


Government of the District of Columbia
Office of the Chief Financial Officer



Jeffrey S. DeWitt
Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Jeffrey S. DeWitt
Chief Financial Officer 

DATE: March 29, 2018

SUBJECT: Fiscal Impact Statement – Personal Delivery Device Act of 2018

REFERENCE: Bill 22-19, Draft Committee Print as shared with the Office of Revenue Analysis on March 28, 2018

Conclusion

Funds are sufficient in the fiscal year 2018 budget and the proposed fiscal year 2019 through fiscal year 2022 budget and financial plan to implement the bill.

Background

In 2016, the District implemented a pilot program for the operation of automated personal delivery devices.¹ The pilot program allowed a company to apply for up to five autonomous devices to operate in public space, such as sidewalks and crosswalks, to deliver goods to a resident or business. The pilot program was slated to expire on December 31, 2017, but it was extended in early 2018.²

The bill makes the Personal Delivery Device Program (Program) permanent with a few changes. The bill does not impose a device limit on participants and increases the weight limit from 50 pounds to 90 pounds per device. The bill authorizes the District Department of Transportation (DDOT), which implements the pilot program, to issue rules regarding the permanent program, including permit fees beyond the \$250 application fee. The bill also requires the personal delivery device companies to report to DDOT information about who is using the devices for deliveries, how many deliveries each device makes, the duration and route of each trip, a map showing the

¹ Personal Delivery Device Pilot Act of 2017, effective October 8, 2016 (D.C. Law 21-160; D.C. Official Code § 50-1551 et seq.).

² Personal Delivery Device Pilot Program Extension Emergency Amendment Act of 2017, enacted January 3, 2018 (D.C. Act 22-225, 65 DCR 129) and Personal Delivery Device Pilot Program Extension Temporary Amendment Act of 2017, enacted January 31, 2018 (D.C. Act 22-243; 65 DCR 1368).

The Honorable Phil Mendelson

FIS: Bill 22-19, "Personal Delivery Device Act of 2018," Draft Committee Print as shared with the Office of Revenue Analysis on March 20, 2018

frequency of trips, and information on collisions or other incidents. DDOT can fine a company operating a device without a permit up to \$5,000.

Financial Plan Impact

Funds are sufficient in the fiscal year 2018 budget and the proposed fiscal year 2019 through fiscal year 2022 budget and financial plan to implement the bill. DDOT's current pilot program has one company with five devices operating in the District. The expansion of the device weight limit from 50 pounds to 90 pounds and the lifting of the five device limit should encourage additional participation in the Program, but DDOT does not expect there to be significantly more participation. DDOT can absorb any implementation costs within its existing budget. The bill also allows DDOT to impose permit fees through the rulemaking process that could help off-set any costs associated with unexpected growth in the Program. Application and permit revenues will be deposited into the District's Local Fund, but participation in the Program is unknown and the amount of any potential revenues is uncertain.