COUNCIL OF THE DISTRICT OF COLUMBIA
Office of the Budget Director

Jennifer Budoff
Budget Director

TO:	**The Honorable Phil Mendelson** **Chairman, Council of the District of Columbia**
FROM:	**Jennifer Budoff** **Budget Director, Council of the District of Columbia**
DATE:	**April 27, 2022**
SUBJECT:	**Certification of the Report and Recommendations of the Committee on Transportation and the Environment on the Fiscal Year 2023 Budget and Financial Plan for Agencies Under Its Purview**

This is to certify that the Office of the Budget Director has reviewed the Report and Recommendations of the Committee on Transportation and the Environment on the Fiscal Year 2023 Budget and Financial Plan for Agencies Under Its Purview and found it to be balanced and compliant with Council Rule 703(b).

If you have any questions in this regard, please do not hesitate to call me at 724-5689.

Jennifer Budoff

COUNCIL OF THE DISTRICT OF COLUMBIA

COMMITTEE ON

TRANSPORTATION & THE ENVIRONMENT

MARY M. CHEH, CHAIR

FISCAL YEAR 2023 COMMITTEE BUDGET REPORT

TO: Members of the Council of the District of Columbia

FROM: Councilmember Mary M. Cheh
Chairperson, Committee on Transportation & the Environment

DATE: April 21, 2022

SUBJECT: Report and recommendations of the Committee on Transportation & the Environment on the Fiscal Year 2023 budget for agencies under its purview

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The Committee on Transportation & the Environment ("Committee"), having conducted hearings and received testimony on the Mayor's proposed operating and capital budgets for Fiscal Year ("FY") 2023 for the agencies under its jurisdiction, reports its recommendations for review and consideration by the Committee of the Whole. The Committee also comments on several sections in the Fiscal Year 2023 Budget Support Act of 2022, as proposed by the Mayor, and proposes several of its own subtitles.

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SUMMARY

A. EXECUTIVE SUMMARY

This Report of the Committee on Transportation and the Environment on the Fiscal Year 2023 Proposed Budget for the agencies within its jurisdiction was developed after several months of hearings, testimony, meetings, and other forms of public engagement. The Report reflects the Committee's commitment to ensuring that the District reaches its goals of providing safe, reliable, and equitable transportation options; creating and maintaining high quality infrastructure; investing in sustainability, protecting the environment, and addressing climate change; protecting the health and well-being of residents through access to healthy food; investing in public health and education; creating economic mobility; supporting economic development and small businesses; and protecting consumers. These investments are briefly described below.

Ensures Environmental Sustainability

- Provides **$4,431,790 for the Department of Public Works to undertake a curbside composting pilot at 10,000 District properties,** greatly increasing access to composting for residents and providing a model for the launch of universal curbside composting in the near future.
- Provides **$800,000 over four years to administer a grant program to assist businesses and nonprofit organizations with the acquisition of an on-site organic processing system**, which will help prevent food from going to a landfill or incinerator.
- Provides **$105,000 for the Mayor to create a plan to provide more recycling infrastructure in the public space**, making recycling more readily accessible to all residents.
- Makes **Solar for All grant awards tax-exempt**, allowing these award dollars to provide even more of the economic benefits of solar energy to low- to medium-income residents.

Supports Meaningful Improvements to Traffic Safety Infrastructure

- Provides **$1,238,832 over four years to support a new transportation planner in the Safe Routes to School program and a new roadway safety engineer** to facilitate and implement improved traffic infrastructure around schools.
- Provides **$18,000,000 over four years to increase the number of Safe Routes to School Action Plans and to fund the construction of safety infrastructure around schools as recommended in those plans** to better protect the District's most vulnerable residents.
- Provides **$988,150 over four years to increase DPW's boot crew staff by 4.0 FTEs,** to ensure this program has the staffing necessary to enforce the District's traffic safety laws.
- Increases **the penalty for boot removal, damage, or destruction to at least $750**, to ensure that the fine covers the full cost to the District of procuring a replacement boot, disincentivizing illegal removal and promoting greater road safety.

- Provides **$734,400 over the six-year Capital Improvement Plan to support the creation of an annual tactical safety upgrade master plan,** to facilitate the upgrade of temporary safety projects to permanent, safer, more attractive streetscape features.
- Provides **$250,000 for the Crosstown Bike Lanes** to fill key gaps in the protected bike lane network, offering additional safe and environmentally friendly transportation options.
- Provides **$8,911,050 to study, design, and construct a pedestrian and bicycle crossing of the Anacostia Freeway and the CSX railway line on East Capitol Street.**

Promotes Energy Efficiency and Climate Resiliency

- Creates a program to **award grants covering part of the cost of commercial and residential energy storage systems** to support resilience and the transition to renewable energy.
- Provides **$350,000 to complete a study of the existing capacity of the District's electric grid to support distributed energy resources such as solar arrays.**
- Moves forward the District's efforts to combat climate change by **making the District's transition to all-electric vehicles and space- and water-heating systems, pursuant to pending Bill 24-267, the Climate Commitment Act of 2022, and the District's transition to net-zero energy buildings, as required in the pending Bill 24-420, the Clean Energy DC Building Code Amendment Act of 2022, an eligible use of funding from the Sustainable Energy Trust Fund.**

Invests in the Health of District Residents

- Invests, through a transfer to the Committee on Housing and Executive Administration, **$500,000 to plan and design a senior wellness center in Wards 2 and 3**, which would provide essential programming and services for older adults in the only Wards currently without senior wellness centers.
- Provides, through a transfer to the Committee on Health, **$200,000 in recurring funds to Food & Friends** for home-delivered meals for District residents living with cancer, HIV/AIDS, diabetes, and other serious illnesses.
- Funds, through a transfer to the Committee on Health, **$129,066 in recurring funds for Produce Plus**, a farmers' market nutrition program.
- Provides, through a transfer to the Committee on Health, **$100,000 in recurring funds for Healthy Corners**, which supports DC Central Kitchen's SNAP Match incentives to help enable SNAP customers to purchase fruits and vegetables at corner stores
- Funds, through a transfer to the Committee on Health, **$100,000 in recurring funds for a diaper bank grant program** to assist families who qualify for income-contingent government assistance programs
- Funds, through a transfer to the Committee on Health, **$75,000 in recurring funds for mental health services** at a nonprofit that provides support and mentorship to local students to encourage higher rates of attendance of college or workforce development programs.
- Provides **$1,399,650 over four years to hire three additional Environmental Protection Specialists to undertake mold inspections and remediation** to better protect the health of District residents, especially those of low- and moderate-income.

Promotes Economic Development

- Provides, through a transfer to the Committee on Business and Economic Development, **$150,000 to support economic development efforts and neighborhood revitalization in Friendship Heights** through a grant to the Friendship Heights Alliance.
- Provides, through a transfer to the Committee on Business and Economic Development, **$250,000 to promote economic development and support small businesses in Ward 3 not served by a Main Street Program** through a grant to District Bridges.
- Provides, through a transfer to the Committee on Business and Economic Development, **$20,000 to allow Tenleytown Main Street to extend its service area boundaries**, expanding its ability to retain and recruit businesses, improve commercial properties and streetscapes, and attract consumers.

Enhances Public Spaces

- Provides **$15,000,000 in new funding and accelerates existing funding for the 11th Street Bridge Park**, investing in a transformative public space and vital connection across the Anacostia River.
- Provides over $4,000,000 in investments for Buzzard Point, **by allocating $2,959,000 for filling a gap in the Anacostia Riverwalk and Trail and $1,100,000 for the design of a new waterfront park.**
- Provides **$736,000 for the Dupont Tree Plaza to address stormwater runoff and the heat island effect on Massachusetts Avenue NW.**
- Provides **$1,650,000 to address flooding, ponding, and erosion damage at Mount Zion Cemetery and the Female Union Band Society Cemetery** by investing in stormwater management infrastructure improvements on Q Street, 27th Street, and Mill Road NW and make repairs to the Lyons Mill Road pedestrian path.

Invests in Community Infrastructure

- **Extends the eligibility of the Visitor Parking Program for calendar year 2020** and provides **$50,000 to support providing new hard copy parking passes** for residents who currently do not possess a calendar year 2020 pass.
- Invests, through a transfer to the Committee on Recreation & Youth Affairs, **$250,000 for a renovation of the Hearst Cottage** at Hearst Park, to ensure that it can fully accommodate future uses with the upcoming opening of the Hearst Park Pool.
- Funds, through a transfer to the Committee on Recreation & Youth Affairs, **$625,000 in additional funds for continued design and construction of the Palisades Dog Park** at the Palisades Community Center.
- Provides **$120,000 to perform a study and create a dataset of parking** in the District, to support planning and designing streetscape projects, reviewing development plans, and other planning and policy applications.

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B. Operating Budget Summary Table

Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Department of Public Works					
Local Funds	161,359,247	172,662,707	4,243,012	176,905,719	9.63%
Special Purpose Revenue Funds	14,598,789	11,713,137	0	11,713,137	-19.77%
GROSS FUNDS	**175,958,036**	**184,375,844**	**4,243,012**	**188,618,856**	**7.20%**
District Department of Transportation					
Local Funds	132,852,610	152,011,579	(2,321,847)	149,689,732	12.67%
Federal Grant Funds	18,423,809	21,786,604	0	21,786,604	18.25%
Special Purpose Revenue Funds	18,818,400	20,729,000	0	20,729,000	10.15%
GROSS FUNDS	**170,094,819**	**194,527,183**	**(2,321,847)**	**192,205,336**	**13.00%**
Department of Motor Vehicles					
Local Funds	38,964,915	45,549,425	0	45,549,425	16.90%
Federal Grant Funds	329,500	129,500	0	129,500	N/A
Special Purpose Revenue Funds	8,986,450	9,329,950	0	9,329,950	3.82%
GROSS FUNDS	**48,280,865**	**55,008,875**	**0**	**55,008,875**	**13.94%**
District Department of the Environment					
Local Funds	22,228,548	62,214,080	109,546	62,323,626	180.38%
Federal Payments	81,704,286	23,000,000	0	23,000,000	-71.85%
Federal Grant Funds	35,135,467	36,954,341	0	36,954,341	5.18%
Private Grant Funds	2,556,263	2,457,679	0	2,457,679	-3.86%
Special Purpose Revenue Funds	98,116,128	94,881,393	1,064,808	95,946,201	-2.21%
GROSS FUNDS	**239,740,692**	**219,507,492**	**1,174,354**	**220,681,846**	**-7.95%**
Deputy Mayor for Operations and Infrastructure					
Local Funds	1,244,138	1,282,808	0	1,282,808	3.11%
GROSS FUNDS	**1,244,138**	**1,282,808**	**0**	**1,282,808**	**3.11%**
Green Finance Authority					
Enterprise and Other Funds	30,500,000	44,794,000	0	44,794,000	46.87%
GROSS FUNDS	**30,500,000**	**44,794,000**	**0**	**44,794,000**	**46.87%**
Highway Transportation Fund					
Dedicated Taxes	26,705,648	24,712,022	0	24,712,022	-7.47%
Special Purpose Revenue Funds	0	2,824,997	0	2,824,997	N/A
GROSS FUNDS	**26,705,648**	**27,537,019**	**0**	**27,537,019**	**3.11%**
DC Water					
Enterprise and Other Funds	658,423,000	686,403,000	0	686,403,000	4.25%
GROSS FUNDS	**658,423,000**	**686,403,000**	**0**	**686,403,000**	**4.25%**
Washington Aqueduct					
Enterprise and Other Funds	70,521,159	138,227,183	0	138,227,183	96.01%
GROSS FUNDS	**70,521,159**	**138,227,183**	**0**	**138,227,183**	**96.01%**

Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Net Committee Action					
Local Funds	356,649,459	433,720,599	2,030,711	435,751,310	22.18%
Dedicated Taxes	26,705,648	24,712,022	0	24,712,022	-7.47%
Federal Payments	81,704,286	23,000,000	0	23,000,000	-71.85%
Federal Grant Funds	53,888,777	58,870,445	0	58,870,445	9.24%
Private Grant Funds	2,556,263	2,457,679	0	2,457,679	-3.86%
Special Purpose Revenue Funds	140,519,766	139,478,477	1,064,808	140,543,285	0.02%
Enterprise and Other Funds	759,444,159	869,424,183	0	869,424,183	14.48%
GROSS FUNDS	**1,421,468,358**	**1,551,663,405**	**3,095,519**	**1,554,758,923**	**9.38%**

C. Full-Time Equivalent Summary Table

Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Department of Public Works					
Local Funds	1,384.5	1,525.5	5.0	1,530.5	10.55%
Special Purpose Revenue Funds	37.0	37.0	0.0	37.0	0.00%
GROSS FUNDS	**1,421.5**	**1,562.5**	**5.0**	**1,567.5**	**10.27%**
District Department of Transportation					
Local Funds	652.4	798.2	(25.0)	773.2	18.52%
Federal Grant Funds	21.0	26.0	0.0	26.0	23.81%
Special Purpose Revenue Funds	12.0	12.0	0.0	12.0	0.00%
GROSS FUNDS	**685.4**	**836.2**	**(25.0)**	**811.2**	**18.35%**
Department of Motor Vehicles					
Local Funds	231.0	253.0	0.0	253.0	9.52%
Special Purpose Revenue Funds	39.0	39.0	0.0	39.0	0.00%
GROSS FUNDS	**270.0**	**292.0**	**0.0**	**292.0**	**8.15%**
District Department of the Environment					
Local Funds	143.3	141.8	1.0	142.8	-0.29%
Federal Payments	11.0	11.0	0.0	11.0	0.00%
Federal Grant Funds	102.5	101.3	0.0	101.3	-1.16%
Private Grant Funds	4.8	1.8	0.0	1.8	-63.16%
Special Purpose Revenue Funds	217.1	247.1	(1.0)	246.1	13.38%
GROSS FUNDS	**478.5**	**503.0**	**0.0**	**503.0**	**5.11%**
Deputy Mayor for Operations and Infrastructure					
Local Funds	8.0	8.0	0.0	8.0	0.00%
GROSS FUNDS	**8.0**	**8.0**	**0.0**	**8.0**	**0.00%**
Net Committee Action					
Local Funds	2,419.2	2,726.5	(19.0)	2,707.5	11.92%
Federal Payments	11.0	11.0	0.0	11.0	0.00%
Federal Grant Funds	123.5	127.3	0.0	127.3	3.09%
Private Grant Funds	4.8	1.8	0.0	1.8	-63.16%
Special Purpose Revenue Funds	305.1	335.1	(1.0)	334.1	9.52%
GROSS FUNDS	**2,863.4**	**3,201.7**	**(20.0)**	**3,181.7**	**11.11%**

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D. Capital Budget Changes Summary Table

DEPARTMENT OF TRANSPORTATION (KA0)									
Project No	Project Title	Available Allotments	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total
ED0D5C	11TH STREET BRIDGE PARK	0.00	5,050,000.00	15,118,763.00	17,156,463.00	(23,289,836.00)	964,610.00	0.00	15,000,000.00
LMEQUC	EQUIPMENT	(1,097,618.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LMEQUC NEW	CURBSIDE MANAGEMENT STUDY	0.00	120,000.00	0.00	0.00	0.00	0.00	0.00	120,000.00
LMGGRC	POWERLINE UNDERGROUNDING	0.00	0.00	(13,835,333.00)	(13,835,333.00)	27,670,666.00	0.00	0.00	0.00
LMWWM C	STORMWATER & FLOOD MITIGATION	(300.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SR310C	STORMWATER MANAGEMENT	(1,750,000.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CE308C	CONCRETE, ASPHALT & BRICK MAINTENANCE	(562,723.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CE304C	STREET SIGN IMPROVMENTS	(678,034.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LMS05C	I-66/ROCK CREEK PARKWAY BYPASS STUDY	(539,000.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LMSO7C	CROSSTOWN BICYCLE LANES	0.00	250,000.00	0.00	0.00	0.00	0.00	0.00	250,000.00
LMVAEC	VEHICLE FLEET	(5,000,000.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LMWWM C NEW	MOUNT ZION & FEMALE UNION BAND SOCIETY CEMETERIES	0.00	1,650,000.00	0.00	0.00	0.00	0.00	0.00	1,650,000.00
LMBSS NEW	DUPONT TREE PLAZA	0.00	736,000.00	0.00	0.00	0.00	0.00	0.00	736,000.00
LMBSS NEW	BUZZARD POINT PARK	0.00	0.00	0.00	1,100,000.00	0.00	0.00	0.00	1,100,000.00
LMBSS NEW	ANNACOSTIA RIVER PED/BIKE CONNECTIVITY - E CAP ST	0.00	1,100,000.00	0.00	0.00	0.00	0.00	0.00	1,100,000.00
TRL00 NEW	BUZZARD POINT TRAIL	0.00	0.00	2,959,000.00	0.00	0.00	0.00	0.00	2,959,000.00
LMSAFC NEW	SCHOOL ACTION PLANS	0.00	600,000.00	600,000.00	600,000.00	600,000.00	600,000.00	600,000.00	3,600,000.00
LMSAFC NEW	SCHOOL ACTION PLAN IMPLEMENTATION	0.00	0.00	3,000,000.00	3,000,000.00	3,000,000.00	3,000,000.00	3,000,000.00	15,000,000.00
LMSAFC NEW	VISION ZERO IMPROVEMENT HARDENING	0.00	0.00	122,400.00	122,400.00	122,400.00	122,400.00	122,400.00	612,000.00
KA0 Total		(9,627,675.00)	9,506,000.00	7,964,830.00	8,143,530.00	8,103,230.00	4,687,010.00	3,722,400.00	42,127,000.00
DEPARTMENT OF ENERGY & ENVIRONMENT (KG0)									
Project No	Project Title	Available Allotments	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total
K2015C	ENFORCEMENT & COMPLIANCE DATABASE	(17,923.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SUS04C	SUSTAINABLE DC FUND-2	(56.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
KG0 Total		(17,979.00)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
DEPARTMENT OF MOTOR VEHICLES (KV0)									
Project No	Project Title	Available Allotments	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total
MVS16C	DESTINY REPLACEMENT PROJECT	0.00	(300,000.00)	300,000.00	0.00	0.00	0.00	0.00	0.00
MVSNE W	DESTINY REGISTRATION FEE IMPLEMENTATION	0.00	300,000.00	0.00	0.00	0.00	0.00	0.00	300,000.00
KG0 Total		0.00	0.00	300,000.00	0.00	0.00	0.00	0.00	300,000.00

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E. Committee Transfers

Transfers Out						
Receiving Committee	Amount	FTEs	Receiving Agency	Program/Activity/Comp Obj	Purpose	Funding Type
Business & Economic Development	$150,000	0.0	DSLBD	4000/4020	Friendship Heights Alliance	One-time
	$250,000	0.0	DSLBD	4000/4030	District Bridges	One-time
	$20,000	0.0	DSLBD	4000/4030	Tenleytown Main Street Expansion	One-time
Government Operations & Facilities	$40,300	0.0	DGS	7000/7004	Electricity Cost Increase from SETF Phase Out	Recurring
Health	$200,000	0.0	DOH	8500/8513	Food & Friends Home-Delivered Meals	Recurring
	$129,066	0.0	DOH	8500/8513	Produce Plus	Recurring
	$100,000	0.0	DOH	8500/8513	Healthy Corners	Recurring
	$100,000	0.0	DOH	8500/8506	Diaper Bank Grant	Recurring
	$75,000	0.0	DOH	8500/8510	Mental Health Services	Recurring
Housing & Executive Administration	$200,000	0.0	DACL	9400/9440	Non-English Speaking Seniors Service Grant	One-time
	$250,000	0.0	DACL	9400/9430	Money Management Programming for Alzheimer's Patients	One-time
	$288,000	0.0	DACL	9400/9430	Senior Housing Provider Progamming Expansion	One-time
	$130,000	0.0	DACL	9400/9475	Cognitive Impairment Treatment	Recurring
	$250,000	0.0	DACL	9400/9475	Telemedicine Services	Recurring
	$250,000	0.0	DACL	9400/9475	Public Health Social Innovation Accelerator	Recurring
Commitee of the Whole	$207,398	2.0	OP	1000/1090	Food Policy Council FTEs	Recurring
	$6,000	0.0	OP	1000/1040	Food Policy Council FTE NPS	One-time
	$35,000	0.0	MWCOG	N/A	COG FARM Dues	One-time
	$80,000	0.0	OP	1000/1090	Food Policy Council Central Kitchen Study	One-time
TOTAL	$2,760,764	2.0				

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F. Revenue Adjustment & Funding of Legislation

Revenue Adjustment

Revenue Adjustments			
Fund Type	FY 2023 Amount	Use	BSA Subtitle
100	$2,310,000	Revenue raised pursuant to subtitle	Motor Vehicle Registration Fees
6700	$1,096,404	Revenue raised pursuant to subtitle	Sustainable Energy Trust Fund Fees
100	$598,500	Revenue from 4.0 new booter FTEs	N/A

Funding of Legislation

Budget Support Act Subtitle Funding				
Subtitle	Agency	Program	FY 2023 Amount	FTEs
Central Food Processing Facility Siting and Feasability Study	OP	1090	$200,000	0.0
Solar for All Tax Reief	DOEE	6700	$288,750	0.0
Renewable Energy Storage Grants	DOEE	6700	$800,000	0.0
Visitor Parking Pass Access	DDOT	PGCM	$0	0.0

Funding of Bills Previously Passed Subject to Appropriation					
Law #	Section	Agency	Activity/Comp Obj	FY 2023 Amount	FTEs
L23-211	Section 2(d)(2)	DPW		$2,534,998	6.0
L23-211	Section 2(k) [112c]	DPW		$800,000	0.0
L23-211	Section 2(b)(3)	DPW		$105,000	0.0
L23-158	Section 14	DDOT		$0	0.0

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AGENCY FISCAL YEAR 2023 BUDGET RECOMMENDATIONS

A. INTRODUCTION

The Committee on Transportation & the Environment is responsible for matters relating to environmental protection regulations and policies; highways, bridges, traffic, vehicles, and other transportation issues; maintenance of public spaces; recycling and waste management; and water supply and wastewater treatment. The following agencies are within the jurisdiction of the Committee:

Department of Public Works
District Department of Transportation
Department of Motor Vehicles
Department of Energy and Environment
Green Finance Authority
Deputy Mayor for Operations & Infrastructure
District of Columbia Water and Sewer Authority

The Committee also oversees the Highway Transportation Fund – Transfers account, the Washington Aqueduct, the District of Columbia Bicycle Advisory Council, the District of Columbia Pedestrian Advisory Council, the District of Columbia Multimodal Accessibility Advisory Council, and the Commission on Climate Change and Resiliency.

The Committee is chaired by Councilmember Mary M. Cheh. The other members of the Committee are Councilmembers Charles Allen, Kenyan McDuffie, Janeese Lewis George, and Christina Henderson.

The Committee held budget oversight hearings on the proposed budgets for the agencies under its purview on the following dates:

March 22, 2022	Department of Motor Vehicles and Deputy Mayor for Operations & Infrastructure
March 25, 2022	Department of Public Works
March 29, 2022	Department of Energy and Environment and Green Finance Authority
April 4, 2022	District Department of Transportation

The Committee typically does not hold budget hearings on the District of Columbia Water and Sewer Authority (DC Water) or the Washington Aqueduct because the Council does not control those agencies' budgets. The District Department of Transportation controls funds for the District of Columbia Bicycle Advisory Council, the District of Columbia Pedestrian Advisory Council, the District of Columbia Multimodal Accessibility Advisory Council, and the Highway Trust Fund – Transfers account, and those agencies' budgets were considered during the Committee's hearing on the District Department of Transportation.

The Committee has attached a copy of the legislative language for all recommended Budget Support Act subtitles as Attachment I.

One-Time Funding for Recurring Expenses

In its discussion of various agency initiatives in the Mayor's FY 2023 budget proposal, the Committee notes numerous instances where the Executive has proposed one-time spending for programs and services that are known to have recurring costs. Funding programs and services that are known to have recurring costs for only the upcoming fiscal year creates uncertainty across the financial plan and means dollars must be identified in future budgets to cover those costs. The Committee does not believe this is prudent financial planning, and risks funding gaps in future years. Frustratingly, this is not a new practice and has occurred in most, if not all, budgets submitted to the Council in recent years. The Committee urges the Executive to reconsider this budgeting approach across agencies, divisions, and activities.

The Committee has similar concerns about the Executive's use of American Rescue Plan Act ("ARPA") funds to support regular agency expenses, given that those funds will expire in 2025. It is unclear how the Executive intends to fund those programs and services in 2026 and beyond. The District must be mindful of relying on these limited-term funding sources to support programming that is intended to last beyond 2026 or risk these programs going unfunded when ARPA funds expire.

District Recovery Plan & Intradistrict Spending

Each spring, the Mayor submits her proposed budget and financial plan for the upcoming fiscal year to the Council. Within that submission are breakdowns of individual agency budget chapters, which provide a snapshot of historic spending, approved budget levels, and proposed spending for the upcoming fiscal year across divisions and activities. The Council scrutinizes this data to develop a full picture of the Mayor's proposed changes to agency programs and services, as well as make decisions on where and how agencies' budget proposals might be amended to better serve the needs of District residents. Understanding the delta between historic budgets and actual spending and proposed levels for the upcoming fiscal year are critical to this analysis.

For a number of agencies, including several under the purview of this Committee, the Mayor's FY 2022 budget proposal and the budget as enacted included significant increases in spending supported by federal funding provided to the District under ARPA. The inclusion of those federal funds in the budget was reflected as increases to existing divisions and activities, which allowed the Committee and the public to see and track how those investments affected spending on programs and services. For example, this budget model allowed the Committee to clearly see whether ARPA investments were supplanting or supplementing local dollars.

The Mayor's FY 2023 budget proposal, however, tracks these federal funds in a different and far less transparent manner. Now, agencies receiving federal ARPA funds have reported those dollars and the FTEs the funds support in a new division, coded as "(DCRP) District Recovery Plan." Funds in this new Division are reported as a lump sum expenditure in the budget chapters, and spending is not broken down by program, activity, service, or any

other metric. Due to how changes in funding between the current fiscal year and the next are reported in the budget, moving ARPA funds from their FY 2022 activity to DCRP in FY 2023 appears like a funding reduction, when no reduction actually occurred.

While the Committee recognizes that this may assist the Executive in more easily tracking how federal dollars are spent—and that they are spent in an authorized manner—the Committee has significant concerns about this change. Presenting federal ARPA spending as a lump sum amount—an amount that, for some agencies, includes tens of millions of dollars in funding and dozens of FTEs—provides the Council and the public with little to no information on how the Executive plans to spend these dollars. Furthermore, shifting these funds in this manner has made the Council and public's work to understand the larger budget proposal significantly more difficult, as the shifting of funds between divisions and activities obscures other substantive changes to those agency programs and services. The Committee was only able to reconcile the effect of these changes after each affected agency provided the Committee with a crosswalk of funds and FTEs into the new DCRP Division.

For the reasons above, the Committee has significant concerns about this new approach to tracking ARPA funds in agency budgets. If the Committee had sufficient time and resources to do so, it would seek to reverse transfer of these funds and FTEs into the new DCRP Division, reallocating funding and FTEs to the Activity in which they were budgeted for FY 2022.

Separately, as part of the FY 2023 budget, the OCFO announced a new shift in how intradistrict transfers would be reported in the Mayor's budget proposal. Intradistrict transfers reflect instances in which District agencies procure services from one another (for example, agencies purchasing vehicle leasing services from the Department of Public Works). Prior to this budget proposal, those expenditures have been reported twice in the budget: once, in the "buyer" agency's budget chapter, showing that agency's expenditure for that service, and again, in the "seller" agency's budget, reflecting that agency's total spend on services, inclusive of all "buyer" agency spending. Given concerns that this approach resulted in double-counting of spending, the OCFO decided these expenditures would only be listed in the "buyer" agency's budget. While the Committee supports efforts to increase clarity in the budgeting process, it does have concerns that this new approach makes it more difficult for the Council and public to visualize spending across agencies on particular services. In addition, like with the shift of ARPA funds to the new DCRP Division, this shift results in what appear to be (but are not) funding reductions to Divisions and Activities within seller agency budgets. The Committee sought specific information from each agency to understand the extent to which changes listed in the Mayor's FY 2023 budget proposal reflected actual reductions or enhancements, and which changes simply reflected this new budget model.

To provide an accurate account of actual funding levels proposed for each agency in the FY 2023 budget, the Committee has collected information on the effect of the DCRP Division and intradistrict fund changes on spending for each agency, by division and activity. The Committee has included tables at Appendix L that provide a breakdown of those shifted funds, and the Committee's understanding of the Committee's actual proposed budget, minus those changes.

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B. DEPARTMENT OF PUBLIC WORKS (KT)

Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	161,359,247	172,662,707	4,243,012	176,905,719	9.6%
Special Purpose Revenue Funds	14,598,789	11,713,137	0	11,713,137	-19.8%
GROSS FUNDS	175,958,036	184,375,844	4,243,012	188,618,856	7.2%

FY 2023 Full-Time Equivalents, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	1,384.5	1,525.5	5.0	1,530.5	10.5%
Special Purpose Revenue Funds	37.0	37.0	0.0	37.0	0.0%
GROSS FTES	1,421.5	1,562.5	5.0	1,567.5	10.3%

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
11 - Regular Pay - Cont Full Time	86,758,721	88,375,582	(461,721)	87,913,861	1.3%
12 - Regular Pay - Other	8,890,764	5,347,630	0	5,347,630	-39.9%
13 - Additional Gross Pay	3,174,779	3,174,779	0	3,174,779	0.0%
14 - Fringe Benefits - Curr Personnel	27,251,650	27,116,416	(32,057)	27,084,359	-0.6%
15 - Overtime Pay	5,905,778	5,757,282	0	5,757,282	-2.5%
Personal Services (PS)	131,981,692	129,771,689	(493,778)	129,277,911	-2.0%
20 - Supplies and Materials	7,505,108	4,365,202	0	4,365,202	-41.8%
31 - Telecommunications	260,966	180,000	0	180,000	-31.0%
40 - Other Services and Charges	29,445,227	11,048,004	181,750	11,229,754	-61.9%
41 - Contractual Services - Other	33,025,980	32,198,188	3,771,040	35,969,228	8.9%
50 - Subsidies and Transfers	0	3,700,398	200,000	3,900,398	N/A
70 - Equipment & Equipment Rental	4,563,374	3,112,361	584,000	3,696,361	-19.0%
Nonpersonal Services (NPS)	74,800,655	54,604,153	4,736,790	59,340,943	-20.7%
GROSS FUNDS	206,782,347	184,375,842	4,243,012	188,618,854	-8.8%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
1000	Agency Management	32,238,601	18,009,469	4,585,478	22,594,947	-29.9%
100F	Agency Financial Operations	5,079,661	2,427,220	0	2,427,220	-52.2%
2000	Snow Removal Program	8,200,000	8,200,000	0	8,200,000	0.0%
4000	Fleet Management	35,268,263	20,532,538	0	20,532,538	-41.8%
5000	Parking Enforcement Management	35,410,635	30,945,647	657,534	31,603,181	-10.8%
6000	Solid Waste Management	90,585,188	96,029,827	(1,000,000)	95,029,827	4.9%
DCRP	District Recovery Plan	0	8,231,143	0	8,231,143	N/A
GROSS FUNDS		206,782,348	184,375,844	4,243,012	188,618,856	-8.8%

AGENCY OVERVIEW

The mission of the Department of Public Works ("DPW") is to provide the highest quality sanitation, parking enforcement, and fleet-management services that are both ecologically sound and cost-effective. DPW executes its mission through the work of the following six divisions: the **Snow Removal Program**, which ensures the District is safe to navigate after the end of a snow storm and to resume normal government services and commerce in an efficient, environmentally sustainable, and safe manner; **Fleet Management**, which 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, and by fueling all 6,000 District government vehicles, including school buses, fire and trash trucks, and street sweepers; **Parking Enforcement Management**, which provides on-street parking enforcement services, including ticketing, towing, booting, removal of abandoned and dangerous vehicles, and auction of impounded vehicles; **Solid Waste Management**, which performs a number of daily operations, including trash, recycling, bulk collections, sanitation education and enforcement, graffiti removal, public litter-can service, fall leaf collection, snow and ice removal, and street and alley cleaning; **Agency Management**, which provides administrative support and the required tools for the Agency to achieve operational and programmatic results; and **Agency Financial Operations**, which provides comprehensive and efficient financial management services to, and on behalf of, District agencies so that the financial integrity of the District of Columbia is maintained.

OPERATING BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 operating budget for DPW is $184,375,845, which represents a 10.8% decrease in operating funds, compared with the approved FY 2022 budget. However, this dramatic decrease is largely due to the new system of reporting of intradistrict fund spending only in the budget of agencies "buying" the services, and not in the "seller" agency budget. This funding supports 1,562.5 Full-Time Equivalents (FTEs), a 1.2% decrease from the FY 2022 approved level.

Office of Waste Diversion

Curbside Composting Pilot

For years, the Committee has urged DPW to begin work to allow for District-wide collection and recycling of organic waste (also known as compostable materials). Making composting accessible to residents across the District is the single most meaningful step the District can take toward meeting its Zero Waste goals. Organic waste, which includes food and yard waste, makes up roughly a third of the District's waste stream. Indeed, the District generates approximately 167,000 to 235,000 tons of organic material each year. Unfortunately, almost all of this waste currently ends up in a landfill or is incinerated. The District's 80% waste diversion goal will perpetually be out of reach unless we make drastic changes to our handling of organic waste—of which, universal curbside composting is a critical part.

In early 2022, DPW shared with the Committee that it had identified capacity within the region that could accept the anticipated volume of the District's organic waste, should curbside composting be implemented. This has long been a significant hurdle to moving this program forward: several years ago, DPW told the Committee it had sought, but could not find, sufficient capacity within the District to build a composting facility, and would need to look outside the District for capacity at a private facility. The Committee is pleased to see some progress here, as there had been little to no movement forward at the Agency on composting in recent years.

That said, the Agency has told the Committee that capacity is the *last* step required for DPW to move forward with curbside collection of organic waste; they will not move forward with contracting for this space until the following steps have been completed:

- Completion of a curbside composting pilot;
- Review of cost and participation rates in the pilot to identify efficiencies and inform total cost estimates;
- Full funding in an upcoming budget for staffing, equipment, securing of capacity, and any other identified costs; and
- Solicitation and awarding of contract with a vendor to support curbside composting and a processing site.

DPW has informed the Committee that the necessary size of the composting pilot would be 10,000 households. The agency estimates that the pilot's cost would total $4,431,790 for those 10,000 households, with an opt-in model for one year. That cost estimate is inclusive of pricing for:

- Opt-in mailers for all DPW-serviced households ($36,750)
- Compost caddies for 10,000 households ($200,000)
- Compostable bags (50 per household) ($24,000)
- Curbside containers (5-gallon buckets) ($360,000)
- Disposal costs ($93,600)
- Collection costs ($3,640,000)
- Hauling costs ($37,440)
- Ongoing education and outreach for opt-in households ($40,000)

The Committee is eager to move the curbside composting pilot forward as soon as possible, to enable the District to move closer to universal curbside composting in the near future. **Therefore, the Committee increases (2010) Office of Waste Diversion by $4,431,790 in FY 2023 to support the launch of a pilot of curbside composting at 10,000 properties in the District.**

Zero Waste Omnibus Amendment Act

On December 1, 2020, the Council passed B23-506, the Zero Waste Omnibus Amendment Act, comprehensive legislation aimed at increasing the District's waste diversion

rate. The Committee recommends funding several remaining unfunded provisions of this legislation that will be implemented by the Office of Waste Diversion at DPW.

First, the legislation requires that the Mayor review and verify implementation of source separation plans that certain large private property owners are required to submit to the Mayor, including through on-site evaluation. **To ensure DPW has sufficient funding and staffing for source separation plan review, the Committee increases (2010) Office of Waste Diversion by $601,000 and 6 FTEs in FY 2023, and $2,535,000 over the four-year financial plan period.**

In addition, the legislation requires the Mayor to prepare and submit to the Council a plan for how to provide recycling infrastructure in the public space. The plan must make recycling available, as appropriate, with public litter containers, and require businesses providing public litter containers to provide recycling containers. **Therefore, the Committee increases (2010) Office of Waste Diversion by $105,000 in FY 2023.**

Finally, the legislation requires DPW to administer an on-site organic processing system acquisition grant program to financially assist a business or nonprofit organization in the lease or purchase of an on-site organic processing system, such as an in-vessel composter or aerobic digester. **Therefore, the Committee increases (2010) Office of Waste Diversion by $200,000 in recurring funds in FY 2023.**

Parking Enforcement

The Mayor's proposed budget for the Parking Enforcement Management Administration ("PEMA") includes a reduction in (5010) Parking Regulations Enforcement of 31.0 FTEs and $4,295,000. According to DPW, this reduction is a result of the following:

- Reducing the number of Parking Enforcement Officers by 20 FTEs to meet departmental budget ($1,286,060.45);
- Shifting ten Parking Enforcement Officers from Parking Regulations Enforcement to the District Recovery Plan budget within DPW ($552,162.70);
- Increased vacancy savings ($2,386,367.77); and
- Realigning a position within Parking Regulations Enforcement ($70,409.08).

Although DPW has said that the reduction in officers will not affect service levels, the Committee is concerned about this change and will be tracking performance within this program in FY 2023 to ensure this is the case.

Boot Crew

In the fall of 2021, the Committee learned from a DPW report that almost 550,000 District, Maryland, and Virginia vehicles are eligible to be booted by DPW crews if found on District streets because they have two or more unpaid parking or ATE camera tickets that are at least 60 days old. A significant number of those tickets were for dangerous driving behaviors. For example, approximately 75,000 boot-eligible vehicles have tickets for driving

more than twenty miles per hour over the speed limit, 150,000 for running a red light, and 50,000 for running a stop sign.

On December 6, 2021, the Committee held a roundtable on DPW's enforcement against vehicles with substantial unpaid traffic fines.[1] At the roundtable, the Committee learned that DPW has only two vehicles and six staff assigned to the "boot crew." This crew only boots between 36 and 50 vehicles a day, meaning that only a fraction of vehicles with long-standing unpaid tickets are actually booted. At this pace, it would take over 25 years for all eligible vehicles to be booted.

Studies have shown that it is not necessarily the size of a fine but the certainty of enforcement that results in the greatest increase in compliance with traffic safety laws.[2] Thus, the Committee raised significant concerns that DPW's lack of enforcement was a driving force in increases in traffic fatalities in the District; since the Mayor announced the launch of the Vision Zero initiative in 2015, traffic fatalities have increased every year but one. It is the Committee's belief that, as a result of this low level of enforcement, some drivers continue to drive dangerously under the belief that they will never be caught. Thus, DPW's limited enforcement likely has a direct effect on the safety of our roadways and our efforts to achieve Vision Zero.

At the roundtable, the Committee learned that one of the factors limiting DPW's ability to boot more vehicles was the capacity of the current impound lot–the current lot is at over 80% capacity most days, meaning that there is no location to which DPW can tow additional booted vehicles. Thus, the Committee was pleased to learn this spring that DPW had identified a location for a second impound lot, which will add at least 259 additional spaces. The Committee was also pleased to see funding for this new lot in the Mayor's budget proposal (which is in the DGS capital budget, as that agency is responsible for negotiating and managing the lease of the new lot site) and hopes that this new lot will fully address current capacity issues.

In addition, the Committee was pleased to see in the Mayor's FY 2023 budget proposal funding to support the hiring of 9.0 additional boot crew FTEs. According to DPW, these new FTEs will allow the Agency to bring online six to eight active crews each day (compared to the current two), with each crew booting eighteen to twenty-five vehicles daily. The Committee believes this investment in boot crew personnel is a significant step toward right-sizing boot crew operations and could have a meaningful effect on traffic safety.

The Committee, however, learned during the budget process that funds for these FTEs were mistakenly loaded into (1040) Information Technology. To ensure the funding for these new FTEs is allocated to the appropriate program and activity, and these positions can be hired as soon as possible, **the Committee reduces (1040) Information Technology by 9.0 FTEs**

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[1] Committee on Transportation & the Environment, Public Roundtable on the Department of Public Works' Enforcement Against Vehicles with Substantial Unpaid Traffic Fines (Dec. 6, 2021), recording available at http://dc.granicus.com/MediaPlayer.php?view_id=29&clip_id=6927.

[2] *See, e.g.*, Davey, Jeremy & James Freeman, *Improving Road Safety through Deterrence-Based Initiatives*, https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3074684/.

and $752,312 in FY 2023, and $3,009,248 across the financial plan, and increases (5020) Towing by those same amounts and FTEs.

That said, at the agency's budget oversight hearing, the Committee learned that DPW had requested 13.0 FTEs to support the boot crew, four more positions than were included in the Mayor's budget proposal. DPW explained that this higher level of FTEs would allow PEMA to cover all eight wards of the District each day with one or two teams, and to have sufficient boot release personnel. **Therefore, the Committee increases (5020) Towing by $247,037 in FY 2023 and $988,150 and 4.0 FTEs across the financial plan.**

As discussed above, increasing the number of boot crew staff will increase compliance with the District's traffic laws. Specifically, as the number of vehicles booted each day increases, so should payment of fines by drivers seeking to recover their vehicles from the District impound lot. It is also likely, due to the higher number of impounded vehicles, that the number of vehicles sold at auction will increase. The Committee, however, has learned that the Mayor's budget does not budget for this anticipated increase in revenue. **Therefore, the Committee recognizes revenue from the 9.0/13.0 new boot crew FTEs in the amount of $598,500 in FY 2023 and $2,992,500 across the financial plan.**

Finally, at the hearing, the Committee was made aware that the cost to replace a vehicle boot ($750) is far greater than the fine DPW currently assesses a resident for destruction of a boot ($300). The Committee is aware that some individuals may seek to avoid payment of tickets for parking and traffic infractions by illegally removing a boot from their vehicle, a process that typically destroys the boot or otherwise renders it non-functional. In fact, for a number of years, at least one individual in the District has provided the service of removing vehicle boots illegally. Regardless, when boots are illegally removed, they are seldom, if ever, recovered. District taxpayers should not be footing the bill every time a person willfully and illegally destroys a vehicle boot. **Thus, the Committee recommends the inclusion of a subtitle in the Budget Support Act that increases the penalty for boot removal, damage, or destruction to at least $750, to ensure the fine covers the full cost of the District procuring a replacement boot**.

Solid Waste Management

The budget for the Solid Waste Management Administration ("SWMA") has a proposed increase of $5,445,000 over approved FY 2022 levels, as well as a significant reduction in FTEs in (6020) Public Space Cleaning. These and other changes are discussed below.

Public Space Cleaning

Public Space Cleaning (6020) includes a reduction of 76.5 FTEs, and an increase in the Activity budget of $3,216,000. The 76.5 reduction in FTEs is the net effect of shifting 87.5 FTEs from Public Space Cleaning to the District Recovery Plan and adding 11.0 FTEs for the Bike Lane Cleaning Teams.[3] The funding increase is the net result of shifting funding to the

[3] The increase for the 11 additional FTEs is $757,217, plus an additional $138,000 for salary and step increases.

District Recovery Plan Activity and certain amounts that were loaded incorrectly during the formulation process. DPW provided an accounting of those changes as follows:

- Shifting ARPA funding to the District Recovery Plan: ($5,344,000)
- Amounts loaded correctly: $3,058,000
- Amounts loaded incorrectly: $5,447,000

Given the timing of when these errors were flagged for the Committee, the Committee did not shift these funds within its budget recommendations. However, the Committee intends to work with the Committee of the Whole to identify where funds and FTEs should be moved between Divisions and Activities to address these errors.

Sanitation Collections and Removals

Sanitation Collections and Removals (6030) was increased by $843,000. This additional funding will support Personnel Services for the Bike Lane Cleaning Team and the shifting of 1 FTE within Administration, with salary and step increases.

Sanitation Disposal

Sanitation Disposal (6040) was increased by $1,258,000, which reflects salary and step increases, an enhancement for Hauling, Disposal, and Recycling, as well as an increased budget for super cans and increased recycling budget.

Snow Removal

The proposed budget for snow removal is $8,200,000. This matches the FY 2022 approved budget.[4]

The Committee notes, however, that the budget chapter suggests a shift of snow removal funding from recurring dollars to one-time funds, representing a $5,346,000 reduction. The Committee raised concerns to the Agency about this shift because, as presented, it would mean that snow removal dollars would only be budgeted for the upcoming fiscal year, with no dollars identified for FY 2024 and beyond. DPW clarified that this was in fact the case, stating, "funding will have to be requested in subsequent out years (FY 2024 and beyond) as opposed to the funding being automatically loaded in the DPW budget."

The Committee continues to have significant concerns about this proposal. While snow removal costs may fluctuate from year to year, these costs are incurred by the Agency each year. Failing to include even basic, baseline funding for these services in the outyears means the District will need to identify funds for this work in each budget process. This practice does not represent prudent budgeting practices or planning.

The Committee is loath, however, to replace these funds in this budget, as the Committee anticipates the Mayor will simply sweep any amounts the Committee identifies for

[4] A $351,000 shift from Equipment Rental (2040) to Road Treatment (2050) is the result of DPW needing to rent fewer pieces of equipment and using that additional funding to offset recent salt cost increases.

other purposes in the FY 2024 budget review process. Nevertheless, the Committee strongly urges the Agency to identify base funding levels for snow removal services moving forward.

Fuel Contract

The Fleet Management budget includes a $4,850,000 decrease in Fleet Consumables. This reduction is due, in part, to $2,350,000 being loaded mistakenly in Solid Waste Management (LEAF 6020). The Committee aims to fix this; however, we were unable to secure the appropriate attributes to rectify the issue in this report. We intend to work with the Committee of the Whole to rectify this error later in the budgeting process. The remaining $2,500,000 reduction is not in fact a cut but reflects the new Inter-Agency budgeting process.

Agency Financial Operations

The Agency Financial Operations (100F) budget includes a decrease of $2,652,000 and 19.0 FTEs. However, this large decrease is a result of the new intradistrict reporting shift. DPW used to be a much larger agency that covered a number of services now provided by a range of other agencies, including the District Department of Transportation[5] and Department of Energy and Environment. When certain services moved to those agencies, DPW continued to cover much of the costs for the relevant budget-focused FTEs in the agency's budget and received payment from these other cluster agencies for those services. Because of the intradistrict reporting shift, those costs are now reflected only in the purchasing agencies' budgets.

District Recovery Plan & Intradistrict Reporting Shifts

As discussed in full in the Executive Summary to this report, this year saw two significant changes to how funding levels were reported in the Mayor's FY 2023 budget proposal. These include shifting reporting of federal ARPA fund dollars from specific programs and activities to a new (DCRP) District Recovery Plan Division and reporting of intradistrict fund spending only in the budget of agencies "buying" the services, and not in the "seller" agency budget. These changes resulted in what appeared to be reductions to agency budgets, where in fact no reduction occurred.

The Committee has included tables at Appendix L that provide a breakdown of those shifted funds, and the Committee's understanding of the Committee's actual proposed budget, minus those changes.

FY 2022 Agency Underspending

Each year, for agencies under its purview, the Committee reviews spending in Comptroller Source Objects ("CSO") to identify historic underspending on discretionary expenditures, such as (201) Office Supplies, (308) Telecommunications, (401) Travel – Local, (402) Travel – Out of City, and (411) Printing, Duplicating, Etc. Upon receiving the Mayor's FY 2023 budget proposal, the Committee reviewed agency spending on these and other CSOs for October 2021 through late March 2022, a period covering the first half of the fiscal year. The Committee identified significant underspending in a number of CSOs, including several

[5] *See* D.C. Law 14-137, the District Department of Transportation Establishment Act of 2002.

CSOs with zero spent not just in FY 2022, but in FY 2020 to date. Where unspent, these funds will revert to the General Fund at the end of the fiscal year.

The Committee believes that the remaining balance in CSOs with meaningful underspending could be put to better use serving District residents. Thus, the Committee recommends sweeping funds from CSOs with significant underspending.

The Committee makes the following reductions to DPW's FY 2022 budget: $308,000 reduction in FY 2022 to program across the agency budget for spending on CSG 40 – Other Services and Charges.

Vacancies

In an effort to increase efficiency and reduce waste, each year, the Committee systematically reviews vacancies at all agencies under its purview. Across the board, the Committee recommends eliminating positions that have been vacant since the beginning of FY 2020 and that are not currently under solicitation. Based on these criteria, the Committee identified a number of vacant positions that would be appropriate for elimination. Long-standing vacancies divert resources from other purposes and inefficiently allocate resources. **Therefore, the Committee eliminates positions 17336, 19361, 33382, 63366, and 63374 and recognizes $289,851 in FY 2023 and $1,519,404 in recurring funds from these positions.**

Each year, the Committee also reviews the vacancy savings rate applied to agencies' budget proposals to ensure they are right-sized to historic vacancy rates. Vacancy savings reduce the total staffing budget for an agency by the value of positions that are typical unfilled in a given year due to lag between positions becoming vacant and subsequent hire. For example, where an agency anticipates 5% of positions being vacant throughout a fiscal year, the agency may take vacancy savings for that amount, and only allocate funds in the budget for 95% of staffing costs.

During its review of the DPW budget, the Committee identified recurring discrepancies between the vacancy savings rate taken by DPW and actual vacancy rates. Underestimates of agency vacancy savings rates mean that funds sit unused in agency personal services budgets; where vacancy savings rates are right-sized to comport with actual staffing churn, those funds could be put to an immediate, best-use on behalf of residents. In FY 2023, DPW proposed a 6.9% vacancy savings rate, while, as of March 2022, 17.1% of agency positions were vacant; thus, the Committee is concerned that the agency's proposed 6.9% vacancy savings rate is too low. Thus, the Committee recommends increasing the agency's vacancy savings rate for FY 2023 to approximately 7.7% **Therefore, the Committee recommends recognizing $1,000,000 in one-time funds and $4,000,000 in recurring funds from this increase to the Agency's vacancy savings rate.**

CAPITAL BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 – FY 2028 capital budget request for DPW is $140,716,000. This represents an increase of $13,792,000 from the FY 2022 – FY 2027 Capital Plan. The FY 2023 – FY 2028 Capital Plan maintains the full funding of the Benning Road Transfer Station modernization. This project and others are discussed in further detail below.

Benning Road Transfer Station Modernization

The Mayor's proposed FY 2023 – FY 2028 capital budget continues to make needed investments in the District's waste transfer facilities by maintaining $68,000,000 to complete the full modernization of the Benning Road Transfer Station. This funding will go toward remediating environmental and safety issues at the site, replacing the current facility, and creating new citywide capabilities to divert waste from landfills or incineration. The Committee strongly supports this project as an opportunity to make safety investments, increase the facility's tipping floor capacity, address stormwater management issues, and further the District's waste diversion goals through infrastructure improvements.

The Benning Road facility has long been in serious disrepair and has represented a missed opportunity for the District. The transfer station is on the site of a former incinerator and much of the site is unusable in its current condition. The proposed modernization would remediate the site so that it is in excellent working condition, expand the transfer station to more fully utilize the space available at the site, and likely allow the facility to offer additional services. Once renovations are complete, the tipping floor will increase in square footage to allow more room to process waste and recyclable materials, which will help reduce the amount of recycling that is lost due to contamination with trash. In addition to the increased capacity and space, the renovated facility will likely offer additional services that further the District's waste diversion goals. The Agency intends to work with the construction management firm to develop a comprehensive zero waste campus that includes 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. According to DPW, the zero waste campus will include residential drop-off services, renewable power generation, stormwater pollution prevention, climate resilient infrastructure, flexible and resilient operations, as well as odor, noise, and air quality controls. Other design considerations include a Center for Hard-to-Recycle-Materials.

In the FY 2021 Committee Report, the Committee urged the Agency to move up the funding for the modernization so that the project could begin as soon as possible, noting ongoing maintenance and repair costs associated with running the existing facility. The FY 2022 FY - 2027 Capital Plan included $32,240,000 in FY 2022 and $68,357,000 in FY 2023, for a total of $100,597,000. The FY 2023 – FY 2028 Capital Plan maintains that full funding.

While the Committee continues to strongly support this project, it is critical that the District not squander this opportunity to improve its waste management infrastructure and increase waste diversion. The Committee once again requests that the Agency provide

quarterly reports to the Committee on progress on the project and make a draft plan available to both the Council and public stakeholders.

The Committee also urges DPW to undertake a full assessment of how the Benning Road Transfer Station lot could be put to best use, as the transfer station itself will take up only a fraction of the current lot. The Committee has heard suggested that the lot could include space for an anaerobic digester, composting or solar capacity, or even a microgrid. It is critical that these infrastructure investments be considered as the modernization moves forward—such that, even if these investments are not included in current plans, the modernization footprint or envelope does not foreclose these investments being made in the future.

Electric Vehicle Charging Stations

The FY 2023 – FY 2028 Capital Plan includes $500,000 in FY 2023 for electric vehicle ("EV") charging stations. This funding will cover the costs to install fifty new EV charging stations per year at District-owned properties, at a cost of $10,000 per station, to service electric vehicles in the District's fleet. The transportation sector is the leading source of carbon pollution within the United States, and electrification of the District's fleet of vehicles is a small but meaningful step toward meeting our greenhouse gas emission goals.

The project was previously funded at $3,000,000 in the FY 2020 – FY 2025 Capital Plan, with $500,000 in FY 2023, FY 2024, and FY 2025. That total funding was then reduced to $1,500,000 (with funding eliminated from FY 2023-FY 2025) due to budget restrictions resulting from the public health emergency. At that time, the DPW Director testified that the project would be re-funded in the outyears in subsequent budget formulations. The Committee is therefore pleased to see that another $500,000 has been allocated to this project for FY 2023, but disappointed to see that funding for this project does not extend past FY 2023—yet again, the agency is proposing to fund these investments one year in advance, with no long-term commitment or spending. This approach will make it difficult for the District to expand EV capacity on an ongoing basis. The Committee urges the Agency to include ongoing funding in subsequent budget formulations.

Fleet Vehicle Replacements

The Agency's Fleet Management Administration ("FMA") supports critical public safety and sanitation services in the District by procuring and maintaining more than 3,000 vehicles. These vehicles must be kept in good working order and be operational at all times. The condition of the fleet vehicles deteriorates with continued use and mileage, which drives up the costs of maintaining the vehicles and keeping them in service. FMA must regularly replace vehicles to ensure it can meet the service expectations of the District. The Agency uses the Capital Asset Replacement Scheduling System ("CARSS") to model all vehicle needs for the District's fleet. Replacement needs are based on the vehicle's age, condition, mileage, and other factors.

The Mayor's proposed FY 2023 – FY 2028 capital budget includes $83,828,000 to fund fleet vehicle replacement needs. These funds are divided across three projects: (FLW06) Heavy Duty/Off Road, (FLW07) Medium Duty, and (FLW08) Light Duty.

The Committee was pleased to see that the funding levels for FY 2023 for all three capital projects are consistent with the CARSS recommendations. Fully funding fleet replacement at the recommended levels avoids unnecessary maintenance costs down the road. The Committee notes, however, that, once again, funding for these projects does not meet the CARSS projections in the outyears. For example, (FLW06) Heavy Duty/Off Road is significantly underfunded in FY 2024 – FY 2028 compared to the CARSS projections; the FY 2023 – FY 2028 Capital Plan includes only $48,969,000 in funding for this project—far short of the $91,086,701 recommended by CARSS. The Committee expects that subsequent budget formulations will match the CARSS recommendations across the financial plan to ensure that the District's fleet replacement needs are met.

POLICY RECOMMENDATIONS

The Committee recommends that the Agency adopt the following policy change:

1. *Coordinate with MPD to Identify and Stop Providers of Illegal Boot Removal Services*

As noted above, the Committee has learned that there are individuals who have made a business of illegally removing boots for other drivers. While the Committee does not know what these individuals charge for that service, it is almost certainly less than the cost of fines assessed. Removing a boot illegally necessarily causes significant damage to the device. Most are never recovered, but the damage is so substantial that those that are recovered must be replaced nonetheless. This practice not only means that the District has to pay to replace the boot—at a cost of $750 per boot—but also forfeits the ticket revenue, as the owner of the booted vehicle no longer has any reason to pay their fines. It is worth noting that vehicles are only booted once the vehicle has two unpaid tickets that are 60 days old.

More importantly, this practice increases the risk of traffic violence for residents throughout the District. As discussed elsewhere in this report, studies have shown that driver behaviors are driven less by the size of a fine; rather, the certainty of enforcement compels drivers to engage in safe driving behaviors. Where drivers know they can pay a small fee for the removal of a boot, rather than pay fines accrued, they will often do so. This illegal practice means that, for participating drivers, there is near certainty that there will, in effect, *not* be enforcement, as the boot—DPW's sole method of enforcement—can be removed without consequences. Of course, without consequences, there is nothing to discourage these drivers from engaging in illegal—and often dangerous—driving behavior. In short, this practice has a direct relation to traffic violence in the District.

Thus, it is critical that the District do all that it can to put a stop to these illegal boot removal businesses. DPW has noted that there is very little they can do themselves to prevent illegal boot removals. The Committee therefore urges DPW to coordinate with MPD to devise a method to identify these individuals and put a stop to this practice. The Committee stands ready to support those efforts, as needed.

C. District Department of Transportation (KA)

FY 2023 Operating Budget, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	132,852,610	152,011,579	-2,321,847	149,689,732	12.7%
Federal Grant Funds	18,423,809	21,786,604	0	21,786,604	18.3%
Special Purpose Revenue Funds	18,818,400	20,729,000	0	20,729,000	10.2%
GROSS FUNDS	170,094,819	194,527,183	(2,321,847)	192,205,336	13.0%

FY 2023 Full-Time Equivalents, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	652.4	798.2	(25.0)	773.2	18.5%
Federal Grant Funds	21.0	26.0	0.0	26.0	23.8%
Special Purpose Revenue Funds	12.0	12.0	0.0	12.0	0.0%
GROSS FTES	685.4	836.2	(25.0)	811.2	18.4%

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
11 - Regular Pay - Cont Full Time	40,830,539	54,307,638	-1,762,864	52,544,775	28.7%
12 - Regular Pay - Other	4,642,375	5,516,094	0	5,516,094	18.8%
13 - Additional Gross Pay	365,000	365,000	0	365,000	0.0%
14 - Fringe Benefits - Curr Personnel	12,661,813	16,509,978	-458,984	16,050,994	26.8%
15 - Overtime Pay	755,000	755,000	0	755,000	0.0%
Personal Services (PS)	59,254,727	77,453,710	-2,221,848	75,231,863	27.0%
20 - Supplies and Materials	1,133,851	1,148,063	0	1,148,063	1.3%
30 - Energy, Comm. and Bldg Rentals	6,306,034	6,291,034	0	6,291,034	-0.2%
31 - Telecommunications	150,000	150,000	-100,000	50,000	-66.7%
40 - Other Services and Charges	6,660,461	6,968,306	0	6,968,306	4.6%
41 - Contractual Services - Other	89,170,884	95,759,982	0	95,759,982	7.4%
50 - Subsidies and Transfers	7,133,125	6,470,351	0	6,470,351	-9.3%
70 - Equipment & Equipment Rental	285,737	285,737	0	285,737	0.0%
Nonpersonal Services (NPS)	110,840,092	117,073,473	(100,000)	116,973,473	5.5%
GROSS FUNDS	170,094,819	194,527,183	(2,321,848)	192,205,336	13.0%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
AA00	Administrative Administration	4,894,539	4,903,415	0	4,903,415	0.2%
DCRP	District Recovery Plan	0	1,591,195	0	1,591,195	N/A
EA00	External Affairs Administration	11,678,526	2,764,433	(596,000)	2,168,433	-81.4%
OA00	Operations Administration	71,784,209	99,014,423	(2,531,555)	96,482,868	34.4%
OD00	Office of the Director	8,575,088	10,563,008	0	10,563,008	23.2%
PA00	Performance Administration	5,448,939	2,910,996	(100,000)	2,810,996	-48.4%
PD00	Project Delivery Administration	67,713,518	72,779,713	905,708	73,685,420	8.8%
GROSS FUNDS		170,094,819	194,527,183	(2,321,847)	192,205,335	13.0%

AGENCY OVERVIEW

The mission of the District Department of Transportation ("DDOT") is to equitably deliver a safe, sustainable, and reliable multimodal transportation network for all residents and visitors of the District of Columbia. In turn, the Agency maintains critical transportation infrastructure, such as streets, sidewalks, traffic signals, bridges, and streetlights. DDOT also plans, designs, and implements improvements to this infrastructure to allow people to access services more easily and more safely. In addition, DDOT:

- Manages on-street parking;
- Plants and cares for street trees;
- Manages transportation systems such as DC Circulator, DC Streetcar, and Capital Bikeshare; and
- Manages public space for vendors, sidewalk cafes, and other uses.

DDOT's responsibilities affect the quality of our public space, how we choose to get around, the strength of our local and regional economy, and the safety of our residents and visitors.

DDOT executes its mission through the work of the following five divisions: **Project Delivery Administration,** which is responsible for multimodal infrastructure project planning, design and construction, transit delivery, and traffic engineering and safety; **Operations Administration,** which maintains the District's transportation infrastructure assets, such as streets, alleys, sidewalks, and trees, manages traffic operations and provides vehicle and pedestrian safety control, manages public space and parking regulations, and conducts snow removal operations; **Administrative Administration,** which manages the operating and capital budgets, works with the Office of the Chief Financial Officer and the Chief Procurement Officer, manages human resources and workforce development, and provides agency-wide support through State and Regional planning; **Performance Administration,** which tracks and reports performance metrics, manages facilities, fleet, and information technology resources, and provides customer service; and **External Affairs Administration,** which provides enhanced community engagement and outreach to District residents, and coordinates communication and messaging to the public, media, and other stakeholders. In addition, the **Office of the Director** is responsible for the oversight and management of the department.

OPERATING BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 Operating Budget for DDOT is $194,527,183, which represents a 14.4% increase from the FY 2022 approved budget of $170,094,819. This funding supports 836.2 Full-Time Equivalents ("FTEs"), a 22.0% increase from the FY 2022 approved level of 685.4 FTEs. These numbers represent a significant increase from the previous year due to new and expanded Executive initiatives. The largest sources of this increase are the expansion of the Traffic Control Officer ("TCO") program (90.8 new FTEs) and the automated traffic enforcement ("ATE") camera program which has been allocated 43.0 new FTE to support an increase of 266 additional cameras. These, and other programs are detailed below.

Vision Zero Program Transfer

Beginning in summer 2021—and therefore prior to the Mayor's submission of the FY 2023 budget but reflected for the first time in DDOT's FY 2023 budget chapter—the Mayor shifted funding and FTEs in DDOT's Vision Zero Division from the External Affairs Administration to the Project Delivery Administration. This change will consolidate all the agency's capital safety programs into one place and will help ensure that Vision Zero is incorporated holistically into the entire DDOT capital program. As a result, DDOT will be able to increase the rate and speed of critical safety project delivery moving forward. The Vision Zero Division works in close coordination with other divisions within the Project Delivery Administration, namely the Traffic Engineering and Safety Division and the Infrastructure Project Management Division to inform and deliver safety installations and analysis throughout the District. DDOT is requesting 1.0 new FTE related to safety communications and data analysis.

The Mayor's budget erroneously left $596,000 in VZDV, the old Vision Zero Activity housed in the External Affairs Division. To ensure these funds can be put to best use by DDOT without necessitating a reprogramming, **the Committee reduces (VZDV) Vision Zero Division by $596,000 and increases (VIDV) Vision Zero Division by $596,000, with $100,000 from local funds and $496,000 from (6910) Vision Zero Pedestrian and Bicycle Safety.**

Vision Zero Enhancement Omnibus Implementation Fund and ATE Cameras

The Mayor's proposed FY 2023 budget leaves the Vision Zero Enhancement Omnibus Amendment Act of 2019 unfunded, as it did in FY 2022 as well. In FY 2022, the Committee established through a Budget Support Act subtitle a Special Purpose Revenue ("SPR") Fund, the Vision Zero Enhancement Omnibus Implementation Fund, where revenue generated from automatic traffic enforcement ("ATE") cameras above the FY 2022 projected baseline of $98,757,000 is deposited. While the approved FY 2022 budget included the addition of 118 proposed new cameras, DDOT is still in the process of leasing, siting, and installing those cameras; therefore, no revenue has been collected and total revenue from ATEs has not surpassed the baseline. As such, no funds have yet been deposited in the SPR Fund. The Committee will be monitoring the installation of these new ATEs to ensure that the budgeted FY 2022 cameras are installed as intended.

The Mayor's budget proposal for FY 2023 includes a further investment in ATE cameras. Like in FY 2022, the camera numbers and types proposed by DDOT do not precisely map onto the Vision Zero legislation. Below is a chart of the camera breakdowns for both the Mayor's investments and those included in the law; the final column shows the delta between the Mayor's proposed investment and the cameras prescribed in the law:

Camera Type	Pre-FY 2022	Mayor's FY 2022 Budget Proposal	Mayor's FY 2023 Budget Proposal	Mayor's Proposals (Cumulative Total)	Vision Zero Omnibus FY 2022 Mandate	Vision Zero Omnibus FY 2024 Mandate (Cumulative Total)	Vision Zero Cameras Not Included in Mayor's Proposals
Speed	80	17	170	267	0	0	0
Red Light	40	10	17	67	75	125	58
Stop Sign	6	6	17	29	0	30	1
Bus Priorty Lane	0	40	20	60	10	10	0
School Bus	0	0	25	25	0	0	0
Bus Mounted	0	56	0	56	0	0	0
Truck Overweight	2	0	17	19	0	0	0
Total	128	129	266	523	85	165	

As shown in the chart, while not a perfect match, DDOT's ATE camera investments do largely match those in the bill; the major shortfall is in red-light automated enforcement cameras. Also reflected in the chart is the total number of cameras, which, under the Mayor's proposal, will rise to 523, more than 400% growth over the number of cameras funded in the FY 2021 budget. This significant increase in ATE cameras should in turn lead to an increase in ATE revenue and therefore funding for the Vision Zero Enhancement Omnibus Act.

The Committee is not inclined to prescribe the addition of even more cameras at this time. And, following conversations with DDOT about their approach to selecting these camera types—in particular, their choice to invest in 170 more speed cameras over other types, including red light cameras—the Committee agrees that the camera types chosen by DDOT will meaningful advance traffic safety in the District. **The Committee includes an amendment to the Vision Zero Enhancement Omnibus Act to reconcile these differences.** Further discussion of that subtitle is at page 145 of this report.

Legal Instrument Examiners for ATE Program

The addition of 266 new ATE cameras is also driving a significant increase in FTEs for DDOT. The Mayor proposes adding 43.0 FTE (5.0 supervisory and 38.0 non-supervisory) legal instrument examiners at a cost of $4,118,678.93 to review photos captured by ATE cameras and help issue citations.

The Committee has concerns, however, regarding DDOT's ability to onboard the 43.0 new FTEs as planned. DDOT currently employs 13.0 legal instrument examiners to review images captured by the current slate of cameras, bringing the total number of non-supervisory staffers to 56.0 FTEs with DDOT's proposed investment in the FY 2023 budget. DDOT has noted for the Committee that the agency needs approximately 1.0 legal instrument examiner FTE per 10 cameras. With DDOT anticipating a total of 523 cameras, these staffing levels are appropriately matched to the number of cameras.

To date, however, DDOT has not installed the 129 new cameras proposed in the FY 2023 budget. It is likely to be late FY 2022 or early FY 2023 before those cameras are operational. The Committee anticipates a similar delay in the procurement and installation of the 266 new cameras proposed in the FY 2023 budget, and therefore does not believe the agency will need to bring on the full slate of new FTEs proposed to review those camera images until the start of FY 2024. Given DDOT's staff-to-camera ratio of 1:10, the agency will need only 26.0 FTEs in FY 2023 to review the cameras in operation during that fiscal year (128 current cameras plus 129 cameras proposed in the FY 2023 budget, for a total of 257

cameras). With 13.0 of those FTEs already at DDOT, the agency will need funding for just 13.0 of the newly proposed 40.0 legal instrument examiner FTEs in FY 2023; the remaining FTEs will only need to be funded in FY 2024 and thereafter. **Thus, the Committee recommends reducing funding in (TFDV) Traffic Operations Division by $1,987,092 in CSG 11 and $544,464 in CSG 14 in FY 2023 representing salary lapse for the 27.0 legal instrument examiner FTEs DDOT will not need to hire until the 266 new cameras come online in FY 2024.**

Traffic Control Officers and School Safety

The single largest increase in FTEs for DDOT in the Mayor's proposed budget is a 90.8 FTE increase for Traffic Control Officers ("TCOs"). That represents 25.0 supervisory TCOs, 61.0 non-supervisory TCOs, and 4.8 converted from existing safety tech positions. DDOT intends these new FTEs to provide additional coverage for the School Crossing Guard program. Traffic safety near schools is a top priority of the Committee, especially given the spate of traffic violence including students over the past year. The Committee supports this increased investment in FTEs.

Traffic control and the resulting school crossing guard coverage, however, is only one aspect of school traffic safety. Another significant determinant of traffic safety near schools is the state of infrastructure, such as signage, design speed of roads, crossings, visibility for drivers and pedestrians, and the design of pickup and drop-off zones. DDOT's Safe Routes to School ("SRTS") Program conducts assessments of schools which result in Action Plans and spot safety checks that recommend infrastructure changes near schools. The SRTS program annually produces 18 such Action Plans. Many of the infrastructure recommendations from these plans have yet to be implemented. At the Committee's hearing on Bill 24-565, the Safe Routes to School Expansion Regulation Amendment Act of 2021, Director Lott indicated a desire to increase the number of SRTS Action Plans and Spot Safety Checks and the need for dedicated and increased capital funding for implementation.[6] The SRTS program, however, is not allocated any additional funding in the Mayor's budget and would continue to have only 2.0 FTEs to support program administration. Without increasing funding—and, specifically, staffing levels—for this program, the Committee questions how DDOT can increase its capacity. The Committee believes that additional staffing would help expedite and expand this work, including Safe Routes to School assessments, Action Plans, and spot safety checks. To support increased capacity in the Safe Routes to School program, **the Committee increases (PSDV) Planning and Sustainability Division by 1.0 FTE, $147,651 in FY 2023 and, $590,751 across the financial plan and increases (TEDV) Traffic Engineering and Safety Division by 1.0 FTE, $162,057 in FY 2023 and $648,228 across the financial plan**. The Committee also believes enhancing capital funding to accelerate the SRTS program is critical to this work; that investment is discussed in the Committee's review of DDOT's capital budget below.

Public Space Inspectors

The Mayor's budget proposes an increase of 7.0 FTEs and $947,524 for public space inspections and review in the (PRDV) Public Space Regulations Division. DDOT states that

[6] Committee on Transportation & the Environment, Public Hearing on B24-565, the Safe Routes to School Expansion Regulation Amendment Act of 2021 (Mar. 14, 2022), recording available at http://dc.granicus.com/ViewPublisher.php?view_id=29.

increased construction and utility work, along with new responsibilities, such as permitting and inspection of streateries and the curbside electric vehicle charging pilot program, necessitate an increase in capacity for this activity. Given that the electric vehicle curbside charging pilot has failed to issue any permits, and that the streatery program is entering a more permanent phase, the Committee supports increased capacity for public space inspections and reviews.

Digital Visitor Parking Pass Program

Most District residents living on blocks with Residential Parking Permits ("RPP") are provided with access to Visitor Parking Permits ("VPPs") by DDOT. Residents may provide VPPs to visitors to allow them to legally park in RPP zones near their homes. Since the VPP program was first launched, these passes have taken the form of a physical, hard-copy pass provided to eligible residents each year and could be provided to visitors without registration or reporting to DDOT; the visitor would simply display the provided pass on their dashboard.

In late 2020, however, DDOT announced a new digital VPP system, intended to reduce fraud and modernize how these passes are used. At that time, DDOT also informed residents that the physical, hard-copy VPPs issued to residents for 2020 would be valid through September 30, 2021, to allow for a smoother transition between the two programs.

The new system launched in July 2021, and residents immediately raised concerns to the Council regarding the new system, including confusion about how to use it and concerns about equity of access to the system and the new passes (which, because they were initially only able to be issued on a per-visit or per-visitor basis, essentially required access to a computer and printer). In September 2021, DDOT agreed to extend the validity of the VPPs issued to residents for 2020 until January 15, 2022, to provide the agency more time to streamline the new system and provide additional public education to residents. The Council later extended the eligibility of the 2020 passes twice: first, through April 15th, and later, through November 25th.

Since the start of 2022, DDOT has made several updates to the new system, including allowing residents to make recurring reservations for certain visitors. DDOT also upgraded their systems to allow for visitor vehicles to be tracked via license plate number, a change that would negate the need for paper printouts of passes. The Committee has since learned, however, that DPW lacks the necessary license plate readers ("LPR") to implement this upgrade, meaning visitors would still need to print out a paper pass or risk receiving a ticket.

As noted, the Committee supports this investment in LPRs, but recognizes that it will take time for these LPRs to be purchased and installed and for DPW staff to be trained on their use; and these funds will only become available October 1, 2022. The Committee believes that hard copy passes must still be made available to residents up and until DPW enforcement staff can fully administer enforcement of the program. **Thus, the Committee includes a Budget Support Act subtitle that would extend the eligibility of the VPPs for calendar year 2020 through December 31, 2022**. It is the Committee's hope that DDOT will also use that time to do further public education on the new system, including at ANC meetings. Recognizing that some residents may have never received a 2020 VPP (for example, new

residents), and others may have lost their 200 VPP or thrown it away, thinking it was no longer valid, **the subtitle also requires that DDOT provide access to a new, hard-copy VPP for these residents. To support printing of hard-copy VPPs, the Committee increases (PGDV) Parking and Ground Transportation Division by $50,000 in FY 2022.** The Committee intends to work with DDOT in the coming months on the form and method by which residents can access those new passes. Further discussion of this subtitle is at page 147.

New Chief Information Officer Division

The Mayor's budget proposes consolidating much of DDOT's information technology ("IT") work into a single Chief Information Officer Division (CRDV) that is staffed with 26.0 FTEs reorganized from a variety of divisions across the agency. The budget includes significant IT investments including funding to move DDOT's Traffic Management Center and to upgrade the Transportation Online Permitting System ("TOPS"). The Committee supports these investments to modernize and upgrade key IT initiatives at DDOT.

Repeal of DDOT Authorization to Issue MWAA Community Working Group Grant

For several years, representatives of the District have served on a community working group, organized by the Metropolitan Washington Airport Authority ("MWAA"), to work toward solutions to minimize the noise affecting residents living along Ronald Reagan Washington National Airport's flight path on the Potomac River. Last year, the Committee identified $200,000 for the District to join Arlington, VA and Montgomery County, MD in a study to identify improvements to flight paths, referred to as the NOWGEN-DCA project.

Unfortunately, by the time these funds were made available, the study was too far along for the scope to be expanded to include the District. During FY 2022, the Committee explored several other options for using these funds to otherwise move forward efforts to address airplane noise, including redirecting this grant to MWCOG for that entity to undertake cross-jurisdictional planning on this issue. Unfortunately, none of these efforts proved viable, and the Committee—while dedicated to finding solutions for this issue—cannot identify a related use for these grant funds at this time. **Thus, the Committee recommends sweeping $200,000 in FY 2022 funds from (ODDV) Office of the Director**. To effectuate this sweep, the Committee must repeal the language authorizing DDOT to issue a grant for this purpose. **Therefore, the Committee recommends the inclusion of a subtitle in the Budget Support Act repealing the language authorizing that grant in the FY 2022 Budget Support Act.** That subtitle is discussed further at page 165 of this report.

Special Purpose Revenue Funds

Each year, the Committee reviews Special Purpose Revenue ("SPR") funds administered by agencies under the Committee's purview to identify recurring underspending, both year over and year and when compared to fund revenues. SPR fund dollars typically come from fees and fines assessed against residents and visitors to the District. Where amounts continually sit unspent in these funds, agencies should make efforts to reduce revenues (either through rulemaking or, where necessary, by petitioning the Council to update legislation), or revisit spend plans to ensure every fund dollar is put to best use.

Across agencies, the Committee has identified several Special Purpose Revenue funds with significant, recurring fund balances. As detailed below, the Committee recommends sweeping these fund balances in the FY 2022 supplemental budget to ensure these funds are put to best use on behalf of residents; however, the Committee intends to work with the Agency in the coming months to further dive into the cause for these recurring fund balances and identify changes to ensure revenues and spending are right-sized within these Funds moving forward:

- Fund 6031 – DC Circulator Bus System – NPS Mall Route: Sweep $1,200,000 allotment balance
- Fund 6901 – DDOT Enterprise Fund: Sweep $426,990 allotment balance

District Recovery Plan & Intradistrict Reporting Shifts

As discussed in full in the Executive Summary to this report, this year saw two significant changes to how funding levels were reported in the Mayor's FY 2023 budget proposal. These include shifting reporting of federal ARPA fund dollars from specific programs and activities to a new "(DCRP) District Recovery Plan Division," and reporting of intradistrict fund spending only in the budget of agencies "buying" the services, and not in the "seller" agency budget. These changes resulted in what appeared to be reductions to agency budgets, where in fact no reduction occurred.

The Committee has included tables at Appendix L that provide a breakdown of those shifted funds, and the Committee's understanding of the Committee's actual proposed budget, minus those changes.

CAPITAL BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 – FY 2028 capital budget request for DDOT is $1,985,767,000 in local funds. This represents an increase of $143,161,000 from the FY 2022 – FY 2027 approved level. The Mayor's proposed local capital budget request includes an allocation of $458,498,000 in FY 2023, an increase of $50,307,000 over the previously approved level.

Alleys, Sidewalks, and Local Street Paving

In FY 2023, the proposed capital budget includes $19,863,208 for alley rehabilitation, reconstruction, and maintenance for the District's 350 linear miles of alley assets. This represents an increase of $248,857 from the approved FY 2022 budget. DDOT spent $19,371,523 resurfacing and improving 113 alley locations in FY 2021. According to DDOT, the condition of the District's alleys has not been assessed since the 2017 Alley Survey.

In FY 2023, the proposed budget includes $25,918,679 for sidewalk rehabilitation, reconstruction, and maintenance for the District's 1,494 miles of sidewalk assets. This is an increase of $4,025,484 from the approved FY 2022 budget. DDOT spent $17,208,089 resurfacing and improving 33 miles of sidewalk in FY 2021. According to DDOT, the condition of the District's sidewalks has not been assessed since the 2015 Sidewalk Survey. DDOT

plans to conduct a new sidewalk survey in 2022. The Committee supports increased repair, maintenance, rehabilitation, and filling of sidewalk gaps. In FY 2021, DDOT only filled 1.3 miles of sidewalk gaps despite having documented in 2016 60 miles of sidewalk gaps. The proposed budget allocates $2,000,000 for "Safe Routes to School - Sidewalk Gap Construction." The committee supports this investment and targeted approach to focus on sidewalk gap construction near schools. However, the Mayor proposes to increase sidewalk spending writ large by $4,025,484 in FY 2023 over approved FY 2022 levels, despite only spending $17,208,089, in FY 2021. The Committee questions whether DDOT is equipped to dramatically increase spending on sidewalk repairs and rehabilitation by such a large margin and will be monitoring progress on this project.

The FY 2023 proposed budget includes $4,421,865 per ward for local street preservation, maintenance, and repair for the District's 580.9 local roadway miles maintained by DDOT. These levels are unchanged from the FY 2022 approved budget. DDOT spent $61,597,279 resurfacing and improving 69 miles of local streets in FY 2021, down from 127 miles in FY 2020. The condition of the District's local streets breaks down as follows: Excellent 55% (up from 41% in FY 2021); Good 14.8% (down from 16%); Fair 15.8% (up from 14%); and Poor 14.3% (down from 29%).[7] In FY 2021, DDOT made significant progress in improving the state of repair of local roads by increasing the share of roads in excellent condition and reducing those in poor condition. The Committee is pleased with this progress while spending less, although the Agency did repave fewer miles of road in total than in 2020.

The Committee notes that alley and sidewalk assessments have not been conducted in several years, while it appears that local road conditions are evaluated annually. Given the significant annual investments for each of these projects, the Committee urges more regular surveys or other methods of continually updating the Agency's data in the state of alleys and sidewalks. In addition to more regular condition assessments, the Committee also envisions sidewalk or alley master plans which would guide the long-term work of these projects, to prioritize the most urgent work and more systematically upgrade these assets.

Streetscapes and Beautification

The Agency's proposed capital budget allocates $44,178,000 in FY 2023, and $199,758,000 over the Capital Plan for projects with a primary focus on streetscape improvements to enhance safety and beautification. These improvements include vehicular, pedestrian, and bicycle safety improvements and beautification efforts such as green space, lighting, and signage. The subprojects included in this master project represent long term capital corridor reconstruction projects. The Committee notes four primary categories of projects: (1) existing projects that are unchanged in the FY 2023 budget, (2) existing projects with increased or accelerated funding, (3) existing projects with reduced or delayed funding, and (4) new projects.

The following existing projects maintain funding levels and timelines in the Mayor's FY 2023 budget that are largely unchanged from FY 2022 approved budget:

[7] Although DDOT's paving plan follows the calendar year, and miles of roadway paved are aligned with the calendar year, expenditures listed here follow the fiscal year.

- Cleveland Park Drainage and Watershed Improvements: $16,546,459 in FY 2024.

The following existing projects have increased or expedited funding in the Mayor's FY 2023 budget (or the Mayor's FY 2022 supplemental budget) compared to the FY 2022 approved budget:

- S St from 4th St to 7th St NW Streetscape: $9,100,000 accelerated from FY 2023 to FY 2022 in the FY 2022 Supplemental Budget.
- Pennsylvania Avenue West Streetscape: Increased from $32,984,000 to $35,913,500 and accelerated from FY 2027 to FY 2024.
- Alabama Avenue SE from Martin Luther King Jr Avenue SE to Bowen Road SE Safety Improvement Study: Expanded the scope of Alabama Ave safety project and increased total Capital Plan funding from $10,242,000 to $22,801,275.
- Canal Rd, NW Rock Slope Stabilization, Phase I: increased by $18,786,775 in FY 2023. Previously funded at $6,000,000 in FY 2024.
- Broad Branch Rd, NW Rehabilitation: Increased by $6,908,000 in FY 2027 for a total Capital Plan cost of $10,355,000.
- Macomb Street from Ross Place to Connecticut Avenue: Increased $3,748,750 primarily in FY 2026 for a total project budget of $7,974,750.
- Connecticut Avenue Reversible Lanes: Increased by $7,799,000, from $0, in FY 2023.
- North Capitol Street Streetscape/Deckover: Increased by $3,080,042, from $0, in FY 2023.

The following project has decreased or delayed funding in the Mayor's FY 2023 budget compared to the FY 2022 approved budget:

- New York Avenue NE Streetscape and Trail: Delayed from FY 2023 to FY 2027, and funding level of $18,120,000 was reduced to $17,142,000.

The lone project to be delayed in the budget, the New York Ave Streetscape and Trail, reflects on-the-ground challenges with the adjacent railroad right-of-way, and therefore does not represent a de-prioritization of this project.

The following projects are new in the Mayor's FY 2023 budget:

- Wheeler Road Multimodal Safety and Access Project: $21,500,000 in new spending, primarily in FY 2025 for construction.
- Martin Luther King, Jr. Avenue SE/Good Hope Road SE: $16,220,750 in new spending, the majority in FY 2026 for construction.
- Reconstruction of U Street NW from 14th Street to 18th Street: $11,718,000 in new spending, primarily in FY 2027 for construction.
- East Capitol Street Corridor Mobility and Safety Plan: $2,278,500 in FY 2023 for planning.
- Bladensburg Road, NE Multimodal Safety and Access Project: $ 1,391,458 in FY 2023 for planning.

- Constitution Avenue Safety and Mobility Improvements: $1,000,000 in FY 2023 for planning.
- Wisconsin Avenue Safety and Mobility Improvements: $1,000,000 in FY 2023 for planning.
- M Street SE/SW Safety and Mobility Improvements: $1,000,000 in FY 2023 for planning.
- Georgia Avenue Safety and Mobility Improvements: $1,000,000 in FY 2023.
- Wisconsin Avenue NW and M Street NW Intersection Improvement: $750,000 in FY 2023 for planning.
- Montana Avenue NE and New York Avenue NE Intersection Improvement: $750,000 in FY 2023 for planning
- H Street NE and North Capitol Street NE Intersection Improvement: $750,000 in FY 2023 for planning.

The Committee supports the increased funding for streetscape and beautification projects. Improving safety along the most dangerous corridors in the District should be a top priority of DDOT and these projects reflect such a commitment. The addition of several new projects in this master project also reflects a new methodology for DDOT selecting corridor upgrades, a welcome development. The agency has stated that these projects now address the most dangerous corridors in the District. When taken together with the agency's safety and mobility capital projects, the most dangerous intersections as identified in moveDC are all either fully or partially funded for safety improvements in this budget.[8]

The Committee supports the increased funding for Streetscapes and Beautification and acknowledges the many additional locations around the District which would benefit from infrastructure improvements. For example, there is no possible bike or pedestrian crossing of the Anacostia Freeway and the CSX railroad tracks at East Capitol Street NE. DDOT has allocated $1,100,000 of federal funds in FY 2026 for a study of this location in the Travel Demand Management (ZU000A) project. The Committee, however, urges more rapid action to find a solution for this critical location. **Thus, the Committee allocates $1,100,000 in FY 2023 to (LMBSS) Streetscapes and Beautification for a new subproject to conduct a feasibility study of an East Capitol Street Bike and Pedestrian Crossing of the Anacostia Freeway and CSX Railway, and $7,811,050 for construction in FY 2027 and FY 2028.** See page 56 for a discussion of this increase.

Capital Bikeshare

The proposed budget allocates $5,216,000 in FY 2023 and $14,686,000 over the Capital Plan to support the maintenance, operations, and expansion of the Capital Bikeshare Program. These levels represent moderate increases of $408,595 and $2,072,190 respectively. The District currently operates 335 Capital Bikeshare stations and over 3,500 bicycles (2,500 conventional bikes and 1,000 e-bikes). This project will support the continued growth and equity of the system to meet goals outlined in the moveDC and Sustainable DC plans, and it will maintain the system in a state of good repair by replacing bikes and stations as they reach the end of their useful life. The Capital Plan will fund the expansion through FY

[8] District Department of Transportation, *MoveDC: The District of Columbia's Multimodal Long-Range Transportation Plan* (Dec. 2021), https://movedc-dcgis.hub.arcgis.com/.

2024 to 419 stations and 6,925 bikes (3,425 conventional bikes and 3,500 e-bikes). The Committee believes Capital Bikeshare is an essential sustainable mode of transportation for the more than 16,000 District residents who use it regularly. Prior to the pandemic, over 20,000 residents used it regularly, and DDOT expects this number to bounce back as more residents begin working in-person and more e-bikes are introduced to the system. The Committee is supportive of the Capital Bikeshare expansion project and the efforts to replace outdated units in the fleet.

Separately, according to DDOT, the Agency will launch adaptive bikeshare technology in FY 2023. Adaptive bikeshare will provide access to bikeshare technology for individuals with disabilities, and will include hand tricycles, recumbent tricycles, cargo-bikes, and tandem bicycles. The agency had previously planned to launch this in 2022, and the Committee is hopeful that this project does not experience any further delays.

While the Committee supports the modernization and expansion of Capital Bikeshare that these increased investments would support, the Committee is concerned that DDOT will not be able to spend the significant allotment balance in the project, which was $9,602,922 at the time of finalization of this report. The scope of DDOT's planned work and size of the proposed investment is significantly larger than historical spending on this project. The Committee urges DDOT to ensure that these investments are implemented in a timely manner and will be tracking this work throughout FY 2023 to ensure these investments are moving forward as planned.

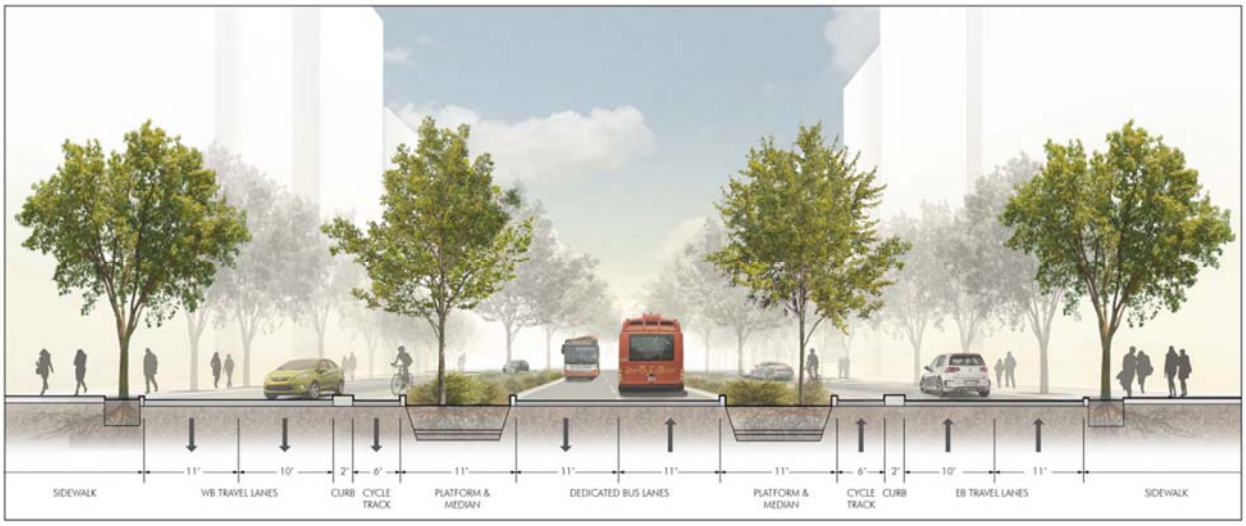
Circulator

The proposed capital budget allocates $54,034,553 in FY 2023 and $63,137,703 over the Capital Plan to build two new bus garages, replace aging Circulator buses with electric vehicles, improve District bus stops, and build the infrastructure necessary for a new Circulator route in Ward 7. This funding represents a substantial increase of $51,116,803 in FY 2023 from approved FY 2022 levels. This new FY 2023 allocation includes $34,607,253 to construct the new South Capitol Street garage, which combined with the new Claybrick Road garage in Prince George's MD, will eventually allow the entire Circulator fleet to convert to electric buses. Furthermore, the Mayor's budget proposes to spend $15,960,725 to purchase seventeen new electric buses, which combined with FY 2022 purchases will add thirty-one new electric buses to the fleet over a two-year period. The Committee is pleased with this progress on new electric bus-compatible garage capacity and the conversion to an all-electric fleet and supports this increased investment. These changes will not only significantly mitigate the fleet's reliance on fossil fuels, reducing the carbon footprint of our Circulator buses, and improve air quality along Circulator routes and near bus garages..

The Committee supports the investment in the Ward 7 Circulator route, which is fully funded and which DDOT has indicated will be in service in FY 2023. Since 2018, when DDOT eliminated the Potomac Avenue-Skyland Route, Ward 7 has not had Circulator service. Increasing bus service east of the Anacostia and providing new connections to Union Station and other key destinations will help increase access for communities that have historically been isolated and excluded from transportation investments.

K Street Transitway

The proposed capital budget allocates $57,008,000 in FY 2023, which combined with the existing allotment balance of $59,259,000, fully funds the K Street Transitway Project, and will enable construction in FY 2023 and 2024. These funding levels and timelines are largely intact from the approved FY 2022 budget.



K Street Transitway April 2020 Preliminary Design. Source DDOT.

The K Street Transitway will be a dedicated transitway for buses on a reconfigured K Street, NW between 12th Street and 21st Street, NW to have two center-running dedicated transit lanes, two lanes in each direction for general traffic, and one lane in each direction built as a protected bike lane. The configuration of the transitway will be built so as to not exclude potential future expansion of the Streetcar to Georgetown via K Street. The east-west corridor between Union Station and Georgetown includes some of the most highly developed, heavily traveled areas in the District. However, existing transit operations have longstanding issues, including congestion, low speeds, and insufficient capacity. Transit improvements are needed to support existing and future land uses and enhance connectivity of major destinations. The project will improve bus speeds, reliability, and efficiency in the District's downtown area. DDOT reached 65% design for the project in early 2022 and anticipates the project will reach final design by the end of FY 2022. Projections estimate buses will travel through the area 30%-60% faster than under the current configuration.

The Committee views the project as essential to reduce transit travel times, make bus service more desirable for residents and commuters in and around the downtown area, and increase safety for pedestrians and bike riders. This project presents a unique opportunity to invest in both functional transit infrastructure as well as unique placemaking to help make downtown more attractive as we enter a new phase of activity affected by the pandemic. The Committee strongly supports the K Street Transitway project and the current timeline as proposed by the Mayor.

The Committee urges DDOT to invest in unique designs for bus shelter, public art, and other streetscape features to maximize aesthetic appeal and make K Street an attractive

destination and public space. Additionally, the Committee urges DDOT to begin planning a second phase of this project to fully connect the protected bike lanes along the Transitway to Mt. Vernon Square and beyond, to the east along K Street. Even when the K Street Transitway is fully constructed, the segment of K Street from 12th Street., NW to 7th Street, NW is a significant gap in east/west bike network and fails to connect to the previously installed protected bike lane on K Street (7th Street, NW to 1st Street, NE).

Streetcar

The proposed capital budget allocates $9,012,000 in FY 2023, $79,538,000 in FY 2024, $40,985,000 in FY 2025, $13,128,000 in FY 2026, and approximately $2,500,000 in both FY 2026 and 2027 ($148,032,000 total over the Capital Plan) to fund the streetcar and its 1.9-mile Benning Road extension. This project will also utilize $9,700,000 in existing allotments. As part of the Benning Road extension, the project's proposed budget will fund design, civil engineering oversight, and project management. In addition to the streetcar extension itself, the project includes the reconstruction of Benning Road, adding critical safety features such as expanded sidewalks and a multi-use trail to bring new bike and pedestrian access to the corridor. This project was the recipient of a $15,000,000 federal grant in December 2021, through the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity ("RAISE") program.

Unfortunately, the Mayor's proposed budget delays the start of construction for this project. DDOT has stated that this delay is due to challenges with utility work along the corridor associated with the project. While the Committee recognizes these challenges can and do occur with projects of this scope, it is disappointed that this delay will mean yet another year before construction and therefore expanded streetcar service can begin.

As in previous years, the proposed budget does not allocate any funding to the expansion of the Streetcar line beyond the current system and the plans for the Benning Road extension. Although no funds are proposed for a Georgetown streetcar extension, as noted above, the K Street Transitway is being designed so as to not foreclose the potential for a future expansion of the Streetcar to Georgetown.

The Benning Road extension is an important and welcome addition to the Streetcar. Due to high ridership among buses and traffic congestion along the corridor, average bus speeds during peak hours are as low as 3.5 miles per hour. This additional surface transit capacity will improve access for underserved transit markets and has the potential to significantly decrease the amount of time required to travel through the corridor by removing cars and reducing the number of bus riders to a more manageable level. The existing streetcar is a heavily used transit option for District residents and visitors and the extension will only increase the number of users of the service. Prior to the pandemic, streetcar ridership regularly topped 1 million trips, but, like all transit service in the region, dipped in 2020 and 2021. One strategy for restoring ridership that the Committee supports is to improve service, such as by extending the coverage of the network and connecting it to more destinations, as this expansion will accomplish.

New NoMa Metro Station Entrance at 3rd Street NE

The Committee urges DDOT to construct a new pedestrian tunnel and entrance to the NoMa Metro Station at 3rd Street, NE. Inadequate transportation infrastructure in the area and dangerous conditions for pedestrians and cyclists on Florida Avenue limit the station from delivering on its full potential. Its two entrances are both located on the west side of the rail tracks. To walk from the N Street entrance to the east, such as Union Market or Gallaudet University, one must walk north on 2nd Street to Florida Avenue, then backtrack along Florida Avenue under a wide railroad overpass on a narrow sidewalk close to six lanes of high-speed automobile traffic. This adds travel time, discourages transit use, and threatens public safety. Adding a new entrance at 3rd St would increase the walkshed of the station to provide easier and safer transit access to more neighborhoods and destinations. This would support District goals to reduce car travel, increase transit ridership and reduce traffic fatalities and injuries. This project was previously funded. Yet, to the dismay of the Committee, was reduced by the Mayor in previous years' budgets. The Committee urges DDOT and the Mayor to prioritize funding this additional entrance to enhance the NoMa Metro station, improve walkability, and promote transit ridership.

Gondola

The Committee is disappointed that the Mayor's budget has foreclosed on the possibility of pursuing the Georgetown Gondola. The Committee viewed this project as a potential way to reduce automobile trips, as it connected two key destinations, Rosslyn in Arlington, VA, and Georgetown, with a safe and environmentally friendly mode of transport. While a full feasibility study was never funded, by cutting all funding for this project, the Mayor has signaled a complete de-prioritization of this concept.

Safety and Mobility

The proposed capital budget allocates $33,186,00 in FY 2023 and $157,031,000 over the six-year Capital Plan for Safety & Mobility projects. These levels represent a significant increase of $11,636,435 in FY 2023 and $83,365,182 in total. The subprojects for this master project include a number of ongoing location-specific projects such as the Eastern Downtown Protected Bike Lane, Georgia Ave Livability Improvements, the Anacostia Metro Pedestrian and Bicycle Bridge, as well as citywide livability projects, bike and pedestrian projects, and Vision Zero safety improvements. In FY 2023 several new subprojects are added in the Mayor's budget, including safety and mobility studies for the H St., NE and North Capital St., NE, the Montana Ave., NE and New York Ave., NE, and Wisconsin Ave., NW and M St., NW intersections.

The Committee supports increased investments in these capital projects, which will enhance the safety of the District's most vulnerable road users, and is pleased to see the Mayor increase her investment by more than $80,000,000 over the six-year Capital Plan. Accompanying this increase, the Mayor has announced her commitment to build 10 miles of protected bike lanes each year and has allocated $36,000,000 over the Capital Plan for this purpose. This funding supplements other capital projects that may include protected bike lanes, but which appear in the Streetscapes and Beautification project, such as the Connecticut Ave Reversible Lanes project.

For the first time, funding for construction of the Eastern Downtown Protected Bike Lane was included in the Mayor's budget proposal: $2,441,000 in FY 2023. After years of delay since the completion of the study and preliminary designs, this progress is welcome news. The project will remove one of two northbound travel lanes from 9th Street, NW, between Massachusetts Avenue, NW to Florida Avenue/U Street. A traffic analysis found that a single travel lane will accommodate the motor vehicle traffic volume and result in minimal impact to traffic congestion, while providing a critical north/south protected bike lane route.

In the proposed capital budget, the Mayor created a new Vision Zero Improvement Hardening subproject and allocated $5,000,000 each year across the Capital Plan for DDOT to upgrade tactical safety projects, such as curb extensions built with plastic flex posts, to more permanent streetscape features. This subproject maps onto changes proposed in the recently introduced Bill 24-674, the Upgrading Tactical Safety Projects Amendment Act of 2022, which would require DDOT to promulgate a plan to systematically upgrade such projects.[9] The Committee strongly supports this new capital project and also recommends that DDOT develop an annual plan for this work as envisioned in Bill 24-674. **Thus, to effectuate this plan, the Committee includes a subtitle in the Budget Support Act, delineating the scope, timing, and other details of the plan.** This subtitle is discussed in full at page 149 of this report.

Bus Priority and Efficiency Initiative

The proposed budget allocates $13,722,000 in FY 2023 and $101,533,000 over the six-year Capital Plan to fund the Bus Priority and Efficiency Initiative. After tripling the size of the investment in this project from FY 2021 to FY 2022, the Mayor proposes to reduce spending by $3,818,895 in FY 2023 and $6,574,200 in FY 2024 from approved FY 2022 levels. Over the course of the Capital Plan, however, the Mayor proposes increasing the total investment by $51,599,904. This project supports implementation of DDOT's Bus Priority Plan, released in December 2021, which identifies fifty-one bus priority corridors and includes capital infrastructure improvements to help prioritize bus travel and improve accessibility to bus stops, including for both Circulator and Metrobus.[10] The project's scope includes making bus lane pilots permanent and undertaking more granular improvements for bus transit. These could include adding painted bus lanes through congested segments of a bus corridor, automated bus lane enforcement cameras, intersection improvements, and adjusted signal timing, among other things.

The Committee supports this project and is glad to see the Agency significantly increasing investments in this work over the life of the Capital Plan. The Committee is concerned with the reduction of funding of more than $10,000,000 in the first two years of the FY 2023 - FY 2027 Capital Plan. DDOT assures the Committee that this reduction, coupled with increases in the out years, represents aligning project the budget with project construction.

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[9] B24-674, Upgrading Tactical Safety Projects Amendment Act of 2022, https://lims.dccouncil.us/Legislation/B24-0674

[10] District Dep't of Transportation, *Bus Priority Plan* (Dec. 2021), https://ddot.dc.gov/node/1527011.

Trails

The proposed budget allocates $10,416,000 in FY 2023 and $125,128,000 over the CIP to the Trails master project. These levels represent a reduction of $10,461,900 in FY 2023 but an increase of $31,886,500 over the six-year Capital Plan. DDOT has assured the FY 2023 reduction and subsequent increase in the out-years shift funds to align with construction timelines more accurately.

The following are existing projects that are funded as part of the Trails master project, with changes and funding notes included:

- Anacostia Riverwalk Trail - Kenilworth Park Southern Section: Delay of $7,413,200 in FY 2023 to FY 2024, with a total increase of $9,548,000 in FY 2024 to align funding with actual construction timeline.
- The Arboretum Bridge and Trail Connection to Maryland Avenue: Increases $6,510,000 across the Capital Plan, the majority in FY 2026 for construction.
- The Metropolitan Branch Trail to Piney Branch: Increases $2,386,500 for construction in FY 2023
- Anacostia Riverwalk Trail (Neighborhood Access): Increase of $ 4,329,400 in FY 2024 and FY 2026.
- Suitland Parkway: Delays $5,534,000 in FY 2023 to FY 2027, with an increase of $17,929,000 over the Capital Plan, primarily in FY 2027, for construction.
- Arizona Avenue connection to the Capital Crescent Trail: Increase of $971,125 in FY 2024.
- Trails Management: The Mayor proposes recurring funding levels of $412,300 annually each year of the Capital Plan, representing an increase of $180,300.

The Trails master project funds several new subprojects:

- Fort Davis Drive and Texas Avenue SE Trail: $2,170,00 in FY 2028
- Metropolitan Branch Trail - First Place to Oglethorpe Street, NE: $3,526,250 from FY 2024 to FY 2026.
- Oxon Run Trail Phase II: $3,716,125, with the majority of funding in FY 2026
- Rehabilitation of Pedestrian Bridge and Connecting Trail over Arizona Avenue, NW: $2,170,000 in FY 2027
- Shepherd Branch Trail: $35,256,250 from FY 2024 to FY 2026

The Committee supports the overall increase in funding for trails. The regional trail network is a vital asset for active transportation and recreation. The increased investments in the project will help build out and connect to the regional vision of a complete trail network. The committee especially supports the expansion of, and new connections to trails in communities underserved by active transportation options like protected bike lanes and where communities of color have been negatively affected by auto-oriented infrastructure. Additionally, the Committee urges DDOT to prioritize completing trail connections to help build out the region's multimodal network. For example, the Mayor did not fund a short, yet planned connection along the Anacostia Riverwalk Trail in Buzzard Point, which the Committee

provided funds for. See policy recommendation on page 60 for further discussion its policy recommendation on filling gaps in the bike and pedestrian networks.

Urban Forestry

The proposed budget allocates $12,336,000 in FY 2023 and $7,152,000 in each subsequent year of the Capital Plan to the Urban Forestry Capital Project. This capital project funds activities associated with the on-going maintenance and care of street trees, trees within District right-of-way spaces, and trees within areas in DGS's portfolio. This includes activities associated with tree planting and tree well-being, maintenance of trails, design and construction of low impact design sites and bio-retention areas, preservation of green infrastructure in the right-of-way, and the majority of the Urban Forestry Administration's labor charges. This fund is critical to the rehabilitation and expansion of the District's urban tree canopy. In this year's proposed budget, as in prior years, the Mayor has restored complete funding in the upcoming fiscal year to this project, while leaving the remainder of the Capital Plan at a reduced level. The Committee is frustrated to see this reduction in funding has not been restored when it is clear that this project needs approximately $12 million per year. Failure to plan ahead and allocate required funds in future years leads to instability in the budget and an inability for stakeholders to depend on the Mayor's budget.

These funds are critical if the District is to reach its tree canopy goal of 40% by 2032. The tree canopy serves as the most important tool the District uses to reduce the urban heat island effect, a well-documented phenomenon in which areas high in heat-absorbent materials such as pavement and concrete and lacking in heat sinks and reflectors (like trees and other vegetation) experience significantly higher temperatures during extreme heat events (days with a high temperature at or above 95°F) than areas with fewer paved surfaces and more canopy coverage. The District experiences roughly 15-20 extreme heat days annually and will expect to experience 2-3 times more extreme heat days per year by 2075. Extreme heat days pose a significant health risk to elderly residents and residents with existing health conditions such as respiratory illness. Increasing the canopy coverage of the District in areas where coverage is currently lacking will save lives and better equip communities to manage the effects of climate change. In increasing that canopy, the Agency should also aim to remedy the inequitable distribution of the canopy across the District, which compounds the heat island effect in communities east of the Anacostia River. The Agency has, in prior years, stated that this fund will need to be revisited in subsequent Capital Plan formulations. The Committee agrees and urges the Agency to restore these cuts in future budgets, especially since UFD will likely soon be tasked with implementing the Urban Forest Preservation Authority Amendment Act of 2022, currently pending before the Council. Although UFD was able to absorb the costs of the bill, the bill does increase the work of UFD, further demonstrating the need for restored funding.

The Committee recommends adoption of the Mayor's proposed FY 2022 – FY 2027 capital budget, with the following changes:

1. *Enhance (ED0D5C) 11th Street Bridge Park by $5,050,000 in FY 2023 and by $15,000,000 across the capital budget*

The FY 2022 proposed capital budget allocates $30,343,000 in FY 2026 to (ED0D5C) 11th Street Bridge Park. The budget also allocates $38,867,000 in budget authority in FY 2022. The $38,867,000 in FY 2022, however, is misleading, as those are primarily funds raised by the project's nonprofit, Ward 8-based Building Bridges Across the River ("Building Bridges"), from private donations and do not represent a monetary investment from the District. The Mayor did maintain the $30,343,000 in funding for the project that the Committee had included in last year's Capital Plan. During past budget hearing processes, DDOT has stated that it is in full support of the project and hopes the Executive will be able to provide additional funding in future Capital Plan formulations. Allocated funds for the project, however, will not be awarded or disbursed to any entity for construction until at least 50% of the total projected project construction costs have been raised by private donors. To date, 11th Street Bridge Park fundraisers have secured $31,490,000, with an additional $6,011,550 pending, closing in on the $40,687,500 that it is required to raise.

The 11th Street Bridge Park will be the District's first elevated public park. Located on the piers of the old 11th Street Bridge spanning the Anacostia River and linking Anacostia with Navy Yard, the Bridge Park will be a new venue for healthy recreation, environmental education, and the arts. The Bridge Park draws on an extensive community outreach and consultative process, anchored by more than 1,000 meetings. Pre-construction began in 2016. Plans include bike and pedestrian trails, outdoor performance spaces, play areas, gardens, and a dock to launch boats and kayaks.

In addition to the physical design and infrastructure features, the 11th Street Bridge Park's community-driven equitable development plan has received national recognition for its anti-displacement efforts. To date, the Bridge Park has invested over $86,000,000 in housing, workforce, small business, and cultural strategies—nearly the same amount of funds that it will cost to build the park. Outcomes include 102 Ward 8 renters becoming homeowners through the Ward 8 Home Buyers Club; standing up the Douglass Community Land Trust that has secured 250 units of permanently affordable housing in the District; over $1,000,000 invested in black-owned businesses; eighty-three graduates of construction training placed in jobs; and launched the largest privately funded unconditional cash transfer program ever attempted in the U.S. with over $3,000,000 distributed to Ward 8 residents.

The project is currently in the final design phase, which is expected to be complete by Fall 2022. With an additional $15,000,000 investment in FY 2023, Building Bridges has stated that it could begin the solicitation for a general contractor to begin construction.

The Committee supports the Bridge Park and is thankful that the Executive did not propose to reduce the Committee's funding in the project for FY 2026. However, given the success of private fundraising, the Committee would support expediting or increasing funding to meet the $15,000,000 threshold in FY 2023 to advance construction. **Thus, the Committee allocates $6,050,000 in FY 2023, and a total increase of $15,000,000 to this project across the six-year Capital Plan.**

In the FY 2016 Budget Support Act, the Council required that the 11th Street Bridge Park complete fundraising for 50% of the total project cost, before the District allocate any funds to the project. Given the significant level of private fundraising to date, and the incredible investment in Ward 8 and the District represented by this project, the Committee recommends making District funds available immediately, in FY 2023, to support this work; that recommendation is discussed below. **To ensure those funds can be spent as intended, the Committee includes this subtitle in the Budget Support Act, which would lower the trigger from 50% to 25% for disbursement of District funds for this project**; that subtitle is discussed in full at page 151 of this report.

2. *Delay (LMGGRC) Powerline Undergrounding by $13,835,333 in both FY 2024 and FY 2025 to $27,670,666 in FY 2026*

The Powerline Undergrounding ("PLUG") master project currently carries an allotment balance of $104,620,089; that project, however, has faced significant, ongoing delays in getting these funds out the door. Rather than borrow additional funds in the out years, incurring increased debt, the Committee reallocates some of this future allotment to other uses by spending down the large balance. Overall funding levels will not be affected by this delay.

3. *Sweep (LMEQUC) Equipment allotment by $1,097,618*

The Equipment Master Project has $3,479,820 in allotment balance, which the agency spend plan states will go toward a new asset management contract for parking meters. That said, the Parking Meters subproject has $2,817,798 in available balance. Between the two

projects, then, the Agency has $6,297,618 to spend on parking meters in FY 2022 alone. The Mayor's proposed budget adds an additional $4,636,395 and $4,213,807 in FY 2023 and FY 2024, respectively. Based on conversations with the Agency, those amounts should be more than enough to cover a new management contract currently out for solicitation. As such, the FY 2022 balances should only be necessary for work done in the current fiscal year. The Agency indicated in its general spend plan that money in the Parking Meters subproject would be used for a short-term contract extension, but the primary costs for that contract are in the operating budget rather than the capital budget. Indeed, only $939,266 are necessary for the capital portion. The Agency also indicated that it would use $1,878,532 in the current year on new meter purchase and installation. This means that the agency has $3,479,820 in extra allotment balance. That said, the agency also indicated that it expected to use between $2,000,000 and $2,500,000 in FY 2023 to replace the balance of older meters. It isn't clear to the Committee whether those costs are in addition to the new contract. In an abundance of caution, then, the Committee is prepared to leave that approximate amount in fund balance to cover those costs. The resulting extra allotment balance is thus $1,097,618, which will be swept. The Committee also notes that the historical spending in the Parking Meters subproject is well below the current spend plan; but it is prepared to credit the agency with its plans for a new contract.

4. *Sweep $1,750,000 from (SR310C) Stormwater Management Master Project allotment balance and allocate $1,650,000 to new subproject Mount Zion and Female Union Band Society Cemeteries Stormwater in FY 2023*

This project has an allotment balance of $6,585,964. DDOT's spend plan notes just $4,835,964 in planned spending from the balance, indicating an excess balance of $1,750,000. The Committee seeks to fund an additional subproject, to address stormwater issues at the Mount Zion Cemetery and the Female Union Band Society Cemetery, which DDOT has stated will cost $1,650,000. These cemeteries, located in Georgetown, are adjacent historically Black cemeteries dating back to 1808 and were a stop along the Underground Railroad. The cemeteries have suffered perpetual, systemic neglect. This project will invest in stormwater management infrastructure improvements on Q Street, 27th Street, and Mill Road NW to address flooding, ponding, and erosion damage to the historic burial plots. It will also make repairs to the Lyons Mill Road pedestrian path, which is unsafe for visitors entering Rock Creek Park due to erosion damage.

5. *Sweep $678,034 from (CE304C) Street Sign Improvements allotment balance*

In (CE304C) Street Sign Improvements, agency spending on this project has never exceeded $2,700,000. The spend plan, however, suggests for spending $4,419,280 in FY 2022 on this project. The Committee has concerns that the agency will actually spend this higher amount, given historical spending; however, the Committee is prepared to credit the agency with its current spend plan. That said, with a current allotment balance of $5,097,314 here, there is an excess of $678,034 in this project's allotment; thus, the Committee sweeps those funds.

6. *Sweep $5,000,000 from (LMVAEC) Vehicle Fleet allotment balance*

The agency spend plan for Master Project (LMVAEC) Vehicle Fleet states that the project's $10,967,424 allotment balance will be allocated to (6EQ01C) Equipment Acquisition subproject, which has a $5,734,680 allotment balance of its own, for a total of $16,702,104 available. The spend plan for that subproject, however, indicates spending of only $1,573,845 from the subproject's allotment balance, but purports to conform to spending as prescribed by CARSS to maintain the fleet—meaning the remainder of spend would come from the Master Project Allotment.

Data provided by the OCFO indicates that CARSS calls for $8,967,424 in FY 2022; thus, funding available for this subproject is nearly double what CARSS says is necessary. CARSS, of course, only factors in replacement needs, not totally new purchases. Assuming DDOT's spend plan for this project's new acquisitions is accurate, the total spending for new acquisitions (which will include narrow bike lane sweepers, vacuums, and snowplows) is $2,045,000. Therefore, combining the total for new acquisitions with the FY 2022 CARSS estimate for maintenance, the agency needs a total of $11,012,424 to complete this work. That leaves an excess balance of $5,689,680 in the allotment for the master and subproject. Recognizing that pricing may slightly vary for estimates, requiring that DDOT have some spend flexibility, the Committee reduces the (LMVAEC) Vehicle Fleet allotment balance by just $5,000,000.

7. *Sweep $562,723 from (CE308C) Concrete Brick and Asphalt allotment balance*

The Agency spend plan calls for FY 2022 spending of only $633,758 and funding is sufficient in the Mayor's proposed FY 2023 Capital Plan formulation to cover FY 2023 and outyear spend plan.

8. *Sweep $539,000 from (LMS05C) I-66/Rock Creek Parkway Bypass Study Allotment Balance*

This project is no longer proceeding as originally envisioned yet maintains an allotment balance. Rather than leave the money idle, the Committee sweeps that balance.

9. *Increase the new subproject Curbside Management Study in (LMEQUC) Equipment by $120,000 in FY 2023 for a study of p*arking in the District

The supply, demand, and availability of vehicle parking has several policy and planning implications. Road space in the District is a contested asset that can be used to support vehicle travel, active transportation, public transit, and other public space uses. Committee staff analysis found that roughly 25% of all road space is allocated for the use for private vehicle parking, yet the District does not have a comprehensive inventory of on-street nor off-street parking supply. Without this baseline information, DDOT, nor other agencies can weigh the costs and benefits of reducing, increasing, or modifying parking spaces. A parking inventory would aid in the planning of infrastructure projects like bike lanes, review of plans for new development projects, and would enable more robust planning for other initiatives. For example, the District's goals for electric vehicle (EV) adoption are intertwined with the supply of parking spaces equipped with EV charging capabilities. Further understanding of the

District's parking assets and key characteristics such as charging capabilities would therefore aid in policy development in a number of areas.

The Committee increases (LMEQUC) Equipment by $120,000 to undertake a comprehensive assessment of motor vehicle parking. The assessment should result in a publicly accessible and, to the extent feasible, complete GIS dataset of all parking spaces by type, including on-street parking. The dataset shall include attributes such as access to electric vehicle charging and type as well as disability, metered or rush hour restricted parking. The assessment should analyze the supply of parking compared to population and vehicle registrations in each census tract, or other scale determined by DDOT. The resulting public dataset should be constructed to support DDOT activities for planning and designing streetscape projects, reviewing development traffic and parking plans, and other planning applications. The Committee's preference is for this inventory and study to include all types of parking spots, including private garages and off-street residential parking. However, the Committee acknowledges the challenges of this data collection. As such, the parking inventory shall focus on curbside parking. However, to advance the more comprehensive inventory, DDOT shall also compile a list and map of private parking garages, and shall develop a methodology for a future study to develop an inventory and dataset of off-street parking, including at private parking garages and residences. DDOT has stated that its budgeted Safe Curbside Access for All Study (funded in the (LMEQUC) Equipment Master Project) can incorporate aspects of this parking study, and therefore additional resources needed for the on-street portion of the study are minimal. The increase in funds is primarily to enable the commercial garage inventory and scoping activities for the future study of off-street parking.

10. *Increase new subproject Vision Zero Hardening in (LMSAFC) Safety and Mobility by $122,400 in FY 2024, 2025, 2026, 2027, and 2028 to support the creation of a tactical safety upgrade master plan*

In recent years, the District has made considerable progress in quickly and cost-effectively building out safety infrastructure along our trails and roadways. It is common to see curb extensions, bike lanes, modular bus islands, and closed slip lanes in the District that have been constructed with inexpensive, temporary materials. While using temporary materials to install these tactical projects has provided us with a number of benefits—primarily the ability to test new safety measures on a temporary basis, cost-effectiveness, and the ability to stand up these projects quickly—they often fall short of the higher quality, safer, more durable, and aesthetic standards that are typical of permanent installations and that residents deserve for their streetscapes.

The Mayor's FY 2023 Capital Plan proposes $5,000,000 annually, and $30,000,000 from FY 23-27 for hardening tactical curb extensions. DDOT states this level of funding would allow for the design and construction of roughly 20 permanent intersection improvements per year. DDOT's stated intention for this project is to begin a program of upgrading certain temporary safety improvements through the installation of permanent concrete infrastructure, namely, curb extensions. The Committee seeks to support the effective use of these funds and bring transparency and accountability to tactical safety project conversions, while still affording DDOT flexibility to establish its own criteria for selecting the types and number of projects to be converted each year.

The Committee recommends allocating $122,400 each year of the capital plan, starting in FY 2024 through FY 2028 for DDOT to promulgate an annual plan for the conversion of tactical safety projects constructed with plastic to permanent streetscape projects constructed with more durable materials. This activity supports the Mayor's proposed $5,000,000 annual investment in such upgrades, providing additional funding for the tracking, planning, and reporting of such projects. **To effectuate this plan, the Committee recommends inclusion of a subtitle in the Budget Support Act delineating the contents and timing of this plan.** A full discussion of that subtitle can be found at page 149 of this report.

11. *Allocate to new subprojects in (LMSAFC) Safety & Mobility $600,000 in each year from FY 2023 – FY 2028 for increased Safe Routes to School Assessments and Action Plans and $3,000,000 in each year from FY 2024 - FY 2028 for School Actin Plan Implementation construction*

As discussed above, the Committee is prioritizing traffic safety near schools and seeks to enhance and expand the Safe Routes to School ("SRTS") program. The Committee believes that investing in increased capacity for SRTS Assessments, Action Plans, and construction should be included in the Capital Plan to more rapidly upgrade safety infrastructure around schools. This increased investment will enable the more rapid installation of signage, modifications to reduce design speed of roads, upgraded and improved crossings, including raised crosswalks, visibility for drivers and pedestrians, and the design of pickup and drop-off zones. The SRTS assessments of schools which result in Action Plans and spot safety checks that recommend infrastructure changes near schools. The SRTS program annually produces eighteen such Action Plans. Many of the infrastructure recommendations from these plans have yet to be implemented. At the Committee's hearing on Bill 24-565, the Safe Routes to School Expansion Regulation Amendment Act of 2021, Director Lott indicated a desire to increase the number of SRTS Action Plans and Spot Safety Checks and the need for dedicated and increased capital funding for implementation.[11] The Committee understands that in order for DDOT to increase the number of Action Plans from eighteen to thirty, an additional $600,000 is needed for the existing assessment contract annually. In order to actually construct this expanded set of recommendations, another $3,000,000 is needed on an annual basis. This increase would represent a significant expansion of the SRTS program and would result in tangible upgrades to the infrastructure around schools to better protect children, caregivers, teachers, and others.

12. *Allocate $1,100,000 in FY 2023 to a new subproject East Capitol Street - Anacostia River Ped/Bike Connectivity in (LMBSSC) Streetscapes and Beautification for planning and design and allocate $3,416,220 in FY 2027 and $4,380,830 in FY 2028 for construction*

As discussed in the Streetscapes and Beautification section above, there are several locations that would benefit from multimodal access and/or safety studies. Currently, there is no bike or pedestrian access across the Anacostia Freeway and the CSX railway line on East Capitol Street. Residents are limited to only two locations to cross these impediments: Benning Road NE (0.5 miles north of East Capitol St.) and Pennsylvania Avenue SE (1.3 miles

[11] B24-565, the Safe Routes to School Expansion Regulation Amendment Act of 2021. Public Hearing, March 14, 2022. Available at: https://lims.dccouncil.us/Legislation/B24-0565.

south of East Capitol St.). The lack of pedestrian access on East Capitol constitutes a significant barrier for a historically disadvantaged community to be able to access amenities across the river, such as the Fields at RFK Campus, new commercial development at the former DC General Health Campus, and anticipated future development at the RFK stadium site. The Mayor has allocated $1,100,000 of Federal funds in FY 2026 as part of the Travel Demand Management (ZU000A) project to study and begin planning a crossing at this location, meaning that an actual solution is still several years away. Given the multi-year timeline for planning, designing, and constructing major infrastructure such as this, the Committee seeks to expedite this process. Thus, the Committee allocates $1,100,000 in local funding in FY 2023 for this project and creates a new subproject, East Capitol Street – Anacostia River Ped/Bike Connectivity Feasibility Study, within the Streetscapes and Beautification master project. Additionally, the Committee allocates $3,416,220 in FY 2027 and $4,380,830 in FY 2028 for construction of this project.

13. Allocate $250,000 in FY 2023 to (LMS07C) Crosstown Bicycle Lanes

The crosstown cycle track, which currently connects northeast and northwest across Irving and Kenyon Streets, currently stops at Warder Street; it will be extended to 11th Street in FY 2022. While moveDC and the Crosstown Multimodal Transportation Study recommended a full build-out of a protected crosstown route, there is currently no funding or design to continue the route beyond 11th Street.[12] As the route passes through 14th Street and central Columbia Heights, more intensive work will be necessary, as there is less curb-to-curb width, and a tactical project becomes more difficult. Allocating funds for design of the next phase will move us expeditiously towards closing a significant gap in the protected bike lane network and will give DDOT a better sense of the capital funds that would be necessary for construction.

14. Allocate $736,000 in FY 2023 for a new subproject in (LMBSSC) Streetscapes and Beautification, Dupont Tree Plaza

The Dupont Tree Plaza proposal is a result of an initiative led by Dupont Circle residents to address the stormwater runoff challenges at the intersection of Massachusetts Avenue and Dupont Circle. The proposal would convert a concrete plaza into pervious pavement and aims to address the urban heat island effect by planting new trees and planted pathways.

15. Allocate $2,959,000 in FY 2024 for a new subproject in (LMBSSC) Streetscapes and Beautification, Buzzard Point Trail Connection

The Anacostia Riverwalk and Trail ("ART") is a vital piece of the Capital Trail Network and one of premier active transportation and recreation assets in the District. Currently, there is a one-third of a mile gap on the ART in Buzzard Point. Filling this gap will provide connectivity to this fast-growing neighborhood to the larger twenty-five-mile ART system. It will enhance recreational opportunities for Buzzard Point residents and visitors to the area. Together with the Buzzard Point Park discussed below, the new trail will help activate this portion of the

[12] DDOT, *Crosstown Multimodal Transportation Study* (2019), https://dccrosstownstudy-dcgis.hub.arcgis.com/.

waterfront. The Committee has prioritized filling gaps in the bike and pedestrian networks and thus allocates funding to fill this trail gap.

16. *Allocate $1,100,000 in FY 2025 for new subproject in (TRL00) Trails, Buzzard Point Park for design*

The Buzzard Point Park will help further create a system of interconnected and continuous waterfront parks, joined together by the Anacostia Riverwalk and Trail. The current conditions on the site of the future Buzzard Point Park are an unmaintained and uninviting portion of waterfront. The National Park Service has completed a new park design through the concept stage and has received approval through various processes including Environmental Impact Studies. The Committee supports the advancement of this park and thus allocates funding to support its design.

POLICY RECOMMENDATIONS

The Committee recommends that the Agency adopt the following policy changes:

1. *Planning and Data for the "New Normal"*

The COVID-19 pandemic has had a profound impact on how people travel in the District and globally. The shift to remote work in some sectors has upended commute patterns after decades of building infrastructure and designing transportation to serve peak hour home-to-work commute trips. Regionally and in the District, however, even pre-pandemic, only about 20% of total trips were for commuting purposes.[13] Changes to travel behavior during the pandemic have shone a spotlight on the shortcomings of this paradigm. For example, annual Metro Rail ridership dropped by nearly 80% 2019 to 2021,[14] on the other hand Metro Bus ridership has only dropped by 60% over the same period and has rebounded faster.[15] Since the Metro Rail system is generally designed to serve more peak hour commuting behavior, and Metrobus tends to serve more diffuse travel patterns, these changes show the disproportionate impacts of the pandemic on peak hour commute trips.

While the commute trip paradigm has surely shifted over the last two years, even the short-term predictability of these patterns remains in question, not to mention the long-term uncertainty of how District residents and workers will travel in the future. This "new normal" calls for more responsive data collection, flexible planning and generally a new approach to managing transportation systems.

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[13] Kenneth Joh, *2017-2018 Regional Travel Survey Briefing: Initial Findings of Observed Daily Trips*, Presentation to National Capital Region Transportation Planning Board, Washington D.C., (Oct 21, 2020), https://www.mwcog.org/file.aspx?&A=eBGHLFExBRyYoB99u%2BU5YU%2BoPpnUDvgR4z5CheKs8cw%3D.
[14] Washington Metropolitan Area Transit Authority [WMATA], *Rail Ridership Data Viewer*, https://www.wmata.com/initiatives/ridership-portal/Rail-Data-Portal.cfm.
[15] WMATA, *Bus Ridership Data Viewer*, https://www.wmata.com/initiatives/ridership-portal/Bus-Data-Portal.cfm.

Meanwhile, in the District, as is the case in many jurisdictions, data collection and planning have had an outsized focus on commute travel. Partially due to ease of data collection and analysis (commute trips are recorded by the U.S. Census Bureau in the American Community Survey), the District's travel mode share goals have only acknowledged commute trips. In moveDC[16] and Sustainable DC 2.0,[17] the District has committed to reducing commute trips made by automobile to 25% by 2032, while increasing bike and walking commute trips to 25% and transit commute trips to 50%. These goals, while admirable, do not capture most of the total trips made by District residents, and fail to acknowledge travel patterns of anyone under sixteen years old nor those made by adults who are not in the workforce or who are unemployed.

Recent studies have been stymied by out-of-date and incomplete data, impacted by pandemic-era travel pattern changes. For example, the congestion pricing study funded by the Committee in the FY 2021 approved budget has not been released due to its reliance on pre-pandemic data. More nimble and responsive data would allow DDOT and other entities to adapt to changing conditions and continue to explore key policy concepts such as this one.

Given the reality of dynamic travel patterns and the need to adjust assumptions to more accurately characterize travel for the purposes of policy development and project and service planning, the Committee urges DDOT to modernize the data sources and analyses it employs. For example, DDOT should explore whether using real-time big data sources such as those which aggregate anonymized cell phone geolocation data would serve this function. Updating data sources would also enable more varied planning foci, such as a shift away from commute-oriented planning.

More precisely understanding the economic impact of what trips are being taken, how, and where is critical to the recovery of the District, particularly downtown. The aforementioned shift in remote work seems to have strengthened neighborhoods' economic profiles, while downtown—which has few residential properties—seems to be lagging. But the only data available to the District with regard to this dynamic has been qualitative assumptions. Travel-pattern data can provide a clear proxy for economic activity, and modernized data sources would not only help DDOT's planning processes but the District's economic development as a whole.

2. *Study feasibility of decking over or burying portions of Route 295 and Interstate 295 along the Anacostia Freeway*

On June 23, 2021, a boom truck struck a pedestrian bridge spanning Interstate 295, causing the bridge's collapse and injuring five individuals. The bridge served as a critical connection point for the communities of Eastland Gardens and Deanwood in Ward 7, providing residents to access the Deanwood metro, as well as providing pedestrian and cyclist access to the Kenilworth Gardens.

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[16] District Dep't of Transportation, *MoveDC: The District of Columbia's Multimodal Long-Range Transportation Plan* (Dec. 2021), https://movedc-dcgis.hub.arcgis.com/.
[17] District Dep't of Energy & Environment, *Sustainable DC 2.0 Plan*, https://sustainable.dc.gov/sdc2.

In the months that followed, the Council worked to clarify DDOT's plans for replacing the bridge, including a July 9, 2021, roundtable held by the Committee. One broader issued raised at the roundtable and in conversations between the Council and Executive was the significant barrier that the Anacostia Freeway created between communities along its stretch. While there are a number of pedestrian bridges spanning the freeway, they are often few and far between, creating meaningful barriers to connection for communities living just across the barrier from one another.

In 2020, the District completed the Capital Crossing deckover project, which spanned I-395 and allowed for the construction of a new mixed-use building. The Committee believes such an approach could help connect communities along the Anacostia Freeway, which includes Route 295 and the portion of I-295 running through the District, including at the site of the bridge collapse. Decking over or burying stretches of the Anacostia Freeway could have a number of other benefits, including reducing exposure motor vehicle exhaust and other pollutants for adjacent communities and, should the decked over portions be developed, new sites for development of affordable housing and community amenities. The Committee notes, this idea is not new: In 2008, then Mayor Fenty explored decking over of a portion of I-295 near Poplar Point, a proposal that never came to fruition.[18]

The Committee sought to fund this study in the FY 2023 budget, but agency estimates of costs—which rose to $4,000,000 for a review of five sites—were prohibitive. Nevertheless, the Committee intends to work with DDOT over the coming year to better narrow in on how to cost-effectively assess locations along the Anacostia Freeway where this proposal could be advanced. That study would focus on answering critical questions regarding the logistics of a deckover or burial, including cost estimates, project timeline, relevant stakeholders, and any issues or barriers to the project, such as street alignment, right of way, and other feasibility issues.

3. Fill Gaps in the Bike and Pedestrian Networks

The District has made progress in building out a network of protected bike lanes and filling sidewalk gaps. There remain, however, significant gaps in both networks. The Committee urges DDOT to increase investment and attention in future years on filling these gaps to address critical safety and access issues. The Committee supports investments by DDOT in this and past budgets for specific projects, yet also urges DDOT to develop a more proactive and aggressive policy around filling gaps in these networks.

Bike Network: In recent years, the pace of protected bike lane construction has accelerated and DDOT and the Mayor have committed to building ten miles a year over the course of the Capital Plan. In moveDC, DDOT has developed a bicycle priority map to provide a vision for the full network.[19] While providing significant new mileage to the network, many new projects do not provide full connectivity and critical gaps remain. For example, the K Street Transitway will deliver protected bike lanes along K Street from 12th Street to 21st

[18] David Alpert, *Poplar Point May Get a Deck Over I-295*, Greater Greater Washington (Feb. 15, 2008), https://ggwash.org/view/186/poplar-point-may-get-a-deck-over-i-295.
[19] District Dep't of Transportation, *MoveDC: Mobility Priority Networks*, https://movedc-dcgis.hub.arcgis.com/pages/mobility-priority-networks#bike.

Street, NW. In 2020, DDOT constructed protected bike lanes on K Street from 7th Street, NW to 1st Street, NE. The completion of the K Street Transitway will fail to connect to this portion of K Street with a critical gap from 12th Street, NW, to 7th Street, NW, leaving bike riders with no safe route for navigating Mount Vernon Square. Similarly, the Metropolitan Branch Trail (MBT) connection along 8th Street, NE, has lagged and leaves bike riders with an unprotected portion of their ride along an otherwise world class trail network. The Committee urges DDOT to prioritize filling bike network gaps such as these.

Pedestrian Network: Within the District, there are significant barriers for pedestrians, such as those presented by the Anacostia Freeway, railway tracks, the Anacostia River and other infrastructure. As noted above there is no pedestrian or bike crossing of the Anacostia Freeway and the CSX tracks at East Capitol Street. Where there are crossings of similar infrastructure, pedestrian access is often unsafe and uninviting. For example, where Florida Avenue, NE, crosses under the rail tracks at 3rd Street, NE, the sidewalks are narrow and directly adjacent to high volumes of traffic. While DDOT has undertaken several projects to address pedestrian access across dividing infrastructure, such as new pedestrian bridges across the Anacostia Freeway, the Committee believes more could be done to proactively connect communities that are cut off by physical barriers. Additionally, as discussed above in the Capital Plan section, the Committee believes a more comprehensive strategy around filling sidewalk gaps would facilitate more progress on this front. A master sidewalk plan would enable DDOT to identify, prioritize, and fill sidewalk gaps and make improvements to increase pedestrian access.

Improving bike and pedestrian connectivity will make these modes more attractive, supporting the District's goal of shifting trips away from cars. It will make our streets safer by giving bike and pedestrians more direct and protected routes. And it will bring new access to communities who have been harmed by past infrastructure projects and natural barriers.

4. Update Design and Engineering Standards

DDOT periodically updates its Design and Engineering Manual ("DEM"). Agency staff have indicated that roughly every five years, DDOT reviews and makes updates, yet has not done so since 2017. At recent hearings, such as for Bill 24-566, the Walk Without Worry Amendment Act of 2021, the Committee has learned of gaps and needed improvements in the DEM for raised crosswalks, continuous sidewalks, and raised intersections.[20] While these examples are important, the Committee urges a more systematic and comprehensive review and update of the DEM and other design and engineering standards. In consideration of this budget and other legislation, the Committee has identified several other design and engineering gaps at DDOT. For example, DDOT primarily utilizes plastic flex posts and modular curbs for its protected bike lanes. The Committee views flex posts as temporary or tactical safety measures that, while a significant improvement over paint, do not provide the level of protection that bike riders in the District deserve and need. In the best biking cities in the world, bike lanes are often protected by steel bollards, robust landscaping, and concrete planters, or other more durable and protective materials. This is one example of where DDOT's design standards lag. The Committee urges DDOT to also develop standard designs for bike

[20] B24-566, the Walk Without Worry Amendment Act of 2021, https://lims.dccouncil.us/Legislation/B24-0566.

boulevards, school streets, play streets and other forms of slow streets, and curb extensions and vertical deflection devices with channels for bike passage. These examples are not a comprehensive list yet represent areas where DDOT's design standards should be advanced to more modern, creative, safe, and aesthetic standards.

5. *Address Circulator Bus Operator* Concerns with Contract-Holder and Consider Bringing Circulator Contract In-House

On April 8, 2022, bus operators for the DC Circulator, represented by ATU Local 689 authorized a strike based on ongoing disputes over driver pay hours with RATP Dev, the District contractor for whom these drivers work. At the hearing on DDOT's proposed budget for FY 2023, the Committee received testimony from workers regarding these disputes. Of note, during the Council's consideration of the FY 2022 budget, the Committee received similar testimony from Circulator bus operators regarding the failure of the RATP Dev to request an amendment to their contract to fund employer contributions to worker retirement plans.

The Committee is greatly concerned by these long-standing, serious issues with this contract. That these workers are repeatedly seeking redress from the Council suggests that there are significant deficiencies in the administration of this contract. The Committee urges DDOT to meet with the union and RATP Dev to resolve these issues. The Committee urges resolution of these issues through one of the following outcomes:

- A new contract with the Circulator contractor, RATP Dev and the union that resolves the ongoing complaints of Circulator operators and the union;
- Bringing Circulator in-house to DDOT, to avoid private sector contracts for its operation, to make bus operators District employees and for the District to have better control over administration of the contract, including resolution of worker disputes; or
- Moving Circulator service to WMATA to better integrate Circulator operators into the regional transit workforce and eliminating pay and other parity issues.

The Committee understands there are challenges with each of these options yet urges DDOT to work to find a solution to this ongoing issue.

D. DEPARTMENT OF MOTOR VEHICLES (KV)

FY 2023 Operating Budget, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	38,964,915	45,549,425	0	45,549,425	16.9%
Federal Grant Funds	329,500	129,500	0	129,500	-60.7%
Special Purpose Revenue Funds	8,986,450	9,329,950	0	9,329,950	3.8%
GROSS FUNDS	48,280,865	55,008,875	0	55,008,875	13.9%

FY 2023 Full-Time Equivalents, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	231.0	253.0	0.0	253.0	9.5%
Special Purpose Revenue Funds	39.0	39.0	0.0	39.0	0.0%
GROSS FTES	270.0	292.0	0.0	292.0	8.1%

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
11 - Regular Pay - Cont Full Time	18,951,842	22,633,855	0	22,633,855	19.4%
12 - Regular Pay - Other	102,011	611,083	0	611,083	499.0%
13 - Additional Gross Pay	106,205	113,055	0	113,055	6.4%
14 - Fringe Benefits - Curr Personnel	5,011,361	5,833,901	0	5,833,901	16.4%
15 - Overtime Pay	145,000	75,000	0	75,000	-48.3%
Personal Services (PS)	24,316,419	29,266,894	0	29,266,894	20.4%
20 - Supplies and Materials	275,564	318,266	0	318,266	15.5%
30 - Energy, Comm. and Bldg Rentals	302,736	411,340	0	411,340	35.9%
31 - Telecommunications	391,899	445,660	0	445,660	13.7%
34 - Security Services	1,636,823	2,067,804	0	2,067,804	26.3%
35 - Occupancy Fixed Costs	1,277,095	1,281,136	0	1,281,136	0.3%
40 - Other Services and Charges	6,281,679	6,761,882	0	6,761,882	7.6%
41 - Contractual Services - Other	13,956,075	13,781,344	0	13,781,344	-1.3%
70 - Equipment & Equipment Rental	450,870	674,548	0	674,548	49.6%
Nonpersonal Services (NPS)	24,572,741	25,741,980	0	25,741,980	4.8%
GROSS FUNDS	48,889,160	55,008,874	0	55,008,874	12.5%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
1000	Agency Management	7,905,416	9,072,809	0	9,072,809	14.8%
100F	Agency Financial Operations	748,736	773,599	0	773,599	3.3%
2000	Adjudication Services Program	15,713,600	15,937,731	0	15,937,731	1.4%
3000	Vehicle Services Program	9,750,888	11,003,963	0	11,003,963	12.9%
4000	Driver Services Program	9,824,615	11,470,204	0	11,470,204	16.7%
8000	Technology Services Program	4,945,905	6,750,568	0	6,750,568	36.5%
GROSS FUNDS		48,889,160	55,008,874	0	55,008,874	12.5%

AGENCY OVERVIEW

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

OPERATING BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 Operating Budget for the DMV is $55,008,875, which represents an 12.5% increase from the FY 2022 approved budget of $48,889,160. This funding supports 292.0 Full-Time Equivalents (FTEs), an increase of 22.0 FTEs from the FY 2022 approved level of 270.0 FTEs. The changes included in the DMV's proposed FY 2023 operating budget represent a healthy increase to strengthen existing programs within the DMV and to support a few new initiatives detailed below, including critical staffing needs, implementation of the National Motor Vehicle Title Information System, and a pay parity program for Legal Instrument Examiners. The Committee supports the Mayor's proposed budget with a few small adjustments, detailed below.

Increased Funding for Critical Staffing Needs

The largest change to the DMV's proposed budget is a $4,950,000 (20.4%) increase to personal services. Of that increase, $2,107,000 goes toward funding 15.0 new FTEs that are intended to strengthen the DMV's operations across the board: 7.0 FTEs will support the licensing services provided by the DMV; 5.0 FTEs will work in performance management supporting agency operations, including a human resource specialist, a management analyst, a records management officer, and two other related positions; 2.0 FTEs will support registrations; and 1.0 FTE will work in information technology supporting the technological systems underpinning the adjudication services division. The Committee notes that, due to the Mayor's new approach to Intra-District transfers, the DMV's budget reflects an increase of 22.0 FTEs, not 15.0; only the aforementioned 15.0 FTEs are actually new positions. The other seven are existing positions that are now housed in the Information Technology activity of the DMV's budget. In other words, in prior budgets, the Office of the Chief Technology Officer's budget would have reflected the same seven FTEs who supported the DMV's license and

motor vehicle information systems. Those FTEs have been moved into the DMV's budget for FY 2023.

The National Motor Vehicle Title Information System (NMVTIS)

Beyond a general need for increased staffing across the DMV, some of these 15.0 new FTEs are needed to support implementation of the National Motor Vehicle Title Information System (NMVTIS). NMVTIS is a system that allows DMV (along with the titling agencies in other states) to instantly and reliably cross-check the information on a paper title with the electronic data from the state that issued the title. This will allow the District to deter and prevent title fraud, provide consumers with important vehicle history information, protect consumers from unsafe vehicles, and prevent the resale of stolen vehicles. FTEs working in information technology, performance management, and registrations will support the implementation of this system. The DMV has also allocated a small amount ($5,000) to support an NMVTIS Help Desk.

Pay Parity Initiative for Legal Instrument Examiners

Although the level of basic knowledge, capability, and training (in procedures, regulations, software, and equipment) required to perform the job of a Legal Instrument Examiner ("LIE") has increased substantially in past years, the salaries of the 91 LIEs employed by the DMV have not changed. To remedy this problem, $745,147 of the increased funding across the Agency in personal services will support the implementation of a pay parity initiative for the DMV's 91 LIEs. These employees are the frontline workers of the DMV, handling customer transactions in all areas of the DMV's Service Center operations, including vehicle registration, licensing, parking permits, ticket processing, and more. Over 90% of these positions are held by women of color, who often face pay disparities across sectors. This $745,147 will help ensure fair and equitable salaries for these DMV employees and further racial pay equity throughout the District government.

ATE Ticket Processing

The Mayor's proposed budget includes funding (in DDOT's budget) for more than 200 new ATE cameras. Although the DMV will be processing tickets from those cameras, the Agency expects only a gradual increase in ticket processing costs. Director Robinson's testimony noted that any increase in contractual costs was intended to be covered via an MOU with DDOT, through a portion of revenue from the ATE program. The Committee raised concerns at that time that any new camera revenue generated by ATE cameras in the FY 2022 and FY 2023 budgets is dedicated to an SPR used to fund the Vision Zero Omnibus Act, and therefore not eligible for use to fund these cameras (as their number and time does not conform with those proposed in the law). However, to ensure these Vision Zero-related expenses can be covered using ATE revenues, and given the significant overlap between the Mayor's and Council's ATE camera investments, the Committee has proposed a subtitle aligning the Mayor's proposed camera types with those prescribed in the Vision Zero law.

State-2-State Verification System

The proposed budget includes a one-time increase of $600,000 for implementation of the State-to-State Verification System ("S2S"). S2S will allow the District to electronically verify with other participating states whether a license or identification card applicant holds a license or identification card in another state. Implementation of S2S is a federal requirement for states issuing REAL ID credentials. This will increase the accuracy and integrity of DMV's data, which will have positive ripple effects for all agencies that make use of such data, like the Metropolitan Police Department.

Motor Vehicle Registration Fees

Since the late 1970s, sales of light weight trucks, which includes SUVs, vans, and pic-up trucks, have skyrocketed. In January 1980, Manufacturers reported sales of 2.7 million units and by March 2022, that figure had risen to more than 10.6 million units.[21] The percentage of total motor vehicles sales consisting of light weight trucks is also growing, with SUVs alone representing 47.4% of American motor vehicle sales in 2019, compared to 22.1% for sedans; all light-trucks constitute a staggering 72% of car sales.

Despite their name, these vehicles are far from "light weight"—the most popular SUVs, especially the mid- and full-size models, and pickup trucks weigh significantly more than sedans and compact cars. For example, the top selling sedan, the Toyota Camry, weighs from 3,310 to 3,595 pounds. Compare that to the top selling mid-size crossover SUV, the Toyota Highlander, which weighs from 4,145 to 4,450 pounds, almost a full thousand pounds more. And one of the top selling full-size SUVs, the Chevrolet Tahoe, weighs a full thousand pounds more than that, from 5,473 to 5,845 pounds.[22]

What's more, vehicles of all types are getting heavier. Over the past two decades, the number of vehicles weighing over 4,000 pounds has grown from about 25% of the market in 1990 to around 60% by 2020. The chart below, prepared by the U.S. Environmental Protection Agency, provides a visual of how vehicle weight class distribution has changed over the past half century.[23]

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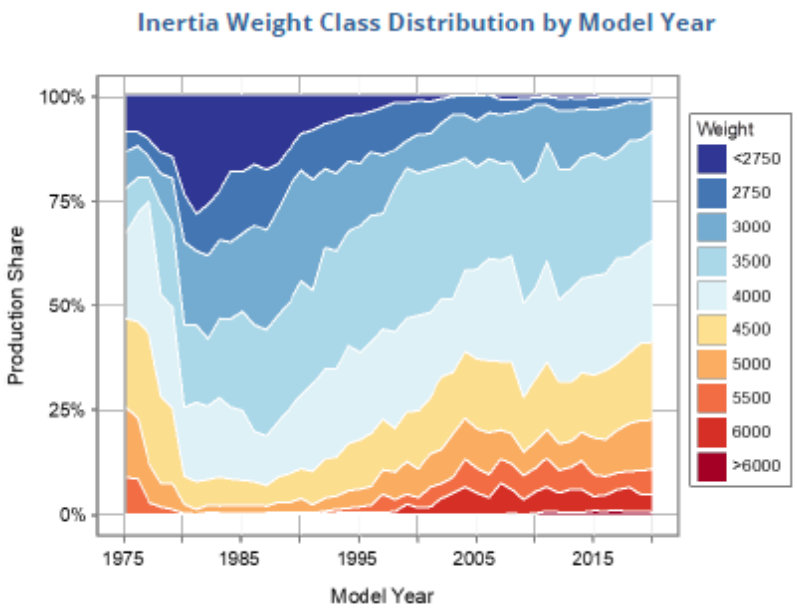
[21] Fed. Reserve Bank of St. Louis, *Motor Vehicle Retail Sales: Light Weight Trucks* (Apr. 8, 2022), https://fred.stlouisfed.org/series/LTRUCKSA.

[22] Example vehicle weights are curb weights of 2022 models as reported by the manufacturers. Variability for each model results from different options for each model.

[23] United States Environ'l Protection Agency, *The 2020 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975*, United States Environment Protection Agency (Jan. 2021), https://www.epa.gov/emission-standards-reference-guide/vehicle-weight-classifications-emission-standards-reference.



Unfortunately, the marked increase in larger, heavier vehicles has significant consequences on the environment, traffic safety, and District's roadways and other transportation infrastructure.

The heavier a vehicle is, the greater its contribution to greenhouse gas emissions and climate change. While many sources of greenhouse gas emissions have become cleaner in recent years, vehicles continue to be primarily powered by fossil fuels. Currently, less than 1% of passenger vehicles—including sedans, SUVs, and light-duty trucks—are electric vehicles, and in 2021, electric vehicles made up only 3% of light vehicle sales, with hybrids at just 5%.[24] All the while, fossil-fuel vehicles are consuming more fuel, on average. One explanation for this is the increasing prevalence of larger vehicles on the roads: SUVs, on average, consume about a quarter more fuel than medium-sized cars.[25] From 2010 to 2018, SUVs were responsible for all the increased fuel demand for passenger vehicles, accounting for 3.3 million additional barrels of oil a day, while fuel consumption from other cars declined over the same period. With increased fuel consumptions comes increased greenhouse-gas emissions. Concerns over the environmental impact of larger cars is especially relevant in the District, where transportation accounts for roughly 24% of greenhouse gas emissions, the second highest source behind buildings and energy.[26]

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[24] Feilding Cage, *The Long Road to Electric Cars,* REUTERS (Feb. 7, 2022), https://graphics.reuters.com/AUTOS-ELECTRIC/USA/mopanyqxwva/.
[25] Laura Cozzi & Apostolos Petropoulous, *Growing Preference for SUVs Challenges Emissions Reductions in Passenger Car Market*, INT'L ENERGY ASS'N (Oct. 15, 2019), https://www.iea.org/commentaries/growing-preference-for-suvs-challenges-emissions-reductions-in-passenger-car-market.
[26] District of Columbia Department of Energy & Environment, *Greenhouse Gas Inventories* (2019), https://doee.dc.gov/service/greenhouse-gas-inventories.

In addition, the heavier a vehicle, the more damage that vehicle does to the District's roads and bridges. It has long been known that large, 18-wheeler trucks cause exponentially more damage than small, passenger cars.[27] Based on sample data reported by the American Association of State Highway and Transportation Officials, this principle holds true for larger passenger vehicles, as well. They found that larger vehicles, like vans and pickup trucks, cause road damage equivalent to seven passenger cars; large pickups and delivery vans equivalent to fifteen passenger cars; and large delivery trucks equivalent to 163 passenger cars.[28] From FY 2003 through FY 2021, actual spending on local road maintenance grew from roughly $5 million annually to over $67 million, peaking at more than $81 million in FY 2020. In 2005, when motor vehicle registration fees were last updated, the District spent just over $7 million on local road maintenance. In FY 2023, the Mayor has allocated over $37 million for this purpose. While the FY 2023 investment is a reduction from the highest levels of the last few years, it still represents a significant increase above historical spending over the last two decades. And that spending rate is likely insufficient to keep pace with the deterioration of our local roads. The harm that heavier vehicles cause to our roadways play a direct role in these high costs, which are borne by District taxpayers.

Last, the larger and heavier a vehicle, the more dangerous it is to pedestrians and cyclists. Heavier vehicles cause more serious pedestrian injuries or deaths in the event of a crash compared to lighter-weight cars; they are also more likely to be involved in a pedestrian-related crash in the first place.[29] A September 2021 study found that replacing SUVs with standard vehicles and replacing light trucks (including SUVs, pick-up trucks, and minivans) with lighter vehicles would save thousands of lives in U.S. cities; the study also found little evidence that the general shift towards adoption of bulkier vehicles improved the safety of drivers.[30] And, a cross-study analysis has found that pedestrians are two to three times more likely to suffer a fatality if struck by an SUV or pickup truck, as compared to a passenger vehicle.[31] Heavier vehicles are significantly more dangerous than lighter vehicles.

The District has seen firsthand an uptick in deadly traffic violence over the past decade—an uptick that correlates with the increase in the number of larger, heavier vehicles on our roadways. Since Mayor Bowser's 2015 announcement of the District's commitment to Vision Zero, the number of traffic fatalities in the District has increased each year but one—and the total number has nearly doubled, as detailed in the chart below.

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[27] U.S. Gen. Accounting Office, *CED-79-94, Excessive Truck Weight: An Expensive Burden We Can No Longer Support,* 22 (1979), https://www.gao.gov/products/ced-79-94.
[28] R3 Consulting Group, *Trash Services Study Final Report presented to City of Fort Collins, CO,* 2-20 (2008), on file with the Committee.
[29] Wen Hu & Jessica B. Cicchino, *The association between pedestrian crash types and passenger vehicle types,* INS. INST. FOR HIGHWAY SAFETY (March 2022), https://www.iihs.org/topics/bibliography/ref/2249.
[30] Justin Tyndall, *Pedestrian deaths and large vehicles*, ECON. OF TRANSP. (July 26, 2021), https://www.sciencedirect.com/science/article/abs/pii/S2212012221000241.
[31] Neal-Sturgess, C. E., Carter, E., Hardy, R., Cuerden, R., Guerra, L., & Yang, J., *APROSYS European In-Depth Pedestrian Database,* The 20th International Technical Conference on the Enhanced Safety of Vehicles, 2007.

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of Traffic Fatalities	32	19	29	26	26	28	30	36	27	37	40
Year/Year Increase	0	-40.63%	52.63%	-10.34%	0.00%	7.69%	7.14%	20.00%	-25.00%	37.04%	8.11%
Increase Since 2015					0.00%	7.69%	15.38%	38.46%	3.85%	42.31%	53.85%

It is clear that heavier vehicles take a greater toll on the District's environment, transportation infrastructure, and pedestrian safety, and the District should make efforts to encourage residents to adopt lighter weight vehicles. More importantly, though, where consumers do choose to purchase heavier vehicles, the District should do what it can to recoup money necessary to counteract the ill-effects of those heavier vehicles. Moreover, if possible, the District should discourage the trend of consumers purchasing heavier and heavier vehicles. One way to discourage this behavior is by making it more costly to own these vehicles through increases to motor vehicle registration fees. These fees, which are assessed annually on owners of motor vehicles in the District, are already tiered based on weight, with heavier vehicles paying more. Moreover, increasing the cost of these fees will also help to compensate for the increased damage caused by the vehicles. These tiers, however, do not meaningfully differentiate between vehicle types: for passenger vehicles, there is just an $83 difference between the fees charged for the lightest and heaviest vehicle weight classes. And, the Committee notes, this fee schedule has not been altered since 2005, well before we understood the many significant harms caused by heavier vehicles.[32]

An increase in the registration fee to account for heavier vehicles is warranted to modernize this fee schedule with our current understanding of the impacts of these vehicles on District residents, infrastructure, and the environment. **Therefore, the Committee recommends inclusion of a subtitle in the Budget Support Act that modifies the motor vehicle registration fee schedule to increase registration fees for heavier vehicles.** The Committee is under no illusion that these fees alone will compel drivers to sell their light-weight truck and purchase a smaller vehicle; however, this fee change will serve to recoup the societal costs of these vehicles back to the District. And, it may also serve as a "nudge" to encourage consumers to purchase smaller cars,[33] especially when combined with the many other programs the District has adopted to encourage transition away from large vehicles that run on fossil fuels. **The Committee recognizes revenue totaling $2,310,000 in FY 2023 and $29,778,000 across the financial plan from this new fee schedule.**

Although heavier vehicles come with increased costs to society, the Committee acknowledges that electric vehicles ("EVs") often weigh more than their internal combustion engine counterparts due to the weight of their batteries. Since facilitating EV adoption is a critical goal of the District and necessary to addressing climate change, the subtitle proposes a weight adjustment for EVs that would allow vehicle owners to subtract 1,000 pounds—the

[32] *See* the Fiscal Year 2003 Budget Support Amendment Act of 2002, effective June 5, 2003 (D.C. Law 14-307, D.C. Official Code § 50-1501.03(b)) (previous update of the lower weight fee schedule); the Department of Motor Vehicles Reform Amendment Act of 2004, effective April 8, 2005 (D.C. Law 15-307, D.C. Official Code § 50-1501.03(b)) (previous update of the higher weight fee schedule).
[33] *See generally* Richard H. Thaler & Cass R. Sunstein, NUDGE (2008).

average weight of an EV battery—from the total weight of the vehicle for the purposes of DMV's assessment of the fee. While these vehicles may be heavier than similarly sized internal combustion vehicles, the Committee believes the environmental benefits of EV adoption are sufficiently compelling to merit this small weight adjustment for these vehicles. Additionally, the subtitle narrows the applicability of the reduced vehicle registration fee for new electric, hybrid, or high efficiency vehicles to only apply to electric vehicles. Further discussion of this subtitle may be found at page 153 of this report.

District Recovery Plan & Intradistrict Reporting Shifts

As discussed in full in the Executive Summary to this report, this year saw two significant changes to how funding levels were reported in the Mayor's FY 2023 budget proposal. These include shifting reporting of federal ARPA fund dollars from specific programs and activities to a new (DCRP) District Recovery Plan Division and reporting of intradistrict fund spending only in the budget of agencies "buying" the services, and not in the "seller" agency budget. These changes resulted in what appeared to be reductions to agency budgets, where in fact no reduction occurred. The Committee has included tables at Appendix L that provide a breakdown of those shifted funds, and the Committee's understanding of the Committee's actual proposed budget, minus those changes.

CAPITAL BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 – FY 2028 capital budget request for the Agency is $24,858,000. This represents a $12,658,000 increase in total dollars from the FY 2022 – FY 2027 approved levels. The DMV's proposed capital budget increases by $6,458,000 in FY 2023 and by $6,000,000 in FY 2024. This increase is almost entirely allocated to the ongoing replacement of the DMV's ticket processing system, detailed below. The Committee recommends the adoption of the Agency's capital budget with no changes.

Destiny Replacement Project

The proposed capital budget of $24,858,000 allocates $6,500,00 in FY 2023, $2,500,000 in FY 2024, and $3,200,000 in FY 2025 for the Agency's Destiny Replacement Project; this project also has an available balance of $6,475,000. These proposed allocations are the same as last year's budget. Through this project, DMV plans to create a modernized, state-of-the-art, web-based driver-license and motor-vehicle-information system. The new system will reduce the complexities of maintaining the multitude of software platforms the Agency currently uses to do this work and improve the efficiency of changes to application software when DMV regulations change. After deployment of the new system, the DMV should be able to recognize a reduction in the cost to maintain this system in future budgets. The Committee supports the project given that the DMV's current system for driver licenses and motor vehicle information is outdated and in need of immediate upgrades.

In 2020, after years of very little progress on this project due to complications with the RFP, the DMV shifted its approach to completing the project. Rather than issue an RFP for an outside contractor, the DMV began to update this system through a partnership with the Office of the Chief Technology Officer. This facilitates a step-by-step modernization of the system,

rather than a complete overhaul all at once, which the Agency believes will allow it to move forward with the project more efficiently and effectively. The Committee supported the change in approach last year to the extent that it enabled the Agency to move forward with upgrading even a portion of this critically important system in the short-term, given the system had not been updated in nearly 20 years. Due to the DMV's new approach to this project, measurable progress has been made toward completion of the project.

By the end of FY 2022, the DMV expects to have completed the following subprojects: development of general services, driver's license, and vehicle registration transaction portals; automation of the batch printing process; and production deployment of the web page front end and post-production support. The DMV has provided the Committee with information on the subprojects it plans to complete in FY 2023. These include infrastructure setup for mainframe migration; further development of title, identification card, adjudication, and business transactions portals; development of a back-end program; unit and functional testing of various portals; and general functional testing. The Committee is pleased that the Agency is making progress on this project, and that, per the Agency's estimates, the project is fully funded.

Before the Destiny system is replaced entirely, DMV will need to update the existing system to implement the adjustments to the motor vehicle registration fee schedule enacted via a subtitle in the Budget Support Act and detailed further at page 153. **Thus, the Committee recommends reducing the FY 2023 budget for this project by $300,000 and increasing the FY 2024 budget for this project by $300,000.** This net-neutral change will allow the needed changes to be made to the Destiny system in FY 2023 to accommodate the changes to the registration fee schedule, without decreasing the total amount allocated to the project over the Capital Plan. **Accordingly, the Committee allocates $300,000 in FY 2023 to a new subproject, Registration Fee Implementation, within (MVS16C) the Destiny Replacement Project.**

E-TIMS System Upgrade Project

The proposed capital budget includes a new $6,000,000 in FY 2023 and $6,000,000 in FY 2024 for the DMV's Ticket Processing System (E-TIMS) Upgrade Project; the project also has $5,213,000 in its allotment balance—only slightly less than last year. The E-TIMS system is over 25 years old, and the DMV has been planning a much-needed upgrade of the system for nearly a decade. After initial compilation of an RFP package in FY 2021, the DMV was able to request the additional funding required by the project in this budget.

The project is currently in the RFP process and a solicitation was released to the public in late February of 2022. Now that a solicitation has been released, an award for a new contract is expected before the end of FY 2022 or in early FY 2023. According to the DMV, once the award is made, the additional funding provided in this year's budget will be necessary to advance the project.

According to the DMV's expected timeline, the Council will review the contract package and the DMV will award the contract in FY 2023. Once the contract is awarded, development, unit testing, and user acceptance testing will occur in FY 2024, along with the start of

preparations for integration testing and a pilot program. In FY 2025, the DMV expects to begin production deployment and support. All told, the Agency anticipates that the new system will be in place approximately eighteen months after the execution of the new contract. The Committee hopes to see the Agency make more progress on this project, including adhering to the proposed timeline. The Committee also asks that the Agency alert it to any changes to the timeline moving forward.

Inspection Kiosks

The proposed capital budget includes $658,000 in FY 2023 to fully fund a new project creating two On-Board Diagnostics (OBD) Emissions Inspection Kiosks. In the Fiscal Year 2017 Budget Support Act, the Committee provided the DMV with $300,000 in additional funds for the Self-Service Exhaust Emissions Testing Pilot Program, which required the DMV to establish a pilot program for residents to use self-service inspection station kiosks for their emissions inspections. The Committee is pleased to see this program continued on a non-pilot basis. These kiosks will allow residents to perform their own emissions inspections on their vehicles. Currently, vehicle emissions testing (required by the Environmental Protection Agency) can only be performed at two locations in the District: the Inspection Station at 1001 Half Street, SW, and an OBD Emissions Inspection Kiosk at 300 Van Buren Street, NW. The DMV reports that other jurisdictions, namely Maryland and Ohio, have implemented similar inspection kiosk programs with great success. The addition of two new kiosks will allow drivers in the District to more easily test their vehicles without driving long distances to one of the two inspection locations.

The project's tentative start date is in FY 2023. The DMV is still determining where the two kiosks will be located but has assured the Committee that one of the two kiosks will be located east of the Anacostia River (both of the current locations are west of the river).

POLICY RECOMMENDATIONS

The Committee offers no policy recommendations for FY 2023.

E. DEPARTMENT OF ENERGY & ENVIRONMENT (KG)

FY 2023 Operating Budget, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	22,228,548	62,214,080	109,546	62,323,626	180.4%
Federal Payments	81,704,286	23,000,000	0	23,000,000	-71.8%
Federal Grant Funds	35,135,467	36,954,341	0	36,954,341	5.2%
Private Grant Funds	2,556,263	2,457,679	0	2,457,679	-3.9%
Special Purpose Revenue Funds	98,116,128	94,881,393	1,064,808	95,946,201	-2.2%
GROSS FUNDS	239,740,692	219,507,493	1,174,354	220,681,847	-7.9%

FY 2023 Full-Time Equivalents, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	143.3	141.8	1.00	142.8	-0.3%
Federal Payments	11.0	11.0	0.0	11.0	0.0%
Federal Grant Funds	102.5	101.3	0.0	101.3	-1.2%
Private Grant Funds	4.8	1.8	0.0	1.8	-63.4%
Special Purpose Revenue Funds	217.1	247.1	(1.0)	246.1	13.4%
GROSS FTES	478.5	503.0	0.0	503.0	5.1%

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
11 - Regular Pay - Cont Full Time	25,059,559	30,363,624	75,847	30,439,470	21.5%
12 - Regular Pay - Other	18,067,170	16,188,874	-68,870	16,120,004	-10.8%
13 - Additional Gross Pay	0	23,133	0	23,133	N/A
14 - Fringe Benefits - Curr Personnel	10,413,960	11,045,514	17,377	11,062,891	6.2%
15 - Overtime Pay	18,500	18,500	0	18,500	0.0%
Personal Services (PS)	53,559,189	57,639,645	(239,204)	57,663,998	7.7%
20 - Supplies and Materials	555,173	478,437	0	478,437	-13.8%
31 - Telecommunications	251,171	149,910	0	149,910	-40.3%
40 - Other Services and Charges	24,676,650	8,140,717	350,000	8,490,717	-65.6%
41 - Contractual Services - Other	72,260,210	43,255,193	0	43,255,193	-40.1%
50 - Subsidies and Transfers	89,888,562	108,843,134	800,000	109,643,134	22.0%
70 - Equipment & Equipment Rental	1,013,408	1,000,457	0	1,000,457	-1.3%
Nonpersonal Services (NPS)	188,645,174	161,867,848	1,150,000	163,017,848	-13.6%
GROSS FUNDS	242,204,363	219,507,493	910,796	220,681,846	-8.9%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
1000	Agency Management	7,770,540	8,237,118	0	8,237,118	6.0%
100F	Agency Financial Operations	2,013,968	2,150,465	0	2,150,465	6.8%
2000	Natural Resources	45,279,502	39,275,797	0	39,275,797	-13.3%
3000	Environmental Services	21,574,105	24,562,654	194,738	24,757,392	14.8%
5000	Community Relations	1,571,900	1,603,542	0	1,603,542	2.0%
6000	Energy	158,876,819	53,212,347	979,616	54,191,963	-65.9%
6500	Utility Affordability	0	24,697,151	0	24,697,151	N/A
7000	Enforcement and Environmental Justice	505,980	523,304	0	523,304	3.4%
8000	Green Economy	960,483	473,286	0	473,286	-50.7%
8500	Urban Sustainability	3,651,068	3,674,159	0	3,674,159	0.6%
DCRP	District Recovery Plan	0	61,097,669	0	61,097,669	N/A
GROSS FUNDS		242,204,365	219,507,492	1,174,354	220,681,846	-8.9%

AGENCY OVERVIEW

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

OPERATING BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 Operating Budget for DOEE is $219,507,492, which represents a 9.4% decrease from the FY 2022 approved budget of $242,204,363. This funding supports 503 Full-Time Equivalents ("FTEs"), an increase of 11.2 FTEs or 2.3% from

the FY 2022 approved level. In FY 2022, DOEE received significant federal funding from the American Rescue Plan Act (ARPA); the decrease in the proposed FY 2023 budget is largely due to a decrease in the amount of one-time ARPA funds.

Despite the decrease, the FY 2023 proposed budget for DOEE still includes significant federal ARPA funding—approximately $61 million worth. The Agency plans to use these funds to bolster several initiatives that the Committee strongly supports. This includes the District's clean energy and energy efficiency initiatives—the proposed budget includes nearly $30 million in funding to assist affordable housing properties in meeting the District's building energy efficiency standards and—as well as important environmental initiatives such household lead and mold abatement and lead pipe replacement. Meanwhile, in local funding, the budget proposal contains investments in flood resilience and utility affordability assistance for the District's most vulnerable residents.

Regarding DOEE's ARPA dollars, the Committee notes that the Agency has spent relatively little—slightly over $11 million—of the nearly $83 million it received in ARPA funds in FY 2022. Notably, DOEE expects to carry over more than *half*—nearly $46 million—of the FY 2022 ARPA funds into FY 2023. The Committee is confident, however, that this simply a result of the significant amount of funding and the need to plan for efficient use of the funding, as well as the time it takes to hire additional staff, award grants, and secure contracts. The Committee expects that DOEE will ramp up spending on these programs in the second half of FY 2022 and will then be ready to more quickly direct the additional ARPA funding in FY 2023 to established projects.

Unfortunately, aside from these significant investments from federal dollars, the Mayor's budget proposal falls far short of making the necessary investments in meeting the District's climate goals. In particular, it fails to allocate the funding necessary to meet the Mayor's commitment to ensure that all new buildings in the District meet a net-zero emissions standard by 2026. The Committee hopes this will change in future budget cycles, particularly given that the District will not be able to continue to rely on federal money to meet our commitments.

Below, the Committee discusses the most significant budget changes and sources of spending in DOEE's major divisions in the budget proposal, as well as several recommended changes from the Committee to support DOEE's mission and the Council's priorities.

Natural Resources Division

The proposed budget for the Natural Resources Division is $39,276,000, a $6,004,000 decrease from the FY 2022 approved budget; however, this decrease largely reflects a shift of ARPA funds for green infrastructure from the Natural Resources Division to the DCRP Division. The green infrastructure programming was funded at $8,000,000 in FY 2022 and is funded at similar levels in FY 2023. Other programs in this Division are generally seeing modest increases in funding.

Flood Smart Homes

As the District grapples with the effects of climate change, we are already seeing an increasing number of flooding events, and we can expect to experience more frequent and more severe floods in the future. As part of the response to the increased risk of flooding, DOEE's budget proposal includes one-time funding of $2,645,738 in local dollars, and 1.0 FTE, to create the Flood Smart Homes program. This program will provide financial assistance to homeowners for resilience assessments and retrofits to assess and reduce their homes' vulnerability to flooding. DOEE expects to prioritize single-family homes in the 100-year floodplain in Wards 7 and 8 for this program. It estimates that this comprises 400 properties. The Agency will provide assistance to all interested homeowners unless the level of interest exceeds the amount of available funding, in which case it will prioritize the most vulnerable homes and residents. Given that we can expect flooding to continue to worsen to some extent over the long-term even with flood mitigation practices in place, the Committee hopes to see this program succeed in FY 2023 and to see recurring funding in the next budget cycle to build on this initial investment.

Green Infrastructure Maintenance

The proposed budget includes $8,330,532 in ARPA funding to maintain the District's green infrastructure. This is a slight increase from the approved budget of $8,087,895 in ARPA funding to start this program in FY 2022. Notably, the Agency also plans to spend another $8,500,000 on this project in FY 2024. The project supports the maintenance of the District's more than 4,000 green infrastructure assets, which include rain gardens, bioretention tree boxes, and permeable surfaces, all intended to reduce and filter stormwater runoff. Once these projects are complete, no entity has clear responsibility for their ongoing maintenance. As a result, neglect has meant that many of these installations are damaged or have become magnets for trash and rodents.

During the FY 2022 budget cycle, DOEE informed the Committee that it anticipated training 40 individuals per year and creating at least 20 permanent jobs through this investment. So far, DOEE has had limited spending from its FY 2022 funding on this program, but as noted above, the Committee expects spending to ramp up as project plans are developed and cleared through the Agency. The Committee is highly supportive of this program and urges the Agency to seek long-term funding so this program may continue in FY 2025, when the ARPA funds expire, and beyond.

The Division has additional enhancements from ARPA local revenue replacement funds for two other programs at similar levels as FY 2022. This includes $237,800 to support the Kingman Rangers Program, which will train and employ three full-time and two seasonal rangers at Kingman and Heritage Islands. The Rangers' work will include environmental restoration, education, and maintenance. Meanwhile, the budget also includes a $25,000 enhancement in ARPA local revenue replacement funds to the DumpBusters program, a partnership between DPW and MPD's Environmental Crimes Unit to enforce against illegal dumping in Wards 5, 7, and 8. This additional funding will increase capacity to respond to resident complaints. To date, DOEE has expended only a small portion of the funding allocated to these two programs in the FY 2022 budget, but as with the Agency's other new programs

established using ARPA funding, the Committee anticipates that spending will ramp up in the later part of FY 2022 and into FY 2023.

Wildlife Rehabilitation Grant

For years, the District has awarded an annual competitive grant, allocated in (2030) Fisheries and Wildlife, to support wildlife rehabilitation services. Wildlife rehabilitation is an essential city service, as it protects human health and safety and is an integral part of the District's Animal Care and Control program, which is required to provide humane treatment for sick, injured, and orphaned wildlife. In many cases, wild animals require specialized care that only a licensed wildlife rehabilitator can provide. This grant is also critical in furthering the broad mission of DOEE in protecting wildlife, and—in particular—Species of Greatest Conservation Need. Unfortunately, in some fiscal years, the Mayor's budget proposal has cut funding for this important grant, which the Committee has had to restore.

Thankfully, as in the FY 2022 budget, the Mayor's proposed budget funds this grant. The Committee supports this grant being reliably funded, as uncertainty not only creates confusion and inconsistency for grantees seeking to do this work, but also could inadvertently result in this grant—and the essential services it supports—going unfunded in a future fiscal year.

Of note, in the FY 2022 budget, the Committee sought to create a stable source of funding for this grant moving forward by establishing a new "Protect Local Wildlife" motor vehicle identification tag; revenue from that tag would establish recurring, permanent funding for this grant. Revenues from the license plate flow to the Anacostia River Clean Up and Protection Fund ("Fund") to fulfill this annual grant. Unfortunately, to date, the license plate design has not been finalized, so no funds have been allocated for this purpose. The Committee urges DMV to complete the design and issue this tag before the end of FY 2022, to ensure these funds can begin to be collected and support this important grant.

Environmental Services Division

The Agency's FY 2023 proposed budget includes $24,563,000 for the Environmental Services Administration. This division protects public health and the environment in areas such as air quality, hazardous waste, lead, pesticides, and underground storage of petroleum products. The proposed budget includes increases for air quality monitoring and rail safety and environmental emergency response capacity. It also includes funding for an additional mold inspector. As noted below, however, the Committee believes this is insufficient, and increases the budget to support another additional mold inspector.

Advanced Air Monitoring

The proposed budget includes a one-time increase of $300,000 to support Advanced Air Monitoring. This project is intended to expand the Agency's hyperlocal air quality monitoring pilot, allowing the Agency to conduct preliminary air quality assessments in additional communities. This initiative will help DOEE to implement compliance and mitigation measures to improve air quality in disadvantaged communities, improving long-term public health outcomes.

The Committee supports this program. Studies have found—as recently as last fall—that low-income residents and people of color in the district disproportionately suffer the negative health impacts of air pollution in the District.[34] Some neighborhoods in the Southeast portion of the District experience four times as many pollution-related deaths as wealthier neighborhoods in the Northwest. These outcomes are ultimately linked to the District's history of race-based housing policies, which pushed minority groups and people of color—in particular Black residents—into neighborhoods nearest to pollution sources. This project will help the District rectify the ongoing effects of those policies.

DOEE did note that this funding is insufficient to establish a permanent air quality monitoring program. To do that, the Agency would need additional funding of approximately $850,000 and 2.0 FTEs, which would allow the Agency to develop a comprehensive baseline measurement of the District's air quality in order to evaluate the cumulative impacts of air pollution on public health. The Committee urges the Mayor to fully fund this important program going forward.

Rail Safety and Emergency Response

The proposed budget includes an additional $178,624 in one-time funding to cover 1.4 FTEs for rail safety and emergency response capacity. These additional FTEs will help DOEE effectively respond to environmental emergencies, including chemical spills and illegal discharges on land or water, or fuel spills on the District waterways. The additional FTEs will also ensure the Agency has the capacity to monitor rail safety continuously and effectively within the District of Columbia on Federal Railroad Administration-controlled property, in accordance with a Memorandum of Understanding between DOEE and the Federal Railroad Administration. The Committee is concerned, however, about the one-time nature of this funding. These FTEs will be performing functions that are both critical and necessarily ongoing. The Committee therefore urges the Agency to find permanent funding for these positions.

Mold Inspections

For years, the number of District residents suffering from asthma has far outpaced the national average; in fact, as of 2018, more than one in eight District residents had an asthma diagnosis. Numerous studies have shown that indoor mold contamination is a direct contributor to heightened asthma rates.[35] Over the years, the Council has taken steps to address this issue, including passing the Air Quality Amendment Act of 2014, which provided DOEE with important new tools to address mold contamination at residential properties, including establishing indoor mold contamination thresholds and requirements for landlords to act to remediate mold. To date, DOEE has complemented that law by hiring a mold inspector and remediation professional—the only government staffer, across all District agencies, whose responsibilities include mold inspections. Of note, the Department of Consumer and

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[34] *See* Jacob Fenston, *New Research Shows the Unequal Health Burden of Air Pollution in D.C.*, DCist (Nov. 16, 2021), https://dcist.com/story/21/11/16/air-pollution-more-deaths-black-neighborhoods-dc/.

[35] *See, e.g.*, Siyuan Xiao, et al., *Household Mold, Pesticide Use, and Childhood Asthma: A Nationwide Study in the U.S.*, Int'l J. of Hygiene and Environmental Health (Feb. 6, 2021), https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7965337/.

Regulatory Affairs ("DCRA") (soon to be the Department of Buildings) currently provides no mold inspection services, despite being the District agency broadly responsible for enforcement of a number of the District's safe and healthy housing laws and regulations, including lead paint, pest abatement, fire safety, general cleanliness, heating and cooling, and electric service. Also of note, DOEE reported receiving a higher number of mold complaints (420) in FY 2021 than other categories, including lead paint (47); unfortunately, DOEE reported only completing 33 initial physical inspections for mold in FY 2021.

Recognizing the critical need for both additional public mold inspectors and a robust regulatory scheme for identification and enforcement of violations of the District's mold laws, in 2020, the Council passed B23-132, the Residential Housing Environmental Safety Amendment Act of 2020. That legislation requires that DCRA, in addition to DOEE, enforce the District's indoor mold contamination laws. Due to the significant cost to implement this legislation, however, that bill is not yet in effect, and the Committee is unable to identify sufficient resources to fully fund it in the FY 2023 budget. The Committee hopes to work with the Committee of the Whole to identify funds to implement that law.

Thus, the Committee supports the proposal in the agency's FY 2023 budget to advance this work, including new funds in the DOEE budget to support one additional mold inspector and a new Lead and Mold Hazard Mitigation project, which will provide mold and lead mitigation efforts to low- and moderate-income households. Separate from mold abatement specifically, regarding environmental health hazards more generally, the Committee also supports DOEE's proposal to fund another FTE in the FY 2023 budget to support a new EPA grant to reduce children's exposure to lead in drinking water at schools and child-development centers.

Even with these investments, though, the Committee is concerned that 2.0 FTEs is insufficient to handle demand for mold inspections and remediations across the District. At the Committee's budget oversight hearing, Director Wells shared that three to five additional inspectors would be necessary for DOEE to be able to fully take on this work. Given the drastic, lifelong effects mold exposure can have on a child's health, the Committee believes the District cannot continue to delay in bringing on necessary staff to identify, track, and enforce against mold contamination. **Therefore, the Committee increases CSG 11 in (3090) Lead-Safe and Healthy Housing by 3.0 FTEs and $279,930 in FY 2023 and $1,119,720 over the four-year plan for the hiring of three additional Environmental Protection Specialists to undertake mold inspections and remediation.**

Energy Division

As noted above, the proposed FY 2023 budget for the Energy Division includes significant decreases as a result of the realignment of resources to the Utility Affordability Administration ("UAA"). Five activities have been moved entirely out of the Energy Division and into the new UAA:

- (6010) Energy Efficiency and Conservation – now (6510)
- (6020) Energy Affordability – now (6520)
- (6030) Energy Assistance Benefit Payments – now (6530)

- (6070) CRIAC Relief Fund – now (6570)
- (6080) Lead Pipe Replacement – now (6580)

The remaining activities in the Energy division primarily support the District's renewable energy and efficient buildings initiatives. The FY 2023 proposed budget includes substantial investments of ARPA funding in these programs, including to support the Building Energy Performance Standards program, Solar for All, and the Home Weatherization Assistance Program. The Committee discusses these investments below.

The Committee also recommends several changes to further support these vital programs. These changes include requiring SETF funding for two bills currently moving through the Committee that would support the District's clean energy and climate goals; providing tax relief to Solar for All grant recipients to stretch the District's investment in solar energy; funding for emerging energy storage technology to support the District's renewable energy and resilience goals; and a study on the District's electric grid's capacity to support additional renewable resources. As explained below, all of these proposals play key roles in ensuring that the District plays its part in the global fight to avoid the most catastrophic potential effects of climate change, and to support the District's resilience plans to ensure we are prepared to protect residents from the effects of climate change that are already beginning to occur.

Building Energy Performance Standards

The FY 2023 proposed budget for the Energy Division largely continues the substantial investment of ARPA funds to support the implementation of the Building Energy Performance Standards ("BEPS") program from FY 2022. DOEE issued the first standards under BEPS in January 2021, establishing requirements for the District's most energy-intensive buildings to reduce their energy use by approximately 20% in the next six years. BEPS will be an important part of the District's GHG reduction targets, projected to make up over 20% of the District's 2032 reduction commitment. In FY 2022, the Mayor directed a significant amount of ARPA funds toward helping building owners come into compliance with BEPS. In the FY 2023 budget proposal, DOEE proposes significant continued spending focused on helping affordable housing projects comply with BEPS:

- $10,831,321 directed to the Green Bank to expand capital to support construction loans for affordable housing projects that are currently out of compliance with BEPS. This funding will support the Affordable Housing Retrofit Accelerator program, which DOEE launched using ARPA funding in FY 2022 in coordination with the Green Bank and the Sustainable Energy Utility;
- 10,000,000 to assist approximately 40 Department of Housing and Community Development (DHCD) and DC Housing Finance Agency (DCHFA) affordable housing projects comply with BEPS; and
- $8,244,844 to support grant funding for affordable housing projects that are outside of the DHCD and DCHFA funding. The funds will be used to provide energy audits, followed by pre-development and construction work, to enable buildings to secure Green Bank-supported construction loans and implement energy retrofits.

In addition, DOEE proposes allocating $482,702 to the Building Energy Performance Administration to fund 4.0 FTEs to provide administrative support to the BEPS ARPA initiatives. All of this funding is reflected in DOEE's DCRP line.

The Committee supports these ongoing programs. Building energy use accounts for nearly 75% of the District's greenhouse gas emissions, so it is crucial that we make our buildings more energy efficient to reduce their impact. And the federal ARPA funding represents a unique opportunity to boost the BEPS program and help our most vulnerable residents benefit from more energy efficient buildings.

Notably, however, aside from the significant investment of federal dollars in the District's climate efforts, the Mayor's budget proposal falls far short of making the necessary investments in meeting the District's climate goals. In particular, it fails to allocate the funding necessary to meet the Mayor's commitment to ensure that all new buildings in the District meet a net-zero emissions standard by 2026.[36] The District is already significantly behind on this commitment.[37] To come anywhere near meeting the commitment for District government-owned buildings requires a substantial investment in the near term—a larger investment than this Committee can find funds for.

Importantly, aside from being essential to the District's climate goals, investing in net-zero buildings would be *economically beneficial* to the District government. The Mayor's *Clean Energy DC* plan acknowledged this, noting that while construction costs for high-performance buildings were somewhat higher than costs for conventional buildings, the return on investment return on investment ranges from 5% to 12% for high-performance buildings and "*up to nearly 38%*" for net-zero buildings.[38] As the Plan also notes, cost premiums are likely to fall as net-zero building practices become more widespread.[39] Given that the Plan was written nearly four years ago, and before the federal government made significant commitments and investments in clean buildings,[40] the return on investment-to-cost differential has likely grown already.

Simply put, this administration has not put its money where its mouth has been on climate investments. The Committee urges DOEE to change that in future budget cycles. In the meantime, the most the Committee can do is to **require DOEE to use funding from the Sustainable Energy Trust Fund to support sustainability projects and programs.** The mechanism used to effectuate that change discussed in the subtitle at page 139, and the sustainability projects and programs it will support are discussed below.

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[36] *See Clean Energy DC: The District of Columbia Climate and Energy Action Plan*, 26 (Aug. 2018).
[37] *See id.* at 67 (recommending that the District begin imposing net-zero building codes in the 2018 building code cycles). The Committee has pending legislation that would require net-zero building codes, which would address the Mayor's failure to fulfill this pledge, but the new codes cannot feasibly take effect until 2026.
[38] *Id.* at 64.
[39] *Id.*
[40] *See, e.g.*, 86 Fed. Reg. 70,935, Executive Order 14057 (committing the Federal Government to "a net-zero emissions building portfolio by 2045, including a 50 percent emissions reduction by 2032").

Solar for All

DOEE's proposed budget includes a significant reduction in funding for the Solar for All program, which helps low-income households access the financial benefits of solar energy. In FY 2022, DOEE allocated $17,500,000 in ARPA funding to expand the Solar for All program. The proposed budget does not direct any ARPA funding to Solar for All in FY 2023. The proposed budget does include $7,000,000 in local dollars intended for DOEE's contract with the DC Sustainable Energy Utility ("SEU") to build community solar installations on private property, but even this investment is lower than DOEE's traditional $10,000,000 investment in the SEU. The reason for the lower funding for Solar for All from local dollars in FY 2023 is a significant drop in revenue from the Renewable Energy Development Fund ("REDF") in recent years. This drop in revenue is due in part to the fact that DOEE had planned to receive additional revenue from the liquidation of Solar Renewable Energy Credits ("SRECs") related to the community renewable energy facility ("CREF") at Oxon Run, but later decided to transfer those SRECs to the Green Bank. Reduced energy use over the past two calendar years due to the pandemic also contributed to the drop in revenue.

As a result of the decrease in funding, DOEE anticipates that the amount of community solar facilities the SEU will be able to install in FY 2023 will be reduced by 2 megawatts, although DOEE still expects the SEU to install similar levels of on-site solar arrays on single-family homes. This underscores the Committee's concern with funding this program—and, truly, any program—with revenues flowing from fees that can and do vary from year to year. Since its launch, the Solar for All program has seen tremendous success, serving more than 5,000 households and providing meaningful energy savings to these residents and increasing the amount of energy use in the District procures from green energy sources. Consistent funding is a critical part to the program's continued success.

Given the important role this program plays both in bringing affordable energy to low- to moderate-income residents and in the District's efforts to combat climate change, it is critical that the Council ensure these program dollars, where available, can be maximally utilized to support this work. Currently, awards issued under the Solar for All program are taxed at a rate of 8.25% in the year of their award. Thus, a company receiving an award of $1,000,000 will be able to provide only $917,500 worth of solar capacity for residents. Making these awards tax-free means more awards can be provided—and more solar installed.

For example, in FY 2023, the Solar for All program is funded at $7,000,000. Suppose the DC SEU planned to offer out those funds via seven $1,000,000 awards for solar installations. Because of the 8.25% tax rate, those awards would each only purchase $917,500 worth of solar capacity—across all seven projects, that's just $6,422,500 worth of solar benefits, with $577,500 being paid back to the District as taxes.

However, if these awards were tax-free, DC SEU could give each of the seven companies an award of just $917,500, and that award would purchase the same amount of solar as the $1,000,000 taxed award. In this case, however, DC SEU could use the remaining project funding—totaling $577,500—to support an eighth Solar for All project. In effect, this subtitle redirects the current tax revenue back to the Solar for All program, to support additional solar installations. **Thus, the Committee recommends inclusion of a subtitle in the**

Budget Support Act that would make these awards tax-exempt. This subtitle is discussed further at page 137 of this report. The Committee has also provided funding, through a transfer to the Committee on Business and Economic Development, to address reduced tax revenue stemming from making these awards tax exempt. **To support this program, the Committee increases (6050) Data and Benchmarking by $288,750 in FY 2023 and $1,526,250 over the financial plan.** The Committee authorizes funding from the Sustainable Energy Trust Fund to support these costs across the 4-year financial plan, after which the revenue reduction from the mandate to exempt Solar for All funding from income tax should be incorporated into the District's 4-year financial plan revenue projections and SETF funds should no longer be needed for this purpose

B24-267, the Climate Commitment Act of 2022

The fight to mitigate climate change is the defining environmental issue of our time. Climate change has enormous implications for not only the weather and our environment, but virtually every aspect of our lives and society, including public health, food security, infrastructure, and the economy. We are already seeing the impacts of climate change in the District: record-breaking extreme weather, increased flooding caused by extreme rain events and higher tides resulting from rising sea levels, and a sharp increase in the number of dangerously hot days. As these impacts increase in frequency and severity, they will increasingly harm the health, safety, and quality of life of all District residents. And they will not affect everyone equally; instead, they will be felt most immediately and most intensely by communities of color. In fact, based on numerous measurable phenomena, such as the urban heat island effect, many communities have already been disproportionately affected by climate change and face adverse health outcomes and additional environmental barriers to a higher quality of life.

Recognizing the harms posed by climate change and the need for imminent action, on May 24, 2021, Councilmembers Cheh, Lewis George, Henderson, Allen, R. White, Pinto, Nadeau, and Chairman Mendelson introduced the Climate Commitment Act of 2022. This legislation codifies the Sustainable DC Plan for reducing the District's emissions. The Plan sets goals of reducing greenhouse gas emissions by 50% (compared to 2006 levels) by 2032 and achieving carbon neutrality by 2050. This legislation would advance those goals, requiring the District to achieve 60% emissions reductions by 2030 and carbon neutrality by 2045, in line with the more ambitious milestones being set by other forward-thinking states such as Maryland.[41] The bill would also require the District government to lead by example by achieving net-zero emissions associated with District government operations by 2040.

At the hearing on the bill on January 25, 2022, the public response to this legislation was virtually unanimous: the bill as introduced was a good step, but not nearly enough. A number of advocates recommended bolstering the bill with concrete requirements to put the District on the path to achieving the ambitious milestones set out in the bill. As a result, the Committee added two new provisions to the bill:

[41] *See* Jacob Fenston, *Maryland Lawmakers Pass Tough New Requirements to Cut Carbon Emissions*, DCist (Mar. 31, 2022), https://dcist.com/story/22/03/31/maryland-lawmakers-carbon-emissions-bill/.

First, the Committee Print would prohibit the District government from installing gas-fired space- or water-heating systems in District-owned buildings, beginning January 1, 2025. Transitioning to all-electric buildings is a key component of the District's efforts to achieve carbon neutrality, since buildings account for nearly 75% of our emissions. And given that space- and water-heating systems typically have lifespans measured in decades, if the District government continues to install gas-fired systems over the next several years, it will be exceedingly difficult to meet the 2040 target date for net-zero emissions associated with District government operations. The Committee Print's requirement allows for new gas-fired systems only in cases where it would be technically infeasible to install an electric space or water heater.

Second, the Committee Print would require the District government to stop purchasing gasoline-powered or hybrid vehicles, and purchase only electric vehicles, for its fleets beginning in 2026. The transportation sector accounts for a quarter of the District's greenhouse gas emissions. Transitioning the District's fleets would reduce the government's share of those emissions; since the government can more easily take on the upfront costs of transitioning in the near term, it should lead the way on this front.

To support the policies in the Climate Commitment Act, the Committee recommends making spending on implementation of this legislation a required use of funding from the Sustainable Energy Trust Fund.

B24-420, the Clean Energy DC Building Code *Amendment Act of 2022*

Building emissions account for a substantial majority of the District's greenhouse gas emissions. Because of this, carbon reductions in this sector are essential to achieving our climate change goals. To achieve these reductions, in 2018, the Mayor's Clean Energy DC Plan recommended phasing in net-zero emissions building codes for new construction between 2021 and 2026. This code change would ensure that new buildings are constructed to be highly energy efficient, produce renewable energy on site (or directly obtain it from offsite), and result in lower energy costs for businesses and residents.

To this end, on October 1, 2021, Councilmembers Cheh, Henderson, Lewis George, Allen, Pinto, and Nadeau introduced B24-420, the Clean Energy DC Building Code Amendment Act of 2022. This bill would direct the Mayor to adopt a net-zero building code for most new buildings in the District other than single-family homes by 2026.

These rules will also apply to newly built and substantially renovated District government buildings. To support the measures necessary to implement the new building codes and enable the District government to comply with the codes, the Committee recommends making spending on implementation of this legislation a required use of funding from the Sustainable Energy Trust Fund.

Renewable Energy Storage Grants

A cornerstone of the District's climate policy is the effort to promote the generation of renewable energy within the District. The Solar for All program created by the Renewable Energy Portfolio Standard Expansion Amendment Act of 2016 is centered around an

ambitious goal of using solar energy to reduce the electric bills of 100,000 households by 2032. The Clean and Affordable Energy Act of 2008 required electricity suppliers in the District to obtain a small portion of their energy supply from solar energy produced within the District. The Clean Energy Omnibus Amendment Act of 2018 increased the local solar carve-out, requiring suppliers to obtain an increasing percentage of their energy supply from local solar, up to 10% by 2041.

As the District has also recognized, because of the intermittent nature of renewable energy—in particular solar energy—battery storage systems are essential to maximizing the potential of renewable energy. Battery storage systems allow solar adopters to store excess energy generated during the day that might otherwise be wasted if the utility curtails output to the grid due to insufficient grid capacity. Curtailment is currently a regular occurrence in the District, and it often means that solar systems are shut down or throttled at times of peak generation.

Battery storage is also an important component of the District's resilience goals, since batteries can serve as backup power sources for critical infrastructure during a grid outage. The Sustainable DC Plan established a goal that a facility offering clean backup power for critical needs be available within walking distance of every resident in the District by 2032.

However, energy storage technology is in many ways still in its infancy. As of 2019, only 163 large-scale battery storage systems were operating in the United States.[42] And while the cost of energy storage systems has been dropping precipitously, current prices still put these systems out of reach for most renewable energy providers (as well as residents and building owners). As a result, renewable energy companies are often hesitant to invest in energy storage. Local renewable energy companies, in particular, have been reluctant to devote large amounts of capital to a technology they are unfamiliar with, and which involves steep learning curves for both the providers and the electric utility.

Over the long term, the cost of energy storage systems is expected to continue to drop significantly.[43] But we cannot afford to wait for the market to resolve these issues on its own. The District must take aggressive action now to accelerate the development of a robust renewable energy infrastructure. A relatively small investment now can help to bolster the District's efforts to meet our sustainability and resilience goals for the next decade or more. Commitments by governments in the near-term will help to drive the cost of these systems down more quickly, making the systems affordable without subsidies in the future.

To that end, **the Committee recommends the inclusion of a subtitle in the Budget Support Act creating a program to award grants for commercial and residential energy storage systems associated with renewable energy resources.** These grants would provide at least 30% of the cost of an energy storage system for commercial system in FY 2023, at least 25% in FY 2024, and at least 20% in FY 2025; and up to 90% of the cost of residential storage systems in each of those years, up to $20,000 per award. In order to promote the local

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[42] U.S. Energy Information Administration, *Battery Storage in the United States: An Update on Market Trends* (Aug. 16, 2021), https://www.eia.gov/analysis/studies/electricity/batterystorage/.

[43] *See, e.g.*, Wesley Cole, A. Will Frazier, and Chad Augustine, *Cost Projections for Utility-Scale Battery Storage: 2021 Update*, Nat'l Renewable Energy Laboratory (June 2021), https://www.nrel.gov/docs/fy21osti/79236.pdf.

renewable energy industry, the subtitle would direct DOEE to prefer District-based grant applicants. It would also direct the Agency to give preference to systems that would be connected to solar installations supported by Solar for All or connected to a community resilience hub, to ensure that this program furthers the District's efforts to ensure all residents benefit from the transition to clean energy. This subtitle is discussed further at page 143 of this report. **To support this program, the Committee increases (6050) Data and Benchmarking by $800,000 in FY 2023 and by $2,400,000 over the financial plan, and requires funding from the Sustainable Energy Trust Fund to support these costs.**

Electric Grid Hosting Capacity Study

A cornerstone of the District's climate policy is the effort to promote the generation of renewable energy within the District. The Solar for All program created by the Renewable Energy Portfolio Standard Expansion Amendment Act of 2016 is centered around an ambitious goal of using solar energy to reduce the electric bills of 100,000 households by 2032. The Clean and Affordable Energy Act of 2008 required electricity suppliers in the District to obtain a small portion of their energy supply from solar energy produced within the District. The Clean Energy Omnibus Amendment Act of 2018 increased the local solar carve-out, requiring electricity suppliers to step up the percentage of their energy supply obtained from local solar over time, up to 10% by 2041.

In order to meet these requirements, the District will have to promote the development of a significant number of solar installations within the District. As of 2021, even with over 8,600 solar arrays installed in the District, less than 2.5% of the District's electricity was supplied by solar power generated locally.[44] Most of these solar systems will need to be connected to the District's electric grid: not only is interconnection essential to incentivize solar adoption and enable solar adopters to defray the cost of installation through net metering,[45] but having a substantial number of solar systems connected to the grid will allow the District to meet both its resilience and clean energy goals. Interconnected solar systems can serve part of the District's regular energy needs and also provide backup power when the grid fails. Having solar resources interconnected to the grid would allow, for example, large community solar facilities to serve the energy needs of at least some of their neighbors—including critical infrastructure such as hospitals or emergency shelters—during a power outage.

However, the electric grid can only tolerate a certain amount of additional distributed energy resources ("DERs") like solar arrays before requiring upgrades to avoid endangering the safety, power quality, or reliability of energy supply. This concept is commonly referred to as "hosting capacity"—the amount of additional energy supply from DERs that the electric grid can accommodate without upgrades. Hosting capacity is critical to the District's clean energy and resilience goals. Already, Pepco has begun requiring individuals looking to connect small

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[44] *See* Public Service Commission of the District of Columbia, *Renewable Energy Portfolio Standards: A Report for Compliance Year 2020* (May 3, 2021) at 22-23, available at https://dcpsc.org/Orders-and-Regulations/PSC-Reports-to-the-DC-Council/Renewable-Energy-Portfolio-Standard.aspx.

[45] Net metering is a policy that allows electric customers to return excess energy generated by their renewable energy systems to the grid and receive credit on their bills as compensation.

solar arrays on single-family homes to pay substantial fees to support upgrades to the grid. Pepco has justified these fees by referencing hosting capacity, stating that "[i]n some cases, [a] solar installation could place too much electricity . . . onto Pepco's system, which could cause damage to the system or other Pepco customer appliances and devices."[46]

This both suggests that some parts of the District's electric grid may be nearing the limit of their hosting capacity and demonstrates the need for a comprehensive analysis of the grid's hosting capacity. With this analysis, the District would be able to prioritize areas of the District with more capacity for additional DERs when it supports or incentivizes solar installations. In addition, private individuals would have a better understanding of the anticipated cost of connecting a new solar array to the grid. And Pepco would have an incentive to increase transparency regarding its hosting capacity and the need to upgrade the grid for new solar installations.

Therefore, to support the District's clean energy and resilience initiatives, the Committee directs DOEE to conduct a comprehensive study in FY 2023 of the District's electric grid's existing capacity on radial feeders to support distributed energy resources such as solar photovoltaic panels, such as those placed on the roofs of single- and multi-family homes in the District, and battery storage systems. To further this study, the Committee anticipates DOEE will be able to work within its existing authority to obtain the data necessary to complete this study from Pepco. The District of Columbia Office of Energy Act of 1980 authorized DOEE to require energy distributors such as Pepco to "file such reports, data, and forecasts as [DOEE] may require" for purposes of obtaining information relevant to the District's energy resources, supply and demand, and research and development.[47] **The Committee increases (6050) Data and Benchmarking by $350,000 in one-time funds in FY 2023 to support the completion of this study.**

SETF Fees

On December 18, 2018, the Council passed the CleanEnergy DC Omnibus Amendment Act; that law will help facilitate the District achieving nearly 45% of our 50% carbon emissions reduction goal by 2032, by establishing robust Building Energy Performance Standards and aggressive renewable portfolio standards. That landmark legislation, which was fully funded in the FY 2020 budget, is a critical part of the District's efforts to address the causes of climate change.

One method that the Council utilized to fund this bill was through assessments on electric and gas usage. These assessments are very small, starting at less than one-third of a cent per kilowatt hour of electricity use. As structured, these fees were slated to taper off from FY 2020 through FY 2032 before remaining steady at slightly under one-fifth of a cent from 2032 on.

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[46] Maxine Joselow, *Fees from Pepco Put Solar Panels Out of Reach, D.C. Residents Say*, Washington Post (Feb. 23, 2022), https://www.washingtonpost.com/dc-md-va/2022/02/23/dc-solar-panels-pepco-fees/ (quoting Pepco spokesperson).

[47] *See* D.C. Code § 8-171.04(d)(10). The statute directs the Agency to treat information furnished pursuant to this authority as confidential, and maintain it appropriately, if Pepco requests as much. *Id.* at (d)(10)(B).

This schedule of reduced fees, however, is having a drastic effect on agency programming. Due to reduced SETF revenue in just the last two years, DOEE is already finding that the agency is struggling to cover programmatic needs supported by fund dollars. This puts in jeopardy investments the Council has made in the DC Sustainable Energy Utility, initiatives advanced by the CleanEnergy DC Omnibus Amendment Act, and numerous other programs critical to the District's sustainability efforts and carbon emissions reductions goals. With the fee continuing to taper off through 2032, the Committee has significant concerns that there will be insufficient funding to support many of these Council-championed climate investments; instead of increasing our investments in programs to combat climate change, we will instead be reducing them—at a time when there is virtually universal agreement that very little time remains to reduce emissions to avoid the most catastrophic effects of climate change.[48]

The Committee gave significant consideration to the burden of reversing the phase down of the fees; however, the Committee has determined that reversing this phase down will have a minimal impact on residents and their utility bills. As shown in the chart below, in the District, the average residential ratepayer uses 704 kWh of energy per month. Thus, the Committee anticipates that the impact on ratepayer bills from this change will represent just pennies per month.

Importantly, this subtitle **does not effectuate a fee increase**. No resident will see their monthly bill go up because of this change. Fees will simply stay at FY 2022 levels ($1.90 a month on average), rather than reduce. Thus, residents who can bear this minimal charge now will not face any additional burden in the future. (Residents who have difficulty affording this charge are probably already eligible for the District's utility assistance programs.)

IMPACT OF FREEZING SETF FEE ON SALES OF ELECTRICITY AT FY 2022 LEVEL					
Fiscal Year	SETF Charge Per kWh	Monthly Charge for Average Household Energy Use (704 kWh*)	Proposed new rate	Average Monthly Charge Under Current Law (704 kWh)	Difference in Monthly Cost Under This Proposal (704 kWh)
FY 20	$0.0029016	$2.04	--	$2.04	--
FY 21	$0.0027928	$1.97	--	$1.97	--
FY 22	$0.0027001	$1.90	$0.0027001	$1.90	--
FY 23	$0.0025994	$1.83	$0.0027001	$1.90	$0.07
FY 24	$0.0024986	$1.76	$0.0027001	$1.90	$0.14
FY 25	$0.0023979	$1.69	$0.0027001	$1.90	$0.21
FY 26	$0.0022971	$1.62	$0.0027001	$1.90	$0.28
FY 27	$0.0021964	$1.55	$0.0027001	$1.90	$0.35

[48] *E.g.* Sarah Kaplan and Brady Dennis, *The World is Running Out of Options to Hit Climate Goals, U.N. Report Shows*, Washington Post (Apr. 4, 2022), https://www.washingtonpost.com/climate-environment/2022/04/04/climate-change-report-united-nations-ipcc/ ("At the current rate of emissions, the world will burn through its remaining "carbon budget" by 2030—putting the ambitious goal of keeping warming to 1.5 degrees Celsius . . . irrevocably out of reach.").

FY 28	$0.0020956	$1.48	$0.0027001	$1.90	$0.43
FY 29	$0.0019949	$1.40	$0.0027001	$1.90	$0.50
FY 30	$0.0018942	$1.33	$0.0027001	$1.90	$0.57
FY 31	$0.0017934	$1.26	$0.0027001	$1.90	$0.64
FY 32 and after	$0.0016120	$1.13	$0.0027001	$1.90	$0.77
*See 2020 DC Data: https://www.eia.gov/electricity/sales_revenue_price/pdf/table5_a.pdf					

Not only will this change allow DOEE to recoup funds that will help fully fund existing programs funding from SETF, but freezing the SETF fee on sales of electricity at the FY 2022 level will also allow the Council to fund the following Council priorities, all of which will meaningfully move forward our efforts at climate resiliency and to combat the effects of climate change, including:

- Making awards issued pursuant to the Solar for All program tax-free, allowing program dollars to stretch further to purchase additional solar benefits (see page 82);
- Providing grants for commercial and residential energy storage systems to support resilience and the transition to renewable energy (see page 84);
- Supporting funding for Bill 24-267, the Climate Commitment Act of 2022 (see page 83); and
- Supporting funding Bill 24-420, the Clean Energy DC Building Code Amendment Act of 2021 (see page 84); and
- Supporting the range of programs funded through Sustainable Energy Trust Fund dollars.

To effectuate those benefits, this subtitle also amends D.C. Official Code § 8-1774.10 to expand required uses of funds within the Sustainable Energy Trust Fund to include those expenditures.

From this subtitle, the Committee recognizes addition revenue in (6700) Sustainable Energy Trust Fund totaling $1,096,404 in FY 2023 and $11,204,136 across the financial plan.

Weatherization Assistance

DOEE's proposed budget also includes $5,000,000 ($4,000,000 in ARPA funds and $1,000,000 in existing federal funds) and 11.0 FTEs to support its Home Weatherization Assistance program. This program provides low-income residents with technical and financial assistance to help reduce their energy bills by making their homes more energy efficient. The Agency hopes that this funding will support weatherization of an additional 150-200 homes in FY 2023.

Utility Affordability Administration

The proposed budget includes a new division, the Utility Affordability Administration ("UAA"). DOEE established the UAA during FY 2021 and FY 2022, reallocating resources from the Energy Division. DOEE explained in its 2022 Performance Oversight responses that the

reason for this realignment was to allow the Agency to better manage the significant federal funding for utility affordability programs.

The new Utility Affordability Administration comprises two divisions: the Residential Services Division and the Utility Assistance Division. Within the Residential Services Division are the Energy Efficiency and Conservation Branch ("EECB") and the Lead Hazard Reduction Branch ("LHRB"). The EECB assists residents in reducing their energy consumption by providing technical and financial assistance to help identify and install energy efficiency measures. The EECB also provides financing solutions to help commercial property owners implement energy efficiency improvements. In addition, the EECB will educate District residents about the efficient and safe use of energy. The Lead Hazard Reduction Branch, meanwhile, helps residents make their homes safer by providing technical and financial assistance for identifying and addressing lead hazards. The LHRB provides assistance to low-income residents with lead-based paint hazards through the Lead Reduction Program, and to all homeowners with partial lead service lines through the Lead Pipe Replacement Assistance Program.

The UAA's second division, the Utility Assistance Division, manages the UAA's direct subsidy programs. Within the division, the Energy Affordability Branch manages programs that assist low-income District residents with their energy bills; it also administers the Low-Income Home Energy Assistance Program ("LIHEAP"). The Water Affordability Branch, meanwhile, oversees programs that assist low-income District residents with their water bills. These include the Low-Income Household Water Assistance Program and the Clean Rivers Impervious Area Charge Residential Relief Program ("CRIAC").

ARPA Funding for Mold and Lead Abatement

DOEE's DCRP Division includes $5,000,000 in FY 2023 in ARPA funds to support lead and mold mitigation efforts to low-and-moderate income households in the District. This funding, which is continuing at the same level as FY 2022 ARPA funding, expands on the District's existing grant from the federal Department of Housing and Urban Development for mold and lead abatement at low-income households. DOEE expects to continue funding at this level in FY 2024, as well.

LIHEAP and CRIAC Relief

As noted above, one key service that DOEE provides to District residents is the administration of a number of financial relief programs, including management of associated relief funds. These include the Low-Income Home Energy Assistance Program ("LIHEAP"), the Clean Rivers Impervious Area Charge ("CRIAC") Relief Fund, the Lead Pipe Replacement Fund, and other programs to support low-income residents with paying their energy and utility bills. These programs provide essential support for residents across the District and continue to be all the more important now, after the end of the public health emergency, while many residents still struggle with financial instability, including unemployment.

In FY 2022, the Committee expressed concerns to the Agency that (6030) Energy Assistance Benefit Payments has a proposed multi-million dollar decrease for FY 2022—nearly a third of current funding levels. That Activity includes funding for the Low-Income Home

Energy Assistance Program ("LIHEAP"), which helps vulnerable residents with outstanding electric bills. At that time, DOEE shared with the Committee that the Agency anticipated a supplemental LIHEAP grant of $14,000,000; DOEE anticipates spending down the remaining balance on that fund, which is approximately $10,500,000, by the end of FY 2022. This year, the Agency proposes funding Activity 6030 (now Activity 6530) at approximately the same levels as FY 2022, $10,526,000. However, DOEE has confirmed that it anticipates an additional FY 2023 LIHEAP grant; the Agency is still seeking clarity from the federal government on the amount of that grant, but anticipates an increase of FY 2023 levels, in part due to rising energy prices.

The Agency's FY 2023 budget proposal for this Division also includes $2,055,000 in funding for (6070) CRIAC Relief Fund, an increase of $545,000 over FY 2022 levels. This Activity includes funds to provide DC Water ratepayers with assistance in paying CRIAC fees and to cover administration of the fund. CRIAC, or the Clean Rivers Impervious Area Charge, is a special fee imposed or resident's water bills, and is directly related to the amount of impervious area on the resident's property and their water usage. CRIAC fee funds are used to support the District's compliance with a $2.7 billion consent decree with the federal Environmental Protection Agency that requires the District to install tunnels and other infrastructure to prevent stormwater overflows into the Anacostia River. Because CRIAC fees are based on the amount of impervious surface area associated with a property (*e.g.,* rooftops and paved driveways), they can be quite high for certain properties, and the CRIAC Relief fund provides essential relief for many residents, non-profits, and other institutions struggling to afford the fee.

Demand for this program has continued to grow since the CRIAC Relief Fund was established, from $1,400,000 in FY 2020 to $2,400,000 in FY 2021; to date in FY 2022, DOEE has already obligated $1,500,000—or approximately the full amount allocated in the budget—for this program. Thus, the Committee supports the additional investment in CRIAC relief made in the FY 2023 budget.

DOEE has informed the Committee that it anticipates spending on CRIAC relief in the following amounts during FY 2023:

Non-profit relief	$1,620,000
CAP 1 & CAP 2 Relief	$0[49]
CAP 3 Relief	$35,000
Green Infrastructure Grant	$90,000
Administrative/Other	$575,000
Total:	**$2,320,000.00**

The Committee is pleased to see DOEE continue to provide robust support for this essential program, including meaningful investments in the non-profit and emergency relief programs, which historically have had the highest levels of demand. Recognizing that FY 2021 demand was higher than an average year due to the pandemic, the Committee hopes to work with DOEE in future years to ensure these funds are rightsized to meet need, and fund dollars are

[49] DC Water, not DOEE, provides CAP 1 and CAP 2 relief to eligible residents.

not depleted well before the end of the fiscal year, as was the case in FY 2021 and appears to be the case in FY 2022.

Lead Pipe Replacements

The Mayor's proposed budget includes just $532,000 in FY 2023 to support the Lead Pipe Replacement Assistance Program Activity (previously (6080), now (6580)). The funding in this Activity is used to finance the replacement of lead water service lines on private property, where DC Water previously completed a partial lead line replacement; funding may also be transferred to DC Water to support its lead water line replacement capital work. DOEE has confirmed that funding levels for this program do not represent a cut from FY 2022 levels; rather, as this funding included $10,000,000 in each of FY 2023 and 2024 of federal ARPA funds, DOEE has shifted these dollars to the (DCRP) District Recovery Plan Division.

Even with this funding, unfortunately, to date, the District has not allocated the level of funding necessary for DC Water to complete this work. There are still approximately 21,000 lead water service lines serving District homes, including more than 10,900 partial replacements; without a significant investment of additional funding, it will take decades for the District to replace these service lines. Again, no level of lead exposure is safe—especially for young children—and every year that we delay funding the removal and replacement of these water services lines puts residents at risk of lifelong health effects.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act into law. Among the numerous allocations for infrastructure prescribed in that law was a significant investment in funding for states to undertake lead water service line replacements. Under the law, the District is poised to receive approximately $28,275,000 per year for the next five years to support this work; in total, the District will receive $141,375,000. While this amount is less than half of the total cost of $350,000,000 DC Water requested from the Mayor in 2021 to complete this work, these funds represent a tremendous investment in removing and replacing these service lines and will allow the District to complete these replacements at thousands and thousands of homes.

It is also possible that these funds will be sufficient, or at least closer to the amounts needed, to complete this work. As the Committee discussed in its FY 2022 budget report, in anticipation of accelerating its work on lead water service line replacements, on June 14, 2021, DC Water released its Lead Service Line Replacement Plan ("Plan"). That plan lays out DC Water's strategy for completing this work, as well as the agency's estimated cost to remove and replace all lead water service lines in the District by 2030. Recognizing that DC Water's plan, while extensive, focused only on DC Water's role in the lead water service line replacement work, the Committee established an interagency task force to develop a cross-agency plan to complete and expedite this work; that task force has been meeting at least monthly since November 2021, and will produce a report identifying service and cost efficiencies in this work. That report will also consider and, to the degree appropriate, incorporate findings from the assessment of DC Water's plan and cost estimates, also prescribed by the Committee in the FY 2022 budget; the contract for that assessment was awarded and the contractor's analysis is underway, with that report coming in early summer 2022. It is the Committee's hope that, between the task force's report and the assessment's

findings, the Council will be able to identify significant efficiencies to put the federal dollars allocated for lead water service line replacement work to best use.

Urban Sustainability

The Urban Sustainability Administration budget shows only a small increase overall, but this increase includes a valuable investment in the District's sustainable procurement programs, as discussed below.

Green Food Procurement and Environmentally Preferable Purchasing

In 2021, the Council passed B24-18, the Green Food Purchasing Amendment Act, which established a program at DOEE to address the greenhouse gas emissions associated with the District's food procurement. The United Nations has estimated that food system activities account for over one-third of global greenhouse gas emissions. Though the District produces very little food within its borders, we naturally consume a significant amount of food; in 2016, the District's food economy generated $8.7 billion in output. To reduce the food system's impact, this Act requires the District to reduce greenhouse gas emissions associated with food and beverage purchased by covered agencies by 25% by 2030. To achieve this reduction, the legislation requires DOEE to adopt a methodology to estimate and track the greenhouse gas emissions that occur through the lifecycle of food and beverages purchased by the District. It also requires DOEE to establish best practices for reducing emissions from food and beverage procurement and requires agencies that serve meals to residents to incorporate those best practices to achieve the goal of reducing greenhouse gas emissions.

The Green Food Purchasing Amendment Act also gave DOEE a role in the existing Environmentally Preferable Products and Services program ("EPPS"). The Council established this program in the Procurement Practices Reform Act of 2010. It requires that the District purchase environmentally preferable products or services to the maximum extent practicable. However, implementation of EPPS has not proceeded as intended. By Fiscal Year 2019, for instance, the District's total spending on EPPS was $28,000,000, just 0.66% of total spending for that year. Because of this slow progress, the Green Food Purchasing Amendment Act added a requirement that before an agency submits a statement of work to OCP for any contract over $100,000, DOEE must affirm either that the relevant agency is procuring environmentally preferable products or services or that doing so would be impracticable, in which case DOEE may waive the requirement. These provisions are intended to increase compliance with the existing EPPS requirements to raise the District's EPPS purchases above the current levels.

The proposed FY 2023 budget includes $141,000 and 1 FTE to support these programs. DOEE explained that this FTE will work with the Office of Contracting & Procurement (OCP) to develop a certification program to increase the mandated use of Environmentally Preferable Products and Services for government purchasing. This is in addition to the 1 FTE funded in FY 2022 to work on EPPS. DOEE noted that 2.0 FTEs are necessary to handle the significant scope of procurements that EPPS applies to. DOEE also funded 1 FTE in FY 2022 to handle green food purchasing. The Committee is pleased to see that the Green Food Purchasing Amendment Act has resulted in these two programs being funded.

Special Purpose Revenue Funds

Each year, the Committee reviews Special Purpose Revenue funds administered by agencies under the Committee's purview to identify recurring underspending, both year over year and when compared to fund revenues. SPR fund dollars typically come from fees and fines assessed against residents and visitors to the District. Where amounts continually sit unspent in these Funds, agencies should make efforts to reduce revenues (either through rulemaking or, where necessary, but petitioning the Council to update legislation), or revisit spend plans to ensure every fund dollar is put to best use.

Across agencies, the Committee has identified several Special Purpose Revenue funds with significant, recurring fund balances. As detailed below, the Committee recommends sweeping these fund balances in the FY 2022 supplemental budget to ensure these funds are put to best use on behalf of residents; however, the Committee intends to work with the Agency in the coming months to further dive into the cause for these recurring fund balances and identify changes to ensure revenues and spending are right sized within these Funds moving forward:

- Fund 0667 – Wetlands Fund: Sweep $1,815,468

District Recovery Plan & Intradistrict Reporting Shifts

As discussed in full in the Executive Summary to this report, this year saw two significant changes to how funding levels were reported in the Mayor's FY 2023 budget proposal. These include shifting reporting of federal ARPA fund dollars from specific programs and activities to a new (DCRP) District Recovery Plan Division, and reporting of intradistrict fund spending only in the budget of agencies "buying" the services, and not in the "seller" agency budget. These changes resulted in what appeared to be reductions to agency budgets, where in fact no reduction occurred.

The Committee has included tables at Appendix L that provide a breakdown of those shifted funds, and the Committee's understanding of the Committee's actual proposed budget, minus those changes.

Vacancies

In an effort to increase efficiency and reduce waste, each year, the Committee systematically reviews vacancies at all agencies under its purview. Across the board, the Committee recommends eliminating positions that have been vacant since the beginning of FY 2020 and that are not currently under solicitation. Based on these criteria, the Committee identified a number of vacant positions that would be appropriate for elimination. Long-standing vacancies divert resources from other purposes and inefficiently allocate resources. **Therefore, the Committee recommends eliminating positions 99785, 99786, and 99741, and recognizing $170,384 in FY 2023 and $681,536 across the financial plan in local dollars, and $85,192 in FY 2023 and $340,768 across the financial plan in funds from (6700) Sustainable Energy Trust Fund.**

CAPITAL BUDGET ANALYSIS

The Mayor's proposed FY 2023 – FY 2028 capital budget request for DOEE is $35,177,000. This represents an increase of $2,355,000 from the Agency's FY 2022 – FY 2027 approved capital budget. The proposed budget includes $11,177,000 in funding for FY 2023.

(HMRHM) Hazardous Material Remediation

This project involves identifying, characterizing, and developing a cleanup plan to dredge or mitigate the effects of sediment buildups in and along the Anacostia River. DOEE has proposed funding this project at the following levels: $3,500,000 in each of FY 2023, FY 2024, and FY 2025, $11,000,000 in FY 2026, and $3,000,000 in FY 2027 and FY 2028. This represents a $3,000,000 increase in total budget authority, from $88,002,000 to $91,002,000. It also represents a shift in funding into earlier years, as the FY 2022 approved budget contained no funding in FY 2023 and FY 2024, $2,500,000 in FY 2025, and $11,000,000 in each of FY 2026 and FY 2027. DOEE explained that proposed spending for this project has shifted in part because some of the larger components of the project have been in investigation and pre-design phases; DOEE expects spending to accelerate once actual work begins on these projects. In addition, DOEE explained that it cannot start work on a large component of the project—soil remediation at Kenilworth Park—until the National Park Service (NPS) signs off on the proposed cleanup plan for that site. DOEE expects to receive signoff from the NPS on the plan in FY 2026.

(IFM20) DC Integrated Flood Modeling

This project would develop the first-ever integrated urban flood model for the District, which would inform the District's climate and resilience strategy. This model will enable the District to better prepare for flooding events by helping agencies and planners understand the risks of the different types of flooding the District experiences (e.g., from coastal surges, rivers, and intense rainfall). This work is all the more urgent due to climate change, which is expected to lead to more frequent, longer, and stronger rain events. The Mayor's proposed Capital Plan would maintain $1,167,000 in funding in FY 2023, which is the same level the Council had approved for FY 2023 in the FY 2022 budget.

Sweep Allotment Balances in (SUS04C) Sustainable DC Fund and (K2015C) Enforcement and Compliance Database

Each year, the Committee reviews the capital plans for agencies under its purview to identify historic underspending on projects as compared to amounts budgeted, as well as unspent allotment balances in completed projects. The Committee recommends sweeping all balances in projects without ongoing spending.

In the DOEE budget, the Committee identified two projects with *de minimis* allotment balances and not planned spend. The Committee recommends sweeping those funds as follows:

- Sweep $56 of the allotment balance of (SUS04C) Sustainable DC Fund
- Sweep $17,923 of the allotment balance (K2015C) Enforcement and Compliance Database

POLICY RECOMMENDATIONS

The Committee recommends that the Agency adopt the following policy changes:

1. Ensure Solar for All Funding is Structured to Best Serve Residents into the Future

The District's Solar for All Program was established under the Renewable Portfolio Standard Expansion Amendment Act of 2016. The program is implemented by the DC Sustainable Energy Utility and the Department of Energy and Environment and has a goal of providing the benefits of solar energy to 100,000 low- to middle-income District households by 2032, cutting their energy burden in half. The program also benefits the District by training residents for the solar jobs that the Solar for All program creates. Through this program, the District is able to capture the tremendous benefits of renewable energy—utility bill savings, increased resilience, better air quality, and job creation—and target them toward communities that need them the most.

Since its launch, the Solar for All program has seen tremendous success. To date, the program has served more than 5,000 households, providing meaningful energy savings to these households, and increasing the amount of energy the District procured from green energy sources. However, due to lower-than-anticipated REDF revenues due in part to the pandemic, the Solar for All program is estimated to be funded in FY 2023 at just $7,000,000, which is $3,000,000 less than typical years.

This brings to light the issue with funding this program—and, truly, any program—with revenues flowing from fees that may vary from year to year. Given the important role this program plays both in bringing affordable energy to low- to moderate-income residents and in the District's efforts to combat climate change, it is critical that the Council ensure these program dollars, where available, can be maximally utilized to support this work.

As discussed at page 82 in this report, the Committee has recommended the inclusion of a subtitle in the Budget Support Act that would make these grants tax-exempt. Currently, grants issued under the Solar for All program are taxed at a rate of 8.25% in the year of their award. Thus, a grant of $1,000,000 can provide only $917,500 worth of solar capacity for residents. Where these grants were tax exempt, DOEE could make these grants dollars go further. The Committee believes those grant funds could be put to best use providing additional solar capacity, rather than being paid back into the General Fund as taxes.

The Committee also urges DOEE to undertake a top-to-bottom review, starting in FY 2023, of the Solar for All Program, to identify cost and programmatic efficiencies for the program, and to ensure that program dollars are being used as effectively as possible. This examination should include coordination with the Green Bank on how grant dollars could be further leveraged—whether through different financing tools or other approaches—to expand the program. Furthermore, the Committee encourages DOEE to think critically about the future

of this program, including how we might incentivize more communities, developments, and property owners to agree to participate, how we will sustain funding levels as solar adoption increases and REDF and RPS fees taper off as a result of both increased solar adoption and declining statutory fees (and whether these statutory fees—such as the alternative compliance fee—should be changed) and general planning for what the next ten years of Solar for All will look like. This planning is critical to ensuring the continued success of this program, and the Committee is eager to work with DOEE to effectuate any recommendations, including legislation, where necessary.

2. *Expand Flood Resilience Planning, including Expediting Standing up of a Flood Insurance Relief Fund*

One of perhaps the most critical risks facing the District as a consequence of climate change is increased flooding risks. The risk itself is not new, as certain neighborhoods in the District have always been vulnerable to flooding from the Potomac and Anacostia Rivers; however, the frequency and extent of that risk has increased in recent years. As a result of rising sea levels and an increasing number of severe rain events caused by climate change, the boundaries of the District's floodplains have grown and will continue to grow; thus, more residents than ever live in these areas, and the likelihood of flooding in the known floodplains has also risen dramatically. It is critical, then, that we plan now to ensure residents and their property are protected from flooding harms.

The Committee believes DOEE recognizes these risks, and the agency has taken action. As discussed on page 76 of this report, DOEE has proposed funding for flood risk assessments and retrofits for vulnerable homes. In addition, the Committee was pleased to learn that the Executive has convened a Flood Task Force, of which DOEE is a part; the Committee eagerly awaits the Task Force's report, which is due in November 2022. And, on April 6, 2022, the Committee moved the Flood Resilience Amendment Act of 2022, which was introduced by the Mayor on behalf of the Agency; this legislation would authorize DOEE to issue rules establishing flood hazard areas and to require flood insurance as a condition of occupancy for new or substantially improved buildings in those flood hazard areas. This legislation is a meaningful step forward in this work and will help ensure building owners are protected in the event of a flood; although, as was discussed at the hearing, this legislation does not advance protections for *tenants* living in those buildings.

However, more must be done—and, given the immediate and growing risk of flooding, done quickly. Thus, the Committee urges DOEE to expedite planning and implementation of the following during FY 2023 and onward:

- **Launch of flood insurance subsidy program:** As noted above, the legislation moved by the Committee in early April permitted DOEE to issue rules requiring that certain property owners procure flood insurance; this insurance would cover damage to buildings, but not cover any flood losses suffered by tenants at the property. What's more, the vast majority of homeowner's policies do not cover flood damage; tenants and residential property owners must procure separate flood insurance policies to protect their property and belongings in the case of flood damage.

As the agency is keenly aware, many tenants and homeowners at risk of flooding do not have flood insurance. This insurance can cost upwards of $800 a year, an additional cost that many households simply cannot bear. However, with the costs of flood damages potentially rising to tens of thousands of dollars, not having this insurance puts vulnerable families at incredible risk.

At the hearing on B24-410, Director Wells noted that DOEE is currently working on how to best to stand up a subsidy program but needs additional time to appropriately tailor and identify funding for these purposes. The Committee urges DOEE to expedite that work and hopes to work with the agency in the FY 2024 budget (or before) to stand up such a program.

- **Provide notice to properties at risk of flooding:** As noted above, many District households do not currently possess flood insurance, despite living in flood zones. While affordability is likely a key factor in many of households not carrying insurance, knowledge of the particular risk to their property may be another significant barrier.

  As the agency finalizes updates to the District's flood plain maps, the Committee encourages DOEE to work closely with the Department of Insurance, Securities, and Banking to develop public education materials for properties within those flood zones, and to provide notice to each of these properties of their flood risk, the importance of carrying flood insurance, and the availability of any relief, including, where stood up, information on any District subsidy program.

- **Flood Resiliency Residential and Commercial Property Audits:** In addition to the recommendations above, the Committee urges DOEE to explore (perhaps in conjunction with DCRA) how it might offer flood resiliency audits at residential and commercial properties in the future. These audits would ideally involve a contractor visiting participating residential and commercial properties and providing property owners with recommendations on upgrades and repairs the property owner could undertake to protect their property from flood harms. Where funding is available, these audits could be paired with rebates or subsidies to help income-eligible property owners pay to implement any recommendations from the audit.

3. *Explore strategies to cost-effectively transition buildings from fossil fuel heating systems to clean electric pumps, including at District-owned buildings*

In the Committee's FY 2022 budget report, the Committee urged DOEE to implement a pilot program for rebates for fossil fuel furnaces or boilers replaced with a heat pump, and fossil fuel water heaters replaced with electric versions. While these electric appliances once carried a much higher cost, these appliances can now be replaced cost-effectively in many cases. At that time, the Committee also urged DOEE to consider, separately or as a part of this rebate pilot program, how the District can support electrification of larger buildings, such as churches, office buildings, and schools. This transition is a critical component of the District's

work to achieve its 2050 carbon neutrality targets, which simply cannot be done without eliminating fossil fuel use. Buildings make up almost three-quarters of District energy use, so upgrading these appliances will be a critical step forward in addressing building energy use. The Committee again urges DOEE to take this step and intends to work with DOEE in the coming months to devise a plan—and full cost-estimate—for such a pilot, with a hopeful launch in FY 2024.[50]

The Committee also urges DOEE to expand its work with the Department of General Services in making these simple but critical changes to electric appliances at District-owned properties. For example, the Mayor's FY 2023 budget proposal includes approximately $43,600,000 for the replacement of aging HVACs and boilers at the District's public schools. This investment represents upgrades of dozens, if not hundreds, of new systems; once installed, these heating and cooling systems will have a lifespan of 15 to 25 years. We simply cannot afford for these investments to support the purchase of new HVAC and boiler systems that run on fossil fuels. The Committee intends to reach out to DGS on this directly but urges DOEE to also work with their partner agency on this, to ensure these purchases are for equipment that moves forward the District's climate goals.

[50] One issue that will likely need to be addressed is the problem of stranded assets: the Committee urges DOEE to consider how the materials composing these fossil-fuel based appliances can be responsibly recycled and do not end up in our waste stream.

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F. GREEN FINANCE AUTHORITY (KB)

FY 2023 Operating Budget, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Enterprise and Other Funds	30,500,000	44,794,000	0	44,794,000	46.9%
GROSS FUNDS	30,500,000	44,794,000	0	44,794,000	46.9%

FY 2023 Full-Time Equivalents, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Enterprise and Other Funds	0.0	0.0	0.0	0.0	#DIV/0!
GROSS FTES	0.0	0.0	0.0	0.0	#DIV/0!

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
11 - Regular Pay - Cont Full Time	2,368,000	2,692,000	0	2,692,000	13.7%
14 - Fringe Benefits - Curr Personnel	739,000	434,000	0	434,000	-41.3%
Personal Services (PS)	3,107,000	3,126,000	0	3,126,000	0.6%
50 - Subsidies and Transfers	27,393,000	41,668,000	0	41,668,000	52.1%
Nonpersonal Services (NPS)	27,393,000	41,668,000	0	41,668,000	52.1%
GROSS FUNDS	30,500,000	44,794,000	0	44,794,000	46.9%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
1000	Green Finance Authority	30,500,000	44,794,000	0	44,794,000	46.9%
GROSS FUNDS		30,500,000	44,794,000	0	44,794,000	46.9%

AGENCY OVERVIEW

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

OPERATING BUDGET ANALYSIS & RECOMMENDATIONS

The Green Finance Authority's proposed FY 2023 budget is $44,794,000. This represents, ostensibly, a 47% increase over the GFA's $30,500,000 budget in FY 2022. However, a significant portion of the funding is dollars that were originally budgeted in FY 2022 or even earlier, which the Authority has yet to receive. This includes $7,000,000 in Renewable Energy Development Fund ("REDF") dollars that were allocated to the GFA by statute in FY 2019; $5,000,000 in funding from the REDF and the Sustainable Energy Trust Fund ("SETF") initially included in the FY 2022 budget; $3,00,000 in SETF dollars budgeted in FY 2020; and $4,000,000 in REDF dollars budgeted in FY 2021. Meanwhile, $10,000,000 of the GFA's proposed FY 2023 budget is from new SETF dollars as prescribed by statute, $10,800,000 is ARPA funding for the Affordable Housing Retrofit Accelerator discussed on page 80, and $5,000,000 represents budget authority, rather than dollars on hand, under the Property Assessed Clean Energy ("PACE") financing program operated by the GFA in partnership with DOEE.

Thus, of the $44,794,000 in the proposed budget for the Green Finance Authority in FY 2023, only approximately $20,800,000 represents new funding in FY 2023. While this is still a substantial investment, the Committee hopes to look for ways to increase funding to the GFA in future budget cycles, given the urgency of investing in clean energy and resilience projects, and the added benefit the GFA provides through its ability to leverage each dollar we invest in it by attracting additional private funding.

POLICY RECOMMENDATIONS

The Committee offers no policy recommendations for FY 2023.

G. DEPUTY MAYOR FOR OPERATIONS & INFRASTRUCTURE (KO)

FY 2023 Operating Budget, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	1,244,000	1,282,808	0	1,282,808	3.1%
GROSS FUNDS	1,244,000	1,282,808	0	1,282,808	3.1%

FY 2023 Full-Time Equivalents, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Local Funds	8.0	8.0	0.0	8.0	0.0%
GROSS FTES	8.0	8.0	0.0	8.0	0.0%

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
11 - Regular Pay - Cont Full Time	1,002,893	1,034,660	0	1,034,660	3.2%
14 - Fringe Benefits - Curr Personnel	206,660	213,140	0	213,140	3.1%
Personal Services (PS)	1,209,553	1,247,800	0	1,247,800	3.2%
20 - Supplies and Materials	20,412	18,000	0	18,000	-11.8%
31- Telecommunications	0	4,548	0	4,548	N/A
70 - Equipment & Equipment Rental	14,173	12,460	0	12,460	-12.1%
Nonpersonal Services (NPS)	34,585	35,008	0	35,008	1.2%
GROSS FUNDS	1,244,138	1,282,808	0	1,282,808	3.1%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
1000	Agency Management	1,209,553	1,264,808	0	1,264,808	N/A
2000	Dep Mayor for Operations & Infrastructure	34,585	18,000	0	18,000	-48.0%
GROSS FUNDS		1,244,138	1,282,808	0	1,282,808	3.1%

AGENCY OVERVIEW

The mission of the Office of the Deputy Mayor for Operations and Infrastructure ("DMOI") is to support the Mayor to ensure a strong and sustained District government focused on maintaining, strengthening, and investing in the District's infrastructure (both the built and natural environment) and delivering high-quality government services to residents, non-residents, and businesses.

The agencies under DMOI's purview include the Department of Consumer and Regulatory Affairs; the Department of Energy and Environment; the Department of For-Hire Vehicles; the Department of Insurance, Securities, and Banking; the Department of Motor Vehicles; the Department of Public Works; and the District Department of Transportation. As with other deputy mayors, DMOI's purpose is to assist the Mayor and the City Administrator in

coordinating the day-to-day operations and decision-making for the agencies under its jurisdiction, as well as managing projects that overlap among the agencies in the cluster.

OPERATING BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 Operating Budget for DMOI is $1,282,808, a 3.1% increase from last year's approved amount of $1,244,138. This funding supports 8.0 Full-Time Equivalents (FTEs). DMOI's FY 2023 budget remains largely the same as FY 2022, aside from some slight increases in personal services.

DMOI's 8.0 FTEs include the Deputy Mayor, Chief of Staff, Executive Assistant, Senior Legislative and Policy Advisor, Policy Advisor, Resources Allocation Analyst, Public Information Officer, and Program Analyst. These FTEs account for $1,248,000 in Personal Services funds. The remaining $34,000 is in Non-personal Services funds, which cover costs related to operating the office, such as supplies, contracting costs, and travel.

CAPITAL BUDGET ANALYSIS

The Mayor's proposed FY 2023 – FY 2028 capital budget includes no request for DMOI. The Committee recommends adoption of the Mayor's FY 2023 – FY 2028 capital budget as proposed.

POLICY RECOMMENDATIONS

The Committee's only recommendation for FY 2023 is a repeat recommendation: that DMOI should create a central database where transit and transportation data could be housed and analyzed. As the Committee has advised before, adopting and adjusting sound transportation policies requires the evaluation and analysis of vast amounts of data. As it stands, our government receives data from Transportation Network Companies, taxicabs, WMATA, scooter companies, and our own databases that deal with licensing, tickets, adjudications, and more. All of these data points currently feed into different databases and then, in many instances, simply sit, waiting for someone to plumb their meaning. The Committee believes that this data, especially when aggregated and analyzed, could reveal trends that could and should inform transportation policy.

The Committee therefore encourages the Agency to consider creating a central database, where all kinds of transit and transportation data could be housed. A management team could then do both routine queries (e.g., annual reports that the Council mandates) and one-off analyses either at the behest of agencies or the Council. Although there would be substantial up-front costs, there would be long-term savings: one- or two-year contracts with various vendors to analyze things like congestion or curbside management will cost more in the long run. Indeed, measures before the Committee right now, including measures related to Vision Zero, call for substantial analyses of data that will be difficult to do in isolation and will be of much greater use if done in concert across the DMOI cluster. Although the funding does not exist in this budget to develop such a tool, the Committee encourages the Deputy Mayor to begin planning for such an effort in the future.

The Committee notes a new project in the Capital Plan called the "Cloud Data Exchange," housed under the Office of the Chief Technology Officer. According to the Capital Plan, the "goal of this project is to implement a Districtwide cloud data exchange platform to allow for more efficient and cost-effective data integrations and data transformations between District agencies and their various IT systems." This project will purportedly "work hand in hand with previous District capital IT investments including the DC Data Lake and Citywide Data Warehouse." The Committee strongly urges that DMOI be very involved in this project to ensure that the Cloud Data Exchange can accommodate the aforementioned needs.

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H. HIGHWAY TRANSPORTATION FUND - TRANSFERS (KZ)

FY 2023 Operating Budget, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Dedicated Taxes	26,705,648	24,712,022	0	24,712,022	-7.5%
Special Purpose Revenue Funds	0	2,824,997	0	2,824,997	N/A
GROSS FUNDS	26,705,648	27,537,019	0	27,537,019	3.1%

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
50 - Subsidies and Transfers	26,705,648	27,537,019	0	27,537,019	3.1%
Nonpersonal Services (NPS)	26,705,648	27,537,019	0	27,537,019	3.1%
GROSS FUNDS	26,705,648	27,537,019	0	27,537,019	3.1%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
1000	Transfer Tax to Highway Trust Fund	26,705,648	27,537,019	0	27,537,019	3.1%
1300	Special Purpose Revenue (ROW)	0	2,824,997	0	2,824,997	N/A
GROSS FUNDS		26,705,648	30,362,016	0	30,362,016	3.1%

AGENCY OVERVIEW

The Highway Transportation Fund – Transfers (HTF-T) is a paper agency that records the transfer of motor fuel tax and a portion of rights-of-way revenue from the District's General Fund to the Highway Trust Fund.

Approximately 199 of the District's bridges and 400 miles of District streets and highways are eligible for federal assistance. The Federal Highway Administration (FHWA) administers the Federal-Aid Highway Program and reimburses DDOT for eligible expenditures related to approved highway projects according to cost-sharing formulas that are established by federal law. The District's share of eligible project costs is funded with the local HTF-T.

OPERATING BUDGET ANALYSIS & RECOMMENDATIONS

The proposed HTF-T budget for FY 2022 is $27,537,019, which represents a 3.1% increase from the FY 2022 approved budget of $26,705,648. The FY 2023 budget proposal for Dedicated Taxes reflects a decrease of $1,994,000 to align the budget with revenue projections for the motor fuel tax. This decrease is based on the requirements for the transfer of revenue generated from the motor fuel tax, as certified by the Office of Revenue Analysis, to the Highway Trust Fund. The proposed budget for Special Purpose Revenue Funds reflects an increase of $831,000 due to a change in the estimated Rights-of-Way revenue contribution to the Highway Trust Fund for FY 2022.

The Committee recommends adoption of the Mayor's FY 2023 operating budget as proposed.

POLICY RECOMMENDATIONS

The Committee offers no policy recommendations for FY 2023.

I. DC WATER (LA)

FY 2023 Operating Budget, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Enterprise and Other Funds	658,422,984	686,403,000	0	686,403,000	4.2%
GROSS FUNDS	658,422,984	686,403,000	0	686,403,000	4.2%

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
11 - Regular Pay - Cont Full Time	132,146,000	137,046,000	0	137,046,000	3.7%
14 - Fringe Benefits - Curr Personnel	40,064,000	40,960,000	0	40,960,000	2.2%
15 - Overtime Pay	8,143,000	8,218,000	0	8,218,000	0.9%
Personal Services (PS)	180,353,000	186,224,000	0	186,224,000	3.3%
20 - Supplies and Materials	34,201,000	36,994,000	0	36,994,000	8.2%
30 - Energy, Comm. and Bldg Rentals	27,328,000	28,798,000	0	28,798,000	5.4%
40 - Other Services and Charges	35,217,000	40,334,000	0	40,334,000	14.5%
41 - Contractual Services - Other	88,504,000	88,504,000	0	88,504,000	0.0%
50 - Subsidies and Transfers	22,718,000	23,070,000	0	23,070,000	1.5%
70 - Equipment & Equipment Rental	1,108,000	1,108,000	0	1,108,000	0.0%
80 - Debt Service	268,993,984	281,371,000	0	281,371,000	4.6%
Nonpersonal Services (NPS)	478,069,984	500,179,000	0	500,179,000	4.6%
GROSS FUNDS	658,422,984	686,403,000	0	686,403,000	4.2%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
1000	WASA	658,422,984	686,403,000	0	686,403,000	4.2%
GROSS FUNDS		658,422,984	686,403,000	0	686,403,000	4.2%

AGENCY OVERVIEW

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

DC Water is governed by a Board of Directors consisting of eleven principal and eleven alternate members. Six principal members and six alternate members are appointed by the Mayor with the advice and consent of the Council; the other members represent Montgomery and Prince George's counties in Maryland and Fairfax County in Virginia. Although the DC Water Board of Directors has representation from the entire region, only the members from the District establish the rate policies. Following approval by the Board of Directors, DC Water

submits its annual operating and capital budgets to the Mayor and to the Council for inclusion in the District's budget. Although the Mayor and Council can review and comment on DC Water's budget, neither has the authority to change it.

DC Water provides core services in five main categories. DC Water manages: **Drinking Water Treatment and Distribution** with the U.S. Army Corps of Engineers Washington Aqueduct by collecting water from the Potomac River, treating the water to exceed federal drinking water requirements, and distributing the drinking water through 1,300 miles of underground pipes to individual homes and other buildings; **Wastewater Collection,** which consists of 1,800 miles of sanitary and combined sewers, sixteen stormwater stations, 75,000 catch basins and manholes, and nine wastewater pumping stations that carry wastewater to the Blue Plains treatment facility; **Wastewater Treatment** for wastewater from the District, Maryland, and Virginia at Blue Plains, the largest treatment plant of its kind in the world; **Stormwater**, which includes 25,000 catch basins which remove more than twenty-three tons of debris from stormwater each day, and through the Clean Rivers Project, a large infrastructure project which will reduce combined sewer overflows due to stormwater; and **Fire Hydrants** to protect public safety.

BUDGET SUMMARY & RECOMMENDATIONS

DC Water's proposed FY 2023 budget is $686,403,000, which represents an increase of 4.2% from the FY 2022 gross budget of $658,423,000. DC Water's budget is made up entirely of Enterprise funds raised by DC Water. The growth in the Agency's FY 2023 budget is due to an increase of $12,377,000 in debt service and costs associated with the agency's capital improvements program, an increase of $5,117,000 in water purchase cost increase from Washington Aqueduct, $1,470,000 in electricity and water usage at the Blue Plains Wastewater Treatment Plant, and $2,793,000 in increased costs for water treatment chemicals. The budget also includes $5,871,000 to support the agency's workforce.

The Committee recommends adoption of the Mayor's FY 2023 operating budget as proposed.

Federal Funding for Lead Water Service Line Replacement Programs

Studies have long shown that there is no safe level of exposure to lead. Lead exposure risks are particularly acute for infants and young children; even low levels of lead exposure can affect brain development, causing cognitive delays and behavioral disorders, and causing physical harm to children's cardiovascular, endocrine, and immune systems. Although we typically speak of the harms stemming from lead exposure in the context of youth, lead has been linked to a number of negative health outcomes for adults, including cardiovascular and kidney disease. We also know that communities of color and low-income families are at heightened risk of lead exposure and lead poisoning; ensuring we are able to remove and replace all lead water service lines by 2030, then, is not only an issue of public health, but of equity.

On March 12, 2021, DC Water General Manager David Gadis and Tommy Wells, Chairman of the DC Water Board of Directors and Director the Department of Energy and

Environment, sent a letter to Mayor Bowser requesting $350,000,000 of federal relief funds to support lead water service line replacements. In that letter, General Manager Gadis and Chairman Wells noted that the agency had yet to identify a significant amount of funding needed to complete this work, which, if not identified, would prevent the District from meeting its goal of removing and replacing all lead water service lines by 2030. On April 1, 2021, Chairperson Cheh, along with Councilmembers Nadeau, Pinto, Lewis George, Allen, and Bonds, sent a letter to the Mayor reiterating DC Water's request, and the urgency of fully funding the lead water service line replacement programs.

Unfortunately, to date, the District has not allocated the level of funding necessary for DC Water to complete this work. There are still approximately 21,000 lead water service lines serving District homes, including more than 10,900 partial replacements; without additional funding, it will take decades for the District to remove these service lines. Again: no level of lead exposure is safe—especially for young children—and every year that we delay funding the removal of these water services lines puts residents at risk of lifelong health effects.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act ("IIJA") into law. Among the numerous allocations for infrastructure prescribed in that law was a significant investment in funding for states to undertake lead water service line replacements. Under that law, the District is poised to receive approximately $28,275,000 per year for the next five years to support this work; in total, the District will receive $141,375,000. While this amount is less than half of the total cost projected by DC Water, the represent a tremendous investment in removing and replacing these service lines and will allow the District to complete these replacements at thousands and thousands of homes.

It is also possible that these funds may be adequate—or closer to the amounts needed—to complete this work. As the Committee discussed in its FY 2022 budget report, in anticipation of accelerating its work on lead water service line replacements, on June 14, 2021, DC Water released its Lead Service Line Replacement Plan ("Plan"). That plan lays out DC Water's strategy for completing this work, as well as the agency's estimated cost to remove and replace all lead water service lines in the District by 2030. Recognizing that DC Water's plan, while extensive, focused only on DC Water's role in the lead water service line replacement work, the Committee established an interagency task force to develop a cross-agency plan to complete and expedite this work; that task force has been meeting at least monthly since November 2021, and will produce a report identifying service and cost efficiencies in this work. That report will also consider and, to the degree appropriate, incorporate findings from the assessment of DC Water's plan and cost estimates, also prescribed by the Committee in the FY 2022 budget; the contract for that assessment was awarded and the contractor's analysis is underway, with that report coming in early summer 2022. It is the Committee's hope that, between the task force's report and the assessment's findings, the Council will be able to identify significant efficiencies to put the federal dollars allocated for lead water service line replacement work to best use.

POLICY RECOMMENDATIONS

The Committee offers no policy recommendations for FY 2023.

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J. WASHINGTON AQUEDUCT (LB)

FY 2023 Operating Budget, By Revenue Type					
Fund Type	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
Enterprise and Other Funds	70,521,160	138,227,183	0	138,227,183	96.0%
GROSS FUNDS	70,521,160	138,227,183	0	138,227,183	96.0%

FY 2023 Operating Budget, By CSG (Gross Funds)					
Comptroller Source Group	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
50 - Subsidies and Transfers	70,521,160	138,227,183	0	138,227,183	96.0%
Nonpersonal Services (NPS)	70,521,160	138,227,183	0	138,227,183	96.0%
GROSS FUNDS	70,521,160	138,227,183	0	138,227,183	96.0%

FY 2023 Operating Budget, By Program (Gross Funds)						
Code	Agency Program	FY 2022 Approved	FY 2023 Mayor	Committee Variance	FY 2023 Committee	% Growth
1000	Washington Aqueduct	70,521,159	138,227,183	0	138,227,183	96.0%
GROSS FUNDS		70,521,159	138,227,183	0	138,227,183	96.0%

AGENCY OVERVIEW

The mission of the Washington Aqueduct is to collect, purify, and pump an adequate amount of potable water to the distribution systems managed by DC Water, Arlington County, and the Fairfax Water Authority. The Washington Aqueduct fulfills its mission by (1) providing high quality potable water; (2) providing potable water at an equitable, economical rate; and (3) protecting the consumer from both microbial risks and adverse health effects caused by chemicals in drinking water. Water produced by the Washington Aqueduct treatment plants has consistently met and surpassed all pertinent drinking water standards set by the U.S. Environmental Protection Agency.

The Washington Aqueduct is managed by the U.S. Army Corps of Engineers and governed by a Wholesale Customer Board. The Agency's budget is based on projected revenue earned by selling water to DC Water, Arlington County, and the Fairfax Water Authority. On average, the Washington Aqueduct produces 155,000,000 gallons of water per day at its two treatment plants in the District.

As a federal agency, the Washington Aqueduct is required to have a budget and spending authority for all funds necessary to meet its mission of supplying water to all three jurisdictions. The District budget process is the vehicle used to transmit the Washington Aqueduct's operating budget to Congress. Thus, although the Committee's purview includes the Washington Aqueduct, the Council does not have the legal authority to change its budget.

BUDGET ANALYSIS & RECOMMENDATIONS

The Mayor's proposed FY 2023 gross budget is $138,227,183, which represents a 96.0% increase from the FY 2022 approved budget of $70,521,159. The Aqueduct's operating budget did not undergo a substantive change from FY 2022 levels; the increase reported reflects a significant investment in Washington Aqueduct's Capital Improvement Program to allow for the replacement and repair of aging infrastructure under the agency's control. Specifically, these funds will support:

- Replacement of the North Clearwell ($53,000,000)
- East Filter Building Upgrades ($7,350,000)
- Flocculation and Sedimentation Improvements at Basins 3 and 4 ($7,000,000)
- Chemical Building HVAC upgrades ($3,700,000)
- Transmission Main Improvements ($3,500,000)
- Administration Building Employee Relocation ($3,000,000)
- Residuals Processing Improvements ($300,000)
- Other emergent projects ($4,000,000)

The Washington Aqueduct was first established in 1853 and has long been a thoughtful steward of a significant portion of the infrastructure providing clean, potable drinking water to the District. Much of that infrastructure, however, is quite old and, due to its size and scope, will be quite costly to replace, repair, and upgrade. Thus, the Committee is in strong support of these investments, and will look for updates on the status and impact of these projects as they move forward.

The Committee recommends adoption of the Mayor's FY 2023 operating budget as proposed.

POLICY RECOMMENDATIONS

The Committee offers no policy recommendations for FY 2023.

NON-COMMITTEE BUDGET RECOMMENDATIONS

In addition to the changes recommended for agencies within its jurisdiction, the Committee has worked with other Council committees to identify funding needs and recommends providing additional funds to support programs in those other committees as described below.

COMMITTEE ON BUSINESS AND ECONOMIC DEVELOPMENT

The Committee recommends transferring the following amount to the Committee on Business and Economic Development:

$20,000 in one-time local funds in FY 2023 to the Department of Small and Local Business Development to extend the Tenleytown Main Street's service area boundaries to Rodman Street. The Main Streets Program fosters retail investment in the District by providing services and funding to help communities retain and recruit businesses, improve commercial properties and streetscapes, and attract consumers. With the opening of the large "City Ridge" development coming in the summer of 2022 and continued development of the adjacent Upton Place ongoing, Tenleytown Main Street intends to extend its service area boundaries by the end of 2022 to include both projects. This funding would be used to update and extend neighborhood branding to include the new service area, as well as to support outreach and engagement to the businesses and properties therein.

$150,000 in one-time local funds to the Department of Small and Local Business Development for the Friendship Heights Alliance. The Alliance was formed late last year to conduct place making, place management, branding, and economic development in the Friendship Heights neighborhood. The long-term goal of the organization is to develop a Business Improvement District in the neighborhood. Given that the neighborhood straddles the border between the District and Maryland, both jurisdictions have a stake in the success of these revitalization efforts. To that end, Montgomery County has pledged money to the organization in the coming year. Although the Council provided seed funding for the organization in last year's budget, the necessity for clarifying emergency legislation later in the year meant that the money—and the work it funded—was delayed. This additional funding will abrogate the necessity that last year's funding be spent entirely before October 1, 2022, and will also serve as an important counterpart to the Maryland funding, demonstrating that both jurisdictions are invested in the success of the neighborhood revitalization efforts.

$250,000 in one-time local funds to the Department of Small and Local Business Development for District Bridges to engage in a pilot program, providing Main Street Program-type support to businesses and communities in Ward 3 not otherwise serviced by such a program.

COMMITTEE ON GOVERNMENT OPERATIONS AND FACILITIES

The Committee recommends transferring the following amounts to the Committee on Government Operations and Facilities:

$40,300 in FY 2023 and $403,000 across the financial plan to the Department of General Services to support the increase in fixed costs of electricity that will arise due to the termination of the phase out of the Sustainable Energy Trust Fund fees detailed at page 87.

COMMITTEE ON HEALTH

$200,000 in recurring funds to the DC Health for Food & Friends home delivered meals. These funds will help provide an additional 35,000 home-delivered meals to DC residents living with cancer, HIV/AIDS, diabetes, and other serious illnesses.

$129,066 in recurring funds to DC Health for Produce Plus. The funds will enable FRESHFARM to increase the number of DC residents served by this acclaimed farmers' market nutrition program by 30%, to a total of 6,000 people. This increase will also allow the program to transfer to a much-needed digital platform that will confer dignity, choice, and autonomy to the customer experience.

$100,000 in recurring funds to DC Health for Healthy Corners. These funds will directly support DC Central Kitchen's SNAP Match incentives, which expand SNAP customers' purchasing power for fruits and vegetables at corner stores.

$100,000 in recurring funds to DC Health to support a diaper bank grant program. During the pandemic, the costs of diapers substantially increased, which has placed a burden on low-income families. Diapers are the one item that is not covered under federal or local assistance programs such as SNAP, WIC, or TANF. Additionally, there is no additional government assistance to help support the work of organizations providing free diapers to low-income families. Under the grant program, a grant will be issued for the purchase and distribution of free diapers to families with infants under three that qualify for income-contingent federal or local government assistance programs.

$75,000 in recurring funds to DC Health to support mental health services at a nonprofit that provides support and mentorship to local students to encourage higher rates of attendance of college or workforce development programs.

COMMITTEE ON HOUSING AND EXECUTIVE ADMINISTRATION

The Committee recommends transferring the following amounts to the Committee on Housing and Executive Administration:

$130,000 in recurring funds to the Department of Aging and Community Living to allow a District hospital to serve residents suffering from mild cognitive impairment stemming from COVID-19. This funding will further allow this cognitive treatment to be integrated with digital telemedicine services.

$250,000 in recurring funds to the Department of Aging and Community Living to permit a District hospital to design primary care telemedicine services to meet the needs of the District's most marginalized patients. This funding will allow a District hospital to research

how to best improve access to telemedicine for vulnerable senior citizens, especially those in Wards 7 and 8, and to strengthen telemedicine services based on that research.

$250,000 in recurring funds to DACL to allow a District hospital to develop a social innovation accelerator that supports residents as they develop solutions to community health problems they identify. This will allow residents in Wards 7 and 8 to develop ideas regarding the best ways to address health disparities in their communities.

$288,000 in one-time funds to the Department of Aging and Community Living to enable a District senior housing provider to provide its tenants with consistent congregate meals, benefits counseling, social worker support, transportation to groceries, shopping and leisure, weekly wellness classes, and one-on-one health clinic support.

$250,000 in one-time funds to the Department of Aging and Community Living to enable a District senior services provider to expand programming that helps individuals with Alzheimer's Disease and Related Dementias (ADRD) maintain their bills and financial stability. This funding will allow services to be expanded to include advance care planning, long-term care planning, behavioral symptom management, benefit linkage, healthcare coordination, and caregiver support.

$200,000 in one-time local funds to the Department of Aging and Community Living to support programming at a senior center that provides comprehensive health and social services to senior adults living in isolation or within a family context, with a focus on serving seniors who speak a language other than English.

$500,000 in FY 2023 capital funds to the Department of Aging and Community Living to support the planning and design of a senior wellness center for Wards 2 and 3. Currently, Wards 2 and 3 are the only Wards without a senior wellness center, despite having significant populations of older adults. In fact, over 17% of Ward 3's population is over the age of 65. To date, however, these seniors can only access programming by traveling to wellness centers in other wards, through private service providers, or through one-off programs at other District facilities. For years, the Council has worked with the Department of Aging and Community Living to explore whether alternatives to a brick-and-mortar senior wellness center—such as a "virtual" center made up of coordinated programs and services at various existing DPR, DCPL, and DACL facilities—might address this need, but have been unsuccessful, to date. Thus, both wards are in need of brick-and-mortar facilities. In light of the significant cost and logistical burdens—including locating a site—for two new facilities, the Committee believes it to start with one facility, tailored in terms of size, siting, and programs to serve both Wards 2 and 3.

COMMITTEE ON RECREATION, LIBRARIES, AND YOUTH AFFAIRS

The Committee recommends transferring the following amounts to the Committee on Recreation, Libraries, and Youth Affairs:

$625,000 in FY 2022 capital funds to the Department of Parks and Recreation in Capital Project (QM8PRC) Palisades Recreation Center to support the creation of a new dog park at the Palisades Community Center, located at 5200 Sherier Place, NW in Ward 3. The

Palisades Community Association alerted the Committee to the pressing need of a dedicated neighborhood dog park in December of 2020. The proliferation of pandemic pet adoptions, overcrowding at nearby National Park Service land, and increasing instances of off-leash dogs in the neighborhood have created an urgent need or a new dog park at the Community Center. Dog parks are also known to serve as important community gathering spaces and provide safe, enclosed spaces for District pets to exercise and play. That said, the particular topography of the Palisades makes the cost of construction somewhat uncertain. Providing this funding will allow development to continue.

$250,000 in FY 2023 capital funds to the Department of Parks and Recreation for a new capital project to support a feasibility study of renovation of the Hearst Cottage at Hearst Park. Although the Hearst Park campus has undergone extensive upgrades in recent years, the small DPR cottage on the park site has yet to be renovated. While DPR has plans for improvements to the cottage, they are currently limited ADA upgrades. Further upgrades are necessary to ensure this cottage may fully accommodate future uses, especially as the park sees increased use with the opening of the Hearst Park Pool. DPR has told the Committee that Hearst Cottage is designated as historic and situated on a hill, which presents challenges related to the possible expansion of the building footprint and complex grading issues. Additionally, DPR suggests further community engagement to gather information on future needs for the facility before making changes. A feasibility study with a robust community engagement process is beneficial before planning a full facility renovation. The feasibility study results do not guarantee capital funding for the renovation. However, the study provides a blueprint of possibilities for moving forward.

COMMITTEE OF THE WHOLE

The Committee recommends transferring the following amounts to the Committee of the Whole:

$35,000 in one-time local funds to the Metropolitan Washington Council of Governments (MWCOG) to support the Food and Agriculture Regional Member (FARM) committee at MWCOG. As with other MWCOG issues such as air quality and water supply, the food and agriculture system's interconnectedness often demand a regional response. These funds will allow MWCOG to build stronger connections within the region's food and farm economy.

$207,398 in recurring funds and $6,000 in one-time funds to the Office on Planning (OP) for two (2.0) FTEs for the Food Policy Council. The Food Policy Council was created by the "Food Policy Council and Director Establishment Act of 2014" to promote food policies that strengthen the District's local food system. The law established a new position within the Office of Planning, the Food Policy Director, to serve as an advocate inside the government to improve the District's food policies, and to help guide the work of the Food Policy Council. In the years since the law was passed, the work of the Food Policy Director and Food Policy Council has grown, directly in line with the increased focus the Director and Council have brought to food and nutrition issues impacting District residents. Given this growth, the Committee believes that the work of the Food Policy Director and Food Policy Council could

be enhanced by increasing the Food Policy Director's staff within the Office of Planning to include two new FTEs focused on communications and policy analysis.

$200,000 in one-time funds to the Office on Planning for a Central Food Processing Facility feasibility and siting study. In June 2021, the Office of Planning and the Food Policy Council published a report entitled an Assessment of a Central Food Processing Facility ("CFPF") for Washington, D.C., as required by the Healthy Students Amendment Act of 2018. The report provides an assessment of how the District could design and manage a Central Food Processing Facility to improve the nutritional quality of meals served in public institutions in the District (such as senior centers, schools, and correctional facilities), support local food businesses, shore up the District's food systems resilience, and create career pathways in the food sector. The report evaluates the impact of a central food processing facility on the region, operational best practices, and facility infrastructure by looking to other jurisdictions that have established such a facility. The next step is for the District to conduct a feasibility and siting study to assess the cost, return on investment, and revenue generation potential of a facility, and identify a suitable site for the facility, capable of meeting the District's needs.

$1,249,296 in FY 2023 and $25,760,886 in recurring operating funds to the Paygo Agency to be converted into capital funds.

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BUDGET SUPPORT ACT RECOMMENDATIONS

On March 16, 2022, Chairman Mendelson introduced, on behalf of the Mayor, Bill 24-714, the Fiscal Year 2023 Budget Support Act of 2022. The bill contains two subtitles on which the Committee on Transportation and the Environment has provided comments. The Committee also recommends the addition of fourteen new subtitles. The Committee describes the purpose, fiscal impact, committee reasoning, and a section-by-section analysis for each of the subtitles it recommends for inclusion in the Budget Support Act below and has attached legislative language for each as Attachment I to this report.

A. RECOMMENDATIONS ON BUDGET SUPPORT ACT SUBTITLES PROPOSED BY THE MAYOR

The Committee provides comments on the following subtitles of the Fiscal Year 2023 Budget Support Act of 2022:

1. Title VI, Subtitle C. Climate Change Resilience Funding
2. Title VI, Subtitle D. Transportation Capital Improvements Plan Contracts

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1. TITLE VI, SUBTITLE C. CLIMATE CHANGE RESILIENCE FUNDING.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

As proposed by the Mayor, this subtitle would authorize DOEE to spend funds from the Renewable Energy Development Fund and the Sustainable Energy Trust Fund on climate resilience projects and programs.

FISCAL IMPACT

The fiscal impact of this subtitle is incorporated into the proposed FY 2023 – FY 2026 budget and financial plan.

COMMITTEE REASONING

Both the Renewable Energy Development Fund ("REDF") and the Sustainable Energy Trust Fund ("SETF") were established to direct funding to the District's climate initiatives. The REDF was set up to support the creation of new solar energy resources in the District; the SETF was established primarily to fund the Sustainable Energy Utility ("SEU"), which develops programs to support the expansion of sustainable energy in the District.

Both of these funds have limited uses authorized by statute. DOEE would like to expand the authorized uses of each of these funds to encompass energy-related climate resilience projects, such as solar and battery facilities. These types of projects are key to the District's climate resilience initiatives, as they can help supply backup power to critical facilities, such as hospitals, police and fire stations, and emergency shelters, in the event of a power outage. These resilience projects are also in keeping with the purpose of the REDF and the SETF. The subtitle would require any climate resilience projects funded through the funds to include a solar or sustainable energy component, or to promote sustainable energy resources. And infrastructure such as battery storage is critical not only to the District's resilience strategy, but to our sustainable energy goals, since renewable resources fluctuate.

Moreover, while the District must continue to increase its use of renewable resources to reduce greenhouse gas emissions and mitigate climate change, it is also important to recognize that we will inevitably also need to adapt to a changing climate. This subtitle will allow us to simultaneously work to advance our renewable energy goals, our climate change mitigation goals, and our adaptation goals. Therefore, the Committee recommends inclusion of this subtitle in the Budget Support Act.

SECTION-BY-SECTION ANALYSIS

Sec. 6021. Short Title

Sec. 6022. Amends the Renewable Energy Portfolio Standard Act of 2004 by adding an authorized use of the Renewable Energy Development Fund for climate resilience projects that include a solar component or use solar energy generated in the District.

Sec. 6023. Amends the Clean and Affordable Energy Act of 2008 by adding an authorized use of the Sustainable Energy Trust fund for climate resilience projects using sustainable energy resources.

2. Title VI, Subtitle D. Transportation Capital Improvements Plan Contracts.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

As proposed by the Mayor, this subtitle would remove the requirement that option year extensions of multi-year contracts appearing in the capital improvements plan, or amendments to such contracts, be submitted to Council for passive approval.

FISCAL IMPACT

The fiscal impact of this subtitle is incorporated into the proposed FY 2023 – FY 2026 budget and financial plan.

COMMITTEE REASONING

As structured, this subtitle would allow DDOT to include local contract option years in its Plan of Contracts, rather than having those options year be sent piecemeal to the Council for review. The agency noted that it manages a capital improvement program that exceeds $1,800,000,000, with these contracts almost exclusively exceeding the $1,000,000 or multi-year threshold for Council review. The agency noted for the Committee that these contracts have already undergone extensive review when first approved, and that retaining approval of option year contracts causes significant delay to the timeline for this work.

While the Committee appreciates the issues raised by DDOT in support of moving this subtitle, the Committee is reluctant to remove avenues for Council review in regard to significant spending of District funds, as is the case here. Though not involving DDOT, in recent years, the Council has taken action to disapprove agency efforts to exercise options years in given contracts, precisely because, in the time since the contracts were first awarded, circumstances had changed such that moving forward with option years no longer seemed the best fit for residents. This may be for reasons of cost, quality of service, or even changes in policy, in which the Council decides pursuing an alternate course of action than prescribed under the current contract would best serve the District. And, even where the Council does not disapprove of these contracts, this review does provide essential opportunity for members to review and scrutinize these option year renewals—especially where an amendment is being considered.

Thus, the Committee recommends striking this subtitle.

SECTION-BY-SECTION ANALYSIS

Sec. 6001. Short Title

Sec. 6002. Amends Section 202(b)(3) of the Procurement Practices Reform Act of 2010 to remove the requirement that option year extensions of multi-year contracts appearing in

the capital improvements plan, or amendments to such contracts, be submitted to Council for passive approval.

B. RECOMMENDATIONS FOR NEW BUDGET SUPPORT ACT SUBTITLES

The Committee on Transportation and the Environment recommends the following fourteen new subtitles to be added to the Fiscal Year 2023 Budget Support Act of 2022:

1. Food Policy Council Grant-Making Authority and Amendments
2. Central Food Processing Facility Siting and Feasibility Study
3. Boot Damage and Removal Fines
4. Green Finance Authority Board Streamlining
5. Solar for All Tax Relief
6. Sustainable Energy Trust Fund Fees
7. Renewable Energy Storage Grants
8. Vision Zero and Shared Fleet Amendments
9. Visitor Parking Pass Access
10. Tactical Safety Project Upgrade Plan
11. 11th Street Bridge Park Funding
12. Motor Vehicle Registration Fees
13. Specialty License Plates
14. Subject to Appropriations Repeals

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1. TITLE X, SUBTITLE X. FOOD POLICY COUNCIL GRANT-MAKING AUTHORITY AND AMENDMENTS.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would amend the Food Policy Council and Director Establishment Act of 2014 to improve the functionality of the Food Policy Council in a number of ways, including by: updating the working groups of the Food Policy Council; updating the expectations for ex officio members as well as which agencies are considered ex officio members of the Council; allowing public members to be compensated for their work on the Food Policy Council; and, providing the Director of the Office of Planning with grant-making authority to support food projects and programs related to the Food Policy Council.

FISCAL IMPACT

The subtitle has no impact on the financial plan.

COMMITTEE REASONING

In 2014, the Council passed the Food Policy Council and Director Establishment Act of 2014. Prior to the bill's passage, our District agencies were working in silos on issues related to food, and there was no coordinated group of food policy experts advising the District government on its food policies. Creating a Food Policy Council was a crucial step in bringing experts together to analyze current District policies and provide guidance on how best to strengthen District laws affecting our food system. Since then, the Food Policy Council and Food Policy Director have played an invaluable role in shaping the District's food-related policy.

However, the Food Policy Director's testimony during the FY 2021 Performance Oversight hearing revealed that there are several provisions in the Act that currently inhibit the ability of both the Food Policy Council and the Food Policy Director to operate most effectively, or that do not accurately reflect the current priorities of the Food Policy Council.[51] Additionally, the Office of Planning does not currently possess the authority to provide grant funding in support of food projects and programs, confounding their efforts to support non-governmental entities doing this critical work.

Thus, the Committee recommends the inclusion of a subtitle in the Budget Support Act that modifies the composition and requirements of the Food Policy Council slightly to better reflect its needs and priorities, and that provides the Mayor's Agent and Office of Planning more broadly with explicit grant-making authority for food-related projects and programs.

[51] Committee on Transportation & the Environment, Food Policy Council Oversight Hearing, Feb. 8, 2022, http://dc.granicus.com/MediaPlayer.php?view_id=29&clip_id=7096.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Amends the Food Policy Council and Director Establishment Act of 2014 to allow ex-officio members to vote and to require them to attend all Food Policy Council meetings; add DCPS and DLSBD as ex-officio members; allow public members to be compensated for serving on the Council; and update the working groups of the Food Policy Council.

Sec. XX03. Provides the Director of the Office of Planning with grant-making authority to support food projects and programs related to the Food Policy Council.

2. TITLE X, SUBTITLE X. CENTRAL FOOD PROCESSING FACILITY SITING AND FEASIBILITY STUDY.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would require the Office of Planning to conduct a siting and feasibility study for a central food processing facility in the District.

FISCAL IMPACT

The Committee's FY 2023 budget recommendations provide the funding necessary to implement this subtitle.

COMMITTEE REASONING

In June 2021, the Office of Planning and the Food Policy Council published a report entitled an Assessment of a Central Food Processing Facility ("CFPF") for Washington, D.C, as required by the Healthy Students Amendment Act of 2018. The report provides an assessment of how the District could design and manage a Central Food Processing Facility to improve the nutritional quality of meals served in public institutions in the District (such as senior centers, schools, and correctional facilities), support local food businesses, shore up the District's food systems resilience, and create career pathways in the food sector.

As a solution at the intersection of human health and environmental sustainability, the potential benefits of a central food processing facility are manifold. A CFPF will reduce reliance on major food service contracts by supporting the ability of District agencies, such as DC Public Schools, to shift from external food service management to self-operations. In addition, a CFPF will strengthen the local food supply chain. By creating a food hub in the District for storage, aggregation, and processing, a CFPF will bring the regional food supply closer to consumers, reducing the District's reliance on transportation nodes and national supply chains. This, in turn, will make the local food system more resilient in the face of future supply chain disruptions, provide infrastructure support for local businesses, regional farms, and food access organizations, as well as increase year-round availability of local nutritious foods. Other benefits include fortifying the District's emergency food preparedness response and supporting the local food economy. A central food processing facility can serve as critical food preparedness infrastructure to sort, pack, process, and distribute food aid to residents in the event of future emergencies, and also has the potential to serve as a major job creation and workforce development facility by providing workforce training and job opportunities in food processing and preparation. Finally, a central processing facility can reduce the carbon footprint of the District's food system by strengthening the District's access to, and institutional procurement of, regional produce, as well as through composting initiatives, reusing foods that are aggregated by local producers for feeding efforts, and recovering food from businesses to be used in food production.

The report published by the DC Office of Planning and the Food Policy Council evaluates the impact of a central food processing facility on the region, operational best practices, and facility infrastructure by looking to other jurisdictions that have established such a facility. The next step is for the District to conduct a feasibility and siting study to assess the cost, return on investment, and revenue generation potential of a facility, and identify a suitable site for the facility, capable of meeting the District's needs. Thus, the Committee recommends the inclusion of a subtitle in the Budget Support Act that requires the Office of Planning to conduct such a feasibility and siting study.

This subtitle is also being moved by the Committee of the Whole, which has jurisdiction over the Office of Planning.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Requires the Office of Planning, in conjunction with DCPS and DGS, to conduct a siting and feasibility study for a central food processing facility located within the District and outlines certain requirements for the study.

3. TITLE X, SUBTITLE X. BOOT DAMAGE AND REMOVAL FINES.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would increase the penalty fee for damaging, destroying, or otherwise removing a District-owned vehicle boot without authorization of the Mayor.

FISCAL IMPACT

There is sufficient funding in DMV's budget for the agency to absorb any costs associated with this subtitle. In addition, the subtitle has no recognized revenue in the financial plan but will generate revenue from increased fines.

COMMITTEE REASONING

The Committee has recently been made aware that the cost to replace a vehicle boot is far greater than the penalty fee DPW currently assesses for the destruction of a boot. DPW has shared that the cost to replace a boot is $750, while the penalty fee is $300.

Given that, for years now, we have had at least one individual in the District illegally removing and destroying vehicle boots, the Committee feels that it is important to ensure stronger deterrence for such illegal actions, as well as ensure that we can at least recoup the cost of the destroyed boot when such crimes do occur.

Thus, the Committee recommends the inclusion of a subtitle in the Budget Support Act that increases the penalty for boot removal, damage, or destruction to at least $750.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Establishes that any person who damages, destroys, or removes a vehicle boot without authorization of the Mayor will be subject to a fine of at least $750.

Sec. XX03. Requires the Mayor to issue rules reflecting the increased fine.

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4. TITLE X, SUBTITLE X. GREEN FINANCE AUTHORITY BOARD STREAMLINING.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would reduce the number of voting members of the GFA Board required for a quorum from five to four, making permanent the temporary legislation passed by the Council in October 2021. It would also remove the requirement that the Mayor select an appointed Board member to serve as chairperson of the Board, instead allowing the voting members of the Board to elect a chairperson.

FISCAL IMPACT

The subtitle has no impact on the financial plan.

COMMITTEE REASONING

The Green Finance Authority Establishment Act of 2018 mandated that five voting members of the GFA Board would constitute a quorum and that a two-thirds majority of voting members present at a Board meeting would be required for the Board to take any official action. In practice, these requirements have proven onerous and created the possibility that the Board may be unable to take important actions, potentially for extended periods of time, if and when it is unable to secure a quorum.

There are two issues that create this risk. First, the GFA Board is composed of individuals who work in the renewable energy industry, sustainable investing, and finance. As a result, it is likely that one or more board members will occasionally have a conflict of interest regarding a particular transaction under consideration by the GFA Board and will therefore have to recuse themselves from voting on the transaction. Because the Board only consists of seven voting members, this creates a substantial risk that the Board will be unable to establish a quorum on particular transactions.

Second, the GFA Board has been plagued by vacancies due to a slower-than-anticipated appointment process. The Board had at least one vacancy among voting members as of each of the last two rounds of performance oversight. In at least one case, a seat was vacant for over a year. For extended periods, the Board has had only five voting members. This, combined with the potential for conflicts of interest, puts the Board in constant danger of being paralyzed by the statutory quorum requirement. Meanwhile, there is nothing inherently *correct* about setting the quorum requirement at five voting members; nor is there anything inherently problematic about reducing the requirement to four members. The Committee understands that most Board votes are unanimous; thus, the primary effect of lowering the quorum requirement will be simply to streamline the Board's operations and avoid the Board being unable to take important actions. At any rate, even where there is not unanimity among members, the number of votes necessary to advance a project with a quorum of four or five is the same: three members. For these reasons, the Committee

recommends lowering the quorum for the GFA Board from five voting members to four voting members.

In the same vein, the Committee recommends removing the requirement that the Mayor appoint a member to be chairperson of the Board. The Committee believes Board members are in the best position to choose a chairperson, as serving as Chair requires a significant additional investment in time and personal resources, and Board members can best identify among them who can make that commitment.

The Committee believes both of these changes will enable the GFA Board to operate more efficiently and avoid situations where it is unable to act due to inability to attain a quorum, without any detriment to the Board's oversight functions.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Amends the Green Finance Authority Establishment Act of 2018 to reduce the number of voting members of the GFA Board required for a quorum from 5 to 4 and to remove the requirement that the Mayor select the Board's chair and instead allow the voting members of the Board to elect a chairperson.

5. TITLE X, SUBTITLE X. SOLAR FOR ALL TAX RELIEF.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would amend Section 47-1803.02 of the District of Columbia Official Code to add the amounts received for an award from the Solar for All program as amounts eligible for exclusion from computation of District gross income.

FISCAL IMPACT

This subtitle is expected to cost $288,750 in FY 2023 and $1,526,250 over the financial plan. The Committee's FY 2023 budget recommendations provide the funding necessary to implement this subtitle.

COMMITTEE REASONING

The District's Solar for All Program was established under the Renewable Portfolio Standard Expansion Amendment Act of 2016. The program is implemented by the DC Sustainable Energy Utility and the Department of Energy and Environment. It has a goal of providing the benefits of solar energy to 100,000 low- to middle-income District households by 2032, cutting their energy burden in half. The program also benefits the District by training residents for the solar jobs that the Solar for All program creates. Through this program, the District is able to capture the tremendous benefits of renewable energy—utility bill savings, increased resilience, better air quality, and job creation—and target them toward communities that need them the most.

Since its launch, the Solar for All program has seen tremendous success. To date, the program has served more than 5,000 households, providing meaningful energy savings to these residents and increasing the amount of energy the District procures from green energy sources. However, as a result of lower-than-anticipated REDF revenues due in part to the pandemic, funding for the Solar for All program is estimated to be funded at just $7,000,000 in FY 2023, which is $3,000,000 less than typical years.

This points to an issue with funding the Solar for All program with revenues flowing from fees that may vary from year to year. Given the important role this program plays both in bringing affordable energy to low- to moderate-income residents, and in the District's efforts to combat climate change, it is critical that the Council ensure these program dollars, where available, can be maximally utilized to support this work.

Currently, awards issued under the Solar for All program are taxed at a rate of 8.25% in the year of their award. Thus, a company receiving an award of $1,000,000 will provide only $917,500 worth of solar capacity for residents. As DOEE provides the DC SEU with a limited pot of funds each year for this program, making these awards tax-free means more awards can be offered—and more projects undertaken.

For example, in FY 2023, the Solar for All program is funded at $7,000,000. Suppose the DC SEU planned to offer out those funds via seven $1,000,000 awards for solar installations. Because of the 8.25% tax rate, those awards would each only purchase $917,500 worth of solar capacity—across all seven projects, that's just $6,422,500 worth of solar benefits, with $577,500 being paid back to the District as taxes.

However, if these awards were tax-free, DC SEU could award each of the seven companies with an award of just $917,500, and that award would purchase the same amount of solar as the $1,000,000 taxed award. In this case, however, DC SEU could award the remaining project funding—totaling $577,500—to support an eighth Solar for All project. In effect, this subtitle redirects the current tax revenue back to the Solar for Al Program, to support additional solar installations. For these dollars to support additional projects as proposed will, of course, require DOEE and DC SEU to work together to reduce the size of current awards to account for them being tax-free; the Committee has full confidence that the agencies can and will do so.

This subtitle is also being moved by the Committee on Business and Economic Development, which has jurisdiction over tax-related matters.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Amends Section 47-1803.02 of the District of Columbia Official Code to add the amounts received by a taxpayer for an award from the Solar for All program as amounts eligible for exclusion from computation of District gross income.

6. TITLE X, SUBTITLE X. SUSTAINABLE ENERGY TRUST FUND FEES.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would amend the Clean and Affordable Energy Act of 2008 to adjust certain assessments on energy sales, and to expand the required uses of funds within the Sustainable Energy Trust Fund.

FISCAL IMPACT

This subtitle is expected to generate revenue totaling $1,096,404 in FY 2023 and $11,204,136 across the financial plan.

COMMITTEE REASONING

On December 18, 2018, the Council passed the CleanEnergy DC Omnibus Amendment Act; that law will help facilitate the District achieving nearly 45% of our 50% carbon emissions reduction goal by 2032, by establishing robust Building Energy Performance Standards and aggressive renewable portfolio standards. That landmark legislation, which was fully funded in the FY 2020 budget, is a critical part of the District's efforts to address the causes of climate change.

One method that the Council utilized to fund this bill was through assessments on electric and gas usage. These assessments are very small, starting at less than one-third of a cent per kilowatt hour of electricity use. As structured, these fees were slated to taper off from FY 2020 through FY 2032 before remaining steady at slightly under one-fifth of a cent from 2032 on.

This schedule of reduced fees, however, is having a drastic effect on agency programming. Due to reduced SETF revenue in just the last two years, DOEE is already finding that the agency is struggling to cover programmatic needs supported by fund dollars. This puts in jeopardy investments the Council has made in the DC Sustainable Energy Utility, initiatives advanced by the CleanEnergy DC Omnibus Amendment Act, and numerous other programs critical to the District's sustainability efforts and carbon emissions reductions goals. With the fee continuing to taper off through 2032, the Committee has significant concerns that there will be insufficient funding to support many of these Council-championed climate investments; instead of increasing our investments in programs to combat climate change, we will instead be reducing them—at a time when there is virtually universal agreement that very little time remains to reduce emissions to avoid the most catastrophic effects of climate change.[52]

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[52] *E.g.* Sarah Kaplan and Brady Dennis, *The World Is Running Out of Options to Hit Climate Goals, U.N. Report Shows*, Washington Post (Apr. 4, 2022), https://www.washingtonpost.com/climate-environment/2022/04/04/climate-change-report-united-nations-ipcc/ ("At the current rate of emissions, the world will burn through its remaining "carbon budget" by 2030—putting the ambitious goal of keeping warming to 1.5 degrees Celsius . . . irrevocably out of reach.").

The Committee gave significant consideration to the burden of reversing the phase down of the fees; however, the Committee has determined that reversing this phase down will have a minimal impact on residents and their utility bills. As shown in the chart below, in the District, the average residential ratepayer uses 704 kWh of energy per month. Thus, the Committee anticipates that the impact on ratepayer bills from this change will represent just pennies per month.

Importantly, this subtitle **does not effectuate a fee increase**. No resident will see their monthly bill go up because of this change. Fees will simply stay at FY 2022 levels ($1.90 a month on average), rather than reduce. Thus, residents who can bear this minimal charge now will not face any additional burden in the future. (Residents who have difficulty affording this charge are probably already eligible for the District's utility assistance programs.)

IMPACT OF FREEZING SETF FEE ON SALES OF ELECTRICITY AT FY 2022 LEVEL					
Fiscal Year	SETF Charge Per kWh	Monthly Charge for Average Household Energy Use (704 kWh*)	Proposed new rate	Average Monthly Charge Under Current Law (704 kWh)	Difference in Monthly Cost under this Proposal (704 kWh)
FY 20	$0.0029016	$2.04	--	$2.04	--
FY 21	$0.0027928	$1.97	--	$1.97	--
FY 22	$0.0027001	$1.90	$0.0027001	$1.90	--
FY 23	$0.0025994	$1.83	$0.0027001	$1.90	$0.07
FY 24	$0.0024986	$1.76	$0.0027001	$1.90	$0.14
FY 25	$0.0023979	$1.69	$0.0027001	$1.90	$0.21
FY 26	$0.0022971	$1.62	$0.0027001	$1.90	$0.28
FY 27	$0.0021964	$1.55	$0.0027001	$1.90	$0.35
FY 28	$0.0020956	$1.48	$0.0027001	$1.90	$0.43
FY 29	$0.0019949	$1.40	$0.0027001	$1.90	$0.50
FY 30	$0.0018942	$1.33	$0.0027001	$1.90	$0.57
FY 31	$0.0017934	$1.26	$0.0027001	$1.90	$0.64
FY 32 and after	$0.0016120	$1.13	$0.0027001	$1.90	$0.77
*See 2020 DC Data: https://www.eia.gov/electricity/sales_revenue_price/pdf/table5_a.pdf					

Not only will this change allow DOEE to recoup funds that will help fully fund existing programs funding from SETF, but freezing the SETF fee on sales of electricity at the FY 2022 level will also allow the Council to fund the following Council priorities, all of which will meaningfully move forward our efforts at climate resiliency and to combat the effects of climate change, including:

- Making awards issued pursuant to the Solar for All program tax-free, allowing program dollars to stretch further to purchase additional solar benefits (see page 137);
- Providing grants for commercial and residential energy storage systems to support resilience and the transition to renewable energy (see page 143);

- Supporting funding for Bill 24-267, the Climate Commitment Act of 2022 (see page 83); and
- Supporting funding Bill 24-420, the Clean Energy DC Building Code Amendment Act of 2022 (see page 84); and
- Supporting the range of programs funded through Sustainable Energy Trust Fund dollars.

To effectuate those benefits, this subtitle also amends D.C. Official Code § D.C. Official Code § 8-1774.10 to expand the required uses of funds within the Sustainable Energy Trust Fund to include those expenditures.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Amends Section 210 of the Clean and Affordable Energy Act of 2008 to adjust certain assessments on energy sales and to expand the required uses of the Sustainable Energy Trust Fund.

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7. TITLE X, SUBTITLE X. RENEWABLE ENERGY STORAGE GRANTS.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would establish a grant program to incentivize the installation of energy storage systems associated with renewable energy generation systems.

FISCAL IMPACT

This subtitle is expected to cost $800,000 in FY 2023 and $2,400,000 across the financial plan. The Committee's FY 2023 budget recommendations provide the funding necessary to implement this subtitle.

COMMITTEE REASONING

A cornerstone of the District's climate policy is the effort to promote the generation of renewable energy within the District. The Solar for All program created by the Renewable Energy Portfolio Standard Expansion Amendment Act of 2016 is centered around an ambitious goal of using solar energy to reduce the electric bills of 100,000 households by 2032. The Clean and Affordable Energy Act of 2008 required electricity suppliers in the District to obtain a small portion of their energy supply from solar energy produced within the District. The Clean Energy Omnibus Amendment Act of 2018 increased the local solar carve-out, requiring suppliers to obtain an increasing percentage of their energy supply from local solar, up to 10% by 2041.

As the District has also recognized, because of the intermittent nature of renewable energy—in particular solar energy—battery storage systems are essential to maximizing the potential of renewable energy. Battery storage systems allow solar adopters to store excess energy generated during the day that might otherwise be wasted if the utility curtails output to the grid due to insufficient grid capacity. Curtailment is currently a regular occurrence in the District, and it often means that solar systems are shut down or throttled at times of peak generation.

Battery storage is also an important component of the District's resilience goals, since batteries can serve as backup power sources for critical infrastructure during a grid outage. The Sustainable DC Plan established a goal that a facility offering clean backup power for critical needs be available within walking distance of every resident in the District by 2032.

Energy storage technology, however, is in many ways still in its infancy. As of 2019, only 163 large-scale battery storage systems were operating in the United States.[53] And while the cost of energy storage systems has been dropping precipitously, current prices still put these systems out of reach for renewable energy providers, as well as residents and building owners. As a result, renewable energy companies are often hesitant to invest in energy storage. Local renewable energy providers, in particular, have been reluctant to devote large

[53] U.S. Energy Information Administration, *Battery Storage in the United States: An Update on Market Trends*, rel. Aug. 16, 2021, https://www.eia.gov/analysis/studies/electricity/batterystorage/.

amounts of capital to a technology they are unfamiliar with, and which involve steep learning curves for both the providers and the electric utility.

Over the long term, the cost of energy storage systems is expected to continue to drop significantly.[54] But we cannot afford to wait for the market to resolve these issues on its own. The District must take aggressive action now to accelerate the development of a robust renewable energy infrastructure. A relatively small investment now can help to bolster the District's efforts to meet our sustainability and resilience goals for the next decade or more. Commitments by governments in the near-term will help to drive the cost of these systems down more quickly, making the systems affordable without subsidies in the future.

To that end, this subtitle would create a program, operated by DOEE or the Sustainable Energy Utility, to award grants providing at least 30% of the cost of an energy storage system for commercial systems in FY 2023, at least 25% in FY 2024, and at least 20% in FY 2025. The subtitle would also allow DOEE to provide grants covering up to 90% of the cost of residential storage systems, up to $20,000, in each of these years. In order to promote the local renewable energy industry, the subtitle would direct DOEE to prefer District-based grant applicants. It would also direct the Agency to give preference to systems that would be connected to solar installations supported by Solar for All or connected to a community resilience hub, to ensure that this program furthers the District's efforts to ensure all residents benefit from the transition to clean energy.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Amends the Clean and Affordable Energy Act of 2008 to add a requireduse of the Sustainable Energy Trust Fund for grants to incentivize the installation of energy storage systems associated with renewable energy generation systems and directs DOEE to award grants.

[54] *See, e.g.*, Wesley Cole, A. Will Frazier, and Chad Augustine, *Cost Projections for Utility-Scale Battery Storage: 2021 Update*, Nat'l Renewable Energy Laboratory (June 2021), https://www.nrel.gov/docs/fy21osti/79236.pdf.

8. TITLE X, SUBTITLE X. VISION ZERO AND SHARED FLEET AMENDMENTS.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would amend the Safety-Based Traffic Enforcement Amendment Act of 2012, as amended by the Vision Zero Enhancement Omnibus Amendment Act of 2020, to prescribe the number and type of automated enforcement cameras that DDOT must have in operation by January 1, 2023, and January 1, 2024.

FISCAL IMPACT

The subtitle has no impact on the financial plan.

COMMITTEE REASONING

On September 22, 2020, the Council passed the Vision Zero Enhancement Omnibus Amendment Act of 2020. That legislation is an essential part of the District's work toward achieving Vision Zero and will provide DDOT and partner agencies with a number of tools to increase cyclist and pedestrian safety, which include a mandate that DDOT install a certain number and type of ATE cameras by FY 2022 and FY 2024. The law is broad and comprehensive in its approach, and the District cannot afford to wait to fully fund and implement this legislation. Unfortunately, to date, the Mayor has not provided any dollars to fund the law, despite providing significant funding in both the FY 2022 and FY 2023 budgets to support other pedestrian and cyclist safety initiatives.

Given the legislation's large, $41,000,000-per-year cost, the Committee could not feasibly fund this legislation through budget cuts alone. In the FY 2022 budget, however, the Committee took action to fund the bill in future years by dedicated revenue from the 118 new ATE cameras proposed in the FY 2022 budget to funding the law. Unfortunately, although we are more than halfway through the fiscal year, DDOT has yet to procure those new ATE cameras, and no new revenues have come into the fund. Thus, the law remains unfunded.

The Mayor's budget proposal for FY 2023 includes a further investment in ATE cameras. Like in FY 2022, the camera numbers and types proposed by DDOT do not precisely map onto the Vision Zero legislation. Below is a chart of the camera breakdowns for both the Mayor's investments and those included in the law:

Camera Type	Pre-FY 2022	Mayor's FY 2022 Budget Proposal	Mayor's FY 2023 Budget Proposal	Mayor's Proposals (Cumulative Total)	Vision Zero Omnibus FY 2022 Mandate	Vision Zero Omnibus FY 2024 Mandate (Cumulative Total)	Vision Zero Cameras Not Included in Mayor's Proposals
Speed	80	17	170	267	0	0	0
Red Light	40	10	17	67	75	125	58
Stop Sign	6	6	17	29	0	30	1
Bus Priorty Lane	0	40	20	60	10	10	0
School Bus	0	0	25	25	0	0	0
Bus Mounted	0	56	0	56	0	0	0
Truck Overweight	2	0	17	19	0	0	0
Total	128	129	266	523	85	165	

As seen in the chart, while not a perfect match, DDOT's ATE camera investments do largely match those in the bill; the major shortfall list is in red light automated enforcement cameras. Also reflected in the chart is the total number of cameras, which, under the Mayor's proposal, will rise to 523, more than 400% growth over the number of cameras funded in the FY 2021 budget.

The Committee is not inclined to prescribe the addition of even more cameras at this time. And, following conversations with DDOT about their approach to selecting these camera types—in particular, their decision to invest in 170 more speed cameras over other types, including red light cameras—the Committee is inclined to agree that the camera types chosen by DDOT will meaningfully advance traffic safety in the District.

As noted, the Committee dedicated funding from all new ATE cameras—which will include the new cameras here—to funding the Vision Zero legislation. Necessarily, then, the costs to DDOT to procure and manage these cameras are only eligible uses of that fund where the camera types conform to those prescribed in the Vision Zero Enhancement Omnibus Amendment Act. To ensure that these critical Vision Zero activities can be funded using these Special Purpose Revenue Fund dollars, the Committee is moving this subtitle, which amends the legislation to mirror the mandated ATE camera types to the investments made in the FY 2022 and FY 2023 budget. Accordingly, this amendment will also mean that this portion of the Vision Zero legislation can be considered funded and effective.

This subtitle also makes a small amendment to the Shared Fleet Devices Amendment Act of 2020 to authorize DDOT to temporarily suspend shared fleet service in the District in limited circumstances, without the shared fleet operators being out of compliance with the law. Under the current law, covered operators are required to deploy their fleet even where DDOT believes doing so would be dangerous, such as during known severe weather. This language would provide the Director with that authority where the Director concludes that doing so would help preserve public safety.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Amends the Safety-Based Traffic Enforcement Amendment Act of 2012 to prescribe number and type of automated enforcement cameras that DDOT must have in operation by January 1, 2023, and January 1, 2024.

9. TITLE X, SUBTITLE X. VISITOR PARKING PASS ACCESS.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would extend the eligibility of visitor parking passes issued during 2020 through December 31, 2022, and require that DDOT make available physical visitor parking passes, also eligible through December 31, 2022, to residents who certify that they do not currently possess a visitor parking pass issued for 2020.

FISCAL IMPACT

The Committee's FY 2023 budget recommendations provide the funding necessary to implement this subtitle.

COMMITTEE REASONING

District residents living on blocks with Residential Parking Permits ("RPP") are provided with access to Visitor Parking Permits ("VPPs") by DDOT. Residents may provide VPPs to visitors to allow them to legally park in RPP zones near their home. Since the VPP program was first launched, these passes have taken the form of a physical, hard-copy pass provided to eligible residents each year and could be provided to visitors without registration or reporting to DDOT; the visitor would simply display the provided pass on their dashboard.

In late 2020, however, DDOT announced a new digital VPP system, intended to modernize how these passes are used and reduce fraud. At that time, DDOT also informed residents that the physical, hard-copy VPPs issued to residents for 2020 would be valid through September 30, 2021, to allow for a smoother transition between the two programs.

The new system launched in July 2021, and residents immediately raised concerns to the Council regarding the new system. These included confusion about how to use the new system, and concerns about equity of access to the system and the new passes (which, because they were initially only able to be issued on a per-visit or per-visitor basis, necessarily required access to a computer and printer). In September 2021, DDOT agreed to extend the validity of the VPPs issued to residents for 2020 until January 15, 2022, to provide the agency with more time to streamline the new system and provide additional public education to residents. The Council later extended the eligibility of those passes twice: first, through April 15th, and later, through November 25th.

Since the start of 2022, DDOT has made several updates to the new system, including allowing residents to make recurring reservations for certain visitors. DDOT also upgraded their systems to allow for visitor vehicles to be tracked via license plate number, a change that would negate the need for paper printouts of passes. The Committee has since learned, however, that DPW lacks the necessary license plate readers ("LPR") to implement this upgrade, meaning visitors would still need to print out a paper pass or risk receiving a ticket.

To address this, DDOT included approximately $3,400,000 in its capital budget to support the purchase of license plate readers for DPW vehicles; these amounts will cover the cost for DPW to purchase both LPR hardware and software for 97 additional DPW vehicles—which, combined with the 13 vehicles already equipped with LPR, will cover all or nearly all of DPW's enforcement fleet.

The Committee supports this investment but recognizes that it will take time for these LPRs to be purchased and installed, and for DPW staff to be trained on their use. Further, these funds will only become available October 1, 2022. The Committee believes that hard copy passes must still be made available to residents up and until DPW enforcement staff can fully administer enforcement of the program.

Thus, this subtitle would extend the eligibility of the VPPs for calendar year 2020 through December 31, 2022; it is the Committee's hope that DDOT will also use that time to do further public education on the new system, including at ANC meetings. Recognizing that some residents may have never received a 2020 VPP (for example, new residents), and others may have lost their 200 VPP or thrown it away, thinking it was no longer valid, the subtitle also requires that DDOT provide access to a new, hard copy VPP for these residents. The Committee intends to work with DDOT in the coming months or the form and method by which residents can access those new passes.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Amends Title 18 of the District of Columbia Municipal Regulations to extend the eligibility of visitor parking passes issued during 2020 through December 31, 2022 and require that DDOT make available physical visitor parking passes, also eligible through December 31, 2022, to residents who certify that they do not currently possess a visitor parking pass issued for 2020.

10. TITLE X, SUBTITLE X. TACTICAL SAFETY PROJECT UPGRADE PLAN.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would amend the Priority Sidewalk Assurance Act of 2010 to require DDOT to promulgate an annual plan for converting tactical safety projects to permanent streetscape projects. The subtitle would also require creating an inventory of tactical safety projects, developing criteria to select projects to upgrade, and reporting to the Council and the Mayor on previous years' implementation of the plan.

FISCAL IMPACT

The Committee's FY 2023 budget recommendations provide the funding necessary to implement this subtitle.

COMMITTEE REASONING

In recent years, the District has made considerable progress to quickly and cost-effectively build out safety infrastructure along our trails and roadways. It is common to see curb extensions, bike lanes, modular bus islands, and closed slip lanes in the District that have been constructed with inexpensive, temporary materials. While using temporary materials to install these tactical projects has provided us with a number of benefits—primarily cost-effectiveness and the ability to stand up these projects quickly—they often fall short of the higher quality, safer, more durable, and aesthetic standards that are typical of permanent installations and that residents deserve for their streetscapes.

The Mayor's FY 2023 Capital Improvement Plan proposes $5,000,000 annually, and $30,000,000 from FY 23-27. DDOT states this level of funding would allow for the design and construction of roughly 20 permanent intersection improvements per year. DDOT's stated intention for this project is to begin a program of upgrading certain temporary safety improvements through the installation of permanent concrete infrastructure, namely curb extensions. Through this subtitle, the Committee seeks to support the effective use of these funds and bring transparency and accountability to tactical safety project conversions, while still affording DDOT flexibility to establish its own criteria for selecting the types and number of projects to be converted each year.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. "Upgrading Tactical Safety Projects Planning Amendment Act of 2022"

Sec. XX02. Amend the Priority Sidewalk Assurance Act of 2010 to require DDOT to promulgate an annual plan for converting tactical safety projects to permanent streetscape projects. The subtitle requires creating an inventory of tactical safety projects, developing criteria to select projects to upgrade, and reporting to the Council and the Mayor on previous years' implementation of the plan.

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11. TITLE X, SUBTITLE X. 11TH STREET BRIDGE PARK FUNDING.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would amend the Fiscal Year 2016 Budget Support Act of 2015 to authorize award or disbursement of funds to support the 11th Street Bridge Park project once 25% of the total projected construction costs have been raised from private donors.

FISCAL IMPACT

The subtitle has no impact on the financial plan.

COMMITTEE REASONING

The 11th Street Bridge Park will be the District's first elevated public park. Located on the piers of the old 11th Street Bridge spanning the Anacostia River and linking Anacostia with Navy Yard, the Bridge Park will be a new venue for healthy recreation, environmental education, and the arts. The Bridge Park draws on an extensive community outreach and consultative process, anchored by more than 1,000 meetings. Pre-construction began in 2016. Preliminary plans include bike and pedestrian trails, outdoor performance spaces, play areas, gardens, and a dock to launch boats and kayaks. Due to language in the FY 2016 Budget Support Act, however, allocated funds for the project, will not be awarded or disbursed to any entity for construction until at least 50% of the total projected project construction costs have been raised by private donors. To date, 11th Street Bridge Park fundraisers have secured $31,490,000, with an additional $6,011,550 pending, closing in on the $40,687,500 that it is required to raise.

As discussed further in the DDOT chapter of this report, the Committee supports the bridge park and is thankful that the Executive has left the Committee's funding in the project for FY 2026. However, given the success of private fundraising, the Committee seeks to expedite funding to meet the $15,000,000 threshold in FY 2023 necessary to advance construction.

As noted, the FY 2016 Budget Support Act mandated that 50% or more of project construction costs be raised before District spending could be triggered. Fundraising is currently just shy of those amounts. Given the significant level of private fundraising to date, and the incredible investment in Ward 8 and the District represented by this project, the Committee recommends making District funds available immediately, in FY 2023, to support this work. To that end, the Committee recommends inclusion of this subtitle in the Budget Support Act, in order to lower the trigger from 50% to 25% for disbursement of District funds for this project.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Provides the short title.

Sec. XX02. Amends Title VIII, Subtitle G of the Fiscal Year 2016 Budget Support Act of 2015 to authorize award or disbursement of funds to support the 11th Street Bridge Park project once 25% of the total projected construction costs have been raised from private donors.

12. TITLE X, SUBTITLE X. MOTOR VEHICLE REGISTRATION FEES.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would amend the District of Columbia Revenue Act of 1937, to modify the motor vehicle registration fee schedule. It would increase registration fees for heavier vehicles; add an additional fee for trucks and SUVs; provide a weight discount for electric vehicles; and direct the Mayor to create an assistance program to help low-income vehicle owners afford increased registration fees.

FISCAL IMPACT

This subtitle is expected to generate revenue totaling $2,310,000 in FY 2023 and $29,778,000 across the financial plan. There is sufficient funding in DMV's budget for the agency to absorb any costs associated with this subtitle.

COMMITTEE REASONING

Since the late 1970s, sales of light weight trucks, which includes SUVs, vans, and pic-up trucks, have skyrocketed. In January 1980, Manufacturers reported sales of 2.7 million units and by March 2022, that figure had risen to more than 10.6 million units.[55] The percentage of total motor vehicles sales consisting of light weight trucks is also growing, with SUVs alone representing 47.4% of American motor vehicle sales in 2019, compared to 22.1% for sedans; all light-trucks constitute a staggering 72% of car sales.

Despite their name, these vehicles are far from "light weight" – the most popular SUVs, especially the mid- and full-size models, and pickup trucks weigh significantly more than sedans and compact cars. For example, the top selling sedan, the Toyota Camry, weighs from 3,310 to 3,595 pounds. Compare that to the top selling mid-size crossover SUV, the Toyota Highlander, which weighs from 4,145 to 4,450 pounds, almost a full thousand pounds more. And one of the top selling full-size SUVs, the Chevrolet Tahoe, weighs a full thousand pounds more than that, from 5,473 to 5,845 pounds.[56]

What's more, vehicles of all types are getting heavier. Over the past two decades, the number of vehicles weighing over 4,000 pounds has grown from about 25% of the market in 1990 to around 60% by 2020. The chart below, prepared by the U.S. Environmental Protection Agency, provides a visual of how vehicle weight class distribution has changed over the past half century.[57]

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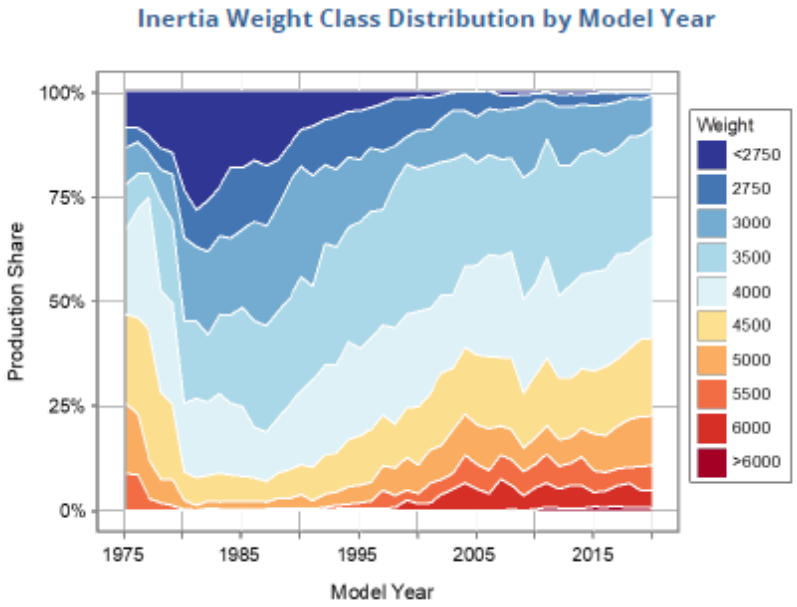
[55] Fed. Reserve Bank of St. Louis, *Motor Vehicle Retail Sales: Light Weight Trucks* (Apr. 8, 2022), https://fred.stlouisfed.org/series/LTRUCKSA.

[56] Example vehicle weights are curb weights of 2022 models as reported by the manufacturers. Variability for each model results from different options for each model.

[57] United States Environ'l Protection Agency, *The 2020 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975*, United States Environment Protection Agency (Jan. 2021), https://www.epa.gov/emission-standards-reference-guide/vehicle-weight-classifications-emission-standards-reference.



Unfortunately, the marked increase in larger, heavier vehicles has significant consequences on the environment, traffic safety, and District's roadways and other transportation infrastructure.

The heavier a vehicle is, the greater its contribution to greenhouse gas emissions and climate change. While many sources of greenhouse gas emissions have become cleaner in recent years, vehicles continue to be primarily powered by fossil fuels. Currently, less than 1% of passenger vehicles—including sedans, SUVs, and light-duty trucks—are electric vehicles, and in 2021, electric vehicles made up only 3% of light vehicle sales, with hybrids at just 5%.[58] All the while, fossil-fuel vehicles are consuming more fuel, on average. One explanation for this is the increasing prevalence of larger vehicles on the roads: SUVs, on average, consume about a quarter more fuel than medium-sized cars.[59] From 2010 to 2018, SUVs were responsible for all the increased fuel demand for passenger vehicles, accounting for 3.3 million additional barrels of oil a day, while fuel consumption from other cars declined over the same period. With increased fuel consumptions comes increased greenhouse-gas emissions. Concerns over the environmental impact of larger cars is especially relevant in the District, where transportation accounts for roughly 24% of greenhouse gas emissions, the second highest source behind buildings and energy.[60]

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[58] Cage, Feilding, *The Long Road to Electric Cars,* Reuters, (Feb. 7, 2022), https://graphics.reuters.com/AUTOS-ELECTRIC/USA/mopanyqxwva/.
[59] Laura Cozzi & Apostolos Petropoulous, *Growing Preference for SUVs Challenges Emissions Reductions in Passenger Car Market*, INT'L ENERGY ASS'N (Oct. 15, 2019), https://www.iea.org/commentaries/growing-preference-for-suvs-challenges-emissions-reductions-in-passenger-car-market.
[60] District of Columbia Department of Energy & Environment, *Greenhouse Gas Inventories* (2019), https://doee.dc.gov/service/greenhouse-gas-inventories.

In addition, the heavier a vehicle, the more damage that vehicle does to the District's roads and bridges. It has long been known that large, 18-wheeler trucks cause exponentially more damage than small, passenger cars.[61] Based on sample data reported by the American Association of State Highway and Transportation Officials, this principle holds true for larger passenger vehicles, as well. They found that larger vehicles, like vans and pickup trucks, cause road damage equivalent to seven passenger cars; large pickups and delivery vans equivalent to fifteen passenger cars; and large delivery trucks equivalent to 163 passenger cars.[62] From FY 2003 through FY 2021, actual spending on local road maintenance grew from roughly $5 million annually to over $67 million peaking at more than $81 million in FY 2020. In 2005, when motor vehicle registration fees were last updated, the District spent just over $7 million on local road maintenance. In FY 2023, the Mayor has allocated over $37 million for this purpose. While the FY 2023 investment is a reduction from the highest levels of the last few years, it still represents a significant increase over historical spending over the last two decades. And that spending rate is likely insufficient to keep pace with the deterioration of our local roads. The harm that heavier vehicles cause to our roadways play a direct role in these high costs, which are borne by District taxpayers.

Last, the larger and heavier a vehicle, the more dangerous it is to pedestrians and cyclists. Heavier vehicles cause more serious pedestrian injuries or deaths in the event of a crash compared to lighter-weight cars; they are also more likely to be involved in a pedestrian-related crash in the first place.[63] A September 2021 study found that replacing SUVs with standard vehicles and replacing light trucks (including SUVs, pickup trucks, and minivans) with lighter vehicles would save thousands of lives in U.S. cities; the study also found little evidence that the general shift towards adoption of bulkier vehicles improved the safety of drivers.[64] And, a cross-study analysis has found that pedestrians are two to three times more likely to suffer a fatality if struck by an SUV or pick-up truck, as compared to a passenger vehicle.[65] Heavier vehicles are significantly more dangerous than lighter vehicles.

The District has seen firsthand an uptick in deadly traffic violence over the past decade—an uptick that correlates with the increase in the number of larger, heavier vehicles on our roadways. Since Mayor Bowser's 2015 announcement of the District's commitment to Vision Zero, the number of traffic fatalities in the District have increased each year but one—and the total number has nearly doubled, as detailed in the chart below.

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[61] U.S. Gen. Accounting Office, *CED-79-94, Excessive Truck Weight: An Expensive Burden We Can No Longer Support,* 22 (1979), https://www.gao.gov/products/ced-79-94.
[62] R3 Consulting Group, *Trash Services Study Final Report presented to City of Fort Collins, CO,* 2-20 (2008), available here.
[63] Wen Hu & Jessica B. Cicchino, *The Association Between Pedestrian Crash Types and Passenger Vehicle Types,* INS. INST. FOR HIGHWAY SAFETY (March 2022), https://www.iihs.org/topics/bibliography/ref/2249.
[64] Justin Tyndall, *Pedestrian Deaths and Large Vehicles*, ECON. OF TRANSP. (July 26, 2021), https://www.sciencedirect.com/science/article/abs/pii/S2212012221000241.
[65] Neal-Sturgess, C. E., Carter, E., Hardy, R., Cuerden, R., Guerra, L., & Yang, J., *APROSYS European In-Depth Pedestrian Database,* The 20th International Technical Conference on the Enhanced Safety of Vehicles, 2007.

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of Traffic Fatalities	32	19	29	26	26	28	30	36	27	37	40
Year/Year Increase	0	-40.63%	52.63%	-10.34%	0.00%	7.69%	7.14%	20.00%	-25.00%	37.04%	8.11%
Increase Since 2015					0.00%	7.69%	15.38%	38.46%	3.85%	42.31%	53.85%

It is clear that heavier vehicles take a greater toll on the District's environment, transportation infrastructure, and pedestrian safety, and the District should make efforts to encourage residents to adopt lighter weight vehicles. More importantly, though, where consumers do choose to purchase heavier vehicles, the District should do what it can to recoup money necessary to counteract the ill-effects of those heavier vehicles. Moreover, if possible, the District should discourage the trend of consumers purchasing heavier and heavier vehicles. One way to discourage this behavior is by making it more costly to own these vehicles through increases to motor vehicle registration fees. These fees, which are assessed annually on owners of motor vehicles in the District, are already tiered based on weight, with heavier vehicles paying more. Moreover, increasing the cost of these fees will also help to compensate for the increased damage caused by the vehicles. These tiers, however, do not meaningfully differential between vehicle types: for passenger vehicles, there is just an $83 difference between the fees charged for the lightest and heaviest vehicle weight classes. And, the Committee notes, this fee schedule has not been altered since 2005, well before we understood the many, significant harms caused by heavier vehicles.[66]

An increase in the registration fee to account for heavier vehicles is warranted to modernize this fee schedule with our current understanding of the impacts of these vehicles on District residents, infrastructure, and the environment. **Therefore, the Committee recommends inclusion of a subtitle in the Budget Support Act that modifies the motor vehicle registration fee schedule to increase registration fees for heavier vehicles.** The Committee is under no illusion that these fees alone will compel drivers to sell their light-weight truck and purchase a smaller vehicle; however, this fee change will serve to recoup the societal costs of these vehicles back to the District. And, it may also serve as a "nudge" to encourage consumers to purchase smaller cars,[67] especially when combined with the many other programs the District has adopted to encourage transition away from large vehicles that run on fossil fuels.

Although heavier vehicles come with increased costs to society, the Committee acknowledges that electric vehicles ("EVs") often weigh more than their internal combustion engine counterparts due to the weight of their batteries. Since facilitating EV adoption is a critical goal of the District and necessary to addressing climate change, the subtitle proposes a weight adjustment for EVs that would allow vehicle owners to subtract 1,000 pounds—the average weight of an EV battery—from the total weight of the vehicle for the purposes of DMV's

[66] *See* the Fiscal Year 2003 Budget Support Amendment Act of 2002, effective June 5, 2003 (D.C. Law 14-307, D.C. Official Code § 50-1501.03(b)) (previous update of the lower weight fee schedule); the Department of Motor Vehicles Reform Amendment Act of 2004, effective April 8, 2005 (D.C. Law 15-307, D.C. Official Code § 50-1501.03(b)) (previous update of the higher weight fee schedule).
[67] *See generally* Richard H. Thaler & Cass R. Sunstein, NUDGE (2008).

assessment of the fee. While these vehicles may be heavier than similarly sized internal combustion vehicles, the Committee believes the environmental benefits of EV adoption are sufficiently compelling to merit this small weight adjustment for these vehicles. Additionally, the subtitle narrows the applicability of the reduced vehicle registration fee for new electric, hybrid, or high efficiency vehicles to only apply to electric vehicles.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. "Motor Vehicle Registration Fee Amendment Act of 2022"

Sec. XX02. Amends the District of Columbia Revenue Act of 1937 to modify the motor vehicle registration fee schedule, to increase the registration fees for heavier vehicles; increase fees for trucks and SUVs; provide a weight discount for electric vehicles; and create an assistance fund to help lower income vehicle owners afford the increased registration fees.

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13. TITLE X, SUBTITLE X. SPECIALTY LICENSE PLATES.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would amend the Title IV of the District of Columbia Revenue Act of 1937 to require the Mayor to design and make available for issue multiple specialty license plates demonstrating support for the Washington Wizards basketball team, the D.C. United soccer team, the Washington Spirit soccer team, and behavioral health awareness.

FISCAL IMPACT

There is sufficient funding in the DMV's budget for the agency to absorb any costs associated with this subtitle. In addition, the subtitle has no recognized revenue in the financial plan but will generate revenue from the new motor vehicle identification tags.

COMMITTEE REASONING

Specialty license plates provide a method for residents to show support for various causes or organizations and to raise funds for those particular causes and organizations, or for the District generally.

In February of 2022, the Chairman, on behalf of the Mayor, introduced B24-654 and B24-657, which would create specialty license plates promoting the Washington Wizards and behavioral health awareness, respectively. Since there are already specialty license plates available for the Washington Capitals, Mystics, and Nationals, the Committee recommends adding specialty tags for other popular teams in the District to complete the list.

Funds from application fees and annual display fees generated by the Wizards, D.C. United, and Spirit tags are deposited into the General Fund of the District of Columbia. The funds generated by the behavioral health awareness tag must be deposited into the Behavioral Health Awareness Fund, which will be established in a BSA subtitle recommended by the Committee on Health.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Provides the short title.

Sec. XX02. Amends Title IV of the District of Columbia Revenue Act of 1937 to require the Mayor to design and make available for issue one or more motor vehicle identification tags that demonstrate support for the Washington Wizards basketball team, the D.C. United soccer team, the Washington Spirit soccer team, and behavioral health awareness; and designates where funds generated by these tags must be deposited.

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14. TITLE X, SUBTITLE X. SUBJECT TO APPROPRIATIONS REPEALS.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would repeal the subject to appropriations language in one bill that the Committee is proposing to fund or partially fund the FY 2023 – FY 2026 financial plan.

FISCAL IMPACT

This fiscal impact of this subtitle is incorporated into the Committee's recommendations to fund portions of the Zero Waste Omnibus Amendment Act of 2020.

COMMITTEE REASONING

As the Committee provides funding for amendatory section 103(e) within 2(b)(3), 2(d)(2), amendatory section 112c within 2(k), and 2(m) of the Zero Waste Omnibus Amendment Act of 2020, it recommends repealing or amending the subject to appropriations language in those bills to reflect this funding.

SECTION-BY-SECTION ANALYSIS

Sec. XX01. Short title.

Sec. XX02. Amends and partially repeals the subject to appropriations language in the Zero Waste Omnibus Amendment Act of 2020.

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C. RECOMMENDATIONS FOR REVISED LOCAL BUDGET EMERGENCY ACT SUBTITLES

The Committee on Transportation and the Environment recommends the following one new subtitle to be added to the Fiscal Year 2022 Revised Local Budget Emergency Act of 2022:

1. Fiscal Year 2022 Grant Authorization Repeal

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1. TITLE X, SUBTITLE X. FISCAL YEAR 2022 GRANT AUTHORIZATION REPEAL.

PURPOSE, EFFECT, AND IMPACT ON EXISTING LAW

This subtitle would repeal DDOT's authorization to issue a grant in FY 2022 to MWAA for a local airport authority to study aircraft operations and noise at Ronald Reagan Washington National Airport, and its impact on the quality of life of residents along the Potomac River.

FISCAL IMPACT

This subtitle has no impact on the financial plan.

COMMITTEE REASONING

For several years, representatives of the District have served on a community working group, organized by the Metropolitan Washington Airport Authority ("MWAA"), to work toward solutions to minimize the noise affecting residents living along Ronald Reagan Washington National Airport's flight path on the Potomac River, that are also acceptable to the Federal Aviation Administration. Last year, the Committee identified $200,000 for the District to join Arlington, VA and Montgomery County, MD MWAA member jurisdictions in a study to identify improvements to flight paths, referred to as the NOWGEN-DCA project.

Unfortunately, by the time these funds were made available, the study was too far along for the scope to be expanded to include the District, and for these funds to be put to good use. During FY 2022, the Committee explored several other options for using these funds to otherwise move forward efforts to address airplane noise, including redirecting this grant to MWCOG for that entity to undertake cross-jurisdictional planning on this issue. Unfortunately, none of these efforts came to fruition, and the Committee—while dedicated to finding solutions for this issue—cannot identify a related use for these grant funds at this time. Thus, the Committee has recommended sweeping $200,000 in FY 2022 funds.

To effectuate that sweep, the Committee must repeal the language authorizing DDOT to issue a grant for this purpose. Therefore, the Committee recommends the inclusion of this subtitle, repealing the language in the FY 2022 Budget Support Act authorizing DDOT to issue the grant.

SECTION-BY-SECTION ANALYSIS

Sec. XXXX. Short title.

Sec. XXXX. Amends the Fiscal Year 2022 Budget Support Act of Fiscal Year 2021 to repeal DDOT's authorization to issue a grant in FY 2022 to MWAA for a local airport authority to study aircraft operations and noise at Ronald Reagan Washington National Airport, and its impact on the quality of life of residents along the Potomac River.

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COMMITTEE ACTION AND VOTE

On Thursday, April 21, 2022, at 12:32 p.m., the Committee on Transportation and the Environment met virtually to consider and vote on the Mayor's proposed FY 2023 budget for the agencies under its jurisdiction, the provisions of the FY 2023 Budget Support Act of 2022 referred to the Committee for comment, the Committee's budget report, and the ledger of committee actions. Chairperson Mary M. Cheh determined the existence of a quorum with the presence of Councilmembers Charles Allen, Christina Henderson, Janeese Lewis George, and Kenyan McDuffie. Chairperson Cheh provided a brief overview of the draft report, the ledger of committee actions, and the changes recommended to the Mayor's proposed budget, and then invited other members to provide comments on the Committee's report and recommendations.

Councilmember Lewis George thanked the Committee for its work. She highlighted her strong support for the investments made in the Safe Routes to School program in the Committee's report, noting that the funding will allow the program to assess and implement safety infrastructure enhancements at an additional twelve schools each year. She also thanked the Committee for retaining funding levels for all Ward 4 capital projects, supporting investments in fifty new electric vehicle charging stations at DPW properties, funding the majority of the Zero Waste Omnibus Amendment Act, and grossing up staffing for DPW's boot crew. Last, Councilmember Lewis George expressed her support for enhancements supporting green job training with DOEE, CRIAC funding, and mold inspectors, and her interest in the findings of the Lead Water Service Line Task Force, established in the FY 2022 budget.

Councilmember Henderson also thanked the Committee for its work on the budget report. She expressed her support for the investment of 3.0 additional mold inspection FTEs at DOEE, noting that addressing this staffing gap was a longstanding issue she'd pursued with DOEE. Councilmember Henderson also flagged her support for the composting pilot, boot crew increase, increase in boot destruction fee to comport with DPW costs, and investments in recycling in public space. She shared her hope to work with the Committee and DDOT on a path forward for an I-295 undergrounding study and addressing Circulator operator pay and benefit concerns. The Councilmember also shared her support at DDOT for investments in Safe Routes to School, building off her legislation currently before the Committee, and funds to address stormwater issues at Mt. Zion Cemetery. Last, she shared her thanks for the Committees support for essential food access and nutrition programs—this year and in years prior—and for supporting the new diaper grant program at DC Health.

Councilmember Allen thanked the Chair and staff for their work on the budget. He noted the investments in Vision Zero in this budget, and the urgency of meaningfully moving forward that work. Specifically, he noted his support for enhancements to the boot crew, to increase enforcement, and the investments in Safe Routes to School and new TCOs. He also expressed his support for the Committee's investments in critical food and nutrition programs, as well as sustainability investments, including making Solar for All awards non-taxable and the study on electric grid capacity. Finally, Councilmember Allen expressed his thanks for the Committee's investment of $3,000,000 to complete the river walk trail at Buzzard Point.

Councilmember McDuffie also thanked the Committee for its work. He noted the numerous investments the Committee made in environmental justice and traffic safety, issues that he has long championed on the Council and as a member of the Committee. He made particular note of the enhancement made to the Safe Routes to School program, as well as numerous investments that will mitigate the causes and effects of air pollution. The Councilmember noted the investment in boot crew staff will be critical to support traffic safety. Last, he also expressed particular support for the transfers the Committee made to his Committee, including making Solar for All awards tax-free, noting that this program cuts the energy burden in half for participating residents.

Chairperson Cheh then moved for approval of the Committee's Fiscal Year 2022 Local Budget Act recommendations, the Committee's Fiscal Year 2022 Budget Support Act of 2021 recommendations, the Committee's budget report, and the ledger of committee actions, with leave for staff to make technical and conforming changes to reflect the Committee's actions. The Members voted 5 to 0 to approve the recommendations, voting as follows:

Members in favor: Cheh, Allen, Henderson, Lewis George, McDuffie
Members opposed:
Members voting present:
Members absent:

Chairperson Cheh then thanked the members of the Committee for all of their work and support during the budget process. She thanked her staff, including Chief of Staff Jonathan Willingham, Committee Director Michael Porcello; Legislative Counsels Ariel Ardura, Evan Marolf, and Steven Palmer; Legislative Assistant Andrew Grinberg; Committee Clerk Aukima Benjamin; Special Assistant Abigail McLean; Constituent Services Coordinator Amy Sinnenberg. She also thanked Joe Wolfe, Anne Phelps, Andy Eisenlohr, and Jen Budoff of the Council Budget Office and Assistant General Counsel Zach Walter for their invaluable assistance.

Chairperson Cheh adjourned the meeting at 1:07 p.m.

ATTACHMENTS

A. Witness List for the March 22, 2022, Fiscal Year 2023 Budget Oversight Hearing on the Department of Motor Vehicles and Deputy Mayor for Operations and Infrastructure
B. Witness List for the March 25, 2022, Fiscal Year 2023 Budget Oversight Hearing on the Department of Public Works
C. Witness List for the March 29, 2022, Fiscal Year 2023 Budget Oversight Hearing on the Department of Energy and Environment and Green Finance Authority
D. Witness List for the April 4, 2022, Fiscal Year 2023 Budget Oversight Hearing on the District Department of Transportation
E. Testimony received by the Committee for the Department of Motor Vehicles and the Deputy Mayor for Operations and Infrastructure
F. Testimony received by the Committee for the Department of Public Works
G. Testimony received by the Committee for the Department of Energy and Environment And the Green Finance Authority
H. Testimony received by the Committee for the District Department of Transportation
I. Recommended Subtitles for Inclusion in the Budget Support Act
J. Recommended Subtitles for Inclusion in the FY 2022 Revised Local Budget Emergency Act
K. Chart of the Committee's Recommended Changes to the Budgets of the Agencies under its Jurisdiction
L. Charts of FY 2023 Proposed Budgets for Agencies Under the Committee's Jurisdiction Minus DCRP and Intradistrict Spending Shifts

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Attachment A

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WITNESS LIST FOR A BUDGET OVERSIGHT HEARING ON

Department of Motor Vehicles
Deputy Mayor for Operations and Infrastructure

Tuesday, March 22, 2022, at 12:00 p.m.
Virtual Track B
Councilmember Cheh's Facebook Page (facebook.com/cmmarycheh)

PUBLIC WITNESSES

1. Gordon Fletcher, ANC 5A08

GOVERNMENT WITNESSES

1. Lucinda Babers, Deputy Mayor, Operations and Infrastructure
2. Gabriel Robinson, Director, Department of Motor Vehicles

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Attachment B

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WITNESS LIST FOR A BUDGET OVERSIGHT HEARING ON

Department of Public Works

Friday, March 25, 2022, at 12:00 p.m.
Virtual Track A
Channel 13
Council and OCTFME Website

PUBLIC WITNESSES

1. Audrey Wheeler, Public Witness
2. Peter Wood, ANC 1C03
3. Jeremy Brosowsky, CBE
4. Susan Schorr, Chair, Sierra Club DC Chapter ZeroWaste Committee
5. Salvador Sauceda-Guzman, ANC 5D02
6. Chris Weiss, DC Environmental Network

GOVERNMENT WITNESS

1. Mike Carter, Interim Director of the Department of Public Works

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Attachment C

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WITNESS LIST FOR A BUDGET OVERSIGHT HEARING ON

Department of Energy and Environment
Green Finance Authority

Tuesday, March 29, 2022, at 12:00 p.m.

Councilmember Cheh's Facebook Page (facebook.com/cmmarycheh)
DC Council Website (dccouncil.us)
Council Channel 13 (Cable Television Providers)
Office of Cable Television Website (entertainment.dc.gov)

PUBLIC WITNESSES

1. Kathy Zeisel, DC Children's Law Center
2. Chris Weiss, DC Environmental Network
3. Ariel Drehobl, Public Witness
4. Akosua Ali, President, NAACP
5. Herbert Harris, Jr., Brotherhood of Locomotive Engineers and Trainmen/IBT
6. Randy Speck, ANC 3/4G
7. John Boland, Casey Trees
8. Antione Thompson, Greater Washington Region Clean Cities Coalition
9. Lara Levison, DC Sierra Club
10. Sabrena Rhodes, ANC 5D
11. Sharon Edwards, Empower DC
12. Valerie Baron, Natural Resources Defense Council
13. Fritz Edler, Railroad Workers United
14. Neil Boyer, NAACP/DC
15. Catherine Stratton Treadway, Public Witness
16. Tim Oberleiton, Earthjustice
17. Deborah Shapley, Restore Mass Ave
18. Scott Williamson, Sierra Club DC Chapter
19. Theodore Trabue, DC Sustainable Energy Utility

GOVERNMENT WITNESSES

1. Eli Hopson, Chief Executive Officer, Green Finance Authority
2. Tommy Wells, Director, Department of Energy and Environment

Attachment D

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WITNESS LIST FOR A BUDGET OVERSIGHT HEARING ON

District Department of Transportation

Monday, April 04, 2022, at 12:00 p.m.

Councilmember Cheh's Facebook Page (facebook.com/cmmarycheh)

PUBLIC WITNESSES

1. Zachary Israel, ANC 4D04
2. Alex Baca, Greater Greater Washington
3. Artilie Wright, Public Witness
4. Chuck Elkins, ANC 3D01
5. Brian Wivell, ATU Local 689
6. Leila Finucane, Public Witness
7. Lisa Adams, Public Witness
8. Gregory Squires, Board Member, The Plaza
9. Shelley Broderick, Chair, District Task Force on Jails & Justice
10. Aaron Parrott, Public Witness
11. Maura Brophy, NoMa BID
12. Herbert Harris, Jr., Brotherhood of Locomotive Engineers and Trainmen/IBT
13. Ashton Rohmer, Public Witness
14. Dr. Karthik Balasubramanian, Vision Zero Accountability Project
15. Garrett Hennigan, Washington Area Bicyclist Association
16. Fritz Edler, Railroad Workers United
17. William Washburn, NAACP/DC
18. Caitlin Rogger, DC Sustainable Transportation Coalition
19. Kelly Collins Choi, Casey Trees
20. Galin Brooks, DowntownDC BID
21. Laura Miller Brooks, Federal City Council
22. Kevin O'Brien, Capital Trails Coalition
23. Michael Havlin, Friends of the DC Streetcar
24. Elizabeth Crafford, Public Witness
25. Scott Kratz, 11th Street Bridge Park
26. Lee Sturdivant, Public Witness

27. Elizabeth Falcon, DC Jobs With Justice
28. Greg Billing, Georgetown Business Improvement District
29. William Jackson, Public Witness
30. Allethea Ballard, Public Witness
31. Abdulai Sesay, Public Witness
32. Warren Blake, Public Witness
33. Tomistea Scott, Public Witness
34. Drew Turner, Douglas Development
35. Tom Wilbur, Akridge
36. John Begert, MRP Residential
37. Scott Moseley, Steuart
38. Michael Stevens, Capitol Riverfront BID
39. Jack Wells, Public Witness
40. Robert Krughoff, Board of Fiends of Garfield Park (FOGP)
41. Bradley Pine, President, Friends of Garfield Park
42. Teri Janine Quinn, Bloomingdale Civic Association
43. Bertha Holliday, ANC 5E Representative
44. Thaddeus Thaler, North Capitol Deckover Steering Committee
45. Sandrine Boukerche, Eckington Resident
46. Kirby Vining, Stronghold Civic Association
47. Kelvin Brown, ANC 7B

GOVERNMENT WITNESSES

1. Everett Lott, Director, District Department of Transportation

Attachment E

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Motor Vehicles

Fiscal Year 2023 Budget Oversight Hearing

Testimony of
Gabriel Robinson
Director, Department of Motor Vehicles

Before the
Committee on Transportation and the Environment
Mary Cheh, Chairman
Council of the District of Columbia

Tuesday, March 22, 2022
3:00 p.m. – Virtual Meeting Platform

Good afternoon, Chairman Cheh, members of the Committee, and Committee staff. I am Gabriel Robinson, Director of the Department of Motor Vehicles (DMV), and today I am joined by the Department's Agency Fiscal Officer Ronald Pleasant.

Before I begin my testimony, on behalf of Mayor Muriel Bowser, I would like to thank our customers, Chairperson Cheh, this Committee, and the rest of the Council for your support. I also want to congratulate the Mayor and her Administration for their extraordinary leadership, particularly through the public health emergency and ReOpen DC as the District has navigated through the worst public health crisis in more than 100 years. Additionally, I want to extend a special thank you to all my colleagues at DMV for their extraordinary dedication and hard work. As the agency has transitioned from "appointment only" to walk-in service, Team DMV has helped the agency return to "business as usual," and they continue to provide outstanding customer service to District residents.

I am pleased to provide testimony on Mayor Bowser's Fiscal Year 2023 proposed budget, "A Fair Shot"; the District's 27th consecutive balanced budget. With this budget, Mayor Bowser is continuing to strategically invest in District residents with the priorities of increasing access to affordable housing; creating a safer, stronger DC; expanding the reach of health and human services; accelerating achievements in education; ensuring access to job and economic opportunities; investing in transportation and the environment; and improving infrastructure and community spaces.

The Mayor's FY23 proposed budget supports DMV's mission to promote the safe operation of motor vehicles and public safety while providing outstanding customer service. During FY21, DMV provided service to more than 561,000 licensed drivers and identification cardholders and more than 298,000 registered vehicle owners at four service centers. Additionally, we provided adjudication services, including conducting more than 160,000 in-person, mail, and virtual hearings. DMV collected ticket payments for more than 2.2 million tickets issued. We also conducted more than 170,000 annual vehicle inspections. DMV interacts with District residents and non-residents, with an average of 3,200 daily customer contacts, which is almost more than any other District government agency.

Throughout the public health emergency, DMV continued to serve District residents through our online services, an enhanced DMV mobile app, and in-person appointments at our service centers. Appointment-only service was available from June 2020 through July 2021. During that 13-month period, the agency released 256,857 appointments for individuals requiring in-person services before transitioning back to walk-in service on July 19, 2021. Our Inspections Station has remained fully operational since June 2020 and continues to service residents on a first-come, first-serve basis.

Let me now briefly describe DMV's proposed budget for the coming fiscal year. DMV's FY23 proposed budget is $55,008,875, which represents a 12.5 percent increase from the FY22 approved budget of $48,889,159. The proposed budget is composed of $45,549,425 in Local funds, $129,500 in Federal Grant funds, and $9,329,950 in Special Purpose Revenue funds.

I would like to highlight some of the FY23 budget investments proposed by the Mayor to benefit District residents and our dedicated DMV employees. These enhancement funds will support:

- Help Desk employees for the National Motor Vehicle Title Information System (NMVTIS). The system allows the DMV to verify information instantly and reliably on a paper title by comparing it to electronic data submitted by the jurisdiction that issued the title to ensure that we are not titling and registering stolen vehicles.
- Additional employees to staff critical positions to improve the agency's operations, reduce wait times for road testing appointments, streamline CDL licensing, and more
- Mobile app development featuring several new transactions, including CDL Human Trafficking Awareness training, provisional license conversion, change of address request, and private vehicle sale request
- Pay parity for our front-line employees who interact directly with the public
- Two new self-service on-board diagnostic emissions kiosks to offer broader geographic convenience options for vehicle re-inspections, including East of the River
- Support for the newly created Office of the Deputy Director, including a Management Analyst who will also serve as the agency's Vision Zero Coordinator
- Additional IT support to manage the technical components for the agency's largest contract - eTIMS
- Capital project to modernize ticket processing system

In closing, the resources allocated to the Department of Motor Vehicles will play a critical role in helping the agency to continue to provide outstanding service to District residents and all DMV customers. The Council and this Committee are critical allies in this effort, and we appreciate your

work to ensure we operate efficiently and effectively. We look forward to working together to achieve our shared goals and give all residents a fair shot as outlined by the Mayor.

Thank you for the opportunity to testify today. We look forward to answering your questions.

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Attachment F

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Department of Public Works Budget Hearing Testimony

March 25,2022

Committee on Transportation and Environment

Council of the District of Columbia

1350 Pennsylvania Avenue, NW

Washington, DC 20004

mailto:abenjamin@dccouncil.us

Dear Councilmember Cheh and members of the DC Council Committee on Transportation and Environment:

Our community, which is located in far north Ward 4 and borders Montgomery County, has experienced recent problems with DPW performance, which include leaf removal, the litter program, and snow removal. These are and other problems are not new but are symptoms of a basic and structural problem with DPW. DPW was once a large, actual Department of Public Works, which included what is now DC Water, DC DDOT, and DC DGS. The present DPW is an "end-of-life" organization that is characterized by older practices, insufficient budget, too small of a staff, outmoded facilities, and a lack of motivation for and understanding of its critical mission. As a result, our city experiences:

- Decreased water quality as stormwater from dirty streets pollutes local waterways;
- An ongoing rat problem is caused by the filthy, waste-packed litter cans;
- Reduced recycling and waste diversion rates due to DPW inefficiency and intransigence;
- Littered and unattractive areas;
- Household trash in the DC street litter cans. We have an enormous problem with residents using - and quickly filling up to the point of overflowing - the DC litter cans - with household trash; and
- Lack of consistent trash collection at our Shepherd Field.

Residents in our community have noted that the root causes of problems within the agency are as follows:

1. **The "task system" of management**. This means that employees are assigned a task or route, and then permitted to depart as soon as their task or route is completed. This leads to incomplete and very poor-quality work as crews race to leave before the end of their 8-hour shift. This is the root cause of many problems with waste management and collection, making DPW the biggest spiller of trash – the biggest litterer – in the District,
2. **An incredibly out-of-date litter can program.** Many cities have transitioned to fully enclosed, compacting solar-powered litter cans. DPW has not only clung to an outmoded litter can but modified them so they collect trash and rainwater inside.
3. **Limited or non-existent oversight and validation of trash collection at mixed-use residential/commercial/apartment buildings.** DPW lacks a mechanism to regularly

validate that mixed-use residential/commercial buildings and commercial properties have contracted for their own trash/recycling collection services.

4. **A limited street sweeping program.** The program is intermittent and sloppily done, and, incredibly stopped from November to March!
5. **Lack of oversight by DPW for external contractors.** On more than one occasion, our community has documented through photographic evidence that cans at Shepherd Field are not regularly emptied. There appears to be no mechanism to claw back contracted funds.

In order to address these systemic and longstanding root causes, both tactical and strategic solutions are warranted. Some recommendations to address these root causes are:

- The DC Auditor should be asked to conduct a basic economy and efficiency audit to determine how DPW operates and how it could be improved.
- Concurrently, a separate study needs or needs based assessment to be done to determine what DPW should be doing, what size it should be, and how it should be organized and equipped.
- Serious consideration should be given to contracting out or privatizing some or all DPW functions. The present unionized workforce and external contractors are not effective.
- Consideration should be given to removing the recycling program from DPW and transferring it to DOEE.
- DPW should be required, by legislation, to transition to a modern litter can program,
- DPW should be required, by legislation, to transition to year-round street sweeping similar to New York City
- DPW should offer trash and litter collection for mixed-use residential/commercial/apartment buildings for an additional fee.
- Current DPW staff should be trained on the concepts of pollution prevention, waste management, recycling, and water pollution prevention.
- DPW probably needs about $500,000 to spend as they see fit just to get enough equipment and staff to catch up.
- DPW should begin regular enforcement of DC laws for business owners to maintain the space on and around their property.

Thank you for your time.

Sincerely,

Naima Jefferson, Ward 4 resident

Statement by Neil Seldman,
Institute for Local Self-Reliance
Washington, DC

March 24, 2022

Five Items for consideration in determining the DC Budget for the DPW

+ Take out any funding for incineration, shift to landfilling

+ Fund: New Composting Plan and Implementation

+ Fund: study for developing an Enterprise Fund + Stop Waste Agency to operate the Trash Transfer Stations

+ Fund: Study to determine the feasibility of developing a close-in (1-2 miles of District border) recycling processing center as a joint venture with the private sector.

+ Community Planning Process for investment in redeveloped Ft Totten + Benning Rd

+ Bonus to help attract "Best DPW Director Ever"

+

Testimony

of

Susan Schorr

Chair, Sierra Club DC Chapter Zero Waste Committee

before the

Department of Transportation and the Environment Committee

Budget Oversight Hearing for the Department of Public Works

March 25, 2022

Chairperson Cheh and members of the Committee, my name is Susan Schorr, and I'm the chair of the Sierra Club DC Chapter's Zero Waste Committee. The Sierra Club is the nation's oldest and largest environmental advocacy group. We have 3,000 dues-paying members in DC, and our top priority is combating climate change and moving towards a clean energy economy. Thank you Councilmember Cheh for convening this meeting today and for being an environmental champion for the District of Columbia.

As we have stated in our testimony for the Department of Public Works (DPW) Oversight Hearing[1] earlier this year, our primary concern remains the lack of committed leadership for sustainability and innovative waste reduction at DPW and the Office of Waste Diversion (OWD). As the District seeks a new DPW director, the Sierra Club, together with other environmental organizations across the District, has submitted to your office—as well as to other council members on this committee—a list of qualifications and questions that should be posed to any candidate. We would welcome an update on the hiring process.

We also have several questions after reviewing the proposed budget.

Jumpstart renovation of the Benning Rd. Waste Transfer Station

[1] Sierra Club, DC Chapter written testimony to DPW Oversight Hearing, February 8, 2022 at https://www.sierraclub.org/dc/blog/2022/02/new-leadership-needed-department-public-works

During the February 8th DPW oversight hearing, we noted our dismay that apparently some $32 million in funds allocated for Benning Rd Transfer Station upgrades had not been spent. We don't recall receiving any updates from DPW on this fiscal year's funds. Now, the Executive Summary of the Mayor's FY23 Proposed Budget and Financial Plan includes an investment of "$68 million to complete the full modernization of the Benning Road Transfer Station, including remediating environmental and safety issues at the site, replacing the current facility, and creating new citywide capabilities to divert waste from landfills or incineration."[2]

- While we fully support the improvements to the Benning Road Transfer Station, there is no time to be wasted in making these improvements. This has become more worrisome with the Fort Totten Waste Transfer Station scheduled to close to bulk and residential drop off for 6 months starting April 2nd.[3]
    - Can DPW report if there is any update on improvements to Benning Rd funded for this fiscal year?
    - Has DPW begun to spend the $32 million in FY22 Benning Rd funds?
- Is the FY23 allocation of $68 million an appropriate amount in light of current allocations? We would welcome DPW sharing information on the plans for spending this money, including when work is scheduled to begin for both FY allocations, and what specific modifications are planned for each.
- Finally, when does DPW estimate that this property will be functional for receiving waste and recycling?

Procure the Benning Rd Pepco Property

Along these lines, Councilmember Cheh, you mentioned at the February Oversight Hearing that Pepco is selling a property adjacent to the Benning Road Transfer Station and suggested that this property could become a composting facility for the District. The DC Compost Feasibility Study of 2017 noted that the cost of transferring organic waste to composting sites outside the District is very high and it would be better to process it within the District to save money, create local jobs, and keep the value of the resulting compost.[4] The Sierra Club has long noted that without addressing organic waste (including a curbside composting program), the District will never reach its 80% waste diversion goal by 2032. Furthermore, we are concerned by DPW and the OWD's plans for implementing a viable composting plan.

- Is DPW pursuing the acquisition of this property—or is the agency putting off any decision about composting until its organics study is completed? Properties such as the Pepco land are difficult to come by in the District. We are concerned that by not acting now to acquire this property, DPW is just implementing one more tactic to avoid the implementation of a curbside composting program in DC.

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[2] DC Government FY 2023 Proposed Budget and Financial Plan, Executive Summary, p 62 at https://app.box.com/s/z5u3mckktiz8px535q2h3x8zj6w3slw0

[3] "Fort Totten Transfer Station to Close after April 2nd for 6 Months of Repairs" at https://www.popville.com/2022/03/fort-totten-transfer-station-to-close-after-april-2-for-six-months-of-repairs/

[4] District of Columbia Compost Feasibility Study of 2017, p. 36-37, at https://dpw.dc.gov/sites/default/files/dc/sites/dpw/page_content/attachments/DC%20Compost%20Feasibility%20Study_vf_0417.pdf

- Could DPW share the expected cost of the Benning Road property so Council can ensure funds are available for its purchase? If DPW plans to delay implementation of the Transfer Station updates, could some of the available funds this year be used for the Pepco property acquisition? Of course, we would not suggest this if DPW plans to move on improvements to the transfer station.
- Does any movement on the development of a residential composting program rest on the results of the Organics Study (see below) that DPW and OWD have been delaying?

Implement source separation and the organic waste management plan

The FY 2023 Proposed Budget notes a reduction of recurring budget in the amount of $272,766 to support Zero Waste source separation and outreach, and $100,000 to support Organic Waste Management."[5] As we noted in our testimony to the February oversight hearing, our understanding was that these funds were to be used for several expenditures required by the 2020 Zero Waste Omnibus Amendment Act, including

- establishing a collection point for source-separated glass by January 1, 2022;
- training and outreach to janitorial staff and property managers on source separation; and
- development of a comprehensive organic waste management plan by January 1, 2023.

To our knowledge, none of these goals have been met nor are on track to be met. We would greatly appreciate it if this hearing could shed light on whether and how DPW has used the funds appropriated in FY22 and whether additional funds are needed to achieve these goals in FY23.

- We have found no information about a glass collection site or even plans to create one. Currently, glass from the District is not recycled. We are wasting money paying for broken glass to be hauled for use as daily landfill cover, rather than selling high quality separated glass for recycling. It's time to establish permanent separated glass collection sites in all wards available 24/7 in areas residents pass in their daily lives, such as metro stations or area grocery stores. We are not certain whether the FY23 Proposed Budget includes funding for such services.
    - What is the status of this program?
- We are not aware of any programs to train janitorial staff and property managers on source separation, which is critical for DC to meet its waste diversion goals.
    - Again, what is the status of this program?
- We continue to be concerned about DPW missing the January 1, 2023 deadline for development of a comprehensive organic waste management plan, especially since DPW indicated during the February oversight hearing that it would miss the deadline[6]. We request an updated timeline for the implementation of this study.

Let us—the District's environmental community—help expedite these processes and studies. Collectively, we have a wealth of experience with organic waste management. We would be

[5] Ibid, Vol. 4 p.233 at https://app.box.com/s/6kxbhwu48ks067yxklun0cyids7h4bnw

[6] During the February 8, 2022 DPW Oversight Hearing, Mr. Blake Adams, Office of Waste Diversion, indicated the report would likely be issued "around this time next year", i.e. February 2023. The 2020 Zero Waste Omnibus Amendment Act sets a January 1, 2023 deadline for the final report –following input and comments from the public.

pleased to review the terms of reference and analyze the bidders to help select qualified experts to prepare this important plan on a timely basis. We also have expertise on glass recycling and environmental training programs.

Under the Zero Waste Omnibus Amendment Act of 2020, large grocery stores and universities will be required to separate and compost all back-of-house food waste beginning January 1, 2023. Addressing the commercial and institutional sector is critical for meeting DC's waste diversion goals. Non-residential sources represent nearly 70% of DC's organic waste—an estimated 163,001 out of 236,071 tons in 2023.[7] We understand that DPW secured an EPA grant to train and certify entities for food waste diversion.

- Have any additional funds been committed to ensure that this deadline can be met?

Diverting this much organic waste would require significantly more composting capacity than is currently available in the region, further emphasizing the urgency of developing new sites, such as the property adjacent to the Benning Rd Transfer Station. Perhaps DPW should also consider applying for a USDA Community Compost and Food Waste Reduction Cooperative Aggreement[8] to create more neighborhood drop-off stations or composting sites or to meet other challenges of processing DC's organic waste.

Meeting and Exceeding Fleet Targets

In April 2018, the District released its Sustainable DC 2.0 Plan. Under the Transportation section, Target 4.2 says: "Except in special cases, the District Government will require all agencies to purchase zero to low-emission vehicles and will prioritize placing green vehicles that spend most of their time in one area (such as police cruisers and buses) in areas with high concentrations of vulnerable populations." The document identifies DPW as a lead agency in this effort, in partnership with DDOT and DOEE.

- The Sierra Club would like to know if this requirement is being taken seriously as DPW helps other agencies procure new vehicles.

Given the District's goal of moving towards full adoption of zero-emissions vehicles (ZEV), as reflected in the Clean Energy DC (CEDC) Act, DPW has a key role to play in meeting and exceeding the District's fleet targets. We should not be purchasing any more vehicles that contribute to global emissions and reduce local air quality.

End the Covanta Incinerator Contract

Instead of striving to become a national zero waste leader, the current District government appears to be fully committed to continuing its contractual relationship with the Covanta incinerator in Lorton, VA. This method of destructive disposal poses adverse environmental and health effects—especially for the income challenged and black and brown communities adjacent to this facility. For this reason, we oppose extending the Covanta contract.

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[7] The District of Columbia Desktop Waste Characteristic Study, March 2021, commissioned by the Department of Public Works at https://zerowaste.dc.gov/sites/default/files/dc/sites/zerowaste/Desktop%20WCS%20Final%20Report%203-10-21.pdf, 4-E1-4-E6 (pp. 74-79)

[8] RFP anticipated shortly: https://www.farmers.gov/your-business/urban/opportunities/coop-agreements

We were also concerned by DPW's characterization in their cover letter to the Mayor to its Sustainability Assessment of Disposal Options (December 2021) that the environmental community's concerns were adequately addressed.

Fund public recycling, including in DC public housing, a task force to coordinate waste management in all government-managed buildings and create a dedicated Department of Reuse, Recovery, Recycling and Waste Management

We were also dismayed to learn in the DPW Oversight Hearing that DPW does not provide recycling in public housing. We call upon the Council to rectify this environmental injustice by funding equal access to curbside recycling for residents of public housing enjoyed by residents of other multi-family housing facilities.

We have also noticed that public space recycling bins no longer appear to be available in many neighborhoods across the District.

- Is their disappearance due to lack of funding by DPW or neighborhood or business association projects?

If this is a question of DPW funding, we believe the time is right for Council to ensure the return of these bins, along with regular pick up of public trash and recycling bins.

All of these measures could help improve our recycling rates. The DPW-funded Desktop Waste Characterization Study issued in March 2021 projected, for example, that we will produce nearly 143,000 tons of plastic trash next year from single-family, multi-family and non-residential sources, but recycle only 6.5 % of it[9]. Clearly, we have a long way to go.

We were also concerned to learn, in the Department of General Services (DGS) Oversight Hearing, that there is no formal coordination mechanism for the various government agencies responsible for different elements of waste management in government-managed buildings and facilities including DC Public Schools. One agency is responsible for trash pickup, another for recycling and no one seems to be providing source-separation for organic waste, paper, glass, and other types of waste that could be diverted from landfills and incinerators.

We call upon the Council to fund a task force to coordinate waste management, with the goal of both diverting and preventing waste in district government buildings and facilities. Indeed, based on DPW's failure to embrace waste diversion measures, we believe the time is ripe to consider creating a Department of Reuse, Recovery, Recycling and Waste Management to ensure that we become a national zero waste and environmental justice leader, meet our waste diversion goals and reduce harmful greenhouse gas emissions.

How can we still make the 80 % waste diversion goal a reality?

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[9] Desktop Waste Characterization Study at https://zerowaste.dc.gov/sites/default/files/dc/sites/zerowaste/Desktop%20WCS%20Final%20Report%203-10-21.pdf

Once again, meeting the District's waste diversion goals, comes down to the need for visionary leadership.

In short, if the District:

- funded curbside composting;
- had a composting site at Benning Rd.;
- had permanent compost and glass drop off sites throughout the city;
- ensured that large retail, colleges, universities, hospitals, restaurants, and other entities separated and composted back-of-house food waste;
- improved and enforced recycling in non-residential buildings, public housing, public schools, and on public streets;
- promoted reusable food service ware for onsite and takeout dining; and
- banned plastic grocery and produce bags while supporting low-income residents to acquire reusable grocery and produce bags;

then meeting our waste diversion goal becomes doable.

Councilmember Cheh, we realize this may be the last DPW Budget Hearing over which you will preside. In closing, please allow me to again thank you for your years of environmental leadership and serving as the leading environmental champion in the district. We look forward to continuing our advocacy in support of realizing your zero waste vision. Thank you.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Public Works

Proposed Fiscal Year 2023 Budget Oversight Hearing

Testimony of
Michael A. Carter
Interim Director, Department of Public Works

Before the
Committee on Transportation and the Environment
Mary Cheh, Chairperson
Council of the District of Columbia

March 25, 2022
12:00 Noon
Virtual Meeting Platform
John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, DC 20004

Introduction

Good afternoon, Chairperson Cheh, and members and staff of the Committee on Transportation and the Environment. I am Michael Carter, Interim Director of the Department of Public Works (DPW). With me today are DPW's Chief Administrative Officer Danny McCoy, Deputy General Counsel Camille Glover, and Agency Fiscal Officer Perry Fitzpatrick.

On behalf of Mayor Muriel Bowser, I appreciate this opportunity to discuss the Mayor's Fiscal Year 2023 proposed budget for DPW, which will allow us to carry out our mission to provide municipal services to District residents and businesses in the areas of sustainability and zero waste attainment, solid waste management, and parking enforcement and snow removal, and to improve these services. In addition, our Fleet Management Administration supports all city services by procuring, fueling, and maintaining thousands of District government vehicles, from sedans to heavy equipment.

Last month, residents, elected officials and environmental stakeholders spoke frankly about their disappointments and frustrations with DPW service delivery. Their candid feedback impels us to work harder to continue to meet service delivery and keep this to the high standard that our employees achieved prior to the COVID-19 pandemic. As we move beyond the pandemic, we need to adhere to the concept of "continuous improvement" as our guide to achieve even higher levels of accomplishment.

The starting point in achieving this goal is our commitment to establishing three pillars in our daily operations: *trust, transparency and transformation.* DPW has already taken key steps in establishing these pillars, with the reconstitution of our performance management team; integration of modernized technology in our daily operations; and strategic planning, utilizing performance dashboards, data, and proactive stakeholder engagement.

The fact is that DPW is a pass/fail agency. We either collect leaves timely, or we don't. We collect trash timely, or we don't. We write accurate parking tickets, or we don't. Our trust and transparency are written in the public space. Our transformation will be written in our pride, in doing our jobs even better, and in introducing innovative and modern methodologies. We are committed to achieving this transformation using the resources in our FY 2022 budget and those that become available in FY 2023.

Mayor Bowser's Vision for the District and DPW

Mayor Bowser's vision for the District and DPW captures residents' assessment of the importance of public safety, protecting the environment through recycling and food waste diversion, the quality of government services, and other vital needs. For DPW, the proposed FY 2023 "Fair Shot" budget funds our scheduled and emergency services, as well as the equipment and facilities that support how we deliver those services.

The Mayor's Proposed DPW FY 2023 Budget

For FY 2023, Mayor Bowser has proposed an operating budget for DPW of $184,375,845 and 1,562.5 FTEs, and a capital budget of $92,185,325. When compared to FY 2022, the proposed budget reflects a 10.8% decrease in the operating budget, a 1.2% decrease in FTEs and a 57.7% increase in the capital budget.

The reduction in the operating budget is a combination of transitioning from the accounting for Intra-District activity to the new Interagency activity, along with reducing Special Purpose Revenue funding to meet historical revenue generation. Non-Personnel Services funding that previously had been pre-loaded into the Fleet program area will now remain with the buying agencies' budgets. DPW will recover the cost of goods and services it provides other agencies.

Operating Budget Overview

FY 2023 will see a continuation of the Mayor's cutting-edge Building Blocks DC (BBDC) program, providing $7,678,980 to maintain or increase employment of BBDC- or ARPA-funded positions at DPW. This year, we are guaranteeing employment for 13 months to more than 70 individuals who most need a chance to prove their capabilities, and help promote their stability and sense of accomplishment. BBDC uses local replacement funds provided by the federal government as a result of the unanticipated financial costs generated by the COVID-19 pandemic.

In announcing her FY 2023 budget, Mayor Bowser highlighted the following enhancements to the DPW budget:

- $752,000 and nine FTEs to triple DPW's vehicle booting team for personnel and equipment to locate and immobilize vehicles with outstanding safety citations;
- Adding funding for 110 more seasonal positions to support the annual leaf collection operations; and
- $1,292,217 for a bike lane cleaning team dedicated to keeping protected bike lanes clear of debris and snow.

Other enhancements to our budget include:

- $5 million to fund hauling and disposing of trash and recycling, which volumes have increased, reflecting the District's growing population;
- $552,163 to support responding to parking enforcement requests received by the Metropolitan Police Department (MPD), thus extending MPD's bandwidth to respond to serious crimes;
- $500,000 to purchase electric yard waste removal equipment to ensure that DPW complies with new requirements prohibiting the use of blowers and other equipment that are powered by internal combustion engines;

- $850,000 to upgrade private security services at three vulnerable and high-risk DPW work sites, from security officers to armed special police officers; and
- $750,000 to clean graffiti tags on bridges and other DDOT-owned highway structures by using contractor services.

Capital Budget Overview

DPW's trash trucks, dump trucks and other vehicles are used to deliver services such as trash and recycling collections, and snow removal. Our facilities include the Fleet maintenance site, where these trucks, as well as those used by other District government agencies, are repaired. Our capital budget supports all of this. In FY 2023, our proposed $92,185,325 capital budget continues the modernization of the Benning Road Transfer Station and the installation of more electric charging stations. It also provides the means to refresh our vehicle fleet. I will now discuss each item.

Benning Road Transfer Station Modernization. The budget total for this project is $103,497,000, including $68,357,000 in FY 2023 for construction costs. This project will result in the demolition of the existing trash transfer station located at 3200 Benning Road NE and the rebuild of a state-of-the-art waste sorting and processing facility, and a zero-waste campus that will help us achieve Mayor Bowser's vision of diverting 80% of our waste from landfills and incinerators. Approved FY 2022 funding supported construction management and architectural and engineering costs.

This facility is no longer being used, after having experienced a catastrophic fire that occurred in July 2021. The modernization project will also expand the District's capacity to process increased tonnage from an expanding population, and will create new opportunities to sort and divert a greater proportion of the District's waste materials from landfills and waste-to-energy disposal.

Electrical Charging Stations. The six-year budget total for this consists of $500,000, all of it in FY 2023. This project will support the continued installation of new electric charging stations at District government facilities to support the electrification of the District's vehicle fleet. The District is actively working to replace existing District-owned fleet vehicles with electric models to reduce fuel consumption and vehicle-related emissions of carbon dioxide and other pollutants.

Fleet Vehicle Acquisitions.

a. Heavy Duty/Off Road: The six-year total for this particular project is $48,969,000, including $14.41 million in FY 2023 to fund refuse trucks, heavy plows, service trucks, loaders, and leaf vacuums to support trash collections, the snow program, the leaf program, and trash disposal. This project replaces the previous equipment and vehicle replacement project, FLW 01 DPW Fleet Vehicles>$275K. The project is needed to ensure that the agency has adequate equipment to perform its core functions and responsibilities to the District and its residents. DPW continues to make acquisitions to its fleet in a timely manner in order to ensure that our services are delivered on schedule.

b. Light Duty: The six-year total for this is $7,188,000, including $2.33 million in FY 2023 to fund Light Duty Vehicles (Gross Vehicle Weight (GVW) <8500 lbs.) These vehicle types include sedans, minivans, small cargo vans, and pickups used in activities and services such as Fleetshare, parking enforcement, SWEEP, solid waste response/supervisors and administrative vehicles. This project replaces project FLW04 DPW-FLEET VEHICLES<50K. The project is progressing as planned.

c. Medium Duty: The six-year total for this project is $15,242,000, including $6.58 million in FY 2023 to fund Medium Duty Vehicles, which include tow trucks, sweepers, light plows, and utility trucks. These trucks support major activities and services, including towing/immobilization, street sweeping, snow program, mobile mechanics and equipment transport. This project replaces the previous DPW Vehicle and Equipment

Acquisitions projects FLW02 DPW VEHICLES>100K and FLW03 DPW VEHICLES>50K. This project is also progressing as planned.

Conclusion

Thank you for this opportunity to present Mayor Bowser's proposed FY 2023 Fair Shot budget for the Department of Public Works, and for your continued support of our agency. I am now prepared to answer your questions.

Attachment G

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February 15, 2022

Mayor Bowser
John A. Wilson Building
1350 Pennsylvania Avenue, NW,
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Director Delano Hunter
DC Department of Parks and Recreation
1275 First Street, NE, 8th floor
Washington, DC 20002

Director Everett Lott
DC Department of Transportation
250 M Street SE
Washington, DC 20003

Councilmember Charles Allen
John A. Wilson Building
1350 Pennsylvania Avenue, NW, Suite 110
Washington, DC 20004

VIA: Email and resolutions.anc.dc.gov

Re: Garfield Park Improvements

Dear Mayor Bowser, Director Hunter, Director Lott, and Councilmember Allen:

At a regularly scheduled properly noticed meeting on February 8, 2022, with a quorum present Advisory Neighborhood Commission (ANC) 6B voted 8-0-0 to write to you to request that improvements to the south side of Garfield Park and the area just south of Garfield Park begin in within the next few months.

Garfield Park is a great asset for the Capitol Hill neighborhood and for all of DC. ANC 6B is concerned that much-needed improvements to this Garfield Park area have been delayed for years, even though there is committed funding to improve the area. An article in the Hill Rag at https://www.hillrag.com/2021/05/17/opinion-the-south-side-of-garfield-park-needs-fixing/ documents this delay problem as do letters from the Capitol Hill Village, Friends of Garfield Park, and other organizations going back to 2018 and earlier. Currently there are many safety hazards and other structural improvements that need to be addressed.

Specifically:

1. Level the area to the east of the basketball court to the level of the current basketball court area if DDOT remains committed to the plans recommended in the writeup and drawings DDOT distributed last year.
2. Replace the basketball court with new surface and lines and new uprights.
3. Upgrade and redesign the skateboard area.
4. Resurface the portion of Virginia Ave. that extends from the skateboard area to the New Jersey Ave. bridge (this can be done before any other improvements called for here and the new surface will be able to be used by pickleball players to paint lines for an improved version of pickleball courts).
5. Reduce or eliminate drainage problems including puddles and water flows resulting from run-off from the Park (this can be dealt with by putting rain gardens and barriers in the Park and pipes in the Park or beneath courts and road surfaces; this does not need to be completed before all the other improvements listed here have been completed).
6. Put concrete walks from the basketball and skateboard areas up into the Park connecting to the walk that comes through the Park from the intersection of South Carolina Ave. and 2nd Street SE (the railing that was installed for safety reasons by area residents down the steps from the Park can be removed if no longer needed).
7. Install signage where people come onto Virginia Ave to go under the Freeway with the signage saying that no vehicles are to come down the road or park except emergency vehicles or possibly food trucks. This restriction is included in the Scope of Work document DDOT put together back in 2018 in a plan for park improvements. (Possibly impose this restriction beginning at the part of Virginia Ave. to the west of the skateboard area since it is only in the pickleball area that traffic and parking create a problem.)
8. Install lighting under the overpass and consider installing lights on new light poles going down Virginia Ave. to the west where Virginia Ave. is no longer under the Freeway. Consider having the lights set to be on until as late as the current lighting at the Garfield Park tennis courts for safety purposes and for more hours of recreation.
9. Consider adding benches on the slope going down from the Park to the underpass area and maybe elsewhere so that people can sit and visit and watch the sports.
10. Consider adding trash cans.
11. Arrange for appropriate agencies to routinely clean up this south-of-Garfield area (or depend on users to clean up if they wish as is now the case).

Please contact Chairperson Corey Holman at 6B06@anc.dc.gov or 301-664-4132 if you have any questions about this letter.

Respectfully,

Corey Holman

Corey Holman
Chair, ANC 6B

/ Opinion /

THE SOUTH SIDE OF GARFIELD PARK NEEDS FIXING

by Robert Krughoff

Garfield Park is a great asset for the Capitol Hill neighborhood and for all of DC. But the southern edge of the park and the area a small distance south of the park are in very bad shape as a result of long deterioration and then serious damage during the CSX tunnel construction that began in 2015.

Fortunately, this can be fixed and greatly improved. Councilmember Charles Allen got $1 million put into the DC budget available as of the fiscal year beginning in October 2018 to fund needed work. But, unfortunately, District Department of Transportation (DDOT), which is responsible for planning the work and making needed infrastructure fixes, has gotten virtually nothing done.

Though $900,000 has recently been allocated to the DC Department of Parks and Recreation (DPR) to make some improvements throughout Garfield Park, the Friends of Garfield Park, of which I am a long-time Board member, wants to push DDOT and other agencies to fix all of the deterioted elements in the park which are important for recreation, safety and basic enjoyment of the park.

Big Improvements That Are Needed

1. The basketball court that was there for more than 25 years and heavily used has been ruined—one upright and backboard removed, lines removed, holes and cracks in court surface, and a pile of more than 20 concrete blocks, most weighing hundreds of pounds each, is sitting in the middle of the court.

2. The skateboard park that was built by users starting about 2010 has been mostly removed and was never as good as many other skateboard parks in other cities and a few in DC. It should be rebuilt to standard.

3. There is no good route under the Freeway for people to walk through Garfield Park toward or from Yards Park, the increasing number of residences south of the freeway, the Whole Foods store, etc. Allen's plan called for an ADA-appropriate walkway dealing with ups and downs of curbs and walls and a gradual path from the underpass up a hill into the park. But DDOT has not made that happen. There were many complaints from neighbors, for example, that on the steep steps into the Park from New Jersey Ave. there was no handrail. When the government did nothing about this problem, some neighbors finally purchased a rail from an iron-works company and worked with that company to install it.

4. There is a stretch of Virginia Ave., going from the skatepark west all the way to the New Jersey Ave. bridge, that has been closed to traffic for years because of security concerns of the Architect of the Capitol. And good news is that DDOT has now stated that there will be no parking or use by ordinary vehicles on that stretch. This has made the stretch available to, and frequently used by, pickleball players. Some of these players have painted lines for four pickleball courts and purchased a steel cabinet with a padlock that can be shared. And they have stocked it with paddles, balls, a leaf blower, and portable nets that players can easily set up and take down. And they have spread the word on court availability to the public, resulting in hundreds of court users. A major plus is that the pickleball courts are on an otherwise abandoned strip of road and don't take up any of the space that has been so valuable in the main grassy area of Garfield Park.

So, what needs to be done? Repair cracks in the pavement/courts and make a smooth surface, put good courts in place, make an exciting skateboard park, add lights under the freeway in the areas where the freeway serves as a ceiling and add 10 or more Washington Standard light posts in the area not under the Freeway and set the lights to stay on for usability and safety until shutting off automatically at roughly midnight as the lights in Garfield's existing tennis courts can do. Figure out and implement a strategy for processing water that comes down out of the park and brings mud and debris (possibly by putting in pipes under some surface areas, a few rain-gardens in the park, a few walls, and some slopes or road contours that will move water into non-problematic areas). All this is feasible at manageable cost.

Some of the work that should be on a new list of what the agencies contract for include installation of at least one

FROM TOP TO BOTTOM:

Pickleball being played on Virginia Ave. by neighbors who installed the makeshift court.

Unusable basketball courtfull of concrete blocks.

Water accumulated at the edge of the park at the underpass.

Where water is eroding the park on its way to the underpass.

Neighbors finally had to buy and install this railing on steep steps in Garfield Park.

more volleyball court (possibly immediately to the west of the existing volleyball court), replacing badly functioning or unsafe children's play equipment and resurfacing the ground beneath all the equipment, adding about 15 new benches, and replacing the now cracked tennis court surface.

The infrastructure part of this work is to be done by DDOT. But the DC government apparently assumes that the other parts of the park like the play areas will be done by DPR, so it will be important that DDOT and DPR work together on the planning of each piece so that, for instance, a surface or wall will not be put in by DDOT that is inconsistent with a court that DPR might want to put in.

Friends of Garfield Park played a key role in coordinating the planning for the last major renovations of Garfield, in 2001, including installation of children's play equipment, a volleyball court, horseshoe pits, extensive plantings, a sprinkler system, etc. The Friends will seek to play a similar role now, bringing the agencies together, monitoring contractors' performance, coordinating the process of getting citizen input, etc.

If you'd like to play a role, contact Friends of Garfield Park at: Friends-4Garfield@gmail.com ◆

BARBARA RI
1956–2021

by Suzanne Wells

Barbara (Scotti) Riehle, a long-time Capitol Hill resident, died on April 18 at George Washington University Hospital. She was 65. With Barbara's passing, Capitol Hill lost a neighbor whose presence in the community is not easily replaced.

Barbara was a passionate participant in the life of her beloved neighborhood, and a force to be reckoned with when advocating for any cause. In 2008, Barbara was one of the founders of the Eastern Market Metro Community Association (EMMCA), which promotes the civic interests and quality of life for DC residents who live in the area near the Eastern Market Metro. She served as EMMCA president until 2012. Barbara made herself heard during the development of the Hine Project and fought mightily to make sure nearby neighbors had a voice in shaping that and other Capitol Hill development plans to meet neighborhood goals. She did not hesitate to reach out directly to locally elected officials to advocate for the neighborhood, and she often organized ANC and City Council election forums to help her neighbors be informed about the candidates' positions. It was a tribute to her commitment to the community that even those who disagreed with Barbara often recognized the importance of hearing her insights and perspective.

Her children attended the Montessori program at the Capitol Hill Cluster School, where she was an active parent, including serving as the vice-president of the PTA. Along with her husband, Thom, and son, Peter, she helped with Troop 500's annual winter coat drive. She was proud of Peter's Eagle Scout project, which helped to place benches in the park across from the Eastern Market metro station, and was gratified the park's recent redevelopment retained them.

Barbara was born in Providence, Rhode Island, the fifth daughter of the late Rita W. (Dwyer) Scotti and the late Dr. Ciro O. Scotti. She was educated at Elmhurst Academy of the Sacred Heart and moved to Washington in 1974 to attend American University, where she earned a degree in international relations and Soviet studies. She began working for Senator John Chafee of Rhode Island as a campaign volunteer in her teens and after college joined his Senate staff. She later worked for Senator Lincoln Chafee.

A lifelong Republican, BSR – as she was known to many – relished the rough-and-tumble of politics but steeped in the decorum of the Senate, was distressed by the crass and craven turn public life in the nation's capital took in her last years.

That is not to suggest she was shy about trading political punches, especially if her sparring partner was named Thom-

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NAACP National Association For The Advancement Of Colored People
Washington, DC Branch
1000 U Street, NW • Suite 100 • Washington, DC 20001

Council of the District of Columbia
Committee on Transportation and the Environment Agency
Department of Energy and Environment

Tuesday, March 29, 2022

FY2023 BUDGET HEARING TESTIMONY

Greetings, Chairman Cheh and members of the Committee on Transportation and Environment. Thank you for the opportunity to testify regarding the proposed ***FY2023 Budget for Department of Energy and Environment.*** My name is Akosua Ali, President of the NAACP Washington, DC Branch. I am a DC-native and a Ward 7 resident. I humbled and proud to represent a family of Environmental Justice activists committed to moving our most vulnerable communities from surviving to thriving.

As President of the NAACP DC Branch and a member of the NAACP National Board of Directors, I lead the NAACP in advocating for budget and legislation advancing racial equity and justice through political, educational and economic empowerment. The NAACP mobilizes over 3 million members and 2,000 units nationwide, which fight for environmental justice and health equity. The NAACP DC Branch represents over 20,000 members, stakeholders and partners that are voting residents across all 8 wards of the District of Columbia. The NAACP is a fierce, advocate for transformative solutions to ensure Black lives are safe, healthy, thriving and valued in all spaces.

Environmental and climate justice is a civil rights issue. Environmental injustices, lead exposure and air pollution have disproportionately severe, health-impacts on lower-income, Black and Brown people in the District of Columbia. Not all residents in the District are equally impacted. Race, class, income, healthcare access and privilege influence the health impacts of environmental toxins. Air pollution, lead and other environmental contaminants in water, food, and the air entering our lungs requires immediate legislative, policy and budgetary actions. The

NAACP is advocates for environmental justice, clean energy, climate justice and transportation equity while advancing diversity, equity and inclusion across the District of Columbia. We fight for the policies and budget allocation needed to rectify these impacts and advance a society that fosters sustainable, cooperative, regenerative communities that uphold all rights for all people in harmony with the earth, our health and well-being.

The NAACP urges you to increase the FY23 DOEE OEEJ budget by ***$800,000 to include 5 new senior-level employees dedicated to Environmental Justice*** in the Office of Enforcement and Environmental Justice (OEEJ). The dedicated Environmental Justice staff should include a GS-15 Director, two senior-level Technical Advisors and two mid/senior-level Technical Advisors dedicated to policy, advocacy and equity to advance environmental justice and equitable resource distribution to the District's most vulnerable and marginalized communities. Current OEEJ staff primarily includes attorney and inspectors dedicated to inspections and enforcement functions, but there is a significant lack of staff dedicated to environmental justice and driving sustainable solutions. There is only 1 junior-level FTE analyst in OEEJ supporting environmental justice at the GS-11. However, there is an immediate need to hire a racially-diverse, team of GS-15 and GS-14 senior-level experts with a depth of experience in environmental policy, advocacy, and engagement to advance sustainable communities.

To advance equity and environmental justice, the DOEE Office of Enforcement and Environmental Justice (OEEJ) should hire a team of staff to work collaboratively to develop a policy research, advocacy, and communications plan. Environmental Justice staff should research, draft, and manage the production and distribution reports, issue briefs, columns, and op-eds, that advance racial equity and justice and translate research findings for a broader audience. This team should lead environmental justice efforts developing timely policy reports and rapid-response documents to ensure relevant participation in policy debates. DOEE's Environmental Justice staff should analyze federal and state legislative proposals, administrative policies, and regulatory changes for environmental justice impacts. EJ staff should conduct quantitative and qualitative research based on environmental drivers. DOEE's Environmental Justice staff would be responsible for building and maintaining key relationships across the racial equity and justice field, including with allied organizations and policymakers. DOEE does not currently have any staff dedicated to this scope of environmental justice work, which is essential to address the racial and systemic inequities driving environmental injustice in the District of

Columbia's most marginalized communities. This EJ staff will manage the execution of DEI and EJ Action Plan across agency planning, accountability, communications, boards, and science divisions. This EJ staff shall lead the implementation of EJ community assessment, including coordinating community engagement and creating communication channels with communities. They would be dedicated to engage and coordinating across Partnership teams and integrating DEI and EJ commitments into practices. They will participate as an active member of the internal DEI working groups. And they shall serve as a Technical Advisors to support meaningful incorporation of EJ strategies and actions into storytelling of environmental justice outcomes for the District of Columbia. Staffing and building out the DOEE's Environmental Justice capacity is long-overdue, timely and necessary to move our communities from surviving to thriving.

Lead exposure and air pollution are two of the most critical issues impacting the lives of Black and Brown residents in the District of Columbia. DC Water estimates 80% of lead service lines will be removed on a block-by-block basis and through established customer-initiated programs, requiring our most marginalized residents to take proactive action to save their own lives. Lower-income communities may be unaware of the process to utilize this program, but they are at highest risk and need for lead pipe replacement. The NAACP requests you allocate sufficient budget funding to replace all lead service lines by 2030. We urge you to prioritizing communities of the lowest incomes. And, we urge you to allocate funding to provide free water filters to all DC residents, specifically low to median income customers, supporting access to lead free water while the lead pipe replacement program is being implemented through 2030. Lead exposure's impact on human neurological and reproductive health is a health hazard. We are requesting:

- Removal the administrative burden of replacing of all Lead Service Lines, while prioritizing communities of the lowest incomes. Declare the continued use of Lead Service Lines as a public health and safety hazard directing the removal of all lead service lines in DC.
- Provide free water filters to all DC residents, specifically low to median income customers, supporting access to lead free water while the lead pipe replacement program is being implemented through 2030.
- Allocate sufficient budget funding to replace all lead service lines by 2030, even if it means using local dollars in addition to federal infrastructure dollars.
- Identify households connected to lead water service lines with children aged 6 and under (Disaggregated by Ward) and immediately prioritize full replacement of the lead water service lines in those highly, impacted areas.

Secondly, asthma is a critical health epidemic disproportionality impacting Black and Brown children in DC. Children living in wards 7 and 8 are 20 times more likely to go to the hospital emergency rooms for their asthma than children living in ward 3. The NAACP urges you to allocate sufficient funding to support DCHA/DCRA increased inspection of environmental hazards. The NAACP urges you to allocate funds to reduce air pollution on I-295 ad I-395 corridors adjacent to residential areas of Anacostia and other affected areas of wards 7 & 8.

- Establish Memorandum of Understanding (MOUs) between District of Columbia agencies that share responsibility for addressing health hazards in housing to facilitate referrals for housing code inspections when children are identified with lead poisoning or experience an exacerbation of their asthma that is housing related.
- Require inspections of public and private rental properties annually and at time of turnover to ensure that they are lead safe and free of asthma triggers
- Incorporate into the code enforcement framework the authority to implement building wide inspections when a sick child has been identified in one unit of a property housing multiple families or when more than one housing complaint has occurred for similar reasons (e.g. pest infestation) in a multifamily property.
- Allocate sufficient financial and technical resources to nonprofit organizations that can enable Tenant Associations (TAs), Resident Councils (RCs) and similarly constituted residential housing bodies (in properties receiving DC government funds or constructed with public subsidies) to strengthen their capacities to independently monitor and assess DCHA/DCRA efforts to identify, remediate and resolve environmental hazards.
- Prepare an annual report for the Council analyzing data on housing code violations and housing improvements such as lead remediation and lead service line replacement in homes and attempting to correlate addresses from data on elevated blood lead levels and/or asthma exacerbations in children.

On behalf of the Washington, DC Branch of the NAACP, we strongly urge you to implement these actions immediately. Thank you!

Respectfully Submitted,

Akosua Ali
President
NAACP DC Branch

Sincerely,

Neil Boyer
Environmental & Climate Justice Chair
NAACP DC Branch

Government of the District of Columbia
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ANC 3/4G Testimony Before the
Committee on Transportation and the Environment
FY 2023 Budget Hearing
Department of Energy and Environment
March 29, 2022

Chairperson Cheh and members of the Committee on Transportation and the Environment, I am Randy Speck, Chair of ANC 3/4G. Thank you for the opportunity to testify about the Department of Energy and Environment's (DOEE's) budget for FY 2023.[1] I am testifying on behalf of our Commission, which authorized this testimony at its properly noticed March 28, 2022 public meeting by a vote of 5 to 0 (a quorum being 4). In addition, I am one of two public representatives appointed by the Council to the Lead Service Line Replacement Task Force (LSL Task Force) created as part of the Fiscal

[1] See "FY 2023 Proposed Budget and Financial Plan," March 16, 2022, Volume 4, Agency Budget Chapters — Part III, (Proposed Budget) pages F-15 through F-25.

Year 2022 Budget Support Act of 2021.[2] My testimony focuses on DOEE's proposed budget as it relates to lead service line (LSL) replacement.

Lead free water should be a fundamental right of all District residents and it should be provided to DC Water customers without cost. DOEE plays a crucial role in protecting District residents' health because it dispenses and oversees federal funding to DC Water to replace LSLs. DC Water has committed to remove all of those LSLs by 2030. Last year, we urged the Council to allocate the $350 million that DC Water and DOEE's Director had requested to remove all LSLs.[3] At that time, DC Water estimated that this project would cost about $1 billion,[4] even though the costs incurred in other cities suggest that the District should require no more than about $228 million.[5]

Congress has earmarked money for LSL replacement in the American Recovery Plan Act (ARPA) and the Infrastructure Investment and Jobs Act. DOEE's proposed budget includes $10 million from ARPA that it will provide to DC Water in FY 2023 for

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[2] D.C. Code § 34–2162.

[3] ANC 3/4G Testimony Before the Committee on Transportation and the Environment FY 2022 Budget Hearing Department of Energy and Environment, June 14, 2021.

[4] DC Water, Lead Service Line Replacement Plan, June 2021, page 10.

[5] Finishing the Job of Getting Safe Water to the Tap: How Much Does it Cost to Replace Lead Service Lines?, Elin Warn Betanzo, Safe Water Engineering, LLC, October 2021, page 16.

LSL replacement.[6] Additional federal funds should be made available and should not be diverted to any other purpose. In addition, DC Water recently committed to supplement federal appropriations and to fully fund LSL replacement through its capital improvement plan.[7] Under this plan, however, DC Water expects that customers will pay for this commitment through expected rate increases.

The LSL Task Force is addressing funding sources for LSL replacement, and both the Task Force and the Council's independent contractor are examining the reasonable costs for replacing all of the District's LSLs by 2030. These analyses and recommendations may not be available before the Council must approve the FY 2023 budget. Nevertheless, we urge the Council to include provisions in the Budget Support Act that will require DOEE to ensure that all federal and local funds for LSL replacement are used solely for that purpose and not for DC Water's other capital improvements, e.g., water main replacement that is not required for LSL replacement. DOEE should require that DC Water itemize and transparently report how it uses federal and local funds.

The LSL Task Force is also examining ways to make the block-by-block LSL replacement more efficient and thereby reduce costs. This block-by-block approach should be more cost-effective than past piecemeal programs, which should be phased out

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[6] Proposed Budget, page F-25. This proposed federal allocation for FY 2023 is less than the $15 million that the Mayor proposed in DOEE's FY 2022 budget. The approved budget reallocated these funds for other purposes. "FY 2022 Approved Budget and Financial Plan," September 17, 2021, Volume 4, Agency Budget Chapters — Part III, page F-31.

[7] See DC Water Board of Directors Meeting, March 3, 2022. page 25.

to the greatest extent possible. In beginning to implement block-by-block replacements, however, DC Water has experienced a high rate of customer rejections — even when customers bear none of the costs. DC Water may be able to reduce the number of those rejections through better communications with customers, but the rate of customer rejection may still be too high to permit an efficient block-by-block program. Thus, the LSL Task Force will likely recommend that the Council enact a mandate that will require customers to allow DC Water to replace LSLs on their property and will provide customers with filters and other measures to protect themselves before and after replacement. Other jurisdictions have adopted such mandates as the best way to address these concerns.[8]

District residents have lived with the acknowledged health hazard posed by LSL for decades. DOEE, other District agencies, DC Water, and the Council must now use all available resources and tactics to fully rid the District of this unacceptable threat.

Thank you.

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[8] See City of Newark Code Title XVI, ch. 16:23, Mandatory Replacement of Lead Service Lines.

RE: Department of Energy and Environment Budget Oversight Hearing

Dear Councilmember Cheh and members of the Committee on Transportation and the Environment,

Thank you for the opportunity to testify. My name is Jamoni Overby, and I am the District of Columbia Conservation Advocate for the Audubon Naturalist Society, an organization that has been helping residents of the DMV enjoy, learn about, and protect nature for 125 years. On behalf of our 28,000 members and supporters, I would like to lend support for fully funding the Department of Energy and Environment at the proposed FY23 levels.

We are pleased overall with the funding proposed for DOEE in the Mayor's Proposed FY23 Budget and Financial Plan. In our experience, the DOEE is among the most competent and mission-driven agencies in the DC government. We do have concerns about funding for certain zero waste initiatives as well as comments on the budget for several specific programs. These concerns are outlined below.

ENERGY

To achieve the District's decarbonization goals, as laid out in the Clean Energy DC Plan, DOEE's energy programs must continue to drive the following key principles forward:

- reduce energy consumption by increasing energy efficiency;
- decarbonize the energy supply by increasing renewable energy resources and improving demand management and energy storage;
- electrify the building and transportation sectors, rapidly winding down the use of fossil fuels in these sectors; and
- pursue energy justice, ensuring that the District's most vulnerable residents receive top priority in the transition to clean energy, while ensuring they can access affordable energy and the health benefits of efficient, green housing.

<u>Building Energy Performance Standards (BEPS)</u>

Buildings account for 71% of all greenhouse gases produced in the District. To reduce emissions from buildings, DC's Building Energy and Performance Standards (BEPS) program requires that owners of large buildings improve their energy efficiency. We support robust funding for DOEE to implement BEPS, including $35 million for the Affordable Housing Retrofit Accelerator, created to help owners of multifamily affordable housing buildings comply with BEPS. DOEE has funding to reach out to houses of worship and senior care communities as well, offering no-cost energy audits as a first and essential step for improving energy efficiency.

Councilmember Cheh, Audubon Naturalist Society recommends that you increase the BEPS budget to include incentives for owners of large buildings to electrify all their systems rather than installing new gas systems. It is imperative that energy efficiency upgrades conducted to comply with BEPS also move our large buildings away from the use of fossil fuels. For example, installation of new, higher-efficiency gas boilers may enable building owners to achieve compliance with BEPS in the first compliance cycle-- but these new gas systems could remain in place for several decades, continuing to emit greenhouse gases and hampering the District's ability to transition away from the use of methane gas, a transition that is necessary to achieve our climate goals.

ANS (Audubon Naturalist Society) is concerned that the implementation of BEPS in DC government buildings is severely behind schedule. Although the Department of General Services (DGS) still has not completed and released its Strategic Energy Management Plan (SEMP), which is expected to provide

the roadmap for improving energy efficiency in DC government buildings and complying with BEPS, we have heard that the cost of implementation through several compliance cycles could cost as much as $300 million. While this is a significant sum, it should not be a barrier to complying with BEPS because BEPS will reduce energy expenditures and save taxpayers money for decades to come. Also, improvements in building energy efficiency will create a more comfortable environment in DC's schools, recreation centers, and government buildings for school children, teachers, government workers, and all community members who use these public buildings.

Therefore, it is essential that the Council provide robust funding in the DGS budget for BEPS implementation. DOEE is responsible for the implementation of BEPS in all non-governmental buildings and should not be burdened with the funding and implementation of BEPS for DC government buildings.

Councilmember Cheh, ANS urges you to coordinate with Councilmember Robert White and the Committee on Government Operations and Facilities to ensure that BEPS is fully implemented across all building types covered by the BEPS program.

Building Electrification

The Transportation and Environment's Committee's Fiscal Year 2022 Budget Report called for DOEE to explore strategies to cost-effectively transition buildings from fossil fuel heating systems to clean electric systems. Noting that DC cannot achieve carbon neutrality without transitioning away from using fossil fuel combustion to heat buildings and power appliances, the committee report stated:

"DOEE should explore and pursue strategies to promote electrification in buildings where it can be performed most cost-effectively, such as buildings with existing ductwork where only the gas or oil furnace needs to be switched to a heat pump. In the residential sector, buildings housing low- and moderate-income residents should be prioritized. Specifically, we encourage DOEE to implement a pilot program that provides a rebate for fossil fuel furnaces or boilers that are replaced with a heat pump, split between the HVAC contractor and the building owner, to provide both parties an incentive to replace fossil fuel heating systems with clean electric heat pumps. A smaller rebate could be provided for replacements of fossil fuel water heaters, which can be replaced cost-effectively in many cases. DOEE should also consider how larger buildings, such as churches, office buildings, and schools, could be incorporated into such a program, as they would require larger rebates to make the replacements affordable. This strategy will start electrifying the District by starting with properties that are the most cost effective. The Committee also encourages DOEE to undertake a public education campaign targeted at contractors and retailers selling large appliances, such as boilers, furnaces, and stoves, about the benefits of electrification. Many homeowners and developers rely on contractors and retailers to guide them on which appliances to buy for their home; it is the Committee's understanding that, despite the affordability and environmental benefits of electric boilers, furnaces, and other appliances, many contractors and retailers do not typically recommend these products to the average consumer. The Committee believes that DOEE could help transition many homes from fuel combustion to electric appliances simply through educating contractors and retailers on their benefits."

ANS fully agrees with the Transportation and Environment Committee. DOEE should initiate an electrification program. We believe the electrification program should focus on low- and moderate-income households and include both rental housing and homeowners. To date, DOEE has not initiated

a home electrification program. The DC Sustainable Utility (DCSEU) has created a small Low-Income Decarbonization Pilot. ANS applauds DOEE and DCSEU for this pilot program, but we believe DOEE's building electrification efforts should focus on homes that can be most cost-effectively electrified. The electrification effort should be scaled up significantly, covering far more homes and with substantial outreach about both the energy and climate benefits of the program and the health threats from burning fossil fuels in our homes. ANS calls on the Council to provide funding to DOEE for a far-reaching building electrification program.

Solar for All

ANS strongly supports continued robust funding for the Solar for All program. Since its inception in 2016, the program has been a core component of furthering the District's goals to combat the climate crisis and promote environmental justice. Solar for All assists in achieving aggressive targets for generating solar energy within the District. Solar for All provides critical relief for the disproportionate energy cost burden borne by low-income households, through participation in community solar projects or through the free installation of solar systems on individual homes.

As we noted in our oversight testimony, we are extremely concerned that Pepco, whether through incompetence or self-interested obstructionism, is failing to distribute accrued electricity bill credits to Solar for All's low-income beneficiaries. We applaud the Attorney General and Office of the People's Counsel for the complaint they recently filed with the Public Service Commission about Pepco's pattern of systemic violations of DC law on solar energy, including illegally denying payments to 6,000 Solar for All customers. We continue to urge DOEE to weigh in forcefully with the Public Service Commission as well.

Energy Affordability Division

ANS strongly supports the budget and activities of the newly-formed Energy Affordability Division, including the Weatherization Assistance Program, the Low Income Home Energy Assistance Program (LIHEAP), assistance with water utility bills, and remediation of lead and mold. We recognize that much of this funding comes from federal sources. To the extent that federal funds fall short of the needs in the District, we encourage the use of local funds to close the gaps. No DC resident should be forced to live without heating, cooling, or water. Nor should any DC resident be forced to live with lead or mold contamination.

WATER

The mayor's capital improvement plan has allocated $60M to design and construct a new multi-level indoor sports complex at RFK Stadium. If the capital improvement plan proceeds as budgeted, the agencies involved in this capital project are listed to be the Department of Parks and Recreation and the Department of General Services. We request that funding be allocated for DOEE to have a defining role in this process given the site's proximity to the Anacostia River, the fact that most of it is situated in the 100- and 500-year floodplain, and the project's importance to and impact on the overall health of the watershed and nearby communities.

The creation of a five-year capital improvement plan provides an even greater impetus for the development of a District-wide (and potentially even a multi-jurisdictional) comprehensive plan or framework that would guide and coordinate development projects along District waterways. This plan is much needed as evidenced by the different agencies involved in or leading projects that will affect District waterways including the redevelopment of Kenilworth Park (once the site is remediated), the

demolition and redevelopment of the RFK Stadium site, and the proposed bridge from the arboretum to Kenilworth Park.
We applaud DOEE for following the CDC's updated blood lead reference value (BLRV) from 5.0 µg/dL to 3.5 µg/dL. There remains uncertainty in the number of lead service lines requiring replacement to protect DC citizens from this well-known and highly toxic contaminant. Every year that contamination occurs, more children experience diminished neural function and mental development and reduced quality of life that will last *forever*. This is an area of the budget where every dollar makes a difference in public health outcomes. Councilmember Cheh, your recommendation for an independent cost estimate for this essential remediation should not delay fully budgeting this program even with existing uncertainties. This program should always be considered for additional funding whenever it is available. Audubon Naturalist Society exhorts the DC government to make budgeting for lead remediation a top priority.

Thank you for the opportunity to testify on the DOEE budget.

Jamoni Overby
DC Conservation Advocate, Audubon Naturalist Society

Audubon Naturalist Society
Connecting people with nature in the DC Region

Catherine Stratton Treadway
Budget_Oversight_Testimony_2022_0329_DOEE
March 29, 2022

Today I want to talk about invasive vines such as English ivy, wintercreeper, and porcelainberry, that are strangling and suffocating mature trees all over the city – along roadways, in schools and parks, and in other neglected corners of public and private properties.

Despite the best efforts of Casey Trees and Urban Forestry, DC lost 1% of its tree canopy last year and is still falling short of its goal of 40% canopy coverage. Now that we know the tremendous benefits of mature native trees to the health of our ecosystems, the health of communities, the cooling of our city, and the capture of stormwater, there seems little excuse for letting mature trees die by neglect and strangulation.

Our city's natural environment has been compromised over decades by the intentional and unintentional introduction of harmful exotic species, and by insufficient maintenance of our facilities and natural areas, including the tree canopy. This has contributed to the dramatic declines of many species of native birds, and significant losses of many native insects, trees, and other plants, all necessary to maintain a healthy environment for us all. 3 billion native birds have been lost in the US since 1970.

When a mature tree dies, we lose its ecological services. It falls or someone pays to cut it down and a new tree must be planted. And then we must wait for years for that tree to mature. The good thing is that small, but ongoing, investments now can save enormously on future costs and greatly benefit quality of life for residents of the District, both animal and human.

Here are some ways in which funding for Department of Energy and the Environment (DOEE) could help address this issue:

- Continue and expand the critical Forest Maintenance funding from the FY22 budget.

- Coordinate with DPR, DGS, and DDOT to **create** an **invasive species management plan** for all city properties, such as schools, rec centers, libraries, parks and natural areas. The first step towards doing this is to inventory and evaluate the status of each property with regard to invasive plants, including those that have escaped cultivation and those that were intentionally planted. Then a plan should be developed for each property to cut vines from trees, clear out other invasives, and replace invasive plants with native plants.
- (Re) Establish a volunteer corps of Weed Warriors supervised by trained city personnel to assist in removing invasive plants and restoring native trees and other plants; coordination of existing non-profit volunteer programs could be highly effective*.
- Continue to fund programs such as PRISM that work to identify and remove emerging invasive plants before they become very expensive problems.
- Fund the enforcement of the upcoming regulation of the sale and installation of invasive plants in the District.
- Develop and fund "Riversmart" type programs to educate homeowners about invasive plants on private property. Incentivise and help with removal of invasive plants and their replacement with native plants.

A commitment to these programs today will ensure the health of our city in future years.

*DC's Weed warrior program ended in 2014 but all the information and training materials are still up on the city's website.
https://doee.dc.gov/page/dc-cwma-weed-warrior-program

Health of our Ecosystems
Why you should plant Oaks
https://www.nytimes.com/2021/03/31/realestate/oak-trees-why-you-should-plant.html

Health of our Communities

Native Plants and Community Health
https://www.bostonglobe.com/2022/02/02/magazine/trees-are-more-than-scenery-theyre-social-justice-issue/

Cooling of our City
Trees and Climate Change mitigation
https://news.rice.edu/news/2021/super-trees-may-help-save-houston-and-beyond

Capture of Stormwater
Trees and Stormwater management
https://www.cwp.org/reducing-stormwater-runoff/

DC ENVIRONMENTAL
N E T W O R K

"The irony is that our growing empathic awareness has been made possible by an ever-greater consumption of the Earths energy and other resources, resulting in a dramatic deterioration of the health of the planet. We now face the haunting prospect approaching global empathy in a highly energy-intensive, interconnected world, riding on the back of an escalating entropy bill that now threatens catastrophic climate change and our very existence."
- Jeremy Rifkin, The Empathic Civilization, 2009

Committee on Transportation & the Environment Budget Oversight Hearing for the Department of Energy & Environment (DOEE)

March 29, 2022, NOON
DC Council Zoom Webinar

Testimony of Chris Weiss, Executive Director, DC Environmental Network (DCEN)

Good afternoon, Chairperson Cheh, other Councilmembers, DOEE Director Tommy Wells, and staff.

My name is Chris Weiss, and I am the Executive Director of the DC Environmental Network. I am testifying today regarding DC Mayor Muriel Bowser's proposed Fiscal Year 2023 budget for the District Department of Energy & Environment. A special thank you to DOEE Director Tommy Wells and his colleagues for participating in a DC Environmental Network budget briefing last Friday.

My thoughts are focused on DOEE and the climate crisis:

- **Stop using the District Department of Energy and the Environment as an ATM. (Restore the $22,489,688 from FY22 revenue.)**

Over the years the DC Environmental Network has had to coordinate efforts to push back against raids of millions of dollars from environmental special purpose and other DOEE funds that a key legislator, not here today, has wanted to use for other purposes.

Last year the District had a **once in a lifetime opportunity** to do climate crisis budget catch-up, and secure millions of American Rescue Plan Act (ARPA) dollars for programs that would

directly engage low to medium income consumer energy costs and inch our signature climate policy, Building Energy Performance Standards (BEPS), forward. These programs could be called the District's Green New Deal and included:

- **Solar for All (S4A):** To bring the benefits of solar energy to 100,000 low to moderate income families in the District of Columbia; to install solar on single family homes and develop community solar projects to benefit renters and residents in multi-family buildings; and help consumers see a 50% savings on their electricity bill by going solar.

- **Weatherization Assistance Programs (WAP):** To provides low-income residents the technical and financial assistance needed to help reduce their energy bills by making their homes more energy efficient. WAP performs energy audits and installs audit-recommended energy efficiency measures to help families maintain energy-efficient, safe, and healthy homes.

- **Building Energy Performance Standards (BEPS):** This signature program, BEPS, with meaningful standards to drive energy performance in existing buildings to help meet the energy and climate goals of the Sustainable DC plan — to reduce greenhouse gas emissions and energy consumption by 50% by 2032.

During the FY22 budget deliberations the Council used the DOEE as an ATM three times and raided over $22 million dollars over three years (FY22-24) from these very same, proven, equitable climate crisis initiatives.

- **These programs help people.** It's bad enough that money was raided from programs that would directly benefit low to moderate income DC families. It's even worse to squander an opportunity to take a leap forward towards implementing existing, effective, and equitable climate crisis polices.

- **DOEE is not an ATM!** We must stop thinking of DOEE, with its $220 million dollar budget, as an ATM. **Even with ARPA funds the District will spend only between 1-2% of its almost $20 billion dollar budget on environmental health and sustainability programs.** Even less than that is focused on efforts to save the District, and planet, from the economic and environmental disaster of climate change. When you look at the big picture it seems like our priorities are screwed up.

- **Climate change is a poverty creator!** If you think things are bad now, go read the latest U.N. climate crisis report. Unless we reduce our greenhouse gas emissions significantly in the next decade the potential environmental and economic impacts that will result will make the District's struggles with health, housing, Paid Leave, and other challenges, look small in comparison. **Climate change is an economy destroyer and poverty creator. We need to mitigate and adapt now. We will pay a price if we do not engage the climate crisis more aggressively.**

The DC Environmental Network's climate crisis budget recommendations. We are running out of time!

A. **Make sure the $22 million is put back into DOEE climate crisis programs.** We were told a promise had been made by Chairman Mendelson to restore all $22 million dollars to Solar for All, Weatherization, and Building Energy Performance Standards. (BEPS). Even with our DOEE budget briefing on the Mayor's proposed budget we are not clear on what has happened to the raided funds.

B. **2023 is the year we need to start making our 840 government buildings compliant with Clean Energy DC commitments:** If passed this year, your "Clean Energy DC Building Code Amendment Act of 2021" does an excellent job of requiring that all new DC government buildings be net-zero and comply with Clean Energy DC commitments. The Executive was supposed to have released the Strategic Energy Management Plan for [existing] District Buildings (SEMP) on January 1st of 2020. Where is it? Luckily, DC does not need the plan to start moving forward to help existing District government buildings comply with Building Energy Performance Standards. We have all the expertise we need in-house. **We are hoping you can work with Councilmember Robert White, and us advocates, to secure at least some of the $300 million dollars the Department of General Services (DGS) will need in the coming years to make all our government buildings Clean Energy DC compliant.**

C. **Fair and Equitable Retrofits:** Along these lines the DC Environmental Network supports as much as possible, prioritizing, existing and new funding, for multifamily affordable housing retrofits to bring healthy and BEPS compliance buildings to all District residents. This is a question of equity and fairness.

D. **Let's direct more funding to DC home electrification programs that are already in motion:** Because of this committee's efforts, both DOEE and DC SEU have already initiated momentum towards creating and/or expanding home electrification programs for low and moderate-income households. Anything that can be done through the FY23 budget to support and speed up implementation of these efforts, can help DC get on track towards achieving our climate goals.

Thank you.

The DC Environmental Network (DCEN) founded in 1996 — is working toward a vision of rebuilding Washington, DC's neighborhoods, and communities for long-term economic and environmental sustainability — accomplishing this by protecting, restoring, and enhancing, the Capital City's urban environment.

Council of the District of Columbia

The Committee on Transportation and the Environment

Fiscal Year 2023 Budget Hearing

The Honorable Mary Cheh, Chairperson

District of Columbia Sustainable Energy Utility

Testimony by Ted Trabue, Managing Director

March 29, 2022

Good afternoon, Councilmember Cheh and members of the Committee on Transportation and the Environment. For the record, I am Ted Trabue. For the past ten-and-a-half years, I have been the Managing Director of the District of Columbia Sustainable Energy Utility (DCSEU). I am a fourth-generation Washingtonian and a resident of Ward Four.

In Fiscal Year (FY) 2022, the DCSEU has a total budget of $57,744,844. This budget includes $21 million as part of our core contract connected to the DCSEU's six Performance Benchmarks. The budget also includes $15 million designated for Solar for All, where all funding is derived from the American Rescue Plan Act (ARPA). The budget also includes $400,000 to operate the Train Green Sustainable Energy Infrastructure Capacity Building and Pipeline (SEICBP) program, the third year the DCSEU will be operating this program, as well as $600,000 to run a new HVAC Replacement program designed to electrify heating and cooling systems in income-qualified single-family residences. In FY 2023, the DCSEU's proposed budget is $53,755,156. While the budget for Solar for All has not been finalized, the DCSEU will be in close communication with DOEE to understand the funding level available in FY 2023.

The Affordable Housing Retrofit Accelerator Initiative

In FY 2022 the DCSEU has also been allocated $21.2 million to design and implement the Affordable Housing Retrofit Accelerator initiative with the Department of Energy and Environment (DOEE). The budget for this initiative includes $18.2 million derived from ARPA funding. I would like to thank the District Government and DOEE for entrusting us with this additional funding, which is part of the DCSEU's new five-year option period contract. It is a tremendous opportunity to support the preservation and improvement of affordable housing and to ensure the community of property owners and managers has the additional technical and financial support it needs to meet the District's Building Energy Performance Standards, the

2021 BEPS. Buildings of various types throughout the District that are larger than 50,000 square feet must meet these standards by the end of 2026.

The partners involved with the Accelerator initiative are DOEE, the DC Green Bank, and the DCSEU. Together, we have made tremendous progress to quickly stand up this initiative and come to agreement on a program plan. Some of the initial projects for this program are well under way. However, it is clear to us at this point that we will not be able to move the entire $18.2 million by the end of this Fiscal Year. While we are confident that we will be able to expend all of the funds, it will not be within the next five-and-a-half months. Many of these projects, under normal conditions, would take at least a couple of years to evaluate, set up, and complete. We know how to get this work done, and we are working as fast as we can. However, I want to be fully transparent with the Council about exactly where we stand.

Our current contract allows that unspent funds from one fiscal year may be utilized in a subsequent fiscal year. It is my hope that we are able to carry over a portion of these FY 2022 ARPA funds for the Accelerator initiative into FY 2023. This carry-forward will ensure the affordable housing community can take full advantage of the funding to make improvements that will preserve affordable housing, make significant enhancements in residents' well-being, and cut energy consumption and emissions.

In addition, the District has ambitious goals to decarbonize and electrify buildings, goals that the DCSEU fully supports, and seeks to contribute to, under the Accelerator initiative. Electrifying some of these affordable multifamily buildings, however, will likely require extensive studies, planning, permitting, collaboration with the electric utility, and potential major infrastructure upgrades that are expected to affect the electrical grid.

We sincerely appreciate the trust the District and DOEE have put in us and our work. Our primary objective with regard to Accelerator initiative funding is to ensure these additional resources are used strategically and efficiently. We are committed to helping preserve and improve affordable housing, reducing greenhouse gas emissions through our work, and helping property owners and managers comply with the 2021 BEPS. We look forward to reporting on our progress throughout the remainder of FY 2022. We also appreciate the Council's consideration of our request to carry over these funds into FY 2023 to ensure building owners and residents are able to maximize the benefits the Accelerator initiative can bring them.

District of Columbia - State Legislative Board

Brotherhood of Locomotive Engineers and Trainmen
Rail Conference International Brotherhood of Teamsters
Amtrak / MARC / VRE

TESTIMONY

Herbert Harris Jr. – Chairman / State Representative
Brotherhood of Locomotive Engineers and Trainmen

FY 2023 Budget – Department of Energy & Environment

Good morning, Chairman Cheh. Thank you for the opportunity to provide comments to the Committee on Transportation and Environment on the proposed FY 2023 Budget – Department of Energy and the Environment (DOEE).

I am Herbert Harris, Jr., State Representative / District of Columbia – Brotherhood of Locomotive Engineers and Trainmen (BLET).

The Brotherhood of Locomotive Engineers & Trainmen is the oldest existing labor organization in the Western Hemisphere. This year we will celebrate 159th anniversary of our founding in 1863.

The BLET represents the Locomotive Engineers that work in the District of Columbia that operate Amtrak, Virginia Rail Express, MARC, and Terminal Operations in Union Station.

Our members operate: NEC (WAS – NYP), South (WAS - Florence South, Carolina), and West (WAS - Huntington, West Virginia and Pittsburgh, PA). Our members operate over 1600 miles of railroad in (7) states throughout the Mid-Atlantic region owned by Amtrak, Norfolk Southern, and CSX.

Today, my testimony will focus on the proposed FY 2023 budget for DOEE and the Rail Safety and Emergency Response Division.

DC Law 21-0254: "Rail Safety and Security Amendment Act of 2016" assigned rail safety oversight in the District of Columbia to DOEE.

The legislation authorized a state rail safety agency under the FRA 212 state rail program and a Railroad Advisory Board.

DOEE has successful established the Emergency Response and Rail Safety Division (ERRSD) and executed a cooperation MOU with the Federal Railroad Administration (FRA) for training and safety inspection oversight.

Proposed FY 2023 Budget – DOEE

Today, we support the FY 2023 budget proposal for DOEE and Rail Safety and Emergency Response Division. However, there is a major omission FY 2023 budget proposal.

The FY 2023 has no reference to establishment of the Railroad Advisory Board required under Title II – DC Law 21-254 or the technical and administrative support for the board

This issue raises serious concerns about the long-term commitment to rail safety five (5) years after the law authorized the Railroad Advisory Board.

In February 2023, we submitted our written concerns regarding the absence of the Railroad Advisory Board to Mayor Bowser, Deputy Mayors, DDOT, and DDOE.

Unfortunately, the March 24, 2022, response from DOEE was inept and woefully deficient. The letter regurgitated the exact language in the statue under Title II. It did not provide any relevant information or a proposed timeline for establishing the Railroad Advisory Board.

A copy of the written response has been provided to the Committee.

This is an important matter for the Council and this Committee. The Chairpersons of the Committee on Transportation & Environment and Judiciary & Public Safety both will make appointments to the Railroad Advisory Board.

We suggest an appropriate line of questions be directed to DOEE on this matter.

1. In FY 2023, what is the specific timeline for Administration to establish the delayed Rail Advisory Board?

2. In FY 2023, what is the DDOE budget request to facilitate technical and administrative support for the Railroad Advisory Board?

Railroad Fee Collection Program

DC Law 21-254, Section 108e. required the Administration and DOEE transmit to Council a Report and recommendation on the collection of fees related to hazardous material shipments by rail.

To date, we have no information on the status of the report and recommendation to the Committee on the collection of fees for transportation of hazardous material.

1. Is the DOEE undertaking a legal and financial review to develop a recommendation on fee collection from the Class I railroads? Will the passenger and commuter Class I railroads also be included in the fee assessment program?

2. What is the projected timeline for finalization of regulations and implementation of a program for collection of fees on the operating Class I railroads?

Currently, it is our understanding CSX is making an annual assessment payment to the District of Columbia. This assessment payment is exclusive of real property tax assessments on their Benning Yard facility in Ward 7.

The Committee should question DOEE about this assessment payment?

3. In FY 2022, how much was the CSX assessment payment to the District of Columbia?
4. Since 2018, has DOEE receive any of the assessment payments or has it been directed to the General Fund?

In previous testimony to this committee, we encouraged the establishment of a Rail Safety and Security Fund. The Rail Safety and Security Fund would enable DOEE to assess fees on the railroads; Amtrak, MARC, CSX, VRE, to augment appropriated funding for oversight and railroad safety inspections. We outlined a two-tier assessment program for commuter, passenger, and freight railroads operating into the District of Columbia.

2016 CSX Freight Derailment

The 2016 derailment of a 170 car CSX freight train in Ward 5 provided the most vivid example of the potential public safety risk posed by daily our railroad activity.

Fourteen (14) rail cars derailed with seven tanker cars leaking their contents including Sodium Hydroxide and Ethanol.

An empty tanker of liquified natural gas (LNG) hung precariously over Rhode Island Avenue. If punctured or ruptured, the tanker could have severely damaged or destroyed the Rhode Island Avenue – Metro Station.

The incident damaged critical infrastructure and threaten the surrounding neighbors.

- WMATA – Service Suspension: Red Line - Brookland, NoMa-Gallaudet, and Rhode Island Avenue stations.
- Utility Infrastructure – Washington Gas main damaged by derailment.
- MARC Commuter – Suspension of service on CSX Brunswick line from Western Maryland.
- Amtrak – Suspension of Capitol Corridor service from Chicago – Washington, DC.

FRA – Training / Field Inspections – ERRSD

Six (6) years after the 2016 derailment the District of Columbia has not benefitted from field inspections and observations by the ERRSD on the passenger, commuter, and freight railroads.

An estimated forty-four (44%) percent of the population of District of Columbia live or work adjacent to our rail corridors. The population density, residential, and commercial development in Wards 4-5-6-7 place new and old communities in the footprint of railroad corridors in the event of a railroad incident.

This economic growth places greater importance on the field observations and field inspections by the ERRSD to ensure the railroads are properly staffed and safely operated in our city.

Our members and the professionals working in the railroad industry welcome the trained and objective oversight and inspections of the railroad safety inspectors in the ERRSD.

The Committee should question the Agency on the status of FRA training and the projected timeline for ERRSD to initiate field observations and inspections.

3. What is the status of the training for the Rail Safety Inspectors with FRA?

4. What railroad disciplines are the railroad inspectors currently undergoing training?

5. What are the projected certification dates for railroad safety inspector training: classroom, field testing, and OJT with FRA?

6. In FY 2023, what are the cost reimbursements to the FRA under the MOU for the ERRSD training?

7. In FY 2023, what is the projected timetable for Rail Safety Inspectors to initiate field safety inspections of the Class I railroads operating in the District of Columbia?

Future Railroad Projects – District of Columbia

Several railroad projects will expand and change railroad activity in the region.

- CSX Virginia Avenue Tunnel
- CSX / National Gateway
- New Long Bridge / Virginia – District of Columbia
- Redevelopment of Union Station / Burnham Place Project

Federal Partnership – BIDEN Administration Development

The Infrastructure Investment and Jobs Act (IIJA) signed by President Biden provides $66 Billion dollars in federal support for the expansion and development of railroad projects.

Thirty six ($36) Billion dollars of the federal funding is designated for competitive federal and state grants. What is the plan for the District of Columbia / DOEE to compete for the available state grants? How will the District of Columbia / DOEE maximize or leverage the IIJA Act funding for safety improvements – Operation Lifesaver.

CONCLUSION

The District of Columbia is the transportation hub of the region. The future connection of the Mega-Region (Richmond – DC – Baltimore) by passenger and commuter rail elevates the importance of the ERRSD and a Railroad Advisory Board.

The District of Columbia should capture this moment and establish the Railroad Advisory Board bringing together the policy experts, agency heads, public safety, labor, and the railroad industry to develop sustainable railroad policy.

We have an opportunity to shape rail policy in the region provide counsel and advice to the Executive Branch and Council and protect the neighborhoods in the District of Columbia.

Finally, we encourage this year a joint hearing be scheduled with Committee Transportation and Environment and Committee on the Judiciary and Public Safety to evaluate the state of the railroad industry in the District of Columbia.

The previous joint railroad hearing held in 2015 revealed major operational and safety deficiencies by Railroad and Executive Agency.

Chairman Cheh and Members of the Committee thank you for the opportunity to provide this testimony on the FY 2023 Budget for the Department of Energy and Environment.

I am available to answer any questions from you and Members of the committee. Thank you.

ATTACHMENTS

March 24, 2022

Herbert Harris Jr.
Chairman / State Representative
P.O. Box 77871
National Capital Station
Washington, DC 20013

Dear Mr. Harris:

On behalf of Mayor Bowser, thank you for your outreach on this issue. Under the Rail Safety Amendment Act at the instruction of the Bowser Administration, the Department of Energy and Environment (DOEE) is working to set up the Rail Advisory Board.

The Board will consist of members as defined in the statute, as stated below:

§ 35–332. Rail Advisory Board.
(a) There is hereby established the Rail Advisory Board.

(b) The Board shall be composed of 9 members, appointed as follows:
(1) One member from a railroad carrier authorized to operate in the District of Columbia, appointed by the Mayor.
(2) Two labor representatives, appointed by the Mayor.
(3) One community representative appointed by the Chairperson of the Council committee with oversight over the Homeland Security and Emergency Management Agency.
(4) One community representative appointed by the Chairperson of the Council committee with oversight over the Department of Energy and Environment.
(5) The Director of the Homeland Security and Emergency Management Agency or the Director's designee,
(6) The Chief of the Fire and Emergency Medical Services Department or the Chief's designee;
(7) The Director of the District Department of Transportation or the Director's designee; and
(8) Director of the Department of Energy and Environment or the Director's designee.

(c) **(1)** The members of the Board appointed under subsections (b)(1) and (2) of this section shall serve 4-year terms.
(2) The members of the Board appointed under subsections (b)(3) and (4) of this section shall serve 3-year terms.
(d) The Board shall elect, by a majority vote, one of its members to serve as chairperson of the Board. The chairperson shall be elected at the Board's first meeting and biannually thereafter.

(e) The Board shall elect, by a majority vote, one of its members to serve as vice-chairperson of the Board. The vice-chairperson shall be elected at the Board's first meeting and biannually thereafter.

(f) Vacancies shall be filled in the same manner as the initial appointment. A member appointed to fill a vacancy shall serve for the remainder of the unexpired term.

(g) The Board shall meet, at a minimum, on a quarterly basis, at times to be determined by the Board at the Board's first meeting.

Thank you for your concern and outreach on this matter.

Sincerely,

Tommy Wells

BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN

District of Columbia — State Legislative Board

Amtrak / MARC / VRE

P.O. Box 77871 • National Capital Station • Washington, DC 20013-7871
Tel: (202) 298-4598 • E-mail: HHarris@DCSLB.org

Electronic & First Class Mail

Herbert Harris, Jr.
Chairman
State Representative

February 25, 2022

Crew Bases

Pittsburg, PA

Huntington, WV

Baltimore, MD

Washington, DC

Manassas, VA

Charlottesville, VA

Fredericksburg, VA

Richmond, VA

Raleigh, NC

Charlotte, NC

Florence, SC

Honorable Muriel E. Bowser
Mayor
District of Columbia
1350 Pennsylvania Avenue, N. W.
Washington, D.C. 20004

Re: D.C. Law 21-254
Rail Safety and Security Amendment Act of 2016
Title II - Railroad Advisory Board

Dear Mayor Bowser,

In 2017, the Rail Safety and Security Amendment Act of 2016 (D.C. Law 21-254) was enacted authorizing the creation of an Emergency Response and Rail Safety Division within the Department of Energy and Environment (DOEE).

Since enactment of the law, DOEE under the leadership of Director Tommy Wells established the Emergency Response and Rail Safety Division (ERRSD).

The commitment of DOEE to the ERRSD enabled the execution of a Memorandum of Understanding (MOU) with the Federal Railroad Administration (FRA) on safety coordination and training.

The establishment of the ERRSD is a significant accomplishment. The ERRSD will enable the effective oversight of railroad operations in the District of Columbia protecting railroad workers, residents, and the neighborhoods adjacent to our railroad corridors.

However, a key component of D.C. Law 21-254 has not been implemented by your Administration - Title II / Railroad Advisory Board. Title II establishes a nine (9) member Railroad Advisory Board for the District of Columbia.

The purpose of the Railroad Advisory Board is to advise the Mayor, the Council, the District Department of Transportation, the Homeland Security & Emergency Management Agency, and Department of Energy and Environment on matters pertaining to investigation and surveillance of federal rail safety laws.

The Rail Advisory Board shall:

1) Develop policy and recommendations on the allocation of District funding, railroad enhancements, development initiatives, rail safety, homeland security, and community relations.
2) Identify and develop projects and policies that mitigate the environmental impact of railroad operation and enhance that availability and utilization of railroad transportation in the District.

Administrative and Technical Support / Proposed FY 2023 Budget

Administrative and technical support for the Advisory Board are assigned to DDOT and DOEE. DDOT would be the primary support agency with supplemental support from DOEE.

The Fiscal Impact Statement prepared by the Office of the Chief Financial Officer (CFO) outlined the additional non-personnel services and expenses these agencies would encounter supporting the Advisory Board.

We strongly encourage funding for the administrative and technical support to the Advisory Board be included in the proposed FY 2023 budget.

Maryland and Virginia

We are experiencing a renaissance of passenger and freight rail activity in the National Capital region. Maryland and Virginia are both undertaking comprehensive evaluations of their rail operations and infrastructure with major capital investments and policy initiatives.

Commonwealth of Virginia has created a Passenger Rail Authority and purchased 350 miles of trackage and right-of-way from CSX between Arlington – Richmond, Va. Their rail investments the past twenty (20) years has made Virginia a national leader and rail transportation an economic development asset.

State of Maryland is planning the expansion of MARC commuter service on three commuter lines: Penn Line, Camden Line, and Brunswick lines. This session the Maryland General Assembly is considering major legislation to enhance state rail investments including authorizing reverse commuter service through the District of Columbia into Northern Virginia.

The coordination of rail policy in the District of Columbia is essential to protect critical infrastructure, maximize fluency, and minimize disruptions to the interstate rail system. What policy revisions and/or modifications should be made to the District of Columbia - State Rail Plan? Does current railroad policy support and complement the objectives of the updated MOVEDC plan?

The Rail Advisory Board provides the forum for discussions on these and other important topics. The member composition of the rail advisory board will provide diverse stakeholder perspectives contributing to comprehensive rail policies in the District of Columbia.

Collaborations / Major Infrastructure Projects

We are aware members of your administration; Office of the Deputy Mayor for Operations and Infrastructure and DDOT, are collaborating with State and Regional partners on major railroad infrastructure projects such as Long Bridge and Redevelopment of Union Station.

These two projects will have a significant impact on transportation and economic development in the region. Discussions on these and future District of Columbia railroad issues should be transparent and inclusive of all key stakeholders.

Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act (IIJA) signed by President Biden will provide $66 Billion dollars in federal support for the expansion and development of railroad projects.

Thirty six ($36) Billion dollars of the federal funding is designated for competitive federal and state grants. Rail projects will be proposed for corridors throughout the region; Central Valley / Shenandoah, Hampton Roads, and Western Maryland.

What is the plan for the District of Columbia to compete for the available state grants? How will the District of Columbia maximize or leverage the IIJA Act to fund safety improvements, infrastructure, or service expansion. This once-in-a generation federal partnership should be as a catalyst for creation of the Railroad Advisory Board.

Conclusion

The District of Columbia should capture this moment and bring together the policy experts, department heads, labor representatives, and railroad industry to outline a sustainable railroad vision.

We request an opportunity to meet with you or the appropriate agency head to discuss a timetable for establishing the Rail Advisory Board. We will make ourselves available to meet on any mutually agreeable date to discuss this matter.

If you or your staff have any additional questions, please feel free to contact me by email: HHarris@dcslb.org or telephone: 202-549-3947.

I look forward to our future conversation and the establishment of the Railroad Advisory Board.

With Warmest regards I remain,

Sincerely,

Herbert Harris Jr.
Chairman / State Representative

Cc: Lucinda Babers, Deputy Mayor for Operations and Infrastructure
Christopher Geldart, Deputy Mayor for Public Safety and Justice
John Falcicchio, Deputy Mayor for Planning and Economic Development
Everett Dodson, Director, Department of Transportation (DDOT)
Tommy Wells, Director, Department of Energy and Environment (DOEE)
Steve Walker, Director, Mayor's Office of Talent and Appointments

Councilmember Mary Cheh, Chairperson
Committee on Transportation & Environment
Council of District of Columbia

Councilmember Charles Allen, Chairperson
Chairperson – Committee on Judiciary and Public Safety
Council of District of Columbia

April 11, 2022

Dear Councilmember Cheh,

Founded in 1984, the Chesapeake Solar and Storage Association (CHESSA) represents businesses that develop and install solar power and energy storage in Maryland, Virginia, and the District of Columbia. Originally named the Maryland-DC-Virginia Solar Energy Industries Association (MDV-SEIA), CHESSA advances policy and regulations that build a robust and equitable solar and storage market in the region. CHESSA is an independent 501(c)6 organization and a recognized state affiliate of the Solar Energy Industries Association.

CHESSA has over 150 member companies, which represent over 1,200 DC-based workers who are involved in every facet of the solar and storage industries. Our members design, sell, integrate, install, maintain, and finance solar and energy storage equipment for residential, commercial, industrial, and institutional customers in Washington D.C. and throughout the region. Among our ranks are accountants, attorneys, builders, architects, electricians, plumbers, developers, and consultants, who together form the foundation of solar and storage in the District. CHESSA represents sole proprietors and publicly traded companies alike, and drives value to the residential, commercial, industrial, community, and utility-scale solar and storage sectors. CHESSA seeks to strengthen the market for solar energy and energy storage in the District of Columbia by advancing comprehensive, equitable policy. CHESSA members commit to industry best practices and responsible community development.

As you know, the rapid deployment of solar energy is a key component of the District's important climate mitigation and resiliency efforts. In response to strong policies supporting locally produced solar energy, the District's solar industry is growing rapidly. In fact, approximately 40% of the District's total solar energy capacity has been interconnected since the passage of the Clean Energy Omnibus Act of 2018. During that time, the solar industry has invested nearly $300 million in the District, and solar energy jobs and the number of residents benefiting from solar energy systems have similarly realized exponential growth. Trends suggest the industry will continue to invest hundreds of millions of dollars per year for the indefinite future.

As the Committee on Transportation and the Environment considers the Department of Energy and Environment's (DOEE) Fiscal Year 2023 (FY 2023) budget, CHESSA makes the following recommendations:

Maximize the Potential of the Solar for All Program to Serve Low-Income Residents by Exempting Solar for All Grants from Taxation

As you are aware, the Solar for All Program is the District's principal program aimed at equitably sharing the financial benefits of renewable energy generation. Solar for All has an ambitious goal of serving 100,000 low-income households by 2032, and in recent years, DOEE has made significant strides toward this goal—now serving over 5,000 households. However, the funding for this program is dependent upon the Renewable Energy Development Fund (REDF), which is subject to variations in the market for solar renewable energy credits, and is

experiencing a dip in revenue in FYs 22 and 23. In FY 22, the District was able to address this by allocating federal American Rescue Plan Act funds to the Solar for All Program. Unfortunately, the same was not done in FY 23. Further, the delivery of the program's benefits to low-income residents has been delayed by the utility billing issues troubling Community Renewable Energy Facilities (CREFs) across the District, as identified in the recent Joint Complaint and Request for Investigation filed on March 23, 2022, by OAG, DOEE, and OPC.

CHESSA is encouraged that the relevant District agencies are taking steps to address utility billing issues related to Solar for All CREFs but is discouraged to see a reduction in funding for Solar for All in FY 23, particularly when significant federal funding is available to allow the program to maintain the momentum it has seen in the last few years. With reduced funding allocated in FY 23, CHESSA recommends that the Committee ensure available funds are able to stretch as far as possible by amending D.C. Code § 47–1803.02 to exempt Solar for All grants from income taxation. Currently, grant amounts are taxed at 8.25% in the year they are awarded, reducing the amount of solar that can be built to serve Solar for All subscribers. CHESSA also encourages the Committee to exercise its oversight powers to ensure DOEE is continuing to grow and evolve the program by considering whether innovative financing models could increase the impact of available funds.

Allocate Funds for Renewable Energy Storage Grants

Although the District has made significant progress in expanding solar energy generation within its borders, we have yet to take significant steps towards incorporating energy storage with renewables. As you know, distributed energy storage is a key component of attaining climate resilience in the face of increasingly likely grid disruption events. In fact, storage paired with larger solar systems is necessary to create community resilience hubs, and the Sustainable DC Plan establishes a goal that a facility offering clean back-up power for critical needs be available within walking distance of every resident in the District by 2032.

Energy storage paired with solar systems can unlock increased renewable energy production in locations where a solar system is subject to curtailment. Curtailment is required by the electric utility to prevent export of solar energy to the grid in certain areas of the grid that are not designed to allow export. This is necessary when a system on a building in that area of the grid generates energy that cannot be used fully on site. Due to curtailment requirements, solar systems are often shut down or throttled at what would otherwise be times of peak generation. When curtailed systems are paired with energy storage devices, however, the excess energy can be diverted to storage and used on-site later in the evening or in the morning, when solar production is lower and the building would otherwise be drawing dirtier energy from the grid. As curtailment is primarily an issue for larger systems located on schools or other large buildings, pairing such systems with a battery could also allow the building to serve as a community resilience hub. Residential systems can benefit from being paired with storage devices, as well. In particular, residential systems that would otherwise be subject to distribution system upgrade costs from the utility, which have become more and more common over the past year,[1] may avoid those costs if they are paired with a storage device.

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[1] See Maxine Joselow, *Fees from Pepco Put Solar Panels Out of Reach, D.C. Residents Say*, Washington Post (February 23, 2022), https://www.washingtonpost.com/dc-md-va/2022/02/23/dc-solar-panels-pepco-fees/; and Clean

The District currently has very few programs incentivizing renewable energy storage, and the current price of storage systems puts them out of reach for most District residents, building owners, and solar providers. We expect the price of storage to decline in coming years, and we are hopeful the Public Service Commission (PSC) will adopt time-of-use rates that incentivize storage. Interconnecting and managing energy storage systems can be complex, however, and unless District renewable energy providers, the electric utility, and the PSC gain experience in pairing storage with renewables, the District will not be ready to adopt storage widely even when the costs come down and/or time-of-use rates are adopted.

To ensure the District is gaining the experience needed, CHESSA recommends that the T&E Committee include funds for renewable energy storage grants in the FY 23 budget. To maximize the renewable energy generation benefits of the grants, CHESSA recommends that the funds be available to commercial solar systems that are or would otherwise be subject to curtailment by the electric utility, and to residential systems that are or would otherwise be subject to distribution system upgrade costs. Based on input from members, CHESSA recommends the grants provide at least 30% of the cost of the storage device for commercial systems, up to $250,000, and 90% of the cost of the storage device for residential systems, up to $20,000.

Thank you for this opportunity to submit testimony, and for your championship of renewable energy, climate change mitigation, and sustainability in the District.

Respectfully,

Stephanie Johnson
Executive Director
Chesapeake Solar and Storage Association

Nicole Rentz
Washington, DC Committee Chair
Chesapeake Solar and Storage Association

Grid Advisors, *DC Residential Solar Interconnection Concerns,* filed February 17, 2022 on behalf of CHESSA, FC1050 - 318, RM40-2020-01-M-66, available at https://edocket.dcpsc.org/apis/api/Filing/download?attachId=145944&guidFileName=52fa3e11-820d-41bb-9ebd-14e4151f4e96.PDF.

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Testimony of Lara Levison
Sierra Club DC Chapter
Budget Hearing for the Department of Energy and the Environment
Committee on Transportation and the Environment
March 29, 2022

Introduction

Councilmember Cheh, thank you for the opportunity to testify at this budget hearing on the Department of Energy and Environment (DOEE) and for your strong leadership on environmental issues. My name is Lara Levison and I am the Energy Committee chair of the Sierra Club DC Chapter. The Sierra Club is the nation's oldest and largest environmental advocacy group. We have chapters in all 50 states. The DC chapter has about 3,000 dues-paying members.

We are mainly pleased with the budget proposed for DOEE in the Mayor's Proposed FY23 Budget and Financial Plan. We appreciate that DOEE is among the most competent and mission-driven agencies in the DC government. We do have some concerns about funding for certain zero waste initiatives as well as comments on the budget for several specific programs.

ZERO WASTE

Battery Stewardship and Donation and Reuse Programs

We were pleased to hear during the DC Environmental Network/Casey Trees DOEE Budget Briefing last Friday that DOEE has included FY23 funding to support the staffing of the Battery Stewardship and Donation and Reuse Programs. Moving forward, we seek to ensure that the Battery Stewardship Program is able to launch with no additional delays[1] and welcome the opportunity to comment on the battery stewardship plan, along with other environmental groups, before it is approved. We seek to ensure that District residents will be able to have convenient access to battery drop-off locations in all Wards. Likewise, we look forward to learning more about the contours of the Donation and Reuse Program and to being given an opportunity to comment on its plan in the near future.

Serve-on-Request Requirements

[1] The requirement to develop a battery stewardship plan has been postponed to January 1, 2023.

We salute the DOEE staff in the Watershed Protection Division who developed the DOEE's education and outreach initiatives related to the 2020 Zero Waste Omnibus Amendment Act's requirements for food service entities and food ordering apps to provide plastic utensils and other "disposable accessory food ware" items only upon the request of a customer. The Sierra Club worked closely with the DOEE team on developing an education and outreach plan and continues to support these efforts, including by distributing DOEE flyers to District restaurants. Moving forward, we urge DOEE to actively enforce the District's serve-on-request requirements for both food ordering apps and restaurants since takeout orders continue to include unrequested items, creating unnecessary trash.

Grants for Reusable Food Service Ware

Likewise, Sierra Club was pleased to work with the Watershed Protection Division—including sharing our expertise on reusable food service ware—as DOEE sets up a grants program for reusable food service ware, another 2020 Zero Waste Omnibus Amendment Act requirement. We were dismayed to learn that funding for reusable food ware had not been included in the Mayor's FY23 Proposed Budget and Financial Plan.

The Transportation and the Environment Committee's Fiscal Year 2022 Budget Report explains the vital role reusable food service ware plays in preventing waste[2] and made clear that funding for staff and grants was foreseen for at least four years.[3] We urge DOEE and the Counsel to ensure that both staff and recurring nonpersonal funding is included not only in the FY23 budget, but in future budgets as well.

The District, as we all know, continues to struggle to meet its waste diversion goals.[4] At the same time, progressive jurisdictions are moving beyond *waste diversion* measures to embrace *waste prevention* measures. There is likely no stronger waste prevention measure than replacing the mountains of single-use food service ware used by District food service entities

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[2] p. 70, Committee on Transportation and Environment Fiscal Year 2022 Budget Report at https://static1.squarespace.com/static/5bbd09f3d74562c7f0e4bb10/t/60dcc163460aee56e1faf522/1625080164706/T%26E+FY22+budget+draft+report.pdf. "Disposable food service ware, such as cups, utensils, and takeout containers, represents a major portion of single-use items in the District, and is among the most commonly found items at beach cleanups. The staggering amount of waste produced by disposable food service ware has become especially apparent to District residents eating takeout at home during the pandemic. . . .The legislation establishes a grant or rebate program at DOEE to support reductions in the use of disposable food service ware.

[3] Ibid. "This expanded food service ware program will require a new program staffer, as well as nonpersonal funding for grants and administration and outreach. **Therefore, the Committee increases the budget for (2080) Watershed Protection by $344,000 in FY 2022 and $1,387,000 over the four-year plan. These funds will cover 1 additional FTE and $265,000 in recurring nonpersonal funds.** (emphasis in the original).

[4] The District's goal is to divert 80% of its waste from landfills and incinerators by 2032. Its latest citywide waste diversion rate is a paltry 16.11% according to the CY 2018 Annual Waste Diversion Report available here: https://dpw.dc.gov/node/1210967.

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with reusable food service ware. That's because, sadly, much of the District's "compostable" or "recyclable" food service ware is thrown in a trash bag and later incinerated or landfilled.

Recent policy proposals foresee a future where reusable takeout container services operate as a government utility—providing the pickup, washing, sanitation and delivery of reusable takeout containers—to create local green government jobs, reduce trash hauling costs and prevent waste from being created. Today's mini-grant program has the potential to grow into such a greenhouse-gas-reducing, job-creating, waste-prevention dynamo. California is already moving in this direction with its proposed legislation to provide widespread dishwashing capacity to public schools and community colleges.[5]

This is the direction we should be headed, by adequately funding the DOEE "Ditch the Disposables" program. We urge Council to at least double FY22's modest allocation and confirm continuity in staffing this program. The alternative would condemn the District to remain mired in a regressive and harmful throw-away model.

Because reusable food service ware holds so much potential, we also urge Council to amend the 2020 Zero Waste Omnibus Amendment Act—once restaurants recover from the Covid-19 pandemic—to re-introduce the requirement for reusable food service ware for on-site dining, as was included in the 2019 version of the bill. We also urge Council to require reusable food service ware in entertainment and sports venues. The District would join a growing number of jurisdictions that recognizes that reducing our use of these products not only cuts waste, but is also a vital component of our greenhouse gas reduction strategy.

Putting an End to Plastic Bags

Over ten years ago, the District implemented a five cent bag fee on single-use plastic bags. DOEE collects more than $2 million annually from the bag fees which it uses to fund a series of worthy environmental programs[6]. Perversely, this means that the true cost of funding these programs is injecting at least 40 million plastic bags annually into our waste stream.[7]

Single-use film bags cannot be placed in the District's blue curbside recycling bins. Recyclable items placed in one of these bags also cannot be recycled, and these bags harm recycling sorting machines when they slip through. With plastic production projected to double over the next twenty years and triple by 2050, we should be adopting policies that curtail plastic use rather than encourage its ongoing production. We therefore urge the Council to join states like New Jersey and New York in moving to ban single-use plastic grocery bags. At the same time,

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[5] See CA SB 1255.

[6] More details on the fund, its income and project spending are available here: https://doee.dc.gov/sites/default/files/dc/sites/ddoe/publication/attachments/FY20%20Anacostia%20River%20Clean-up%20and%20Protection%20Fund%20Summary%20Report.pdf

[7] Forty million bags annually is likely an underestimate, since only a portion of the five-cent fee goes into the Anacostia River CleanUp and Protection Fund, and we have not reached full compliance with the bag fee.

we urge Council to allocate funds from other sources to ensure continuity of the worthy environmental programs currently funded through the bag fee.

We can suggest one potential alternative funding source. DC stands to net millions in unpaid traffic ticket fines from drivers in DC, Maryland, and Virginia if it pursues and implements options for holding those drivers accountable for their traffic violations[8]. Using revenue like this to drive sustainability and clean water goals, while eliminating the plastic bag fee by fully banning plastic bags, would drive two of the city's goals at once: Vision Zero and Zero Waste.

WATER

The Mayor's budget has allocated $18.5M for a new pedestrian and bicycle bridge to Kingman Island. We request clarification as to the plans, drawings, or ideas that went into the discussion of a future bridge. The $8.9M reduction in funding to watershed protection is substantial. Please clarify which programs or projects will be affected.

The Mayor's capital improvement plan has allocated $60M to design and construct a new multi-level indoor sports complex at RFK Stadium. The Sierra Club DC Chapter has not yet taken a position on the Mayor's proposal for an indoor sports facility. However, if the capital improvement plan proceeds as budgeted, the agencies involved in this capital project are listed to be the Department of Parks and Recreation and the Department of General Services. We request that funding be allocated for DOEE to have a defining role in this process given the site's proximity to the Anacostia River, the fact that most of it is situated in the 100- and 500-year floodplain, and the project's importance to and impact on the overall health of the watershed.

The creation of a five-year capital improvement plan provides an even greater impetus for the development of a District-wide (and potentially even a multi-jurisdictional) comprehensive plan or framework that would guide and coordinate development projects along District waterways. This plan is much needed as evidenced by the different agencies involved in or leading projects that will affect District waterways including the redevelopment of Kenilworth Park (once the site is remediated), the demolition and redevelopment of the RFK Stadium site, and the proposed bridge from the arboretum to Kenilworth Park.

We applaud DOEE for following the CDC's updated blood lead reference value (BLRV) from 5.0 µg/dL to 3.5 µg/dL. There remains uncertainty in the number of lead service lines requiring replacement to protect DC citizens from this well known and highly toxic contaminant. Every year that contamination occurs results in more children whose neural function, mental

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[8] See, e.g.,"Maryland and Virginia drivers owe D.C. more than $370 million in outstanding traffic and parking fines," Washington Post, October 4, 2020 at https://www.washingtonpost.com/local/trafficandcommuting/maryland-and-virginia-drivers-owe-dc-more-than-370-million-in-outstanding-traffic-and-parking-fines/2020/10/04/c11a1df6-030c-11eb-b7ed-141dd88560ea_story.html.

development and quality of life will be *forever* diminished. This is an area of the budget where every dollar makes a difference in public health outcomes. Councilmember Cheh, your recommendation for an independent cost estimate for this essential remediation should not delay fully budgeting this program even with the existing uncertainties. This program should always be considered for additional funding whenever it is available. DC can not overemphasize budgeting for this program.

ENERGY

To achieve the District's decarbonization goals, as laid out in the Clean Energy DC Plan, DOEE's energy programs must continue to drive these key principles forward:

- reduce energy consumption by increasing energy efficiency;
- decarbonize the energy supply by increasing renewable energy resources and improving demand management and energy storage;
- electrify the building and transportation sectors, rapidly winding down the use of fossil fuels in these sectors; and
- pursue energy justice, ensuring that the District's most vulnerable residents receive top priority in this transition and that they can access affordable energy and the health benefits of efficient, green housing.

Building Energy Performance Standards

Buildings account for 71% of all greenhouse gasses in the District.[9] To reduce emissions from buildings, DC's Building Energy and Performance Standards (BEPS) program requires that owners of large buildings improve their energy efficiency. We support robust funding for DOEE to implement BEPS, including $35 million for the Affordable Housing Retrofit Accelerator, created to help owners of multifamily affordable housing buildings comply with BEPS. DOEE has funding to reach out to houses of worship and senior care communities as well, offering no-cost energy audits as a first and essential step for improving energy efficiency.

Councilmember Cheh, the Sierra Club recommends that you increase the BEPS budget to include incentives for owners of large buildings to electrify all their systems rather than installing new gas systems. It is imperative that energy efficiency upgrades conducted to comply with BEPS also move our large buildings away from the use of fossil fuels. For example, installation of new, higher-efficiency gas boilers may enable building owners to achieve compliance with BEPS in the first compliance cycle--but these new gas systems could remain in place for several decades, hampering the District's ability to transition off the use of methane gas as is necessary to achieve our climate goals.

The Sierra Club is concerned that the implementation of BEPS in DC government buildings is severely behind schedule. Although the Department of General Services still has not completed and released its Strategic Energy Management Plan (SEMP), which is expected to provide the

[9] Greenhouse Gas Inventory, DOEE

roadmap for improving energy efficiency in DC government buildings and complying with BEPS, we have heard that the cost of implementation through several compliance cycles could be around $300 million. While this is a significant sum, complying with BEPS will reduce energy expenditures and save taxpayers money for decades to come. Also, improvements in building energy efficiency will create a more comfortable environment in DC's schools, recreation centers, and government buildings for school children, teachers, government workers, and all community members who use these buildings.

Therefore, it is essential that the Council provide robust funding in the DGS budget for BEPS implementation. DOEE is responsible for the implementation of BEPS in all non-governmental buildings and should not be burdened with the funding or implementation of BEPS for DC government buildings.

Councilmember Cheh, the Sierra Club will raise these issues in more detail in the Department of General Services (DGS) oversight hearing, and we urge you to coordinate with Councilmember Robert White and the Committee on Government Operations and Facilities to ensure that BEPS is fully implemented across all building types covered by the program.

Building Electrification

The Transportation and Evnrioment's Committee's Fiscal Year 2022 Budget Report called for DOEE to explore strategies to cost-effectively transition buildings from fossil fuel heating systems to clean electric pumps.[10] Noting that DC cannot achieve carbon neutrality without transitioning away from using fossil fuel combustion to heat buildings and power appliances, the committee report stated:

> DOEE should explore and pursue strategies to promote electrification in buildings where it can be performed most cost-effectively, such as buildings with existing ductwork where only the gas or oil furnace needs to be switched to a heat pump. In the residential sector, buildings housing low- and moderate-income residents should be prioritized. Specifically, we encourage DOEE to implement a pilot program that provides a rebate for fossil fuel furnaces or boilers that are replaced with a heat pump, split between the HVAC contractor and the building owner, to provide both parties an incentive to replace fossil fuel heating systems with clean electric heat pumps. A smaller rebate could be provided for replacements of fossil fuel water heaters, which can be replaced cost-effectively in many cases. DOEE should also consider how larger buildings, such as churches, office buildings, and schools, could be incorporated into such a program, as they would require larger rebates to make the replacements affordable. This strategy will start electrifying the District by starting with properties that are the most cost effective. The Committee also encourages DOEE to undertake a public education campaign targeted at contractors and retailers selling large appliances,

[10] Fiscal Year 2022 Committee Budget Report, Committee on Transportation & Environment, July 1, 2021.

> such as boilers, furnaces, and stoves, about the benefits of electrification. Many homeowners and developers rely on contractors and retailers to guide them on which appliances to buy for their home; it is the Committee's understanding that, despite the affordability and environmental benefits of electric boilers, furnaces, and other appliances, many contractors and retailers do not typically recommend these products to the average consumer. The Committee believes that DOEE could help transition many homes from fuel combustion to electric appliances simply through educating contractors and retailers on their benefits.

The Sierra Club fully agrees with this Committee that DOEE should initiate an electrification program. We believe it should focus on low- and moderate-income households and include both rental housing and homeowners. DOEE has not initiated a home electrification program. The DC Sustainable Utility (DCSEU) has created a small Low-Income Decarbonization Pilot. The Sierra Club applauds DOEE and DCSEU for this program but we believe DOEE's building electrification efforts should focus on homes that can be most cost-effectively electrified. The effort should be scaled up significantly, covering far more homes and with substantial outreach about both the benefits of the program and the health threat of burning fossil fuels in our homes. The Sierra Club calls on the Council to provide funding to DOEE for a building electrification program.

Solar for All

The Sierra Club strongly supports continued robust funding for the Solar for All program. Since its inception in 2016, the program has been a core component for furthering the District's goals to both combat the climate crisis and promote environmental justice. It assists in achieving our aggressive targets for generating solar energy within the District and provides critical relief for the disproportionate energy cost burden borne by low-income households, through participation in community solar projects or through the free installation of solar systems on individual homes.

As we noted in our oversight testimony, we are extremely concerned that Pepco, whether through incompetence or self-interested obstructionism, is failing to distribute accrued electricity bill credits to Solar for All's low-income beneficiaries. We applaud the Attorney General and Office of the People's Counsel for the complaint they recently filed with the Public Service Commission about Pepco's pattern of systemic violations of DC law on solar energy, including illegally denying payments to 6,000 Solar for All customers.[11] We continue to urge DOEE to weigh in forcefully with the Public Service Commission as well.

Energy Affordability Division

The Sierra Club strongly supports the budget and activities of the newly-formed Energy Affordability Division, including the Weatherization Assistance Program, the Low Income Home Energy Assistance Program (LIHEAP), assistance with water utility bills, and remediation of lead

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[11] In the Matter of the Complaint and Investigation into Potomac Electric Power Company's Community Renewable Energy Facility Practices, Office of Attorney General & Office of People's Counsel, March 23, 2022

and mold. We recognize that much of this funding comes from federal sources. To the extent that federal funds fall short of the needs in the District, we encourage the use of local funds to close the gaps. No DC resident should be forced to live without heating, cooling, or water. Nor should any DC resident be forced to live with lead or mold contamination.

Energy Efficient Appliances

Councilmember Cheh, thank you for your leadership in passing the Energy Efficiency Standards Amendment Act of 2020, which the Sierra Club vigorously supported, and in obtaining funding in the FY22 budget for implementation. Strong appliance standards reduce energy and water use, save money for consumers, and reduce greenhouse gas emissions. We were pleased to hear that DOEE has hired a staff person who started yesterday (March 28) to be responsible for enforcement of the appliance efficiency standards.

Thank you for the opportunity to testify on the DOEE budget.

Testimony of Antoine M. Thompson
Executive Director
Greater Washington Region Clean Cities Coalition
Before the
City of Washington, DC
Transportation and Environment Committee
Budget Oversight Hearing
March 29, 2022

Dear Chair Cheh and members of the Transportation and Environment Committee,

Good afternoon.

My name is Antoine M. Thompson, Executive Director of the Greater Washington Region Clean Cities Coalition (GWRCCC). I am also a homeowner in Upper Marlboro, Maryland. Our Coalition is one of the 90+ Clean Cities Coalitions around the country supported by the US Department of Energy. We are a public-private partnership composed of representatives of the Metropolitan Washington Council of Governments, the District government, regional governments, national trade associations, public and private companies and public utility companies including Washington Gas. We are headquartered in the District of Columbia and have programmatic responsibility for the region including District of Columbia, Northern Virginia and Maryland.

The mission of our Coalition is to promote the use of clean domestic fuels to assure our nation's and region's climate security, energy independence and clean air by reducing our dependence on gasoline and diesel transportation fuels.

I personally have been engaged in the clean transportation work for more than 20 years, including being a New York State Senator and the former chair of the NY Senate Standing Committee on Environmental Conservation championing green initiatives, climate justice, and expanding access to and investments in public transit.

I am here to give testimony regarding the proposed city budget.

I would like to thank the Council and the various departments for their leadership in promoting alternative fuels in transportation. Thanks also to the Department of Energy for its past and present efforts in building alternative fuel corridors as well as to DOT, DDOT, DPW and DC Water for their support of EV charging, circulator buses and promoting biodiesel in vehicles.

First of all, GWRCCC strives to ensure a just and equitable clean energy transition. It is important to accelerate the investment of local dollars to address equity issues in the district including access to clean air in vulnerable and underserved communities. We know that food deserts and banking deserts exist in DC, but now there also exists charging deserts. Improving air quality in DC for all communities requires public investment in improving public charging throughout DC. GWRCCC asks the city to invest local resources into ensuring access to EV charging in DC's public spaces in the next 24 months by installing charging stations at public parks, recreation centers, schools, libraries, senior centers, government buildings and train stations. We would like the Council and the Mayor to fund two pilot curbside charging projects, including signage indicating that access to charging is free and public.

Second, GWRCCC asks that the city invest in our SAVE Program. The SAVE (Support and Assistance for Vehicle Electrification) Program would provide financial assistance to homeowners, small businesses, individuals, and non-profits to retrofit homes and businesses for EV charging. SAVE would also provide financial assistance for individuals and businesses to purchase new and used electric vehicles.

Finally, GWRCCC asks the committee to create an Environmental Equity Commission to report to the council and the mayor annually on its environmental equity findings.

Thank you again for your time, your leadership, and your assistance.

March 29, 2022

Councilmember Mary Cheh
Committee on Transportation and the Environment
1350 Pennsylvania Avenue, NW, Suite 108
Washington, DC 20004

Subject: Casey Trees Comments for the Budget Oversight of the Department of Energy and Environment

Good afternoon, Councilmember Cheh, Committee members and staff.

My name is John Boland, and I am the Policy & Advocacy Associate at Casey Trees. Our mission at Casey Trees is to restore, enhance and protect the tree canopy of our nation's capital. To accomplish this, we plant trees, advocate for stronger tree and green space protections, and educate the public on the benefits of trees. Thank you for the opportunity to submit comments on the proposed FY 2023 budget for the Department of Energy and Environment.

Green spaces awash in trees have long defined DC. They are aesthetically beautiful, offer ecosystem benefits such as stormwater treatment and heat island cooling, and, in these last two years, have become instrumental in how we come together as communities and neighbors. Not to mention the famous cherry tree blooms we are right in the middle of. We are very proud of the work we have accomplished in partnership with DOEE to increase canopy coverage across DC, and of the commitment that the District government has made to this work. Future generations are relying on what we accomplish now to ensure their ability to have a healthy environment.

We learned this year that, over the course of 2015 – 2020, DC's tree canopy shrunk by 1%, from 38% to 37%. This is the equivalent of losing 400 acres of tree cover, or roughly the size of the National Mall. Development is a natural and necessary part of a city's evolution, but we must do better to ensure that we are not losing what makes DC so incredible along the way. Our goal, as included in the Sustainable DC2.0 plan, is to achieve and maintain 40% canopy coverage by 2032. We are now a decade away from that deadline and, while we have made great strides over the last decade, we must be as diligent as ever to protect and expand our tree canopy given that our progress is more fragile than we once thought.

Last year's budget for DOEE included an unprecedented windfall in federal assistance through the American Rescue Plan Act. Many of these funding increases were in one-time federal funds, but we are happy to see that programmatic budgets across the board are above their pre-ARPA levels. We are grateful that the District government recognizes the importance and value of many programs that benefited from ARPA funding, which have now been covered by local funds.

To be more specific, the Natural Resources administration within DOEE is home to many of the conservation programs that benefit our tree canopy goals. Green infrastructure projects are a source of significant overlap between Casey Trees and DOEE. Best Management Practice – BMP – maintenance should be built into DOEE's budget as a permanent yearly expenditure.

RiverSmart Homes is a source of new tree plantings on private property and emphasizes the role of trees as the most efficient form of green infrastructure. With support from RiverSmart, Casey Trees was able to plant over 1,000 trees last year, with the majority of them located in Wards 5, 7, and 8; helping to cool our most heat sensitive communities. The largest potential for canopy gain, has been and will continue to be through private lot plantings. **We need to ensure these programs have the resources they need to not only respond more efficiently to current demand, but also support their necessary expansion, particularly in areas of the District most vulnerable to climate events.**

The Mayor's budget includes funding for the various branches within the Natural Resources administration that is consistent with their growth in recent years, but the budget for the Watershed Protection branch decreased by roughly $9 million and lost two Full-Time Equivalents in staffing. To our knowledge, these changes are due to the funding and personnel being re-allocated to different branches. The text breakdown of the budget does not address this, but we expect that this will not impact the work of the Watershed Protection branch.

While we have made progress in developing and maintain our city's green infrastructure, the new data showing tree canopy losses are cause for concern. We need allocations for natural resource conservation to outpace development if we wish to make headway on our sustainability goals. We urge the Council to support DOEE's full budgetary asks, and to seek clarification where there are reductions in funding or personnel for natural resources. Without DOEE's work, our sustainability goals remain aspirational rather than achievable, but we know that we can make 40% canopy coverage happen with a renewed focus on partnership, conservation, and stewardship.

Thank you for the opportunity to testify and for your consideration.

NAACP National Association For The Advancement Of Colored People
Washington, DC Branch
1000 U Street, NW • Suite 100 • Washington, DC 20001

Council of the District of Columbia
Committee on Energy, Environment and Transportation
Department of Energy and Environment

Tuesday, March 29, 2022

FY 2023 BUDGET HEARING TESTIMONY

Greetings, Chairperson Cheh and members of the Committee on Energy and Environment. Thank you for the opportunity to testify regarding the proposed ***FY 2023 Budget for the Department of Energy and Environment.*** My name is Neil Boyer and I am the Environmental and Climate Justice Chair for the NAACP Washington, DC Branch. I am also a resident of Ward 3.

For 112 years, the NAACP has championed the fight for racial justice as the nation's oldest and largest civil rights organization, since the NAACP was founded in 1909. Since 1913, the Washington, DC NAACP Branch has advocated for civil rights, racial inclusion, public safety and healthy communities for Black residents in the District of Columbia. Environmental and climate justice is a civil rights issue. Environmental injustices, lead exposure and air pollution have disproportionately severe, health-impacts on Black and Brown people in the District of Columbia. Not all residents in the District are equally impacted. Race, class, income, healthcare access and privilege influence the health impacts of environmental toxins. Air pollution, lead and other environmental contaminants in water, food, and the air entering our lungs requires immediate legislative, policy and budgetary actions. The NAACP is a fierce advocate for environmental justice, clean energy, climate justice and transportation equity while advancing diversity, equity and inclusion across the District of Columbia. We fight for the policies needed to rectify these impacts and advance a society that fosters sustainable, cooperative, regenerative communities that uphold all rights for all people in harmony with the earth, our health and well-being.

The work of the Department of Energy and Environment (DOEE) is critical to ensuring the well-being of residents of the District of Columbia. The quality of the air that we breathe and the water that we drink are all greatly affected by the work of DOEE. Unfortunately in many of our communities, insufficient resources have been allocated to monitor the quality of the indoor air that we breathe, resulting in unnecessarily high levels of childhood asthma. Asthma is a critical health epidemic disproportionately impacting Black and Brown children in the District of Columbia. Children living in wards 7 and 8 are 20 times more likely to go to the hospital emergency rooms for their asthma than children living in ward 3. Among children living in the District, Child Lifetime asthma is nearly four times more prevalent among Black children at (23%) than White children (6.5%). The incidence of adult asthma in wards 7 and 8 are 17%, compared to an incidence of adult asthma of less than 6% in ward 1, almost 3 times higher. Mortality rates attributed to air pollution particles are more than four times higher in ward 7 than in wards 2 and 3.

As with the case of air quality, seemingly widespread lead ingestion (from lead paint, lead dust and lead in the tap water that we drink) continues to create long term health challenges. According to DOEE, 151 children under the age of 6 in DC had elevated blood lead levels in 2021. In 2018, 143 children had elevated blood levels compared with 135 in 2019 and 144 in 2020'. Over the past four years an average of 143 DC families per year have been seriously and adversely affected by lead exposure. Knowing the effects of lead ingestion on long term human neurological and reproductive health, the continued ingestion of lead without measures to prevent such ingestion undermines the long term neurological capacities of affected individuals, with particularly adverse consequences for the socio-economic development of historically marginalized and vulnerable communities.

DC Water estimates that there are over 36,000 service lines known to be lead or of unknown material[1]. An OIG report from 2019 stated: "According to DC Water's records, as of March 30, 2018, the pipe material for 98,969 of 125,574 service lines on customer's properties were unknown (78.81%)."[2] The fiscal impact statement for Law 22-241, prepared by DC's Office of Chief Financial Officer found "There are over 105,000 private water service pipes in the District,

[1] DC Water's Lead Service Line Replacement Plan, June 2021

[2] DC OIG Project #18-04LA April 2019

of which approximately 7,500 are known to be lead and nearly 82,000 are of an unknown material. Based on DC Water's experience in addressing unknown service pipes, approximately half of the unknown pipes are likely lead. ORA's analysis assumes that roughly 48,000 of the service pipes are lead."[3] There is an 8-fold difference between DC Water's estimate of lead service lines eligible for replacement under Law 22-241 and the number estimated by OCFO needing replacement.

Although the District received approximately $10 million for lead pipe replacement in FY 22 from the federal American Rescue Plan Act (ARPA) and is envisaged to receive an additional $140 million over the next 5 years from the Infrastructure Investment and Jobs Act (IIJA), These amounts are likely to be insufficient to fully replace all lead water service lines in the district. Thus whatever external resources that the district receives for lead water service line replacement, a substantial amount of local resources will also need to be allocated if the city is to replace all lead water service lines. That all such lines must be replaced is a position championed by DC Water, which in their recent Lead Service Line Replacement Plan states:

'DC Water recommends amending Section 6019c of the amended 2004 Act to include the declaration, "Drinking water that contains any amount of lead is a public health hazard and all potential sources of lead in water, particularly lead service lines should be removed in the District of Columbia." By enacting this amendment, the District signals to residents and visitors that lead sources are unsafe and reaffirms the purpose of eliminating them across the District.'

However what is really important, and often missing in these discussions, is not the number of lead water service lines in the district (whether they be 28,000+, 47,000 or 49,000), ***but the number of people affected. <u>How many DC residents are drinking lead tainted water? How many Moms nourish their infants with lead tainted formula? How many children will be refreshing their thirst on hot summer days with neurotoxin flavored water?</u>***

Today's testimony regarding the FY2023 budget for the ***Department of Energy and Environment,*** will elevate budget requests impacting the health and well-being of district residents, especially those children exposed to environmental hazards (e.g. asthma triggers and lead exposure) and living in historically marginalized and vulnerable wards. The NAACP strongly urges you to prioritize and implement measures to reduce the incidence of childhood asthma related and lead

[3] Fiscal Impact Statement – Lead Water Service Line Replacement and Disclosure Amendment Act of 2018 9/26/18

ingestion through strengthening the capacity of DOEE to: (1) Identify how many households/ people are affected by lead, and where they reside. (2) Improve coordination between DOEE, Dept. of Health and Dept. of Buildings to ensure prompt and effective enforcement of housing code violations that contribute to childhood asthma and lead ingestion. (3) Ensure sufficient resources are allocated to incorporate environmental health/environmental hazard considerations into housing code inspections conducted by DOEE. (4) Take urgent action to integrate air pollution reduction measures into the design, planning and implementation of current and envisioned rehabilitation and development of road infrastructure projects bordering residential areas.

To accomplish the aforementioned objectives, DOEE will need to immediately and substantially increase the capacity and effectiveness of the Enforcement and Environment Justice Office. Although numerous reports have highlighted inadequate enforcement of DC and federal housing codes related to enforcement on lead exposure (DC Auditor Report, Nov. 2020), the budget of the office tasked with enforcement and environmental justice had one of the lowest budgets in DOEE, $506,000 in FY 22, with a proposed increase of 3.3% ($17,000) to $523,000 in FY 23.

Furthermore, despite uncertainty on the number of lead water service lines in the district (and by extension, uncertainty on the number of residents regularly consuming lead tainted water), residences contaminated with lead paint and/or lead dust, DOEE resources allocated for Lead Safe and Healthy Housing have been largely insufficient. The Mayor's proposed budget for FY 23 is only a 6.2% increase from the FY 22 budget ($6.092 million for FY 23 vs $5.733 million allocated for FY 22). Although we acknowledge that DOEE has requested an additional 2 FTEs for lead poisoning prevention and mold inspections, given the scale of the challenge (with thousands of households currently at risk) this is dangerously insufficient and much more needs to be done.

Finally, we understand that approximately $1.3 billion will be allocated to the District from the IIJA for the period FY 22-26. In FY 22 alone, we understand that IIJA allocated funding to the district amounted to approximately $191.7 million (to be disbursed to DDOT through the Federal Highway Administration program). Given the proximity of I-395, I-295 and DC-295 to residential areas, and the aforementioned higher air pollution linked mortality rates in Wards 7 & 8, ***it is imperative that air pollution considerations be taken into account in the planning, design and implementation of works undertaken to rehabilitate and improve transport corridors such as I-395, I-295 and DC-295***

On behalf of the Washington, DC Branch of the NAACP, and in light of the urgent need to reduce and/or eliminate exposure to known neurotoxins and asthma inducing triggers, we strongly urge you to ***substantially increase funding for: (1) Enforcement and Environmental Justice Office, (2) the Lead Safe and Healthy Housing Program, (3) Supplement federal ARPA resources allocated for lead pipe replacement in FY 22 with a comparable amount from local resources in FY 23 and (4) Ensure that the Air Quality Division of DOEE work closely with their counterparts in DDOT, DOH and other concerned stakeholders to ensure that any construction on transport corridors such as I-395, I-295, DC-295, etc. take into account the effect of air pollution*** on communities adjacent to these corridors and devise appropriate mechanisms to substantially reduce community exposure to noxious gasses generated by these corridors..

Thank you!

Respectfully Submitted,

Sincerely,

Akosua Ali
President
NAACP DC Branch

Neil Boyer
Environmental and Climate Justice Chair
NAACP DC Branch

Art by David Wooden / RMA

Introducing the Dupont Tree Plaza

New green Infrastructure will benefit the city

Restore Mass Ave President Deborah Shapley
Testimony before Committee on Transportation & the Environment, March 29, 2022
Mary M. Cheh, Chair

The Dupont Tree Plaza will be a new community space in the heart of Dupont. Restore Mass Ave is excited to tell members of the City Council that we have a shovel-ready green retrofit for this long neglected public sidewalk. The site is the east end of the two-mile route of "Mass Ave" where, for 15 years, our group has revived the historic landscape of double rows of large trees. But at the east end, before today, neither we locals nor the city has had a real-life chance to tranform this important space into a city environmental landmark.

Our 20 pages of engineer drawings, approved by all relevant city agencies, can construct in about six months the Dupont Tree Plaza you see in the rendering above. Retrofitting this piece of District sidewalk will enable better access, safer walking and bicycle use, and deliver measurable water and air quality improvements that benefit all of Washington DC - my native town.

Why RMA? Why now? Restore Mass Ave is a neighborhood tree group that I and some neighbors founded in 2006. Over the years we have organized significant tree plantings (with Urban Forestry

Division, Casey Trees and others) and promoted tree growth (by our volunteers and local owners). Our project area is the two miles of "Mass Ave" known as Embassy Row, from 20th Street out to Wisconsin Avenue. Tree canopy in our area increased by 13.2% from 2006-2016, when DC canopy grew 2.5%.

Map and satellite views of Dupont Tree Plaza site. Address 1913 Massachusetts Avenue NW.

But this east end of our project area has remained nearly bare, despite our pleas for tree boxes - and the obvious success of the rows of oaks we planted with Casey Trees up 20 Street in 2009. There canopy increased 73%. So we ask the Council: why not do the same in the adjoining public space?

It is high time District government stepped up to do something about this notorious bare space We propose trees to effectively lower the urban heat island. The DTP design spaces also offers lighting to create safe, inviting spaces 24/7. This locally generated design - sponsored by Chesapeake Bay Trust and endorsed by many local players - advances Council Members' and the Mayor's goal: for the District to be "healthiest, greenest" for all residents and visitors. Businesses such as retailers and hoteliers around Dupont need safe and appealing sidewalks and shade trees.

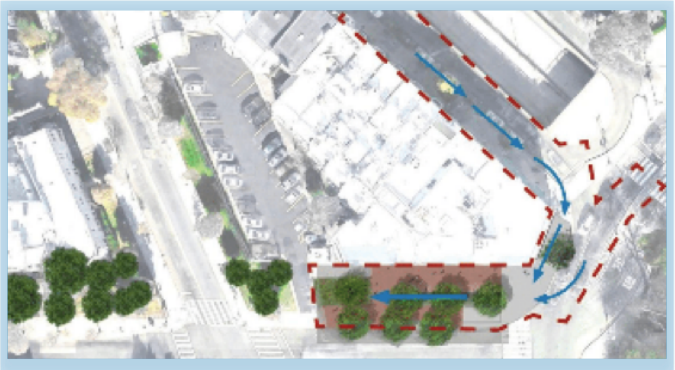
Before ticking off features & benefits that advance city programs, let me address "Why Now?"

Council Member Brooke Pinto has requested $1.1 million for the Dupont Tree Plaza in FY 2023. But so far we have not found the item in the Mayor's budget. **We testify today to ask that the Council include it in the FY budget for DOEE.** To achieve this we will work with Council Members and other officials. If the work proceeds in calendar 2023, the scene you see above could be real in 2024!

Thus RMA's local alliance of stakeholders, partnering with an agency, can deliver at last a safer, healthier pedestrian corridor and nature-filled destination for thousands from around the District and from out of town.

Trees and canopy Seven new large species trees will enhance the existing five to cool & cleanse the air. Deep shade replaces the heat island. The illustration at right shows the new ecosystem corridor created by all twelve trees' leaves and branches -along with native plants in the new good soil below.

These plantings extend a green corridor connecting the mature forest in Dupont

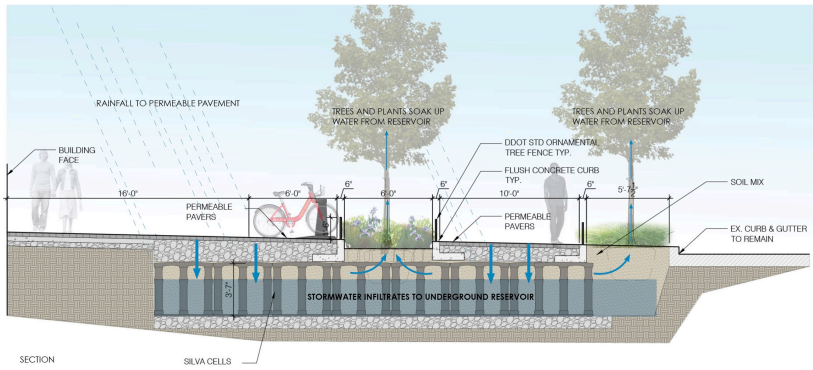


Circle Park across to the rising double tree rows of Massachusetts Avenue.

Restore Mass Ave's mission is growing rows of large shade trees. Our Plaza's bioretention and soil space is designed for trees, rather than the shrubs and grasses you see in many sidewalk retrofits. The trees will grow well because of **Silva Cells**. These are frames that hold good soil and let roots reach to each other underground. Below is a cutaway of our Plaza. It shows Silva Cells below the surface with soil and water that nourish the trees and plants.

Today RMA is proud to announce that the international **DeepRoot** Corporation will be our partner in the Dupont Tree Plaza project. DeepRoot manufactures and installs Silva Cells to foster mature tree landscapes in paved areas from London to San Francisco.

We also thank DesignGreen LLC, a woman-owned DC firm, for leading an expert team that created the Dupont Tree Plaza engineer plan. DesignGreen's principal Rebecca Stack deserves credit for solving the challenges of retrofitting this space and evolving the plan through all needed city approvals.



Cross section of Dupont Tree Plaza Silva Cells.

Please note. Mature trees reduce the water that reaches the city's gray infrastructure. A healthy large tree absorbs some two-thirds of the rainfall coming down. So one-third (or less) reaches us noodling around below. And if the ground has greenspace, even less of the water flows to our drains and pipes, the CSS and the Bay.

Road runoff from Connecticut Avenue - DDOT Deck Over

You may have heard about the big project that will stretch from Dupont Circle half mile north up Connecticut Avenue, a $25 million transformation of that corridor. (Map next page.) The two projects are compatible based on engineer consultation. **If funded now, DTP will drain and cleanse dirty runoff from Connecticut and Dupont roadways well in advance of Deck Over completion**.

We think it's strategic that the Dupont Tree Plaza proceeds now to install the necessary stormwater management infrastructure.

Connecticut Avenue Deck-Over - DDOT map
Dupont Tree Plaza (DTP) - RMA

Air Quality & Climate Trees that form leafy rows make the air around them rich in oxygen and cooler. The Mayor's goal of equitable access to healthy, walkable sidewalks Is aided in our plaza design, because it provides as many trees as possible on a site that's been bare & hot for decades.

The sidewalk there adjoins busy intersections of Connecticut Avenue with Massachusetts Avenue circulating around Dupont Circle. Per DDOT, 25,000 vehicles pass each weekday, right by pedestrians trying to cross. The plaza's shade trees close by will cool ground level air. This cooler ambient air means fewer harmful vehicle emissions. So our Plaza helps District compliance with the National Ambient Air Quality Standard (NAAQS) in the Clean Air Act.

For you and me, this means those **trees lower the health risk** to people who must pass there, especially those passing every single day to and from work.

Today, RMA has other news!

American University Professor Michael G. Alonzo's sustainability class will take temperature readings at and around the Plazas site: on bare sidewalk, sidewalk under partial shade (a row of street trees) or full shade (double rows of full trees). They will deploy novel bicycle weather station next week to the plaza site and measure along transects in the area.

This is important for the District. The "heat island" data now used is sensed by vehicles in the streets and the vehicle collection points are widely spaced. Professor Alonzo and his team will be taking finer grain data from sidewalks ,where people are. "Weather bike" projects done in other cities have informed tree planting and other investments aimed to lessen exposure in a warming climate.

After the student reports, RMA hopes to re-measure temperatures where the students took their readings. Both this summer and later, assuming the plaza is built, and the trees grow. We may learn how air temperature is impacted by single or double rows of mature trees.

The site's small scale and diverse local leadership makes possible this and other innovations.

Place-Making - A New Community Space

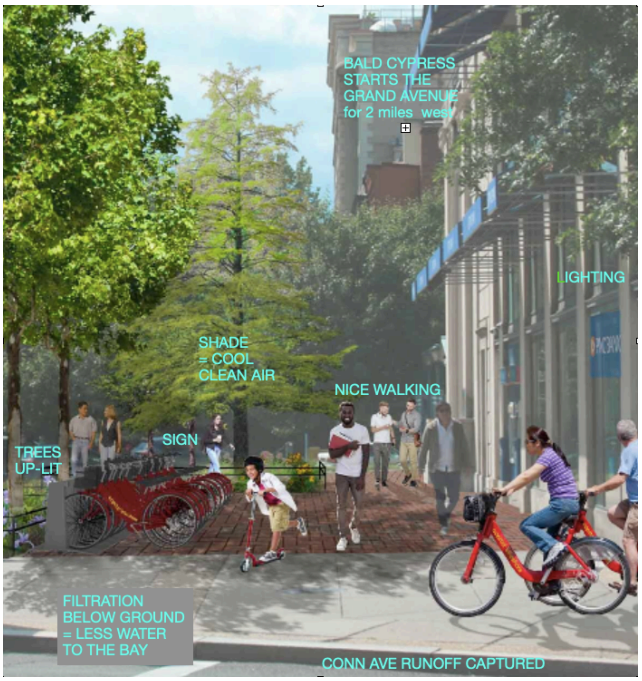
The Plaza can be a new community space in the heart of Dupont. Our plan's features "provide opportunity for a vibrant and rich public life," to quote the Public Life Initiative of the Office of Planning. They include:

Designed pathways - Easy navigation by walkers, people with bikes or strollers will replace the jutting curbs, broken pavement and blockages there now. Much of the surface will have brick porous paving; brick adds character and is nice to walk on.

Lighting - I mentioned safety as a big issue. Our Plaza has lighting along the first floor of the bank wall; the trees have shielded uplights. The photograph shows a local firm's dusk-to-dawn fixtures. They are astronomically timed so do not need to be reset.

LIGHTS BY TREES AND BUILDING WALL
Source: Outdoor Lighting Perspectives, OLP of D.C.Metro > Commercial > Gallery

Signage - Restore Mass Ave hopes for a sign that describes the history of the Embassy Row streetscape and RMA's restoration. As well, a sign could note the colorful history of "Stewart's Castle" - where the bank is now.



Tours - We envision the bald cypress area (at left) as a meetup point for tours.

Community sharing - We are considering a wall mounted screen to show upcoming events. It can rotate art also events at galleries and pop ups. RMA already has drawings by local DC school students of how the Plaza storm installation works.

*

Shared goals

The best summary of goals for the Dupont Tree Plaza are those stated by another local group - the Dupont Circle Citizen's Association. Restore Mass Ave and our allies now seek to build the Plaza to:

- Create a sense of community,
- Maintain safety,
- Promote diversity of businesses and people,
- Enhance the beauty and cleanliness of the neighborhood,

- Preserve the neighborhood's historic character.

Ward 2 Council Member Brooke Pinto has requested $1.1 million for the Dupont Tree Plaza in FY 2023. **This testimony requests that the Council include this item in the FY 2023 budget for DOEE.** We look forward to working with Council Members and other officials to achieve this goal.

I submit this statement on behalf the Restore Mass Ave Board of Directors and many others who have sought this project and now dare to hope for its early realization.

Council Members should know this: the Dupont Tree Plaza was initiated by local needs and interests. Today we promise to carry the project to completion so as to **benefit the whole city**.

Thank you for the opportunity to appear. Please do not hesitate to contact us at any time.

Deborah Shapley
Founder and President
Restore Mass Ave
March 29, 2022

RestoreMassAve@gmail.com

TRANSPORTATION AND THE ENVIRONMENT
Budget Oversight Hearing – Committee on Transportation & the Environment:
Department of Energy & Environment
Green Finance Authority
Mary Cheh, Chair
Tuesday, March 29, 2022, at 12:00 p.m.

Good afternoon, Committee and witnesses, I'm Sebrena Rhodes, an Organizer with Empower DC, and ANC Commissioner for Ivy City 5D01.

As a resident and ANC Commissioner, I represent a community that is rich in culture and pride, a community that many families call home. But as a predominantly Black community, we are often overlooked and neglected. At times, our opinions go unheard and our desire for basic consideration unaddressed.

Both Ivy City and Brentwood are residential areas that have been surrounded by industrial lands which disproportionately expose us to harmful emissions and pollutants that harm our health. As frontline communities, engagement with District agencies like DOEE is critically important.

But currently, the DC government is not effectively addressing environmental justice issues. DOEE's air quality division has been a good partner, but environmental justice requires the collaborative action of multiple DC agencies. To this end, we'd like to request the creation of an Interagency Council on Environmental Justice. The purpose of this council is to advance collaboration among multiple agencies that are responsible for aspects of environmental justice – like DOEE, Department of Health, Department of Consumer and Regulatory Affairs, DPW, and the Office of Planning. The council should include residents and advocates from impacted communities to help identify needs and advance goals. This type of collaboration is critical to bring greater visibility to environmental justice issues, and spur the development of informed multi-agency action plans to advance environmental justice in our most impacted communities. By definition, "Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income in the development, implementation, and enforcement of environmental laws, regulations, and policies."

Just last week Mayor Bowser released the NY Ave NE Roadmap and announced a goal of building 33,000 new units of housing in this corridor over the next 20 years. While her roadmap acknowledges environmental justice is an issue in this area, DOEE does not currently have capacity to effectively represent EJ within city planning efforts, nor does any other DC agency.

As you finalize the budget for DOEE, we request consideration of the following requests to further environmental justice:

- **Creation of the Interagency Council on Environmental Justice**
- **Addition of two full time staff positions within DOEE, a Chief Equity Officer and an Environmental Justice Program Manager.**
- **Expansion of funding for ongoing hyper local monitoring of pollutants in communities most affected by poor air quality, such as Brentwood and Ivy City**

I also want to note, Councilmember Cheh, that while we are elated that the Alexander Crummell School site in the heart of Ivy City will finally be renovated as a community center - there is growing concern that the Deputy Mayor's office is restricting the community's use to only a portion of the 2 acre site. Ivy City suffers heat island effect, we are one of the hottest communities in DC with the least tree cover. The Crummell School site is our only public site and our best option for creating a green central park for our rapidly growing community. You have supported the Ivy City community in the past, and we urge your continued support to ensure the full two acre Crummell School site is restored as a community center with a green park and playspace, desperately needed for the health and environment in our community.

Chairperson Cheh, invite you to come to Brentwood and Ivy City for a walk-through so you can see and smell from the ground as we do, the issues we speak on.

Thank you for allowing me to testify.

SIERRA CLUB
WASHINGTON D.C.

Testimony of Scott Williamson
Sierra Club Washington, DC Chapter
Budget Hearing for the DC Green Finance Authority
Committee on Transportation and the Environment
March 29, 2022

Councilmember Cheh, thank you for the opportunity to testify at this budget hearing on the Green Finance Authority and thank you for your strong leadership on environmental issues. My name is Scott Williamson and I am a member of the Sierra Club DC Chapter's Clean Energy Committee. The Sierra Club is the nation's oldest and largest environmental advocacy group. We have chapters in all 50 states. The DC chapter has about 3,000 dues-paying members.

We are supportive of the mission of the DC Green Finance Authority, or "Green Bank," and hope to see the REDF and SETF[1] funds, which are allocated by statute, fully allocated in this year's budget. As we observed in the oversight hearing in January, the mission to drive private investment in clean, efficient, and green infrastructure projects in the District is a critical one and we have observed the Green Bank filling positions, building partnerships, expanding lending activity, and identifying projects that advance equity considerations throughout the District.

The Green Bank's intended role as a finance entity requires that it be fully capitalized in order to be a meaningful source of financing and make the difference for projects that would not otherwise attract capital on the market. REDF and SETF revenues are tempting sources of revenue for other purposes and these allocations have been reduced in both FY 2021 and FY 2022. Continuing this trend will add years to the process of fully capitalizing the Green Bank, slowing down its effectiveness at a time when sustainable investment is sorely needed sooner rather than later.

With that said, this funding needs to serve genuine progress toward the only true metric of climate stability: achievement of net-zero carbon emissions for the city by 2050.

We again raise concerns that the Green Bank to date has not yet shown a commitment to work toward the District's—and the world's—most essential sustainability target: reducing greenhouse gas (GHG) emissions to zero by 2050. Rather, the Green Bank remains willing to fund and finance projects that expand the District's dependence on methane gas, at a time when the District's focus must be on doing all it can to reduce fossil fuel use. Given the long lifespan of equipment like boilers, HVAC systems, furnaces, and generators, now—not later—is the time for the Green Bank to be a force for clean energy transformation. This is especially

[1] Renewable Energy Development Fund and Sustainable Energy Trust Fund

relevant given the Green Bank's new role as a source of financing for housing retrofits under the Affordable Housing Retrofit Accelerator. We are gravely concerned that this funding mechanism also allows for installation of gas appliances and fossil fuel systems, and as a result, the Green Bank's tools may be used to drive the District away from, rather than toward, achievement of its climate commitments.

Councilmember Cheh, thank you again for your leadership and for this opportunity to testify on the budget of the Green Finance Authority.

dc's CHILDREN'S LAW CENTER family. health. education.

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T 202.467.4900 · F 202.467.4949
www.childrenslawcenter.org

Testimony Before the District of Columbia Council
Committee on Transportation and the Environment
March 29, 2022

Budget Oversight Hearing:
Department of Energy and Environment

Kathy Zeisel
Senior Supervising Attorney
Children's Law Center

Introduction

Good morning, Chairperson Cheh, and members and staff of the Committee. My name is Kathy Zeisel. I am a resident of the District and a Senior Supervising Attorney at Children's Law Center. I am testifying today on behalf of the Children's Law Center, which fights so every DC child can grow up with a stable family, good health, and a quality education. With almost 100 staff and hundreds of pro bono lawyers, Children's Law Center reaches 1 out of every 9 children in DC's poorest neighborhoods – more than 5,000 children and families each year.[1]

Poor housing conditions pose serious risks to a child's health.[2] Each year, CLC works with hundreds of families who are trying to get their landlords to repair these conditions because they are impacting the health of their children. Our medical legal partnership places attorneys at pediatric primary care health centers in collaboration with Children's National, Unity Health Center, and Mary's Center. We then receive referrals from the medical staff where we can help address a non-medical barrier to a child's health, and too often that is a housing conditions case involving environmental issues impacting the child's medical condition. The most serious of these cases often involve a landlord's failure to ensure a tenant's home is safe from mold and lead-based paint hazards, as is required by law.[3]

The Department of Energy and the Environment has long embraced healthy housing as part of its mission. In recent years, that focus has amplified as DOEE has

increased its role in ensuring that DC's most vulnerable residents have healthy housing. We applaud these efforts.

DOEE Budget has Important Enhancements

Thanks to this Committee, DC has one of the most innovative mold laws in the country. DOEE is leading the way in DC in mold inspection and enforcement. DOEE has an inspector who is actually conducting mold inspections, and is currently the only agency in the District to do so. This is important because many residents cannot afford the costs of a private inspection or to litigate to force their landlord to conduct one.

The Mayor's proposed budget increases funding for DOEE's Lead-Safe and Healthy Housing program by $359,000 and 2 FTE's, up to a total of $6,092,000 and 33.2 FTE's, respectively.[4] These increases will help DOEE to continue and expand the important work it is doing in keeping families safe. Children's Law Center supports this increased investment. We hope that this investment will allow both the lead and mold work of the division to grow; however, with the changes to the blood lead levels to 3.75, we do now know if this will be sufficient funding or if we will have an increase of referrals of children with elevated blood lead levels beyond what this increase in staff can handle.

The Mayor's Proposed Budget includes an additional $10 million for Lead Pipe Replacement and $5 million each for both the Lead and Mold Hazard Mitigation and the Home Weatherization Assistance project.[5] These are important investments, and we

are hopeful that this money will be properly deployed to homes where it can make a meaningful difference for low-income residents. However, because the proposed budget does not provide any specifics, it is difficult to determine how these investments will be utilized. CLC encourages DOEE to properly determine the scope of the problems and the most effective way of deploying these resources before these monies are spent in order to ensure that we are utilizing the money in a way that has a positive impact on the health of the community.

Additionally, funding these important programs only through the American Rescue Plan Act leaves them with an uncertain future. Once those federal funds are no longer available, the District will have to find local funds to ensure that residents can continue to access these services. In particular, we are concerned about the total cut of local dollars for mold remediation work.[6]

Lastly, we hope that DOEE will continue its work to make a streamlined process in applying for its services. Families are likely to need assistance in multiple areas and should not have the added burden of completing multiple confusing applications in order to access it.

Enforcement Budget Enhancement

The Enforcement and Environmental Justice budget enhancement is a step in the right direction, but we question whether there are sufficient enforcement resources

available given the broad environmental justice and enforcement mandates of the agency for the District.[7]

Fully Funding the Residential Housing Environmental Safety Amendment Act

Finally, CLC urges the Council to fund the remaining sections of the Residential Housing Environmental Safety Amendment Act of 2020, namely the inspectors for the Department of Buildings (DOB) also inspecting for mold. Only part of that law was funded[8], but this Committee can help fund the remainder so that the DOB can also be responsible for ensuring that mold is enforced as a housing code violation. This is an important complement to the work that DOEE is doing. DOEE simply does not have the resources to do all the mold inspections in the city, and tenants who call DOB should not have to wait for a separate agency to come and inspect for mold. In order to take the next step in building a seamless healthy housing system, we should fund this legislation.

Conclusion

Thank you for the opportunity to testify today, and I look forward to answering any questions you may have.

[1] Children's Law Center fights so every child in DC can grow up with a stable family, good health, and a quality education. Judges, pediatricians, and families turn to us to advocate for children who are abused or neglected, who aren't learning in school, or who have health problems that can't be solved by medicine alone. With almost 100 staff and hundreds of pro bono lawyers, we reach 1 out of every 9 children in DC's poorest neighborhoods – more than 5,000 children and families each year. And we multiply this impact by advocating for city-wide solutions that benefit all children.

[2] *See, e.g.*, Veronica Gaitán, *How Housing Affects Children's Outcomes*, Housing Matters, (January 2, 2019), *available at*: https://housingmatters.urban.org/articles/how-housing-affects-childrens-outcomes.

[3] *See* D.C. Code § 8-231.01 *et seq.;* D.C. Code § 8-241.01 *et seq.*

[4] Mayor's Proposed FY 2023 Budget and Financial Plan, Volume 4 Agency Budget Chapters - Part III, Operations and Infrastructure, p. F-18.

[5] Mayor's Proposed FY 2023 Budget and Financial Plan, Volume 4 Agency Budget Chapters - Part III, Operations and Infrastructure, p. F-25. In addition, it is our understanding that there will be an additional $20 million from the Infrastructure Act for Lead Pipe Replacement.

[6] Mayor's Proposed FY 2023 Budget and Financial Plan, Volume 4 Agency Budget Chapters - Part III, Operations and Infrastructure, F-24.

[7] Id. at F-19.

[8] Legislation Passed Subject to Appropriation, Quarterly Report, (January 15, 2022), *available at: https://www.dccouncilbudget.com/legislation-passed-s2a*

DC GREEN BANK

Written Statement – Oversight 2022
March 29, 2022

Budget Oversight Hearing – Green Finance Authority Opening Statement

Introduction and Statement on Budget

Good afternoon and thank you to Chair Cheh, members and staff of the committee, and members of the public tuning in today for the opportunity to appear before you. I am Eli Hopson, CEO of the District of Columbia Green Finance Authority, more commonly known as DC Green Bank. We are excited to participate in today's budget oversight hearing to bring transparency to our work and to continue to build support for the groundbreaking and impactful work that our team does.

Leadership is an important quality on the road to a sustainable and equitable future. Without it we will not be able to meet our collective goals, and thousands of District residents may be left behind. I mention leadership because it is important to recognize when strong leaders take action and chart a course for a brighter future for all. Chair Cheh, you have demonstrated transformational leadership during your time on the Council and, in particular, through your stewardship of this committee. DC Green Bank and countless other initiatives would simply not exist without your work and the strong staff you have had over the years. Your service to the Council and this great city cannot be replaced and we will sincerely miss your partnership as you transition off the Council and begin to write your next chapter. Thank you for your service and for your commitment to leaving behind a better city for future generations.

I also want to thank Mayor Bowser for her leadership in the creation of, and continuing support for, DC Green Bank. We have built-in her vision of inclusive prosperity through sustainability and high-quality jobs for DC residents into every aspect of our work at DC Green Bank.

I also want to commend Mayor Bowser and her team for putting together an historic FY23 "Fair Shot" Budget. Building on the exceptional investments embedded in last year's budget, this year takes it a step further by delivering tens of millions of dollars for sustainable and equitable investment across the District and elevates underserved communities and vital services to the forefront. Budgets make it very clear what a city values, and I am pleased to say that this budget values our most vulnerable residents, our recovering businesses, and an inclusive future. Our team is excited to deploy the resources at our disposal to help the city reach for our collective climate, energy, equity, and economic development goals.

I also want to thank the DC Green Bank board, both volunteer and ex-officio members, for their countless hours of service to the creation and management of the institution.

Recent Deals and Partnerships

DC Green Bank is in prime position to make the close of FY22 and the opening of FY23 a special time for sustainability in the District. We have been hard at work to commit capital and build partnerships that will ensure that our dollars stretch to every corner of the city and are available for every community and group.

Shiloh Baptist Church

As an example, we have continued to build partnerships in support of our Community Impact Initiative (CII) pilot program that focuses on the District's faith-based and community-serving organizations. The Initiative engages partners to support community institutions to assess their energy efficiency, renewable energy, and sustainability needs and help them access the support they need to take the next step. Community-serving organizations are the backbone of neighborhoods across the city, and we are happy to be able to provide affordable financing so that they can make the investments they need to make, increase their operating cash flow, and continue to serve residents for decades to come. Today we are pleased to announce that we have closed our first Community Impact Initiative investment with our friends at Shiloh Baptist Church, an investment of over $500,000 to deliver much-needed HVAC upgrades, and to finance the investment solely based on expected energy savings that the congregation will realize in the coming years. Shiloh is one of the oldest historically Black churches in the city and an incredible community asset. Faith-based and community-serving institutions provide numerous services to neighborhoods, and are often the center of community life for the organization's members.

Like many institutions, the pandemic has exacerbated prior challenges with deferred maintenance on buildings in particular, and these institutions have a real challenge to be able to upgrade systems and operate more efficiently. Due to their connection to the community, DC Green Bank is committed to providing support for sustainable upgrades – particularly those that pay for themselves over time. As a result of our focus on sustainability, and our commitment to community, we can make funds available to these institutions and devote the time required to provide clear options to volunteer Boards and support staff who are focused on the mission of these institutions – not the operations. Since we are focused on the performance of the upgrades, we can also be more flexible with the credit and balance sheet of the institutions than some private capital providers. We hope that this investment at Shiloh, with our partner Go Green Together, will encourage other faith-based institutions and community-serving organizations to step forward to take on some of their deferred maintenance needs with limited up-front capital, access our affordable and flexible financing, and strengthen their financial position – all at the same time. We know that our community serving institutions sit on tens of millions of square feet of property across the city and we stand ready to help them reduce their utility and maintenance costs, unlock their solar and

stormwater management potential, increase their energy efficiency, and continue to show community leadership on the road to a sustainable future.

City First Enterprises – Small Business Program

In addition to community serving organizations, our small business community plays a pivotal role in the everyday lives of our residents, and we have forged an exciting partnership to make sure they, too, can benefit from our affordable financing options, increase their cash flow on day one, and prioritize energy efficiency and utility bill savings as well. We are pleased to be working with a DC-based Community Development Financial Institution (CDFI), City First Enterprises, to deliver loans to small businesses that pursue eligible upgrades at interest rates as low as 3%. In this time of increasing interest rates, for our impact loans we are fond of saying that "when they go high, we stay low." Small businesses are one of the key reasons that people choose time and again to live in our great city, and we are here to help them grab a piece of the clean energy future and put those energy savings back into their business so that they can thrive.

Solar Deal Closings

Lastly, I want to mention some of our recent solar deal closings. We have closed three large solar investments just since the start of 2022, and an even larger one is slated to close in the next few weeks. When I say large, I mean large. In total, these four deals are likely to amount to more than $10 million in DC Green Bank funding and over 2 MW of solar energy, unlocking millions more in private capital, delivering dozens of good, clean jobs right here in the District, and moving us closer to the city's solar and clean energy targets. We are proud to continue our efforts to support minority- and woman-owned solar developers as well, with the vast majority of our existing and upcoming solar investments focused on these critical partners.

Priorities for Growth and Innovation

We want to leave no doubt: DC Green Bank has hit its stride and we are accelerating our investments and are ready to rapidly scale up the number, size, and scope of the investments that we take on in the future. As part of that effort, it means that we are also on the look-out for innovative investments as we grow. I would like to highlight two exciting opportunities that we see for innovation in the year to come.

High Performance Buildings

First, as I mentioned at the outset of my remarks, Mayor Bowser has made sustainability and a clean energy future a priority for the District and has backed that up with tens of millions of dollars. We see that commitment as a call to action in line with our mission. In particular, there are millions of dollars available in the proposed budget to ensure that all city-owned buildings are compliant with the District's Building Energy Performance Standards (BEPS). On top of the

Mayor's ambitious commitment of funds, we know that DC Green Bank has a role to play to invest our own capital and crowd-in private investment to meet the historic investment levels it will take to achieve this goal and meet BEPS for all of our publicly and privately-owned buildings. Therefore, we have accelerated our efforts to work with our sister agencies to bring innovative financial solutions that will dramatically bring down utility costs generated by these buildings, creating the ability to leverage private capital to finance investments to meet BEPS based on those energy savings, and still have money left over to make additional capital improvements to city-owned buildings. The types of investments we envision are in HVAC systems, insulation, lighting and water efficiency upgrades, building envelope improvements, deploying solar panels, installing electric vehicle chargers, and much more. As we have seen with some of the truly innovative and sustainable investments the city has made in our libraries and other public buildings, we can do this over time with all of the city's buildings, and DC Green Bank is ready to serve as a catalyst to deliver this cleaner, greener, and more efficient future.

Electrification Cost Equity

Second, we think it is important to plan for the years ahead as well as for the decades ahead. We know that in order to meet our climate and energy goals we must rapidly accelerate away from the use of fossil fuels. This means that we must do this at every scale. Over time, as we transition away from fossil fuels, both our utility infrastructure and how residents heat and cool their homes and cook their food will also need to change. There are well-established mechanisms by which transitions of this nature are financed; however, we have not always seen this transition done in an equitable way that prioritizes the stranded assets of residents and community organizations in a similar way to how utilities and shareholders are compensated for their stranded assets. There are billions of dollars' worth of fossil fuel infrastructure in residences across the District, with no clear way to offset the expense of this transition over the long term. We are exploring ways to quantify what the expected cost of this stranded infrastructure is and how we might be able to lead the way to develop a mechanism by which residents can be made whole in a similar way to how corporations and shareholders are compensated for their work to transition to a sustainable future. We are excited to continue this conversation with the Mayor's Office, the Federal government, and with the Council to see how we might be able to unlock the necessary resources to build a more equitable, inclusive, and sustainable energy future. At the end of the day, our ultimate goal is to ensure that every resident, community organization, and business can be presented with a cost comparable option to go clean and green instead of choosing existing fossil fuel options. At this time, it is often cheaper to replace a methane-based heating or cooling option with the same fuel rather than convert to the electric choice, and many do not have the financial resources to take the more expensive path to sustainability. We know that if we give residents of the District the choice to go green in a way that saves them green that they will take the sustainable and

economical path. We are excited to build that pathway alongside the Council and the Mayor's Office.

Conclusion

In conclusion, we have committed approximately ten times more capital at this time as we had before we came before you last year, and this is just the beginning. We are proud of our achievements to date and look forward to making 2022 a year of incredible impact and innovation. We are grateful to the Mayor, the Council, and our Board for their ongoing support for our work, and particularly the support from this committee. Chair Cheh, thank you once again for your leadership on these critical issues and we look forward to working closely with you and your team to ensure that we get the most out of your remaining days on the Council and put a strong stamp on your already outstanding legacy. Thank you for the opportunity to appear before you today and I look forward to your questions.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Energy and Environment

Fiscal Year 2023 Budget Oversight Hearing

Testimony of
Tommy Wells
Director, Department of Energy and Environment

Before the
Committee on Transportation and the Environment
Mary M. Cheh, Chairperson
Council of the District of Columbia

Introduction

Good afternoon, my name is Tommy Wells, and I am the Director of the Department of Energy and Environment (DOEE). The pronouns that I use are he/him.

Today we acknowledge the Indigenous People that originally occupied the land on which we work and live. The District of Columbia occupies the unceded ancestral land of Nacotchtank, the sacred site of the Nacostine/Anacostan people, and the unceded ancestral land of the Piscataway people.

On March 16, Mayor Bowser transmitted the Fiscal Year 2023 Fair Shot Budget and Financial Plan, the District's 27th consecutive balanced budget, to the Council. As Mayor Bowser said, "we all made countless sacrifices during the COVID-19 pandemic, whether physical, emotional, social or financial." As we enter year three of the global COVID-19 pandemic we will build on last year's Recovery Budget and work toward building a stronger and more resilient city. We will do this by leveraging funds from Congress's passage of The Infrastructure Investment and Jobs Act of 2021.

I am proud to report that the Mayor's proposed FY23 budget for DOEE makes significant investments in lead pipe replacements, restoration of DC bodies of water, weatherization assistance, and energy resilience. DOEE's priorities are based on the agency's North Stars to accelerate a green and equitable economy; expand green infrastructure and improve environmental health with a focus on equity and inclusivity; and equitably implement climate action, build resiliency, and provide national leadership. In coordination with sister agencies, DOEE will pursue competitive grant opportunities for:

- Electric vehicle charging and deployment;
- Energy efficiency retrofits at schools;
- Flood resilience planning and implementation projects to protect vulnerable residences in Wards 7 and 8;
- Brownfields site investigations and cleanups;
- Tree planting and impervious surface removal projects to capture polluted stormwater and cool neighborhoods; and
- Bridge, trail, and environmental education projects at Kingman and Heritage Islands.

An Investment in Sustainable Recovery and the Green Economy

The Mayor's FY23 budget signifies a continued commitment to supporting the local green economy as well as environmental health. It provides significant additional resources needed for the District to maintain the work that has made it a national leader in sustainability, clean energy, climate action, and environmental stewardship. It also enables us to continue improving the quality of life of the residents and natural inhabitants of our nation's capital.

DOEE's total proposed operating budget for FY23 is $219.5 million, which represents a 9.4% decrease over the approved FY22 budget. These funds come from four sources:

- $59.9 million (or 28%) in federal payments and grants;
- $94.8 million (or 43%) in special purpose revenue funds;
- $62.2 million (or 28%) in local funds; and
- $2.4 million (or 1%) in private grant funds.

DOEE's total six-year capital budget authority from FY23 to FY27 is $35.17 million.

Workforce Development

The Washington Metropolitan region is at the forefront of advancing climate policies critical for the region's climate and economic resilience. However, the biggest challenge in implementing those policies is the acute lack of skilled workers trained for our sector. Working with unions and sister agencies we submitted multiple applications for workforce development and have the systems in place to implement that funding in FY23. We are creating access points at different levels for residents to enter the green economy and earn a livable wage.

Through our partnership with the Department of Employment Services, DC Infrastructure Academy, other sister agencies, and industry partners we will provide valuable job training to District residents in the infrastructure sector. Our pathway programs, such as Solar Works DC, target underserved and underemployed residents and marginalized groups to provide them with equal access to opportunities in the green economy so they can compete in a highly competitive market. We equip them with the tools and resources to transition more sustainable careers where they can thrive and grow.

In addition to technical training, many of our training programs afford District residents critical wraparound and remedial services, work readiness training, case management, and job placement. In FY23, DOEE will again receive $3.8 million from the American Rescue Plan Act (ARPA) to train and employ District residents to perform restoration and education activities on Kingman and Heritage Islands. We will also expand the Solar Works DC program to train District residents to install solar panels and maintain green stormwater infrastructure. These program work with DCPS high schools to recruit trainees.

DOEE has six administrations: Energy, Utility Affordability, Urban Sustainability, Environmental Services, Natural Resources, and Operations Services. In FY23, Mayor Bowser has committed an additional $61.1 million in ARPA funds. This is in addition to the $82.9 million that the agency received in FY22, and is divided between our Energy, Utility Affordability and Natural Resources Administrations. DOEE also expects to receive formula funds and compete for grants through the Bipartisan Infrastructure Law (BIL). I will provide an overview of each administration's priorities and activities related to the Mayor's budget, as well as explain how DOEE intends to spend its ARPA and BIL funds.

Energy Administration

- In FY23, we will dramatically improve the efficiency of our buildings, move new construction to be highly efficient, fossil fuel free and resilient, and develop an energy system that is clean, renewable and resilient in the face of extreme weather.

- Due to the COVID-19 public health pandemic, we are providing an additional year for buildings to comply with the Building Energy Performance Standards' (BEPS) Compliance Cycle that began on January 1, 2021. With $29.5 million in FY23 ARPA funds, the Affordable Housing Accelerator will advance equity by assisting multifamily affordable buildings in upgrades to provide low-income households with access to healthy, energy efficient housing. The DC Sustainable Energy Utility (DCSEU) will fund energy efficiency measures for affordable housing through the Department of Housing and Community

Development (DHCD) and the DC Housing Finance Agency' (DCHFA). We will provide funds to the DC Green Bank to capitalize a revolving loan fund for naturally-occurring affordable housing.

- DOEE intends to use this additional $6 million in funding to develop an Energy Resilience Strategic Action Plan and net-zero energy code. DOEE also plans to implement an energy resilience neighborhood project consisting of solar energy, battery storage, a resilience hub, and increased incentives for energy efficiency projects. DOEE will use these foundational elements to scale up and further deploy energy resilience strategies throughout the District.

- DOEE also intends to partner with sister agencies to access BIL funds that will advance electric vehicles and charging infrastructure. We will utilize the Transportation Electrification Roadmap to support the District Department of Transportation (DDOT) in the development of the District Electric Vehicle Infrastructure Deployment Plan. It will guide the use of $17 million DDOT anticipates receiving through National Electric Vehicle Infrastructure (NEVI) formula funds, as well as competitive grants. We will work with the Office of the State Superintendent of Education (OSSE) to apply for competitive grants to electrify the school bus fleet. We are also thinking about the future of the automotive repair workforce and gas stations as the number of electric vehicles increases in the District.

Utility Affordability Administration

- In FY22, DOEE stood up the Utility Affordability Administration (UAA) which is made up of two divisions: The Residential Services Division (RSD) and Utility Assistance Division (UAD). The former Energy Efficiency and Conservation Branch, along with the newly created Lead Hazard Reduction Branch, are now under the Residential Services Division. The Clean Rivers Impervious Area Charge (CRIAC) program previously in the Energy Administration and the new Low Income Household Water Assistance Program (LIHWAP) programs are under UAD.

- In our Weatherization Assistance Program $5 million in FY23 will provide resources to low-income households to install energy efficiency measures that will reduce utility costs, increase comfort, create healthier housing, and reduce displacement risk by stabilizing critical housing stock. Using the $5 million in ARPA funds in FY23, we will address and abate lead, mold, and moisture issues in low-income homes. These ARPA dollars are in addition to a grant provided by the US Housing and Urban Development (HUD), and are not limited to households with a child age six or younger.

- In FY 23, the Mayor will continue to allocate $10 million in ARPA funding that DOEE will provide to DC Water to support private-side replacement for the District's Lead Pipe Replacement Assistance Program (LPRAP).

- The Bipartisan Infrastructure Law will lead to an estimated $9 million increase in the District's Weatherization Assistance Program and a $0.3 million increase in the District's Low Income Housing Energy Assistance Program LIHEAP in FY23. DOEE will use a Racial Equity Impact Assessment (REIA) launched in FY22 to ensure BIL projects reduce racial inequities and improve success for all groups.

Urban Sustainability Administration

- In FY23, DOEE's Urban Sustainability Administration (USA) will continue working to advance innovative solutions for a healthier, greener, more livable city for all residents. USA builds partnerships and tracks progress on the implementation of Sustainable DC 2.0, which will celebrate its tenth anniversary in 2023. Under the umbrella of Sustainable DC, USA leads programs and policies to promote equity, urban agriculture, sustainable materials management, and sustainable businesses.

- Our Carbon Free DC Plan is in the final stages of approval and will be released this fiscal year. Together, the District's Clean Energy DC plan and Carbon Free DC strategy outline the roadmap we are implementing to transition off fossil fuels and meet the Mayor's commitment to cut citywide greenhouse gas emissions 50% by 2032 and achieve carbon neutrality by 2050.

- In FY23 we will continue enhancing programs established through the Green Food Purchasing and Zero Waste Omnibus Acts. In partnership with the Office of Contracting and Procurement, in FY23 DOEE is working to ensure the District increases its mandated use of Environmentally Preferable Products and Services (EPPS) through the development of a certification program.

Environmental Services Administration

- In FY23, DOEE's Environmental Services Administration will continue its work in areas related to air quality, toxic substances, healthy homes, rail safety, emergency response, and the ongoing Anacostia River Sediment Project.

- DOEE remains committed to maximizing air quality benefits and working to address inequities in air quality exposure and related health outcomes throughout the District. In FY22 the Air Quality Division (AQD) is launching a pilot program to measure block level air quality in four communities. This data will allow DOEE to better understand acute air quality issues at the hyperlocal level and to develop more effective regulations and programs to decrease pollution exposure, especially in communities of color. Under the Mayor's proposed budget DOEE can expand this pilot in FY23.

- We are reducing pollution from fossil fuel burning in the District. In FY22 we finalized a regulation that will require upgrades of emission controls on existing equipment such as large boilers, combustion turbines, asphalt plants, and non-emergency generators. DOEE is also working to reduce emissions from mobile sources throughout the District. Through Volkswagen (VW) Settlement funds and Diesel Emission Reduction Act (DERA) grants, DOEE will rebuild two Amtrak switcher engines in Ivy City and electrify 12 Circulator buses that will run routes primarily in wards 7 and 8.

- In FY23, DOEE's Rail Safety and Emergency Response Program will continue to establish its presence in monitoring, inspecting, and enforcement activities throughout the District's freight rail corridor. The FY23 approved budget enhancement of $178,624 safeguards the

continuous monitoring and response to environmental emergencies and illicit discharges throughout the District.

Natural Resources Administration

- In FY23, DOEE will continue to co-chair the Flood Task Force established to identify policies and projects to bolster flood readiness in the District. With support from the Task Force members, the FY23 budget includes $2.6 million to create the FloodSmart Homes program, which will provide financial assistance to help homeowners retrofit their homes to reduce flood risk. The Task Force is due to complete the Flood Action Plan early in FY23, and we expect to identify additional projects, such as making flood insurance more affordable and flood protection infrastructure projects that will generate future budget requests.

- With $8.3 million in ARPA funds in FY23, grantees and contractors will maintain the over 4,000 District-owned green stormwater infrastructure assets while also training and placing District residents and returning citizens in living wage jobs. Over the past several years, the District spent millions installing green infrastructure to reduce and filter stormwater runoff. DOEE's green infrastructure maintenance will ensure that the investments we've made are delivering their intended benefits while creating critical pathways into the green economy.

- DOEE's capital investments in the District's natural environment will also continue in FY 23; including ongoing restoration projects and the integrated flood modeling tool. Our restoration work and green and gray infrastructure projects are funded through DOEE's Clean Water Construction grant program. From FY22-26, DOEE anticipates receiving an additional $59.4 million in funding for the program under the Bipartisan Infrastructure Law, as well as increases through federal appropriations. In addition, the Bipartisan Infrastructure Law is providing DOEE with $4.7 million in formula funds over FY22-26 to address per-and polyfluoralkyal (PFAS) or "forever chemicals" and emerging contaminants.

- Partnering with DC Water we will utilize an expected $143.2 million over FY22-26 from the Bipartisan Infrastructure Law to support the ongoing Lead Free DC effort to replace 28 thousand lead pipes in the District by 2030. These efforts will prioritize underserved and vulnerable populations as well as private-side and full-service line replacements.

Conclusion

I am proud of DOEE's work to preserve and protect the environment of our nation's capital. Our policies and programs preserve the natural environment, increase resilience, create jobs, and train residents in new fields that boost our transition to a green economy. Every day, we strive to improve living conditions and reduce utility costs for vulnerable residents across the District.

In closing, we are a fiscally resilient agency, with a world-class team of employees. The resources allocated to DOEE will play a critical role in creating a new and better normal for District residents as we continue recovering from the COVID-19 public health emergency.

Thank you for holding this important hearing, and for the opportunity to testify today. I look forward to answering any questions you may have.

Attachment H

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Testimony submitted by Scott Kratz, Senior Vice President, Building Bridges Across the River

RE: 11th Street Bridge Park funding

April 4, 2022

Good afternoon Councilmember Cheh and honorable members of this committee.

My name is Scott Kratz, Senior Vice President at Building Bridges Across the River – a Ward 8 based non-profit that for the last 10 years has partnered with the District Department of Transportation to realize the 11th Street Bridge Park.

This transformational project will help reconnect long divided neighborhoods on both sides of the river. Informed by over 1,000 stakeholder meetings, the 11th Street Bridge Park has engaged local residents shaping every element of the park's design and impact. We have had a very productive year and will be at 100% design this summer with construction documents. Our partners at DDOT will then plan to solicit for a builder. Working with local residents, partner non-profits and the District government, we have made great progress.

It is now time to build the Bridge Park. To that end, we are asking that Council include $15MM in additional capital funding in DDOT's FY23 budget so the city can begin construction next year. To date the Bridge Park team has secured over $37.5MM towards our $45MM expected contribution with another major capital campaign gift announced tomorrow afternoon. If funding is delayed, this will increase cost and jeopardize this important project that will literally and figuratively bridge DC.

Over the course of the last decade, the 11th Street Bridge Park has become so much more than a park. Our nationally recognized Equitable Development Plan aims to ensure District residents can stay in their own homes and thrive in place. To date we have secured over $86MM invested in equity strategies nearly equaling the actual cost of the park's construction. Strategies include establishing the Douglass Community Land Trust that has over 250 units of permanently affordable housing, a Ward 8 Home Buyers Club in partnership with Manna that has helped over 100 Ward 8 renters become homeowners creating inter-generational wealth, nearly $1MM invested in Black owned businesses near the park and we recently graduated our 24th construction training program at the Skyland Workforce Center to make sure that dollars spent on the park employ District residents. In 2020 we partnered with three partner non-profits: Bread for the City; Martha's Table; and Far Southeast Family Strengthening Collaborative to launch THRIVE East of the River program – a direct COVID response that has become the largest

privately funded unconditional cash transfer program ever attempted in the United States, transferring over $3MM to over 600 Ward 8 families.

This is a project we all should be proud of – municipalities from coast to coast are looking to the work in the District to build a more inclusive and equitable recovery.

The COVID-19 pandemic has increased the need for more green open spaces, and the 11th Street Bridge Park will support residents' environmental, economic, cultural and physical health during these tough times. The park will feature an Environmental Education Center run by the Anacostia Watershed Society that will inspire the next generation of river stewards, a River amphitheater elevating the rich culture and heritage of District residents, urban agriculture for a Ward that has one full-service grocery store and an 11,000 sq. ft inter-generational playspace providing safe places to recreate.

Including $15MM in the FY23 budget will actualize a once in a lifetime project. I would like to express gratitude to the Council of the District Columbia for supporting this community-driven civic space that reflects a new era of connected communities in the District of Columbia. Thank you for investing in our communities. I am happy to answer any questions you might have.

Respectfully submitted by:

Scott Kratz
Senior Vice President
Building Bridges Across the River
skratz@thearcdc.org

Public Testimony
DC Department of Transportation Budget Hearing
4/4/2022
Aaron Parrott

Greetings Councilmember Cheh and attending councilmembers. My name is Aaron Parrott and I live in Capitol View in Ward 7.

I wanted to thank both yourself, your staff, and DDOT staff for visiting the East Capitol Corridor last month. Talking with our neighbors and local officials after, the general feeling was that it was productive and we are excited to see what comes of it. So, thank you again for visiting.

I hope you and the rest of the council will continue to maintain funding for the East Capitol Safety and Mobility Project to complete the design. It's included in the Mayor's budget for DDOT and one that will find great support in our community.

Relatedly, as part of your visit, we discussed the lack of pedestrian access across i-295 and the CSX rail lines when traveling on East Capitol Street. Commissioner Kimberly Martin followed up with a letter on this issue, addressed to yourself, Councilmember Gray, and Director Lott. We are seeking the Council's support in allocating funds to DDOT's FY23 budget to begin the design process with a goal of removing this significant barrier for a historically disadvantaged community.

I'd also like to support Building Bridges Across the River in asking the Council to include $15MM in additional capital funding in the Department of Transportation's FY23 budget so the city can begin construction next year.

And last on my topic on bridges is the continued support of the Benning Road Bridges and Transportation Improvements Project. Our understanding is that there has been a recent delay related to utility location. It would be helpful to understand from DDOT if the delay could be resolved with additional funds to expedite the utility relocation and maintain the original project schedule.

Thank you for allowing me to speak today and I'm to answer any questions if you have them.

Best,
Aaron Parrott

April 4, 2022

Good afternoon. My name is Alex Baca, and I am testifying on behalf of Greater Greater Washington, where I serve as D.C. policy director.

We support Mayor Muriel Bowser's FY23 budget for the District Department of Transportation, and are particularly pleased to see that it includes additional funding for the bus priority program. We request that the Committee on Transportation and the Environment fund the following, to enhance the implementation of the line items contained within the mayor's budget:

Road pricing study appendix

The executive has not yet released the study on road, or congestion, pricing that the council funded in 2018 ($475,000). The reason that GGWash has been given is that the report's model uses pre-pandemic data, and that, therefore, it is now completely inaccurate. Leaving aside the fact that it is quite reasonable to assume that everything we knew about the externalities of single-occupancy vehicle usage pre-pandemic will be worse post-pandemic, we are requesting additional funding for the model to be re-run, and an appendix added to the report, based on post-pandemic travel patterns. We feel that about $100,000 would be appropriate to get the existing report to a place where the deputy mayor for operations and infrastructure and the mayor are comfortable releasing it, and request the committee support this so that we can better understand the District's options for managing travel and transportation. Road pricing is estimated to raise $90 to $500 million annually. It is absurd to leave this on the table because of fears around, say, downtown's economic fate should people no longer be able to drive there for, essentially, free.

Parking study

GGWash is requesting that the committee fund a comprehensive, District-wide parking study in the FY23 budget at $300,000, or thereabouts. DDOT's last curbside management study was finished in 2014, and, unfortunately, it seems that little of it has been used to inform policymaking or capital projects since then. A lack of information about the supply and use of on-street, off-street, and commercial garage parking is hurting DDOT's ability to execute the otherwise positive vision laid out in this budget—the vacuum of information ends up being filled by anecdotal evidence and emotional appeals about parking as opposed to data-driven work.

This study should include the following: the number of on-street RPP, ROP, metered, and unzoned spaces; the number of RPP-registered vehicles by single-member district, or the smallest possible geography; a ratio of permits to spaces across the District; an inventory of properties with off-street parking; survey data on how often residents with off-street parking use that space for parking, and how many use it for other purposes; an inventory of commercial garage spaces and where excess garage capacity can be paired with reductions in nearby street parking; and an assessment of the market value of parking across the District and how it relates to RPP.

A parking study should also include a recommendation on the appropriate size for RPP zones. Councilmember Henderson's recent bill proposed that RPP zones be reduced from wards to single-member districts. This may be the right answer, but I think the question needs more consideration. Ideally, RPP zones could be dynamically scaled over time to better match the number of permits issued in an area to the supply. This may also require a cap on the number of permits in over-subscribed neighborhoods.

Some additional notes: Beyond road pricing, sensible revenue-raisers that might be of interest to the committee include reinstating performance parking programs, not as pilots but as the baseline for how the District charges drivers for parking on its streets, and increasing the registration fee for vehicles that are larger or heavier than appropriate for a city in which people and drivers interact all the time.

Lastly, DDOT's Southern Avenue project is still a massive disappointment. I brought up the plans for Southern Avenue in my oversight testimony, and haven't received an answer from the agency as to why that project—in a ward that's been denied the same investment and planning as those west of the river, on a road known for its traffic fatalities—is so, frankly, pathetic. It fiddles around the edges by adding a few stop signs and expanding sidewalks, without reducing the road width or otherwise meaningfully slowing down drivers. It is my understanding that DDOT's chief project delivery officer is no longer with the agency; I'd like to know why, and I'd hope that candidates for that role are evaluated on their commitment to preventing drivers from killing people. That may necessarily mean reevaluating existing projects and saying that they are insufficient, as the plans for Southern Avenue are.

Thank you.

Written Testimony for the DDOT Budget Hearing
April 4, 2022

Madam Chair, I am today testifying on behalf of ANC3D. This testimony was approved by the full Commission on March 2, 2022. It is based on the excellent work of ANC3D Transportation Committee composed of 14 dedicated community members plus 3 Commissioners.

We urge this Committee to continue to move the Department's budget and program away from an overwhelmingly car and roadway-centric approach to transportation in the District and toward a set of programs that give appropriate emphasis to all of the mobility modes that our residents now use, including especially walking and bicycling. While bicycling has received increased emphasis in past budgets, which should continue, we believe there is still need for more resources than in the past to be devoted to developing the necessary safe infrastructure for bicycling in this city. Pedestrian safety, in contrast, has never received the serious attention that it deserves and we ask that this year the Committee correct this oversight. Finally, we recommend enhanced funding for DDOT's engagement with the public, and funding for one very important transportation artery, Canal Road.

ENSURING PEDESTRIAN SAFETY

This is the year, we believe, when pedestrian safety should be elevated in both Department's budget and the management of the Department. We do not believe we need to make the case to this Committee that collisions involving pedestrians have been front and center in the news this year. We should be looking for systemic reasons why we do not seem to be able to protect our pedestrians in this city. We believe that some changes in the Department's budget could make a big difference in future years.

Fund a High-level Pedestrian Management Position

It appears that pedestrians have not received much attention at the highest levels of the Department. Who is thinking ahead about pedestrian mobility? We have been told that day-to-day operations related to pedestrians, such as sidewalks, are spread around the Department in five different places. We ask the Committee to create and fund a high-level position within the Department whose sole function is to identify and champion the needs of pedestrians in all of the Department's programs.

New Sidewalks

How does the Department make decisions about what new sidewalks need to be installed? The Department apparently does know where there are no sidewalks on streets in the District, but it apparently does not know how many of these streets with no sidewalks meet the Department's criteria for priority installation of new sidewalks—criteria which include walking routes to schools, parks, and bus and Metro stops. Instead, we are told that there is a years-old non-public list of 50 new sidewalk projects that, if there were money, would be built.

This is a strange way to do business when it comes to pedestrian safety. Shouldn't the Mayor and the Council know the universe of how many new sidewalks should be built according to DDOT's own priority criteria and how much they would cost and how many decades it would take to build them if only there were money to do so? No one knows this information, and therefore, how does this Committee know

how much to put in the budget for new sidewalks? This does not seem like good management for a city this size. We believe for the current budget year the Council increased the new sidewalk budget from $1.5 million to $2.0 million, a whopping 33%. That sounds good, but it was just a drop in the bucket. That $500,000 will not build much. I am told a single retaining wall necessary to build one sidewalk recently cost the Department $400,000. We need a serious increase in the new sidewalk budget. We know that there are 60 miles of streets in the District that have no sidewalks whatsoever or a sidewalk on only one side of the street. We recommend that a minimum of $10 million be invested in new sidewalks in FY 2023 and that the Department use a small portion of this money to survey the need for new sidewalks across the city and present a budget next year for sidewalks based on that analysis.

Sidewalk Repairs

Last June, ANC3D undertook a survey of most of the sidewalks located in ANC3D to identify those that required repair because of tripping hazards for pedestrians. We developed a list of over 150 such sidewalk locations. I am sad to report that despite assurances from Director Lott, only 25% of these cases have been fixed, leaving over 100 tripping hazards still untouched. Some of these remaining cases have a displacement between the squares of sidewalk of 2, 3, and 4 inches. While pouring new cement is difficult during a few winter months, grinding down these raised edges of sidewalks is a task that can be done in any month of the year. On its website, DDOT promises that temporary emergency repairs will be done within 15 business days. It would appear that, once again, the failure of the Department to fix these hazards that have been identified for them is either a budgetary problem or a failure to give these problems their proper priority.

In the past, the Mayor and Council have given DDOT the resources to be able to respond to drivers' requests for pothole repair on a 3-day turn around basis. DDOT has received deserved praise for how it responds to these drivers' requests. We object to the 15-day response time promised by DDOT for sidewalk repairs, given that a sidewalk hazard can be ground down thereby at least temporarily eliminating the tripping hazard in approximately the same amount of time it takes to fill a pothole. Clearly DDOT has a backlog just in responding to residents' complaints. The new survey of the condition of all of the District's sidewalks, which we understand DDOT is doing this year, will likely add miles of sidewalks needing repair to the backlog. We ask that the Committee at least triple the sidewalk repair budget for FY 2023 so that DDOT can reduce the backlog to zero and begin to at least meet, if not greatly shorten, the 15-day response time to reported tripping hazards.

Crosswalks/Intersections

Intersections are probably the most dangerous places in the District for pedestrians and bicyclists. Most of the collisions in ANC3D's area involving drivers, pedestrians and bicyclists occur in crosswalks and intersections. The Mayor has increased the number of intersections where DDOT will analyze and take action to make these intersections safer. This is good, but, given the danger that they pose, intersection safety should be elevated in the budget as one of the prime targets for FY 2023. We recommend that the Committee double or triple the amount of resources devoted to this effort compared to what the Mayor is doing in FY 2022.

Finally, we ask that the Committee include more money in the budget to repaint the crosswalks in the District on a more frequent schedule and to add crosshatching to all crosswalks that do not have it today. This in an inexpensive way to improve pedestrian safety in the District.

In summary, this is the year that pedestrian safety should receive the full funding that it deserves, since walking is reportedly involved in more trips around the District than any other mode, and yet, in the past has been treated as a step-child by the Department's management and in its budget.

BICYCLE INFRASTRUCTURE

The District is to be complimented for the increased attention to bicycle infrastructure in the past couple of years. Yet, as ANC3D has tried to move quickly to approve proposed bicycle infrastructure in our area (in particular on New Mexico Avenue and Arizona Avenue), we find that the lack of staff and funding in the bicycle program is holding up the design and construction of these bicycle infrastructure projects. While you may hear that the main impediment to the installation of bicycle infrastructure is public objections to the infrastructure, at least in ANC3D we are dealing effectively and quickly with these issues, providing feedback to DDOT within a short period, and are finding that DDOT is simply not staffed up to respond to "yes" answers from our ANC. For example, we endorsed in principle a cycletrack along New Mexico Avenue in July, 2021, but DDOT has not provided further design details in the subsequent eight months. The Committee needs to fix this situation by programming more dollars and staff for the installation of bicycle infrastructure. We would estimate that the staff and its contract budget need to be expanded by at least a third of its current level.

FUNDING THE NEEDED ENGINEERING WORK FOR CANAL ROAD IMPROVEMENTS

For ANC3D and the District, Canal Road is a vital artery that carries commuter and other traffic between downtown and Maryland and Virginia (as well as DC) while keeping all this traffic off our neighborhood streets. While we hope and expect that vehicle traffic will decrease over the coming years for no other reason than the need to confront climate change, roads such as Canal Road will continue to be very important for carrying people efficiently downtown and back.

However, the safety of Canal Road is in great need for improvement, and we are hoping that some of the infrastructure money coming from the Federal government over the next 10 years can be spent on making some significant changes. However, this will not happen if DDOT does not take its previous Canal Road study and move it to the next stage so that informed choices can be made about the most important improvements to be made and how much they would cost. This "engineering" work needs to go into the Department's planning now if the District is to have any hope of securing the Federal funds to help do this work in the future. We therefore ask the Committee to include sufficient funding for DDOT to move this project to the "shovel ready" stage for potential infrastructure funding in future years. The Department is in the best position to inform the Committee of the estimated amount necessary to undertake this work.

ENGAGEMENT WITH THE PUBLIC, INCLUDING ANCs

We suspect that more residents, civic groups, and ANCs attempt to communicate with DDOT than with any other District Agency. Given this, one would think that DDOT would have developed one of the most robust engagement efforts of any agency in the District. Sadly, this has not been the case. We see a major change in the policy of the Department as it puts more focus on engagement. As an example, DDOT has recently promised to respond within 60 days to any ANC letter. This is a major change in policy and one that we strongly commend. However, transportation questions/requests submitted by the public and ANCs are rarely able to be answered with a yes or no response. The problems identified are often complex, and what is called for is not just a formal letter back to the ANC, but the beginning of a dialogue between the Department and the ANC or other requesting body. The "solution" proposed by an ANC (e.g. a traffic light, a stop sign, a re-configured intersection) may not be the "right" solution when all factors are taken into account. Yet, the ANC letter should be seen as a plea for help with a serious problem, and if the proposed solution is not the right one, DDOT needs to find a better one, not just tell the ANC that its proposed solution will not be accepted without explanation.

While the Department may now have the desire to have this type of dialogue, we do not believe the Department is staffed to engage in these dialogues; yet resident and ANC communications are to a large

extent the "eyes and ears" for the Department and the manner of the response from the Department is critical to encouraging residents and ANCs to continue to try to communicate their concerns. We therefore ask that the Committee substantially increase the funding for the engagement staff of the Department so that we can maximize the Department's working partnership with ANCs and similar organizations. We would estimate that this increase needs to involve at least 10 new positions at the Department.

NEED FOR MORE PLANNERS AND MORE TRANSPARENCY

DDOT looks and feels to those of us outside as very much an ad hoc agency. While the Department does do some planning, such as the MoveDC 2021 plan, that plan is stated in such general terms that just about any project in the future can be argued to be consistent with the MoveDC plan. On the other hand, this plan cannot be used to hold DDOT accountable in the future for projects that they do not undertake because of this same generality. When we in ANC3D ask whether a particular project will be undertaken, if we are lucky enough to get some response, we hear "this project is not in our current operating plan." This is useful information, but what we really want to know is, "will this project ever be undertaken?" For instance, is it in next year's plan or the year after that? As far as we can tell, DDOT does not itself know because it apparently does not plan that far ahead. If we are correct that the Department is this ad hoc in its budgeting and operations, then this is a serious problem for the District.

In trying to break through this process, ANC3D has submitted not only specific priority projects to the Department (with very little success at a dialogue about these projects) and this month we have submitted priorities for next fiscal year's operating plan. Ideally, we see a process by which all ANCs across the city could participate with the Department in its planning for the future 2 or 3 years. We have therefore designated our list as a pilot effort, and we will see whether our offer engenders a reciprocal response.

Whatever the real situation about how planning is done within the Department which we cannot see from the outside, it is definitely the case that the Department should do more planning and be more transparent about it. For that reason, we recommend that the Committee increase the planning staff of the Department accordingly and urge that it share with the public its tentative operating plans for the next 2 or 3 years in order to let the public participate in helping the Department set priorities for its limited funds.

Thank you for the opportunity to provide ANC3D's views about the FY2023 DDOT budget.

ADDENDUM

NOTE: This Addendum was not reviewed or therefore was not approved by the full ANC3D Commission and represents the views of Commissioner Chuck Elkins.

URBAN FORESTRY

It would appear that the District is actually losing tree canopy year-to-year instead of gaining it, if one defines tree canopy as "leaves that provide shade to our neighborhoods" rather than if it is defined as the "number of tree trunks" in the District. Large trees are routinely being cut down to accommodate construction needs in the District and if they are replaced at all, they are replaced with small trees that will take decades to replace the shade/canopy that has been chopped down.

There are a number of steps that the District should take to strengthen both the capabilities/staffing of the Urban Forestry program and its budget.

Stronger laws with an emphasis on prevention

While we can pride ourselves that we have relatively strong tree laws in the District, they are obviously not strong enough, given, for example, the large number of heritage trees that have been cut down illegally in the past year. I have submitted a number of suggestions to this Committee in separate correspondence about how these laws and regulations might be strengthened.

There is one of these proposals that I would like to emphasize here. Some of the people who violate our tree laws indicate that they had no idea of the existence of these tree laws, either at the time they bought the property or sometimes even when they cut down the tree. Prevention is an important component of any effective regulatory program and that is true in the case of our tree laws.

My suggestion is that persons who propose to sell property in the District be required to inform potential purchasers of the presence of any "special" trees (44 inches in circumference) and heritage trees (100 inches in circumference) on the lot. If there are such trees on the property, the seller should also be required to provide the prospective buyer a standard information sheet, prepared by Urban Forestry, detailing the legal requirements pertaining to the protection of these trees, including protecting them during construction and under what circumstances these trees can be cut down. While this requirement sounds complicated, it really isn't. All it takes is a tape measure in the hands of the seller and the one-time preparation of an information sheet by Urban Forestry.

Expanding the role of the Urban Forestry Program

We are missing opportunities to protect the special and heritage trees we have in the District because of the narrow focus of the Urban Forestry Program. I suggest that the program's role be expanded to helping owners of properties that contain these trees care for the health of these trees. Many of our special and heritage trees are on private property and therefore we depend on the owners of that property to protect this important part of our tree canopy. The advice of a Departmental arborist to property owners about impending problems with these trees and how to promote their health—and consequently, they long life—would go a long way in ensuring the long life of these important trees. I recommend that the role of the program be expanded and that 2 or 3 additional arborists be added to the staff to work directly with property owners. These property owners could include as well owners who are governmental agencies, such as owners of the right of way along some of our major highways/parkways where vines and non-native species are choking our native trees to death.

TESTIMONY BEFORE THE COMMITTEEE ON TRANSPORTATION AND THE ENVIRONMENT

ON

THE DISTRICT DEPARTMENT OF TRANSPORTATION BUDGET OVERSIGHT HEARING

Chairperson Cheh and members of the Committee on Transportation and Environment. I am Ann Chisholm a ward 4 resident and want to call your attention to a problem that has plagued the residents of the 7200 block of 7th Street, NW. For several years the residents of this block asked DDOT to correct a flooding situation created from the alley. The alley along this block is higher than the alley and over the years our backyards are flooded making them usable. This also creates an extremely bad mosquito problem.

We have attempted to work with DDOT to resolve this issue but it has fallen on deaf ears. I recently contacted DDOT and who claims they are not aware of this situation. As way of background, this problem was brought to the attention of DDOT by former Councilmember Brandon Todd. During his tenure, he conducted a walk through with neighbors with representatives from DDOT.

Several months ago, KIM engineering was surveying the alley and said the city contracted them to assess the situation. As part of their assessment, they also conducted pit testing on 7th Street to investigate the situation. After the pit testing, another engineering firm (Hunt?) was in the alley to assess the situation and mentioned the need to install a pipe to improve the drainage. When I mentioned this to DDOT, they said "we are not aware of any third party assessments of the alley." Perhaps these engineering firms were providing <u>pro bono services</u>. Kudos to these firms. DDOT further stated that they will begin an investigation and <u>maybe</u> funds could be placed in the FY23 budget. I am confused that no one at DDOT is familiar with this problem. I guess selective memory.

I am writing to ask you to investigate why DDOT has not corrected this problem that is impacting the quality of our lives. Please ask them to include money in the budget to correct this situation. I can only go in my backyard with rain boots and if my dog goes in the yard have to bath him daily. The mosquito problem is unbearable and we often avoid going into our yards.

I am asking you to help us in this community to correct this situation so like other residents we can enjoy our backyards with cookouts, lounging, gardening etc, **WE NEED TO USE OUR BACKYARDS LIKE RESIDENTS IN OTHER COMMUNITIES IN THE DISTRICT. IF DDOT CANNOT CORRECT THIS PROBLEM, PERHAPS THE COUNCIL SHOULD CONSIDER LEGISLATION THAT PROVIDES US A TAX ABATEMENT ON OUR REAL ESTATE TAXES SINCE WE CANNOT USE A PORTION OF OUR PROPERTY. WORTH CONSIDERING.**

Thank you for the opportunity to provide testimony before your Committee and I am available if you have questions.

Ann Chisholm

7205 7th Street, NW

Ward 4

Amalgamated Transit Union
Local 689

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Statement of the Amalgamated Transit Union (ATU) Local 689
DC Council - Committee on Transportation and the Environment
District Department of Transportation - Budget Oversight Hearing
April 4th, 2022

TO: The Honorable Mary Cheh and Members of the Committee on Transportation and the Environment
FROM: Brian Wivell, Political & Communications Director, ATU Local 689

Thank you members of the committee for the opportunity to meet with you today. Amalgamated Transit Union Local 689 represents 15,000 transit workers and retirees across this region, including the bus operators of the DC Circulator.

I return before this committee today to provide updates on the ongoing DC Circulator collective bargaining agreement negotiations between our members and RATP Dev, the private contractor hired by DDOT to provide operations and maintenance for the transit system. Though we hold collective bargaining to be a sacred process, between employers and their workers, those of us that represent privatized workers can't pretend that the DC Government does not have a role to play in our negotiations. When the very funding that pays our members wages and benefits comes from taxpayer money, we can't pretend that the low bid contract that DDOT accepted by RATP Dev is not a part of why our members receive some of the lowest fixed route operator wages and benefits in this region. It's no wonder to us why many of our members wonder whether staying at the Circulator is even worth it when they could go to WMATA, DASH, or RideOn and make so much more.

This very committee has even re-opened the DC Circulator operations and maintenance contract in the past in order to fix DDOT's mistakes of accepting suspiciously low bids. In 2016, more money was put in to fund raises and benefit increases for DC Circulator operators. Just a month ago, the Montgomery County Council unanimously voted to put an additional $8.63 million into their RideOn bus service in order to fund operator wage and benefit increases so that they could stem the tide of operators and transit workers leaving to work at WMATA.

So what do we seek today? We want to make sure that the DC Council plays an active role in ensuring that DC Circulator workers have wage and benefit parity to WMATA workers. We estimate that fully funding Union wage and benefit proposals may require an additional $2,359,744 in year one; year 2 -- $3,370,728; year 3 -- $4,473,193. These are the increases over status quo which, for the City, are not equal to the incremental cost of providing the service. Let us be clear. We do not believe another penny should be placed into the RATP Dev contract if that money ends up in the pockets of RATP Dev's shareholders or their union busting lawyers.

Regarding DDOT's Budget Oversight documents filed with this committee. Attachment 3 lists an indirect recovery grant of over $10 million for the next fiscal year from the Department of Transportation. This is likely some of the same funds used from the federal government for the last few years to keep transit moving during the pandemic. The mayor's budget proposes offsetting nearly a third of the full cost of the Circulator with these grants. With the millions of dollars the mayor's budget puts into necessary and important transportation infrastructure improvements, we wonder whether some of that money might not also go to another essential part of our transportation infrastructure, the workers themselves.

We've been bargaining with RATP Dev since March 1st and negotiations have been slow. RATP Dev and their union busting lawyers did not even offer an economic proposal until March 29th. They claimed that they needed this time to not offer something insulting to members. But that clearly wasn't the case. They are currently offering only a 2% wage increase for senior operators, which is functionally a 6% wage cut with inflation, when these workers are already some of the lowest paid in the region. We regret to inform you that tomorrow Local 689 members at DC Circulator are conducting a strike vote tomorrow to show RATP Dev how serious we are about our demands.

We urge the committee to ask DDOT the following questions:

- Where are they in their process for seeking new proposals for operations and maintenance of the DC Circulator?
- Have they considered "in-housing" DC Circulator operations and maintenance?
- What is the exact number of service hours provided by RATP Dev in 2021 for the DC Circulator?
- What is the penalty for failure to provide service under the RATP Dev contract?

Thank you again for your time and Local 689 is happy to answer any questions that you may have.

AKRIDGE

TESTIMONY OF

TOM WILBUR, EXECUTIVE VICE PRESIDENT
AKRIDGE

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Fiscal Year 2023 Budget Oversight Hearing on the District Department of Transportation

April 4, 2022
12:00 PM

Good afternoon Chairperson Cheh, members of the Committee on Transportation and the Environment, and staff. My name is Tom Wilbur, and I am an Executive Vice President at Akridge, which is a full service commercial real estate firm based in Washington. Akridge, with Western Development and Orr Partners, are the co-developers of RiverPoint, a mixed use project with 480 residential units and 70,000 sf of restaurant and commercial space on the Anacostia River waterfront. Thank you for the opportunity to testify on the Fiscal Year 2023 budget for the District Department of Transportation ("DDOT"),

I am testifying to ask the Committee to include $4.059 million for two Buzzard Point infrastructure projects in its recommendations for the FY23 capital budget: $2.959 million for constructing a temporary segment of the Anacostia Riverwalk Trail, and $1.1 million to complete the design of Buzzard Point Park.

Over the past 5 years, Buzzard Point has gone from being an underutilized industrial waterfront area to being an up and coming mixed use neighborhood. DC United's construction of Audi Field, with the City's support, stimulated the private development by the four developers here today. Our projects have been well received, but our new residents and businesses, who are

also pioneers in this new neighborhood, will want to see more progress on retail development and public amenities in order to encourage new development and to retain them in our projects.

RiverPoint has three restaurants committed to our waterfront spaces. Last year, Greg Casten opened his newest restaurant The Point with a wonderful outside deck overlooking the Anacostia. DC Central Kitchen, a longstanding, home-grown non-profit, will move into its new headquarters and training facility to RiverPoint in a couple of months. DCCK is also opening their second Café Marianne in the project. People travel from around the world to learn about the "social enterprise" concept as utilized by Mike Curtin in growing DC Central Kitchen.

Our neighborhood has two needs that we want to discuss today – first, improvements in the public realm and second, better connections to the adjacent neighborhoods.

Buzzard Point is fortunate to have publicly owned land which can be used to create attractive public amenities. The NPS owned property is not big, but it does include a significant stretch of waterfront property and it has great potential. A master plan for the property was finalized several years ago, but is now sitting on a shelf due to lack of funding. The plan includes park space, direct access to the water, and a playground for kids. These amenities will attract schools to the area and will help keep young residents in the neighborhood as their families grow rather than fleeing to the suburbs. While the funding for final park construction work is being raised, we need funds now to move the design process forward.

The NPS property also can contribute to second need, connecting Buzzard Point to the BallPark area. The 27 mile Anacostia Trail actually starts at the RiverPoint project. We have built the first 100 yards of the trail on our property. To the West of our site this trail connects to continuous dedicated bike and pedestrian paths leading up to the Wharf, Georgetown, and

Bethesda - and over the Potomac River to extensive trail systems in Virginia. But to the East of our project the Trail dead ends at the NPS property.

The survival of early retailers and the prospects for attracting new ones will be greatly enhanced by building the temporary Trail on the NPS property connecting to the Ballpark and Yards. It would also keep bikers and pedestrians safely off the street in furthering the goals of the Vision Zero program.

The allocation of $4.059M for the temporary RiverWalk Trail and the design drawings for the Buzzard Point Park will be help create the vibrant environment needed to attract a critical mass of uses for this emerging neighborhood.

Thank you for the opportunity to testify. I am happy to answer any questions you may have.

TESTIMONY OF

DREW TURNER, DIRECTOR, DEVELOPMENT
DOUGLAS DEVELOPMENT CORPORATION

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Fiscal Year 2023 Budget Oversight Hearing on the District Department of Transportation

April 4, 2022
12:00 PM

Good afternoon Chair Cheh, members of the Committee on Transportation and the Environment, and staff. My name is Drew Turner, and I am Director, Development for Douglas Development Corporation, which is a real estate development and property owner in the greater Washington, DC metro. Thank you for the opportunity to testify on the Fiscal Year 2023 budget for the District Department of Transportation ("DDOT"),

I am testifying to ask the Committee to include $4.059 million for two Buzzard Point infrastructure projects in its recommendations for the FY23 capital budget: $2.959 million for constructing a temporary segment of the Anacostia Riverwalk Trail, and $1.1 million to complete the design of Buzzard Point Park.

I am going to focus my testimony on the collaborative efforts among Buzzard Point stakeholders and the District and federal government on these two important projects. I will also speak to the current conditions and growth in Buzzard Point that has made it urgent that the District act now to ensure that these projects go forward in FY23.

Douglas Development's connection to Buzzard Point dates back to 2005 when we purchased 1900 Half Street and tenanted the building to the GSA/Coast Guard. After 10 years with the GSA in the building and the ultimate relocation of the Coast Guard in 2015 we set out a plan to redevelop the property from government office to 453 residential apartments with ground floor retail. This transformation was completed in late 2020 and currently we are 90% leased with over 500 people living in the building, as well as a Pre-K 3 thru 3rd grade charter school on the ground floor. In conjunction with the redevelopment, we also created a roughly 500 LF of brand new boardwalk and trail space along the water in an effort to continue the Anacostia Riverwalk trail.

In order to ensure that Buzzard Point has safe, inviting, and accessible public spaces, the Buzzard Point Owners Committee ("BPOC")—which comprises area property owners, leaseholders, and stakeholders—has been working closely with the National Park Service ("NPS") on a new park and a temporary connection in the Anacostia Riverwalk Trail. As part of this collaboration we have entered into an MOU with NPS, which is attached to my testimony. This agreement formalizes the ongoing working relationship between NPS and the surrounding stakeholders to revive the grounds of Buzzard Point Park both in the interim and permanently. The requested funding will allow BPOC to go forward with NPS in designing the park and formulating an agreement for its construction and management. It will also allow for the immediate construction of a missing trail segment between First and Water Streets SW. These projects represent years of collaboration among the private sector and the federal and District governments, based on past models such as Franklin Park.

There is great need for the park and trail right now. Two apartment buildings and one condo building totaling more than 1,000 units have opened in Buzzard Point over the last 18

months alone and more residential is on the way. In addition, we have a school with several hundred students that could use this area for outdoor learning experiences. The park and trail will dramatically enhance public space and accessibility in Buzzard Point for current and future residents and businesses, advancing multiple District goals for public safety, transportation connectivity, and economic development.

Thank you for the opportunity to testify. I am happy to answer any questions you may have.

United States Department of the Interior

National Capital Parks-East
NATIONAL PARK SERVICE
Interior Region 1- National Capital Area
1900 Anacostia Drive, S.E.
Washington, D.C. 20020

IN REPLY REFER TO:

Memorandum

To: Acting Area Director, Interior Region 1- National Capital Area

From: Superintendent, National Capital Parks–East *Tara D Morrison*

Through: Acting Associate Area Director, Partnerships, Visitor Experience, and Outdoor Recreation, Interior Region 1- National Capital Area

Subject: Memorandum of Intent among National Capital Parks–East, RiverPoint Partners LLC, SW Land Investors LLC and the Capitol Riverfront Business Improvement District

The National Park Service ("NPS"), with 2100 2nd Street, S.W. LLC ("RPP"), owner of RiverPoint at 2121 2nd Street, S.W.; SW Land Investors LLC ("100 V"), owner of 100 V Street, S.W.; and the Capitol Riverfront Business Improvement District (BID) (collectively referred to throughout this agreement as "Partners") are working collaboratively on improvements to Buzzard Point Park. The purpose of this Memorandum of Intent (MOI) is three-fold:

1. Document understanding about the project and the Partners' anticipated roles, responsibilities and goals;
2. Obtain the Acting Area Director's initial support for this partnership project; and
3. Lay the groundwork for subsequent agreements for design, construction, maintenance, and other agreements as needed.

THE NEED

Buzzard Point Park is administered by the NPS and managed by National Capital Parks-East ("NACE"). It is located in the Buzzard Point neighborhood of Southwest, D.C., and is bordered on the south and east by the Anacostia River and to the west by 1st Street, S.W. The Park is comprised of a collection of parcels administered by the NPS collectively totaling approximately 7.75 acres. Of that acreage, only 3.33 acres are on land; the remainder of the site includes parcels owned by the NPS within the Anacostia River. The Buzzard Point neighborhood is rapidly being redeveloped, and the existing and growing residential population has very limited access to park space.

For many years, Buzzard Point Park was operated as a marina. With the closure of the marina, the opportunity to envision alternative uses of the Park and redesign the Park to better serve the public at large was realized. To that end, the NPS has developed concept plans for park improvements. Once implemented, the improvements, will transform the Park into an accessible community waterfront amenity that continues the Anacostia Riverwalk Trail ("ART"). The Park will provide residents and visitors with more open space, recreational opportunities, and ways to connect with the Anacostia River while enhancing visitor experience of Buzzard Point Park.

The Park improvements include clearing the Park of existing overgrown vegetation and remnant concrete or asphalt pads. The existing shoreline treatments will be completely removed and replaced with an eight-foot high concrete seawall and reinforced with steel piles. Stone revetment will be placed in the river along the length of the seawall, which will act to reinforce the seawall and protect the seawall from erosion and storm surges while improving the visual appearance of the shoreline. As design continues beyond the concept phase, future modifications to the shoreline and the stone revetment may allow for a softer edge to improve conditions for plants and wildlife to thrive at the river's edge. There will also be scenic overlook trail/plaza areas in the northern and southern extents of the Park, and a terraced viewing area in the center, leading to an area of cut stone that would allow visitors closer access to the water's edge. Infrastructure in the southern portion of the Park, specifically the former marina office building, restroom facility, and remnant concrete boating ramp, will be demolished and removed from the site. Much of the Park will be regraded and replanted. The ART will be extended through the Park as a multi-use trail of varying widths (between 10-16 feet) to allow for access to recreational features along the trail without inhibiting circulation. The multi-use trail will be higher in elevation than the passive walking trail and will continue through the central portion of the Park. The trail will then tie into the terminus of the existing ART. Recreational opportunities in the Park will include walking, running, or cycling along the ART, a play area for children, level and mounded (elevated) lawns for observation of the river and the Capitol Building (looking north along V Street, SW), a dock for users who wish to access the Park from the river, and the Matthew Henson Center ("MHC"). The MHC is owned by the Potomac Electric Power Company ("PEPCO"), and is currently being used by the Earth Conservation Corps ("ECC") through a tri-party agreement with PEPCO and the NPS. The facility will be expanded to accommodate restrooms with a separate exterior access. The boat dock behind the MHC will be rebuilt to include exterior access from a separate walkway and pier from the passive (walking) trail.

The MHC itself will continue to offer educational opportunities that enhance the visitor experience. Limited parking options will remain outside the building. Parking will be redesigned in accordance with the Architectural Barriers Act Accessibility Standards (ABAAS). Just beyond the MHC, the ART will continue its connection north of the Park. Signage will be posted for park visitors at the northern extent of the Park, also adjacent to V Street, S.W. (central), and near the round-about adjacent to 1st Street, S.W. in the southern tip of the Park.

RPP is redeveloping the former U.S. Coast Guard headquarters at 2121 First Street, S.W., located to the west of Buzzard Point Park into a new development called RiverPoint. RiverPoint will include 60,000 square feet of restaurant and retail space, 480 apartments, landscaping and a portion of the ART adjacent to the Park.

100V is redeveloping an entire block to the north of Buzzard Point Park. 100 V Street will include 2.0 million-square-foot mixed-use development.

The BID provides place management services that make the Buzzard Point neighborhood a clean, safe, accessible, unique, friendly, and vibrant place to live, work and play. The BID provides Clean Teams and Hospitality Ambassadors, economic development and business attraction, transportation analysis and advocacy, marketing, branding, and public relations initiatives, community-building events like concerts, movies, and other signature programming, park maintenance and other public realm improvements, and real estate market research and analysis.

Together RPP, 100V, and the BID are interested in partnering with the NPS to design, construct, and maintain the park improvements on NPS property.

PROJECT SUPPORT

The process to reimagine the park began in 2016 by engaging the community in a vision for new recreational opportunities and improvements to Buzzard Point Park. The NPS held multiple public planning and information sessions, and together with the help of public stakeholders NPS developed two preliminary concepts for park improvements, which were presented in the Buzzard Point Park Development Concept Plan in May 2017 and initiated an Environmental Assessment ("EA") in 2018. The NPS' goals for a renewed Buzzard Point Park include the following:

- Providing opportunities for the public to connect to the Anacostia River waterfront;
- Providing green space as a refuge from the more urbanized and densely populated areas in Southwest, Washington, D.C.;
- Maximizing the number of users that can experience and enjoy Buzzard Point Park;
- Assisting the District in its efforts toward creating a fishable, swimmable Anacostia River;
- Creating recreational opportunities at the Park by enhancing underutilized spaces for public enjoyment; and
- Providing recreational opportunities for current and future users of the Park.

The EA was issued by the NPS in July 2019 and explored two alternatives to improve the Park, no action and action with two different options for the shoreline. The Finding of No Significant Impact (FONSI) was signed by the Acting Area Director, Interior Region 1 in January 2020. Compliance with Section 106 of the National Historic Preservation Act was conducted concurrently with the EA.

FUNDING

1. **Total Project Cost of the Project**: As this project is only in the conceptual planning stage, there is no ability to calculate the total costs of the project. Once the project is fully designed, it can be executed in stages as funds become available. Future design costs are currently estimated at $700,000. Estimate was based on 30% design.

2. **NPS Costs:** As this project is only in the conceptual planning stage, there is no ability to calculate the total costs of the project. The NPS and the Partners intend to work closely

together on the design, construction and maintenance of the Park. As the design work for park improvements moves forward, costs will become clear.

3. **Partner's Role:** As noted above, the NPS and the Partners intend to work closely together on the improvements to Buzzard Point Park as defined in the project description. The NPS will manage and administer the park, ensuring protection of natural and cultural resources while providing educational and recreational opportunities for the local community and other visitors. RPP and 100V are committed to finding third party resources to fund the entire design and a portion or the entirety of the construction of Buzzard Point Park. In collaboration with NPS and with input from RPP and 100 V, the BID will be responsible for daily maintenance and capital improvements once the initial improvements have been made, so long as sources of funding for long-term maintenance and capital reserves are identified. The BID, which has extensive experience in maintenance and repair of Yards Park and Canal Park in the Capitol Riverfront, will also participate in the park design process, providing input with respect to the maintenance and repair of proposed designs.

AUTHORITIES

Federal/NPS Authorities

54 USC §100301 - §100302- General Authority to Take Actions That Promote and Regulate Units of the National Park System -- The NPS Organic Act directs the Secretary of the Interior to promote and regulate national Park System lands by such means and measures as conform to the fundamental purpose of such lands, namely conservation of the scenery and natural and historic objects and wildlife therein, and to provide for the enjoyment of these resources in a manner and by such means as will leave them unimpaired for the enjoyment of future generations.

54 USC § 101101 - General Authority for NPS to Accept Donations -- The Secretary of the Interior is authorized to accept patented lands, rights-of-way over patented lands or other lands, buildings, or other property within the various national parks and monuments, and moneys which may be donated for the purposes of the national park and monument system.

54 USC§ 102301(a)-(d) -Acceptance of Volunteer Services -- The Secretary of the Interior is authorized to recruit, train, and accept the services of individuals without compensation as volunteers for or in the aid of interpretive functions, or other visitor services or activities in and related to areas of the National Park System.

54 U.S.C Section 101701 - Challenge cost-share agreement authority -- which authorizes the Secretary to enter into agreements with individuals and entities to share costs and services in support of NPS projects; and 54 U.S.C. Sections 100101-100303 (The NPS Organic Act), which authorizes the NPS to take actions in furtherance of the NPS' mission.

SUBSEQUENT AGREEMENTS

Future agreements among the parties that will be needed to implement the terms of this MOI include, at a minimum, the following for each phase:

1. Agreement for funding the improvements,
2. Partnership design and construction agreement
3. Agreement for long-term maintenance and park activation

PARTNER'S LEGAL STATUS

- RPP is a limited liability corporation and controls the land and building known as RiverPoint.
- SW Land Investors, LLC is a Delaware limited Liability Company managed by Akridge.
- Capitol Riverfront BID is a 501(c) 6 corporation established and operating in the Capitol Riverfront area of Washington, D.C.

CAPABILITY

Park/Partner's History/Relationship

- The park, RPP and 100 V have been collaborating on privately-owned and Federally-owned properties at Buzzard Point between 1st and 2nd Streets, S.W. for the last few years to ensure that changes to the properties allow for the continuation of the ART.

Partner's Experience

- RPP is developing RiverPoint, which includes full-block frontage along V Street, S.W. between 2nd Street, S.W. and 1st Street, S.W. at the confluence of the Potomac and Anacostia Rivers and adjoining the National Park Service's James Creek Marina to the west and Buzzard Point Park to the east. The property was an eight-story, vacant office building, formerly the headquarters of the United States Coast Guard. The RiverPoint project will repurpose the core and shell of the existing building into mixed-use building consisting of 480 apartments complemented by street-level and waterfront retail. Residents will enjoy access to and views of the Potomac and Anacostia Rivers and adjacency to the Anacostia Riverwalk Trail and promenade. Open space improvements will be open to the public and include the extension of the Anacostia Riverwalk Trail. The project is under construction now; the first residential units will be delivered in May of 2020 and the project will be completed in December of 2020.

- 100 V is developing the property located immediately to the north of RiverPoint. The approximately seven-acre site is bounded by T Street, S.W. to the north, 1st Street, S.W. to the east, V Street, S.W. to the south, and 2nd Street, S.W. to the west. The site will accommodate up to approximately 2.4 million square feet of matter-of-right residential and commercial development, and the proposed project envisions a pedestrian-friendly, mixed-use development comprised of multifamily residential, creative live/work space, makers/artist space, traditional office, and hotel. A critical component of the envisioned

plan is a design that encourages public access to the NPS owned Buzzard Point Park section of the Anacostia riverfront. The plan will include human-scale streets with many pedestrian-only passageways in the center of the site, inviting gathering spaces within the outdoor "hearts" of the project, engaging public art and other site activation elements, and ample bicycle and below-grade vehicle parking.

- The Capitol Riverfront BID provides place management services that assist in creating a neighborhood that is clean, safe, accessible, unique, friendly, and vibrant. The BID actively collaborates and forms partnerships to achieve the vision for the Capitol Riverfront neighborhood, and supports the development of the Capitol Riverfront neighborhood as a new downtown on the banks of the Anacostia River in Washington, D.C. In support of this mission, the BID provides services such as clean teams and hospitality ambassadors; economic development and business attraction; marketing, branding, and public relations initiatives; community-building events like concerts, movies, and other signature programming; and park maintenance and other public realm improvements.

The NPS is committed to engaging in this exciting new partnership in order to fulfill the NPS mission by creating a park that enriches a historic community and provides new educational and recreational visitor experiences. The NPS, RPP, 100 V and the BID have discussed and understand Director's Order #21 on Donations and Fundraising and the need to follow these and other NPS policies. The Partners understand that there will be the need for various reviews and approvals at the park, regional and Washington levels of NPS throughout the Project's development. The Partners understand that this memo does not constitute a commitment on the part of NPS, RPP, 100 V, or the BID to execute the Project described herein.

RECOMMENDATION

The Partners recommend that the NPS approves the proposed project concept so that it can move forward in the NPS Partnership Design and Construction Process.

Tara D Morrison	4/6/2020
Superintendent, National Capital Parks-East	Date
	2/10/2020
2100 2nd Street SW, LLC Thomas W. Illo, Authorized Signatory	Date
Adam Gooch	02/10/2020
SW Land Investors, LLC ADAM GOOCH, ITS AUTHORIZED AGENT	Date
	2.11.20
Capitol Riverfront Business Improvement District	Date

APPROVAL

I approve the recommendation to move forward with the NPS Partnership Design and Construction Process.

Lisa A Mendelson-Telmini 15 April, 2020

Acting Area Director, Interior Region 1- National Capital Area Date

cc:
Division Chief
Office of Partnerships and Philanthropic Stewardship, WASO

Partnership Construction Program Coordinator
PPFL, WASO

Acting Associate Regional Director
Partnerships, Visitor Experience, & Community Engagement, Interior Region 1- National Capital Area

Chief
Community Assistance and Partnerships, Interior Region 1- National Capital Area

Associate Area Director
Lands and Planning, Interior Region 1 - National Capital Area

Deputy Associate Area Director
Lands and Planning, Interior Region 1 - National Capital Area

TESTIMONY OF

MICHAEL STEVENS, PRESIDENT
CAPITOL RIVERFRONT BID

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Fiscal Year 2023 Budget Oversight Hearing on the District Department of Transportation

April 4, 2022

Thank you, Chair Cheh, members of the Committee on Transportation and the Environment, and staff for the opportunity to submit testimony for the record of the Committee's April 4 hearing on the Fiscal Year 2023 budget for the District Department of Transportation ("DDOT"). My name is Michael Stevens, and I am President of the Capitol Riverfront BID.

I am testifying to ask the Committee to include $4.059 million in DDOT's budget for two Buzzard Point infrastructure projects in its recommendations for the FY23 capital budget:

- $2.959 million for the construction of a temporary segment of the Anacostia Riverwalk Trail
- And, $1.1 million to complete the design of a new Buzzard Point Park.

Capitol Riverfront is an approximately 490-acre new growth neighborhood on the Anacostia River that has experienced rapid growth over the past 20 years. The neighborhood has achieved 71% of its projected buildout of 37.5 million square feet (26.6M SF). This has been the result of years of big economic development "moves" based on vision, political will, good planning, and public investment by the District Government. The Anacostia Waterfront Initiative (AWI) Framework Plan has been a foundation of that effort. And the private sector has responded with over $10 billion invested in development projects.

Some of the public dollars invested in Capitol Riverfront has been centered on the construction of public infrastructure that has facilitated private development – two new world class parks in Yards Park and Canal Park; basic infrastructure such as water and ser upgrades; two new bridge systems; and access to the Anacostia River through the riverwalk trail and new piers and docks. These public investments have helped create a quality of life and riverfront identity for Capitol Riverfront that helps define out outdoor ethos.

Yards Park and Canal Park have been instrumental in creating a sense of place, identity, and community in a former light industrial and manufacturing backyard of the city. They have also provided open space relief for the over 17,000 thousand new residents that call Capitol Riverfront home.

Buzzard Point is a subarea of Capitol Riverfront that is also experiencing rapid growth as a residential market anchored by DC United's Audi Field. This subarea already has over 1,100 residents in three new residential buildings with a fourth building nearing completion. At buildout, Buzzard Point could host up to 6,000+ residential units, new office and hotel space, and new retail and restaurant uses. Eagle Academy, a charter school, is now located in the Watermark Building in Buzzard Point.

The Buzzard Point Vision Framework Plan created by the DC Office of Planning called for more public open space and access to the Anacostia river as necessary foundations for the creation of a successful community. We agree with this assessment and can point to the success of the Capitol Riverfront neighborhood east of South Capitol Street as an example of what public investment can leverage for a new emerging neighborhood.

Parks and open space are fundamental building blocks of our communities, and the Buzzard Point community has the opportunity for the creation of new park space on National

Park Service lands that can benefit this fast-growing subarea of Capitol Riverfront. Completing another segment of the riverwalk trail in Buzzard Point will also provide additional access to the river and its multi-mile hike/bike trail system for thousands of residents and visitors from the DMV.

I urge the committee to include $4.059 million for two Buzzard Point infrastructure projects in its recommendations for the FY23 capital budget: the construction of a temporary segment of the Anacostia Riverwalk Trail and the design for a new Buzzard Point Park.

These public investments would continue the District Government's long history of vision, political will, good planning, and public investment in Capitol Riverfront based on the Anacostia Waterfront Initiative (AWI) Framework Plan.

Thank you for the opportunity to testify, I am available to answer any questions that you may have.

MRP | REALTY

TESTIMONY OF

JOHN BEGERT, PRINCIPAL
MRP REALTY

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Fiscal Year 2023 Budget Oversight Hearing on the District Department of Transportation

April 4, 2022
12:00 PM

Good afternoon, Chair Cheh, members of the Committee on Transportation and the Environment, and staff. My name is John Begert, and I am a Principal at MRP Realty, which is a Washington DC based real estate owner and developer. Thank you for the opportunity to testify on the Fiscal Year 2023 budget for the District Department of Transportation ("DDOT").

I am testifying to ask the Committee to include $4.059 million for two Buzzard Point infrastructure projects in its recommendations for the FY23 capital budget: $2.959 million for constructing a temporary segment of the Anacostia Riverwalk Trail, and $1.1 million to complete the design of Buzzard Point Park.

In my testimony, I will update you on future growth in Buzzard Point, which underscores the pressing need to invest in adequate public space and safe transportation connections in the neighborhood in FY23.

- **MRP has invested in Capitol Riverfront and Buzzard Point since 2011 and owns two apartment buildings Dock 79 and Maren along the Anacostia River and the riverwalk trail**
- **MRP is set to deliver our 3rd apartment building called Verge located at S and Half Street SW. Verge will consist of 344 units and 8500 SF of ground floor retail**

- **MRP, our partner Florida Rock and SIC (Scott Mosley who you have heard from) have development density under control along the Anacostia River in Buzzard Point for an additional 6-7 buildings (including 4 along the water) and over 1.5 M SF of additional density. This includes two future buildings adjacent to the new bridge. This represents a significant investment from MRP and our partners over the next 10 – 15 years in this neighborhood**

- **At full buildout, Buzzard Point will comprise 6.5 million square feet of residential, office, hotel, retail, and civic space, including nearly 2,000 housing units.**

- **The District must make investments in outdated, outgrown, and deteriorated infrastructure to serve existing and coming new residents, visitors, and businesses.**

- **These park and public realm investments are so critical to attract and retain residents and small businesses in an ever increasingly competitive environment in DC and around the DC metro area.**

- **I cannot stress to you how powerful the 700 feet of permanent riverwalk trail we installed as part of Dock 79 and Maren have been to our retail partners and to the general public. It has turned into the front door for our residents and to see couples and families enjoy it on a daily basis reinforces how valuable we believe it is and can be for the community as its linked together in the future.**

- **Transportation Connectivity: The trail will connect to the 25-mile Anacostia Riverwalk system and make walking and bicycling a safe and reliable option for accessing public transit. It will also provide a direct pedestrian and bicycle connection to the west side of the new Frederick Douglass Bridge. MRP has constructed already a portion of the trail along the Anacostia River in SE and would continue to deliver more of the trail along the River as buildings along the water are developed.**

Thank you for the opportunity to testify.

TESTIMONY OF

SCOTT MOSELEY, VICE PRESIDENT, INVESTMENTS & REAL ESTATE
STEUART INVESTMENT COMPANY

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Fiscal Year 2023 Budget Oversight Hearing on the District Department of Transportation

April 4, 2022
12:00 PM

Good afternoon Chair Cheh, members of the Committee on Transportation and the Environment, and staff. Thank you for the opportunity to testify on the Fiscal Year 2023 budget for the District Department of Transportation ("DDOT").

My name is Scott Moseley, and I'm a Vice President with the Steuart Investment Company. Steuart is a Washington based company which has been doing work in DC since close to the beginning of the last century. Since the mid-1990s, we have primarily been a real estate company and in the last decade or so, we and our partners have developed more than 1,000 apartment units in DC. Those projects were all developed on already owned parcels of land associated with prior Steuart businesses and we look forward to continuing that trend with land we own on Buzzard Point.

I am testifying to ask the Committee to include $4.059 million for two Buzzard Point infrastructure projects in its recommendations for the FY23 capital budget: $2.959 million for constructing a temporary segment of the Anacostia Riverwalk Trail, and $1.1 million to complete the design of Buzzard Point Park.

I will focus my testimony on the changes that are going to take place in Buzzard Point in the near future, and the need for the District to invest in infrastructure there now so that the entire city benefits from a destination waterfront.

For over 50 years, my company has owned nearly 5 acres here on Buzzard Point. Our parcels are just two blocks north of the Buzzard Point Park. We are excited about the transformation Buzzard Point is undergoing and we, along with our partners, recently received Zoning Commission approval for the first phase of what will be a multi-year and multi-phase cohesive development. That first phase will consist of 425 apartment units and first floor retail. In addition, we are actively pursuing a full service grocery store for our future second phase, which will serve Buzzard Point and the surrounding community. All told, we and our partners will create nearly 2,000 units on our parcels over the next decade. Our future plans, coupled with newly constructed buildings and future planned development will result in nearly 5,000 units on Buzzard Point, making it clear that Buzzard Point is an integral part of the explosive growth of the Capitol Riverfront neighborhood, and will be central to the ongoing recovery from the pandemic and reimagining of our business districts. By 2040, Buzzard Point will grow to 7,500 residents and have a new net fiscal impact of $700 million. This growth, however, will depend on partnerships with the District government to ensure adequate infrastructure and make the public realm habitable and desirable.

Included in our own master plan is the creation of approximately 500 linear feet of Anacostia Riverwalk extension - picking up from the newly created Riverwalk at the Douglass Bridge to the north and connecting with the Riverwalk extension to the south, which was put in place by Douglas Development as part of their Watermark development. From there, the

Riverwalk will connect directly with the Buzzard Point Park and eventually with the Riverwalk extension at the RiverPoint building on the very southern tip of the peninsula.

The Buzzard Point Park land is truly a unique resource. There is a very small amount of waterfront land in Washington that is directly accessible by the public. Moreover, much of the waterfront in Washington features raised bulkheads, private boat marinas or general inaccessibility. With a more organic quality to it, Buzzard Point Park is a rarity and would allow the community to experience a natural setting directly on the point of the peninsula.

Thank you for the opportunity to testify. I am happy to answer any questions you may have.

BUZZARD POINT

Buzzard Point Park

Neighborhood Update

= Existing / Open

= Planned / Under Construction

- Two apartment buildings and one condo building totaling **more than 1,000 units** have opened in Buzzard Point over the last 18 months alone
- Another 350 residential units and 8,500 SF of retail delivering in 2022 in Buzzard Point
- A 500 unit apartment building and 1,100 unit mixed use master plan, with 38,000 and 35,000 SF of retail, respectively, are also breaking ground this year in Buzzard Point

BUZZARD POINT

VISION PLAN & SURROUNDING FUTURE DEVELOPMENT

LAND OWNERS

1. RiverPoint Partners
2. National / Akridge / LTG
3. DC United / Hoffman Associates
4. PEPCO / Excelon
5. Capital City
6. Douglas Development
7. MRP Realty
8. Florida Rock
9. Steuart Combined Parcels
10. Donahoe
10. Toll Brothers

Cambria Hotel

2021 Delivery
154 Keys
Full Service Restaurant
Rooftop Event Space

Toll Brothers Parcel

Construction Start 2020
400+ Units
20,000 SF Retail
158 Key Hotel

DC United Development Parcels B / C

Post 2022 Delivery

Max Density
500,000 SF

Audi Field (DC United)

Opened July 2018
20,000 Seats
14,200 SF Retail

Akridge Phase 2

Post 2024 Delivery
750 Units
30,000 SF Retail
1M SF Total
100 Key Hotel

Akridge Phase 1

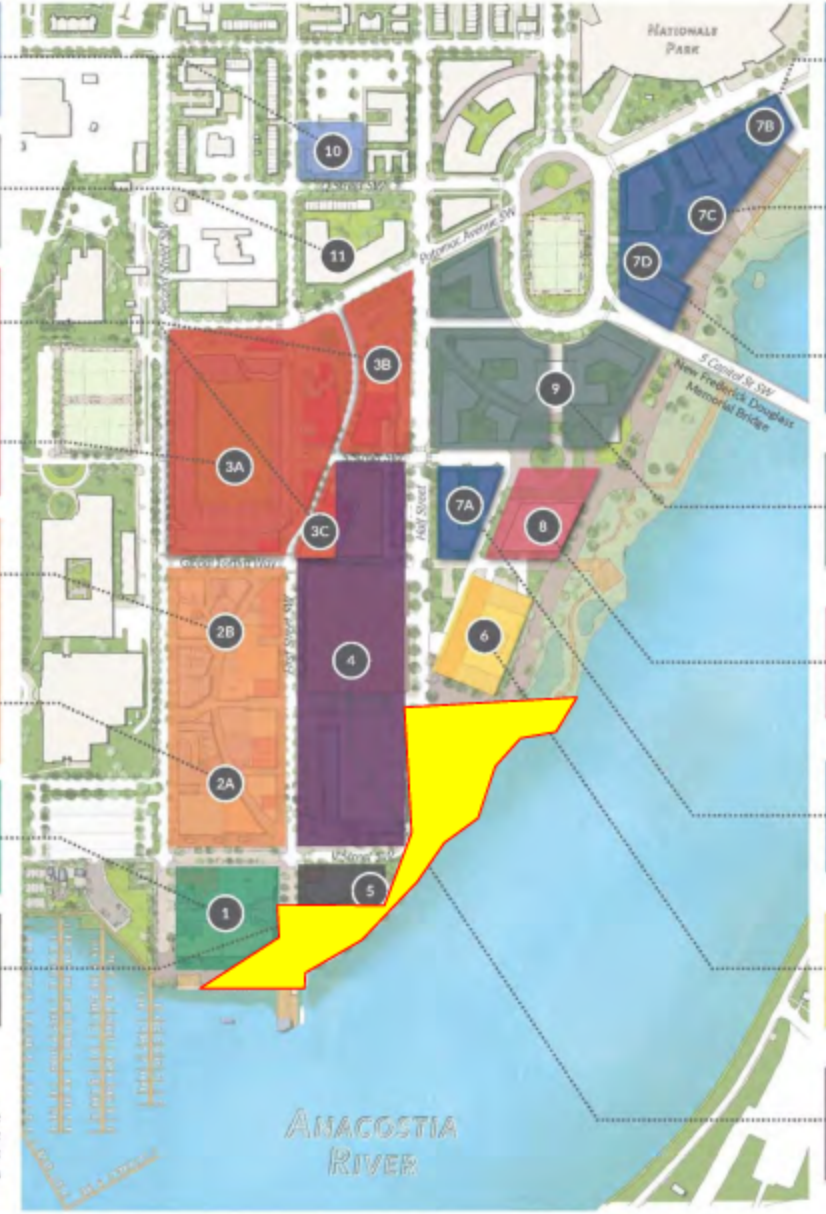
2024 Delivery
915 Units
34,000 SF Retail
1M SF Total
180 Key Hotel

RiverPoint (2121 First Street, SW)

2020 Delivery
480 Units
72,000 SF Retail

Peninsula 88

Delivered 2020
110 Units
1,800 SF Retail



Dock 79

Opened July 2016
305 Units
20,000 SF Retail

The Maren

Delivered 2020
265 Units
12,500 SF Retail

Phases 3 & 4

Post-2022 Delivery
600,000 SF
Office/Hotel

Steuart Combined Parcels Post Takings

Post-2024 Delivery
550 Units
1.5M SF Total

Florida Rock

Post 2024 Delivery
400 Units
TBD Retail

1800 Half Street, SW

2021 Delivery
290 Units

Watermark

2020 Delivery
453 Units
16,000 SF Retail

PEPCO Land / Power Plant

2028 Decomission Target

APPROX. OVERALL TOTALS

Residential:	6,000 Units
Retail:	560,000 SF
Office / Hotel:	700,000 SF
Cultural / Civic:	99,000 SF
Seats:	20,000 seats

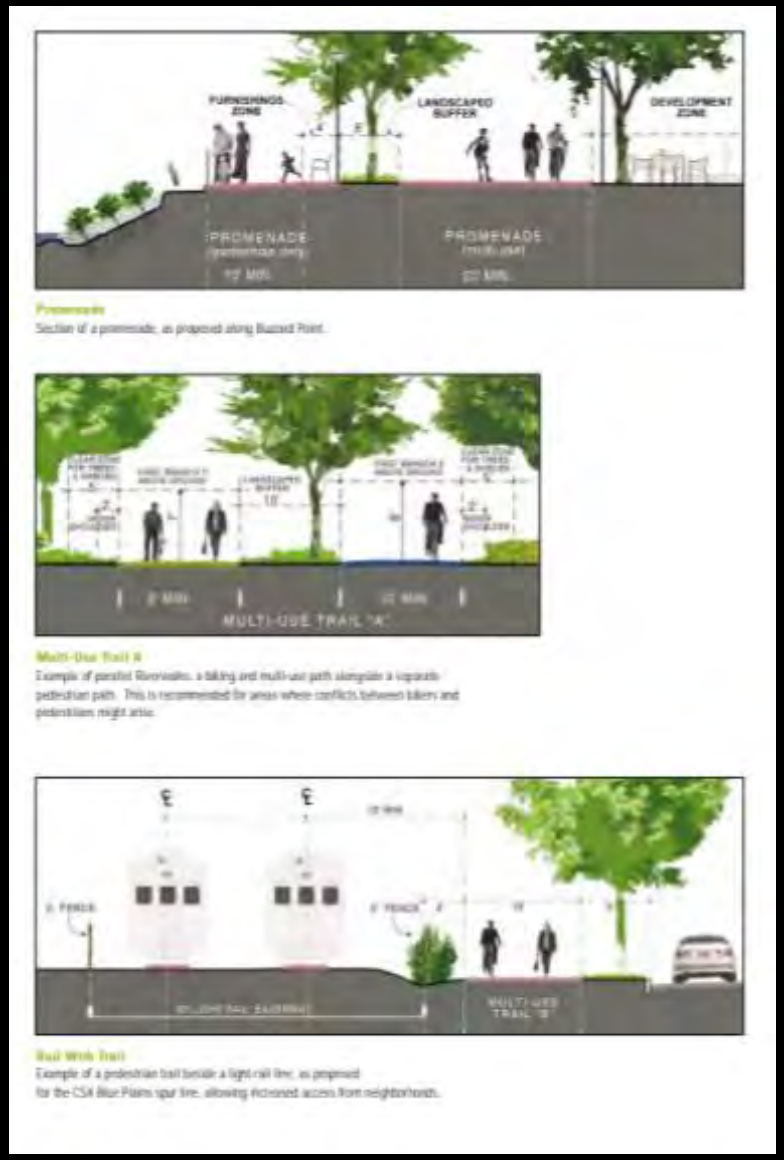
Missing Section of Riverwalk Trail and NPS Buzzard Point Park

- Missing Transit Links: The missing segment of the Anacostia Riverwalk Trail within National Park Service's Buzzard Point Park represents one-third of a mile of waterfront trail and over 3 acres of open space and park land.
- Lack of Green Space: No park space over an acre for almost one mile from the tip of Buzzard Point

Vision for a Connected Waterfront

Anacostia Waterfront Initiative: Foundational Goals

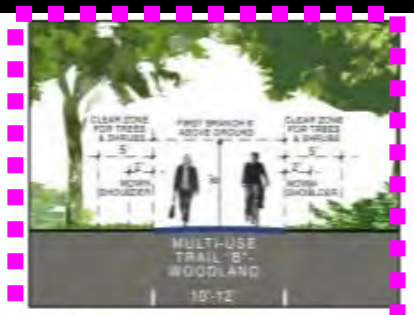
- Charting a course for the environmental healing and rejuvenation of water-dependent activities on the Anacostia River
- Rethinking transportation infrastructure to improve access to waterfront lands and better serve waterfront neighborhoods
- Creating a system of interconnected and continuous waterfront parks, joined together by the Anacostia Riverwalk and Trail
- Enlivening the waterfront to celebrate and explore the cultural heritage of our city and the nation
- Promoting sustainable economic development by reconnecting the city across the river and to a vital waterfront that offers opportunities to live, work and play



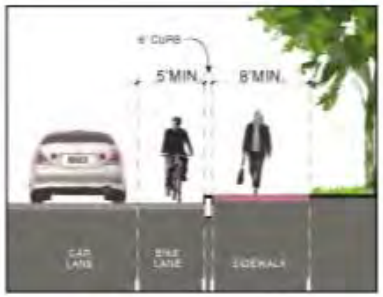
Vision for a Connected Waterfront

The Varied Character of the Riverwalk Segments
The comprehensive Anacostia Riverwalk and Trail network.

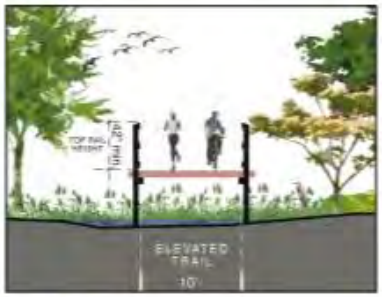
Multi-Use Trail C
Here, a trail segment parallels the sidewalk.



Multi-Use Trail B
A section of a typical segment, in which pedestrians and cyclists share a 10-to-12-foot-wide trail.



On-Street Trail
On-street accommodations, such as those on I Street, will provide a much needed east-west link south of the freeway.



Elevated Trail
Example of raised boardwalk section over wetlands or natural area, to be incorporated as part of tributary crossings or in places where views over wetlands are desired.

NPS Proposed Improvements
Buzzard Point Park

NPS Proposed Improvements
Buzzard Point Park

- National Park Service has completed the new park design through Concept stage → received approval through various processes including Environmental Impact Studies and Community feedback

NPS Proposed Improvements
Buzzard Point Park

Buzzard Point Park: Existing Conditions

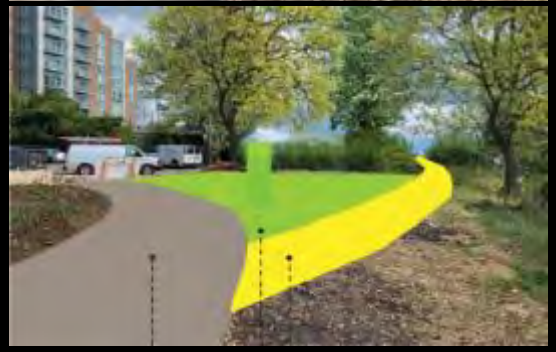
Buzzard Point Park: Existing Conditions

Proposed Temporary Improvements
Anacostia RiverWalk Trail

* Path of proposed trail shown for graphical purposes only

Proposed Temporary Improvements

Existing Conditions at Proposed Trail Zone



Graphical Perspective of Future Temp Trail

Signage
Temp Trail Asphalt and Paint Examples

Proposed Temporary Improvements

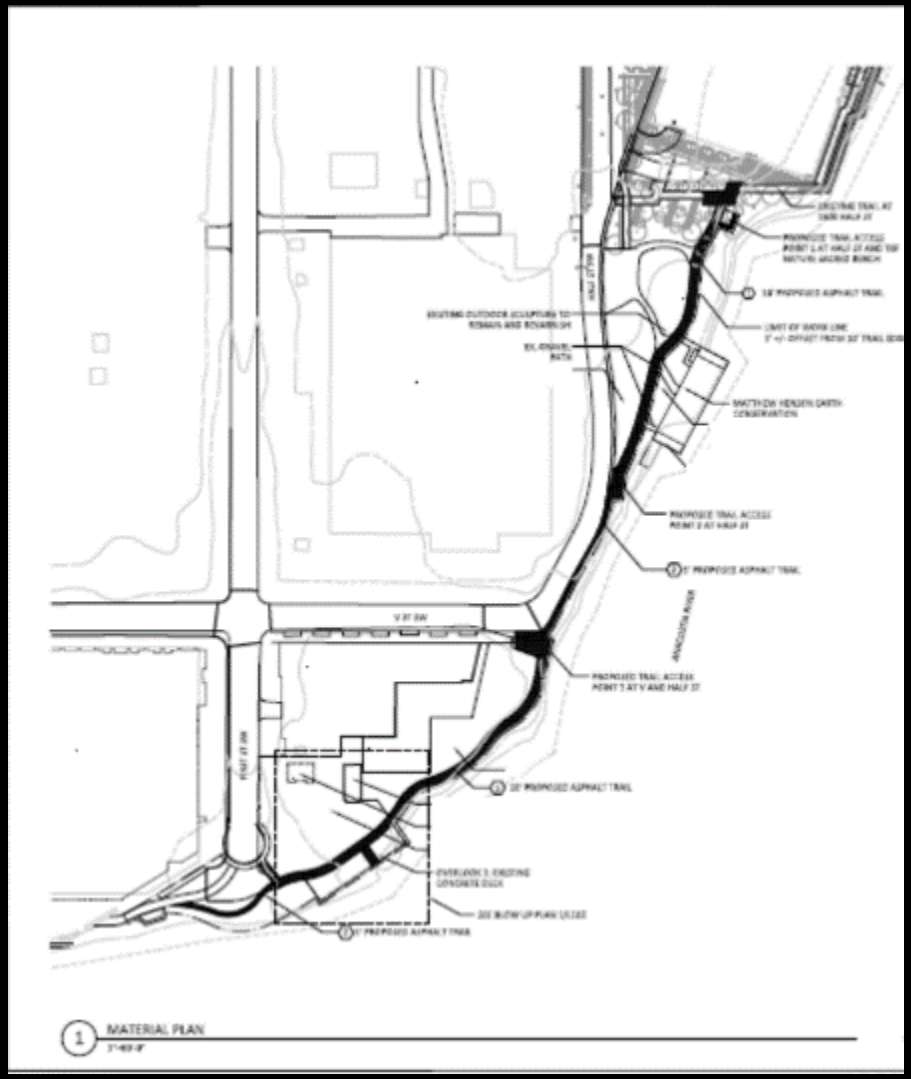
Temp Trail

ART at Watermark

Connection to existing trail sections in front of Watermark and Riverpoint

Proposed Temporary Improvements
Anacostia RiverWalk Trail

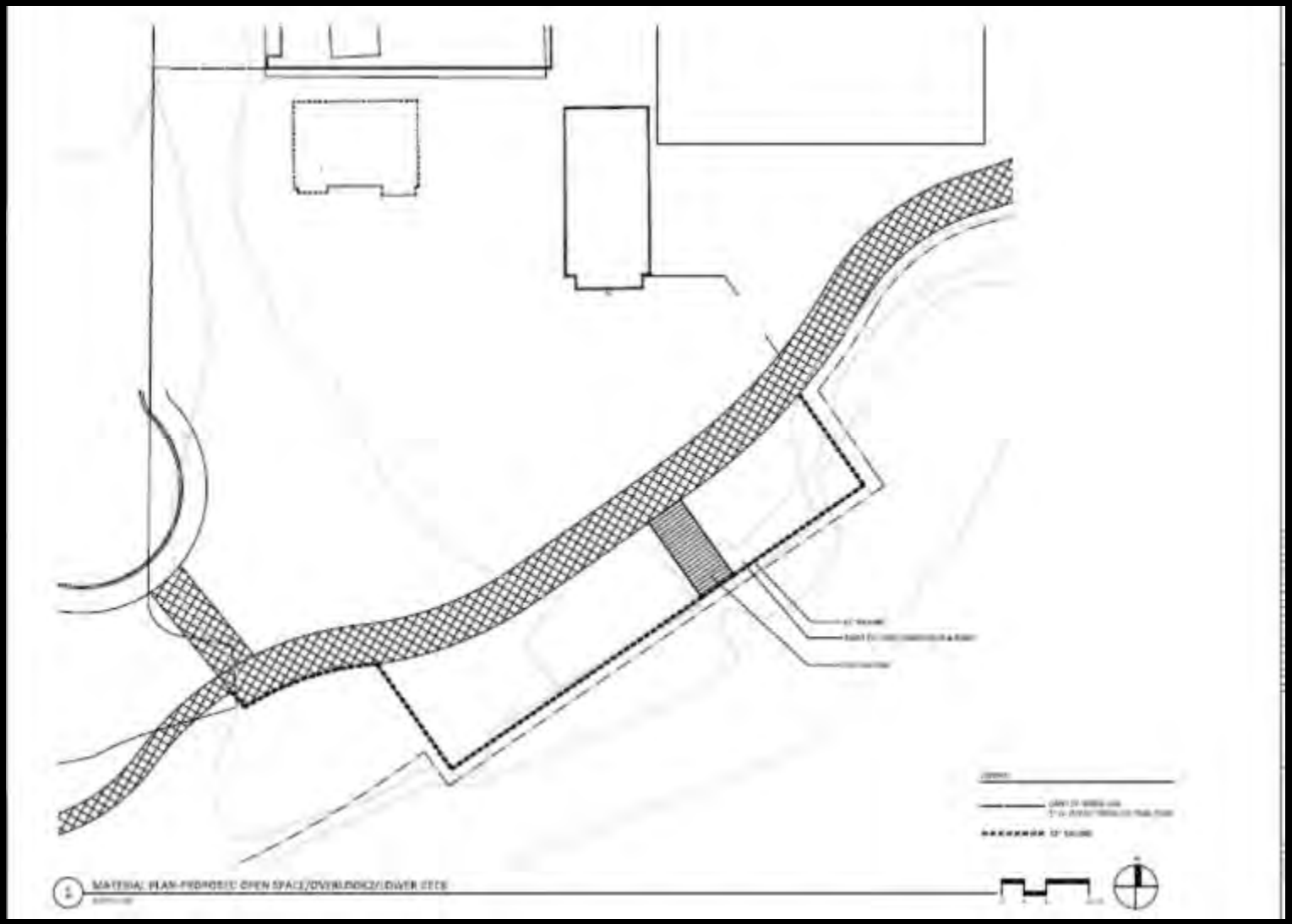
- Harmonious with future NPS park plans
- Improves pedestrian and bicycle safety



- Temporary connection between Riverpoint and Watermark
- Longest piece of trail in BP not under obligation of private dev. to be built
- 1,200 feet of trail

* Path of proposed trail shown for graphical purposes only

Proposed Temporary Improvements
Anacostia RiverWalk Trail



* Path of proposed trail shown for graphical purposes only

Existing Partnership Framework: Franklin Square Park

- Federal bill passed in Trump administration allowing District funds to be utilized for Federal (National Park Service) land

- Model successfully implemented for Franklin Square Park in downtown DC – 10 year Cooperative Maintenance Agreement executed between Downtown BID, NPS, and the District → new park is under construction and opened in September 2021

NPS: Design park improvements
CRBID: Maintains park*
DGS: Oversees park construction

*separate annual funding source from the District required for ongoing maintenance by CRBID

Buzzard Point Park:
Fulfillment of Key Planning and Transportation Goals

- Connectivity to the larger 25+ mile Anacostia Riverwalk Trail system
- Enhanced recreational opportunities for Buzzard Point residents and visitors to the area
- Improved and safer transit connectivity to two Metro stations for the Buzzard Point community → supports Mayor's Vision Zero plan
- Access to the Anacostia River and greater exposure to the natural asset that is Buzzard Point Park
- With the completion of the new Frederick Douglass Bridge in early 2022, a direct pedestrian and bicycle connection to the eastern section of the Capitol Riverfront

Buzzard Point Park:
Budget for Interim Trail and Park Design

Buzzard Point Park Design Completion:	$1,100,000
Temporary Trail Design & Construction:	
Hard Costs	$2,200,000
Soft Costs (20%)	$440,000
Loose Seating/Furniture	$50,000
Contingency/Escalation (10%)	$269,000
Subtotal – Temp Trail:	$2,959,000
Total Request:	**$4,059,000**

Inspirational Photo

THANK YOU

Dear Chairwoman Cheh and Members of the Council,

Thank you for the opportunity to speak to you today. My name is Kevin O'Brien and I am here representing the Capital Trails Coalition. The Coalition is made up of over 70 member organizations, agencies, and businesses across the District of Columbia, Northern Virginia, and Maryland.

Our goal is to create an equitable, connected, and low-stress trail network that will transform public life by providing access to open space and reliable transportation for people of all ages and abilities.

I would first like to express gratitude for the record investment the Council made last year in multi-use trails and for the continuance of that investment this year. We applaud the Council for recognizing that trails are not simply a nice-to-have amenity, but are critical pieces of sustainable transportation infrastructure and are vital to our mental and physical health. We are also thrilled to see the Council and DDOT continue to allocate money to improve connections between existing trails like linking the Anacostia River Trail and the Marvin Gaye Trail on Nannie Helen Burroughs Ave NE (identified in the budget as "Anacostia Riverwalk Trail - Neighborhood Access"). The District has long needed to invest more heavily in trails in Ward 7 and 8 and we are glad to see this happening via both new projects and connective, gap-filling projects. We urge you to preserve the overall funding for trail projects large and small to complete the city's ambitious vision and ensure access for all residents and neighborhoods.

To bring about this vision, the Council and DDOT have rightfully expanded staff capacity dedicated to trails. But we believe further staff growth is needed, particularly in DDOT's legal office, to ensure timely and efficient cooperation, coordination, and execution of complex development plans. Without the experienced legal experts to navigate and negotiate hurdles like right-of-way acquisitions, thorny projects like the South Capitol Street Trail that have been identified as high priority for more than a decade continue to stagnate in development limbo.

The need to maintain existing trails is just as important as building new trail connections.The CTC celebrates the Council's decision to increase funding for the Washington Area Bicyclist Association's Trail Rangers, friendly on-trail ambassadors who provide critical front-line trail maintenance and programming on six of the city's most-used trails year-round. In the last two months, the newly-expanded team of six full-time Trail Rangers has ridden 2,952 miles, spoken with 286 trail users, spent 374 hours doing cleanup, and removed 62 bags of glass from the trails. We hope to see this immensely important program sustained. While the Trail Rangers handle light maintenance like glass cleanup and brush removal, the budget for more intensive maintenance like repaving is concerningly flat over the next 6 years even as the overall trail mileage grows and ages. We believe this line item should grow annually in accordance with the network's size.

Finally, we would like to see the Suitland Parkway Trail in Ward 8 move up on DDOT's schedule. This trail's conditions have been cited as dangerously deteriorated since 2013 and have now reached truly unsafe levels. Yet it is not slated for improvement until 2027 even as its use and importance is expected to grow with its connection to the new Frederick Douglass Memorial Bridge project. We therefore urge the Council and DDOT to reallocate capital funding in FY23 from projects with longer and more uncertain timelines (like the Shepherd Branch Trail) to the most critical network repairs. Growing our trail network cannot come at the expense of existing, unsafe trails.

I thank you for your consideration and for allowing me to speak today, and I look forward to the Council's and this Committee's continued work to make ours a greater, more walkable, and more bikeable city.

Sincerely,

Kevin O'Brien
Trails Coalition Coordinator
Washington Area Bicyclist Association

Chairperson Cheh and Members of the Committee
Committee on Transportation and the Environment
John A. Wilson Building
1350 Pennsylvania Avenue NW, Suite 108
Washington, D.C. 20004

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Fiscal Year 2023 Budget Oversight Hearing on the District Department of Transportation

April 4, 2022
12:00 PM

Thank you, Chairperson Cheh and Members of the Committee, for the opportunity to speak today. My name is Rick Ammirato, the executive director of the DC BID Council, an association of DC's eleven business improvement districts, and I am presenting testimony on behalf of our members in support of the District Department of Transportation (DDOT) FY 2023 Budget.

Our members partner with DDOT on issues as varied as safety, multi- modal accessibility, public transportation, public-right-away maintenance and improvement, and sustainability to name just a few. Consequently, we support the significant investments in the Mayor's Fiscal Year 2023 Budget for vital DDOT programs such as Vision Zero, enforcement, Bus Priority, and active transportation.

Vision Zero should rightly be the cornerstone of DDOT's work. Irrespective of your mode of commute or transportation, at some point during the day we all become pedestrians and interact with automobiles in our most vulnerable state. Reducing the number of car trips and cars on the road through efficient and reliable public modes of transportation, corridor calming interventions, protected bike lanes, and consistent enforcement are all necessary components to reduce pedestrian deaths. We support the Administration's and this Committee's ongoing investments in Vision Zero.

The funding for the bus priority program is an essential part of reaching the District's Vision Zero goals, but just as importantly, it is a key component of the District's equitable recovery from the pandemic. The disproportionate impacts of Covid-19 on communities of color as well as the employees in the hospitality and entertainment industry are well documented. Combined with challenges facing WMATA, significant investments in efficient and reliable bus routes are key to getting people to their jobs in a safe and affordable way. We applaud DDOT and the Administration on their commitment to the bus priority program.

Enforcement is another key ingredient in safe and equitable transportation policies. Focused and consistent enforcement is one way to influence behavior. No government wants to over ticket or over burden their citizens, but a reasonable and fair enforcement regime can help move the district forward. One key component of this must be ticket reciprocity.

We support active transportation investments such as protected bike lanes and Capital Bike Share. The $36 million over six years in bike lane infrastructure is vital not only for the auto-use reductions and

corridor calming effects it will bring, but also for the general health and wellbeing of the District's citizens.

DDOT should be commended for funding major infrastructure projects that keep safety, equity and sustainability such the K Street Transitway and the Dupont Plaza and Streetscape project. We also support the following projects that achieve the same goals:

- The Penn Avenue West Project
- NoMa/Gallaudet University Metro Pedestrian Tunnel
- The Georgetown/Rosslyn Gondola
- Funding for final designs and construction on Segment 4 of the South Capitol Street Corridor
- The expansion and reasonable regulation of Streateries in the District.

Finally, the DC BID Council would request that the Council work with DDOT to increase funding for the Reimbursable Maintenance Agreement program. Currently, the RMA legislation allows DDOT to enter into RMAs with individual BIDs for up to $250,000 in public space maintenance contracts. In past years, the total program has been budgeted for only $250,000 across all the BIDs. Considering the amount of work needed to maintain our public infrastructure, BIDs are a viable, proven and committed partner that DDOT could utilize in more efficient and creative ways. We would welcome the opportunity to work with the Committee and DDOT on such an effort.

Sincerely,
Rick Ammirato
Executive Director
DC BID Council

Testimony by Ron Thompson, Policy Officer
Committee on Transportation and the Environment
DDOT Budget Oversight Hearing
April 4, 2022 (Submitted Post-Hearing)

DC Transportation Equity Network
% Greater Greater Washington
80 M Street SE, Suite 100
Washington, DC 20003

April 18, 2022

Committee on Transportation and the Environment
% Council of the District of Columbia
1350 Pennsylvania Avenue NW
Washington, DC 20004

Dear Councilmember Cheh, Members of the Committee on Transportation and the Environment, and Director Lott:

My name is Ron Thompson, Jr., and I am Policy Officer at Greater Greater Washington, where I manage the **DC Transportation Transportation Equity Network (DC TEN)**, a cross-sector coalition of organizations committed to the vision of a complete transportation system that ensures vulnerable communities are accounted for in the District of Columbia through policy and investments. We advocate for transportation policies that rectify historic disparities in access to jobs, schools, health care, recreation, and other destinations, and expand opportunity for those pushed to the margins in a thriving city.

The passage of the federal Infrastructure Investment and Jobs Act (IIJA) marked the largest investment in the nation's transportation system and infrastructure in a generation. The District will share in this bounty to the tune of $1.3 billion. Already, federal dollars are flowing into DC for the repair and maintenance of existing roads. There are billions of dollars in competitive grant making available as well. A golden egg has been laid, but as we know, throughout history and into the present day, abundance has not been shared equitably.

DC TEN calls upon Mayor Bowser, Director Lott, and Members of the Council to ensure that this moment of possibility extends to our marginalized neighbors. Our bus, sidewalk, and safety infrastructure are in dire need of massive investment for a variety of reasons, but at the root are decades of discrimination and deliberate exclusion. The inequities of the pre-pandemic era are now compounded by the impacts of the global health emergency. District leaders have embraced

a "Build Back Better," approach to recovery centering equity. If equity, justice, and recovery are goals we express as a city they must be present in our investments.

Metro for DC, Bus Priority, and Transit Workers

DC TEN's members have celebrated the Metro for DC Amendment Act of 2021 since it was first announced. **We strongly encourage the Committee and Council to get Metro for DC across the finish line this year.**

In FY 2022, we saw record investments in the Bus Priority Program, and **it is our desire to see another year of record investment** that will allow DDOT's bus planners and engineers to deliver more projects in alignment with the District's goal of achieving 50% of trips by public transit and 35% of trips by active modes of transportation, according to moveDC.

We also wish to alert members of the Committee to the importance of ensuring the District is supporting our region's transit workforce. Prior to the present public health emergency, the number of transit workers, particularly bus operators, was on the decline nationwide. The pandemic has turned that transit labor shortage into a full blown crisis.

As the DC Circulator bus operators negotiate a new contract, we call upon the Committee to do all in its power to ensure that we honor our transit workers with the dignity and respect that they earn every day keeping citizens and visitors moving to the destinations they need and want to go. RATP Dev, which is contracted by the District to operate the DC Circulator, has proposed only a 2% pay raise for in-demand senior bus operators, according to the Amalgamated Transit Union (ATU) Local 689, which represents the bus operators. Inflation currently stands at 8.5%, according to the U.S. Department of Labor.

Opportunities for better pay abound locally, regionally, and nationally. RATP Dev's proposal fails to take into account a national bus operator shortage, and the lure of good wages and benefits at Metro. It's up to this Committee and the Council to correct that view. Circulator operators have already voted to authorize a strike.

The viability of our locally-controlled transit system depends upon a strong, resilient workforce. In turn, DC TEN's members call upon the Council to ensure Circulator operators attain an adequate cost of living adjustment.

Connectivity and Safety

We wish to highlight and state our support for DDOT's request for **$9.4 million to hire more full-time school crossing guards**, or Traffic Control Officers (TCOs) with the goal of seeing full coverage across all 8 wards. Full coverage, though, may require the Council to appropriate more funds to ensure that DDOT is able to backstop its TCO workforce in case of disruptions. We encourage the Committee to take a fine-tooth approach to the Mayor's proposal to determine what a truly adequate TCO staffing level at schools.

We also wish to voice our support for Councilmember Christina Henderson's proposal to **study the covering or boulevard-ization of DC-295**. With the US Department of Transportation's Reconnecting Communities Pilot Program, the chance for neighborhoods torn apart by an antiquated urban highway to be restitched together is upon us. We ask that the Committee move this opportunity forward by funding the study.

Accountability and Transparency

Vigilant and consistent monitoring of how, where, and when the government spends dollars on capital projects, whether derived from our local revenues or from federal coffers, ought to be standard operating procedure in the District. The reality, unfortunately, is that projects – especially contracted projects – fail to adhere to local law and regulations. Councilmember Cheh's recent emergency legislation is

While not specific to DDOT's FY 2023 budget request, we believe **there is a greater need for information on the investments, policies, and practices coming out of DDOT**. DC TEN believes this looks like increased analysis from the Council and DC Auditor to determine the efficacy of transportation and infrastructure policy.

With the billions of federal dollars flowing into the District, **now more than ever**, we must ensure our legislators and the public have the information necessary to determine how we're spending public dollars in line with our government's goals to reduce car trips and increase transit or active trips.

In conclusion, **DC TEN believes that an equitable and just recovery depends on bold investments** in FY 2023 DDOT budget is one that recognizes local investments in bus priority, Vision Zero initiatives, sidewalk repair and construction, trail maintenance and construction, takes a more in depth study of road pricing – for around $50,000, according to my colleague Alex Baca, GGWash's DC Policy Director – and other non-single occupancy vehicles (SOV) modes. As DDOT moves forward on achieving DC's goals of reaching 25% of trips via walk, bike, scooter and other active modes it is imperative that this budget be bold in its investments.

DCBIA
DISTRICT OF COLUMBIA BUILDING INDUSTRY ASSOCIATION

April 18, 2022

Councilmember Mary Cheh, Chairperson
Committee on Transportation and the Environment
Council of the District of Columbia
John A. Wilson Building
1350 Pennsylvania Avenue NW
Suite 108
Washington, DC 20004

Re: Fiscal Year 2023 Budget Oversight Hearing for the District Department of Transportation

Dear Chairperson Cheh,

On behalf of the District of Columbia Building Industry Association ("DCBIA"), thank you for the opportunity to submit this testimony for the record of the Committee on Transportation and the Environment's April 4, 2022, Fiscal Year 2023 budget hearing for the District Department of Transportation ("DDOT"). DCBIA is the leading voice of real estate development in the District of Columbia and works regularly with multiple District government agencies to shape our built environment, including DDOT.

During Director Everett Lott's tenure, we have maintained an active working group with DDOT to identify issues and address shared goals. One of our major focuses has been ensuring that the public space permitting process does not create unnecessary delays for projects. Our members report that processing takes months, making public space permitting a significant bottleneck in the overall construction process. The added time and uncertainty only increases the costs of building and financing projects within an already expensive regulatory environment. It is a self-inflicted obstacle to the District achieving its goals for reducing carbon emissions, climate resilience, affordable housing, and an equitable economic recovery. Director Lott recognizes the challenges, and we want to continue working together to ensure that his goal of reducing processing time to no more than 30 days becomes reality.

To this end, we are pleased that the Mayor's proposed FY23 DDOT budget provides for the much-needed and long-awaited $13 million overhaul for the Transportation Online Permitting System ("TOPS"), and increases staff funding in the Public Space Review Division. We urge the Committee to include these investments in its markup on April 21 so that they can be adopted by the full Council.

While these additional resources are critical, funding and additional FTEs alone are not going to be enough to reach Director's Lott's goal. To do this, DDOT must implement its resources with increased efficiency, reduced uncertainty and duplicity in permit reviews, and a commitment to transparency and active stakeholder engagement.

As part of this, it is important that DDOT provide data regarding its own processing times, staff workloads, and benchmarking against other permitting agencies in the District and elsewhere. Our members and the agency have shared anecdotal data, but there needs to be an agreed-upon baseline for measuring performance and improvement.

We appreciate the Committee considering our suggested oversight questions for DDOT regarding these issues. Ensuring that we have objective data is the starting point for determining the specific, achievable next steps for deploying DDOT's existing and new resources, and measuring progress toward achieving our shared goal of reducing processing times to 30 days.

We look forward to continuing to work with you and DDOT on this and other issues to make the District a safer, healthier, and more vibrant place for D.C. residents. Thank you for the opportunity to submit testimony for the record.

Sincerely,

Liz DeBarros
Interim Chief Executive Officer

DCST

DC SUSTAINABLE TRANSPORTATION

Adams Morgan Partnership BID ★ Capitol Hill BID ★ Capitol Riverfront BID ★ Coalition for Smarter Growth ★ Downtown DC BID ★ Dupont Circle BID ★ Events DC ★ Federal City Council ★ Georgetown BID Golden Triangle BID ★ Greater Greater Washington ★ Greater Washington Partnership ★ Mt. Vernon Triangle CID NoMa BID ★ Rosslyn BID ★ Sierra Club DC Chapter ★ Southwest BID ★ Washington Area Bicyclist Association
80 M St SE ★ Washington, DC 20003 ★ 202-578-5075 ★ info@dcstcoalition.org

Testimony by Caitlin Rogger, Executive Director
Committee on Transportation and the Environment
DDOT Budget Hearing
April 4, 2022

Good afternoon Councilmember Cheh, Members of the Committee on Transportation and the Environment and Director Lott.

I'm testifying on behalf of DC Sustainable Transportation (DCST) Coalition, of which I serve as executive director. We support Mayor Muriel Bowser's FY23 budget for the District Department of Transportation.

DCST is a nonprofit organization that brings together business, advocacy and government entities to make DC a global leader in fast, reliable, safe and sustainable transportation.

Our members include ten of DC's Business Improvement Districts, the Federal City Council, Events DC, the Coalition for Smarter Growth, the Sierra Club DC chapter, the Greater Washington Partnership, Greater Greater Washington, the Transportation Equity Network, and the Washington Area Bicyclist Association.

As DDOT moves forward on achieving DC's goals of reaching 50% of trips via transit and 25% of trips via walk, bike and scooter, this budget will improve mobility and health for all DC residents, by investing in **bus priority, enforcement, and active transportation**.

We'd be similarly pleased to see clear plans for other transportation/public space-related pillars of DC's recovery, such as streateries, freight, and ticket reciprocity, which I'll touch on in a moment.

DDOT has made progress on many of these areas in recent years. When we put the performance of transit, and the viability of active transportation, at the heart of our transportation planning, we are blazing a trail for DC's regional competitiveness and quality of life. Equally importantly, we're prioritizing the needs of lower-income and otherwise marginalized communities, who often rely on transit and currently don't benefit from the same access to biking and walking as communities in wealthier areas. Investing in DDOT's ability to deliver on these priorities will be a core determinant of our economic prosperity as well as our achievement of our sustainability and equity goals, all of which are critical to DC's future and must be achieved in concert.

Bus priority

Fully funding the bus priority program will ensure it has the resources it needs to sustain progress in the long term, and avoid the risk of being a short-term paint-laying exercise. It's critical these funds are allocated and also that they are there for the long term: the 51 projects laid out in the Bus Priority Plan launched at the end of last year stand to deliver far more efficient trips, particularly for lower-income residents who make up our essential workforce. While the $102 million promised is a strong investment that we support, increasing the funding in this area could allow DDOT to fund positions in this program for at least five years to ensure continuity. A supported and well-resourced bus program can and should integrate bus planning with enforcement, freight and other uses of public space like streateries.

Enforcement

As DDOT makes historic investments in safety and infrastructure, the proposed enforcement funds form an essential element of ensuring that they pay off and aren't immediately undermined by misuse. It's important that plans for enforcement aren't bogged down in the contracting and procurement process so this program can start yielding needed results for both safety and mobility.

As the Council considers oversight for these funds, please consider that all enforcement isn't created equal: overwhelming evidence points to the fact that when fines are lower but received quickly and with consistent imagery and wording, they are more likely to be effective. Adding dollars to fine amounts doesn't increase their effectiveness, but immediacy and consistency does.

There's a need to tackle longer-range issues too: enforcement will only go so far without ticket reciprocity, which we encourage the Council to require progress on.

Active transportation and micromobility

DCST supports the investment of $36 million over six years in the District's bike lanes, which will make it possible for many more people to travel via active modes, both reducing pressure on traffic congestion and allowing more people to take control of their health. Bike lanes aren't a

special interest - the public health evidence is clear that cities with greater investment in bike infrastructure are safer for **all road users.** Furthermore, the plan to put a Capital Bikeshare station within a quarter mile of every District resident is laudable and visionary, and will make non-car trips a far more viable option for many people. We support this goal.

We're disappointed to see still no vision for scooters in the District. What kinds of trips are scooters supposed to facilitate? How attractive do we want this mode to be? What equity problems can it help us solve, given scooters' relative popularity in Black, Brown and lower-income communities? There's operating funding for this program area but we still seem embarrassed by them, which doesn't help us actually solve the issues they do present in terms of blocking sidewalks and of course safety for users themselves.

Safety

Like for many in the city, traffic safety is extremely important to DCST. The budget makes some valuable investments in interventions such as enforcement that will help curb dangerous driving in the moments before it takes or damages lives - a worthy thing to do, especially as this committee has committed the revenue from the District's ATE program to Vision Zero. But it's probably the investments in corridor calming and mode shift - reducing the proportion of trips in cars, which due to the pandemic and Metro's woes show signs of going in the wrong direction - that will yield the greater and longer-term benefits in a transportation system that works safely for all.

Streateries & public space

In the late pandemic landscape, investing in proven winners for our businesses and activation of public space makes sense. Small business owners, residents and visitors alike have appreciated the District's efforts to repurpose curbside space for outdoor dining. We'd like to see a coherent vision for streateries/expanded outdoor dining, which is hard to find in the existing budget. We know that repurposing space comes with many complexities, but let's fully own this popular program, and ensure that there are resources to plan for safety, longevity, and harmonization with other uses of the curbside space, including bus lanes. Making streateries work for the long term starts with a 30,000 foot view of how we expect them to coexist with other great programs like bus priority.

Freight

DCST would be pleased to see a more coherent and publicly-communicated plan for freight, deliveries and ride sharing facilities across the board. In the current operating budget the word "freight" appears not once with respect to transportation. That seems an oversight in a time when it's clear that deliveries of all types have increased and will need the space not to crowd out or make conditions dangerous for other uses of road space. Investing in practical approaches such as signage and enforcement for pickup-dropoff zones and piloting innovative approaches like e-trike deliveries, such as is being deployed in NYC, will be more important now

than ever before. Another innovation could be a “mobility zone” in each block, which allocates space for EV charging, a bike rack, and a spot for delivery vehicles.

Additional projects

DCST supports several capital investments in our transportation infrastructure in this budget, including the K St Transitway, a once-in-a-generation opportunity for urban regeneration and vitality and making transit trips more efficient, and the H St Bridge, a key facilitator of the vital redevelopment of Union Station.

We’d reiterate our support for funding in the Capital Budget to build the planned pedestrian tunnel to connect 3rd St NE to the NoMa/Gallaudet Metro Station, within the next three years of the Capital Improvement Plan. The tunnel will make it safer and easier to navigate this increasingly busy hotspot without a car, delivering on both Vision Zero and mode shift goals.

We’d also like to highlight the Penn Ave West project, a shovel-ready, potentially transformative redesign between 17th and 22nd on Pennsylvania Ave NW that’s a strong candidate for federal infrastructure funding.

Funding for final designs and construction on Segment 4 of the South Capitol Street Corridor project would ensure that a major barrier to mobility separating two of the fastest growing residential and commercial neighborhoods in the region is rebuilt as a connecting seam with appropriate attention to safety and pedestrian and bicycle connectivity.

The bigger picture

Underscoring the value of each of these investments is the need to plan realistically for our city’s future growth. We need more people and jobs, which don’t go hand in hand with cars, and we need a transit system that performs where buses aren’t competing for space with vehicles whether gas or EVs. Other world class cities like London, New York, Paris and Singapore, and more cities every month are deploying congestion or road pricing, a study of which the District has paid for but has not yet been made public. We urge DC’s leaders to take a clear and public look at this highly successful means of reducing emissions, freeing up road space, improving safety and raising needed revenue. There should be a follow-up study to the first one to ensure we don’t use valuable planning years to a reticence to truly understand what these policies could do for DC.

All of the progress DDOT stands to make will be strengthened by stakeholder engagement, and to that end we strongly encourage DDOT to make use of the communities ready to help make these projects a success by greater investment in its engagement process. When done strategically, engagement doesn’t have to slow down progress but can ensure that our longer-term goals are met by getting that early buy-in that will set them up for success.

Thank you. I am happy to answer any questions you may have.

Your sincerely,

Caitlin Rogger

Executive Director

DC Sustainable Transportation

Chairperson Cheh and members of the Committee
Committee on Transportation and the Environment
John A. Wilson Building
1350 Pennsylvania Avenue NW, Suite 108
Washington, D.C. 20004

Re: Budget Oversight Hearing, DDOT, April 4, 2022

Dear Councilmember Cheh and members of the Committee,

Thank you for hosting this hearing today. On behalf of the DowntownDC Business Improvement District (BID), I will present testimony on the Mayor's proposed FY23 budget for the District Department of Transportation (DDOT). Founded in 1997, the DowntownDC BID provides capital improvements, resources, and research that helps to keep DowntownDC clean, safe, and economically and environmentally strong and accessible. The DowntownDC BID is a catalyst in diversifying the economy, promoting public-private partnerships, and enhancing the downtown experience for all.

Throughout the pandemic, DDOT has shown impressive flexibility and enthusiasm to help businesses survive and make streets more hospitable, welcoming, and centered around people. This budget continues that theme, shoring up existing projects and programs, and adding pivotal new projects that support this vision. We are enthusiastic about the work outlined within and would like to share a few comments and requests.

We applaud the continued investment in the K Street Transitway. This flagship project is fully funded with allocations in the FY22 budget and the proposed FY23 budget. A once in a generation opportunity, the K Street Transitway will pave the way for exemplary bus priority projects throughout the region. The service and aesthetic improvements included in this project are essential for making bus a mode of choice and attracting people back downtown. To that end, it is vital that there is a sophisticated and detailed urban design approach to the project and that it includes identifiable physical features like context-sensitive, uniquely designed bus shelters. We have been partnering with DDOT and the DC Office of Planning to push the needle on the aesthetics and visual identity for the transitway and hope to see a final plan that truly elevates its appeal and the user experience.

We would also like to celebrate the partnership and funding allocated for the Reimbursable Maintenance Agreements (RMA) between the BIDs and DDOT. This program allows for ongoing upkeep and installation of public space elements that would otherwise go unmaintained or uninstalled. It is a wonderful program that has a lot of potential. The pandemic has taught us all a lot of things. One lesson is the incredible role our public spaces play in the health, vitality, and resiliency of our communities. The RMA agreement is a vital tool that supports the ongoing upkeep,

Downtown Business Improvement District Corporation
1275 K Street NW, Suite 1000, Washington, D.C. 20005
phone (202) 638-3232 **website** downtowndc.org

development, and appeal of public spaces. We urge this committee to look to expand this program so that planning for future public spaces can be as bold, ambitious, and impactful as possible. Without the necessary funds in place to support ongoing maintenance, our public realm will continue to be limited by what is standard in the DDOT portfolio and approach to streetscapes.

This committee has previously allocated money to support the New York Avenue Sculpture Project in downtown DC. An ambitious project, the DowntownDC BID hopes to complete it in its entirety from 9th Street NW to 13th Street NW with the active phase two of the project. To do so requires more funds, and we hope this committee will consider our request for an additional $1M to finish the project thereby transform the public realm in this key corridor, improving walkability, stimulating this burgeoning cultural node, and drawing new and reoccurring visitors back downtown.

We also applaud the continued investments in the Bus Priority program. A longtime focal point for mobility planning in downtown DC, the growth of this program will improve productivity, sustainability, and equity throughout the District. Minorities and people of lower incomes ride the bus in this region at much higher rates than other demographics. Investing in bus priority will help to bring better transit options to people who have historically been left behind by transportation investments. We have been working closely with DDOT on outreach around several bus priority projects in downtown. Community engagement is an essential part of any planning project. We appreciate DDOT's efforts on community engagement and encourage this committee to ensure that the Bus Priority program has all the resources it need to conduct its work, including community engagement efforts.

We appreciate the hard work of this committee and its staff and support you in your efforts to ensure that we are providing residents and visitors with the most enticing, reliable, and healthy public space and transportation options possible. We look forward to working with you on how we can continue to improve walkability, mobility, the public realm and public space vibrancy throughout the District.

Thank you so much for your time and attention to these suggestions.

Sincerely,

Galin Brooks

Galin Brooks
DowntownDC BID

Elizabeth Crafford
Budget_Oversight_Testimony_2022_0404_DDOT-UFA
4 April 2022

Our Urban Forestry Administration is charged with taking care of arguably one of the city's most valuable assets - its tree canopy. Sadly, invasive vines are killing mature trees in all areas of the city. This can be seen along roadways, in schools and parks, and in neglected public and private areas. English ivy, wintercreeper, and other vines strangle and suffocate mature trees, while other invasive plants destroy natural habitat across the city.

Despite the best efforts of Casey Trees and Urban Forestry, DC lost 1% of its tree canopy last year and is still falling well short of its goal of 40% tree canopy coverage in a few years. Since we now understand the tremendous benefits of mature native trees to the health of our ecosystems, the health of our communities, the cooling of our city, and the capture of stormwater, there seems to be little excuse for letting our mature native tree canopy die by neglect and strangulation from invasive plants, but this is what is happening all around us.

Our city's natural environment (yes, cities have natural environments) has been compromised by multiple factors including; our **ignorance** of the importance of protecting our surroundings from invasive species, by the **unintentional introduction** of harmful exotic species, and by **insufficient maintenance** of our facilities and natural areas; we need to take ACTION to address this problem in a unified and effective way across the city landscape.

The Department of Transportation as a whole, and the Urban Forestry Administration (UFA) in particular, can take an ACTIVE role in helping to mitigate these problems by incorporating the following suggestions into their program for next year:

- First, expand the use of volunteer or non-profit citizen groups such as Weed Warriors to assist in invasive plant removal, habitat restoration, and conservation landscaping with native plants on degraded areas of city managed land. The city needs a paid coordinator to best leverage this substantial resource.

- Second, create a significant cadre of personnel (staff or contractors) who are trained to address the problem of invasive plant removal and habitat restoration.

- Third, prioritize the restoration of DDOT-controlled areas by evaluating the extent and type of invasive plant infestations in these areas.

- Finally, coordinate with DOEE, DGS, DPR and the National Park Service to **create** and **implement** an **invasive species management plan** for all of the public land within the city's borders that involves replacing invasive species of all types with native plants; this will begin to reverse the problems that have developed in recent years. Nature doesn't recognize 'management' boundaries-what is harming one part of the city, is harming all parts of the city.

Working together with other city agencies, concerned volunteer citizens, and government leaders, we can all make a difference in helping to restore the lands in our city to a healthy state. Investments that we make now can save enormously on future costs and greatly benefit the quality of life for residents of the District, both animal and human.

Final Note: Please encourage all city employees who care in any way for land in the city to read "Nature's Best Hope" by Douglas W. Tallamy.

Health of our Ecosystems
Why you should plant Oaks
https://www.nytimes.com/2021/03/31/realestate/oak-trees-why-you-should-plant.html

Health of our Communities
Native Plants and Community Health
https://www.bostonglobe.com/2022/02/02/magazine/trees-are-more-than-scenery-theyre-social-justice-issue/

Cooling of our City
Trees and Climate Change mitigation
https://news.rice.edu/news/2021/super-trees-may-help-save-houston-and-beyond

Capture of Stormwater
Trees and Stormwater management
https://www.cwp.org/reducing-stormwater-runoff/

TESTIMONY

Fritz Edler, Organizer, Special Representative
Railroad Workers United

FY 2023 Budget - Department of Transportation
Committee on Transportation and Environment

Good afternoon, my name is Fritz Edler. I am a 40+ year veteran railroader and Ward 4 resident. Today, I am testifying in that capacity and representing Railroad Workers United (RWU) a North American railroad cross-craft advocacy organization with members in the US and Canada.

We are here to draw attention to the critical missing policy role DDOT must have governing railroads and why this needs inclusion in the budget. In our view this has been a historic and dangerous failure.

The District of Columbia has twenty-one miles of heavy rail infrastructure. For the last one hundred years there was no meaningful policy overview of railroads. Today, city plans for transportation, safety, and environment are silent on heavy rail while major increases in rail traffic are taking place and will continue in future. It should be obvious that heavy rail is critical to getting many thousands in and out of the city is safe and timely ways that are better for our safety and health. Yet that aspect is also ignored in integrated transportation policy. In testimony before this committee, several witnesses raised issues regarding the impact of railroad operations ranging from dangers to disconnected communities and making obstacles to other modes of transportation. Our transportation policy cries out for integration.

In practice, the private CSX Corporation makes all the big decisions that affect rail operations in this city. Our commuter and passenger operations; VRE, MARC and

Amtrak, are all subject to decisions made exclusively by CSX without public scrutiny or oversight from DDOT.

Most of the rail traffic is freight rail passing through with serious impacts on our city and zero benefit. Industry changes involve more frequent, heavier and longer freight trains including hazmat cargoes previously unseen. The daily impacts include increased noise, carbon emissions, and delays to commuter and passenger rail traffic. The city's rail corridors have been developed in ways that replace industrial spaces with residential and commercial spaces that have unprecedented exposure to the tracks. The increase in freight traffic costs us and is an obstacle to expanding commuter and passenger rail service. This new reality requires DDoT to be prepared to represent the interests of the people who live here with regard what happens on the rails.

The freight rail industry has been open about its ultimate plan to operate trains with risky and unproven policies such as single member crews or via remote control. It should be clear that we do not want DC to be a testing ground. The result without DDOT oversight focused on the benefits to residents is greater risks and loss of opportunities for our city.

Responsibility for rail safety and emergency response has been sequestered in DOEE away from other transportation policy in DDOT. In our view, this was a mistake that leads to coordination and enforcement failures. Integration of policies for railroad policy in our transportation system is hampered by this arrangement.

DDOT must seriously increase its expertise and unbiased capabilities. This will require budget decisions that are not in the current budget proposal. As it stands, those making railroad policy decisions are not subject matter experts and have shown repeatedly that they are willing to defer to the industry. They should have the professional ability to counter what has become a private industry monopoly by the CSX with a captive agency - DDOT.

One of the easiest places to see this is the 2017 District of Columbia - State Rail Plan. This now woefully inadequate document was years overdue and operationally out of date, considering changes underway in the railroad industry. Despite claims of inclusion, it was painfully clear when the interests of residents

are repeatedly lowered in priority when they conflict with the moneyed interest of the freight railroad.

A stark example of this is that the State Rail Plan is silent on Climate Change. There are no climate mitigation provisions in the document that would have integrated those of the Comprehensive Plan and other environmental directives our city has set. I was in the room, and I know this to be a fact. Repeatedly, projects that would enhance the integration and utilization of rails and provide regional benefits were dismissed by DDOT solely because the railroad was not interested in them.

Those dismissed projects included plausible ways the city could reduce its risk or gain benefit. Most will result in loss to the city of infrastructure that may never be regained. There are volumes of history that illustrate why this is a bad idea for the future.

Most of our problems with rail impact stem from the fact that operators make decisions that impact us from other jurisdictions without little integration. An example of how this adversely impacts us locally on climate change is a practice of the two the regional commuter rail operators: VRE and MARC.

VRE and MARC have made their own decisions to continue diesel locomotive operations despite cleaner alternatives. In the absence of city policy, both operators idle their diesel locomotives in DC for hours each day while they are serviced and await dispatching in Union Station. No District agency has a policy to correct this completely unnecessary air quality hazard.

The Council saw firsthand the problems that flowed from the way the Virginia Avenue rail tunnel rebuild was completed. The entire process was a case study in what happens when a private railroad is allowed to impact the city without the upfront knowledge of elected officials or meaningful oversight.

By contrast, the New Long Bridge project which will expand and improve rail crossing the Potomac is governed by Federal law that provides both mitigation and participation of stakeholders. The federally protected stakeholder inclusion proved to respect and include more of the important interests of our citizens regarding safety, public transport capacity, public access, and environmental

impact. Because of this, we will all benefit from the Long Bridge project. We need this type of engagement from DDOT.

Railroad Workers United believes that our rail infrastructure needs to be a key part of the green transportation future. DDOT should share this goal. But it will require a different course from the one of past decades. Rail has not been integrated into plans for our city's future in ways that benefit and protect communities. DDOT must not play the role of facilitator for the exclusive interest of the railroad industry or CSX. The city must champion and protect our rail infrastructure.

Our railroad infrastructure is part of our heritage and a collective birthright. Its loss for no reason but a lack of will power to hold railroad industry accountable, will be a debt our children will pay for in the future.

Our residents need and deserve, for their safety and their prosperity, an integrated and balanced transportation policy including railroads in a way that is not dangerous or lacking. There is too much at stake and the stakes are rising. DDOT's neglect of railroad governance is costing us money and actively works against the goals set out for safety, health, climate, and economy. We hope the Council will direct and fund DDOT to develop and use this capability for the good of all of us.

Thank you for your service, Chairperson Cheh. Your leadership will be missed in many ways.

Submitted by
Fritz Edler
Organizer, Special Representative
Railroad Workers United
Washington DC
202 494 3848
kfedler@his.com

Where Community and Family Come First

Far Southeast Family Strengthening Collaborative
2006 Martin Luther King Jr. Avenue SE,
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(202) 889-1425 Office
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March 29, 2022

Councilmember Mary Cheh
Chair, Committee on Transportation and the Environment
1350 Pennsylvania Avenue, NW
Washington, DC 20006

RE: Letter of Support for 11th Street Bridge Park

Dear Councilmember Cheh:
I am very pleased to write this letter of support for the 11th Street Bridge Park, a public-private partnership between the District of Columbia Government and Building Bridges Across the River, a Ward 8 non-profit. This transformational project will help reconnect long divided neighborhoods on both sides of the river. Informed by over 1,000 stakeholder meetings, the 11th Street Bridge Park has engaged local residents for the last 10 years shaping every element of the park's design and impact.

It is now time to build the Bridge Park. To that end, we are asking the Council include $15MM in additional capital funding in the District of Columbia Department of Transportation's FY23 budget so the city can begin construction next year. If funding is delayed, this will increase cost and jeopardize this important project that will literally and figuratively bridge DC.

The Bridge Park has become a nationally acclaimed model for equitable and inclusive economic growth. In fact, the team created an Equitable Development Plan to ensure residents can stay in their own homes and thrive in place by securing over $86MM invested in their equity strategies to date equaling the actual cost of the park's construction. These landmark investments include affordable housing, workforce development, small business preservation and cultural equity strategies. This includes establishing the Douglass Community Land Trust that has over 250 units of permanently affordable housing, a Ward 8 Home Buyers Club that has helped over 100 Ward 8 renters become homeowners and construction training programs at the Skyland Workforce Center to make sure that dollars spent on the park employ District residents and go directly into their pockets to help them support their families.

The COVID-19 pandemic has increased the need for more green open spaces, and the 11th Street Bridge Park will support residents' environmental, economic, cultural and physical health during these tough times. Including $15MM in the FY23 budget will actualize a once in a lifetime project. I would like to express gratitude to the Council of the District Columbia l for supporting this new park that is a community-driven civic

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Where Community and Family Come First

space that reflects a new era of connected communities in the District of Columbia.
Thank you for investing in the East of the River communities.
If you should have any questions, I can be reached at dbreeder@fsfsc.org.

All my best,

Sincerely,

Dionne Bussey Reeder
Executive Director
Far Southeast Family Strengthening Collaborative

GOLDEN TRIANGLE

TESTIMONY OF

LEONA AGOURIDIS, EXECUTIVE DIRECTOR
GOLDEN TRIANGLE BUSINESS IMPROVEMENT DISTRICT

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Fiscal Year 2023 Budget Oversight Hearing

April 13, 2022

Thank you, Chairperson Cheh, members of the Committee on Transportation and the Environment, and staff. My name is Leona Agouridis, and I am Executive Director of the Golden Triangle Business Improvement District ("BID"). The BID is a nonprofit established by District law to provide clean, safe, and vibrant environments, and retain and attract businesses to one of our core D.C. neighborhoods, the Golden Triangle. I appreciate the opportunity to submit testimony for the record of the Committee's April 4 hearing on the Fiscal Year 2023 budget for the District Department of Transportation ("DDOT").

I am testifying to ask the Committee to include $36 million in DDOT's FY23 capital budget to start construction of the Pennsylvania Avenue West Streetscape project. This is a shovel-ready project has long been in the making and will enhance transportation safety and accessibility and catalyze the resurgence of the Golden Triangle at this critical time for the recovery of our central business district.

The Mayor's proposed FY23 budget includes a number of needed investments in the central business district's recovery, including a residential conversion pilot program. These are in addition to the innovation district that the District has launched in the Penn West corridor, which is incentivizing high-growth employers and entrepreneurs to remain in or relocate to the District. These initiatives are part of a bold, comprehensive approach that is going to revitalize the central business district and transform it from a monoculture of office use to a resilient, vibrant place to live, work, and play.

Without complementing these investments with infrastructure improvements, however, the District is leaving value on the table. That is why it is so important to fund Penn West in FY23. The project is the result of years of study and collaboration among the federal and District governments, community stakeholders such as the BID, Advisory Neighborhood Commissions, and residents, and it is now shovel-ready for construction. Funding it in FY23 means that in the next year, we can start to see improvements that will make a material difference in how D.C. residents and visitors travel within and experience this iconic corridor.

DDOT testified at its budget hearing on April 4 that Penn West is funded to start construction in FY24. However, the project is at 100% design, and the improvements cannot come soon enough. They will include a half-mile of median-protected bike lanes, safer sidewalks and signals, an expanded tree canopy, and public space enhancements. This will make the Penn West corridor safer for all users, directly advancing Vision Zero, and attracting residents and visitors to support businesses and enjoy an active and enlivened streetscape. Further, Penn West is the foundation for the new innovation district that the District and the Council launched through the FY22 budget. Starting construction next year will ensure that the District harnesses

the full potential of the innovation district to be a hub for smart, safe transportation that will grow our tech sector and create good jobs for D.C. residents.

As the Council considers the numerous DDOT projects in the capital budget, we urge you to include funding for Penn West to start construction in FY23. Unlike other projects that may not be shovel-ready or have high debt or miscellaneous expenses, Penn West is ready to move forward and is timely now as part of broader efforts in the District's recovery. If the Committee is unable to include the entire $36 million for Penn West at markup, I hope you will recommend in your report that the project be fully funded. We want to work with the Committee and the Chairman to ensure that DDOT can begin construction in FY23.

Thank you for the opportunity to submit testimony for the record.

BUDGET OVERSIGHT HEARING
COMMITTEE ON TRANSPORTATION & THE ENVIRONMENT
MONDAY, APRIL 04, 2022

STATEMENT FOR GRETCHEN B. WHARTON

Good Morning Councilmember Cheh and Members of the Committee on Transportation and the Environment.

As a lifelong resident of the 500 block of S St NW, I am pleased to come before you to testify in support of the S St Revitalization Plan in Mayor Bowser's FY22-23 Budget.

The Eastern S St section of the Shaw neighborhood has been waiting over 60 years to see this project undertaken. The S St Revitalization Plan will return several streets to their original configuration, address pedestrian and vehicular safety concerns, achieve ADA compliance, vastly enhance overall livability of this neighborhood and, importantly, heal a 150 year long injustice.

When 6th Street was a feeder section of the Federal Highway System, the 1700 block of 6th and 400-500 blocks of S St N W were modified to accommodate traffic flow of Maryland commuter vehicles out of downtown to Maryland. This resulted in our streets being made wider by taking trees, yards and sidewalks, and replacing them with roadway. The result was our sidewalks being made non- ADA compliant, forcing baby carriages and wheelchairs to navigate in the street. Also, it has contributed to speeding and numerous accidents on S Street.

Importantly, no recognition was ever given to the Columbian Harmony Cemetery, which in the early 1800s, was located in the square block associated with the 500 block of S St. The Cemetery was relocated twice, even to Maryland, but no recognition was ever given to its original location...nor were all deceased accounted for in the moves.

The S St Revitalization Plan is supported by our Ward 2 Councilmember Brooke Pinto, and our ANC. I ask that the full Committee on Transportation and the Environment not only support this critical and long awaited plan, but also, in this budget hearing, approve funding for construction to begin in FY22-23.

Thank you.

Gretchen B. Wharton - 1726 5th St NW - 202-302-7813 – gretchenwharton@msn.com

District of Columbia - State Legislative Board

Brotherhood of Locomotive Engineers and Trainmen
Rail Conference International Brotherhood of Teamsters
Amtrak / MARC / VRE

TESTIMONY

Herbert Harris Jr. – Chairman / State Representative
Brotherhood of Locomotive Engineers and Trainmen

FY 2023 Budget – District Department of Transportation

Good afternoon, Chairman Cheh. Thank you for the opportunity to provide comments to the Committee on Transportation and Environment on the proposed FY 2023 Budget – Department of Transportation (DDOT).

I am Herbert Harris, Jr., State Representative / District of Columbia – Brotherhood of Locomotive Engineers and Trainmen (BLET).

The Brotherhood of Locomotive Engineers & Trainmen is the oldest existing labor organization in the Western Hemisphere. This year we will celebrate 159th anniversary of our founding in 1863.

The BLET represents the Locomotive Engineers that work in the District of Columbia that operate Amtrak, Virginia Rail Express, MARC, and Terminal Operations in Union Station.

Our members operate: NEC (WAS – NYP), South (WAS - Florence South, Carolina), and West (WAS - Huntington, West Virginia and Pittsburgh, PA). Our members operate over 1600 miles of railroad in (7) states throughout the Mid-Atlantic region owned by Amtrak, Norfolk Southern, and CSX.

Proposed FY 2023 Budget – DOEE

Today, my testimony will address the FY 2023 budget proposal and DDOT responsibility for rail policy. Oversight of the railroad industry is divided between two District agencies - DOEE and DDOT.

DDOT is the agency responsible for rail policy governing the Class I railroads; Amtrak, MARC, CSX, and VRE, operating in the District of Columbia.

We support the mission of DDOT outlined by the FY 2023 budget proposal. However, we have concerns about accountability and development of rail policy and DDOT's ability to address railroad issues.

Our review of the FY 2023 budget proposal also discovered no reference to establishment of the Railroad Advisory Board required under Title II – DC Law 21-254. DDOT was designated as the lead agency responsibility for technical and administrative support for the Railroad Advisory Board.

This is matter of importance for the Council and this Committee. The Chairpersons of the Committee on Transportation & Environment and Judiciary & Public Safety both will make appointments to the Railroad Advisory Board.

We suggest an appropriate line of questions be directed to DDOT on this matter.

1. In FY 2022, what is the specific timeline for Administration to establish the delayed Rail Advisory Board? What specific role will DDOT play in establishment of the Rail Advisory Board?

2. What DDOT Department would be assigned to provide technical and administrative support for the Railroad Advisory Board?

Organizational Capacity

For the past eight years, we have attempted to assess the railroad knowledge and expertise within DDOT.

To date, we have been unable to determine the staff levels and department expertise on rail policy. This raises serious concerns about the immediate and long-term ability of the District of Columbia to address the equipment, technology, and operational dynamics underway in the railroad industry.

District of Columbia - State Rail Plan

In 2017, the District of Columbia State Rail Plan (SRP) was developed to outline key issues and future rail investment policies. The SRP was the first rail plan completed in over 30 years focusing on intercity passenger rail, freight rail, and commuter rail service.

We have been unable to determine which if any of the action items listed in the SRP have implemented or developed by DDOT. We have also been unable to determine if the SRP has been reviewed for compliance with the new Comprehensive Plan.

It has been our experience that the states with the most transparency and stakeholder collaboration have produced the most dynamic and viable SRPs. The State of Nevada is considered one of the best SRPs in the country.

What is the status of the District of Columbia – State Rail Plan? What DDOT department is responsibility for SRP? In FY 2022 / FY 2023 are there any technical or federally mandated updates planned to State Rail Plan?

2016 CSX Freight Derailment

The 2016 CSX derailment in Ward 5 showed the daily public safety risk posed by railroad traffic.

The incident damaged critical infrastructure and threaten the surrounding neighbors.

- WMATA – Service Suspension: Red Line - Brookland, NoMa-Gallaudet, and Rhode Island Avenue stations.
- Utility Infrastructure – Washington Gas main damaged by derailment.
- MARC Commuter – Suspension of service on CSX Brunswick line from Western Maryland.
- Amtrak – Suspension of Capitol Corridor service from Chicago – Washington, DC.

An estimated forty-four (44%) percent of the population of District of Columbia live or work adjacent to our rail corridors. The population density, residential, and commercial development in Wards 4-5-6-7 place schools and communities immediately adjacent to our railroad corridors at risk in the event of a railroad incident.

OPERATION LIFESAVER

Our population and economic growth places greater importance on community based safety education. Operation Lifesaver (OL) a national rail safety program was recently chartered in the District of Columbia.

In 2020, we wrote DDOT Director Jeff Marootian requesting information on the newly chartered OL program. In 2022, we forwarded a similar list of questions and a meeting request to Director Lott. To date, we have not received a reply from DDOT to our questions or meeting request.

This is important matter because most residents are unaware or ignore the railroad activity in their neighborhood. We must raise the rail safety awareness of our school children and communities adjacent to the rail corridors.

The Committee should question the DDOT on the Operation Lifesaver Program.

1. What is the status of the Operation Lifesaver (OL) program chartered in the District of Columbia?
2. What DDOT department oversees the Operation Lifesaver Program?
3. In FY 2023, has a funding request for the OL program been included in the budget? If so under what title and funding level?
4. In FY 2022, what OL programs or projects were undertaken or initiated in District of Columbia?
5. In FY 2022, what is the funding level and budget for the OL program?
6. Who is the sponsoring Class I railroad for the District of Columbia – Operation Lifesaver program?

Future Railroad Projects – District of Columbia

Today, the Committee will undoubtedly hear mention of railroad projects that will impact the District of Columbia and region during the testimony by Director Lott. These Capital Projects will have a significant impact on future railroad activity.

- Redevelopment of H Street – Hopscotch Bridge
- New Long Bridge / Virginia – District of Columbia
- Redevelopment of Union Station / Burnham Place Project

Federal Partnership – BIDEN Administration / Railroad Development

The Infrastructure Investment and Jobs Act (IIJA) signed by President Biden provides $66 Billion dollars in federal support for the expansion and development of railroad projects.

Thirty six ($36) Billion dollars of the federal funding is designated for competitive federal and state grants. Is the District of Columbia / DDOT planning to pursue a competitive federal state railroad grant?

CONCLUSION

We remain committed to the development of sustainable rail policy in the District of Columbia. This will require a mutual commitment and collaborations by DDOT.

As the transportation hub of the region, the District of Columbia has an opportunity to shape rail transportation policy.

Finally, we encourage a joint hearing be scheduled this year with Committee Transportation and Environment and Committee on the Judiciary and Public Safety to evaluate the state of the railroad industry in the District of Columbia.

Chairman Cheh and Members of the Committee thank you for the opportunity to provide this testimony on the FY 2023 Budget for the District Department of Transportation.

I am available to answer any questions from you and Members of the committee. Thank you.

Kirby Vining
16 Franklin St., NE
Washington, DC 20002 202 213-2690

Re: Testimony before the D.C. Council Committee on Transportation and the Environment on the FY23 Budget for the D.C. Department of Transportation, Monday, April 4, 2022, noon.

I am Kirby Vining, an officer in the Stronghold Civic Association (SCA) and representative of the SCA to the North Capitol Deck Over Steering Committee that coordinates neighborhood views concerning the proposed decking over of an underpass on North Capitol Street at Rhode Island Avenue to both provide new useful and interesting community space there and to cover the street where it passes under Rhode Island Ave. I am testifying in an individual capacity because of my several overlapping responsibilities in my community with this project.

The Mayor proposed and the Council approved initial funding in FY 2022 for the D.C. Department of Transportation to undertake a corridor study to consider the feasibility of the proposed North Capitol Deck Over project and its impacts on the North Capitol Street corridor. We are very pleased at this initial funding, and of course concerned that the DDOT corridor study be fully funded in order to complete its work. At this time DDOT has organized a Community Advisory Committee (CAC) to advise the project team -- DDOT and the consultant that will be hired to do the study -- about concerns related to the corridor study. This worthy and interesting project is still in its very early stages with the CAC identified and appointed, and a first meeting between the CAC and the consultant scheduled for September, 2022.

We are very pleased and hopeful that DDOT funding will be sufficient to cover the costs of the corridor study and consultant hire to allow this necessary and useful study to help determine the feasibility of the proposed deck over project and avoid any unintended and all unnecessary adverse impacts to the neighborhood, including traffic and parking concerns, all part of the hope of realizing the very positive impacts of this interesting proposed project.

Thank you, -Kirby Vining

FEDERAL CITY COUNCIL

Testimony by Laura Miller Brooks
Senior Transportation and Infrastructure Associate, Federal City Council
FY23 Transportation and Environment Budget Hearing
April 4, 2020

Dear Chairperson Cheh and members of the committee,

My name is Laura Miller Brooks, and I appreciate the opportunity to testify today on behalf of the Federal City Council on the District Department of Transportation (DDOT)'s FY23 Budget.

As you know well, the challenges and opportunities of pandemic recovery are particularly pronounced in the realm of transportation. COVID's shock to transit ridership, and the impacts of telework on the District's commuter-centric economy have created an incredibly fragile environment. This is a critical moment for transportation, and the policies and investments we make today will have long-term implications to our competitiveness and economic health. The Federal City Council believes that the FY23 DDOT budget rises to the challenge at hand, and presents an opportunity to expedite recovery and progress towards achieving our policy goals, all while laying the groundwork for how we move about for decades to come.

The Federal City Council supports the FY23 budget's full funding of the H Street Bridge reconstruction, a project that is critical to enabling Union Station's next century transformation. This project will allow for the reconfiguration of the rail tracks below it for more efficient and modern train operations, will be leveraged as a local match for federal infrastructure funding, and will weave together the future air rights development above the railyard to create high-quality multimodal connections to the neighborhoods behind and around Union Station.

Throughout the pandemic, the bus proved just how essential it truly is as a lifeline to our residents and for our economy. The Federal City Council applauds the FY23 budget's historic funding for infrastructure and technology investments that truly transform our bus system, including the full funding of the DDOT Bus Priority Program, the K St Transitway, automated traffic enforcement, and electrification and modernization of the Circulator fleet. To ensure these funds are deployed effectively and efficiently, the Federal City Council wants to see more near-term investment in enforcement of dedicated bus infrastructure with funding for DPW, DDOT, MPD and a communications campaign to educate drivers. We also support more staff capacity to execute the incredible projects for bus, including longer-term staffing for DDOT's Bus Priority team, and more capacity for the Office of Procurement.

DDOT's FY23 budget also supports critical transportations investments vital for the economic recovery of Downtown DC, with investments in WMATA, multimodal infrastructure, and creative use of public space. We urge DDOT and Council to stay focused on updating and streamlining regulations, fees, and permitting processes to support a healthy and friendly business environment.

We also applaud the Mayor and Council for investments outside of DDOT's budget that help advance our transportation and environmental policy goals. A highlight for the Federal City Council are the investments in workforce training and jobs programs for District residents, such as the Infrastructure Academy. Workforce training programs like these will help ensure that District residents are the first in line for the good, green, infrastructure jobs that projects like Union Station will bring.

We hope this budget is a sign of the big and bold thinking that is needed to leverage and compete for federal funding opportunities in the Bipartisan Infrastructure Law. With more capital investment than ever, the District has the opportunity to accelerate priority infrastructure projects, and multiply the return of local investments.

FEDERAL CITY COUNCIL

Finally, Chairperson Cheh, on behalf of the Federal City Council and our trustees, I want to thank you for your service as Chair of the T&E Committee, and Ward 3 Councilmember. Because of your strong leadership, the District boasts some of the most aggressive policies in the country to combat the climate crisis, and create a more equitable, safe, and sustainable transportation system. Thank you for your service to our community, and all that you and your staff have given. I wish you well in this next chapter of your career.

Thank you for the opportunity to testify and I welcome any questions,

Laura Miller Brooks

Testimony of Lisa Adams

To the DC Council Committee on Transportation & the Environment

Hearing on DDOT Budget

April 4th, 2022

My name is Lisa Adams and I live in ANC3D. I am a member of the ANC3D Transportation Committee, and while I'm testifying as a local pedestrian, what I have to say is informed by my work as a member of the ANC3D Transportation Committee.

I urge this Committee to help DDOT prioritize Pedestrian Safety. That means funding sidewalks and coordinating their construction within the department.

I understand that the Budget for FY 2023 proposes an expenditure of $25.9 million on sidewalks, up from $21.9 million in FY 2022, but we are not provided with detail on these expenditures. We believe that most of these projects are ones that INCLUDE sidewalks but are being undertaken for other reasons and have not been prioritized for providing safe sidewalks for pedestrians. Sidewalks should be a priority within the city. We request more transparency on the allocation of these funds and specific sidewalk projects. We ask that the relevant ANC be notified of sidewalk construction under consideration.

Funding in the Department seems to be broken up according to the size of the project. There doesn't seem to be a track for medium sized sidewalk projects (apparently above $2 million) to be considered on their individual merits, but instead have the best chances of being funded if they meet other objectives of the Department, such as storm water management. We need someone at the top of the Department who has pedestrian safety and all sidewalk projects as his or her portfolio. Until we have this, it looks like sidewalks will always be treated as orphan projects. ANC3D Commissioner Chuck Elkins is addressing this need in his testimony today.

The sidewalk projects of interest to us are not arbitrary sidewalk projects – for the most part, these are sidewalks which have been singled out by the Rock Creek Far West Livability Study. They should be priorities for DDOT. Nor are the problems we experience unique to our ANC. I understand that there is a list of some 50 or more new sidewalk projects throughout the city which have been prioritized by DDOT, but which have not been funded. This list has not been made public and it should be.

Let me tell you about what we have done in ANC3D and describe the sidewalks we have prioritized, but which are not being built.

In multiple letters to DDOT starting in 2021, we have asked that DDOT prioritize 12 sidewalks. Our list of recommendations for new sidewalks was put together by many pedestrians in our

neighborhoods over more than a year. The process was a collaborative one. This list was developed with Vision Zero criteria; most of these recommended sidewalks are recognized in the Rock Creek Far West Livability Study. We discussed this list with neighbors and in our ANC meetings. ANC3D approved the list and recommended that these sidewalks be built. The ANC sent letters with the recommendations to the Department of Transportation on January 6th, 2021, September 1st, 2021, and on March 2, 2022. The Transportation Committee has met with officials from DDOT several times to discuss these important sidewalk projects. Our process was collaborative and inclusive. But these sidewalks are not built; they don't even seem to be scheduled.

Here are some examples of the sidewalks we'd like to have prioritized:

- **MacArthur from Loughboro to Watson Place, NW**
    - This is a very long block along MacArthur Boulevard that has no sidewalk on the East side leading up to Sibley Hospital**.**
    - What do we know? **This project is to be coordinated** with the Urban Forestry Division and can be completed "**when funding becomes available**".
    - This project is SW-04 in the Rock Creek Far West Livability Study (RCFWLS).

- **Garfield Street from University Terrace to Hurst Place, NW**
    - This is a street that is around the corner from the Key School. **The Department told us that the street has a sidewalk on one side of the street; it does not.** It has not been prioritized in the near-term in part because of this misinformation.
    - We are told that "this location can be placed on a future schedule should **additional funds** become available and unfortunately is not on the team's near-term scope".
    - This project is SW-09 in the Rock Creek Far West Livability Study.

- **Reservoir Road from Bending Lane to Canal Road, NW**
    - This road provides access to Fletcher's Cove and presents topographical challenges to constructing a sidewalk.
    - We are told that this is an "unlikely candidate for sidewalk construction at this time" because of these challenges, and the "**current funding stream**".
    - This has been a priority for the ANC since January 6, 2021, before **last** year's budget was reviewed.

- **49th Street between Ashby and Garfield Streets NW along Battery Kemble Park**.
    - Because of the significant stormwater issues on this street, we have been told that it **cannot be completed by the sidewalk gap program**. However, we do not limit our recommendations to those sidewalks that fit within the sidewalk gap program. We request that the sidewalk be funded in the IPMD budget for FY 2023.

    - This sidewalk is SW-013 in the Rock Creek Far West Livability Study.

- **University Avenue from Rodman Street to Massachusetts Avenue, NW**
    - This street borders Wesley Seminary and is the pedestrian access to the Turtle Park Recreation Center across Massachusetts Avenue.
    - The project awaits "**additional funding**".
    - This sidewalk is SW-06 in the Rock Creek Far West Livability Study.

Other sidewalks are sidelined because of DDOT's hesitation to build in the face of residential landscaping into the public property line setback.

- One example of this is **Cushing Place from MacArthur Boulevard to Sherier Place NW**
    - Obstacles, including "bushes" and "other obstructions" as well as the "shallow setback" of the houses means that it is being assessed, and "would need to be developed for a later year."
    - Since the property line setbacks are 15 feet, there is adequate room for sidewalks here on a street that is a pathway to the popular Palisades Recreation Center.
    - This has been a priority for the ANC since January 6, 2021, again before last year's budget was finalized.

We ask that our short list of sidewalks be built. To build them, we need you to give DDOT money and for DDOT to give them the priority and coordination they deserve.

Thank you.

I'm sorry I missed the deadline for speaking. Below in writing are the comments I had hoped to give. I submit them in writing for the hearing record and hope they will be considered by the decision makers. Thank you for your attention. Margaret Crenshaw

Below is background on this issue, pickleball at Garfield Park, and the need to have the closed Virginia Ave re-paved. This was promised to occur this year, but I've learned funds for the project have been deleted from the budget. Below explains why this must be reversed.

Garfield Pickleball Background

I am one of the original leaders who about four years ago helped clear the closed Virginia Ave., SE, helped paint pickbleball court lines on the abandoned road, and how help organize an "everyone is welcome" opportunity for people to play pickleball on the road every other morning at 9:30 am. We have more than 40 players on our roster and communicate now via email, text, and a Team Reach app devoted to Garfield Pickleball. Unless it's raining, we play…even in winter in the very cold weather. We keep our nets/balls/stadium chairs (all of which we have paid for) in a locker on site, to which about four of us have keys.

We regularly maintain the road, clearing leaves, overgrown foliage, and picking up trash. Prior to our use of the road, it was literally an overgrown dump, full of trash--broken glass, burned out charcoal, and dozens and dozens of plastic bottles, beer cans, cigarette butts, used diapers, etc. Because of this clean-up, the road today has expanded the recreational use of Garfield Park proper, with children on bikes, dance groups practicing routines, Tai Chi, and dog walkers.

Our players represent every age, ethnic, racial, and economic demographic. Most of us, though, are retired and range in age from 65 to the low 80s. A member of an elite country club who visited me recently played with us and said, "This is the most fun I've ever had playing pickleball." Where he plays the courts are always perfect, the nets are maintained, and the nets are always up for the players. We play with all the cracks, the ball ending up in the overhead trees, and all the noise of the SW Freeway and the train tracks. We love it…urban pickleball, no one too competitive, and everyone welcome.

I also note these are the only outdoor courts on either NE or SE Capitol Hill, which has a large elderly demographic. The local rec centers have courts available at set hours in fall, winter, spring, but those hours are given over to school children during school holidays, including summer. They are also closed for civic activities such as voting.

Pickleball is the fastest growing sport in the U.S. It is fun for everyone, but especially good for seniors, as noted, a large demographic the city often overlooks.

Finally, I observe that DOT seems to have plenty of money to pave various streets, some of which are quickly torn up again, and then re-paved, e.g., Maryland Ave and most recently Fourth St. SE.

Garfield Park has been allocated much needed funds to improve the Park itself. The city now needs to recognize that pickleball on the closed Virginia Ave is an active part of the Park, but the road does need to be re-paved.

Thank you for your attention and time.

Margaret Crenshaw, crenshawm2@gmail.com, 202-360-2257.

NAACP National Association For The Advancement Of Colored People
Washington, DC Branch
1000 U Street, NW • Suite 100 • Washington, DC 20001

Council of the District of Columbia
Committee on Energy, Environment and Transportation
District Department of Transportation

Monday, April 4, 2022

FY 2023 BUDGET HEARING TESTIMONY

Greetings, Chairperson Cheh and members of the Committee on Energy and Environment. Thank you for the opportunity to testify regarding the proposed ***FY 2023 Budget for the District Department of Transportation.*** My name is Bill Washburn, and I am a member of the Environmental and Climate Justice committee for the NAACP Washington, DC Branch. I am also a resident of Ward 8.

For 112 years since its founding in 1909, the NAACP has championed the fight for racial justice as the nation's oldest and largest civil rights organization. Since 1913, the Washington, DC NAACP Branch has advocated for civil rights, racial inclusion, economic justice, public safety, and healthy communities for Black residents in the District of Columbia. Environmental and climate justice is a civil rights issue. Environmental injustices, lead exposure and air pollution have disproportionately severe, health-impacts on Black and Brown people in the District of Columbia. Not all residents in the District are equally impacted. Race, class, income, healthcare access, and privilege are all factors that influence the health impacts of environmental toxins. Lead and other environmental contaminants in water, food, and the air entering our lungs require immediate legislative, policy and budgetary actions. The NAACP is a fierce advocate for environmental justice, clean energy, and transportation equity while advancing diversity, equity and inclusion across the District of Columbia. We fight for the policies needed to rectify these impacts and advance a society that fosters sustainable, cooperative, regenerative communities that uphold all rights for all people in harmony with the earth, our health and well-being.

The work of the District Department of Transportation (DDOT) is critical to ensuring the well-being of residents of the District of Columbia. The quality of the air that we breathe is greatly affected by the work of DDOT, especially those residing along or adjacent to busy highway corridors such as I-295, DC-295, and I-395. Unfortunately for District residents who live in communities alongside these highways, insufficient resources have been allocated to ensure that the quality of the air that we breathe is consistent with health and wellness. This failure results in unnecessarily high levels of respiratory illnesses and mortality in these communities. The incidence of adult asthma in wards 7 and 8 are 17%, compared to an incidence of adult asthma of less than 6% in ward 1, almost 3 times higher. Mortality rates attributed to air pollution particles are more than four times higher in ward 7 than in wards 2 and 3. As a November 16, 2021 *DCist* article by Jacob Fenston points out, ***"Air pollution has dropped significantly in D.C., and around the country, over the past two decades - District-wide average pollution levels have been cut in half. But the benefits of cleaner air are not evenly distributed; neighborhoods with the most Black residents are the most impacted by dirty air. According to newly published research, in some neighborhoods in Southeast D.C., there are more than four times as many pollution-related premature deaths compared to wealthy neighborhoods in Northwest D.C***."

We understand that approximately $1.3 billion will be allocated to the District from the Infrastructure Investment and Jobs Act (IIJA) for the period FY 22-26. In FY 22 alone, we understand that IIJA allocated funding to the district amounted to approximately $191.7 million (to be disbursed to DDOT through the Federal Highway Administration). Given the proximity of I-395, I-295 and DC-295 to residential areas and the aforementioned higher air pollution-linked mortality rates in Wards 7 & 8, ***it is imperative that air pollution impacts be taken into account in the planning, design and implementation of works undertaken to rehabilitate and improve transport corridors such as I-395, I-295 and DC-295.*** The health and wellbeing of residents living in communities adjacent to these corridors is at stake.

Another issue of concern to the NAACP is the uncertainty surrounding potential opportunities for hiring District residents to fill construction jobs associated with infrastructure improvements to these and other busy road corridors in DC. We approve of the Mayor's proposal to allocate $21 million to raise participant wages in training programs in all Department Of Employment Services (DOES) programs. However, ***we have seen no indication from DDOT on how it plans to ensure***

that District residents are prioritized in the filling of DC based construction jobs supported by IIJA funding. Furthermore, there is an urgent need to ***establish an inclusive and transparent interagency mechanism to promote coordination between DDOT, DOES and concerned stakeholders and to link contracting/sub-contracting opportunities with employment generation in historically marginalized wards***. **This is an unacceptable omission in light of the significantly higher unemployment rates for Wards 5, 7, and 8 compared to the rest of the District.** According to unemployment data compiled by DOES, as of November 2021, unemployment rates in Wards 5, 7 and 8 were 6.6%, 8.5%, and 11.7% respectively, compared to a citywide average of 5.84%. Given these disparities in unemployment rates for District residents east of the Anacostia River, ***we recommend that the District allocate additional funds and other resources to ensure that DDOT and DOES work together, in a manner that is transparent and accessible, to prioritize the training and/or hiring of District residents—especially those from Wards 5, 7, and 8—to fill jobs supported by IIJA and other District or federal infrastructure funds.***

On behalf of the Washington, DC Branch of the NAACP, and in light of the urgent need to reduce and/or eliminate exposure to traffic-generated air pollutants while increasing IIJA-supported job opportunities for , we strongly urge you to ***Ensure that: (1) the Air Quality Division of DDOT work closely with their counterparts in DOEE, DOH and other concerned stakeholders to incorporate the most effective air pollution reduction measures and mechanisms along I-295 and DC-295 adjacent to residential neighborhoods of the district, especially Wards 7 and 8; and (2) DDOT coordinate with DOES to prioritize the training and/or hiring of District residents to fill IIJA-supported construction jobs, with special attention to residents of historically marginalized and/or vulnerable communities (such as Wards 5, 7, and 8).***

Finally***, to ensure that DDOT infrastructure projects are planned and implemented in a manner that supports District and federal environmental justice standards and guidelines, we recommend that the DC City Council direct its Council Office on Racial Equity to monitor and evaluate these projects as they take place.*** Thank you!

Respectfully Submitted,

Akosua Ali
President
NAACP DC Branch

Sincerely,

William Washburn
Env. and Climate Justice Committee
NAACP DC Branch

TESTIMONY OF

MAURA BROPHY, PRESIDENT AND CEO
NOMA BUSINESS IMPROVEMENT DISTRICT

COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION AND THE ENVIRONMENT

Fiscal Year 2023 Budget Oversight Hearing on the District Department of Transportation

April 4, 2022
12:00 PM

Good afternoon Chairperson Cheh, members of the Committee on Transportation and the Environment, and staff. My name is Maura Brophy, and I am President and CEO of the NoMa Business Improvement District ("BID"). Thank you for the opportunity to testify on the Fiscal Year 2023 budget for the Department of Transportation ("DDOT").

I am testifying today in support of including $50 million in the capital budget to build the planned pedestrian tunnel to connect 3rd Street NE to the NoMa/Gallaudet University Metro Station entrance. Specifically, we ask that the funding be included in the first three years of the Capital Improvement Plan ("CIP") because we are ready to proceed now with completing design and construction by Fiscal Year 2025. This is a project that has been in development for years and will ensure that we harness the value of an existing public asset—NoMa Station—to advance Vision Zero, expand our multimodal transportation network, and ensure continued economic growth in NoMa and beyond.

It is difficult to conceive today, but for decades, there was no Metro station on the Red Line between Union Station and Rhode Island Avenue. In retrospect, the wisdom of NoMa Station is obvious. In the first decade alone following the station's opening in 2004, it had a nearly $5 billion impact, including producing 17,500 residential units, more than 20 million square feet of office and retail, and 2,600 hotel rooms. It has anchored growth not only within NoMa, but also in the neighborhoods beyond. NoMa Station has enabled District to stay competitive for residents and businesses. How people live, work, and play in cities is changing, exacerbated by the pandemic. Maintaining mixed-use, transit-oriented neighborhoods throughout the city is going to be key for the District to be vibrant and resilient in the coming years,

As powerful as the impact of NoMa Station has been, however, there is still value that has yet to tapped. Inadequate transportation infrastructure in the area and dangerous conditions for pedestrians and cyclists on Florida Avenue limit the station from delivering on its full potential. Its two entrances are both located on the west side of the rail tracks. To walk from the N Street entrance to the east, such as Union Market or Gallaudet University, one must walk north on 2nd Street to Florida Avenue, then backtrack along Florida Avenue under a wide railroad overpass on a narrow sidewalk close to six lanes of high-speed automobile traffic. This adds travel time, discourages transit use, and threatens public safety.

The NoMa BID has been working with neighborhood stakeholders to address these barriers to access. As part of this, we have developed plans for a pedestrian tunnel to connect the N Street entrance to 3rd Street. This would eliminate the circuitous route between west and east, making it easier for residents to choose to take Metro, creating a safer connection for pedestrians and cyclists, and expanding the station's walkshed.

Given the benefits, the surrounding community in Wards 5 and 6 is united in support for the new entrance. Councilmember Kenyan McDuffie included the request in his letter to the Mayor outlining his budget priorities. He also signed a joint letter with Councilmember Charles Allen asking the Mayor to include funding in her proposed budget. Further, both of the immediately affected advisory neighborhood commissions—ANC 5D and ANC 6C—passed resolutions earlier this year endorsing the project.

We understand that $50 million is a significant amount for this one committee to assemble. However, the Council has been a leader in supporting this project. For the FY21 approved capital budget, through the Committee of the Whole, the Council added $23,049,000 for the project in the out years, but was not able to continue it last year. After further study and the continued development of NoMa, we are ready to go forward now with $50 million in FY23 CIP funds spread over the three years: $10 million in FY23 to complete pre-construction soft costs, and $30 million in FY24 and $10 million in FY25 to complete construction. We would be grateful if the Committee were able to identify as much of the funding as possible at markup, and then recommend that the Council fully fund the project when it considers the budget for votes in May and June.

Thank you for the opportunity to testify. I am happy to answer any questions you may have.

Testimony for the DC Council Committee on Transportation and the Environment on the reestablishment of a DC Circulator line for Shaw and the Southwest Waterfront

Committee Chair Cheh and committee members,

This testimony is submitted to the Committee on Transportation and the Environment as part of its consideration of the Fiscal Year 2023 budget for the District Department of Transportation. Specifically, it argues that next year's budget should include a provision to reestablish a DC Circulator bus line connecting the Shaw neighborhood and the Southwest Waterfront.

Discussion: The DC Circulator began with two lines in July 2005, one of them being the Convention Center – Southwest line. It went from Southwest DC up Seventh Street, going past the Mall and Downtown up to O Street in Shaw, then going south on Ninth Street back to the Southwest Waterfront. This proved to be a boon to businesses in Shaw. There were people who lived in Southwest who would take the circulator to visit a new coffee shop in Shaw. People would also use the bus to grocery shop at the Shaw Giant when the Safeway at the Waterfront Mall was under renovation. Personally, I found it more convenient than Metro Rail as a way to get home when I worked at L'Enfant Plaza. It also provided a quick trip to get downtown to the Shakespeare Theater, which would otherwise require driving the car down and getting a $16 parking charge in a garage.

The redevelopment of the O Street Giant and other projects such as the Convention Center Hotel reduced ridership on the Circulator, and DDOT decided to suspend the line. DDOT mentioned that WMATA was establishing a Metro Bus line, Route 74, that would substitute for the service of the Circulator, but its route never got closer than three blocks to the Convention Center, never went through Shaw's commercial corridors and managed to miss the commercial areas of Southwest.

The DC Circulator Transit Development Plan (TDP) in 2014 noted this weakness in service delivery and argued for a resumption of the Convention Center – Southwest Waterfront Circulator line. DDOT's surveys showed that provision of bus service to Southwest was the most popular demand, while service to U Street, Shaw and Howard University came in second in the poll. The TDP argued for the resumption of a Convention Center – Southwest Waterfront Circulator by FY 19. Since the report, nothing has happened.

Impact: Seventh Street Northwest is one of the oldest and strongest commercial corridors in the District. The connection between the Waterfront and the Shaw area has been recognized for decades. For example, a chapter of the W.P.A. Guide to Washington in the 1930s documents activities from the Waterfront all the way to Georgia Avenue and beyond. The initiation this year of an Open Streets Day in June, temporarily closing the entire length of Seventh Street for the people, also recognizes this commercial connection. The lack of a Circulator bus to bring tourists and conventioneers to the Washington Convention Center means that the District's commercial development is being held back.

Proposal: DDOT must establish a new Circulator line supporting the commercial activity in Shaw and Southwest. The line would serve some of the most active commercial areas of the District, connecting residents, tourists and conventioneers to new hotels on the waterfront, with museums on the Mall, the Convention Center and businesses Downtown and in Shaw. Given current commercial trends and

Howard University's plans to redevelop its properties on Seventh Street and Georgia Avenue, the new line should probably go as far north as V Street or Barry Place.

Action: The DC Council must start the process of reestablishing a Shaw – Southwest Waterfront Circulator line. There should a least be a provision in the FY 2023 budget for DDOT to do a feasibility study of reestablishing a new Circulator line. Since DDOT currently does not have to consider the economic impact of its projects, there is no incentive for the agency to come up with anything new on its own. Without a push from the DC Council, nothing will happen.

Pleasant Mann
Shaw Resident

DC Council – Committee on Transportation and the Environment
Budget Oversight Hearing on the District Department of Transportation
April 4, 2022
Written Testimony of Ashton Rohmer

My name is Ashton Rohmer, I'm a Ward 6 resident, and, perhaps most importantly, I'm not a budget expert. What I did deduce from my cursory review of the proposed budget is that it seems there is strong financial support of DDOT in FY 2023. We of course need more, but this is a promising start. That said, there are a few things I'd like to share.

First, this may already be included somewhere, but one thing I'd like to see funded is a more concerted effort to support e-bikes in the city – whether it's charging infrastructure, programs for small organizations or businesses to have customized e-bikes so they don't have to rely on vehicles for their short trips, or programs that incentivize e-bike purchases. We're seeing daily how important it is to shift from our reliance on gas-powered vehicles to more sustainable forms of transportation, and it is imperative that these forms of transportation are made more accessible to more people in the District.

Second, I think there is a tremendous opportunity for the District to explore more public-private partnerships with parking garage operators to fully optimize existing structures. A friend recently visited and tried in vain to find a good parking solution where she could have a parking plan in advance and pay to come and go as she wanted. The parking garage under the local grocery store was closed overnight, when she called another parking garage to determine their hours of operation no one answered, and we knew from a previous visit that another garage nearby had plenty of open spots but there was no obvious way to make use of them (and generate revenue) because it was owned by a hotel that did not seem to allow people to park there who weren't guests. While I know that more parking induces demand, it seems to me that there is an opportunity to at least capitalize on a segment of the market that would otherwise park on DC streets for a few bucks – or coincidentally in my friend's case, end up parking for three days without paying anything at all – and capture more revenue along the way by leveraging data, technology, and innovative approaches to cross-sector partnerships.

Lastly, I kept wishing I had a way to very transparently discern how decisions about capital funding were being made by Ward and to ensure that those decisions were being made equitably across the District. Maybe that perspective exists and is just not publicly available. Perhaps it doesn't exist at all. In that case, I have no idea how such a lens should be constructed – sidewalk miles, population, injuries and fatalities, some other measure – but DC clearly faces inequities in transportation access, safety, and convenience. Those inequities call for investments that are distributed with an intentional focus on equity and the budget should strive to correct for those disproportionate outcomes in how it allocates funding.

Thank you.

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April 1, 2022
Councilmember Mary Cheh
Chair, Committee on Transportation and the Environment
1350 Pennsylvania Avenue, NW
Washington, DC 20006

RE: Letter of Support for 11th Street Bridge Park

Dear Councilmember Cheh:
I am very pleased to write this letter of support for the 11th Street Bridge Park, a public-private partnership between the District of Columbia Government and Building Bridges Across the River, a Ward 8 non-profit. This transformational project will help reconnect long divided neighborhoods on both sides of the river. Informed by over 1,000 stakeholder meetings, the 11th Street Bridge Park has engaged local residents for the last 10 years shaping every element of the park's design and impact.
It is now time to build the Bridge Park. To that end, we are asking the Council to include $15MM in additional capital funding in the District of Columbia Department of Transportation's FY23 budget so the city can begin construction next year. If funding is delayed, this will increase cost and jeopardize this important project that will literally and figuratively bridge DC.
The Bridge Park has become a nationally acclaimed model for equitable and inclusive economic growth. In fact, the team created an Equitable Development Plan to ensure residents can stay in their own homes and thrive in place by securing over $86MM invested in their equity strategies to date equaling the actual cost of the park's construction. These landmark investments include affordable housing, workforce development, small business preservation and cultural equity strategies. This includes establishing the Douglass Community Land Trust that has over 250 units of permanently affordable housing, a Ward 8 Home Buyers Club that has helped over 100 Ward 8 renters become homeowners and construction training programs at the Skyland Workforce Center to make sure that dollars spent on the park employ District residents and go directly into their pockets to help them support their families.
The COVID-19 pandemic has increased the need for more green open spaces, and the 11th Street Bridge Park will support residents' environmental, economic, cultural and physical health during these tough times. Including $15MM in the FY23 budget will actualize a once in a lifetime project.
As the CEO of a non-profit in Ward 8 that has partnered with BBAR for five years; I would like to express gratitude to the Council of the District Columbia for supporting this new park. The park is a community-driven civic space that reflects a new era of connected communities in the District of Columbia. Thank you for investing in the East of the River communities.
If you should have any questions, I can be reached at pbrowne@nccinc.org.
With gratitude,

Patricia A. Browne
President and CEO, National Children's Center

Statement of the District Task Force on Jails & Justice
Before the Committee on Transportation and the Environment
of the Council of the District of Columbia

Budget Oversight Hearing for the
District Department of Transportation

April 6, 2022

Good morning, Chairwoman Cheh and members of the committee. My name is Shelley Broderick and I am here today in my capacity as the Chair of the District Task Force on Jails & Justice (Task Force). The Task Force is an independent advisory body dedicated to redefining the District's approach to incarceration by building city-wide engagement, centering the voices of those with lived experiences, understanding community priorities, and exploring the use and design of secure detention and community-based solutions. Since 2019, the Task Force has worked to build a humane, equitable approach to criminal justice in Washington, D.C. that prioritizes prevention and care, and reimagines accountability through a rehabilitative lens, to create safe and thriving communities.

The Task Force's Phase II report, published in February 2021, outlines a ten-year, three-stage plan to transform the D.C. justice landscape. The report includes 80 recommendations for investment in community safety, lower incarceration rates, and an end to the over-criminalization

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of Black people in the District.[1] The report, and the implementation of its recommendations, comes at a critical time as the District grapples with long-standing issues within its criminal legal system, issues that have been highlighted and exacerbated by the pandemic.

I am here today to urge this Committee's support for the transfer of certain programs and funds from the Metropolitan Police Department (MPD) to the District Department of Transportation (DDOT), including the full transfer of the Automated Traffic Enforcement (ATE) program. The Mayor's FY23 proposed budget includes an increase of $9,445,001 and 43 FTEs that will significantly expand the ATE program. The District must allocate funds to DDOT to fully implement enforcement authority over civil traffic violations. We believe that this measure is a crucial step in decreasing racial disparities and improving public safety for all D.C. residents and visitors. The Task Force recommends $250,000 for a consultant to plan for the transfer of authority of civil traffic violation enforcement from MPD to DDOT.

The Task Force aims to target the problem of ballooning police responsibilities by promoting investment in alternative means of maintaining public safety that are transparent, accountable to the public, and do not result in unnecessary incarceration. The transfer of funding and control of some of the District's traffic operations from MPD to DDOT is a necessary step toward reaching that end,[2] and the Task Force is excited to see movement in that direction in the Mayor's FY23 Budget Proposal for DDOT.

Based on past traffic violation data, we know that MPD traffic stops disproportionately affect Black people but do little to increase public safety.[3] For example, in the last five months of

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[1] *See generally* District Task Force on Jails & Justice, *Our Transformation Starts Today: Phase II Findings and Implementation Plan* (Feb. 2021) http://www.courtexcellence.org/uploads/publications/TransformationStartsToday.pdf
[2] *Id.*
[3] District Task Force on Jails & Justice *Our Transformation Starts Today: Phase II Findings and Implementation Plan* p. 35 (Feb. 2021) http://www.courtexcellence.org/uploads/publications/TransformationStartsToday.pdf

2019, MPD conducted 31,386 "ticket stops" for moving violations, only 3% of which resulted in an arrest.[4] Further, 61.8% of the ticket stops in this period involved a Black person,[5] but Black people comprise only 46% of D.C.'s population.[6] With DDOT managing traffic stops instead of MPD, we expect to see a reduction in the total number of stops by MPD and in the proportion of Black people stopped and arrested.[7] Further, the proposed transfer will reduce police responsibilities and contact between law enforcement and citizens, both of which are vital to increasing racial justice in the District.[8]

Allocating $250,000 for a consultant to plan for the transfer of the enforcement of civil traffic violations from MPD to DDOT will ensure a well thought out and thorough transfer of responsibilities and enforcement, all while reducing racial disparities in traffic stops and maintaining pedestrian and street safety. This concludes my testimony. Thank you for your time and I look forward to answering any questions you may have.

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[4] *Id.*
[5] *Id.*
[6] U.S. Census Bureau, *Quick Facts: District of Columbia* (2019) https://www.census.gov/quickfacts/fact/table/DC/PST045219
[7] District Task Force on Jails & Justice p. 35
[8] *Id.*

Written Testimony
of
Mike Litt, Sierra Club DC Chapter

For the District Department of Transportation Budget Oversight Hearing
Before the Council of the District of Columbia's
Committee on Transportation & The Environment

18 April 2022

Chair Cheh, thank you for the opportunity to submit written testimony for the budget oversight hearing on the District Department of Transportation (DDOT). My name is Mike Litt and I am a car free renter in Ward 6 and a member of the Sierra Club DC Chapter's Smart Growth and Clean Energy committees.

The Sierra Club is the nation's oldest and largest environmental advocacy organization, with chapters in every state. Here in DC, we have 3,000 dues-paying members. Please find our comments below on some of the transit spending items in the mayor's proposed FY23 budget.

K Street Transitway

We are pleased to see $57.2 million allocated for the timely completion of the K Street Transitway, which will make traveling by bus faster and by bicycle and on foot safer, on one of the most congested downtown corridors. This project extends transit-priority lanes that facilitate east-west travel, improving bus travel times and reliability for bus routes that are heavily used east of the river, notably Metrobus 30s and D6.

Benning Road Reconstruction and Streetcar Extension

Thank you for funding the Benning Road Reconstruction and Streetcar Extension project, which will replace and rehabilitate bridges along Benning Road and make it safer to walk and ride bicycles. It will also provide a much-needed transportation link for Ward 5 and 7 neighborhoods by extending the DC Streetcar to the Benning Road Metrorail station.

We hope the DC Streetcar continues its expansion westward, giving Ward 6 and 7 communities access to the downtown core on a single trip.

H Street Bridge NE

The H Street Bridge NE Replacement project is needed to address safety concerns about the bridge. We noticed that the construction start date for the project has changed from 9/1/2022 in the FY22 budget to 10/1/2024 in volume 5 of the proposed FY23 budget. Although the start of construction appears to be delayed, the completion date has been hastened from 12/30/2027 to 9/30/27. We also noticed that the estimated full funding cost has increased from $227.6 million to $254.7 million. We urge DDOT to prioritize completing the replacement of the H Street Bridge safely, on time, and within budget.

Washington Metropolitan Area Transit Authority (WMATA)

The District's proposed six-year Capital Improvements Plan (CIP) includes more than $1.7 billion, including $331.2 million for FY23, as part of its share for, "safety improvements, improving rail and bus network effectiveness, increasing system capacity, and rebuilding the Metro system."

Our region's ability to fully emerge from the pandemic, reverse global warming, and ensure a liveable community for all depends on Metro's continued success.

Considering the Metrorail Safety Commission's investigation into last October's derailment and its order to WMATA to remove the 7000-series trains from service, we wonder why there is a $287,000 decrease in the Commission's funding, as shown in Table KE0-4 in volume 4 of the District's proposed FY23 budget.

We urge the Council to work with WMATA on recommendations we made for the Committee's WMATA performance oversight hearing earlier this year:

- Consider what it would take to increase service frequency in the future to at least every 10 minutes for *all* rail lines and bus routes.
- Include a specific section in its proposed (now approved) FY23 budget about the different types of safety risks being addressed, such as collisions, COVID-19, crimes, derailments, fires, and injuries. Many items related to safety are spread throughout WMATA's proposed budget and leave several questions unanswered. Consolidating all information related to safety spending and targets in one place within the document, as well as providing additional details, will improve transparency and public confidence in Metro's safety efforts.
- Include spending related to safety in the operating budget
- Include the safety, security, and reliability info for capital projects and programs currently spread out over 144 pages, in one chart to make it easier to understand how much is budgeted toward safety and in what ways. A simple solution would be to include that information in the list of CIP investments on pages 101 - 104 of WMATA's proposed budget book.

Pedestrian and Cycling Infrastructure Improvements

The Sierra Club supports the continued investment in safety measures for walkers and bikers in the form of traffic calming streetscapes and protective barriers. These physical changes to the right of way play an integral part in drawing riders and walkers to trade car trips for more sustainable modes of transportation and protecting those travelers who are most vulnerable to injury and death. Additionally, we believe that the pedestrian and bicycle bridges that are included in the budget along with the additions to the bike lane and trail network are crucial insofar as they connect existing routes and allow for safer and more convenient transport. The improvements to sidewalks and bike lanes must provide tangible benefits to citizens by allowing them to reach their destinations more quickly without the use of a car and therefore improve quality of life while reducing environmental impacts. In accordance with this goal, we support the investment in expanding the bikeshare program to ensure that all citizens have bicycles available for use at all times.

We believe that the projects planned for Ward 8 are of particular importance because that ward has been identified as an area of exceptionally high traffic casualties and historically underfunded infrastructure. The District should continually prioritize those areas of highest needs in order to improve the city as a whole.

We strongly support enhanced funding for the following items contained in the Mayor's proposed budget as they align with the Sierra Club's goals of public safety and sustainability:

- Open streets initiative

- Bus priority
- Bike infrastructure expansion
- Trail network expansion
- Adaptive bikeshare
- Vision Zero communications
- Automated traffic enforcement

We are pleased to see an increase in the budget for both DDOT and DPW, as well as their concrete goals and benchmarks. We believe it is important for these departments to be sufficiently funded but also that they receive proper oversight and accountability and provide the public with timely infrastructure improvements and ongoing communication as to their priorities and the progress of different projects.

In addition to the funds allocated in the budget, we encourage DDOT to submit an application by August 1st for the $17 million over five years of new federal funds made available in the Bipartisan Infrastructure Law for electric vehicle infrastructure. We welcome the opportunity to assist DDOT with the development of its National Electric Vehicle Infrastructure (NEVI) State Plan.

Thank you again for the opportunity to submit this written testimony.

Testimony of 4D04 Advisory Neighborhood Commissioner Zachary Israel

Council of the District of Columbia

Committee on Transportation and the Environment

FY 2023 Budget Oversight Hearing for the

District Department of Transportation

Monday, April 4, 2022

Chair Cheh and Members of the Committee on Transportation and the Environment:

Thank you for holding this critically important Fiscal Year (FY) 2023 budget oversight hearing today for the District Department of Transportation (DDOT). My name is Zach Israel and I represent Single Member District 4D04, which includes parts of Petworth and Brightwood Park in Ward 4. I am testifying today in my individual capacity as a Commissioner and not on behalf of ANC 4D.

DDOT is among the District's most important agencies, whose mission "is to equitably deliver a safe, sustainable and reliable multimodal transportation network for all residents and visitors of the District of Columbia." According to DDOT's vision statement, the agency "will continue to be a national leader in creating safety and mobility solutions for the existing and emerging transportation challenges within our community. We will prioritize building safer infrastructure across all 8 wards, utilize innovative technologies and strategies to reduce congestion and greenhouse gas emissions and expand our transit systems to connect residents to economic opportunities."

In order to truly fulfill these mission and vision statements, the DC Council should ensure that the following DDOT-related budget items are addressed in the enacted FY23 budget:

- **Bus Priority and Efficiency Initiative**: DDOT has proposed **$13.722 million** in FY23 for "capital infrastructure improvements throughout the District to help prioritize bus travel and improve accessibility to bus stops, including both DC Circulator and Metrobus, on major bus corridors throughout the city. Improvements may include improvements to the roadway; painted bus lanes through the corridor; queue jumps; automated bus lane enforcement cameras; stop improvements related to amenities, signage, striping, and parking removal; and intersection improvements, such as adjusting signal timing, adding dedicated turning movements, adjusting stop bars, and making geometric changes." However, on page 21 of DDOT Director Everett Lott's presentation to the Committee at the April 4 budget hearing, it appears that DDOT plans to address implementation of bus priority projects on the Georgia Avenue NW corridor over FYs 2024, 2026, and 2027, respectively. This is unacceptable and nonsensical, since the entire Georgia Avenue NW corridor should be examined holistically, at the same time. ANC 4D passed a resolution, in January 2022, making this request, in addition to ANCs 4A, 4B, and 4C. I urge the

DC Council to allocate additional funding in FY23 for this master project and require DDOT to address the entire Georgia Ave. in FY23.

- **Capital Bikeshare Expansion**: DDOT has proposed **$5.216 million** in FY23 to "support maintenance, operations, and expansion of the Capital Bikeshare program ("Bikeshare" or "CaBi"). […] This project will support the continued growth and equity of the system to meet goals outlined in the moveDC and Sustainable DC plans, and maintain the system in a state of good repair as outlined in the 'Pioneering a State of Good Repair for Capital Bikeshare' study by replacing assets as they reach the end of their useful life." Mayor Bowser has made a commitment, over the next six years, to "add 80 new Bikeshare stations to the system, giving every District resident access to a docking station within a quarter-mile of their home." There is a significant amount of residents who live in the northern and central geographic areas of ANC 4D and are not currently located within a quarter-mile of a CaBi station, including parts of Single Member District (SMD) 4D04. The DC Council should require DDOT in the enacted FY23 budget, to ensure that new CaBi stations are installed equitably throughout all eight wards in FY23, including in Brightwood Park in Ward 4, and collaborate with ANCs to identify potential CaBi docking station locations.
- **Ensure full funding for the Vision Zero Enhancement Omnibus Amendment Act of 2020**, including requiring DDOT to immediately implement the budget transparency provisions of the law. In the FY 2022 Budget Support Act, the DC Council set aside increases in funding from automated traffic enforcement citations to fund the cost of the Vision Zero legislation. The DC Council should leave that mechanism in place for FY23.
- **Funding long-delayed projects**: The DC Council should also explore FY23 funding mechanisms to compel DDOT to move quicker to complete long-delayed road improvements that ensure safer multi-modal commuting for all District residents.
- **Ensuring funding for soon-to-be-enacted transportation-related legislation**: The DC Council should provide funding in DDOT's FY23 budget for DDOT to ensure that various transportation-related legislation which will likely be enacted during the remainder of Council Period 24, including, but not limited to, the **Metro for DC Amendment Act of 2021** (B24-429), the **Safe Routes to School Expansion Regulation Amendment Act of 2021** (B24-565), **the Walk Without Worry Amendment Act of 2021** (B24-566), the **Safer Intersections Amendment Act of 2022** (B24-673), the **Upgrading Tactical Safety Projects Amendment Act of 2022** (B24-674), the **Prioritizing People in Planning Amendment Act of 2022** (B24-675), and the **Speed Management on Arterials ("SMART") Signage Amendment Act of 2022** (B24-676), has the funding needed for expeditious implementation beginning in FY23. ANC 4D passed a resolution in March 2022 urging the DC Council to consider and pass B24-565, B24-566, B24-673, B24-674, B24-675, and B24-676 and urging Mayor Bowser to sign these six bills into law and for DDOT to implement the enacted legislation as expeditiously as possible.

Thank you, and I'd be happy to answer any questions you may have.

Testimony of
Jack Wells
before the
Committee on Transportation and the Environment
Council of the District of Columbia

FY 2023 Budget Oversight Hearing
April 4, 2022

Madame Chair and Members of the Committee:

I am Jack Wells, and I live in the Palisades neighborhood in the District of Columbia. I chair the Transportation Committee of the Palisades Community Association (PCA), and I serve on the Transportation Committee of ANC3D. However, today I am testifying on my own behalf, and this testimony should not be construed to represent the views of the PCA, ANC3D, or its Transportation Committee.

Transportation Safety is an important issue everywhere in D.C., and a particularly important issue in our neighborhood is pedestrian safety. Traffic crashes involving injuries to pedestrians are more than twice as likely to produce major injuries as crashes involving injuries to vehicle drivers and passengers. Both the Palisades Community Association and ANC3D have therefore focused particular effort on preventing pedestrian injuries, and one of the best ways to prevent pedestrian injuries is to build more sidewalks. Many of our residents walk their dogs, walk or run for exercise, walk to nearby parks and recreation centers, and walk to nearby shops and restaurants, and many of our children walk to school. When there is no sidewalk, these people are forced to walk in the street, which is without doubt the most dangerous place to walk.

In 2020 ANC3D did an inventory of the blocks in our ANC and identified over 120 blocks in ANC3D that did not have a sidewalk on either side of the street. We then engaged in a consultative process, first within the Transportation Committee, and then with the PCA, the ANC, and the general public, to identify which of these blocks were the highest priority for construction of sidewalks. We based our priorities on the priorities established by DDOT for construction of sidewalks -- which blocks were used by pedestrians to access schools, parks, and transit stops, and on which blocks the absence of a sidewalk creates substantial pedestrian safety risks.

In January 2021, ANC3D sent a letter to the District Department of Transportation (DDOT) recommending 9 blocks as priorities for construction of sidewalks. We finally received a response to our recommendations in February 2022, over a year later. DDOT's response contained a couple of factual errors: on one block, they claimed the block already had a sidewalk on one side of the street when it did not; on another, they claimed that there was not enough public space adjacent to the curb to accommodate a sidewalk, when in fact there is 15 feet of public space. But what was more disturbing (in addition to the inadequate budget for sidewalk construction, which other witnesses are highlighting) were broader problems with DDOT's approach toward sidewalk planning and construction.

First, DDOT effectively takes the position that any single person in a neighborhood can veto a sidewalk if that person would be inconvenienced by it. Repeatedly, in talking with DDOT staff, we have been told things like "Oh, yes, we want to build a sidewalk on that block, but so-and-so who lives in the house on the corner doesn't want us to build a sidewalk because it would disturb his rose bushes, so we've moved that project to the back burner." In its response to the ANC3D list of sidewalk priorities, DDOT repeatedly cited physical "obstacles" in the public space, such as steps and bushes. This is, of course, the "public" space, not private space, and no homeowner is entitled to use his re-purposing of the public space for private use by building hardscape and landscaping as an excuse for opposing a sidewalk that the broader community has urgently requested. In some cases, homeowners have even received permits from DDOT to build in the public space, so DDOT's Public Space Regulation Division has failed to do its job of ensuring that the use of public space for public purposes like sidewalks is preserved.

Second, we were repeatedly told in the response we received from DDOT that they could not build a sidewalk on a particular block, because there were drainage issues on the street, so the sidewalk would have to be combined with drainage improvements, and the budget for drainage improvements is controlled by another agency. But the "other agency" whose cooperation would be necessary to address the drainage problems is the Infrastructure and Project Management Division (IPMD), which is <u>part of DDOT</u>. DDOT did not apparently bother, in the 13 months it took them to respond to our letter, to consult with all the offices within DDOT that have a role in sidewalk construction to develop a comprehensive response representing the views of all the relevant divisions. One of the problems with DDOT's work on sidewalks is that it is balkanized into multiple programs with multiple funding sources run by multiple DDOT divisions. There's the "Sidewalk Gap" program, run by the Planning and Sustainability Division, and the "Stormwater" program, run by IPMD. In some cases trees become an issue, so the Urban Forestry Division within DDOT's Operations Administration also must engage. A sidewalk project that might be a priority for one office might not be a priority for the other office, and despite the fact that two of these divisions are part of the Project Management Administration, no one at a senior level within DDOT or its Project Management Administration seems to think that sidewalks are important enough to ensure coordination between these two divisions of the same administration. And neither of these offices seems to be getting any support from the Public Space Regulation Division in the Operations Administration, which appears to place a low priority on preserving the public space for public purposes.

While we were waiting for DDOT to respond to our letter, last August the ANC received a notification from DDOT that they were planning to build a sidewalk on another street in our neighborhood, one that had not been recommended by the ANC, that already had a sidewalk on one side of the street, and that did not satisfy any of the criteria that DDOT had specified for setting sidewalk priorities. The ANC quickly told DDOT that they should not waste their money, and the project was cancelled. The official who signed the notification letter later admitted that the letter had been sent "in error." But the notification letter that DDOT sent in error epitomizes the fact that the process of prioritizing sidewalks for construction appears to place little significance on DDOT's own safety priorities, and no

significance on the expressed written views, which have been approved by majority votes, of the relevant Advisory Neighborhood Commission, whose views DDOT is required by law to give "great weight."

DDOT needs to streamline the process for planning and executing sidewalk projects, and ensure that a senior level official accepts the responsibility to coordinate the work of DDOT's various divisions so that they give priority to ensuring the safety of the District's pedestrians. That senior level official needs to ensure that DDOT incorporates in this process the views of ANCs who have a strong sense of neighborhood priorities in sidewalk construction. I urge the Committee on Transportation and the Environment to request that the D.C. Auditor conduct a review of the decision-making process within DDOT on sidewalk planning and construction, and make recommendations on how that process can be streamlined and coordinated to ensure that sidewalk construction is prioritized and executed efficiently, that it primarily focuses on improving pedestrian safety (while addressing environmental priorities as appropriate), and that it reflects the priorities both of DDOT and of local Advisory Neighborhood Commissions.

Thank you, and I would be happy to answer any questions that you might have.

Testimony before the D.C. Council, Committee on Transportation and the Environment, Hearing on the Department of Transportation FY23 Budget, April 4th, 2022, 12:00, virtual

Image of North Capitol Street and Rhode Island Avenue intersection underpass. Standstill traffic of commuter vehicles primarily from Maryland and Virginia commuting into D.C. and 395, dividing NE and NW D.C. communities.

Chairperson Cheh and Members of the Committee,

Thank you for the opportunity to testify.

I'm Sandrine Boukerche and I am here to testify in my personal capacity as a community member of the Eckington neighborhood and as a new mom.

I live directly on North Capitol Street on the Northeast side, in the residential section of the corridor.

If you have ever walked here, you will note how divided and loud the street is. It's a highway that cuts right through several residential neighborhoods and divides east and west DC. Right now, it is primarily a river of asphalt, concrete, waste heat, loud traffic noise and car emissions.

That is why I am so pleased to see that our mayor has included continued DDOT budget for the North Capitol Street Corridor study, and specifically the North Capitol Deck Over Park and Streetscape.

Myself and my neighbors living on North Capitol Street are excited about the possibility of having a green park that covers this noisy, smelly, unpleasant highway.

We think this would greatly improve the quality of life of the residents that live here and provide a win-win for all. In particular:

- Above ground - the local community and visitors would have a green space that reconnects East and West, enhances safety, provides a place and space to play, socialize and activate local businesses.
- The added green space would bring more trees and vegetation that absorbs urban heat and rain-water run-off and that generates fresh air.
- Underground - the noisy commuter cars, primarily coming from Maryland and Virginia could continue to connect to the 395, go to Union Station or to the DC business district without disturbing residents.
- DC would also gain a new green space, in a prime iconic location overlooking the Nation's Capitol Building in the airspace above the highway.

I hope this Committee will agree this is a worthy goal that can eventually be part of the bold, green thinking to improve the quality of life for DC residents.

Thank you again for supporting the continued funding for the North Capitol Corridor study, and specifically the North Capitol Deck Over Park.

And THANK YOU Council Member Mary Cheh for your service and support over all these years and all the best in your next endeavors.

Noise: A Problematic and Unnecessary Hazard

Matthew Lawlor and Gregory Squires, Co-Chairs

The Plaza

&

Plaza-Watergate-Columbia Plaza Working Group for Abatement of Illegal Vehicular Noise

Testimony before the Committee on Transportation and the Environment

FY 2023 Budget

April 4, 2022

For the past year residents of The Watergate, The Plaza, and The Columbia Plaza have been meeting in efforts to address a traffic noise problem that creates a variety of serious public health and general public nuisance problems for area residents. Often, and particularly on weekends, several drivers create traffic noise that far exceeds decibel levels allowed under DC law as they speed and rev their engines while passing through the Potomac Parkway/Route 66 tunnel. This results from driving over posted speed limits, modification of vehicle exhaust systems and simple joy-riding. Residents are often awakened at all hours, health is affected for many, property values are reduced, and general nuisances are created by this hazard.

A working group of local residents representing approximately 1,500 residential units with an estimated 2,500 people in these three buildings has been meeting among themselves, with local police and traffic enforcement officials, staff of the DC Department of Transportation, ANC Commissioners, elected officials and others. All express sympathy for these issues. But after a year of discussion, these concerns persist.

We would like to propose two steps that can resolve these issues.

First, we are calling for the immediate installation of speed cameras at the entrance way to this tunnel, in both directions. The Mayor has called for tripling the number of speed cameras

in the district. This is certainly one area where they should be installed. While this is a noise issue, those who drive over posted speed limits contribute substantially to the noise.

Second, we are asking for installation of acoustic cameras that operate similarly but record the decibel levels and license plates of cars that pass through the tunnels. Such cameras are currently in operation in New York, Paris, London and other major cities. We recommend a one-year trial with the purchase and installation of at least five acoustic cameras to be located at both ends of the Potomac Parkway/Route 66 tunnel and other areas where similar noise issues have been identified in the District. The noise issue tends to spike on weekend evenings, when more serious crime goes up throughout the District. This will free up law enforcement resources to be allocated to other services particularly when there is the greatest need, We are advised that the initial costs are approximately $25,000 per camera. But preliminary evidence from other cities indicates the cameras will easily pay for themselves with the fines that are collected and the improved living conditions, health, and safety of our neighborhoods.

The District has demonstrated its commitment to traffic related public safety by expanding the installation of speed cameras and enactment of noise statutes. The critical next step is enforcement. By taking these recommended actions the noise issue is one hazard we can easily eliminate.

Academy of Hope
Adult Public Charter School

Excellence in Adult Education Since 1985

DC Council on Transportation and the Environment
Budget Oversight Hearing for the District Department of Transportation

Testimony of Traci German
Director of Student Support Services, Academy of Hope Adult Public Charter School
April 5, 2022

Thank you, Chairperson Cheh, for the opportunity to submit testimony. My name is Traci German, and I am the Director of Student Support Services at Academy of Hope Adult Public Charter School (AoH).

For more than 35 years, AoH has provided District adults high quality education, workforce training and supportive services. Learners at AoH are building their skills, preparing for a high school diploma through the GED or the National External Diploma Program (NEDP), earning industry-recognized certifications and transitioning to post-secondary education and high demand jobs. Additionally, recognizing that the adults we serve face significant personal and financial barriers, my colleagues on the student support team and I also provide essential wraparound services.

Adult learners walk through our doors in pursuit of advanced skills, so they can go on to obtain a higher-earning job or enter post-secondary education or training. Learners build their skills so they can be more engaged as parents, neighbors and citizens. Though their goals may differ, every learner at Academy of Hope enrolls because they recognize that education is the key to opening the next door.

As the pandemic continues, supporting the needs of our most vulnerable residents across the District continues to be more critical than ever. I'm submitting testimony to thank Mayor Bowser for including $1.84 million in the FY23 budget to support the Adult Learner Transit Subsidy Program and ask the Council to protect that funding as this process unfolds.

Moving District residents forward

During School Year 2021-22, AoH continued to respond to the COVID-19 crisis that disproportionately affected AoH learners. This year we:

- made improvements to our innovative and adaptable distance learning infrastructure and are now offering three different learning models (fully in-person, fully virtual, or hybrid) to provide greater access and opportunity for learners.

- remained committed to providing 1:1 devices and internet access, along with digital literacy support.

- invested in a labor market study to identify the high demand jobs in a post-pandemic economy, resulting in expansion of our career pathways to include Information Technology certifications in IT Fundamentals and CompTIA+.

- expanded our Healthcare pathway training to our W8 site, creating 48 new seats for DC residents this school year. We fundraised to meet the increased needs of our learners.

We achieved all of this despite the fact that adult education providers received only a fraction of the relief funds offered to traditional K-12 schools this year.

The results of our efforts are clear. In a recent survey of AoH learners, 60% indicated that their ability to use technology has increased since the start of the pandemic, and nearly 50% of learners who are parents indicated that their confidence in helping their children with virtual learning has improved.

Recent data from this past fall indicates that we are trending ahead in academic performance and retention compared to fall 2020. CASAS assessment results show that AoH students, including beginning readers, continue to make significant educational gains in reading and math. And we closed out last school year with 26 AoH learners earning their high school diploma through the GED and NEDP and 24 learners gaining high level workforce certifications in CNA, Phlebotomy and MOS.

Removing Barriers and Sustaining Success

Over the last few years, AoH has been pleased to work with the Council, the Deputy Mayor for Education and the District Department of Transportation to create and implement the Adult Learner Transit Subsidy (ALTS) program. The program has grown throughout the years and was particularly critical for adult learners across the District during the pandemic.

Each fall, learners complete a Self Sufficiency Survey to inform AoH if they are in crisis in housing, transportation, child care, mental health, or additional services. If learners indicate they are in crisis, the AoH Student Support Team (SST) works to move them out of crisis. At the end of the term, learners take a post-test and those results will inform the SST if they have moved out of crisis. In the fall of 2020, 61 percent of learners who indicated they were in transportation crisis moved out of that status because of the transportation subsidy. In fall 2021, 82 percent of learners who indicated they were in transportation crisis did so because of the transportation subsidy. Also, results from the short summer term showed that the subsidy moved 86 percent of learners out of transportation crisis.

We were so pleased that that the Mayor and Council continue to support the Adult Learner Transit Subsidy Program. We are grateful that the Mayor, DDOT and the DC Council for continuing to invest in adult learners through this vital program.

Support for adult serving schools

AoH is dedicated to helping our city's most vulnerable residents, the majority of whom are African American and have overcome a history of discrimination and limited education opportunities. Many of whom are parents. By increasing parents' skills we can improve the long-term success of their children and help break the intergenerational cycle of poverty.

We also know that individuals must have a post-secondary credential or advanced training in order to achieve any modicum of economic success in the District of Columbia. Individuals without a high school credential continue to bear the brunt of this health/economic crisis even during the recovery phase.

Simply put: by sustaining the monthly amount of the subsidy, DDOT is fulfilling the purpose of this program and better supporting learners, especially those with longer, more expensive commutes.

Thank you again to the Mayor, Council and DDOT for your support.

WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

50 YEARS of SAFER STREETS and BETTER BIKING since 1972

Testimony for the FY23-28 DDOT Budget Oversight Hearing
Before the Committee on Transportation and the Environment

Good afternoon Chairperson Cheh and Members of the Committee,

My name is Garrett Hennigan. I am here today on behalf of the Washington Area Bicyclist Association and our nearly 7,000 members in the Washington Region. WABA works towards a just and sustainable transportation system where walking, biking, and transit are the best ways to get around. Thank you for the opportunity to share our thoughts on the DDOT budget..

Before getting into the budget, I want to spend a brief moment recognizing this committee, and especially Councilemmber Cheh, for years of service, leadership, and focus on expanding safe transportation options in the District. You have been instrumental in securing funds, changing policy, and pushing the Mayor to think bigger, bolder, and more urgently. With quite a few promising bills on the table, we are optimistic about what this Council can accomplish before your much-deserved retirement.

We applaud the Mayor's proposed budget for maintaining last year's substantial increases in staff, planning capacity, and capital funding to build out DC's low stress bicycle network at a promised ten miles of protected bike lanes a year. It funds completing much of the planned off-street trail network, with a majority focus on trails connecting to or east of the Anacostia River. It maintains funding for the popular DC Trail Ranger Program, run by WABA, which now brings full-time, year-round, maintenance, support, and community-driven programming to sustain DC's trails and grow their use. And we are thrilled to see in the budget, substantial funding and vision to improve the reliability of DC's bus network in just a few years.

In many ways, the proposed budget reflects how much the conversation and DDOT's own stated priorities on traffic safety, safe streets, transportation equity and investing in areas of historic underinvestment has changed. We are pleased to see full funding for the 9th St. Safety Project, Connecticut Ave Safety Project, major investments in trails East of the River, new Automated Traffic Enforcement cameras, and new funding to upgrade & harden successful traffic calming with sturdier materials as would be required in the proposed Upgrading Tactical Safety Projects Amendment Act of 2022.

Yet, it also shows the limits of that progress. It still leaves critical sections of the Vision Zero Omnibus Act unfunded, such as implementing no right turn on red restrictions at most intersections, speed limit reductions on collector roads, education and testing requirements, and changes to investigation, reporting, and rapid street redesign after crashes. This budget proposal still pushes essential redesigns of unsafe corridors into the uncertain future and green lights projects for true multi-modal transportation options to some wards but not others.

I want to highlight a few projects that deserve more scrutiny:

- Suitland Parkway Trail should be prioritized for rehabilitation before 2027. This trail has been in deplorable condition for more than a decade already and cannot wait another five years.For years we have heard that rehab is just around the corner without action. Let's stop kicking this can into the future and invest in making this existing Ward 8 walking and biking connection a safe and dignified route.
- East Capitol St. Safety & Mobility project is funded for design, yet has no funding for construction. This is a fatally dangerous road with similar habitually unsafe traffic characteristics as Connecticut Ave NW and Florida Ave NE and similar project histories. An equitable spending plan aimed at righting the wrongs of the past would prioritize fixing this Ward 7 corridor.
- The PaveDC program continues to dedicate $25-36 million per year to tear up, repave, and restripe miles of roads, only to restore their design exactly as they are

today. Since smooth pavement is often not safer pavement, we encourage the Council to explore options to reinvent this program so that its goals are more about building back safer as mandated in the Vision Zero bill and forthcoming Walk Without Worry Act instead of volume.

- Broad Branch Road Rehabilitation should not be funded until DDOT pivots to a complete streets design that works for all current and anticipated users. After seven years of silence, DDOT released the environmental assessment for this project and chose a design that no longer meets DC's standards. The EA document contradicts itself and DC priorities. It acknowledges that Broad Branch Road sees substantial use by people on bikes today, that the current design is unsafe and unsuitable for most people who bike, and that demand for bicycling here will increase into the future.

  Yet, DDOT's preferred road design, with the exception of a welcome sidewalk, will be nearly identical to the current design with no dedicated space for people to bike. As WABA and many other organizations noted when this plan was released, there are design options that could improve walking and biking access, such as converting Broad Branch road to a one-way street, that DDOT should reconsider. At more than $55 million, this project should not move ahead unless the vision is right.
- Prepare a funding mechanism for the Walk Without Worry and Safe Routes to School Amendment Acts - these bills have substantial support in the council and amongst residents so passage is all but certain. Let's plan for the passage of these bills.

Thank you for your consideration.

Gmail

TE committee <te@dccouncilcommittees.com>

Google Voice <voice-noreply@google.com> Fri, Mar 25, 2022 at 7:28 PM
To: te@dccouncilcommittees.com

Voice

Hi, this is Anne Sophie. Yes, nahi living in fall and Sheridan and 5th Street. I want to provide a testimony for the committee of Transportation environment for the FY twenty three budgets. I specifically want to advocate for more protected bike Lanes around schools and daycares. I live right next to the Vidya either be World Coolidge complex and that is not connected by a protected by plane to any of the surrounding areas that kids need to go to the we cannot go safely from those schools. For example to the Metropolitan Branch Trail. We cannot safely go from those schools down to all of the day care of that Kennedy and 5th Street. There's no Bank name on Kennedy on 5th and I specifically buy it there my kids that are full and two-and-a-half themselves the biking dead. School and daycare, but they're biking on the sidewalk, which is not safe banking on the street is not safe either because the cars don't respect the Bible. So I would advocate of adding protected bike Lanes to the safe and transport Network around the schools and between schools and major hubs the kids need to go to. Thank you. Bye.

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GOVERNMENT OF THE DISTRICT OF COLUMBIA

Department of Transportation

Fiscal Year 2023 Budget Oversight Hearing

Testimony of

Everett Lott

Director

Before the

Committee on Transportation and the Environment

Council of the District of Columbia

The Honorable Mary M. Cheh, Chairperson

Monday, April 4, 2022

12 P.M.

Good afternoon, Chairperson Cheh and members of the Committee on Transportation and the Environment. My name is Everett Lott and I am the Director of the District Department of Transportation, commonly referred to as DDOT. Thank you for the opportunity to testify on behalf of Mayor Muriel Bowser on DDOT's Fiscal Year 2023 budget.

Fiscal Year 2023 Overview

DDOT's FY 23 operating budget underscores our commitment to safety in the District's road network and especially for our most vulnerable users--children and pedestrians. Our budget invests in 92 new traffic safety personnel to make sure we have coverage at all school posts. It expands our signage and pavement markings and provides 3 new staff to perform safety analysis and increase our public communication. We are also expanding our Automated Traffic Enforcement program with a $9.4 million dollar investment and 43 FTE. Finally, this budget continues our commitment to the safety of the District's public spaces with nearly $1 million for additional inspectors and permit reviewers, to ensure the safety of the public Right of Way.

Our Capital Budget makes an historic investment of an additional $143 million over the current 6-year plan. Funding will address all 15 high-crash corridors and all 15 of our most dangerous intersections and build out our mobility

network. The budget also includes full design and construction funds for high priority streetscape projects, such as Wheeler Road and Alabama Avenue, and allows us to complete the Benning Streetcar Extension and the K Street Transitway.

I want to start with our 25-year strategic plan, moveDC. This budget is built on the framework of our moveDC goals, which are: equity, safety, mobility, project delivery, management and operations, sustainability, and enjoyable spaces.

Equity

Equity is a consideration in every enhancement we have put forward today—only through a persistent focus on equity will we ensure our investments in transportation benefit all. In FY 2022, DDOT developed a framework to guide our investment choices. We created a transportation needs map to highlight the areas of greatest need and how the area overlaps with communities included in the transportation equity definition. And from this, we created a pilot equity assessment tool for use in budget formulation to ensure public investments in transportation justly benefit all residents.

Safety

The Mayor's budget continues to make historic investments allowing DDOT to take immediate action to address safety issues on our roadway. We are taking proactive steps to improve safety in our school zones, including:

- $10.4M for the necessary expansion of our Traffic Operations to cover all our school posts.
- The enhancement will also increase dedicated Vision Zero staffing to perform data analysis and increase our public education.
- The budget will also provide $0.5 million for a curbside management study that will be specifically focused on curb space in school zones.

As we know, speed is often the most significant factor in traffic deaths and serious injuries. This budget includes an investment of $9.4 million to further expand our automated traffic enforcement cameras program. This funding allows us to add 170 speed cameras and 25 school bus stop cameras to the program and includes 43 FTE. This budget also supports the move of the traffic management center out of the Reeves Center on 14th Street NW. The DDOT Traffic Management Center is a 24/7 operational hub that supports all traffic management and signaling control throughout the District.

At DDOT, we are focused on infrastructure safety improvements, emphasizing low-cost, high-impact, and permanent, long-term safety improvements along our most dangerous intersections and corridors.

The budget proposes the following investments:

- $10 million for Vision Zero quick build intersection safety improvements, asset hardening for curbs and medians, and asset preservation in FY 2023;
- $5 million for the implementation of the livability study recommendations;
- $36 million to expand the bike lane network by 10 miles a year for the next 6 years;
- And $200 million for Streetscapes, which includes addressing our most dangerous intersections and corridors.

Since Mayor Bowser launched the Vision Zero Initiative, the District has publicly committed to addressing our most dangerous intersections and corridors. This work has already begun but Mayor Bowser's request would allow DDOT to install more permeant solutions in these areas. With a $200 million investment in our Streetscapes program, we will design and construct new streetscapes for these corridors as well as to begin scoping on all the remaining projects in 2023.

Each of the 15 high-crash intersections identified in the Vision Zero Action Plan will be either planned, designed, or built with current and requested resources and we will be tracking and communicating our progress from study to design to completion. We also have full funding in our streetscapes portfolio to begin design and construction on the Wheeler Road Corridor, Alabama Avenue Phase II, Martin Luther King Jr. Avenue Intersection Phase III, and the Cleveland Park project.

We are proud of the progress made in our bicycle priority program. The investment of $33 million over six years will allow DDOT to design and deliver 10 miles of bike lanes each year—exceeding the goal set forth in moveDC. This capital plan will complete the 9th Street NW downtown protected bike lane and continue the momentum achieved with our "20-by-22" initiative.

We are also investing in safe pedestrian and cyclist access between communities and transportation options with $88.5 million to build new pedestrian bridges at the Anacostia Metro station, Kingman Island, and adjacent to the Long Bridge rail facility. These resources complement requested federal funds for replacing the Lane Place and Douglas Street bridges over DC 295, key lifelines for those communities.

Project Delivery

As a part of our Project Delivery goal, DDOT is committed to completing projects on-time and on-budget while engaging and communicating with the community. Mayor Bowser's budget supports the estimated $259 million to rebuild and replace the H Street Bridge in order better serve the transportation needs of the community as well as the region. DDOT and the District's Office of Contracting and Procurement are working closely to prepare the design-build solicitation and we are currently short-listing qualified teams to deliver this project. This project is the foundation of our modernization and redevelopment of the area around Union Station.

This budget also provides the second tranche of funding needed to take the K Street Transitway project from design to construction. The $57 million proposed will fully fund construction. The project is a bold and progressive reimagining of the K Street corridor to better serve the 20,000 daily transit users as well as pedestrians and cyclists.

The Benning Road Streetcar project reflects all of DDOT's moveDC goals, including equity and safety. The new streetcar line expands transit service in Ward 7 and addresses safety and maintenance needs of the corridor. Final design for this

project will be complete in a few months and it is fully funded in the Mayor's budget.

Mobility

DDOT is proud of our mobility goal to increase system reliability, improve accessibility, while providing safe and affordable travel choices for all users and trips.

Mayor Bowser's budget sustains the District's investments in improving bus service by investing $101M over six years to deliver 51 bus priority projects across all 8 Wards. These projects will improve average speeds for 122 Metrobus and 5 Circulator routes serving approximately 60% of bus riders and 79% of job locations in the District.

Equitable access to transportation requires investments in adaptive resources. To that purpose, we have invested $250K in FY 2022 for a new Adaptive Bikeshare program pilot and this budget allows that program to continue in Fiscal Year 2023. Our planned investment in the Capital Bikeshare network will allow for the expansion of 80 new docking stations across all 8 wards and add 2,500 new e-bikes to our fleet. These new stations will increase transit options by ensuring that every District resident has access to a Capital Bikeshare station.

Management and Operations

Through our management and operations goal, DDOT will ensure the state of good repair for our existing assets. Essential to meeting this goal is improving our frontline services to the community, including a $13 million investment to replace our Transportation Online Permitting System, also known as TOPS. TOPS is at the core of all Public Space regulation in the District. The system currently collects roughly $22 million per year in revenue, has over 140,000 registered users, and issues about 80,000 public space permits each year. This replacement will ensure that the critical permitting functions are timely and accurate and that inspections can be performed and tracked most effectively. This modernization will correct significant issues with the current end-of-life system, including improving the system interface, reflecting underground utility information, creating logical workflows to expedite permit reviews and compatibility with mobile devices. This investment compliments the $948 thousand and 7 FTE to support permit and inspections capacity for DDOT to ensure that safety is maintained in our right of way.

The FY23 budget continues the sustained investment in our core assets: streets, alleys, and sidewalks. This budget allocates over $400 million to eliminate:

- streets in poor condition by 2025
- alleys in poor condition by 2023; and
- ensure that the District's sidewalks are in a state of good repair.

Last year, Mayor Bowser doubled resources for new sidewalks, and this year continues that $4 million investment. DDOT is focused on faster delivery. The Mayor's budget also includes a BSA proposal to remove the requirement to receive Council approval for contract option years and this will help us focus our team on getting shovels in the ground with these funds.

Sustainability

DDOT's sustainability goal includes funding to reduce emissions and strengthen resilience in the face of climate change, especially in historically under-resourced communities.

Mayor Bowser is ensuring the growth and maintenance of the District's tree canopy—now at over 175,000 street trees—with an investment of $50.8 million over 6 years. With added funding from the Tree Fund and local sources, DDOT has been able to plant more than 8,400 street trees per year. Further, DDOT has been able to expand the planting program to parks and schools in a partnership with the Department of Energy and Environment.

Mayor Bowser's budget doubles-down on sustainable modes of transportation by making sure that a growing share of the Circulator fleet is electric. Specifically, the budget supports the purchase of 17 new electric buses in addition to the 14 we are currently procuring. These new 17 will replace 14 diesel vehicles and add 3 new buses to the fleet. Additionally, with this budget, DDOT will be able to complete Phase 2 of the electric bus garage located at South Capitol Street. This will house the all-electric fleet for the new Ward 7 Circulator Route. Necessary for our electric conversion, the Mayor provided funds within the DGS budget to make the much-needed down-payment on the new Circulator facility at Claybrick Road.

Enjoyable Spaces

Our moveDC goal for enjoyable spaces requires that DDOT managed public spaces must be accessible, safe, and welcoming to residents, visitors, and communities. Through this budget, we continue our community investments in safe and enjoyable spaces with a $1.5 million investment for a signature Open Streets event, similar in size and scope to our upcoming Open Streets event this year on the 7th Street corridor. The budget also includes $100 thousand dollars to continue support for our Arts-in-Right of Way grant program. This program draws attention to safety in our roadways and involves local artists and the community by placing art installations in the right of way throughout the District.

Conclusion

I want to thank Mayor Bowser, the members of the Council and this committee for all the support you have provided DDOT. This budget proposal represents a significant and necessary investment in District safety and a state of good repair. I am happy to answer any questions members of the committee may have.

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Attachment I

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TITLE VI. OPERATIONS AND INFRASTRUCTURE

SUBTITLE C. CLIMATE CHANGE RESILIENCE FUNDING.

Sec. 6021. Short title.

This subtitle may be cited as the "Climate Change Resilience Expenditure Authority Amendment Act of 2022".

Sec. 6022. Section 8(c)(1) of the Renewable Energy Portfolio Standard Act of 2004, effective April 12, 2005 (D.C. Law 15-340; D.C. Official Code § 34-1436(c)(1)), is amended by adding a new subparagraph (A-i) to read as follows:

"(A-i) Supporting projects or programs that increase climate change resilience in the District; provided, that each such project or program includes a solar energy component or uses solar energy generated in the District;".

Sec. 6023. Section 210(c) of the Clean and Affordable Energy Act of 2008, effective October 22, 2008 (D.C. Law 17-250; D.C. Official Code § 8-1774.10(c)), is amended as follows:

(a) Paragraph (17) is amended by striking the phrase "; and" and inserting a semicolon in its place.

(b) Paragraph (18) is amended by striking the period and inserting the phrase "; and" in its place.

(c) A new paragraph (19) is added to read as follows:

"(19) Projects and programs intended to increase climate change resilience in the District through the use of sustainable energy resources, including infrastructure and structural improvements and energy storage devices or equipment.".

SUBTITLE X. FOOD POLICY COUNCIL GRANT-MAKING AUTHORITY AND AMENDMENTS.

Sec. XX01. Short title.

This subtitle may be cited as the "Food Policy Council Amendment Act of 2022".

Sec. XX02. The Food Policy Council and Director Establishment Act of 2014, effective March 10, 2015 (D.C. Law 20-191; D.C. Official Code § 48-311 *et seq.*), is amended as follows:

(a) Section 4 (D.C. Official Code § 48-313) is amended as follows:

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

(A) Strike the phrase "13 voting members" and insert the phrase "12 public members" in its place.

(B) Strike the phrase ", one of whom shall be the Food Policy Director appointed pursuant to section 5(a)." and inserting a period in its place.

(2) Subsection (b) is amended by striking the phrase "Voting members" and inserting the phrase "Public members" in its place.

(3) Subsection (d) is amended to read as follows:

"(d) Public members shall be evenly divided into at least four working groups to address prominent food policy topics. Each working group may include between 4 to 8 additional members of the public named by the public members with recognized expertise in the working group's policy area. The working groups shall make recommendations for food policy to the Food Policy Council to be included in the annual report. Topics covered by the working groups may include:

"(1) Entrepreneurship and Food Jobs;

"(2) Food Equity and Access;

"(3) Nutrition and Health;

"(5) Sustainable Supply Chain;

"(5) Urban Agriculture; and

"(6) Climate and Resiliency.".

(4) Subsection (e) is amended to read as follows:

"(e) The public members shall elect a chairperson of the Food Policy Council. The chairperson shall name public members to working groups.".

(5) Subsection (g) is amended by striking the phrase "voting members" and inserting the phrase "public members" in its place.

(6) Subsection (h) is amended as follows:

(A) The lead-in language is amended by striking the phrase "nonvoting members" and insert the word "members" in its place.

(B) Paragraph (9) is amended by striking the phrase "; and" and inserting a semicolon in its place.

(C) Paragraph (10) is amended by striking the period and inserting the phrase "; and" in its place.

(D) New paragraphs (11) and (12) are added to read as follows:

"(11) District of Columbia Public Schools; and

"(12) Department of Small and Local Business Development.".

(7) Subsection (i) is amended by striking the phrase "meet with the Food Policy Director and the Food Policy Council at least quarterly each year" and inserting the phrase "attend the Food Policy Council meetings" in its place.

(8) A new subsection (j) is added to read as follows:

"(j) The public members appointed pursuant to subsection (a) of this section, the ex officio members described in subsection (h) of this section, and the Food Policy Director appointed pursuant to section 5(a) shall be voting members of the Food Policy Council.".

(b) A new section 5a is added to read as follows:

"Sec. 5a. Grant-making authority.

"The Director of the Office of Planning shall have grant-making authority for the purpose of food policy development and implementation.".

Sec. XX03. Section 1108(c-2) of the District of Columbia Government Comprehensive Merit Personnel Act of 1978, effective March 3, 1979 (D.C. Law 2-139; D.C. Official Code § 1-611.08(c-2)), is amended by adding a new paragraph (7) to read as follows:

"(7) Each member of the Food Policy Council ("FPC") appointed pursuant to section 4 of the Food Policy Council and Director Establishment Act of 2014, effective March 10, 2015 (D.C. Law 20-191; D.C. Official Code § 48-313), may receive compensation in the form of a stipend of not more than $100 per meeting of the FPC or meeting of a formal working group of the FPC, in accordance with standards the Mayor may establish by rulemaking.".

SUBTITLE X. CENTRAL FOOD PROCESSING FACILITY SITING AND FEASABILITY STUDY

Sec. XX01. Short title.

This subtitle may be cited as the "Central Food Processing Facility for the District Siting and Feasibility Study Act of 2022".

Sec. XX02. Siting and feasibility study.

In Fiscal Year 2023, the Office of Planning ("OP") shall oversee the execution of a siting and feasibility study for a central food processing facility ("CFPF") in the District. The study shall be administered by OP but conducted jointly by OP, the District of Columbia Public Schools ("DCPS"), and the Department of General Services. The study shall include:

(1) A comprehensive business plan for the development and operation of a CFPF, which assesses the cost, return on investment, and revenue generation potential of a CFPF, and incorporates the following:

(A) An analysis of the needs of the facility to support DCPS in transitioning to in-house food services;

(B) An analysis of the scale of demand for food businesses to use incubator and cold/dry storage space;

(C) A determination of how the District will manage the facility; and

(D) A list of aligned partners, both locally and regionally, to create economic supports for revenue generation and purchasing;

(2) A description of a location for a CFPF, along with any land use and zoning requirements or considerations; and

(3) A description of any transportation and environmental impact studies that would have to be completed.

SUBTITLE X. BOOT DAMAGE AND REMOVAL FINES.

Sec. XX01. Short title.

This subtitle may be cited as the "Boot Damage and Removal Penalty Act of 2022".

Sec. XX02. Boot removal penalty.

(a) Any person who damages, destroys, or removes a vehicle boot without authorization of the Mayor shall be subject to a civil fine of at least $750.

(b) The Mayor, pursuant to Title I of the District of Columbia Administrative Procedure Act, Approved October 21, 1968 (82 Stat. 1204; D.C. Official Code § 2-501 *et seq.*), shall issue rules to implement the provisions of this section.

SUBTITLE X. GREEN FINANCE AUTHORITY BOARD STREAMLINING.

Sec. XX01. Short title.

This subtitle may be cited as the "Green Finance Authority Board Streamlining Amendment Act of 2022".

Sec. XX02. The Green Finance Authority Establishment Act of 2018, effective August 22, 2018 (D.C. Law 22-155; D.C. Official Code § 8-173.21 *et seq.*), is amended as follows:

(a) Section 203 (D.C. Official Code § 8-173.23) is amended as follows:

(1) Paragraph (a)(2) is amended by striking the phrase ", one of whom shall be appointed by the Mayor as chair of the Board"; and

(2) A new subsection (a-1) is added to read as follows:

"(a-1) The voting members of the Board shall elect, by a majority vote, one of the voting members to serve as chairperson of the Board.".

(b) Section 204(c) (D.C. Official Code § 8-173.24(c)) is amended by striking the phrase "5 voting" and inserting the phrase "4 voting" in its place.

SUBTITLE X. SOLAR FOR ALL TAX RELIEF.

Sec. XX01. Short title.

This subtitle may be cited as the "Solar for All Tax Relief Amendment Act of 2022".

Sec. XX02. Section 47-1803.02(a)(2) of the District of Columbia Official Code is amended by adding a new subparagraph (RR) to read as follows:

"(RR) Funding received by a taxpayer from DOEE or the DC SEU to incentivize solar installations benefiting low-income residents pursuant to the Solar for All Program at § 8-1774.16.".

SUBTITLE X. SUSTAINABLE ENERGY TRUST FUND FEES.

Sec. XX01. Short title.

This subtitle may be cited as the "Sustainable Energy Trust Fund Amendment Act of 2022".

Sec. XX02. Section 210 of the Clean and Affordable Energy Act of 2008, effective October 22, 2008 (D.C. Law 17-250; D.C. Official Code § 8-1774.10), is amended as follows:

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

(1) Subparagraph (F) is amended by striking the semicolon and inserting the phrase "; and" in its place.

(2) Subparagraph (G) is amended by striking the semicolon and inserting the phrase "and each year thereafter." in its place.

(3) Subparagraph (H) is repealed.

(4) Subparagraph (I) is repealed.

(5) Subparagraph (J) is repealed.

(6) Subparagraph (K) is repealed.

(7) Subparagraph (L) is repealed.

(8) Subparagraph (M) is repealed.

(9) Subparagraph (N) is repealed.

(10) Subparagraph (O) is repealed.

(11) Subparagraph (P) is repealed.

(12) Subparagraph (Q) is repealed.

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

(1) Paragraph (16) is amended by striking the phrase "Fiscal Years 2022, 2023, 2024, and 2025" and inserting the phrase "Fiscal Year 2022" in its place.

(2) A new paragraph 16A is added to reads as follows:

“"(16A) In Fiscal Years 2023, 2024, and 2025, transferring up to $15 million to the Green Finance Authority to support sustainable projects and programs; provided, that funding for such transfers is included in an approved budget and financial plan; provided further, that the total amount of money transferred to the Green Finance Authority from the Sustainable Energy Trust Fund in Fiscal Years 2020 through 2025 shall not exceed $70 million; and”

(3) Paragraph (17) is amended striking the phrase “; and” and inserting a semicolon in its place.

(4) Paragraph (18) is amended by striking the period and inserting a semicolon its place.

(5) New paragraphs (20), (21), (22), and (23) are added to read as follows:

“(20) Issuance of renewable energy storage grants, including administration of the grant program, pursuant to section XXXX of the Fiscal Year 2023 Budget

Support Act of 2022, as approved by the Committee of the Whole on May 10, 2022 (Committee print of Bill 24-714);

"(21) Costs to make Solar for All awards tax-exempt, pursuant to section XXXX of the Fiscal Year 2023 Budget Support Act of 2022, as approved by the Committee of the Whole on May 10, 2022 (Committee print of Bill 24-714);

"(22) Implementation of the Climate Commitment Act of 2021, as introduced on May 24, 2021 (Bill 24-267); and

"(23) Implementation of the Clean Energy DC Building Code Amendment Act of 2021, as introduced on October 1, 2021 (Bill 24-420).".

SUBTITLE X. RENEWABLE ENERGY STORAGE GRANTS.

Sec. XX01. Short title.

This subtitle may be cited as the "Renewable Energy Storage Grant Program Amendment Act of 2022".

Sec. XX02. Section 210(c) of the Clean and Affordable Energy Act of 2008, effective October 22, 2008 (D.C. Law 17-250; D.C. Official Code § 8-1774.10(c)), is amended as follows:

(a) Paragraph (17) is amended by striking the phrase "; and" and inserting a semicolon in its place.

(b) Paragraph (18) is amended by striking the period and inserting the phrase "; and" in its place.

(c) A new paragraph (19) is added to read as follows:

"(19)(A) In Fiscal Years 2023, 2024, and 2025, at least $800,000 per year shall be used by the grantor to award grants incentivizing the installation of energy storage systems connected to renewable energy generation systems in the District.

"(B) Grants provided under this paragraph shall offset:

"(i) For commercial systems:

"(I) In FY 2023, at least 30%, but not more than 40%, of the purchase price of an energy storage system;

"(II) In FY 2024, at least 25%, but not more than 40%, of the purchase price of an energy storage system; and

"(III) In FY 2025, at least 20%, but not more than 40%, of the purchase price of an energy storage system; and

"(ii) For systems at residential properties, up to 90% of the purchase price of an energy storage system, up to $20,000 per award.

"(C) In selecting grant recipients, the grantor shall include a preference for energy storage systems connected to solar installations supported by the Solar for All Program or connected to a facility that supports the District's resilience action plans and strategies. The grantor shall also include a preference for District-based organizations and companies. For residential properties, the grantor shall include a preference for homeowners who demonstrate financial hardship.

"(D) For the purposes of this paragraph, the term "grantor" means DOEE or the Sustainable Energy Utility.".

SUBTITLE X. VISION ZERO AND SHARED FLEET AMENDMENTS.

Sec. XX01. Short title.

This subtitle may be cited as the "Vision Zero and Shared Fleet Amendment Act of 2022".

Sec. XX02. Section 103(b) of the Safety-Based Traffic Enforcement Amendment Act of 2012, effective May 1, 2013 (D.C. Law 19-307; D.C. Official Code § 50-2209.11), is amended to read as follows:

"(b)(1)(A) By January 1, 2023, the Mayor shall have operating at least:

"(A) 40 red light automated enforcement cameras;

"(B) 80 speed automated enforcement cameras; and

"(C) 6 stop sign automated enforcement cameras.

"(B) By January 1, 2024, the Mayor shall have operating at least:

"(A) 67 red light automated enforcement cameras;

"(B) 267 speed automated enforcement cameras;

"(C) 29 stop sign automated enforcement cameras; and

"(D) 20 bus lane automated enforcement cameras.".

(2) The Director of the District Department of Transportation shall, having evaluated the effectiveness of each camera type, have the authority to alter the number of cameras required under paragraph (1) of this subsection; provided that, the Director shall provide the Council with written notice, including a rationale, for any alteration that would decrease the number of cameras of a particular camera type below the number required under paragraph (1) of this subsection.".

Sec. XX03. Section 6c(g)(1) of the District of Columbia Traffic Act, 1925, effective March 16, 2021 (D.C. Law 23-203; D.C. Official Code § 50-2201.03c(g)(1)), is amended to read as follows:

"(1) Have at least 3% of its fleet deployed in each ward cumulatively between 5:00 a.m. and 7:00 a.m. each day and in any other priority areas identified by the Director; except, that:

"(A) A permitted operator with less than 200 permitted shared fleet devices need not comply with this paragraph; and

"(B) Permitted operators shall not deploy shared fleet devices if the Director has provided the permitted operator with notice that shared fleet service is temporarily suspended to preserve public safety;".

Sec. XX04. Section 14 of the Vision Zero Enhancement Omnibus Amendment Act of 2020, effective December 23, 2020 (D.C. Law 23-158; 68 D.C.R. 732), is amended by striking the phrase "9, 10, and" and inserting the phrase "9, and" in its place.

SUBTITLE X. VISITOR PARKING PASS ACCESS.

Sec. XX01. Short title.

This subtitle may be cited as the "Extended Visitor Parking Pass Eligibility Amendment Act of 2022".

Sec. XX02. Section 2414.13 of Title 18 of the District of Columbia Municipal Regulations (18 DCMR § 2414.13), is amended as follows:

(a) The existing test is designated as paragraph (a).

(b) The newly designated paragraph (a) is amended by striking the phrase "Each annual" and inserting the phrase "Except as provided in paragraph (b) of this subsection, each annual" in its place.

(c) New paragraphs (b) and (c) are added to read as follows:

"(b) The annual visitor parking pass issued to residents for calendar year 2020 shall be valid until December 31, 2022.

"(c)(1) DDOT shall make available a physical visitor parking pass to eligible residents at no cost, which shall be valid until December 31, 2022.

"(2) A resident shall be considered eligible for a visitor parking pass under this section where the resident provides DDOT with their home address and certifies that they do not currently possess a visitor parking pass for calendar year 2020."

SUBTITLE X. TACTICAL SAFETY PROJECT UPGRADE PLAN.

Sec. XX01. Short title.

This subtitle may be cited as the "Upgrading Tactical Safety Projects Planning Amendment Act of 2022".

Sec. XX02. The Priority Sidewalk Assurance Act of 2010, effective September 24, 2010 (D.C. Law 18-227; D.C. Official Code § 9-425.01 *et seq.*), is amended by adding a new section 2b to read as follows:

"Sec. 2b. Tactical safety project conversions.

"(a) Beginning July 1, 2023, and each year thereafter, the District Department of Transportation ("DDOT") shall promulgate a plan to convert tactical safety projects to permanent streetscape projects.

"(b) The plan required under subsection (a) of this section shall:

"(1) Include an inventory and map of tactical safety projects;

"(2) Set an annual target for the number of tactical safety projects DDOT will convert to permanent streetscape projects in that year;

"(3) Identify the locations of tactical safety projects to be converted to permanent streetscape projects, by developing and utilizing criteria such as the equitable distribution of safety infrastructure, safety needs, and state of repair; and

"(4) Beginning July 1, 2024, and each year thereafter, report to the Council on work completed in the previous year, including:

"(A) The number of tactical safety projects DDOT converted to permanent streetscape projects;

"(B) Whether DDOT met its annual target for conversions;

"(C) If DDOT missed the annual target for conversions for the prior year, an explanation as to why the annual target was missed; and

"(D) The location and a description of each tactical safety project converted in the prior year.

"(c) For the purposes of this section, the term:

"(1) "Permanent streetscape project" means a streetscape project such as curbs, barriers, medians, pedestrian islands, vehicle lane closures, bus stop islands, and protected bike lanes, or other infrastructure, constructed with durable materials such as concrete, stone, or metal, designed specifically for long-term use.

"(2) "Tactical safety project" means a streetscape project, such as curb extensions, barriers, medians, pedestrian islands, vehicle lane closures, bus stop islands, and protected bike

lanes, or other infrastructure, constructed with temporary or semi-durable materials such as flex posts.”.

SUBTITLE X. 11TH STREET BRIDGE PARK FUNDING.

Sec. XX01. Short title.

This subtitle may be cited as the “11th Street Bridge Park Funding Amendment Act of 2022”.

Sec. XX02. Section 8062 of the Fiscal Year 2016 Budget Support Act of 2015, effective October 22, 2015 (D.C. Law 21-36; 62 DCR 10905) is amended by striking the phrase “at least 50%” and inserting the phrase “at least 25%” in its place.

SUBTITLE X. MOTOR VEHICLE REGISTRATION FEES.

Sec. XXXX. Short title.

This subtitle may be cited as the “Motor Vehicle Registration Fee Amendment Act of 2022”.

Sec. XXXX. Title IV of the District of Columbia Revenue Act of 1937, approved August 17, 1937 (50 Stat. 679; D.C. Official Code § 50-1501.01 *et seq.*), is amended as follows:

(a) Section 3 (D.C. Official Code § 50-1501.03) is amended as follows:

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

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

“(1)(A) Class A. — For each passenger vehicle, including a motor vehicle classified by the Mayor or his or her designated agent as a class F(I) historic motor vehicle which meets the criteria established under section 1(j-1), except for passenger vehicles licensed under D.C. Official Code § 47-2829, based upon the manufacturer’s shipping weight, as follows:

Weight Class Registration Fee

Class I (3,499 pounds or less)…….....……...$72

Class II (3,500 — 4,999 pounds)…….....…….$175

Class III (5,000 — 5,999 pounds)…...…….....…... $250

Class IV (6,000 pounds or greater) …… …….....….$500

Class V A new electric vehicle, other than a motorcycle and motorized bicycle. (This provision shall only apply to the first 2 years of the vehicle's registration, after which the vehicle shall be treated as a Class I, Class II, or Class III, Class IV, whichever is applicable.)…….……... $36

"(B) As of October 1, 2023, an electric vehicle may subtract 1,000 pounds from its manufacturer's shipping weight for the purposes of this paragraph.

"(C) Class IV shall only apply after of September 30, 2023.".

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

"(2)(A) Class B. — For each commercial vehicle, tractor, and passenger carrying vehicle for hire, including vehicles licensed under D.C. Official Code § 47-2829, based upon the manufacturer's shipping weight, as follows:

Weight Class Registration Fee

Class I (3,499 pounds or less)……..….....$125

Class II (3,500 — 4,999 pounds) …….....$175

Class III (5,000 — 6,999 pounds)…… …….....…$250

Class IV (7,000 — 9,999 pounds)…….…….....……$500

Class V (10,000 or greater)…….....$700 plus $50 per each additional 1,000 pounds over 10,000 pounds

"(B) As of October 1, 2023, an electric vehicle may subtract 1,000 pounds from its actual weight for the purposes of this paragraph.".

(C) Paragraph (3) is amended to read as follows:

"(3) Class C. — For each trailer, based upon the manufacturer's shipping weight, as follows:

Weight Class Registration Fee

Class I (1,499 pounds or less)……..….....$50

Class II (1,500 — 3,499 pounds)……..…….....…..$150

Class III (3,500 — 4,999 pounds)…….…….....…$275

Class IV (5,000 — 6,999 pounds)……..….....$500

Class V (7,000 — 9,999 pounds)…….....$700

Class VI (10,000 pounds or greater)…….....$850 plus $75 per each additional 1,000 pounds over 10,000 pounds".

SUBTITLE X. SPECIALTY LICENSE PLATES.

Sec. XX01. Short title.

This subtitle may be cited as the "Specialty License Plate Amendment Act of 2022".

Sec. XX02. Title IV of the District of Columbia Revenue Act of 1937, approved August 17, 1937 (50 Stat. 679; D.C. Official Code § 50-1501.01 *et seq*.), is amended as follows:

(a) New sections 2m, 2n, 2o, and 2p are added to read as follows:

"Sec. 2m. Issuance of Washington Wizards motor vehicle identification tags.

"(a) The Mayor shall design and make available for issue one or more Washington Wizards motor vehicle identification tags to demonstrate support for the Washington Wizards basketball team.

“(b)(1) A resident ordering a Washington Wizards tag shall pay a one-time application fee and a display fee each year thereafter. The application fee shall be $25, and the display fee shall be $20, or such other amount as may be established by the Mayor by rule.

“(2) The application fee and annual display fee shall be deposited into the General Fund of the District of Columbia.

“Sec. 2n. Issuance of D.C. United motor vehicle identification tags.

“(a) The Mayor shall design and make available for issue one or more D.C. United motor vehicle identification tags to demonstrate support for the D.C. United soccer team.

“(b)(1) A resident ordering a D.C. United tag shall pay a one-time application fee and a display fee each year thereafter. The application fee shall be $25, and the display fee shall be $20, or such other amount as may be established by the Mayor by rule.

“(2) The application fee and annual display fee shall be deposited into the General Fund of the District of Columbia.

“Sec. 2o. Issuance of Washington Spirit motor vehicle identification tags.

“(a) The Mayor shall design and make available for issue one or more Washington Spirit motor vehicle identification tags to demonstrate support for the Washington Spirit soccer team.

“(b)(1) A resident ordering a Washington Spirit tag shall pay a one-time application fee and a display fee each year thereafter. The application fee shall be $25, and the display fee shall be $20, or such other amount as may be established by the Mayor by rule.

“(2) The application fee and annual display fee shall be deposited into the General Fund of the District of Columbia.

“Sec. 2p. Issuance of behavioral health awareness motor vehicle identification tags.

"(a) The Mayor shall design and make available for issue one or more behavioral health awareness motor vehicle identification tags to promote awareness of behavioral health.

"(b)(1) A resident ordering a behavioral health awareness tag shall pay a one-time application fee and a display fee each year thereafter. The application fee shall be $25, and the display fee shall be $20, or such other amount as may be established by the Mayor by rule.

"(2) The application fee and annual display fee shall be deposited into the Behavioral Health Awareness Fund, established by section XXXX of the Fiscal Year 2023 Budget Support Act of 2022, as approved by the Committee of the Whole on May 10, 2022 (Committee print of Bill 24-714).".

(b) Section 3 (D.C. Official Code § 50-1501.03) is amended as follows:

(1) Subsection (a)(1) is amended by adding new subparagraphs (Q), (R), (S), and (T) to read as follows:

"(Q) Any person ordering a Washington Wizards identification tag shall pay the fees set forth in section 2m(b)(1).

"(R) Any person ordering a D.C. United identification tag shall pay the fees set forth in section 2n(b)(1).

"(S) Any person ordering a Washington Spirit identification tag shall pay the fees set forth in section 2o(b)(1).

"(T) Any person ordering a behavioral health awareness identification tag shall pay the fees set forth in section 2p(b)(1).".

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

(A) Paragraph (13) is amended by striking the phrase "; and" and inserting a semicolon in its place.

(B) Paragraph (14) is amended by striking the period and inserting a semicolon in its place.

(C) New paragraphs (15), (16), (17), and (18) are added to read as follows:

"(15) The fees collected for the Washington Wizards identification tags under section 2m shall be deposited into the General Fund of the District of Columbia;

"(16) The fees collected for the D.C. United identification tags under section 2n shall be deposited into the General Fund of the District of Columbia;

"(17) The fees collected for the Washington Spirit identification tags under section 2o shall be deposited into the General Fund of the District of Columbia; and

"(18) The fees collected for the behavioral health awareness identification tags under section 2p shall be deposited into the Behavioral Health Awareness Fund, established by section XXXX of the Fiscal Year 2023 Budget Support Act of 2022, as approved by the Committee of the Whole on May 10, 2022 (Committee print of Bill 24-714).".

SUBTITLE X. SUBJECT TO APPROPRIATIONS REPEALS.

Sec. XX01. Short title.

This subtitle may be cited as the "Subject to Appropriations Repeal Amendment Act of 2022".

Sec. XX02. Section 6(a) of the Zero Waste Omnibus Amendment Act of 2020, effective March 16, 2021 (D.C. Law 23-211; 68 DCR 68), is amended to read as follows:

"(a) Section 2(b)(2) and amendatory section 112e within 2(k) shall apply upon the date of inclusion of its fiscal effect in an approved budget and financial plan.".

Attachment J

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SUBTITLE X. FISCAL YEAR 2022 GRANT AUTHORIZATION REPEAL.

Sec. XX01. Short title.

This subtitle may be cited as the "Fiscal Year 2022 Grant Authorization Repeal Act of 2022".

Sec. XX02. Section 6173(1) of the Fiscal Year 2022 Budget Support Act of 2021, effective November 13, 2021 (D.C. Law 24-45; 68 DCR 10163), is repealed.

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Attachment K

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Agency Code	Fund Type	Fund Detail	Program	Activity	Service	CSG	Proposed Change in FTEs	Resources/ Budget	Adjustment	Recurring or One-Time Change	FY22	FY23	FY24	FY25	FY26	Comments	Legislation
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0011 - REGULAR PAY - CONT FULL TIME	(1.00)	Budget	Reduction	Recurring	($51,964)	($51,964)	($52,873)	($53,799)	($54,740)	Eliminate vacant position 19361.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring	($15,589)	($15,589)	($15,960)	($16,340)	($16,729)	Eliminate vacant position 19361.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0011 - REGULAR PAY - CONT FULL TIME	(1.00)	Budget	Reduction	Recurring	($52,080)	($52,080)	($52,991)	($53,919)	($54,862)	Eliminate vacant position 33382.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring	($15,624)	($15,624)	($15,996)	($16,377)	($16,766)	Eliminate vacant position 33382.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0011 - REGULAR PAY - CONT FULL TIME	(1.00)	Budget	Reduction	Recurring	($47,317)	($47,317)	($48,145)	($48,988)	($49,845)	Eliminate vacant position 63366.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring	($14,195)	($14,195)	($14,533)	($14,879)	($15,233)	Eliminate vacant position 63366.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0011 - REGULAR PAY - CONT FULL TIME	(1.00)	Budget	Reduction	Recurring	($42,704)	($42,704)	($43,451)	($44,212)	($44,985)	Eliminate vacant position 63374.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring	($12,811)	($12,811)	($13,116)	($13,428)	($13,748)	Eliminate vacant position 63374.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0011 - REGULAR PAY - CONT FULL TIME	(1.00)	Budget	Reduction	Recurring	($68,870)	($68,870)	($70,075)	($71,302)	($72,549)	Eliminate vacant position 17336.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5010 - PARKING REGULATIONS ENFORCEMENT		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring	($20,661)	($20,661)	($21,153)	($21,656)	($22,172)	Eliminate vacant position 63374.	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	OA00 - OPERATIONS ADMINISTRATION	TFDV - TRAFFIC OPERATIONS DIVISION	TFTC - TRAFFIC CONTROL BRANCH	0011 - REGULAR PAY - CONT FULL TIME	(27.00)	Budget	Reduction	One Time		($1,987,092)				DDOT has not procured the new ATE cameras funded in the FY 2022 budget, and it is likely to be late FY 2022 or early FY 2023 before they are operational. The Committee anticipates a similar delay in the procurement and install of the 266 new cameras proposed in the FY 2023 budget, and will not need staff to review those camera images until the start of FY 2024. DDOT states they need 1.0 FTE per 10 cameras; therefore, DDOT will need only 26.0 FTEs in FY 2023 to review the current slate of cameras. Thus, the Committee requests salary lapse for the whole of FY 2023 for the 27.0 FTEs that will be needed to review the second slate of cameras beginning in FY 2024.	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	OA00 - OPERATIONS ADMINISTRATION	TFDV - TRAFFIC OPERATIONS DIVISION	TFTC - TRAFFIC CONTROL BRANCH	0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	One Time		($544,463)				DDOT has not procured the new ATE cameras funded in the FY 2022 budget, and it is likely to be late FY 2022 or early FY 2023 before they are operational. The Committee anticipates a similar delay in the procurement and install of the 266 new cameras proposed in the FY 2023 budget, and will not need staff to review those camera images until the start of FY 2024. DDOT states they need 1.0 FTE per 10 cameras; therefore, DDOT will need only 26.0 FTEs in FY 2023 to review the current slate of cameras. Thus, the Committee requests salary lapse for the whole of FY 2023 for the 27.0 FTEs that will be needed to review the second slate of cameras beginning in FY 2024.	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	PA00 - PERFORMANCE ADMINISTRATION	SSDV - SUPPORT SERVICES DIVISION	SSFM - FACILITIES MANAGEMENT BRANCH	0031 - TELECOMMUNICATIONS		Budget	Reduction	Recurring		($100,000)	($102,000)	($104,040)	($106,121)	To align budget with spending.	

KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS				0040 - OTHER SERVICES AND CHARGES		Budget	Reduction	One Time	($308,000)					To align budget with spending.	
KG0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	3000 - ENVIRONMENTAL SERVICES	3090 - LEAD-SAFE AND HEALTHY HOUSING		0011 - REGULAR PAY - CONT FULL TIME	(1.00)	Budget	Reduction	Recurring		($68,870)	($70,075)	($71,302)	($72,549)	Eliminate vacant position 99741.	
KG0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	3000 - ENVIRONMENTAL SERVICES	3090 - LEAD-SAFE AND HEALTHY HOUSING		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring		($16,322)	($16,608)	($16,898)	($17,194)	Eliminate vacant position 99741.	
KG0	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6700 - SUSTAINABLE ENERGY TRUST FUND	6000 - ENERGY	6050 - DATA AND BENCHMARKING		0011 - REGULAR PAY - CONT FULL TIME	(1.00)	Budget	Reduction	Recurring	($68,870)	($68,870)	($68,870)	($68,870)	($68,870)	Eliminate vacant position 99785.	
KG0	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6700 - SUSTAINABLE ENERGY TRUST FUND	6000 - ENERGY	6050 - DATA AND BENCHMARKING		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring	($16,322)	($16,322)	($16,322)	($16,322)	($16,322)	Eliminate vacant position 99785.	
KG0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	6000 - ENERGY	6050 - DATA AND BENCHMARKING		0012 - REGULAR PAY - OTHER	(1.00)	Budget	Reduction	Recurring	($68,870)	($68,870)	($70,075)	($71,302)	($72,549)	Eliminate vacant position 99786.	
KG0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	6000 - ENERGY	6050 - DATA AND BENCHMARKING		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring	($16,322)	($16,322)	($16,710)	($17,108)	($17,515)	Eliminate vacant position 99786.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	1040 - INFORMATION TECHNOLOGY		0011 - REGULAR PAY - CONT FULL TIME	(9.00)	Budget	Reduction	Recurring		($443,510)	($451,271)	($459,169)	($467,204)	Correct boot crew budget by shifting it from activity 1040 to 5020.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	1040 - INFORMATION TECHNOLOGY		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring		($183,802)	($188,176)	($192,655)	($197,240)	Correct boot crew budget by shifting it from activity 1040 to 5020.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	1040 - INFORMATION TECHNOLOGY		0041 - CONTRACTUAL SERVICES - OTHER		Budget	Reduction	Recurring		($125,000)	($127,500)	($130,050)	($132,651)	Correct boot crew budget by shifting it from activity 1040 to 5020.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5020 - TOWING		0011 - REGULAR PAY - CONT FULL TIME	9.00	Budget	Enhance	Recurring		$443,510	$451,271	$459,169	$467,204	Correct boot crew budget by shifting it from activity 1040 to 5020.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5020 - TOWING		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Enhance	Recurring		$183,802	$188,176	$192,655	$197,240	Correct boot crew budget by shifting it from activity 1040 to 5020.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5020 - TOWING		0041 - CONTRACTUAL SERVICES - OTHER		Budget	Enhance	Recurring		$125,000	$127,500	$130,050	$132,651	Correct boot crew budget by shifting it from activity 1040 to 5020.	
	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6031 - DC CIRCULATOR FUND - NPS MALL ROUTE						Resources	Fund Balance Sweep	One Time	($1,200,000)					Fund 6031-DC CIRCULATOR BUS SYSTEM - NPS MALL ROUTE ended FY21 with a $2,011,204 balance. The agency doesn't have an immediate need for $1.2M of fund balance, and it can be transferred to the unassigned fund balance of the General Fund without unbalancing the finanical plan.	Fiscal Year 2022 Revised Local Budget Adjustment Emergency Act of 2022
	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6901 - DDOT ENTERPRISE FUND-NON TAX REVENUES						Resources	Fund Balance Sweep	One Time	($426,990)					Fund 6901-DDOT ENTERPRISE FUND-NON TAX REVENUES ended FY21 with a $426,990 balance. An additional $4.8M of FY22 revenue and $4M of FY23 revenue is certified, but only the certified revenue is budgeted in FY22 and FY23. The Fund is projected to end FY23 with a $426,990 fund balance if the agency spends all that is budgeted. Therefore, the Committee proposes to sweep $426,990 of the fund balance.	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	New Local from Previous FY Shift	One Time		$1,200,000				Increase in local fund balance from Fund 6031-DC CIRCULATOR BUS SYSTEM - NPS MALL ROUTE sweep.	

KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	6000 - SOLID WASTE MANAGEMENT	6020 - PUBLIC SPACE CLEANING	PSMA - MOWING AND MAINTENANCE	0011 - REGULAR PAY - CONT FULL TIME		Budget	Reduction	Recurring		($800,000)	($814,000)	($828,245)	($842,739)	Increase in vacancy savings.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	6000 - SOLID WASTE MANAGEMENT	6020 - PUBLIC SPACE CLEANING	PSMA - MOWING AND MAINTENANCE	0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Reduction	Recurring		($200,000)	($204,760)	($209,633)	($214,623)	Increase in vacancy savings.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5020 - TOWING		0011 - REGULAR PAY - CONT FULL TIME	4.00	Budget	Enhance	Recurring		$174,666	$177,722	$180,833	$183,997	Increase FTEs for boot crew.	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	5000 - PARKING ENFORCEMENT MANAGEMENT	5020 - TOWING		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Enhance	Recurring		$72,371	$74,094	$75,857	$77,663	Increase FTEs for boot crew.	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	PD00 - PROJECT DELIVERY ADMINISTRATION	PSDV - PLANNING AND SUSTAINABILITY		0011 - REGULAR PAY - CONT FULL TIME	1.00	Budget	Enhance	Recurring		$106,899	$108,770	$110,673	$112,610	Add Safe Routes to School Transportation Planner	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	PD00 - PROJECT DELIVERY ADMINISTRATION	PSDV - PLANNING AND SUSTAINABILITY		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Enhance	Recurring		$40,752	$41,721	$42,714	$43,731	Add Safe Routes to School Transportation Planner	
KG0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	3000 - ENVIRONMENTAL SERVICES	3090 - LEAD-SAFE AND HEALTHY HOUSING		0011 - REGULAR PAY - CONT FULL TIME	3.00	Budget	Enhance	Recurring		$213,587	$217,324	$221,128	$224,997	Add mold remediation FTEs	
KG0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	3000 - ENVIRONMENTAL SERVICES	3090 - LEAD-SAFE AND HEALTHY HOUSING		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Enhance	Recurring		$66,343	$67,922	$69,539	$71,194	Add mold remediation FTEs	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0050 - SUBSIDIES AND TRANSFERS		Budget	Enhance	Recurring		$200,000	$200,000	$200,000	$200,000	B24-506 - Zero Waste Section 2(k) [112c] On-site organic processing system acquisition grant	B23-506, the Zero Waste Omnibus Amendment Act of 2020
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0011 - REGULAR PAY - CONT FULL TIME	6.00	Budget	Enhance	Recurring		$426,548	$458,358	$466,379	$474,541	B24-506 - Zero Waste § 2(d)(2) Separation plans (6.0 FTEs)	B23-506, the Zero Waste Omnibus Amendment Act of 2020
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Enhance	Recurring		$174,452	$186,308	$190,743	$195,282	B24-506 - Zero Waste § 2(d)(2) Separation plans (6.0 FTEs)	B23-506, the Zero Waste Omnibus Amendment Act of 2020
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	PD00 - PROJECT DELIVERY ADMINISTRATION	TEDV - TRAFFIC ENGINEERING AND SAFETY DIVISION		0011 - REGULAR PAY - CONT FULL TIME	1.00	Budget	Enhance	Recurring		$117,329	$119,383	$121,472	$123,597	Add Road Safety Branch Engineer	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	PD00 - PROJECT DELIVERY ADMINISTRATION	TEDV - TRAFFIC ENGINEERING AND SAFETY DIVISION		0014 - FRINGE BENEFITS - CURR PERSONNEL		Budget	Enhance	Recurring		$44,728	$45,792	$46,882	$47,998	Add Road Safety Branch Engineer	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	OA00 - OPERATIONS ADMINISTRATION	PGDV - PARKING AND GROUND TRANSPORTATION DIV	PGCM - CURBSIDE MANAGEMENT	0041 - CONTRACTUAL SERVICES - OTHER		Budget	Enhance	One Time	$50,000					DDOT VPP Hard Copy Passes Systems Upgrad (in FY 22 Supplemental)	
KA0	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6910 - VISION ZERO PEDESTRIAN & BICYCLE SAFETY	PD00 - PROJECT DELIVERY ADMINISTRATION	VIDV - VISION ZERO DIVISION		0041 - CONTRACTUAL SERVICES - OTHER		Budget	Enhance	One Time		$496,000				DDOT Fixing Leftover Transfer from (VZDV) to (VIDV)	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	PD00 - PROJECT DELIVERY ADMINISTRATION	VIDV - VISION ZERO DIVISION		0040 - OTHER SERVICES AND CHARGES		Budget	Enhance	One Time		$100,000				DDOT Fixing Leftover Transfer from (VZDV) to (VIDV)	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0040 - OTHER SERVICES AND CHARGES		Budget	Enhance	One Time		$105,000				B24-506 - Zero Waste § 103(e) in 2(b)(3) Plan to provide recycling in public space	B23-506, the Zero Waste Omnibus Amendment Act of 2020
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0040 - OTHER SERVICES AND CHARGES		Budget	Enhance	One Time		$36,750				Compost Pilot: Opt-in Mailer for All DPW Services Households	

KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0040 - OTHER SERVICES AND CHARGES		Budget	Enhance	One Time		$40,000				Compost Pilot: Ongoing Education & Outreach for Opt-In Households	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0070 - EQUIPMENT & EQUIPMENT RENTAL		Budget	Enhance	One Time		$200,000				Compost Pilot: Compost Caddies for 10,000 Households	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0070 - EQUIPMENT & EQUIPMENT RENTAL		Budget	Enhance	One Time		$24,000				Compost Pilot: Compostable Bags (50 per Household)	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0070 - EQUIPMENT & EQUIPMENT RENTAL		Budget	Enhance	One Time		$360,000				Compost Pilot: Curbside Container (5 Gallon Bucket)	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0041 - CONTRACTUAL SERVICES - OTHER		Budget	Enhance	One Time		$93,600				Compost Pilot: Disposal Cost	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0041 - CONTRACTUAL SERVICES - OTHER		Budget	Enhance	One Time		$3,640,000				Compost Pilot: Collection Cost (Estimate for Outsourced Services)	
KT0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	1000 - AGENCY MANAGEMENT	2010 - OFFICE OF WASTE DIVERSION		0041 - CONTRACTUAL SERVICES - OTHER		Budget	Enhance	One Time		$37,440				Compost Pilot: Hauling Cost (Estimate for Outsourced Services)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Revenue Proposal - Nontax Revenues	Recurring		$2,310,000	$9,210,000	$9,129,000	$9,129,000	Motor vehicle fee revenue.	
	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	0667 - WETLANDS FUND						Resources	Fund Balance Sweep	One Time	($1,815,468)					Fund 0667-WETLANDS FUND ended FY21 with a $1,815,468 balance. An additional $300K of FY22 revenue and $705K of FY23 revenue is certified, but only certified revenue is budgeted in FY22 and FY23. The Fund is projected to end FY23 with a $1.8M fund balance if the agency spends all that is budgeted. Therefore, the Committee proposes to sweep the $1,815,468 of the fund balance.	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	New Local from Previous FY Shift	One Time		$426,990				Increase in fund balance from Fund 6901-DDOT ENTERPRISE FUND-NON TAX REVENUES sweep.	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	New Local from Previous FY Shift	One Time		$1,815,468				Increase in fund balance from 0667-WETLANDS FUND	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	New Local from Previous FY Shift	One Time	($685,007)	$685,007					
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($207,398)	($207,398)	($207,398)	($207,398)	Transfer to COW for 2 Food Policy Council FTEs (ID 3899)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($40,300)	($80,600)	($120,900)	($161,200)	Transfer to GOF for DGS Fixed Cost (Electricity) Increase from SETF Phase Out (ID 3901)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($200,000)	($200,000)	($200,000)	($200,000)	Transfer to Health for Food & Friends - home-delivered meals (ID 3904)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($129,066)	($129,066)	($129,066)	($129,066)	Transfer to Health for Produce Plus (ID 3905)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($100,000)	($100,000)	($100,000)	($100,000)	Transfer to Health for Healthy Corners (ID 3906)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($100,000)	($100,000)	($100,000)	($100,000)	Transfer to Health for Diaper Bank funding (ID 3907)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($75,000)	($75,000)	($75,000)	($75,000)	Transfer to Health for Crittenton: Mental Health Services Position Match w/MoCo (ID 3908)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($130,000)	($130,000)	($130,000)	($130,000)	Transfer to housing for Sibley Memory Club (ID 3910)	

	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($250,000)	($250,000)	($250,000)	($250,000)	Transfer to Housing for Sibley Telemedicine Equity Program (ID 3911)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($250,000)	($250,000)	($250,000)	($250,000)	Transfer to Housing for Sibley Ward Infinity (ID 3913)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($6,000)				Transfer to COW for Food Policy Council NPS (ID 3914)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($200,000)				Transfer to COW for Food Policy Council Central Kithcen study (ID 3915)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($35,000)				Transfer to COW for COG Farm dues (ID 3916)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($150,000)				Transfer to BED for Friendship Heights Alliance (ID 3917)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($250,000)				Transfer to BED for District Bridges (ID 3918)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($20,000)				Transfer to BED for Tenleytown Main Street (ID 3919)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($200,000)				Transfer to Housing for Latino Seniors Servvice Grant (VIDA) (ID 3920)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($250,000)				Transfer to Housing for IONA money management (ID 3921)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	One Time		($288,000)				Transfer to housing for IONA Regency House (ID 3924)	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Revenue Proposal - Other	Recurring		$598,500	$798,000	$798,000	$798,000	Increase in boot crew revenue	
	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6700 - SUSTAINABLE ENERGY TRUST FUND						Resources	Revenue Proposal - Other	Recurring		$1,096,404	$2,246,163	$3,369,244	$4,492,325	SETF Fees	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Transfer out	Recurring		($1,249,296)	($2,331,355)	($3,454,436)	($4,577,517)	Transfer to COW for Paygo	
KA0	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6910 - VISION ZERO PEDESTRIAN & BICYCLE SAFETY	EA00 - EXTERNAL AFFAIRS ADMINISTRATION	VZDV - VISION ZERO DIVISION	VISZ - VISION ZERO	0041 - CONTRACTUAL SERVICES - OTHER		Budget	Reduction	One Time		($496,000)				DDOT Fixing Leftover Transfer from (VZDV) to (VIDV)	
KA0	0100 - LOCAL FUND	0100 - LOCAL FUNDS	EA00 - EXTERNAL AFFAIRS ADMINISTRATION	VZDV - VISION ZERO DIVISION	VISZ - VISION ZERO	0040 - OTHER SERVICES AND CHARGES		Budget	Reduction	One Time		($100,000)				DDOT Fixing Leftover Transfer from (VZDV) to (VIDV)	
KG0	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6700 - SUSTAINABLE ENERGY TRUST FUND	6000 - ENERGY	6050 - DATA AND BENCHMARKING		0040 - OTHER SERVICES AND CHARGES		Budget	Enhance	One Time		$350,000				Electric grid hosting capacity study	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Change in Certified Revenues	Recurring		($288,750)	($412,500)	($412,500)	($412,500)	Exempt Solar for All grants from gross income definition	
	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6700 - SUSTAINABLE ENERGY TRUST FUND						Resources	Fund Balance Sweep	Recurring		($288,750)	($412,500)	($412,500)	($412,500)	Transfer SETF revenue to General Fund balance to fund Solar for All tax exemption	
	0100 - LOCAL FUND	0100 - LOCAL FUNDS						Resources	Other	Recurring		$288,750	$412,500	$412,500	$412,500	Transfer SETF revenue to General Fund balance to fund Solar for All tax exemption	
KG0	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6700 - SUSTAINABLE ENERGY TRUST FUND	6000 - ENERGY	6050 - DATA AND BENCHMARKING		0050 - SUBSIDIES AND TRANSFERS		Budget	Enhance	Recurring		$800,000	$800,000	$800,000	$800,000	Renewable energy storage grants	

	0600 - SPECIAL PURPOSE REVENUE FUNDS ('O'TYPE)	6700 - SUSTAINABLE ENERGY TRUST FUND						Resources	Other	One Time		$257,154				Available fund balance	

Attachment L

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DEPARTMENT OF PUBLIC WORKS

PROGRAM/DIVISION & ACTIVITY	FY 2023 Mayor Proposed Budget Changes (Dollars)	FY 2023 Mayor Proposed Budget Changes (FTEs)	Shift to (DCRP) District Recovery Plan (Dollars)	Shift to (DCRP) District Recovery Plan (FTEs)	Intradistrict Spending Shift (Dollars)	Intradistrict Spending Shift (FTEs)	Actual FY 2023 Proposed Budget Changes (Dollars)	Actual FY 2023 Proposed Budget Changes (FTEs)
(1000) Agency Management								
(1010) Personnel	(230,000)	0.0	0	0.0	144,000	0.0	(86,000)	0.0
(100F) Agency Financial Operations								
(120F) Accounting Operations	(1,165,000)	(9.0)	0	0.0	1,165,000	9.0	0	0.0
(130F) ACFO	(1,497,000)	(10.0)	0	0.0	1,497,000	10.0	0	0.0
(4000) Fleet Management								
(4010) Fleet Consummables	(4,857,000)	0.0	0	0.0	2,507,000	0.0	0*	0.0
(4030) Unscheduled Vehicle and Equipment Repairs	(3,808,000)	(2.0)	0	0.0	3,640,000	0.0	(168,000)	(2.0)
(5000) Parking Enforcement Management								
(5010) Parking Regulations Enforcement	(4,926,000)	(31.0)	552,163	10.0	- 0	0.0	(4,373,837)	(21.0)
(6000) Solid Waste Management								
(6020) Public Space Cleaning	3,216,000	(76.5)	5,344,070	87.5	144,000	0.0	8,704,070	11.0
(6040) Sanitation Disposal	1,258,000	0.0	0	0.0	1,800,000	0.0	3,058,000	0.0

DISTRICT DEPARTMENT OF TRANSPORTATION

PROGRAM/DIVISION & ACTIVITY	FY 2023 Mayor Proposed Budget Changes (Dollars)	FY 2023 Mayor Proposed Budget Changes (FTEs)	Shift to (DCRP) District Recovery Plan (Dollars)	Shift to (DCRP) District Recovery Plan (FTEs)	Intradistrict Spending Shift (Dollars)	Intradistrict Spending Shift (FTEs)	Actual FY 2023 Proposed Budget Changes (Dollars)	Actual FY 2023 Proposed Budget Changes (FTEs)
(1100) Project Delivery Administration								
(PSDV) Planning and Sustainability	(4,474,000)	(8.0)	4,522,051	7.0	- 0	0.0	48,051	(1.0)
(TDDV) Transit Delivery Division	645,000	(4.0)	274,000	3.0	- 0	0.0	919,000	(1.0)
(2100) Operations Administration								
(OODV) Office of the Chief Operations Officers	(1,779,000)	(7.0)	1,188,999	3.0	- 0	0.0	(590,001)	(4.0)
(TFDV) Traffic Operations Division	22,815,000	139.8	250,195	3.0	- 0	0.0	23,065,195	142.8

DEPARTMENT OF MOTOR VEHICLES

PROGRAM/DIVISION & ACTIVITY	FY 2023 Mayor Proposed Budget Changes (Dollars)	FY 2023 Mayor Proposed Budget Changes (FTEs)	Shift to (DCRP) District Recovery Plan (Dollars)	Shift to (DCRP) District Recovery Plan (FTEs)	Intradistrict Spending Shift (Dollars)	Intradistrict Spending Shift (FTEs)	Actual FY 2023 Proposed Budget Changes (Dollars)	Actual FY 2023 Proposed Budget Changes (FTEs)
(1000) Agency Management								
(1040) Information Technology	968,167	7	0	0	-968,167	-7	0	0
(3000) Vehicle Services								
(3010) Inspections	-23,238	0	0	0	23,238	0	0	0
(4000) Driver Services								
(4010) Licensing	-585,057	0	0	0	585,057	0	0	0

DEPARTMENT OF ENERGY AND ENVIRONMENT										
PROGRAM/DIVISION & ACTIVITY	FY 2023 Mayor Proposed Budget Changes (Dollars)	FY 2023 Mayor Proposed Budget Changes (FTEs)	Shift to (DCRP) District Recovery Plan (Dollars)	Shift to (DCRP) District Recovery Plan (FTEs)	Intradistrict Spending Shift (Dollars)	Intradistrict Spending Shift (FTEs)	Shift from (6000) Energy to (6500) Utility Affordability (new division) (Dollars)	Shift from (6000) Energy to (6500) Utility Affordability (new division) (FTEs)	Actual FY 2023 Proposed Budget Changes (Dollars)	Actual FY 2023 Proposed Budget Changes (FTEs)
(2000) Natural Resources										
(2080) Watershed Protection	(8,933,623)	(2.5)	8,600,000	3.0	-	-	-	-	(333,623)	0.5
(3000) Environmental Services										
(3080) Air Quality	298,819	(3.9)	0	0.0	- 0	3.9	-	-	298,819	0.0
(6000) Energy										
(6010) Energy Efficiency and Conservation	(16,578,505)	(17.0)	9,211,466	-	-	-	7,367,039	(14.0)	0	(3.0)
(6020) Energy Affordability	(3,619,777)	(23.0)	-	-	-	-	4,217,414	(23.0)		0.0
(6030) Energy Assistance Benefit Payments	(10,618,158)	0.0	-	-	-	-	10,526,112	0.0	(92,046)	0.0
(6050) Data and Benchmarking	(33,216,461)	(4.0)	29,500,000	4.0	- 0	0.0	-	-	(3,716,461)	0.0
(6060) Policy and Compliance	(29,595,080)	(6.0)	3,000,000	1.0	-	-	-	-	(26,595,080)	(5.0)
(6070) CRIAC Relief Fund	(1,510,000)	(6.0)	0	-	-	-	1,510,000	(5.0)	0	(1.0) (Moved to Energy Affordability)
(6080) Lead Pipe Replacement	(10,525,491)	(2.0)	10,000,000	0.0	-	-	525,491		0	0.0
(6000) Utility Affordability										
(6510) Energy Efficiency and Conservation	7,367,039	14.0	-	-	-	-	7,367,039	14.0	0	0.0
(6520) Energy Affordability	4,217,414	31.0	-	-	-	-	4,217,414	23.0	597,637	8.0
(6530) Energy Assistance Benefit Payments	10,526,112	0.0	-	-	-	-	10,526,112	0.0	0	0.0
(6570) CRIAC Relief Fund	2,054,900	5.0	-	-	-	-	2,054,900	5.0	544,900	0.0
(6580) Lead Pipe Replacement	531,686	2.0	-	-	-	-	531,686	2.0	6,195	0.0
(8000) Green Economy										
(8020) Green Jobs and Youth Programs	(440,882)	(4.0)	-	-	440,882	4.0	-	-	0	0.0