

Autonomous Vehicles Accord: Global Cities' Vision for the Future

With the support of Bloomberg Philanthropies and the Aspen Institute, the cities of Austin, Buenos Aires, Helsinki, London, Los Angeles, Nashville, Paris, São Paulo, Tel Aviv, and Washington D.C. have agreed to use the principles below to guide our decision-making around autonomous vehicles. We encourage cities throughout the world to join us as signatories, increasing the collective power of cities as visionaries and decision makers in this transition.

Cities have a range of powers and authorities that can be used to shape markets and explore partnerships with the private sector that will benefit city residents:

- **We undertake large-scale procurements with significant buying and borrowing power**
- **We regulate mobility-related operations**
- **We manage city space and access to space**
- **We zone for land use and approve land use changes**
- **We can create pricing mechanisms that influence behavior, raise money, or both**
- **We represent people and influence public debate**

We believe that adhering to the principles laid out below when exercising our powers will help our cities benefit from a transition to autonomous vehicles. We share the common goals of improving city functions and residents' quality of life. As AVs are not an end in themselves, we must take an active approach to ensure they support and do not risk these outcomes. AVs should help cities achieve the following goals:

Be Accessible. Cities can exploit the lower operating cost of AVs to increase frequency, reduce cost, lower congestion, and improve quality of mobility services, especially for the most vulnerable citizens, and for areas, groups, and times that are currently underserved. To help companies better understand and respond to city imperatives, cities should work with underserved residents to determine and articulate specific needs around accessibility and integration, and to ensure that proposed solutions truly meet their needs.

Be Adaptive. The challenges cities face are constantly evolving, and AVs can support solutions to existing and emerging problems. Cities and partners can work together to see that the hardware and software technologies that make AVs possible are aligned to the real needs within cities and crafted for adaptation over time.

Be Comprehensive. Like the automobile, autonomous vehicles have the potential to affect almost every aspect of city life, and cities should be broad and inclusive in planning for this future. That means working across departments so that all city leadership understands the value and challenges of this technology, and works together toward a desirable future. Further, cities should consider how a broad range of regulatory tools and incentives, including and beyond the remit of the transportation department, can help them create the future they want with AVs.

Be Healthy. One of the strengths of cities is their ability to offer a range of mobility choices, including active modes like walking and biking. AVs should be integrated into and used to support, not displace, active transportation. Any new or modified infrastructure for AVs should expand sidewalks, bike lanes, and similar infrastructure. Cities should also give priority to AVs that improve air quality, which would have multiple benefits for human health.

Be Human-Centered. AVs should make cities better for all of the people who live there, and increase social cohesion and resilience. Cities should ensure that their own AV policies prioritize people over technologies, and they should engage residents from all communities in collaborating with companies and government officials in imagining how AVs can help improve the lives of city residents.

Be Proactive. A transition to AVs could precipitate workforce changes, as some job categories grow and some shrink. Cities should remain focused on workers' needs in an era of increasing automation, and champion strategies that retrain displaced workers and create pathways for other struggling populations to earn a better living.

Be Safe. Cities should design streets for safe operating speeds and safe interactions with vehicles, whether driven by software or humans. All designs and speeds should be based on the idea that human errors are inevitable— whether people are walking, driving, exiting their vehicles, riding bicycles, or standing on the side of the roadway – and that safe speed keeps errors from turning into injuries and fatalities. Cities, as the guardians of public safety, should also insist that shared AVs include tools to monitor and enhance the safety of passengers.

Be Solvent. The shift to AVs could diminish some municipal revenue streams, reducing funding for the very kinds of city infrastructure AVs rely on. Cities must consider how the transition to AVs will impact municipal finances and consider new approaches to revenue collection so that they can improve infrastructure and operations.

Be Sustainable. The introduction of AVs is an opportunity to address climate change by reducing pollution and carbon dioxide emissions and expanding mass transit, walking, and cycling. Cities have many tools to advance this goal, the strongest being pricing strategies to reduce overall congestion and vehicle miles traveled. In addition, cities can favor shared vehicles, electric vehicles, and zero-emission propulsion methods; maintain investment in and demand for mass transit by using AVs to make transit more accessible, convenient, and effective; and favor companies or intermediaries whose strategies complement transit.

Be Transparent. AVs will collect a tremendous amount of data, which should enable cities to better understand the condition of the city and the needs of their residents, and to make decisions that improve city functioning and quality of life. Cities should establish standards and mechanisms for data sharing between the public and private sector that protects privacy, but ensures the city has access to data generated by, and related to, these new technologies. The city should use such data to make policy and funding decisions that continually improve outcomes for their residents.

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Signature

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Name

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Date