

Council of the District of Columbia
COMMITTEE ON PUBLIC WORKS AND OPERATIONS
COMMITTEE REPORT
1350 Pennsylvania Avenue, NW, Washington, D.C. 20004

TO: All Councilmembers

FROM: Councilmember Brianne K. Nadeau, Chairperson *Brianne K. Nadeau*
Committee on Public Works and Operations

DATE: December 18, 2024

SUBJECT: Committee on Public Works and Operations Council Period 25 Activity Report

Pursuant to Council Rule 227, the Committee on Public Works and Operations compiled the following report detailing its legislative accomplishments and oversight activities during Council Period 25.

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I. EXECUTIVE SUMMARY

The agencies under the purview of the Committee on Public Works & Operations are often among the most visible to residents in their day-to-day lives – responsible for trash and recycling pickup to the issuance of business and every other imaginable type of licenses, and holding administrative hearings on claims of damage from potholes.

But, in addition to overseeing these numerous and often mundane but critical services, the Committee has leveraged its oversight in profound ways beyond what most residents typically think of when considering the agencies under its oversight. The Committee is employing DPW parking enforcement in new ways to improve road safety by *literally* getting the most dangerous cars off the road by towing them. We are using our oversight of DPW’s trash, recycling, and compost collection to play a role in realizing a cleaner environment for our city. Our work with the Office of Human Rights expands protections for workers.

The Committee has 23 widely varied agencies and offices under its oversight, yet a few themes for our efforts have formed: keeping our city clean and livable, road safety and public safety, efficient and effective use of public funds, and supporting the rights, health, and well-being of residents.

Legislative Highlights

Below is a summary of some of the major legislation moved through the Committee during Council Period 25. The report delves into more detail on these and other pieces of legislation beginning on page 4.

B25-0435 - Fraudulent Vehicle Tag and Parking Enforcement Modernization Amendment Act of 2024. This legislation finally gives teeth to enforcement against vehicles with fake license plates. It allows the city to immediately tow vehicles with fake or obscured tags. Vehicles use these tags to escape detection and to drive without accountability. Experience has shown that premeditated reckless driving is often associated with vehicles that have these kinds of tags. This legislation is an example of how we are using the tools it has to address issues that at first seem beyond the reach of our Committee.

B25-0416 - Carrier-for-Hire Oversight and Enforcement Act of 2024. This bill gives the Department of For-Hire Vehicles the authority to regulate food and parcel delivery activities, including enforcement of traffic laws. This industry has seen explosive growth in D.C. and around the country. Much like the advent of ride-hailing companies, this type of service requires regulation and oversight that it does not currently have. Giving DFHV authority over an industry

that is built on nearly identical apps and whose operators often switch from food delivery to ride-hailing and back will heighten safety for road users and drivers alike.

B25-0319 - Fairness in Human Rights Administration Amendment Act of 2023. The legislation broadens the scope of unlawful discriminatory practices under the statute’s definition of sexual harassment to explicitly include those based on sex, gender, sexual orientation, and gender identity or expression. It also grants an individual the right to withdraw their complaint at any time, preserving their right to their day in court, should the OHR process not work to their satisfaction. The bill provides stronger protections for individuals, especially those complainants who represent themselves, in turn creating a more equitable adjudication process at OHR.

B25-0469 – Revised Project Labor Agreement Cost Threshold Amendment Act of 2024. This bill amends the Procurement Practices Reform Act of 2010 to revise the cost threshold for the required use of project labor agreements on construction contracts from \$75 million to \$50 million. A project labor agreement (PLA) is an agreement with one or more labor organizations that establishes the terms and conditions of employment for a specific construction project. As a condition of being awarded a contract, the contractor must sign the negotiated PLA with any relevant union organizations. In return, labor strikes and similar disruptions are prohibited. This, in turn, ensures labor peace on high-cost government projects.

B25-0131 – Containing Litter and Ensuring Adequate Neighborhood (CLEAN) Collections Amendment Act of 2023. The bill addresses trash overflow and rodent infestation by requiring adequate trash and recycling cans and more regular waste collection in multifamily buildings. The District’s rodent problem has worsened significantly in recent years; trash overflows and infrequent collections at residential buildings have helped drive this growing rat infestation. Everyone in the District should be able to live in a clean and healthy environment, no matter where they live, and multifamily property owners must play a role in that.

II. COMMITTEE AGENCIES AND MEMBERSHIP

The Committee on Public Works and Operations is responsible for matters relating to the general operation and service of government, including procurement; human rights; partnerships and grants management; LGBTQ affairs; veterans affairs; administrative law and procedure; consumer and regulatory affairs; recycling; waste management; and regulation of for-hire vehicles.

The following agencies come within the purview of the Committee on Public Works and Operations:

- Advisory Board on Veterans Affairs for the District of Columbia
- Advisory Committee on Street Harassment
- Advisory Committee to the Office of Lesbian, Gay, Bisexual, Transgender, and Questioning Affairs
- Commission on Fashion Arts and Events

- Commission on Human Rights
- Contract Appeals Board
- Department of For-Hire Vehicles
- Department of Licensing and Consumer Protection
- Department of Public Works
- Deputy Mayor for Operations and Infrastructure, shared jointly with the Committee on Transportation and Environment
- Emancipation Commemoration Commission
- For-Hire Vehicle Advisory Council
- Interfaith Council
- Office of Administrative Hearings (including the Advisory Committee to the Office of Administrative Hearings and the Commission on Selection and Tenure of Administrative Law Judges)
- Office of Community Affairs
- Office of Contracting and Procurement
- Office of Human Rights
- Office of Lesbian, Gay, Bisexual, Transgender, and Questioning Affairs
- Office of Partnerships and Grants Services
- Office of Risk Management
- Office of the Chief Technology Officer
- Office of Veterans Affairs
- Office on Religious Affairs

Committee Membership

The Committee on Public Works and Operations is chaired by Councilmember Brianne K. Nadeau. Members of the Committee during CP25 include:

- Councilmember Janeese Lewis George
- Councilmember Robert C. White, Jr.
- Councilmember Trayon White, Sr.
- Councilmember Brooke Pinto

III. COMMITTEE LEGISLATIVE AND OVERSIGHT ACTIVITIES

What follows is a description of select activities of the Committee on Public Works and Operations in Council Period 25:

Public Hearings & Roundtables

A. District of Columbia Public Schools Procurement Authority Amendment Act of 2023

On Thursday, May 25, 2023, Councilmember Brianne K. Nadeau, Chairperson of the Committee on Public Works and Operations held a public hearing on B25-0069,

the “District of Columbia Public Schools Procurement Authority Amendment Act of 2023”. The bill takes away the authority of District of Columbia Public Schools (DCPS) to process their own procurements, including contracts for school meals, supplies, and other goods and services. Current law requires the DC Office of Contracting and Procurement to process procurements for most government agencies. However, DCPS (and a few other government agencies) is allowed to conduct its own procurements. Regardless of which agency processes the procurements, the DC Council must approve all government contracts worth \$1 million or more. The bill was introduced following the reveal of a scandal that uncovered DCPS unlawfully awarded a total of 36 contracts that were entered into without Council approval, one of them even dating back to 2019. The contracts were estimated to total \$269 million. These circumstances—and issues they highlighted—motivated the DC Council to introduce this bill.

During the hearing, DCPS Chancellor Lewis Ferebee admitted to Councilmember Nadeau that the fault for the contracting errors lies within DCPS because the contract approval policy—which is to literally send the contracts to the Council for review and approval—was not followed. The Chancellor also admitted that some of those older contracts are completely paid out—all without council approval. He also said that the school system’s 21-person office that handles contracts and procurements is currently under review and disciplinary action was taken. When asked what DCPS will do moving forward, he said they are creating a new Office of Fiscal Strategy to oversee all contracts and procurement within the school system — which has a \$1.8 billion annual budget — and chose Patrick Ashley, a former senior director of D.C. Health during the pandemic, to lead it. A representative from the Office of the Chief Financial Officer, the agency in charge of the city’s finances which also pays vendors who have contracts, said they were taking a similar step to ensure that any contract they issue payments for has been properly approved. And finally, after probing into the process of where DCPS failed to follow their own policy, Chairwoman Nadeau helped restore the job position of a mid-level DCPS employee who was wrongfully terminated from her position during the agency’s own internal investigation.

B. Oversight: Sexual Harassment Investigation Report

On Wednesday, June 26, 2024, Councilmember Brianne K. Nadeau, Chairperson of the Committee on Public Works and Operations convened a public roundtable to conduct oversight on the sexual harassment investigation report, as required by A25-0202, the Sexual Harassment Investigation Review Emergency Act. The legislation required the Office of the Inspector General to contract with an independent counsel to review the prior Mayor’s Office of Legal Counsel Sexual Harassment Officer’s investigations, review anything outside the scope of the prior investigations, and make recommendations on the government’s sexual harassment complaint and investigation process. The legislation’s final requirement directed the OIG to deliver the independent counsel’s report to the Mayor and the Council. The roundtable included discussions on the findings and conclusions presented, the contract execution and deliverables, and the report’s recommendations on improving the sexual harassment process for District employees.

C. The Zero Waste DC Plan and Recycling in the District

On October 2, 2024, the Committee held a public roundtable to consider the Department of Public Works' responsibilities with respect to the Zero Waste Plan DC, as well as the future of recycling in the District.

The Sustainable Solid Waste Management Amendment Act of 2024 established an Interagency Waste Reduction Working Group in the District and tasked that group with developing a plan to achieve the District's target of 80% diversion from landfills and incineration. This plan, which took over eight years to develop, was finally published in February 2024. It provides a strategy for sustainable solid waste management over the planning and implementation period of 2023 to 2040. It consists of 42 actions organized under seven overarching goals, and creates a shared responsibility among 32 District agencies and regional partners to bring the plan to fruition.

The District generates almost 9 pounds of solid waste per resident each day, and our citywide solid waste stream is on track to reach nearly 1.4 million tons annually by 2038. Diverting 80% of this waste from the waste stream could have huge environmental benefits for our communities and our local ecosystem: from getting trash out of our rivers, to decreasing greenhouse gas emissions from landfills and incineration, to curbing illegal dumping in the District. Implementation of the plan is particularly important for the District's marginalized communities and communities of color, who disproportionately bear the harms of the District's solid waste management practices (including insufficient access to city services, illegal dumping in their communities, and proximity to the city's waste management facilities leading to an unfair human health burden from exposure to toxins). It's critical, therefore, that the District gets implementation of the Zero Waste DC Plan right.

The Committee convened this public oversight roundtable to discuss the role of the Department of Public Works in implementing the plan. The Committee was able to learn from the agency what measures it has already implemented; its priorities for the upcoming year; its timeline for the remaining actions in the plan; as well as gain an understanding of funding needs and any additional legislation or authority that would help DPW fulfill its responsibilities under the plan.

In addition, the Committee questioned the agency about its new recycling contract, as well as any plans to change or modernize the District's recycling processes. This past July, the executive withdrew its proposed contract for processing of the District's recyclables from Council consideration because of issues with the contracting process. The Committee was able to learn from DPW what will change under this new contract and the justifications for those changes. Further, as the modernization of the Benning Road transfer station is now underway, the Committee used the roundtable as an opportunity to get a better understanding of how DPW anticipates the capabilities of the new facility might change how the District collects,

sorts, and processes recyclables, as well as any other changes to the District's recycling processes the agency is planning for.

Legislation

D. The Department of Public Works Timothy Spriggs Confirmation Resolution of 2023

PR 25-0071, the "Director of the Department of Public Works Timothy Spriggs Confirmation Resolution of 2023", was introduced January 24, 2023, by Chairman Mendelson at the request of the Mayor and referred to the Committee on Public Works and Operations for consideration on February 7, 2023. The purpose of PR 25-0071 is to confirm the Mayoral appointment of Timothy Spriggs as the Director of the Department of Public Works.

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.

The Director of the Department of Public Works ("DPW") is responsible for overseeing the agency that is charged with administering some of the District's most important municipal services. Having worked at DPW for over four years now and within District government for over 14 years, Mr. Spriggs is very familiar with these responsibilities. He comes to this position with over 10 years of experience leading strategic government operations leveraging cross-agency partnerships and supporting emergency management efforts. Prior to being appointed Interim Director of the agency, Mr. Spriggs oversaw 30 DPW facilities and over 1,300 employees responsible for stormwater management, snow coordination and removal, and other essential services. During his tenure with DPW, Mr. Spriggs earned the District a top

rating on its Storm Water Pollution Prevention Plan environmental scorecard. Prior to joining DPW, Mr. Spriggs delivered the first government-wide Cyber Identity Smart Card Program to allow seamless access across the entire Federal Emergency Management Agency’s Enterprise Network and deployed the transportation and warehouse network to distribute pandemic-related supplies.

Mr. Spriggs received a Bachelor of Arts in Sociology from the University of Richmond, a Master of Science in Security Management from Webster University Joint Base Anacostia-Bolling Air Force Base, and a Master of Science in Human Resource Management and Leadership Development from National Louis University.

The Committee finds that Mr. Spriggs is qualified and has demonstrated a commitment to DPW’s mission of providing “environmentally healthy municipal services that are both ecologically sound and cost effective.” His operational expertise—combined with his demonstrated openness to learning, collaborating, ensuring that the agency is hiring the right people, and being held to account—are attributes that will be transformative to the agency.

E. Containing Litter and Ensuring Adequate Neighborhood (CLEAN) Collections Amendment Act of 2023

B25-0131, the “Containing Litter and Ensuring Adequate Neighborhood (CLEAN) Collections Amendment Act of 2023”, was introduced February 8, 2023, by Councilmember Lewis George and co-introduced by Councilmembers R. White, Pinto, Parker, Nadeau, Henderson, Bonds, Allen, and Gray. While initially referred to the Committee on Transportation & the Environment, it was re-referred to the Committee on Public Works & Operations for consideration on February 20, 2024.

The purpose of B25-0131 is to establish requirements for private collection properties, including that they provide at least 32 gallons of solid waste container space per residential unit and collection services twice per week at a minimum.

The District’s rodent problem has worsened significantly in recent years. Complaints to DC Health’s Rodent and Vector Control Division have more than tripled in recent years. In 2016, the Rodent Control Division received 3,531 calls from residents. By 2021, the number of calls had increased to over 11,300. Trash overflows and infrequent collections at residential buildings have helped drive the growing rat infestation in DC.

The bill seeks to address trash overflow and rodent infestation across the District by requiring adequate trash and recycling cans and more regular waste collection in multifamily buildings. Specifically, the CLEAN Collections Act would require multifamily buildings to provide trash cans or dumpsters that can hold at least 32 gallons of solid waste per residential unit. DC law currently calls for “adequate” solid waste container space but does not define that standard, leaving many multifamily apartments with fewer and smaller trash cans or dumpsters than needed.

The legislation would also require trash at multifamily buildings to be collected at least twice per week. Current DC law has no frequency requirement for trash collection. Semiweekly collection will prevent overflow and reduce the harmful effects of trash piling up over an entire week. Additionally, it makes these services more equitable by providing apartment building residents the same frequency of trash collection that many homeowners receive.

The committee print also seeks to alleviate issues of littering in residential areas abutting commercial corridors, as explained in further detail in the Committee Print Changes section below. It also tasks DPW with undertaking a study on commercial waste zones and the CFO with providing information related to the condominium and cooperative trash collection real property tax credit.

The Committee voted unanimously in favor of the Committee Print of Bill 25-0131 at mark-up on November 25, 2024. As of the filing of this report, Bill 25-0131 is awaiting second and final reading, having passed first reading of the full Council on December 3, 2024.

F. Illegal Dumping Enforcement Amendment Act of 2023

B25-0135, the “Illegal Dumping Enforcement Amendment Act of 2023” was introduced February 10, 2023, by Councilmember Gray and sequentially referred to the Committee on Public Works & Operations and the Committee on the Judiciary and Public Safety for consideration on June 6, 2023.

The purpose of B25-0135 is to amend the Illegal Dumping Enforcement Act of 1994 to enhance the District’s ability to enforce the ban on illegal dumping. It would grant the Office of the Attorney General (“OAG”) the authority to file civil lawsuits for damages, civil penalties, recovery of the District’s response costs, and injunctive or other relief against those who violate the illegal dumping prohibition. The legislation would also clarify that OAG, rather than the U.S. Attorney’s Office, is responsible for prosecuting misdemeanor violations of the illegal dumping prohibition. In addition, the bill would amend the definition of “solid waste” in the Illegal Dumping Enforcement Act to explicitly include appliances and tires.

Currently, D.C. Code §8-902 prohibits the disposal of solid waste, medical waste, and hazardous waste in places that are not authorized for waste disposal. It also prohibits individuals and businesses from causing or permitting illegal dumping to occur. Those who violate the illegal- dumping prohibition can face administrative fines or criminal enforcement. Specifically, the Department of Public Works (DPW) can issue administrative fines, and OAG and the U.S. Attorney’s Office can bring misdemeanor or felony charges, depending on the nature of the offense. However, OAG does not currently have statutory authority to bring civil-enforcement actions against those who violate D.C. Code §8-902.

Illegal dumping remains a common occurrence under the current legal structure. For example, in 2022, District 311 received nearly 14,000 service requests related to illegal dumping. Further, illegal dumping can impose significant environmental, public-health, and economic harms. For instance, discarded items can release environmentally hazardous substances—like lead paint and gasoline—into soil and groundwater, thereby harming the area’s flora and fauna. Discarded items can also attract rodents, mosquitos, and other pests, which can then pose risks to human health. Finally, illegal dumpsites can adversely affect property values and economic investment, as well as impose significant clean-up costs on the government or nonprofit stakeholders.

This bill aims to advance the District’s efforts to address illegal dumping in two ways. As introduced, it would amend the definition of “solid waste” to expressly include tires and appliances. Although these items are already covered by the definition of solid waste, and thus businesses and individuals can already be held liable for dumping these items, the bill expressly includes these items in the solid-waste definition to eliminate any question that they are covered.

Second, the bill grants OAG authority to file civil lawsuits for damages, civil penalties, clean-up costs, reasonable attorneys’ fees, and injunctive relief against those who violate the District’s illegal-dumping prohibition. The current code permits OAG to prosecute misdemeanor offenses and USAO felonies, and permits the Mayor to issue civil fines. Recognizing civil lawsuits as a critically important enforcement tool, every other major environmental statute in the D.C. Code grants OAG civil enforcement authority. Closing this enforcement gap in the illegal dumping statute will help ensure that businesses and individuals who engage in illegal dumping do not evade accountability where criminal prosecution may be inappropriate or infeasible, or where administrative fines may be insufficient to address the harms and deter future misconduct. OAG has stated that its intent is to focus its enforcement on repeat and high-impact offenders.

The Committee held a public hearing on Bill 25-0135 on June 27, 2023. The Committee voted unanimously in favor of the Committee Print at mark-up on October 17, 2024. As of November 22, 2024, Bill 25-0135 is official law.

G. Open Movie Captioning Requirement Act of 2023

B25-0151, the “Open Movie Captioning Requirement Act of 2023” was introduced February 23, 2023, by Councilmember Allen, and co-introduced by Councilmembers Henderson, Pinto, R. White, Lewis George, Frumin, Nadeau, and Parker. The bill was referred to the Committee on Public Works & Operations for consideration on June 6, 2023.

The purpose of B25-0151 is to establish minimum standards of open captioned showings for movie theaters in the District. Substantively similar legislation. The “Open Movie Captioning Requirement Act of 2018” received a hearing on December

18, 2018, in Council Period 22. Pursuant to Council Rule 501(a)(2), the Committee was required to hold a new hearing to consider the legislation.

The number of District residents who are deaf or hard of hearing is often cited at 20,000. However, that estimate is from 2001 and is likely to be an undercount – especially when considering the larger population of those who require or would benefit from open captions. It is estimated that 1 in 20 adults in the U.S. are deaf or hard of hearing; extrapolated to the District’s population, that would predict a population of about 35,000 – even before accounting for the District’s cultural importance for the deaf community. There is more direct indication of demand for open movie captioning from d/Deaf and hard of hearing residents and visitors. There are close to 3,000 members of the “DC Deaf Moviegoers & Allies” Facebook group, which regularly posts the scheduled times of open captioned movie showings in theaters across the region.

The Committee requested a site visit to a movie theater in the District in order to gain a firsthand understanding of operations and how they would be impacted by the requirements of the bill as introduced. A site visit occurred in October 2023 and was attended by PWO Committee staff and representatives from the local theater as well as regional and national industry. Discussion consisted of an in-depth walkthrough of how a theater manager assembles a schedule, the potential impacts of open captioning requirements, and how theater staff operate equipment to actually project a movie, whether open captioned or not.

Based on the context and research outlined in Section II, the Committee based the drafting of the committee print of B25-0151 on five core principles. The Committee believes that law in the District should:

1. Expand the number of open captioned screenings made available to moviegoers in the District, including the number of screenings at peak times;
2. Establish baseline expectations and predictability for both theater operators and consumers;
3. Be crafted with consideration of how open captioning requirements interact with the reality of movie theater operations and scheduling;
4. Create enforcement mechanisms that are effective without being onerous and costly for theaters or District agencies, and do not rely solely on consumer reporting; and,
5. Be based in the principle of “Universal Design” – that accessibility and inclusion are not just for select populations, but benefit everyone, sometimes in ways not initially intended.

The law institutes a nominal requirement for open captioned showings – three showings in the first two weeks of a movie’s release, and two in each subsequent week, with no fewer than one showing per week starting in “peak movie hours”. It establishes an enforcement regime consisting of a compliance review process by the Office of Human Rights, a remedy for theaters in violation, and a consumer reporting portal.

The Committee held a public hearing on October 12, 2023. The Committee voted unanimously in favor of the Committee Print of Bill 25-0151 at mark-up on March 18, 2024. As of July 19, 2024, Bill 25-0151 is official law.

H. Fairness in Human Rights Administration Amendment Act of 2023

B25-0319, the “Fairness in Human Rights Administration Amendment Act of 2023”, was introduced June 8, 2023, by Councilmember Brienne Nadeau, and co-introduced by Councilmembers Robert White, Zachary Parker, and Janeese Lewis-George. The bill was referred to the Committee on Public Works and Operations under the jurisdiction of the Human Rights Act of 1977.

The Council has continually worked to ensure that the District of Columbia Human Rights Act (“HRA”) is among the nation’s strongest anti-discrimination laws, but it has three flaws that unnecessarily curtail civil rights and restrain the Commission on Human Rights in its mission to correct and eliminate unlawful discrimination.

The purpose of the Fairness in Human Rights Administration Amendment Act of 2024 is to make changes that will reflect a fairer and more equitable justice system at the Office of Human Rights. The bill aims to enhance protections under the D.C. Human Rights Act of 1977 by broadening the scope of unlawful discriminatory practices under the statute’s definition of sexual harassment to explicitly include those based on sex, gender, sexual orientation, and gender identity or expression. The bill strengthens the authority of the D.C. Office of Human Rights (“OHR”) by enabling it to investigate withdrawn complaints, issue cease-and-desist orders, and impose remedies for violations. It also clarifies and streamlines the administrative procedures for filing, mediating, investigating, and resolving discrimination complaints, making the process more transparent and equitable, especially for *pro se* complainants.

Additionally, the bill expands opportunities for complainants to pursue private legal action. It establishes clear guidelines for individuals to file lawsuits after withdrawing or dismissing administrative complaints, including extended time. By ensuring all parties in a discrimination complaint are adequately notified and given the right to pursue further remedies, the legislation strengthens accountability and fairness in addressing discriminatory practices. Ultimately, the bill seeks to provide stronger protections for individuals by providing a route to justice for *pro se* litigants and creates a more equitable adjudication process at OHR.

The Committee held a public hearing on Bill 25-0319 on December 6, 2023. The Committee voted unanimously in favor of the Committee Print of Bill 25-0319 at mark-up on November 21, 2024. As of the filing of this report, Bill 25-0319 is awaiting second and final reading, having passed first reading of the full Council on December 3, 2024.

I. Office of Administrative Hearings Jurisdiction Amendment Act of 2023

B25-0330, the “Office of Administrative Hearings Jurisdiction Amendment Act of 2023”, was introduced June 12, 2023, by Chairman Mendelson at the request of the Mayor. On June 20, 2023, the Chairman referred the bill to the Committee on Public Works and Operations with comments from the Committee on Judiciary and Public Safety.

The purpose of B25-0330 is to permanently transfer the authority to adjudicate concealed pistol licensing appeals from the Concealed Pistol Licensing Review Board (“CPLRB”) to the Office of Administrative Hearings (“OAH”). Each purpose of the bill is discussed below.

The Metropolitan Police Department (“MPD”) makes firearm determinations in two types of cases: (1) firearm registrations, and (2) concealed pistol licenses. Individuals seeking to legally own and possess a firearm in the District must obtain a firearms registration certificate by first filing an application with MPD. If the application is rejected, the individual may appeal the determination to OAH. OAH has adjudicated appeals of Firearm Registration decisions since the enactment of the Firearms Control Amendment Act of 2008. Firearm registration appeals are governed by the OAH Rules of Procedure found in Title 1, Chapter 28 of the DCMR.

An individual seeking to legally carry a concealed pistol in public must file a concealed pistol license application with MPD. An individual who is denied a concealed license or has an existing concealed pistol license revoked or suspended may file an appeal. Previously, these appeals were adjudicated by the CPLRB, housed under the Office of the Deputy Mayor for Public Safety and Justice (“DMPSJ”), pursuant to its own rules of procedure.

There is considerable similarity in the requirements for registering a firearm and acquiring a concealed pistol license. Moreover, obtaining a firearm registration is a prerequisite for securing a concealed pistol license. These similarities often caused confusion, especially for individuals applying for both registration and license simultaneously. Applicants who faced denials for both processes were obligated to appeal to separate tribunals, leading to a frequent influx of appeals to OAH from mistaken applicants seeking to appeal their concealed pistol licenses, which ultimately had to be dismissed due to jurisdictional issues. Furthermore, overlapping legal or factual matters occasionally resulted in conflicting opinions between the CPLRB and administrative law judges at OAH. Moving CPLRB cases under OAH proves to be more efficient.

As introduced, the Fiscal Year 2024 Budget Support Act of 2023 included a subtitle that would move the concealed pistol license appeal caseload to OAH and dissolve the CPLRB by amending Section 6 of the Office of Administrative Hearings Establishment Act of 2001, effective March 6, 2002 (D.C. Law 14-76; D.C. Official Code § 2-1831.03). The purpose of this was to make the process more efficient. There is significant overlap in the eligibility criteria for registering a firearm and obtaining a concealed pistol license. Additionally, obtaining a firearm registration is a prerequisite for obtaining a concealed pistol license. However, the Committee was unable to move the Mayor's proposed subtitle because it amends Title 22 of the D.C. Official Code, thus triggering a 60-day congressional review period instead of the 30-day review that would apply to the remainder of the Budget Support Act. Regardless, this Committee and the Committee on Judiciary and Public Safety were supportive of the legislation in principle and prepared to get emergency and permanent legislation moved before the end of FY2023.

The Office of Administrative Hearings Jurisdiction Emergency Amendment Act of 2023, adopted on June 30, 2023, shifted jurisdiction as of October 1, 2023. The legislation also provided for the transfer of undecided cases, appeals, and motions for reconsideration pending with the CPLRB as of that date. The legislation further granted OAH with authority to repeal CPLRB rules of procedure and re-establish its own procedures by rule. OAH has since repealed the CPLRB rules, as a result, concealed pistol license appeals are governed by the same OAH rules of procedure that apply to all other case types, including firearm registration appeals.

The Committee held a public hearing on December 6, 2023. The Committee voted unanimously in favor of the Committee Print of Bill 25-0330 at mark-up on February 8, 2024. As of July 26, 2024, Bill 25-0330 is official law.

J. Litter Control Amendment Act of 2023

B25-0412, the "Litter Control Amendment Act of 2023" was introduced June 30, 2023, by Chairman Mendelson at the request of the Mayor and referred to the Committee on Public Works & Operations for consideration on July 11, 2023.

The purpose of B25-0412 is to amend the Litter Control Administration Act of 1985 to provide the Department of Public Works (DPW) the ability to serve a party cited for an infraction of the Litter Control Administration Act of 1985 with a Notice of Violation (NOV) via first-class mail. It would also provide that when such service is by first-class mail, five additional days shall be added to the time period within which the party cited may or is required to take any action specified in the NOV. Finally, the bill also clarifies that a residential premises may be inspected and investigated for an alleged nuisance. The bill is intended to help remedy certain inconsistencies in current law regarding effective service of an NOV for violations of the Litter Control Administration Act of 2023 and DPW's ability to successfully file a case with the Office of Administrative Hearings for such a violation.

The DPW Solid Waste and Enforcement Program (SWEEP) team educates District property owners and investigates solid waste, sanitation, and recycling complaints or other potential nuisance conditions. If the SWEEP team discovers a condition that requires action, it can issue a Notice of Violation (NOV) to the person who created the nuisance or to the property owner. Per D.C. Official Code §8-803, DPW must serve the NOV in one of the following ways: by serving it directly to the owner, the owner's authorized agent, the building superintendent, the operator of equipment, or another other responsible individual at the premises; by certified mail to the owner of the premises or the person responsible for the nuisance; or by posting it conspicuously on the premises alleged to be in violation and deliver a copy of the notice to the Director of the Department of Finance and Revenue.

As DPW explained in their testimony, providing DPW with the ability to serve an NOV by first-class mail would mean that the agency no longer has to submit a copy of a signed certified mail receipt, or green card, before filing a case against an alleged violator with the Office of Administrative Hearings. This requirement often results in filed cases being dismissed by OAH and in an inability by DPW to file a case in the first place. This is because, with the signed certified mail requirement, individuals can avoid service, refuse to accept and sign the certified mail NOV, or sometimes the post office does not return the green card to DPW.

In addition to helping DPW hold violators accountable, this bill will help the District minimize the costs of enforcement. Because serving NOVs by first-class mail is far less expensive than service by certified mail (66 cents for a stamp versus \$11 per attempted service by certified mail), this provision has the potential to save the District over \$300,000.

B25-0412 also clarifies DPW's authority to inspect an alleged nuisance at a residential premises. Under D.C. Code §8-803, explicit language provides that the Mayor may enter a nonresidential premises and inspect and investigate an allegation about a nuisance, acting upon the Mayor's own information or observation or upon the information of the observation of another person. However, there is no language in the Code regarding DPW's authority to inspect an alleged nuisance at a residential premises.

DPW explained in their testimony that the Office of the Attorney General has determined that, given that DPW "already has the authority to investigate housing providers' compliance with all solid waste regulations enforce by DPW relating to the proper storage of solid waste intended to prevent the provision of food, harborage, or breeding places for insects and rodents, and...since investigating housing providers necessarily means investigating residential properties, this same authority can extend to residential properties under Bill 25-412."

This Committee regularly hears complaints about multi-family property owners failing to provide sufficient waste disposal services at their properties, leading to overflowing trash cans and dumpsters, rats and other pest issues, and other problems related to trash overflow. Such lack of sufficient disposal services can also exacerbate

illegal dumping in the District; because tenants cannot properly dispose of their waste at their residential property, often due to fear of rats, etc., they may dispose of it illegally.

Overflowing trash cans and dumpsters, as well as illegal dumping, can impose significant environmental, public-health, and economic harms. Discarded items can attract rodents, mosquitos, and other pests, which can then pose risks to human health. Finally, such nuisances can adversely affect property values and economic investment, as well as impose significant clean-up costs on the government or nonprofit stakeholders.

The Committee held a public hearing on October 19, 2023. The Committee voted unanimously in favor of the Committee Print of Bill 25-0412 at mark-up on December 21, 2023. As of April 20, 2024, Bill 25-0412 is official law.

K. Fraudulent Vehicle Tag and Parking Enforcement Modernization Amendment Act of 2023

B25-0435, the “Fraudulent Vehicle Tag and Parking Enforcement Modernization Amendment Act of 2023” was introduced on July 14, 2023 by Councilmember Brianne K. Nadeau, with Councilmembers Christina Henderson, Brooke Pinto, Matthew Frumin, and Janeese Lewis George co-introducing. As introduced, the bill’s intent is to “address the significant proliferation of long-expired temporary tags as well as outright counterfeit vehicle identification tags and the intentional obscuring of plates to avoid accountability.”

The Committee Print for B25-0435 eschews the amendatory language in the bill as introduced. It re-organizes existing law into a new, comprehensive statute governing parking enforcement, immobilization/impoundment, and abandoned and dangerous vehicles; approximately 70 percent of substantive text in the Committee Print is reorganization of existing statute.

By reorganizing and building on existing statute, the Committee Print establishes a unified and clearly-outlined authority for parking enforcement, immobilization, and impoundment. It is anticipated that there will be more policymaking on this matter in the years to come. Having a clean slate to work off of will make it easier for Council to amend and for agencies and judicial bodies to enact and interpret.

In addition to re-organizing and consolidating parking enforcement statute, the Committee Print includes new substantive provisions compared to B25-0435 as introduced. Most significantly, the existing standard that determines if a vehicle is boot/tow eligible – two unpaid tickets of any kind – is eliminated entirely. In its place, the print builds upon a “vehicle infraction points” system, first established in the STEER Act for ATE moving violations, by setting points for parking violations.

Determining immobilization/impoundment eligibility with a point system means that policy priorities can be more clearly expressed: the Committee Print defines a

new category of “safety-sensitive parking violations” that receive double the points of a typical parking infraction. Vehicles with legitimate but expired tags, including temporary tags, are issued points that quickly escalate the longer the expiration date has passed. In addition to points-based eligibility, there are certain conditions under which a vehicle is immediately boot/tow eligible. This includes “abandoned or dangerous vehicles” as well as a newly-defined category of “unidentifiable vehicles”. This category captures and refines the intent of B25-0435 as introduced, which is to establish clear and more immediate consequences for owners of vehicles that have expressed a clear intent to evade other traffic enforcement – whether by falsifying, obscuring, or forgoing use of a tag.

On October 4, 2023, the Committee on Public Works & Operations held a joint public hearing only with the Committee on Transportation and the Environment to consider Bill 25-422, the “Automated Traffic Enforcement Effectiveness Amendment Act of 2023” Bill 25-421, the “License Suspension Reform Amendment Act of 2023” Bill 25-435, the “Fraudulent Vehicle Enforcement Amendment Act of 2023” and Bill 25-425, the “Strengthening Traffic Enforcement, Education, and Responsibility (STEER) Amendment Act of 2023”. As of the filing of this report, Bill 25-0435 is awaiting second and final reading, having passed first reading of the full Council on December 3, 2024.

L. Self Storage Lien Enforcement Modernization Amendment Act of 2023

B25-0432, the “Self Storage Lien Enforcement Modernization Act of 2023” was introduced on July 14, 2023, by Councilmember Gray. It was referred to the Committee on Public Works & Operations on September 19, 2023. The bill amends the Self Storage Act of 2003 to grant more flexibility to self-storage facilities to alleviate burdens related to abandoned vehicles, watercrafts, and trailers. Specifically, it grants facilities the ability to have these vehicles towed away and better advertise property put up for sale. The legislation also adjusts mailing requirements related to notification, allowing facilities to contact owners via certificate of mail and for notifications of liens to be sent directly to facility business centers.

The Self Storage Act of 2003 outlines specific rules for self-storage facilities in the District related to the self-storage lien process. Currently, when a tenant does not make the rental payments on a storage units, facilities are allowed to sell the contents of the unit to recoup some of the cost of the missed payments. This includes vehicles, watercraft, and trailers. Current law dictates that two direct notices must be sent via mail to the last known address of the tenant. Facility managers often also contact tenants via the other contact information that they have on file, including phone number and email, because it is preferable to resolve the payment dispute instead of proceeding with a lien sale. After the period of notice has passed, facility managers may sell abandoned vehicles and first must advertise the sale via newspaper. Once advertised, the sale is conducted in-person at the storage facility. Alternatively, staff can have abandoned vehicles towed away from the property instead of pursuing a sale.

Self-storage facility managers have discussed the burden that the rules place on them, particularly because they operate with limited space, and these abandoned items can take up a significant portion of their real estate. They also noted that the current legislation is out of date and does not reflect the current commercial environment, and that these modernizations have been adopted in a number of states.

The Committee held a public hearing on December 6, 2023. The Committee voted unanimously in favor of the Committee Print of Bill 25-0432 at mark-up on February 8, 2024. As of June 12, 2024, Bill 25-0432 is official law.

M. Revised Project Labor Agreement Cost Threshold Amendment Act of 2023

B25-0469, the “Revised Project Labor Agreement Cost Threshold Amendment Act of 2023” was introduced on September 18, 2023, by Chairman Mendelson and referred to the Committee on Public Works and Operations with comments from the Committee on Executive Administration and Labor for consideration on September 19, 2023. The purpose of B25-0469 is to amend the Procurement Practices Reform Act of 2010 to revise the cost threshold for the required use of project labor agreements on construction contracts from \$75 million to \$50 million.

A project labor agreement (PLA) is an agreement with one or more labor organizations that establishes the terms and conditions of employment for a specific construction project. As a condition of being awarded a contract, the contractor must sign the negotiated PLA with any relevant union organizations. In return, labor strikes and similar disruptions are prohibited. This, in turn, ensures labor peace on high-cost government projects.

PLAs are accepted policy in the District, and the District has had a positive history with them since their implementation. In 2016, the council unanimously adopted the Procurement Integrity, Transparency, and Accountability Amendment Act of 2015, which included a provision that construction projects with an anticipated value of \$75 million or more include a PLA.

PLAs are also accepted policy at the federal level. On February 4, 2022, President Joe Biden issued an Executive Order requiring PLAs on federal construction projects. The project cost threshold set by this Executive Order was \$35 million. The new federal PLA requirement is also thought to alleviate coordination challenges on large, complex projects; raise quality standards for contractors bidding on federal projects; and reduce uncertainty in the contracting process by standardizing the work rules, compensation costs, and dispute settlement processes on construction projects. This bill brings the District into closer alignment with federal policy.

Based on the available research and the proven success of PLAs in the District and elsewhere, the Committee believes that, when designed properly, PLAs combat discrimination, promote jobs for local residents and local businesses, create quality jobs with health and retirement benefits, raise wages, promote quality apprenticeship programs and career opportunities, increase productivity, help small, local and

minority businesses, increase safety, and create value for taxpayers. They also help to reduce worker exploitation, which is widespread in the construction industry. The unethical practices of paying below standard wages or paying workers off the books is eliminated when entities utilize a project labor agreement.

This bill was first introduced in Council Period 24 as B24-0999 and received a public hearing in November of 2022. Therefore, an additional public hearing on this matter was not required. The Committee voted unanimously in favor of the Committee Print at mark-up on March 18, 2024. As of August 24, 2024, Bill 25-0469 is official law.

N. Director of the Department of Licensing and Consumer Protection Tiffany Crowe Confirmation Resolution of 2023

PR25-0420, the "Director of the Department of Licensing and Consumer Protection Tiffany Crowe Confirmation Resolution of 2023", was introduced September 19, 2023, by Chairman Mendelson at the request of the Mayor and referred to the Committee on Public Works & Operations for consideration on October 3, 2023. The purpose of PR25-0420 is to confirm the Mayoral appointment of Tiffany Crowe as the Director of the Department of Licensing and Consumer Protection.

Tiffany Crowe was appointed as Acting Director of the Department of Licensing and Consumer Protection by Mayor Muriel Bowser on September 7, 2023. She brings to DLCP over 15 years of experience, including five years in District government. Prior to this appointment, she served as Associate Chief Technology Officer, where her team focused on critical enterprise applications, including developing the District's "Test to Return" and "Test to Stay" forms and tracking system for students in response to COVID-19.

Ms. Crowe served as the Chief Operating Officer and Chief Administrative Officer at the Department of Consumer and Regulatory Affairs between 2019 and 2021, as the agency was operationalizing its division into DOB and DLCP. As Chief Administrative Officer, she led the formation of the District's Consumer Protection Unit; as COO, she led improvements to the Enforcement Division, including the establishment of the Alternative Resolution Team to address cases before needing to go to a full adjudicative hearing.

Between 2012 and 2019, she served as Senior Advisor and Counsel to the Associate Director of Supervision, Enforcement, and Fair Lending at the Consumer Financial Protection Bureau. A Ward 5 resident, Mrs. Crowe received a Bachelor of Arts in English from Indiana University and a Juris Doctor from the University of Maryland School of Law.

In the time she has served as Acting Director of DLCP, the Committee has found Ms. Crowe to be engaged and responsive. She has been immediately present in the community and appears to give considerable strategic thought to how to implement

new agency mandates such as the recently effective “Street Vendor Advancement Amendment Act of 2023”, a task that requires both administrative aptitude and the navigation of culturally sensitive community relations. The Committee believes that Ms. Crowe has both the professional experience and management skillset needed for the job ahead.

O. Amplified Sound Mitigation Regulation Amendment Act of 2024

B25-0749, the “Amplified Sound Mitigation Regulation Amendment Act of 2024”, was introduced on March 15, 2024, by Chairman Mendelson and co-introduced by Councilmembers Pinto, Bonds, and Nadeau. The goal of this legislation is to protect the vibrant musical and cultural history of neighborhoods, while establishing reasonable protections for residents from excessive amplified sound.

Complaints about sound level enforcement increased in 2017, when residents, particularly those in mixed-use areas, came to the Council about the lack of enforcement of DC’s Noise Control Act. Despite explicit authority granted to both the Metropolitan Police Department and the former Department of Consumer and Regulatory Affairs, the Executive testified that no agencies currently have the ability to enforce established noise levels during the daytime. The Council then introduced the Amplified Noise Amendment Act of 2018, and several subsequent versions to these challenges, but the legislation was overly punitive to street performers.

The introduced version of B25-0749 is the result of year of engagement with the music community. The legislation clarifies that the Department of Licensing and Consumer Protection is responsible for enforcement of amplified sound levels and sets reasonable and easily measurable maximum decibel levels for amplified sound in public spaces and modernizes standards for sound measuring devices.

The Committee Print adds a requirement that anyone using an amplified sound device on public space must first obtain an amplified sound license from the Department of Licensing and Consumer Protection. The device licensing structure is responsive to concerns from the Executive around enforcement capabilities and gives the Department of Licensing and Consumer Protection the tools to enforce sound decibel limits for amplified devices. The license is designed to be as low-barrier as possible and is exempted from requirements for tax documentation and other regulations, and the music community provided important feedback that the Committee used to improve the license.

The Committee held a public hearing on Bill 25-0749 on July 2, 2024 and July 3, 2024. The Committee voted unanimously in favor of the Committee Print of Bill 25-0749 at mark-up on November 25, 2024. As of the filing of this report, Bill 25-0749 is awaiting second and final reading, having passed first reading of the full Council on December 3, 2024.

P. Director of the Department of For-Hire Vehicles Jonathan M. Rogers Confirmation Resolution of 2024

PR25-0794, the “Director of the Department of For-Hire Vehicles Jonathan M. Rogers Confirmation Resolution of 2024” was introduced on May 8, 2024, by Chairman Mendelson. The mission of the Department of For-Hire Vehicles (“DFHV”) is to protect the public interest by regulating the vehicle-for-hire industry to allow residents and visitors of the District of Columbia to have safe, affordable, and accessible transportation options. DFHV provides licensing, adjudication, enforcement, and client services for drivers, taxicab companies/associations, and limousine companies, as well as residents and visitors who use public and private vehicle-for-hire services in the District.

Jonathan M. Rogers has been continuously employed in District government since 2012, when he started as a Capital City Fellow and ultimately was employed by the Mayor’s Office of Budget and Finance. He then spent nine years at the District Department of Transportation as a Policy Analyst. From 2019 until the time of his appointment as Acting Director of DFHV, he served as Chief of Staff for the Deputy Mayor for Operations and Infrastructure, where he at times performed interim leadership duties when the Deputy Mayor position was vacant.

Rogers has served in roles that are an asset for his candidacy as Director of DFHV. In particular, Chair Nadeau and Committee Staff have been able to work with him in his role as Chief of Staff for DMOI, which was also under the Committee’s jurisdiction. In that role, he demonstrated a clear understanding of complex policy problems that cut across agency jurisdictions; he also testified on behalf of DMOI before the Committee, where he demonstrated an ability to navigate providing testimony and answering detailed questions on the record.

When this Committee assumed oversight of DFHV at the start of Council Period 25, it identified the agency as in the midst of an “identity crisis.”³ In this period of uncertainty, DFHV had not had a permanent Director since David Do’s departure in 2022. Between the start of this Council Period and now, it is encouraging to see a renewed focus and energy at DFHV – especially as its various microtransit programs (e.g. Neighborhood Connect, School Connect) are winding down or being transferred out of the agency. The Committee believes that Rogers is well-positioned to steer the agency back to its core mission.

Below is a summary of the Committee’s policy recommendations for DFHV in the approved FY 2025 budget:

1. Avoid tasking the Department with new programs outside of its critical role as a regulator, traffic enforcer, and consumer protection entity;
2. Quickly assemble the required working group and transition plan for DC School Connect;
3. Establish a road map for universal e-hail for taxicabs; and,
4. Prioritize hiring new Vehicle Inspection Officers, establishing new enforcement shifts, and using new capital funding to acquire replacement enforcement vehicles; and

5. Invest in greater access to wheelchair-accessible vehicles in for-hire vehicle fleets.

Acting Director Rogers indicated in his responses to the Committee that he agreed with these priorities, as well as some of his own. He named a comprehensive update to Title 31 – i.e., nearly all of the District’s municipal regulations on for-hire vehicles – as a top priority within his first year. The Committee is aware that modernizing Title 31 has been a desire of the agency for several years and is glad to see Rogers highlight it.

Further, Acting Director Rogers highlighted the need to improve data transparency in the private for-hire vehicle sector – in particular, the importance of that data to advancing the agency’s contributions to Vision Zero traffic safety initiatives.⁴ Finally, the Committee would like to highlight from among his submitted responses a desire to expand the agency’s authority to regulate the “carrier-for-hire” industry (i.e. delivery apps), noting the recent and sudden proliferation of motor-driven cycles for deliveries as an example of an important industry development that District government must proactively respond to. The Committee looks forward to working with Rogers to implement this critical oversight.

Q. Carrier-For-Hire Oversight and Enforcement Act of 2024

Bill 25-0416, the “Carrier-For-Hire Oversight and Enforcement Act of 2024” was introduced on July 7, 2024, by Councilmembers Charles Allen and Brianne K. Nadeau. The primary purpose of B25-0416 is to grant the Department of For-Hire Vehicles the authority to enforce traffic violations against food and parcel delivery operators – hereafter referred to as “carriers-for-hire.”

The Committee Print for B25-0416 incorporates elements of B25-0620, the “For-Hire-Vehicle Trade Dress Requirement Enhancement Act of 2023”, which was introduced on December 7, 2023 by Councilmember Anita Bonds, and co-introduced by Councilmembers Brooke Pinto, Janeese Lewis-George, and Vincent C. Gray. The purpose of B25-0620 as introduced is to update the requirements for private vehicles-for-hire to display “trade dress” – a logo or insignia that indicates a vehicle is operating under a certain company.

There is a significant amount of crossover between vehicles-for-hire – which are regulated by DFHV – and carriers-for-hire, which are not. It is common for operators to switch between the two, alternating between transporting passengers and transporting meals, parcels, or groceries. When an operator makes this switch (or switches to another delivery app), they effectively switch from an activity that is regulated by D.C. Government to one that is largely unregulated.

As a major industry not housed under the oversight of any one part of D.C. Government, the Committee determined a clear need to clarify and strengthen agency oversight, and that DFHV is the appropriate regulatory and enforcement agency to do so. Delivery services constitute a sizeable segment of the local service economy, and

a significant proportion of the drivers and vehicle miles travelled on the Districts roadways. And yet, a full decade after its arrival, local oversight of this activity has not been established. Companies are not required to register with the city, obtain an industry-specific license, or share data that might inform policymaking.

The Committee Print of B25-0416 carries forward the intent of the emergency and temporary to grant DFHV full regulatory and enforcement authority over carriers-for-hire. To do so, the print closely mirrors existing statute on private vehicles-for-hire. The Committee Print establishes a new policy framework unique to carriers-for-hire: defining “delivery modes” and encouraging DFHV to work with companies to achieve a mode shift towards smaller, more efficient, and more sustainable vehicles.

The print fully standardizes industry trade dress by requiring DFHV approval and requiring companies to provide approved trade dress to operators. Because carrier-for-hire operators may not be using a motor vehicle, the print allows for trade dress to be displayed by other (approved) means – apparel worn by the operator or a thermal bag for holding deliveries, for example.

As of the filing of this report, Bill 25-0416 is awaiting second and final reading, having passed first reading of the full Council on December 3, 2024.

R. Director of the Office of Human Rights Kenneth L. Saunders Confirmation Resolution of 2024

PR25-0993, the “Director of the Office of Human Rights Kenneth L. Saunders Confirmation Resolution of 2024,” was introduced October 7, 2024, by Chairman Mendelson at the request of the Mayor. The resolution as introduced would confirm the appointment of Kenneth Saunders, a Ward 8 resident, as the Director of OHR, to serve at the pleasure of the Mayor.

The Office of Human Rights (“OHR” or “the Office”) is an agency whose purpose is to eliminate unlawful discrimination in employment, housing, public accommodations, and educational institutions for any reason other than that of individual merit. To that end, the Council has assigned OHR several important functions, chief among them the intake, mediation, and investigation of complaints under the D.C. Human Rights Act of 1977. The law prohibits discrimination in employment, housing, places of public accommodation, and educational institutions based on a robust list of protected characteristics. The Office must also enforce District residents’ language access rights, develop training for District agencies, educate the public on civil rights, coordinate District agencies’ affirmative action programs, and work to prevent bullying.

Mr. Saunders experience is extensive and highly relevant to the position for which he has been nominated. From 2001-2003, he served as the Executive Director of the Greater Shreveport Human Relations Commission in Shreveport, Louisiana, where he oversaw the daily operations of that office. He worked with the Mayor, City Council, and Parish Commissioners on issues of cultural awareness, investigations, and

discrimination issues in the city. He also developed a diversity training program for the city.

At his confirmation hearing, Mr. Saunders testified that his priorities will be recruitment and retention, expanding and strengthening the intake unit, holding more events, and conducting outreach to educate District residents on the services the agency provides. The Committee has heard from public witnesses in past performance oversight hearings that District residents believe the adjudication process is challenging and time-consuming for individuals to navigate, especially the discovery process. And it's especially hard if English isn't their first language. When asked what could be done to make the process less challenging and time-consuming for them, Mr. Saunders responded that they have to provide adequate limited or non-English speaker (LEP/NEP) services and stated his intent to work with the Committee to improve the process.

The Committee believes that Mr. Saunders brings a strong foundation to lead the OHR. His professional experience, his dedication to public service and human rights, and his vision for the agency makes him competent and qualified to serve as Director.

The Committee held a public roundtable on the resolution on November 20, 2024. The Committee voted unanimously in favor of the Committee Print at mark-up on November 25, 2024. As of the filing of this report, PR25-0993 is awaiting second and final reading, having passed first reading of the full Council on December 3, 2024.

IV. HEARINGS AND ROUNDTABLES

February 1, 2023	Performance Oversight Hearing: Mayor's Office of Community Affairs, Mayor's Office Lesbian, Gay, Bisexual, Transgender, and Questioning Affairs, Mayor's Office of Veterans Affairs, Mayor's Office of Religious Affairs, Emancipation Commemoration Commission
February 1, 2023	Performance Oversight Hearing: Office of Risk Management
February 6, 2023	Performance Oversight Hearing: Office of Administrative Hearings, Advisory Committee to the Office of Administrative Hearings
February 9, 2023	Performance Oversight Hearing: Office of Human Rights, Human Rights Commission
February 15, 2023	Performance Oversight Hearing: Department of For-Hire-Vehicles, Department of Public Works

February 22, 2023	Performance Oversight Hearing: Department of Licensing and Consumer Protection, Office of the Chief Technology Officer
February 28, 2023	Performance Oversight Hearing: Office of Contracting and Procurement, Contract Appeals Board
March 27, 2023	Budget Oversight Hearing: Office of Contracting and Procurement, Department of Licensing and Consumer Protection
March 29, 2023	Budget Oversight Hearing: Department of For-Hire-Vehicles, Department of Public Works
April 3, 2023	Budget Oversight Hearing: Office of Human Rights, Office of the Chief Technology Officer
April 11, 2023	Budget Oversight Hearing: Office of Risk Management, Office of Administrative Hearings
April 12, 2023	Budget Oversight Hearing: Mayor's Office of Community Affairs, Mayor's Office Lesbian, Gay, Bisexual, Transgender, and Questioning Affairs, Mayor's Office of Veterans Affairs, Mayor's Office of Religious Affairs
May 25, 2023	Public Hearing: B25-0069 - District of Columbia Public Schools Procurement Authority Amendment Act of 2023
September 20, 2023	<p>Public Hearing: B25-0298 - Black Queer History Commission Establishment Act of 2023</p> <p>PR25-0235 - Commission on Human Rights Teri Janine Quinn Confirmation Resolution of 2023</p> <p>PR25-0236 - Commission on Human Rights Motoko Aizawa Confirmation Resolution of 2023</p> <p>PR25-0237 - Commission on Human Rights Karen Mulhauser Confirmation Resolution of 2023</p> <p>PR25-0238 - Commission on Human Rights Henry Floyd, Jr. Confirmation Resolution of 2023</p> <p>PR25-0239 - Commission on Human Rights Antonesia Wiley Confirmation Resolution of 2023</p> <p>PR25-0240 - Commission on Human Rights Colin Rettammel Confirmation Resolution of 2023</p>
October 12, 2023	<p>Public Hearing: B25-0005 - Uniform Commercial Code Amendment Act of 2023</p> <p>B25-0151 - Open Movie Captioning Requirement Act of 2023</p>

	B25-0456 - Tenant and Rowhouse Short-Term Rental Clarification Amendment Act of 2023
October 19, 2023	Public Hearing: B25-0182 - Taking Rubbish Away from Small Homes Amendment Act of 2023 B25-0132 - Requirement to Provide Notice of Intent to Remove Public Litter Containers Amendment Act of 2023 B25-0412 - Litter Control Amendment Act of 2023
October 25, 2023	Public Hearing: B25-0282 - Housing Subsidy Contract Stabilization Amendment Act of 2023
November 1, 2023	Public Roundtable: PR25-0280 - Department of For-Hire Vehicles Melinda Bolling Confirmation Resolution of 2023 PR25-0420 - Director of the Department of Licensing and Consumer Protection Tiffany Crowe Confirmation Resolution of 2023
December 6, 2023	Joint Roundtable: B25-0319 - Fairness in Human Rights Administration Amendment Act of 2023 B25-0351 - Sexual Harassment Investigation Integrity Amendment Act of 2023 B25-0330 - Office of Administrative Hearings Jurisdiction Amendment Act of 2023 B25-0432 - Self Storage Lien Enforcement Modernization Amendment Act of 2023
January 24, 2024	Performance Oversight Hearing: Mayor's Office of Community Affairs, Mayor's Office of Religious Affairs, Mayor's Office of Veterans Affairs, and Mayor's Office of LGBTQ Affairs.
January 24, 2024	Performance Oversight Hearing: Department of Licensing and Consumer Protection
February 7, 2024	Performance Oversight Hearing: Department of Public Works
February 8, 2024	Performance Oversight Hearing: Office of Administrative Hearings. Commission on the Selection and Tenure of Administrative Law Judges, and Advisory Committee to the Office of Administrative Hearings
February 13, 2024	Performance Oversight Hearing: Office of the Chief Technology Officer and the Office of Risk Management
February 15, 2024	Performance Oversight Hearing: Office of Contracting and Procurement and Contract Appeals Board

February 16, 2024	Performance Oversight Hearing: Department of For-Hire Vehicles
February 21, 2024	Performance Oversight Hearing: Office of Human Rights and Commission on Human Rights
April 9, 2024	Budget Oversight Hearing: Department Of Public Works
April 10, 2024	Budget Oversight Hearing: Office of Administrative Hearings
April 22, 2024	Budget Oversight Hearing: Office of Contracting and Procurement
April 24, 2024	Budget Oversight Hearing: Mayor's Office of Community Affairs, Office of the Clean City, Mayor's Office of Veterans' Affairs, Mayor's Office of Religious Affairs, Mayor's Office of Lesbian, Gay, Bisexual, Transgender & Questioning Affairs, and the Department of For-Hire Vehicles
April 26, 2024	Budget Oversight Hearing: Department of Licensing and Consumer Protection and Office of Human Rights
May 2, 2024	Budget Oversight Hearing: Office of Risk Management
May 2, 2024	Budget Oversight Hearing: Office of the Chief Technology Officer
June 5, 2024	Public Roundtable: PR25-0696 - Director of the Office of Veterans Affairs Charlette K. Woodard Confirmation Resolution of 2024
June 26, 2024	Public Roundtable: Sexual Harassment Investigation Report
July 2, 2024	Public Hearing: B25-0749 - Amplified Sound Mitigation Act of 2024 B25-0639 - Licensing for Accountability of Management of Properties (LAMP) Amendment Act of 2023
July 3, 2024	Public Hearing: B25-0749 - Amplified Sound Mitigation Act of 2024 B25-0639 - Licensing for Accountability of Management of Properties (LAMP) Amendment Act of 2023
October 2, 2024	Public Roundtable: The Zero Waste DC Plan and Recycling in the District

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| November 20, 2024 | Public Roundtable: PR25-0993 - Director of the Office of Human Rights Kenneth L. Saunders Confirmation Resolution of 2024 |
| December 4, 2024 | Joint Roundtable: Technology and Inter-Agency Coordination Issues at the Office of Unified Communication. |
| December 11, 2024 | Public Hearing: B25-0922 - Strategic Parking Enforcement Enhancement Act of 2024
B25-0924 - Opening Worker-Ownership: A New Economic Resilience Strategy (OWNERS) Amendment Act of 2024 |

V. SUMMARY OF BUDGET RECOMMENDATIONS

The Committee recommended a number of changes to the Mayor’s proposed FY24 and FY25 operating and capital budgets. To see the Committee’s recommended changes, please refer to the following documents:

- [Report and Recommendations of the Committee on Public Works & Operations on the Fiscal Year 2024 Budget for Agencies Under Its Purview](#)
- [Report and Recommendations of the Committee on Public Works & Operations on the Fiscal Year 2025 Budget for Agencies Under Its Purview](#)

VI. COMMITTEE ACTION

On December 18, 2024, the Committee on Public Works & Operations met to consider the Council Period 25 Activity Report. The meeting was called to order at 3:15 p.m. Chairperson Brianne K. Nadeau recognized a quorum consisting of herself and Councilmembers Robert C. White, Jr., and Brooke Pinto. She then opened the floor for discussion.

Chairperson Nadeau, without objection, moved the Committee Activity Report, with leave for staff to make technical, conforming, and editorial changes. After an opportunity for discussion, the Committee voted 3 to 0 to approve the Committee Activity Report, with the members present voting as follows:

- | | |
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| YES: | Chairperson Nadeau and Councilmembers Robert C. White, Jr. and Brooke Pinto |
| NO: | None |
| PRESENT: | None |
| ABSENT: | Councilmember Janeese Lewis George, Councilmember Trayon White, Sr. |