

**GOVERNMENT OF THE DISTRICT OF COLUMBIA**

*District Department of Transportation*



Public Hearing on

B25-0106, the Comprehensive Electric Vehicle Infrastructure Access, Readiness,  
and Sustainability Amendment Act of 2023

Testimony of  
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Before the  
Committee on Transportation and the Environment  
The Honorable Charles Allen, Chairperson  
Council of the District of Columbia

Wednesday, July 12, 2023  
2:00pm – 5:00pm  
John A. Wilson Building  
1350 Pennsylvania Avenue, N.W.  
Washington, D.C. 20004

Good afternoon, Chairperson Allen, members of the Committee, and staff. My name is Matthew Marcou, Chief of Staff of the District Department of Transportation, commonly referred to as DDOT. I am here today to present testimony on behalf of Mayor Muriel Bowser and DDOT Director Everett Lott on B25-0106, the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2023.

DDOT fully supports the overarching intent of the bill to promote electric vehicle (EV) adoption and expand the region's EV infrastructure. We would like to take this opportunity to address specific provisions that can be brought into closer alignment with existing District government EV goals. Our agency recognizes the pivotal role that electric vehicles play in achieving the District's climate goals, which aim to foster a healthy and sustainable environment for both residents and visitors. Moreover, EV adoption aligns directly with DDOT's sustainability-focused moveDC goals, which strive to reduce transportation-related greenhouse gas emissions.

First, as drafted, the bill appears to assign responsibilities to DDOT that more closely align with the work of the District Department of Energy and Environment (DOEE), such as the requirement to develop an EV Deployment and Management Plan. Additionally, the bill sets EV charging station installation

targets that far exceed the District's projected needs. We'd also like to clarify our vision for where charging stations would best serve the public.

I begin my testimony emphasizing DDOT's support for prioritizing the installation of EV charging on publicly accessible private commercial properties and in private residences, rather than on public curbside locations. Public curbside EV charging runs counter to the agency's efforts to create a safer and more dynamic curbside, which includes protected bike lanes, bus islands, bus lanes, pick-up and drop-off zones, and commercial loading zones. For example, the installation of any curbside EV charger on a given block could prevent the development of any protected bike lane or bus-only lane on that block. Curbside charging would also result in *de facto* reserved spaces for EV's, limiting parking availability for non-EV owners, including those who are less likely to own electric vehicles due to their higher price point.

I will now present DDOT's position on the specific provisions of the proposed bill. Regarding the grant program provision, DDOT believes that if the EV grant program proposed in the bill were established, it should not be administered by DDOT, as the agency does not typically administer grant programs targeted towards private residences and businesses. We note that DOEE administers multiple grant programs aimed at implementing environmentally-friendly improvements to private property. As DOEE has testified, it will be

important to carefully design the grant program to ensure that it does not duplicate or conflict with existing tax credit and incentive programs.

DDOT also believes the proposed target of 7,500 charging stations in the bill far exceeds the District's projected needs. The bill defines a charging station as having two or more ports, meaning the bill's target is at least 15,000 charging ports. In the Transportation Electrification Roadmap, DOEE projects that the District will require approximately 601 publicly available level 2 charging ports, 108 publicly available level 3 ports, and 866 workplace charging ports by 2027 rather than 15,000 or more charging ports. Since the bill requires all 15,000 charging ports to be publicly available, and workplace chargers are distinct from publicly available chargers, the bill's target is 20 times the number of publicly available charging ports DOEE projects will be needed.

Furthermore, DDOT believes the January 1, 2024, target of 50 EV charging stations is unnecessary. The larger EV charging station target number provides sufficient guidance to the Executive, and any sub-targets may hinder strategic planning and execution.

Finally, DDOT believes DOEE should be the primary agency responsible for developing the EV Deployment and Management Plan outlined in the bill, as

DOEE is already listed in the Transportation Electrification Roadmap as the lead agency for gathering most of the information required.

To close my testimony, I would like to reiterate DDOT's commitment to advancing the District's climate goals, and it has done so in several ways. For example, DDOT is utilizing National Electric Vehicle Infrastructure (NEVI) funding to deploy direct current fast chargers along federally-designated alternative fuel corridors. Additionally, DDOT will continue our commitment to our sustainability-focused moveDC goals, which encompass increasing non-automobile commute trips, electrifying the DDOT fleet and Circulator buses, and expanding our bicycle and pedestrian networks. We eagerly anticipate collaborating with the Council to meet the District's climate goals.

Thank you for affording me the opportunity to testify. I look forward to further discussion on this proposed legislation.