



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 24, 2023

1. Roll Call

Chair Mandelman called the meeting to order at 10:05 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Stefani, and Walton (10)

Absent at Roll Call: Commissioner Safai (entered during Item 11) (1)

2. Chair's Report - INFORMATION

Chair Mandelman remembered Senator Dianne Feinstein whose memorial service was held at City Hall earlier that month and he sent his condolences to her family. He reported that she had a distinguished career of firsts at the local and national levels and that they were grateful for her trailblazing leadership. He reported that recently Senator Feinstein had advocated for infrastructure projects and the Bi-partisan Infrastructure law, including working with Senator Padilla to obtain \$200 million for California High Speed rail and \$30 million to help transition SFMTA's buses toward a zero-emission fleet. Next, Chair Mandelman thanked San Francisco Municipal Transportation Agency's former Director of Sustainable Streets Tom Maguire for his 10 years of service as he departs the SFMTA. Chair Mandelman reported that Mr. Maguire led implementation of myriad Vision Zero initiatives, street innovations, and major capital projects. Finally, Chair Mandelman welcomed folks attending the annual conference of the Self-Help Counties Coalition to the city. Chair Mandelman reported that he looked forward to learning from others about inclusive planning, innovative funding and technology, and collaborative project delivery at the annual FOCUS on the Future conference. Chair Mandelman added that the week after the city would be welcoming visitors for the Asia-Pacific Economic Conference (APEC) and hoped that everyone enjoyed the city.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

4. Approve the Minutes of the October 17, 2023 Meeting - ACTION

There was no public comment.

Commissioner Peskin moved to approve the minutes, seconded by Commissioner Dorsey.

The minutes were approved without objection by the following vote:



Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

Consent Agenda

5. **[Final Approval] Appoint Austin Milford-Rosales as the District 6 Representative to the Community Advisory Committee -ACTION**
6. **[Final Approval] Adopt Eight 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – ACTION***
7. **[Final Approval] Allocate \$13,724,000 and Appropriate \$651,000 in Prop L Funds, with Conditions for Five Requests – ACTION***
8. **[Final Approval] Approve San Francisco's Program of Projects for the 2024 Regional Transportation Improvement Program, with Conditions – ACTION***
9. **[Final Approval] Adopt a Resolution Directing The San Francisco Municipal Transportation Agency to Incorporate Safe Routes To All Schools in the San Francisco Unified School District In the Active Communities Plan - ACTION***

There was no public comment.

Vice Chair Melgar moved to approve the Consent Agenda, seconded by Commissioner Walton.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Preston, Peskin, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

End of Consent Agenda

10. **San Francisco Municipal Transportation Agency Paratransit Fleet Electrification Update Report – INFORMATION***

Bonnie Jean von Krough, SFMTA Building Progress Public Affairs Manager, presented the item per the staff memorandum.

Vice Chair Melgar thanked the SFMTA for the thorough presentation and asked if any of the facilities mentioned in the presentation were Assembly Bill (AB) 617 communities that would make them eligible for state funding for the transition.

Ms. Von Krough replied that the Woods facility was located in an AB 617 community.

Vice Chair Melgar asked if that made Woods a more attractive option for an electric paratransit vehicle facility site.

Ms. Von Krough replied that Woods was one of the later facilities to be modernized in the process, but it was an attractive option.

Jonathan Rewers, Chief Strategy Officer at SFMTA, thanked the Board for the request to report on the status of the paratransit fleet electrification as it forced the SFMTA to



look at it comprehensively. He stated that the SFMTA was looking at various options for the electric paratransit facility and would go through a process of elimination. He noted that funding availability, feasibility of construction, and power load would be the key components of their decision making.

During public comment, Barry Toronto asked about the status of electrifying the ramp taxi fleet as part of the paratransit electrification program. They stated that ramp taxis were expensive, used a lot of fuel, and required a lot of maintenance, therefore it would be great to find incentives or subsidies to fund the transition to an electric fleet of ramp taxis. They also asked if electric ramp taxis would be able to use chargers at the Muni yards.

11. Autonomous Vehicle Update – INFORMATION

Chair Mandelman announced that Cruise's operating permit had just been suspended by the California Department of Motor Vehicles (DMV). He thanked staff and presenters, including Commissioner Peskin for his diligent attention to the matter over a long period of time and the Mayor's Office of Public Policy, particularly Transportation Advisor Alex Sweet, for their collaboration and leadership with the Transportation Authority. The Chair added that together city partners were working with the autonomous vehicle (AV) companies, state and federal regulators, and the broader San Francisco community on how to safely implement the new technology while maintaining and advancing citywide goals.

Jean Paul Velez, Principal Planner, Julie Friedlander, SFMTA Senior Manager Automated Driving Policy, Darius Luttrupp, San Francisco Fire Department (SFFD) Deputy Chief of Operations, and Phil Koopman, Carnegie Mellon University Associate Professor of Electrical and Computer Engineering, presented the item per the staff memorandum.

Commissioner Peskin thanked the Transportation Authority, SFMTA, and SFFD staff, particularly Chief Jeanine Nicholson. He acknowledged fellow commissioners and Mayor London Breed for unanimously approving the December 2022 Board of Supervisors resolution (Resolution 529-22) and the Mayor for allowing City agency staff to speak out for public safety on behalf of the City and County of San Francisco and its constituents. Commissioner Peskin asked Director Chang if the AV operators had been invited to the Board meeting.

Director Chang confirmed that all three operators were invited to the meeting and all three declined to attend, with public comment letters sent by Waymo and Cruise. She added that Zoox clarified that they were still currently testing with safety operators in their vehicle.

Commissioner Peskin commented on the experience that San Francisco had with being unable to convince the California Public Utilities Commission (CPUC) to implement an incremental, performance-based approach; the CPUC instead rejected the city's requests and arguments by approving issuance of unlimited permits for driverless vehicles in San Francisco. He noted the irony of how light rail vehicles were held to a much higher, exacting standard than AVs, acknowledging the late action from the DMV regarding the same comments made previously by city agency staff to the CPUC in August. He asked staff what could be learned about AV regulation by the CPUC and DMV.



Ms. Friedlander answered that there was an expectation for transit drivers to be held to high level professionalism and to be defensive and avoid collisions, even if they were not at fault, so there was a need for higher standards. She added that transit operators were required to evaluate every near-missed collision and discuss remediation plans with their staff on a regular basis. Ms. Friedlander also suggested that the CPUC look at the city's local regulation of micromobility vehicles as an example of best practices. She continued that City agencies had been very transparent about expectations and had established mechanisms to ensure compliance, tools which would be good to see utilized by the CPUC and DMV. Ms. Friedlander said the City looked forward to working with regulatory agencies on developing a more mature regulatory system that responded to the performance of the technology.

Commissioner Peskin asked Ms. Friedlander to elaborate on what a safe systems approach meant.

Ms. Friedlander responded that for the last 20 years, the City had been working on re-balancing the right-of-way on streets to reflect the City's transit-first policy, both about efficiency of movement and user safety, to make it easier to drive safer and harder for drivers to commit errors that led to traffic collisions. She cited the SFMTA's Quick Build projects, part of the city's Vision Zero safety program, as an example of how the city's road environment was for users of all modes of transportation rather than just a single mode.

Commissioner Peskin referenced the event where multiple Cruise vehicle stopped in the street in the North Beach neighborhood and which Cruise blamed on an Outside Lands event occurring on the other side of the city. He explained that the AV vehicles needed to be troubleshooted by a remote assistant over a wireless mobile connection, which would be disastrous in the event of a severe emergency such as an earthquake and there would be no way to move the vehicles. He said that Cruise's response was that they would build out their own cell phone network, which he didn't see how it would be impervious to disaster emergencies. He asked Ms. Friedlander for comments on that issue.

Ms. Friedlander responded that the concern about vehicle stoppage had been the reason why for years the city had requested incremental performance-based approval. She continued that the regulators did not have clear targets for the industry to reach, so there was not a clear method for measuring that and the companies were measuring for themselves. Ms. Friedlander said there needed to be enough staffing to be responsive to the number of vehicles on the street, since the technology still needed human intervention when the autonomous systems failed. She also discussed the ability of the AVs to manage unexpected situations like power outages in traffic lights or wireless outages, which humans would know how to respond to.

Commissioner Peskin stated that it was only the second time a discussion on this topic had been had at the Transportation Authority Board. He commented about the state's failure to require AV companies to report on data that they clearly had, considering the onboard cameras, sensors and other equipment in the vehicles; and further asked if any of the non-required data, short of collisions, was reported.

Ms. Friedlander answered that all the requirements were established before there was a single mile of driverless operation on San Francisco streets, and that the DMV



anticipated that AVs would have mastered all the necessary skills to be safe drivers by the time they were ready for commercial operation. She added that the DMV required all vehicles to report collisions during the testing stage but not during the deployment stage, which was concerning because the technology was still under development and had not reached the level expected by the industry. Ms. Friedlander also discussed a requirement for AV collisions to be reported to the federal government but said it was a challenge for the public to access that information. She stated that there was little to no reporting of non-collision related incidents.

Commissioner Peskin asked for clarification on what collisions, whether with a human or driverless, were required to be reported.

Ms. Friedlander responded that collisions of vehicles both with and without a human safety driver in commercial service were not required to be reported. She continued that the DMV was now seeing the importance for more robust reporting and the city was eager to work with the DMV to further develop their regulations for reporting.

Commissioner Peskin asked if there were instances of collisions involving driverless vehicles in commercial service that were not reported.

Ms. Friedlander answered that there were discrepancies between the reports to state and to federal governments, and difficulty in identifying the reason for those discrepancies. She stated that filing collision reports to the state was voluntary and it was possible that some companies made the decision to file reports at some times and not at other times.

Commissioner Peskin asked if there were crashes reported to the federal government, specifically the National Highway Traffic Safety Administration, that were not reported to the state.

Ms. Friedlander confirmed that yes, they had seen discrepancies in the reporting.

Commissioner Peskin asked if there was awareness that Waymo had reported crashes to the federal government and not to the state.

Ms. Friedlander answered that she was not aware of that and added that their investigation had not been up to date, nor had her agency drilled down to every specific discrepancy. She said it had been noted that there were collisions by Cruise vehicles seen by the city that had not been reported to the state but she was not aware of collisions unreported by Waymo.

Commissioner Peskin asked for clarification if Cruise had been reporting some collisions to the state.

Ms. Friedlander confirmed that her office noted Cruise continued to report some but not all collisions to the state and that SFMTA was not aware of their reasoning.

Commissioner Peskin commented that it appeared that Cruise selectively reported collisions that were perhaps more favorable to Cruise and did not report collisions that were not favorable to the company. He asked if, relative to the higher standards for reporting non-collision events the CPUC held rail operators to, there had been any voluntary self-reporting by AV companies.

Ms. Friedlander answered that there was very limited reporting other than collisions.



Commissioner Peskin asked Mr. Velez what other regulatory and data gaps existed. Mr. Velez said he would begin with the California Vehicle Code violation issue not just for the fairness of driverless vehicles getting ticketed, but it would also be a tool for the city to track their behavior and understand their performance. He added that another important gap was that companies self-certified their driving capabilities and safety performance and were not required to pass or comply with any state test or evaluation like human drivers, they simply had to report to the state and then could continue to move forward. Mr. Velez also highlighted that cities need to be more involved and have a seat at the table, considering cities were the ones most impacted by these services. Finally, Mr. Velez stated that there was an issue of data, and invited Joe Castiglione, Deputy Director for Technology, Data and Analysis to share his thoughts.

Mr. Castiglione stated that the DMV does not require reporting by AVs once they graduate from testing to deployment, so the public does not have a clear picture of crashes and other metrics for both major companies in deployment in the city. Mr. Castiglione also shared that certain data reports were only submitted once per year and at the statewide level, and they were not broken down by jurisdiction. Further, he stated that some data was collected, but not made public, such as Vehicle Miles Traveled, a key metric for collision rate analysis, making it hard to calculate safety statistics.

Commissioner Peskin stated that for this product to be successful, there needed to be trust and there could be no public trust without transparent data reports.

Commissioner Dorsey thanked staff for their excellent presentation and Commissioner Peskin for his excellent questions. He stated that he was worried about the potential massive workplace displacement, citing various studies that showed the high number of jobs that would be displaced by AVs. He asked how the Transportation Authority could advocate for a just transition in regard to labor policy.

Director Chang stated that it was a part of a larger conversation and was one of the ten initial principles adopted by the City's transportation agencies going back to start of the ride-hailing wave. She referenced how Commission Walton had challenged the Transportation Authority to engage with the labor community as they were launching the Loop AV shuttle on Treasure Island in an effort to explore labor pathways in the AV industry. She stated that labor transitions have occurred throughout history and that the Transportation Authority intended to address it in not only the AV but also the EV industry.

Chair Mandelman stated that Cruise described the reason for the DMV's repeal of its permit as the result of a single incident. He stated that this did not align with his perspective of the reason to have cause for concern and that seemed to be validated by the presentations given earlier.

Professor Koopman stated that Cruise had had multiple incidents, such as the crash with a firetruck, and in a mature safety culture after such instances there would be a cease to all operations that might put people in danger until there was a full review and some operational change. Professor Koopman said that we had not seen Cruise do a safety standdown publicly.

Chair Mandelman referenced Commissioner Peskin's line of questioning around the



discrepancies around reporting by Cruise versus Waymo and stated that the charts show higher rates of bad behavior by Cruise versus Waymo. He asked if this was due to Waymo having more cars on the road.

Ms. Friedlander added that all she could do was speculate because of missing data, but confirmed that there were more complaints against Cruise.

Commissioner Peskin stated that the graph showed that 1/3 of incidents were by Waymo and the other 2/3 were by Cruise and asked if it was safe to deduce that one technology was better than the other.

Ms. Friedlander stated that it would be speculation and she could not answer that question based on the available information.

During public comment, Emily Loper, Vice President of Public Policy Transportation with the Bay Area Council, supported responsible operation of AVs in San Francisco. They said autonomous vehicles could provide a safe, efficient, and equitable transportation option and subject to extensive regulatory requirements, including working closely and collaboratively with city officials and first responders to ensure the vehicles were operating safely and efficiently within the city. They said that the AVs could significantly improve how people travel around San Francisco but must actively work together to integrate the services into the city's transportation network to realize safety, mobility, and equity goals.

Jackson Nutt-Beers, Public Policy Program Manager with the San Francisco Chamber of Commerce, supported responsible operation of AVs in San Francisco. They commented that AVs brought benefits to large and small businesses, workers, local communities, the local economy, and provided more accessibility options for its users. They said they appreciated continued the collaboration between AV providers and the City and County of San Francisco.

Other Items

12. Introduction of New Items - INFORMATION

There were no new items introduced.

13. Public Comment

During public comment, Roland Lebrun stated that he appreciated the level of detail of the AV presentation but noted that Tesla was not mentioned at all. He stated that Tesla was using a different approach than other AV companies, including the use of artificial intelligence. He stated that Tesla had done over 150 million miles of testing and that he hoped the Transportation Authority Board would hear from them after they crossed the 200 million mile threshold.

14. Adjournment

The meeting was adjourned at 12:11 a.m.