Thank you Chairman Green, Vice Chair Patton, Ranking Member Sheehy, and members of the committee. I'm Michael Stevens, Chief Innovation Officer for the City of Columbus. In that role I am leading the City's Smart Columbus efforts.

There is not a single definition for what makes a Smart City. As part of the Smart Columbus initiative, we are defining a smart city as one that provides equitable access to opportunity. It's one where we are working to connect our neighborhoods and residents through mobility solutions in an effort to improve the quality of life for all our residents.

The City of Columbus' Smart City efforts are focused on people and not just the technology advances that are being utilized by smart cities. It's easy to get caught up in the different sensors, the Internet of Things. But that's the how of smart cities. We can't lose sight of the people in the community, which is the WHY of smart cities.

The ongoing changes in technology and mobility are better connecting our community and are generating a significant amount of data. In order to most efficiently use this data, the City is developing an integrated, holistic approach to open data. We are working on collecting, aggregating, and fusing not only transportation data and other city data but data from throughout the community – both public and private. By working with the private, academic, and not for profit sectors the city can help facilitate innovative and creative solutions to the challenges of our city and region.

Broadly speaking, as the winner of the USDOT Smart City Challenge, Columbus has the opportunity to demonstrate innovative projects that are rooted in improving the quality of lives for our residents through the use of data, technology and new mobility options. More specifically, we are conducting a research project for the City of Columbus, Ohio, the US Department of Transportation and the world.

Everything that we are doing as part of the Smart Columbus Program is rooted in Mayor Ginther's guiding principle that we view mobility as the great equalizer of the 21st century. If we can make mobility options easily accessible to all residents, they will be empowered to improve their lives. Broader access to multi modal transportation options through applications, payment systems and micro transit, to only name a few, will not only create more riders for COTA, but will make access to opportunities and services open to all our residents.

In our Smart City Challenge Grant Application, we envisioned deploying 6 self-driving shuttles at Easton Town Center to connect transit riders to employment opportunities and services. Throughout our deployment planning process we have always envisioned having an operator on the self-driving shuttles throughout the duration of the demonstration project. This technology is new, and we are still learning about how it can best benefit the City of Columbus.

Unfortunately, autonomous vehicle technology isn't advancing fast enough to deliver on our originally-proposed project so we continue to work with the U.S. Department of

Transportation to develop a use case for self-driving vehicles that will allow us to evaluate how this type of micro-transit can be used to help solve the “First Mile Last Mile” challenge many public transit riders face. We still want to test self-driving technology and how it can be used to improve the ability for all of our residents to access opportunity, services and jobs.

It is important that we continue to learn from other cities where self-driving vehicles have been deployed and we want to learn from their successes and challenges. It’s clear from demonstrations across the country that we still have a lot to learn about self-driving technology and Columbus wants to deploy our project in the safest and most efficient way possible.

A major component of the Smart City Challenge grant is to learn, try innovative approaches and to pivot as necessary and that is what we are doing. We have an opportunity to continue to learn how this disruption in technology will impact local employment and help determine how to best prepare for future workforce needs and skills.

We don’t know yet what future job opportunities will be, but we do know that as with previous technological disruptions new opportunities will arise and we need to make sure the workforce throughout Ohio is best positioned to adapt.

The Smart Columbus Program work continues. We have spent the past year and a half finalizing our program management documents and conducting end user engagement including innovation sessions, focus groups, surveys and casual conversations. In 2018 we will finalize our technical documents that lead to our system requirements and project design and procurement. Simultaneously, we will develop performance measures and finalize the definition of success for each project in conjunction with stakeholders, partners and end users.

In 2019 and 2020, will see the deployment of projects. We have learned a great deal in the last 2 years and will continue to learn as we go. From the start our success would not have been possible without our collaboration with the private sector and academia. Specifically I want to recognize the Columbus Partnership and The Ohio State University for the significant contributions they have made to our Smart Columbus efforts. We want to continue the Smart Columbus model where we partner with the public, private, and academic sector to explore innovative approaches to equity and access. Data will be a key component of that work, helping us make evidence based decisions.

Let me conclude by expressing my appreciation for the opportunity to provide a brief overview of the Smart Columbus work. I am happy to answer any questions.