



DC TRANSPORTATION EQUITY NETWORK

**DC Council Transportation & Environment Committee
Comprehensive Electric Vehicle Infrastructure Access, Readiness, and
Sustainability Amendment Act of 2023
July 24, 2023**

Dear Chair Allen and Members of the Committee,

My name is Kai Hall and I'm the coordinator for the **DC Transportation Equity Network (DC TEN)**. The DC TEN is a cross-sector coalition of organizations, managed by Greater Greater Washington, committed to seeing a complete transportation system that ensures vulnerable residents are accounted for in the District. 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.

Our members include: Disability Rights DC, MedStar Washington Hospital Center, So Others Might Eat, DC Families for Safe Streets, the Washington Area Bicyclist Association, and Citizens Climate Lobby DC, to name a few.

I'm testifying on behalf of the DC TEN in opposition to this bill. While the District should proactively work to incorporate electric vehicles into our transportation ecosystem, **this bill risks privatizing valuable public curbside space for the exclusive use of EV drivers.** The Council should not repeat the mistakes of the past that allow innovations in the private automobile industry to undermine the walkable and accessible urban fabric we've collectively been working so hard to cultivate in the District.

If the Committee decides to move forward with this legislation, it should ensure that the District's implementation of EV chargers are aligned with long-term moveDC and Vision Zero plans by **explicitly prohibiting the installation of public chargers along moveDC's Transit Priority Network and Bicycle Priority Network.** The Committee should also ensure that sidewalk and curb accessibility for children,

seniors, and residents with disabilities are not hindered by EV charging equipment. Similarly, **the Committee should guarantee that EV charging infrastructure in the District aligns with the 2010 Americans with Disabilities Act standards of accessible design and the US Access Board’s EV charging infrastructure recommendations.** We would like to see clear language outlining the actions that will be taken if DDOT does not comply with these accessibility requirements and recommendations.

moveDC, the District’s long-range transportation plan, defines transportation equity as “the shared and just distribution of benefits and burdens when planning for and investing in transportation infrastructure and services. Just distribution means investing in the communities and areas that are in the greatest need.” We urge the Committee to keep this official definition of transportation equity in mind by prioritizing the needs of residents who walk, roll, bike, and use transit to meet their daily needs.

We commend the bill for explicitly requiring at least four free charging stations in each ward so all DC residents who drive can participate in the combustion-to-electric transition in car technology. However, four charging stations per ward will likely be insufficient if electric vehicle ownership continues to increase. We urge the Committee to outline specific minimum targets that DDOT is required to meet per ward beyond January 1, 2024.

The Committee may also consider tying safe streetscape renovations, aligned with Vision Zero goals, to the installation of public EV chargers. The Committee may also prioritize the placement of EV charging infrastructure in off-street spaces like grocery stores, hospitals, residential parking lots, office parking lots, and public parking lots. One EV charger may require at least 324 square feet of dedicated curbside space to accommodate two EVs on the curb ([based on California’s standard of 18 feet x 9 feet for EV spaces](#)), an exorbitant amount of street space to commit to private vehicles at the expense of other forms of transportation.

Finally, we would like to emphasize that electric vehicles are but one tool in our toolbox to fight climate change and provide transportation choices for residents. Electric vehicles, while important for reducing on-street carbon emissions, may actually bring the District further away from achieving our Vision Zero goals. The Chair of the National Transportation Safety Board, Jennifer Homendy, expressed [concerns about pedestrian and driver safety](#), highlighting the potential for increased road fatalities, due to the heavier weights of EVs compared to conventional cars.

As the Committee looks for ways to incorporate EVs into our transportation

ecosystem, safety and equity should be top of mind.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Kai Hall". The signature is written in a cursive, flowing style.

Kai Hall

Coordinator

DC Transportation Equity Network