

3 REVOLUTIONS POLICY WEBINAR SERIES
**THE FUTURE OF AUTOMATION
POLICY- FROM CALIFORNIA TO D.C**
JANUARY 19, 2021 10:30-12:00 PM PST



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3 Revolutions Policy Initiative

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January 19, 2021

Speakers for this Segment:

Giovanni Circella, Director, 3 Revolutions Future
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Primer

California Public Utilities Commission (CPUC)

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In November 2020 CPUC moved the AV Passenger Service Pilot to a full Deployment.

- Now AV companies can begin passenger service, charging fares, and offering shared/pooled rides.
- This was the result of a formal stakeholder engagement process: UC Davis was among the 20+ parties to the proceeding.
- The decision aims towards CPUC reaching a compromise between cities, advocates, and companies, as well as realigning the AV Passenger Program with state policy priorities.



CPUC – AV Passenger Service Program

Safety

- The new Program will require AV ridehailing providers to submit detailed “Passenger Safety Plans”. These are in addition to the Safety assessments required by the DMV.

Accessibility

- The CPUC declined to define the term “accessibility” but they did take measures to ensure that safety reports will address service for “people with sensory, cognitive, and physical disabilities”

• Data Sharing

- CPUC will require more aggregate data, and make that data publicly available.

• Environment

- The CPUC defers to CARB which is proposing a new rule (not yet approved) to require ridehailing fleets to result in zero GHGs/PMT by 2030.

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Prashanthi Raman, Director of Global Government Affairs, Cruise

Primer

Federal AV Regulations

US Department of Transportation (USDOT)

The National Highway Traffic Safety Administration (NHTSA pronounced “Nihtsa”) has proposed several possible strategies to change AV regulations:

1. Final rule announced for *Occupant Protection for Vehicles With Automated Driving Systems* (although not published in fed registry)
2. Proposed rule would create a new *Safety Framework for the Automated Driving System (ADS)* for fully self-driving AVs.
3. Proposed Rule will provide additional exemptions from the Federal Motor Vehicle Safety Standards (FMVSS).
4. Also in pre-rule stage of considering whether revisions to existing Federal Motor Vehicle Safety Standards (FMVSS) are needed for AVs.

FVMSS Reform

Crash Avoidance			Crashworthiness & Occupant Protection		
101 Controls and displays	110 Tire selection and rims and motor home/recreation vehicle trailer load carrying capacity information	124 Accelerator control systems	201 Occupant protection in interior impact	206 Door locks and door retention components	216a Roof crush resistance
102 Transmission shift position sequence, starter interlock, and transmission braking effect	111 Rear visibility	125 Warning devices	202a Head restraints	207 Seating systems	219 Windshield zone intrusion
103 Windshield defrosting and defogging systems	113 Hood latch system	126 Electronic stability control systems for light vehicles	203 Impact protection for the driver from the steering control system	208 Occupant crash protection	222 School bus passenger seating and crash protection
104 Windshield wiping and washing systems	114 Theft protection and rollaway prevention	138 Tire pressure monitoring systems	204 Steering control rearward displacement	210 Seat belt assembly anchorages	225 Child restraint anchorage systems
108 Lamps, reflective devices, and associated equipment	118 Power-operated window, partition, and roof panel systems	141 Minimum Sound Requirements for Hybrid and Electric Vehicles	205 Glazing materials	214 Side impact protection	226 Ejection Mitigation

Source: [NHTSA](#) "FMVSS Considerations for Vehicles With Automated Driving Systems: Volume 1"

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Q&A with All Speakers

- **Giovanni Circella**, Director, 3 Revolutions Future Mobility Program, UC Davis

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Mollie D'Agostino, Policy Director, 3 Revolutions Future Mobility Program

2020-21 3R Policy Initiative Projects

Policy Research Projects – Foundation Partners

- Gas Tax replacement: Future of funding – Heising Simons
- TNC Pooling Policy Levers Paper – Role of State and Local Incentives -Heising Simons
- The Future of Transit Project – Climateworks, RIMI, UCLA, UC-ITS
- Heavy duty electrification policy

Publicly Funded Projects: – Public Partners

- Equitable Congestion Pricing (SFCTA) – SB1
- 3Rs statewide Model Policy – Strategic Growth Commission
- Electric vehicle infrastructure data standards – CITRIS Funding
- Payment Integration for California’s Transit – Caltrans/NCST

Projects looking for Future Funding to Expand

- Automation Policy Mitigation – Ongoing`
- Low Emission Areas/Zones – Early Research
- Mobility Wallets: Universal Basic mobility
- EV Goal-Setting: Global Public/Private Sector Goals Database
- Universally Accessible MaaS

