost \$1,029,316.54. This analysis looks solely at the tonnage dropped off at the transfer stations and is short-sighted because it is hard to actually measure the time staff spends with settlement trash versus normal trash streams into the transfer stations.

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

Response: DPW does not have any plans at this time to rebid this contract. The agency is currently in the process of submitting a six-month extension for this contract during which we will consider the best path forward on the District's waste disposal.

- Why wasn't this contract rebid during 2021, despite the Committee's directions to DPW to do so or risk disapproval of the contract's renewal in 2022?

Response: DPW did not competitively bid out this contract because we were awaiting completion of the waste-to-energy versus landfill study (waste disposal study) requested by the Council with respect to analysis of the costs and benefits of various options regarding disposal of the District's solid waste.

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

Response: See the chart below:

Fund Title	FY2021 Revenues	FY2022 Revenues	Variance	% Change
<i>Waste Diversion Fund</i>	63,192.39	33,008.48	-30,183.91	-47.8
<i>Solid Waste Disposal Fund</i>	1,341,815.20	712,552.26	-629,262.94	-44.9
TOTALS	1,405,007.59	745,560.74	-659,446.85	-46.93

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

Response: DPW's role is specific to its core function – we clean, power wash, and remove accumulated trash and debris from encampment locations. In addition, DPW empties trash cans placed at the sites regularly. All homeless encampments are different – our smallest ones just use a crew with a packer and sweeper. We also have others that require 2-3 crews with a Bobcat or front-end loader. If we use a front-end loader, we bring a roll off box to load up.

During Spring and Summer, we clean three times a week at different locations. We have a seven-person crew to collect only trash at certain locations every day.

II. Waste Diversion

70. During FY 2021, the Office of Waste Diversion lost several key staff, including the Office Director.

Response: OWD lost one program analyst in FY 21. OWD lost two additional program analysts in early FY 22.

- What is the status of DPW's search for a Director of the Office of Waste Diversion?

Response: There is no such search. Blake Adams is Manager of the Office of the Waste Diversion.

- How many vacancies are there current in the Office?

Response: 6

- Out of how many staff?

Response: 9

- What is the agency's hiring plan for these vacancies?

Response: We are on track to fill all six vacancies by early summer. Three positions have been recertified and are now approved for posting by DCHR. We anticipate advertising these positions this week. Two other positions are currently undergoing certification with DCHR, but we expect them to be approved soon for posting in March. One remaining position is being developed prior to the certification with DCHR, and DPW expects to submit that to DCHR within the next few weeks.

- How is DPW actively recruiting top-level staff knowledgeable in waste diversion and sustainability matters for these positions?

Response: DPW has taken a slow and steady approach with the hiring process in order to restructure the organizational chart of the Office of Waste Diversion and develop new and unique, program-specific positions descriptions based on the required tasks and responsibilities of the positions to be advertised. DPW expects to conduct a nationwide search for talented and experienced sustainability professionals and will look to share the opportunities within a wide network of colleges and universities.

71. The Solid Waste Diversion Fund required by the Sustainable Solid Waste Management Amendment Act of 2014 was created in February 2019 and started receiving revenue on March 1, 2019. Please describe how these funds were used and how much was spent during FY 2021 and FY 2022, to date.

Response: In FY 2021, DPW spent \$213,941.91, with \$202,556.10 (or 94.67%) going towards Food Waste Drop-Off program services and \$11,385.81 (or 5.32%) going towards consulting services. In FY 2022, to date, DPW has spent \$40,049 on printing and mailing services.

72. In March 2021, DPW submitted the Solid Waste Diversion Progress Report for 2018, a report that is required to be submitted annually; this is a three-year delay in issuing the report. In DPW's FY 2020 performance oversight responses, the agency noted that it intends to issue future reports more regularly, and in October.

- Will the 2019 Report be issued in March 2022, October 2022, or some other date? Is DPW still committed to releasing these reports in October, despite not issuing a report in October 2021?

Response: Enforcement for Calendar Year 2020 was delayed and was completed by August 2021. Furthermore, office vacancies have caused additional delays. One of the new OWD hires will be a dedicated staff person focused just on data collection and reporting. This should further improve the

agency's ability to organize massive and disconnected solid waste data sets in a timely manner, through heightened data automation. DPW is committed to submitting the CY 19 and CY 20 reports together by October 2022.

- DPW has stated that previous delays in issuing this report are due to waiting for the Waste Characterization Study, which was submitted in late 2020. Since that study is now complete, what is preventing DPW from issuing the 2019, 2020, and 2021 reports during FY 2022?

Response: See the response above.

73. The District's Solid Waste Diversion Progress Report for 2018 states that the citywide waste diversion rate for 2018 is 16.11%, significantly lower than the residential diversion rate of 25.24%.

- What accounts for this difference? What are the diversion rates for (1) businesses, (2) governmental operations, and (3) any other relevant types of properties?

Response: DPW does not currently track the waste diversion performance of granular sectors of the business community and/or other relevant types of properties. As for the governmental operations metric, please see the response below.

- The FY 2017 report included a metric for government operations waste diversion. Why was this metric dropped from the 2018 report? Can it be included in future reports? Could business owners and other property types be included?

Response: The government operations waste diversion rate is not a useful metric for tracking citywide waste diversion progress and will not be included in future reports. Further granularity for reporting, such as specific metrics for business or property types, is not possible at this time.

- Why is this report now covering a calendar year, when all prior reports covered a given fiscal year? This shift means data from October 1, 2017 through December 31, 2017 is not accounted for in any report.

Response: Shifting to a calendar year reporting model for solid waste data will greatly improve the consistency of this annual report and better align with neighboring jurisdictions' reporting timelines and those of established District programs and initiatives.

- Please provide the residential and citywide waste diversion rates, citywide solid waste stream tonnage, and per capita waste generation rate for those months.

Response: The citywide waste diversion rate and per capita waste generation rate cannot be calculated for a three-month period. The most up-to-date estimate of the citywide waste diversion rate is 16.11%.

The FY 2018 residential diversion rate, which included those three months, equaled 25.5% and the tonnage for that period was provided previously in the FY 2018 performance oversight.

- In the last report to cover this metric, government operations waste diversion was 10.99%, which is quite low.
 - Please provide the committee with the number, type, and notified agency for any violation notifications in FY 2021.

Response: No warnings or citations were issued in FY 2021.

- What steps did DPW take in FY 2021 and FY 2022, to date, to increase the diversion rate for District buildings and agencies?

Response: OWD will be hiring an education and outreach specialist to develop a janitorial training in FY 22. DGS manages District buildings and agencies, which includes the District of Columbia Public Schools and the Department of Park and Recreation.

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

Response: The most up-to-date estimate of the residential waste diversion rate for FY 21 is 23.9%. The most up-to-date estimate of the citywide waste diversion rate for CY 18 is 16.11%.

75. How much food waste was collected at each site of the Food Waste Drop-Off Program in FY 2020, FY 2021, and FY 2022, to date?

Response: See the chart below:

FISCAL YEAR	Columbia Heights	Dupont Circle	Glover Park	UDC	Palisades	Uptown	Monroe St	Eastern Market	Southwest	Ward 7	Ward 8 FM	TOTAL (TONS)
2020	83.9	111.0	1.4	15.6	0.0	9.3	12.4	82.1	3.2	1.0	0.8	320.8

2021	112.9	120.7	0.0	17.6	15.2	10.1	13.7	113.1	7.6	1.1	1.1	413.0
2022 (through Jan 16)	32.9	35.9	0.0	7.7	8.3	3.0	7.1	36.5	2.3	0.4	0.0	134.2

- To what extent has participation increased or decreased since the Program started?

Response: Participation has grown 10 times (10x) (approximately 900% since 2017). See below:

Calendar Year	Total Visitors	Drop-off Participants
2017	13,853	12,024
2018	55,142	51,498
2019	87,758	82,997
2020	101,281	96,620
2021	124,746	119,277

- Has the COVID-19 pandemic affected participation in the Program?

Response: No, and the program has grown year-over-year since 2017, including during the COVID-19 pandemic.

- The Compost Drop-Off Program Act of 2016 requires that DPW establish one drop-off site in each ward to operate year-round (D.C. Official Code § 8–761). Please provide a list of drop-off sites, by ward.

Response: See Attachment for Question #75.

- What are DPW’s plans to expand the number of year-round sites?

Response: DPW will expand the number of year-round sites through the addition of pre-approved satellite locations, to be executed under the new contract.

- Has DPW done (or plans to do) any assessments of the current sites’ ability to meet demand?

Response: Demand for composting is exceeding current demand, which is why DPW plans to expand the program.

76. In the FY 2022 budget, the Committee provided funding to fully implement the Zero Waste Omnibus Amendment Act.

- What is the status of the agency’s work to develop and implement a training on source separation and waste reduction for janitorial staff and property managements at private collection properties, as required under the Act?

Response: Although the Council provided funding for certain aspects of the Zero Waste Omnibus Amendment Act, certain significant aspects have not been funded. See the response to Question #27. Notwithstanding the legislation not being fully funded, hiring is underway for a new FTE to begin implementing the projects and initiatives required by the act.

- Have the two FTEs been hired (and, if not, when does the agency anticipate onboarding this staff)?

Response: One FTE will be hired to implement this work, not two. That position will be advertised in FY 22.

- What is the status of the preparation of the Organics Management Plan required under the Act?

Response: A solicitation for a contract enlisting the support of a technical consultant will be issued this Spring, to be completed by April 2023.

77. In the FY 2019 budget, the Committee funded the Home Composting Incentive Program to provide rebates or vouchers to District residents for the purchase of home composting systems. A contract was awarded to a vendor to launch the program in October 2019. Please describe actions taken under this Program and any additional planned actions for FY 2022.

Response: See the chart below:

	Date	Type	Workshop Attendees	Attendees Who Qualify for Rebate	Attendees Who Applied AND Were Approved for a Rebate
1	12/7/2019	Worm	13	13	0
2	2/22/2020	Worm	31	31	9
3	5/20/2020	Hot	55	53	12
4	5/30/2020	Hot	38	35	11
5	6/11/2020	Hot	33	32	9
6	7/18/2020	Hot	80	79	28
7	7/22/2020	Hot	64	63	23
8	8/26/2020	Hot	51	44	9
9	9/2/2020	Hot	68	63	14

10	9/3/2020	Worm	57	51	8
11	10/14/2020	Hot	38	37	15
12	10/28/2020	Hot	53	45	14
13	11/7/2020	Hot	42	37	7
14	12/15/2020	Worm	42	40	6
15	2/20/2021	Worm	65	60	10
16	4/23/2021	Hot	41	39	11
17	5/4/2021	Hot	41	39	12
18	5/8/2021	Hot	42	41	11
19	6/12/2021	Hot	29	29	5
20	6/15/2021	Worm	22	22	4
21	6/18/2021	Hot	20	19	5
22	9/9/2021	Hot	46	45	10

FY	Number of Workshops	Workshop Attendees	Attendees Who Qualify for Rebate	Attendees Who Applied AND Were Approved for a Rebate
FY20	10	490	464	123
FY21	12	481	453	110
FY22	3	67	63	11
	25	1038	980	244

Also, the Home Composting Program published a brief home composting guide as required by the relevant legislation, and also has mailed out over one hundred (100) Home Composting Made Easy guides detailing this program.

78. In its FY 2020 oversight responses, DPW stated that it was in the preliminary stages of evaluating anaerobic digestion as an option for processing commercial and institutional food waste. What is the current status of that evaluation? What is the estimated cost to build and staff such a facility?

Response: Anaerobic digestion is a viable option for processing commercial and institutional food waste, and DPW continues to evaluate options to divert food scraps towards anaerobic digestion, including the siting of an organics pre-processing (food scraps slurry) operation within the new Benning Road campus. This would support a number of opportunities to send material to external anaerobic digestion facilities.

79. DPW has informed the Committee that it no longer plans to pursue a District composting facility and instead plans to establish a composting program using regional capacity.

- What sites has DPW evaluated, to date, for this purpose? What is causing the delay in selecting a site?

Response: Selection of a site would require a competitive bidding process once funding is available to support a contractual agreement with a organics processing facility.

- What is DPW's current plan and timeline for developing a curbside composting collection program? How much will this program cost to implement? How many staff will be needed?

Response: This will be determined by the Organics Waste Management Plan which will be completed by April 2023.

- It is the Committee's understanding the Benning Road transfer station uses less than 50% of the current lot. Why has DPW not explored using that site for a composting facility? If cost is an issue, please provide a breakdown of costs, beyond normal construction costs, necessary to build the composting facility at that site as part of the modernization.

Response: The DPW lot does not provide for sufficient space for composting at-scale. The new facility will transfer, pre-process, and process organic material as designed but this design will not include on-site composting. Cost is not the issue, available space is not sufficient.

80. What recommendations has the Interagency Waste Reduction Working Group made to the agency in FY 2021 and FY 2022, to date, and which recommendations have been acted upon?

Response: The Interagency Waste Reduction Working Group met four times in FY 21 and discussed structural and working group policy reform. In FY 22, these changes will be implemented so the working group is better equipped to be more effective in implementing the District's Zero Waste DC Plan.

81. When in 2022 will the Interagency Waste Reduction Working Group's zero waste plan, as required by the Sustainable Solid Waste Management Amendment Act of 2014, be published? What is the cause for delay in issuing this report?

Response: April 2023 is the expected publication date for the Zero Waste DC Plan.

82. In August 2019, DPW put out a Request for Proposals for the design of a Save-As-You-Throw program. In 2020, the agency informed the Committee that it put the RFP on hold due to budget constraints related to the public health emergency.

- What is the status of this project?

Response The SAYT study DPW committed to in 2018-2019 was put on hold because of the public health emergency during early 2020. In 2021, the Zero Waste Omnibus Amendment Act was passed and, with it, the legislative requirement for the study. The FY 21 budget for the Office of Waste Diversion did not include the funding supportive of the study nor the related pilot, which we see as highly connected. Until such funding is provided, the study cannot commence.

- In the agency's FY 2021 performance oversight responses, DPW noted that "the absence of a fee structure . . . to support such a program" was a key limitation to launching SAYT. How is a fee structure dispositive on this project?

Response: The "absence of a fee structure" is not dispositive to executing the pilot. Funding is the key issue because that portion of the Zero Waste Omnibus Amendment Act was not funded. But the unresolved absence of a fee structure to support such a program would critically restrict the implementation of a PAYT program. There is no existing process/pathway to actually charge residents for their waste disposal, either by weight or volume.

83. In March 2021, DPW published waste characterization final report required by the Sustainable Solid Waste Management Amendment Act of 2014. The study found that non-residential municipal solid waste both makes up the greatest percentage of the District's waste generation, as well as being the source of the greatest projected increase in waste generation through 2038.

- With this report in hand, how is DPW planning to target these waste generation sources in FY 2023 and beyond, to combat these projections?

Response: DPW is shifting its focus from a long-term solid waste planning perspective to the commercial sector. The Zero Waste DC Plan will articulate the strategies the District will take to address the projected growth in waste generation from the commercial sector.

- If the projections in the report are accurate, does the District have sufficient capacity to treat and dispose of 1.4 million tons of waste?

Response: The District will need the existing Ft. Totten Solid Waste Transfer Station and the newly modernized Benning Road facility to transfer the majority of the city's waste stream for disposal out of the District.

84. DPW has stated to the Committee that it will address contamination in the commercial stream by assessing haulers an administrative fee at the point of tipping for recyclables that exceed a contamination threshold. This is also required by the Zero Waste Omnibus Amendment Act of 2021.

- How many inspectors were in place to do this work in FY 2021?
- How many fees were assessed? Against how many haulers?

Response: In June 2021, DPW started addressing contamination in the commercial waste stream by inspecting all commercial recycling haulers vehicles that tip/dump recycling at the Ft. Totten Transfer Station. Using five inspectors DPW assessed \$14,917.00 against 183 vehicles from 13 haulers, an administrative fee of \$12.25 per ton at the point of tipping recyclables that exceed a contamination threshold of 18% or more. The new charge is \$82.87, which includes the administrative fee of \$12.25 plus the trash fee of \$70.82 per ton for a total of \$82.87 per ton. This is an increase of the recycling tip fee of \$31.59 per ton. The haulers are given the new tipping fee as they leave Ft. Totten.

85. DPW has informed the Committee that is working to procure additional Materials Recovery Facility capacity of 10,000-20,000 tons per year to help address recyclables contamination.

- How much capacity did DPW procure in FY 2020, FY 2021, and FY 2022 to date?

Response: The estimated tonnage per the current contract is 35,000 tons/year for both FY 2020 and FY 2021. The new award has not yet been issued. Evaluations are ongoing and we anticipate an award by Summer 2022. The solicitation seeks a minimum of 10,000 tons and a maximum of 40,000 tons per year.

- What are DPW's plans for finding this capacity in FY 2022?

Response: Through procurement of a replacement recycling contract.

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

Response: DPW is evaluating multiple design options for transfer, pre-processing, and full processing of the divertible portion of the solid waste stream.

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

Response: See below:

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

DPW maintains a recycling screening initiative at Fort Totten to identify contamination and, if necessary, segregate contaminated recycling while assessing fees to the commercial sector if contamination exceeds 18%.

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

In FY 21, SWEEP, with the direction of OWD, conducted over 200 in-person inspections of multi-family buildings to establish a baseline for compliance. This data will be used to inform future enforcement activities.

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

In FY 21, OWD launched and distributed a multi-family recycling toolkit to help multi-family property owners, janitorial staff, and tenants achieve compliance. The toolkit was and is still being distributed through physical mail and drop-off, with electronic copies e-mailed to all properties within DPW's subscription service COSTAR. The toolkit is also available online.

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

DPW implemented a citywide public education and outreach campaign via physical post-card mailers to all DPW serviced residents, bus stop and metro advertisements, and digital (geotagged) mobile advertisements.

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

In FY 2021, DPW provided personalized recycling feedback at the curb to approximately 20,000 single-family households supported by a citywide "Do Not Bag Recyclables" campaign.

- Any other initiatives launched.

A full overview of all the results of OWD activities in FY 21 can be obtained at the following link:

<https://storymaps.arcgis.com/stories/a27a17498d3647c6b2a5523ff2d833bc>

88. Please describe DPW's efforts on glass recycling during FY 2021 and any planned activities for FY 2022.

Response: Commercial glass recycling will be launched once the new Benning Road facility is constructed.

89. The Special Events Waste Diversion Act of 2013 requires applicants for a special event permit to submit a waste diversion plan. District regulations require that special event permit holders "shall provide infrastructure onsite for the separation and recycling of recyclable waste generated at the event. A permit holder who violates this subsection shall be subject to a fine of up to \$5,000 per day." As of winter 2021, DPW has not issued citations for violations of this provision? Has enforcement, beyond warnings, begun? If so, how many violations were issued in FY 2021 and FY 2022, to date.

Response: For special events, event organizers are informed at the Mayor's Special Events Task Force meetings that if they do not use DPW's trash and recycling services, whatever vendor they choose to use must submit a trash and recycling plan to DPW's Safety Preparedness Officer. To date, no one has violated this requirement. Event organizers have either used DPW's services or submitted a trash and recycling plan, which includes information regarding where they will dispose their trash and recycling.

III. Snow Removal/Leaf Collection/Christmas Tree Removal/Mowing

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

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

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

- How many tickets and/or warnings were issued under this provision in FY 2020, FY 2021, and FY 2022, to date? Please break down by residential and commercial notices.

Response: See below:

Residential –

FY 20 – no citations, no warnings

FY 21 – no citations, no warnings

FY 22 – no citations, one warning

Commercial –

FY 20 – 9 citations, 1 warning

FY 21 – 6 citations, 3 warnings

FY 22 – 7 citations, 2 warnings

- How many complaints were reported to enforcement in FY 2020, FY 2021, and FY 2022, to date? Please break down by residential and commercial notices.

Response: Per 311 for the category “Snow Removal Complaints for Sidewalks”:

FY 2020

TOTAL – 9

Residential – 7

Other – 2

FY 2021

TOTAL – 113

Residential – 69

Business – 24

Other – 20

FY 2022

TOTAL – 259

Residential – 140

Business – 53

Other – 66

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

- Previously, DPW has shared that DDOT deploys staff in anticipation of snow events. What, then, is DPW's role in this work?

Response: DPW's role is to clear the bridge deck walkways. The agency is responsible for salting and snow removal of about 86 bridges in the non-motorized trail function.

- Does DPW have the equipment and staff needed to complete this work?

Response: Currently, we need at least 4-6 drivers to fully staff both shifts for snow events, which we currently possess. DPW has the equipment and staff needed to complete this work.

93. How much salt, by weight, has been used during winter weather in FY 2020, FY 2021, and FY 2022, to date?

Response:

FY 2020: 949 tons of salt

FY 2021: 26,062 tons of salt

FY 2022: 14,088 tons of salt, as of January 21, 2022

94. Where can residents pick up compost and mulch provided for free by the District during FY 2022?

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

95. In FY 2021, DPW delivered chipped holiday trees at Common Good City Farms at LeDroit Park and Howard University's community composting site. In its FY 2019 oversight responses, DPW said that it planned to evaluate the program and consider adding additional sites, which was delayed due to the public health emergency. Has this evaluation occurred, and, if so, what were the results? Does DPW plan to expand the program?

Response: In FY 21, DPW delivered chipped holiday trees as "browns", or carbon-rich material, necessary for composting to support local farms and their composting programs. DPW has worked with agency partners to try and divert chipped holiday trees and will continue to do so in the future. No evaluation of this program has occurred, since this material is provided "as needed" to agency and community partners.

96. What was the total amount of leaves collected (either in cubic yards or tons) through DPW's leaf collection program in FY 2020, FY 2021, and FY 2022, to date?

Response: See the chart below:

FY 2020	7,981.04
FY 2021	7,002.41
FY 2022 to date	3,212.19

Measurement is in tons.

- What facility processes the leaves?

Response: Acme Biomass Reduction, Inc. composting facility processes loose leaves. Maryland Environmental Services composting facility in Prince Georges County, MD processes bagged leaves.

97. Please provide an update on the final timetable for 2021 leaf collection, including any delays and the reasons for such delays.

Response: Leaf collection is scheduled to end on February 4, 2022. Any delays in the collection of leaves may have been partly attributable to inclement weather, including rain and several snow/ice events. In addition, employee absences due to the COVID-19 pandemic may have been partly responsible for any delay in leaf collection.

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

In addition:

- the use of Building Blocks employees with no prior leaf collection experience caused a slower than normal collection period, as these employees had to get up to speed with work requirements of leaf collection; and
- the use of electric leaf blowers, now required by District law, involve shorter charging storage (only 45 minutes of charge versus eight hours of charge for the formerly used gas leaf blowers), which may have also contributed to any delay.

98. How is DPW enforcing the regulations that prohibit residents from blocking thoroughfares, sidewalks, drains, and gutters with leaves? How many warnings and citations has DPW issued for this violation in FY 2019, FY 2020, FY 2021, and FY 2022, to date? Please break down by commercial and residential notices.

Response: Prior to the start of our leaf collection season, District residents and businesses were provided educational materials explaining their duty and responsibility regarding leaf storage and collection. The messaging explicitly indicated that our sidewalks, drains, and gutters were to remain clear of fallen leaves and associated debris. Residents and homeowners were to bag fallen leaves or simply rake them into a pile for collection and leave them in the tree box space for collection by DPW, not in the roadway or at the curb. Please also see below:

<u>Citations/Warnings Issued</u>	<u>FY19</u>	<u>FY20</u>	<u>FY21</u>	<u>FY22</u>
Residential Warnings	12	5	2	2
Residential Citations	25	19	4	3
Commercial Warnings	2	2	0	2
Citations	18	11	2	5

I. Parking Enforcement Management Administration

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

Response: See the chart below:

	FY2020*			FY2021*			FY2022		
	As of PPE 9/26/20			As of PPE 9/25/21			As of PPE 1/15/22		
Division/Position Title	Filled FTE	Vacant FTE	Total FTE	Filled FTE	Vacant FTE	Total FTE	Filled FTE	Vacant FTE	Total FTE
Parking Enforcement Officer Frontline	217	42	259	207	52	259	203	66	269
Lead Parking Enforcement Officer	17	2	19	16	3	19	16	3	19
Parking Enforcement Officer	200	40	240	191	49	240	187	63	250
Motor Vehicle Operator	38	11	49	36	13	49	32	17	49
Booter	5	3	8	5	3	8	5	3	8

100. In the FY 2020 Budget Support Act, the Council passed a provision that would make it easier to issue bike lane violations by allowing DPW to mail

tickets to drivers who drive away before a parking officer is able to issue a ticket.

- How many tickets have been issued using this process?

Response: Out of 5,358 total bike lane tickets issued, 1,888 tickets were sent by mail.

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

Response: Bus Lane violations may be also appropriate for camera ticketing.

101. What is the status of the booting contract RFP, issued in 2019 and terminated in August 2021, immediately prior to the submission deadline? When will this RFP be reissued? At the December 6, 2021 hearing on ticket enforcement, the Committee was told that the RFP would be issued by December 20, 2021.

Response: The RFP for this contract was issued on December 17, 2021 and closes on February 28th. If there are no issues with the procurement process, the contract could be awarded by the end of April and then the contractor has sixty (60) days from the award date to provide a rollout plan. After that, the contractor will have an additional thirty (30) days to ensure implementation of the rollout plan, with service estimated to be available to drivers by July.

102. Please provide the fine schedule for:

- Destruction or damage of a boot.

Response: Destruction or damage of a boot is \$300. Once a damaged boot is recovered, or the boot is not returned, the \$300 fine is added to the total amount of fines due.

- Removal of a boot from a vehicle.

Response: As stated above, those booted vehicles which have the boots removed by unauthorized persons, i.e., anyone other than DPW personnel, are subject to a \$300 fine in addition to all outstanding tickets the vehicle was booted for, the boot fee and the tow fee if applicable.

- Fake temporary tags or license plates.

Response: N/A

103. How has DPW worked to reduce the incidence of drivers using fake temporary tags to avoid being ticketed? Please provide information on the task force convened by DPW to address enforcement of fake temporary tags, including a list of member agencies and meetings dates.

Response: Currently, DPW does not have the mechanism to identify fake tags. However, vehicles that display expired tags are given a \$100 ticket. In addition, DPW has the authority to tow vehicles with fake or expired temporary tags.

The City Administrator is creating a Temporary/Fake Tag Task Force composed mainly of the Metropolitan Police Department (MPD), the Deputy Mayor for Public Safety and Justice (PSJ), DPW and the Deputy Mayor for Operations and Infrastructure (DMOI) to identify and implement solutions for addressing these issues.

104. Please provide the Committee with the following:
- The number of boots on hand on January 1, 2022.

Response: 268 boots

- The number of instances in which a DPW boot was illegally removed from a vehicle in FY 2019, FY 2020, FY 2021, and FY 2022, to date, by fiscal year.

Response: See the chart below:

Boots destroyed or lost following an illegal removal in FY 2019, FY 2020, FY 2021, and FY 2022, to date, by fiscal year

Fiscal Year	FY 19	FY20	FY21	FY22
LOST	143	52	30	1
DAMAGED	10	6	0	0

- The cost, as of January 1, 2022, to procure a boot.

Response: \$750

- Total revenue raised from fines paid by the owners of booted vehicles and the sale of impounded vehicles in FY 2019, FY 2020, FY 2021, and FY 2022, to date, by fiscal year.

Response: See the chart below:

Boot Revenue

2019	2020	2021	2022 (Q1)
\$2,109,662	\$2,237,000	\$587,554	601,282

Sale of impounded vehicles

FY2019	FY2020	FY2021	FY2022 (Q1)
\$1,113,781	\$403,638	\$593,101	\$51,836

105. Were DPW to add a third staffed vehicle to the boot crew, what would be the total cost for staffing (annual salary and fringe for necessary boot crew employees) and equipment (vehicle, scanner, and any other associated costs, broken down by expense) of that vehicle? Are there any economies of scale that DPW might realize when increasing the boot crew's size?

Response: See the chart below:

Position	Salary	Fringe	Environmental Pay 5%	Total Compensation
Booter	\$52,499.20	\$15,749.76	\$3,055.52	\$71,304.48

A staffed vehicle (Boot Team) is comprised of two Booters, and the staffing cost would be \$142,608.96.

106. In FY 2021, DDOT launched a new, online VPP system, targeted at reducing instances of fraud.
- Please provide an update on the status of enforcement of the new VPP system. Have DPW enforcement staff been trained on the new VPP system?

Response: DPW has worked with DDOT and have trained staff on how the VPP program operates.

- How is DPW coordinating with DDOT on this new system?

Response: DPW meets regularly with DDOT to discuss improvements to the system to ensure efficiencies for the RPP/VPP program.

- How many RPP violations did DPW identify in FY 2020, FY 2021, and FY 2022 to date?

Response: See the chart below:

FY 2020	FY 2021	FY 2022
63,416	35,412	26,756

107. How many citations were issued in FY 2021 and FY 2022, to date, for parking/idling in a bike lane, broken down by month and ward.

Response: See Attachment for Questions #107-112.

108. Please list the number of towed vehicles in FY 2020, FY 2021, and FY 2022, to date.

- Please break these numbers down by reason for towing.
- How many of these towed vehicles were out-of-state vehicles?

Response: See Attachment for Questions #107-112.

109. In its FY 2020 oversight responses, DPW shared that PEMA staff had visited three locations for an additional impound lot, and that DPW has selected a preferred site for a second lot. Yet, as of January 2022, a second lot has not been procured, and recent conversations with DPW suggest that this new site, and the two alternatives, have not been pursued further.

- What happens to a booted vehicle if there is not space at the impound lot to accommodate the vehicle?

Response: Vehicles will remain on the street until space is made available. We are normally able to ensure an impound within 24 hours after a vehicle is booted.

- What is the status of the search for a second impound lot? Why did DPW not select one of these three sites identified in January 2021?

Response: DPW is working with DGS to find a space in the District. The sites identified in January 2021 were not selected because one of two conditions existed: (1) less than 200 spaces were available; or (2) the location was too far beyond the District line.

- Is DPW considering using additional lot space at the Benning Road transfer station for an impound lot? If not, why not?

Response: Benning Road does not have adequate space for a second lot.

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

Response: See Attachment for Questions #107-112.

111. Please provide the number of vehicles DPW cited for failing to comply with DC registration requirements in FY 2020, FY 2021, and FY 2022, to date. How many vehicles were booted for this reason during these years? How many vehicles were impounded?

Response: See Attachment for Questions #107-112.

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

Response: See Attachment for Questions #107-112.

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

Response: See Attachment for Questions #107-112.

II. Fleet Management Administration

113. Please provide the Committee with monthly actual consumption by gallon, total spending, and unit cost per gallon, on B5 biodiesel, B20 biodiesel, B99 biodiesel, unleaded, ethanol, diesel, and compressed natural gas (CNG), for FY 2021 and FY 2022, to date.

Response: See Attachment for Question #113.

114. DPW received capital funding in FY 2020, FY 2021, and FY 2022 for vehicle replacements to update the outdated DPW fleet.

- What new vehicles were acquired with this funding in FY 2020, FY 2021, and FY 2022, to date? Please provide the types of vehicle and how many of each were acquired.

Response: See the chart below:

DPW New Vehicle Purchases	FY20	FY21	FY22 - Ordered
Sedans	20	37	22

Vans / Minivans	0	51	1
Pickup Trucks	33	21	14
Tow Trucks	0	31	10
Street Sweepers	5	8	0
Medium Duty Trucks	0	9	2
Refuse Trucks	31	14	0
Tractor (Day Cab)	5	1	1
Heavy Duty	4	37	4

- What fleet vehicles have been retired in FY 2020, FY 2021, and FY 2022, to date? Please provide the types of vehicles and how many of each were retired.

Response: See the chart below:

DPW Vehicle Retirements	FY20	FY21	FY22 Projections
Sedans	3	14	22
Vans	1	2	1
Pick Ups	3	6	14
Tow Trucks	0	2	10
Sweeper	0	2	2
Medium Duty	2	10	9
Refuse Trucks	11	15	14
Tractor (day cab)	0	0	0

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

- What steps has DPW taken to encourage the use of alternative fuel vehicles in FY 2021 and FY 2022, to date?

Response: DPW continues to invest in electric vehicles and search for ways to provide accessible and reliable charging infrastructure. DPW has over 100 charging stations in the plans for FY22. We are also transitioning the existing commercial vehicle sector to low carbon renewable fuels including 100% biodiesel. Two new B100 tanks have been acquired and plan to go live in FY22.

116. What steps has DPW taken to increase the use of alternative fuels in FY 2021?

Response: DPW has embraced transportation electrification by installing 99 electric charging stations throughout the District of Columbia in FY21. Also, in

FY21, 30 packers have run on 100% biodiesel enabling our fleet to transition to fuels that provide a reduction in greenhouse emissions while continuing to utilize our existing diesel infrastructure

B. COVID-19 Response

117. Please provide the following data for the agency:

- Number and percentage of staff that are fully vaccinated, by division.

Response: See the chart below:

DPW Fully Vaccinated Employees (As of 1/27/2022)

	Agency Total	Agency Management Program (AMP)	Fleet Management Administration (FMA)	Parking Enforcement Management Administration (PEMA)	Solid Waste Management Administration (SWMA)
<i>Total Number of Employees</i>	1,301	54	114	332	801
<i>Total Number of Employees Fully Vaccinated</i>	869	51	98	223	497
<i>Percentage % Fully Vaccinated</i>	66.7%	94.4%	85.9%	67.1%	62%

Note: As of 1/27/2022, DPW has a total of 26 (1.99%) Partially Vaccinated Employees

- Number and percentage of staff that are not vaccinated, broken down by (1) exempt staff and (2) non-exempt staff, by division.

Response: See below:

DPW Unvaccinated Employees (As of 1/27/2022)

	Agency Total	Agency Management Program (AMP)	Fleet Management Administration (FMA)	Parking Enforcement Management Administration (PEMA)	Solid Waste Management Administration (SWMA)
<i>Number and Percentage of Exempt</i>	16 3.9%	2 66.6%	1 7.1%	9 9%	4 1.4%

<i>Employees Unvaccinated</i>					
<i>Number and Percentage of Non-Exempt Employees Unvaccinated</i>	390 96%	1 33.3%	13 92.9%	91 91%	285 98.6%
<i>Total Number and Percentage Unvaccinated Employees</i>	406 31.2%	3 0.7%	14 3.4%	100 24.6%	289 71.1%

- Agency plans to address non-exempt unvaccinated staff, including plans for mandated leave, termination, or other action, and including timing for implementation.

Response: In accordance with Mayor’s Order 2021-147, and to protect our workforce and those we serve, all District government employees are required to receive a complete course of vaccination against COVID-19, including a booster shot, if eligible, under CDC guidance. All District government employees must provide proof of having received a full course of vaccination, including a booster when eligible, by uploading an image or other documentation into PeopleSoft by February 15, 2022. Employees who fail to comply with the policy by February 15, 2022 are subject to discipline. After February 15, 2022, District government employees will no longer be able to opt for testing in-lieu of vaccination unless they have been granted a medical or religious accommodation. Employees who are granted an accommodation must test weekly.