



Adams Morgan Partnership BID ★ Capitol Hill BID ★ Capitol Riverfront BID ★ Coalition for Smarter Growth
Destination DC ★ 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
1440 G Street NW ★ Washington, DC 20005 ★ 202-681-0509 ★ info@dcstcoalition.org

**Testimony by David Alpert, Executive Director
DC Council Committee on Transportation and the Environment
Public Roundtable: The Integration of Automated Vehicles in the District
January 31, 2019**

Dear Chairperson Cheh and members of the Committee,

I am David Alpert, Executive Director of DC Sustainable Transportation. DCST is a coalition of business, advocacy, and government entities who work together to make DC a global leader with frequent, rapid, safe, affordable, and reliable transportation to, from, and around DC job centers.

DCST was awarded a grant by the District Department of Transportation to manage a study of the impact of autonomous vehicles on the District, which was required by this Council in the Budget Support Act for Fiscal Year 2019 to consider impacts including but not limited to the following factors (emphasis added):

1. “The effect on the District’s **economy**, including economic development and employment;
2. “The impact on the District **government’s revenue**, including motor vehicle excise taxes, motor vehicle registration fees, motor vehicle fuel taxes, residential parking permit fees, parking meter revenue, fines and fees relating to moving infractions or parking, standing, stopping, and pedestrian infraction, commercial parking taxes, insurance taxes;
3. “The impact on the District’s **infrastructure**, traffic control systems, road use, congestion, curbside management, and public space;
4. “The impact on the District’s **environment and public health**;
5. “The impact on **public safety** in the District, including the safety of other road users such as pedestrians and bicyclists;
6. “The impact on the District’s **disability community**;
7. “The impact on the various **transportation modes** in the District, including mass transit, shared-use vehicles, and public and private vehicles-for-hire; and
8. “The need for and use of autonomous vehicle **data**, including data from autonomous vehicle manufacturers and public and private vehicle-for-hire companies.”

DCST issued an RFP on August 29, 2018 and received 8 highly responsive bids. A selection committee including members from DDOT, the DC Office of Planning, DMPED, the Southwest BID, and the NoMa BID reviewed the applications, interviewed finalists, and ultimately awarded the contract to AECOM on October 24, 2018 after signing an MOU with DDOT for the grant.

AECOM has been working with a steering committee including members from DDOT, the DC Office of Planning, DMPED, the Southwest BID, and the Downtown DC BID on this study. Thus far, AECOM has obtained needed data from DC agencies, drafted initial recommendations for future projects, and formulated some potential scenarios, which we will be reviewing with a stakeholder meeting shortly and then releasing publicly as part of the required first interim report.

A second interim report will be forthcoming as well, followed by a final report on or before June 30, 2019, as required by Council.

The recommendations for the first interim report revolve around further analyses or other projects which can build upon the work of this study to advance public policy around autonomous vehicles. We are providing these recommendations early because of the desire to inform the Mayor's and then Council's budget processes, both of which will conclude before the study's final report is issued.

The preliminary initial recommendations are as follows. For items which we suggest be funded in whole or in part in FY2020:

1. Allocate funding for an **analysis of pricing strategies in the District**, including analysis of how different pricing strategies would be compatible with the introduction and adoption of automated vehicles.
 - Collaborate with the full metropolitan region if possible.
 - Define goals and objectives, develop performance measures, and conduct a performance evaluation of several alternative pricing strategies.
2. Support the creation of **two dedicated emerging technology staff members** at DDOT in FY 2020, and two additional in 2021.
 - These staff positions will support the implementation, regulation, public engagement and information, funding, and oversight needs related to emerging technology in the District, in addition to important coordination roles within the region and with neighboring jurisdictions.
3. Support **initial pilot projects** with other organizations or private entities, such as the Southwest BID, including AV and CV technologies.
 - Develop and implement an equity analysis methodology for pilots and future programs.

Further, there are two recommendations for items which we suggest be funded in FY2021:

4. Conduct a needs-based analysis to **identify specific infrastructure investments** needed to adapt to AV deployment.
 - Address the quantities and types of infrastructure needed, as well as the potential to adaptively reuse infrastructure over time. Examine other emerging technologies such as CV and EV technologies' impact on infrastructure related to AV use.
 - Initial assessment in 2021 to provide guidance to a more detailed analysis in within the following three years.

5. Review and analysis of **policy and regulation** needed to accommodate AV technology and services.
 - Development of recommendations for data, land use, zoning, and other policy or regulatory changes as needed.

I am happy to take any questions and look forward to continuing to update the Committee and Council as this study progresses.

Thank you,

A handwritten signature in black ink, appearing to read "David Alpert". The signature is written in a cursive, flowing style.

David Alpert
Executive Director
DC Sustainable Transportation