



Summary of Regulatory Authority Over Automated Driving in California

- **Permit Requirement:** California law requires a developer of a Level 3, 4 or 5 automated vehicle (AV) to obtain a permit before driving an AV on public roads
- **Permit Authority:** Cities do not have permitting authority; this authority rests with the California DMV and the California Public Utilities Commission.
- **California Context:** AVs drive more miles on CA roads than anywhere in the nation.
- **San Francisco Context:** Within CA, the large majority of AV miles driven have been in SF.
- **Scale/Perspective:** Conventional vehicles drive more miles on a single day in SF than AVs drove in California in 2021

California DMV

- **Covered Vehicles:** Regulations authorize driving **automated passenger vehicles and motor trucks** < 10,001 pounds (i.e., not large trucks).
- **Permits for driving with a safety driver** are issued on a statewide basis (~50 permittees)
- **Permits for driving *without a safety driver*** are issued for a designated geographic area under conditions identified by the operator. This area and these conditions are together referred to as the 'Operational Design Domain.'
- **Reporting Requirements: Testing permits** require reporting of 'disengagements' from automated mode and all crashes involving an AV.
- **Reporting Requirements: Commercial deployment permits** do not require reporting of disengagements from automated mode or crashes.

California Public Utilities Commission

- **Permits Build on DMV Permits:** CPUC requires a permit in order to test or deploy passenger service in an AV; a permit to an "AV Passenger Services" (AVPS) provider requires an underlying permit from CA DMV.
- **Pilot Permits:** for testing passenger service in an AV with or without a safety driver require submission of quarterly service data and prohibit collection of fares.
- **CPUC Goals:** CPUC regulations call for AVPS providers to protect passenger safety, expand the benefits of AVs to all CA communities, including people with disabilities; improve transportation options for all (especially disadvantaged and low-income communities); and reduce GHGs and air pollution, particularly in disadvantaged communities. The Commission requires submission of quarterly data related to these goals but has not set target or required levels of performance.
- **Public accountability:** The CPUC presumes that most AVPS quarterly service data will be available to the public, but Cruise and Waymo have requested confidential treatment of most data.