Request for Information

AUTONOMOUS VEHICLE PILOT PROJECT – 10TH STREET SW, ALSO KNOWN AS L’ENFANT PLAZA

In Partnership with:

[Logos of District Department of Transportation and District of Columbia Office of Planning]
BACKGROUND

The Southwest Business Improvement District (SWBID) is a 501(c)(6) corporation that works to enhance the Southwest quadrant of Washington, DC. The SWBID was legislatively established by D.C. Act 20-366 in June of 2014, with public-facing operations beginning in 2015. The SWBID spans 483 acres in Southwest DC and works to enhance its connectivity, improve the state of infrastructure, and strengthen the area’s identity as a lab for transformative urban technologies within the nation’s capital.

The Office of the Deputy Mayor for Planning and Economic Development for the District of Columbia has convened an interagency taskforce to study and provide guidance to legislators and regulators on the new technologies emerging from the introduction of driverless vehicles into major American cities.

Washington, DC is working to proactively prepare for autonomous vehicle (AV) technologies and has already approved a pilot for Starship Technologies delivery robots, a ground-based, autonomous, personal delivery device that is sidewalk-friendly. Our vision is to keep Washington, DC on the cutting-edge of AV technology and serve as a showcase for both national decisionmakers and the public to familiarize themselves with this emerging technology.

Building on the success of the Starship Technologies pilot, the SWBID is collaborating with the District of Columbia’s Interagency Autonomous Vehicle Working Group to lay the groundwork for the District’s first AV pilot on 10th Street SW, also known as L’Enfant Plaza. The District’s Interagency AV Working Group includes representatives from: the Executive Office of the Mayor, Deputy Mayor’s Office of Planning and Economic Development (DMPED), Office of the City Administrator, District Department of Transportation (DDOT), Homeland Security and Emergency Management Agency, Fire and Emergency Medical Services Department, Department of Motor Vehicles, Office of the Chief Technology Officer, Metropolitan Police Department, Office of Planning, Department of General Services, Department of For-Hire Vehicles, Department of Energy and the Environment, and the Office on Aging, Office of Disability Rights.

10th Street SW, also known as L’Enfant Plaza

10th Street SW, also known as L’Enfant Plaza, is the primary route connecting the National Mall at Independence Ave and the Southwest Waterfront at the Banneker Memorial. It is located less than a mile from Capitol Hill and is the site of the US Department of Energy, L’Enfant Plaza Metrorail and VRE stations, the L’Enfant Hotel, and the relocated International Spy Museum (opening 1Q 2019). Approximately 60,000 office workers are located within a half mile of 10th Street SW and the street is bookended by the National Mall, which draws over 20M annual visitors, and the new Wharf development, which opened on October 12, 2017. The Wharf Phase I is a $2 billion mixed-use project that includes three hotels, a 6000-person music hall, offices, residential, restaurants, recreation facilities, and 10 acres of public space.

The SWBID currently partners with the Wharf, JBG Smith, and the International Spy Museum to operate the Southwest Neighborhood Shuttle (“the SW Shuttle”). The SW Shuttle operates seven days a week on a 1.6-mile loop that runs Maine Ave. SW, 7th St. SW, Independence Ave. SW, and 10th Street SW with four stops and 10-minute headways.
10th Street SW is also the centerpiece of the National Capital Planning Commission’s SW Ecodistrict Initiative. The resulting SW Ecodistrict Plan: A Vision for a More Sustainable Future calls for making a more livable Federal Center South community by creating a well-connected, high performance environmental showcase.

The District and the SWBID are interested in exploring an urban autonomous vehicle solution to support several related objectives:

- Advancing toward the Ecodistrict’s goals by providing a sustainable transportation connection that helps activate this corridor;
- Preparing for a more autonomous transportation system, beginning with a pilot in a relatively stable environment and building from there; and
- Supporting the District’s goals to reduce single occupant vehicle travel by providing a shared mobility option.

The street itself is a separated two-lane collector with ample public ROW and low traffic volumes. The 2014 average annual daily vehicle volume estimate for 10th St. SW is only 4,300. The ROW varies from North to South, with a general roadway configuration of 25’ lanes both northbound and southbound, separated by a median that averages 40’. Both the northbound and southbound lanes currently have street parking. The standard parking lane is 8’. 10th Street SW does not have any cross traffic and does not require interaction with any existing city traffic signals. There is a safe turnaround point at each end of the designated route, with the possibility of the southern turnaround requiring comingling with other traffic.

Standard 10th Street Cross Section (Northern Section)

PURPOSE

The purpose of this Request for Information (RFI) is to engage the AV community and associated technology providers to gather information on potential partnerships, solicit industry input on the policies and procedures that will guide future pilot projects within the District, assess available technology for achieving the aims of this project, and better understand the needs associated with successfully launching a pilot here on 10th Street SW, also known as L’Enfant Plaza. Ultimately, we would like to use AVs as a first-mile, last-mile mobility solution to connect major transit hubs such as L’Enfant Plaza with major destinations such as the Wharf and the National Mall. This RFI is the first step in a process to implement one or more AV pilot projects in the District for such a transit-oriented AV mobility solution.

We encourage responses from a variety of companies, manufacturers, institutions, and non-profit organizations that are interested in being involved in an AV pilot in the District. We prefer
responses from teams that would resemble the partners necessary to launch a pilot, but we will accept responses from a single entity. This may include, but is not limited to, the following:

- Equipment manufacturers;
- Technology companies;
- System integrators;
- Consultant services;
- Mobility solution providers;
- Research entities

KEY DATES

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<th>Event</th>
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<tr>
<td>RFI Released</td>
<td>February 12, 2018</td>
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<tr>
<td>Last Day to Submit Questions on the RFI</td>
<td>February 26, 2018</td>
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<tr>
<td>SWBID response to Questions</td>
<td>March 9, 2018</td>
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<td>RFI Due</td>
<td>April 13, 2018</td>
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INFORMATION REQUESTED

This RFI is an effort to understand the current capability of AV manufactures and technology providers to serve as a mobility option for users and inform how an AV pilot project on 10th Street SW, also known as L’Enfant Plaza, should be structured to ensure success.

Responses should not exceed 10 pages.

Applicants should include the following sections:

- **Team/Company Contact:** company name(s), address(es), contact name, contact information
- **Response Summary:** describe the company/team’s interest; AV vehicle and/or technology offered; overall approach for delivering the product(s) and/or service(s); experience/expertise of company/team; how the technology offered may address the goals and aims expressed in this document
- **Project Approach:**
  - Readiness and capabilities of technology offered, which may include:
    - Level of automation
    - Previous testing or pilot projects with/without passengers, including incident and crash related information
    - Other
  - Physical infrastructure requirements, which may include:
    - Roadway design
    - Power, if necessary
    - Charging infrastructure, including charger type, impact on the grid, and frequency of charging
    - Maintenance and operations facilities, including staging and storage
    - Other
  - Data infrastructure requirements, which may include:
- Mobile device and communications networks, specifically with the interoperability to work with the District’s existing application efforts
- Data storage
- Radio equipment for vehicle-to-infrastructure communication
- Other
  - System operation plan for AVs
  - Staffing and training plan
  - Cybersecurity protections and protocols
  - Safety measures, including a description of priority safety design elements as described in NHTSA’s Automated Driving Systems 20: A Vision for Safety published in September 2017
  - Public outreach
  - Innovative business/partnership models that support the pilot project and ultimately deployment of AVs in the District
  - Metrics to measure the progress and success of the project
  - Insurance/Liability
  - Legal requirements
  - Data sharing framework

- **Roles:** The optimal role of the SWBID, District Government, and other project partners
- **Respondent’s Capabilities:** describe the history and structure of the organization(s), direct relevant experience on similar AV projects, and resources available to perform the work suggested in the project approach
- **Additional Information and/or Suggestions**

**RESPONSE SUBMISSION**

All responses must be submitted electronically in one PDF file to: AVRFI@swbid.org

**Deadline for Responses:** Friday, April 13, 2018

**Questions:** AVRFI@swbid.org

This RFI will not result in a contract with The SWBID or partnering DC agencies. A separate solicitation through a Request for Proposals (RFP) may result following the review of the RFI responses. This document does not obligate the SWBID, the District of Columbia or its agencies to issue an RFP.

If certain portions of your response are considered confidential and proprietary, please mark sections as such and provide a separate redacted copy for sharing electronically with DC agencies. Because DC government is a partner in this project, we cannot guarantee that the information provided by respondents will not be subject to public release through a Freedom of Information Act (FOIA) request.