Update on AV Operations & Regulatory Developments
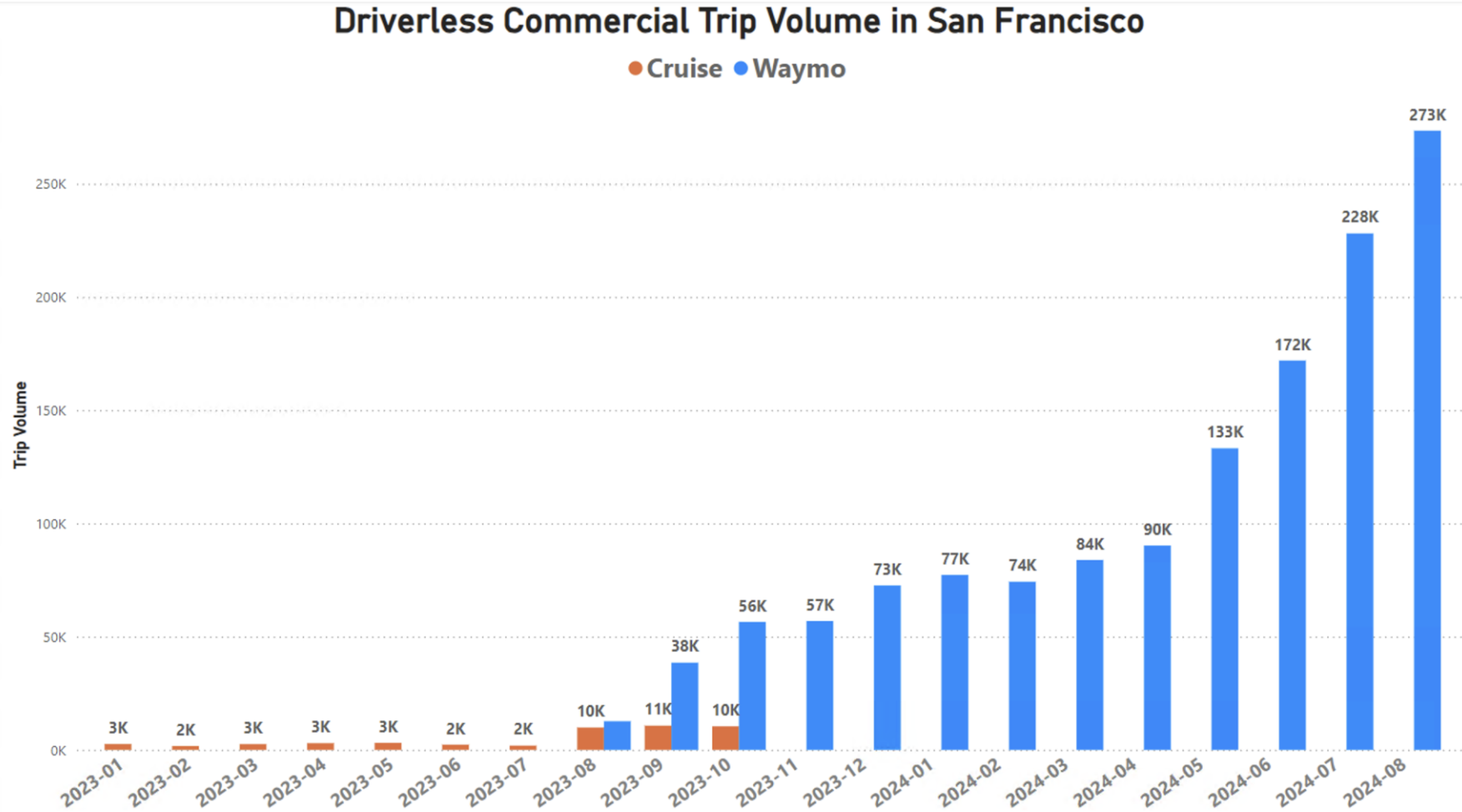
Agenda

1. Operational Update
2. Legislative and Regulatory Update
3. Studies/Research Update
4. Advocacy

Driverless Operations in SF 2023-2024

Driverless Commercial Trip Volume in San Francisco
● Cruise ● Waymo

Source:
CPUC 2023-2024
AV data

SFMTA

3

2024 Waymo Trip Density by Census Tract

Trips Per Sq Mile
- 0
- 54,929
- 109,858
- 164,786
- 219,715
- 274,644

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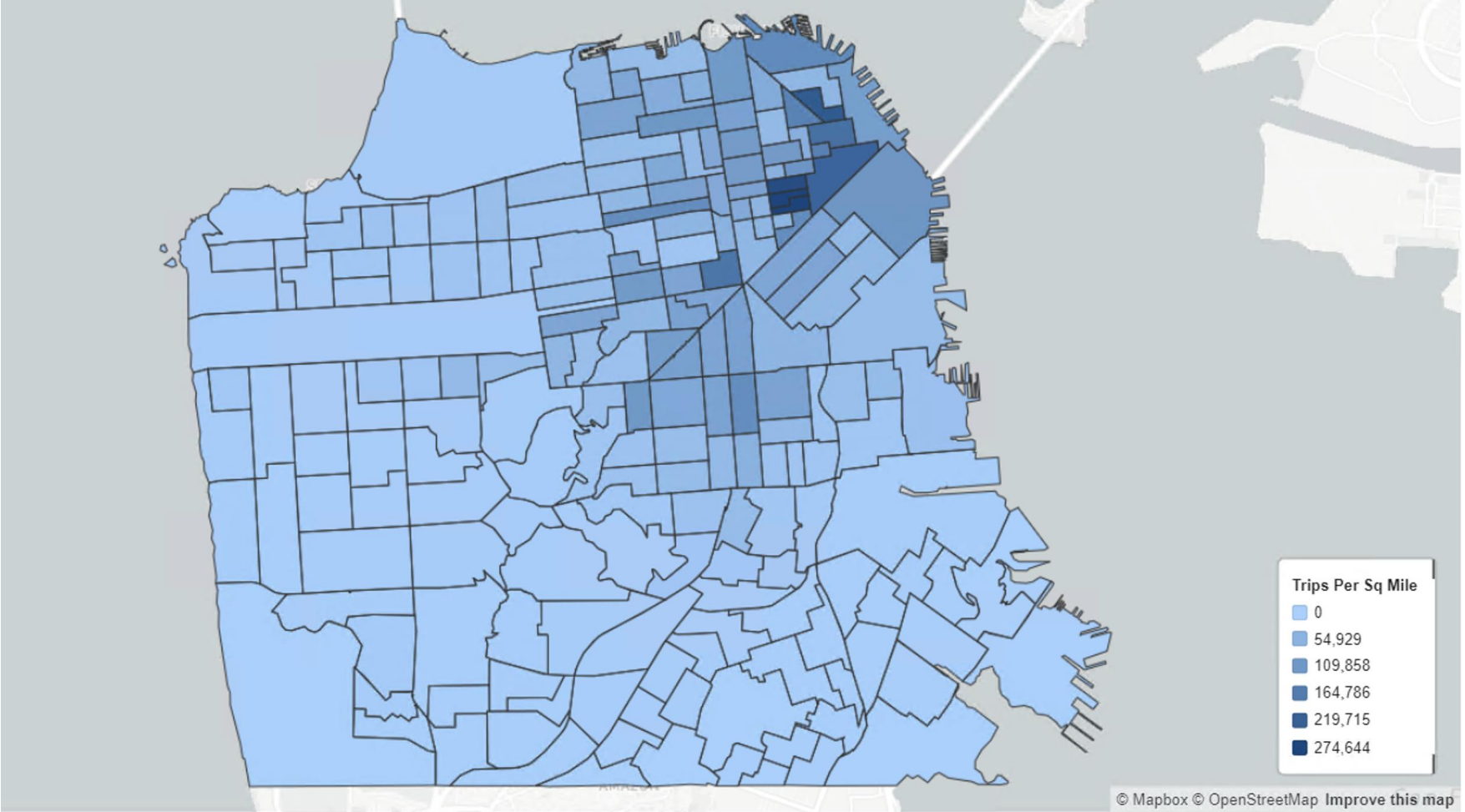
Source: CPUC 2024 AV data

Key Operational Concerns 2023-2024

Stops that interfere with other road users, including emergency responders, transit & others

Inadequate response to human traffic control

Slow, ineffective communication with emergency responders & other street workers

Driving errors that would be citable violations of the CVC

SFMTA

Areas of Collaboration from Waymo

Engagement with CCSF and DMV to share updates, coordinate and address concerns

Public transit credit program offering discounted trips to riders traveling to or from select transit stations in SF and the Peninsula

Additional data disclosure, beyond existing reporting requirements

Other Noteworthy Events 2023-2024

5/24 - **Treasure Island Autonomous Shuttle Pilot** evaluation report approved

11/24 - **Cruise** admits to federal charges, pays fines to NHTSA and CPUC

10/24 - starts supervised testing operations in Sunnyvale and Mountain View

11/24 - **Zoox** starts testing fully driverless, purpose-built robotaxi in San Francisco

2024 Legislative Initiatives

Bill	Content	Outcome
AB-1777, Ting	Establishes operational requirements and performance standards for AV-emergency responder interactions & mechanism to document AV traffic violations	Signed into law
AB-3061, Haney	Addressed critical gaps in data reporting and data transparency requirements	Vetoed by Governor Newsom
SB-915, Cortese	Authorized cities of >250K citizens to enact local ordinance for AV ops in their jurisdiction	Pulled by author after Assembly Transportation presented major amendments

2024 State Regulatory Initiatives

CPUC New Data Reporting Requirements (Adopted 11/7)

- **Expands and align collision & incident reporting** requirements at both testing and deployment stage
- **New reporting for "stoppage events"**

DMV Preliminary Draft of Regulations (Pre-Regulatory Process)

- Would establish **graduated permitting process** with progression based on success
- Would **expand reporting and clarify tools for DMV response** to poor permittee performance
- Would increase requirements for **remote support** operations
- Would provide process for **permitting AV trucking**

Litigation

SF has filed **2 separate lawsuits** centered on CPUC's 2023 decision to grant Waymo a permit to operate commercial driverless services throughout SF, 24/7, without fleet restrictions

- **Court of Appeal:** Inadequate decision-making process for such a major action and absence of provisions to ensure public safety

- **California Supreme Court:** No environmental review, violating CEQA

2024 Federal Efforts

- NHTSA ongoing **investigations,** new **Office of Automation Safety**

- Hon. Representative Mullin and other legislators call on NHTSA to **expand data collection efforts under Standing General Order** to improve AV safety data and analysis

- USDOT **Transforming Transportation Advisory Committee (TTAC)** tasked with issuing advice and recommendations to Secretary on AVs and other transportation innovations
  - SFMTA appointed to TTAC

- FHWA **Center of Excellence on New Mobility and AVs** to study impacts of new mobility and highly automated vehicles on land use, urban design, transportation, real estate, equity, and municipal budgets
  - SFCTA appointed to COE Board

2024 Progress on SF Advocacy Priorities

- Collaboration with industry on AB-1777 led to **adoption of communication requirements and performance standards** for AV-emergency responder interactions

- **New CPUC data reporting requirements** incorporated many SF recommendations, including reporting AV stoppage events

- **DMV preliminary draft regulations** incorporate many SF recommendations, including expanded data reporting requirements, and graduated permitting process

- SF collaboration with other early AV deployment cities on emergency responder needs led to **consensus on top emergency responder needs**, and increased industry & regulator understanding of needs

AV Safety Research Initiatives

Conceptual AV Safety Permitting Framework

- Board requested TA staff to expand on principle of "**incremental, performance-based approach to AV deployment**"

AI-driven Smart Infrastructure for AV Benchmark Data Set

- Federal grant application to FHWA Smart Grant Program seeking to **demonstrate ability to detect, classify and support safety analysis** to better inform Vision Zero and AV Safety efforts
- Aims to develop methodologies to **compare human driver and AV safety performance** with the same data bases and metrics

Disability Access

Regulators have yet to establish clear standards for disability access, leaving the responsibility for outcomes in the hands of AV providers

Waymo has demonstrated a strong commitment to collaborating with the disability community. While their accessibility features are among the leaders in the industry, there is still room for improvement

Wheelchair accessible AVs are not available in San Francisco, and we do not know when or if they will be provided.

Key Areas of Interest
Equitable app design
Accessible pick-up and drop-off locations
Access for wheelchair users
Safety for pedestrians of all abilities and bodies
Prioritize transit needs

City & County of San Francisco
Mayor's Office
on Disability

Looking ahead: 2025 and 2026

State

- 2025 legislative session
- Expected formal start of DMV rulemaking building on 2024 draft regulations
- Start of Phase II of CPUC's AV Deployment Program

Federal

- Potential regulatory proposals (e.g. NHTSA AV STEP)
- Potential legislative initiatives

Local

- Proposed SF AV Resource Portal

Thank you.

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