BEFORE THE PUBLIC UTILITIES COMMISSION

OF THE

STATE OF CALIFORNIA

COMMISSIONER MATTHEW BAKER, in attendance

ASSISTANT CHIEF ADMINISTRATIVE LAW JUDGE
W. ANTHONY COLBERT, in attendance

ADMINISTRATIVE LAW JUDGE ROBERT MASON, presiding

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Order Instituting Rulemaking to Establish Policies, Processes, and Rules Regarding Autonomous Vehicle Passenger Transportation Service.	)))))	PREHEARING CONFERENCE Rulemaking 25-08-013

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PUBLIC UTILITIES COMMISSION, STATE OF CALIFORNIA
SAN FRANCISCO, CALIFORNIA

1 SAN FRANCISCO, CALIFORNIA

2 JANUARY 9, 2026 - 10:29 A.M.

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4 ADMINISTRATIVE LAW JUDGE MASON: Let's go on
5 the record.
6 This is the time and place for the prehearing
7 conference in the case of R.25-08-013, Commission's
8 Order Instituting Rulemaking to Establish Policies,
9 Processes and Rules Regarding Autonomous Vehicle
10 Passenger Transportation Service.
11 My name is Robert Mason. I am the assigned
12 administrative law judge. With me on the dais this
13 morning is Matthew Baker, the assigned commissioner for
14 this proceeding.
15 Before we get into the mechanics of what will
16 and won't be accomplished today, I will turn the
17 microphone over to Commissioner Baker for his opening
18 remarks.
19 COMMISSIONER BAKER: Thank you, Judge Mason.
20 I'm honored to be here. This rulemaking is to
21 establish and refine policies, processes and rules
22 governing autonomous vehicle passenger service. We will
23 be building off the previous work of the Commission in
24 R.12-12-011 in which we established the initial ground
25 rules for autonomous vehicles to carry passengers in the

1 State of California.
2 As this is an emergent service, the PUC
3 instituted this rulemaking to fine tune a framework that
4 will guide this new industry to grow in a manner
5 beneficial to Californians and to provide the Commission
6 the opportunity to adopt its -- to adapt its regulations
7 to meet the changes to these technologies as they occur.
8 In this proceeding, we will update current AV
9 programs to reflect Commission experience to date and to
10 clarify any areas of confusion. It will also result in
11 a regulatory framework to meet advances in technology
12 and novel business structures.
13 I have several high-level priorities for this
14 proceeding, and I'd just like to list them:
15 First is the safety of fare payers for our
16 safety mandate. As always, our primary concern is the
17 safety of the fare payers who will be riding these
18 services;
19 Second priority is interagency cooperation. We
20 are grateful to the Department of Motor Vehicles and
21 responsible federal agencies for the guidance they have
22 provided to ensure that these vehicles safely operate on
23 California streets. The Commission takes seriously its
24 charge to ensure that passenger interactions with these
25 vehicles also occur in a safe manner;

1 Three, it will be important that we create a
2 framework where the regulation evolves with the
3 technology. We all want to establish a regulatory
4 framework that's sufficiently nimble to handle issues as
5 they develop. The Commission will provide a path
6 forward with clear goals and objectives and a process
7 that will ensure that those goals and objectives are
8 achieved. With that guidance in place, Commission staff
9 should be able to respond to changes in the technology
10 as they occur;
11 And then finally, as always, we want to ensure
12 that our regulation is efficient both in terms of the
13 rules that we're setting and in terms of data
14 collection. We seem -- we seek to develop a
15 framework -- a regulatory framework and data reporting
16 requirements that protect fare payers without unduly
17 burdening fare providers and the Commission staff. We
18 want data that is most helpful to us to protect fare
19 payers and develop appropriate regulation without
20 collecting information that is not useful to that
21 purpose.
22 In conclusion, the Commission -- Commission-led
23 workshops will be a valuable tool to identify challenges
24 and come to a consensus on appropriate solutions to
25 issues outlined in this rulemaking.

1 I encourage the parties to work together in
2 good faith to reach workable commonsense solutions that
3 account for technological advancements in the rich
4 landscape here in California.
5 The last proceeding, which covered multiple
6 issues, in addition to developing the state's first
7 robust set of regulations around autonomous vehicles
8 spanned more than a dozen years. This proceeding should
9 not be nearly as lengthy. My intention is to keep this
10 proceeding focused on addressing a discrete set of
11 issues and close the proceeding once those issues have
12 been addressed.
13 I appreciate everyone's attendance at today's
14 prehearing conference, and I look forward to discussing
15 the cope -- scope of the issues at hand.
16 And with that, I'd like to turn it back over to
17 you, Judge Mason. And I want to thank everyone here
18 today for their participation.
19 ALJ MASON: Thank you, Commissioner Baker.
20 Now I want to acknowledge that we are aware
21 that there was -- I won't call it a protest, but perhaps
22 a rally, a collection of people that were voicing their
23 concerns about this proceeding and the Commission's
24 oversight of autonomous vehicle transportation service.
25 So to the people that did show up this

1 morning -- and some of you are going to be speaking at
2 today's prehearing conference -- I just want to let you
3 know that the purpose of a prehearing conference is to
4 not make final decisions today. This is an
5 information-gathering session where we do want to hear
6 from you. We want to hear the facts that you want to
7 give us to consider, arguments that you may want us to
8 consider, and we are looking forward to the responses
9 that you might have to the questions that we put forward
10 to you a few days ago before the start of this
11 prehearing conference.
12 Commissioner Baker and I will take all of that
13 information in hand in terms of refining, identifying
14 the scoped issues for this proceeding. And then,
15 depending upon how many of the questions we get through
16 at today's prehearing conference, we -- the commissioner
17 may decide to allow parties to provide an additional --
18 additional written comments in response to the
19 questions. So we'll -- we'll play that by ear depending
20 upon now things go this morning.
21 So what I would like to do is first confirm
22 appearances. Prior to the start of the prehearing
23 conference, I did send out an email with the notice
24 asking the people to identify who was going to be
25 speaking here this morning. I received the responses

1 from seven parties. So I want to get those appearances
2 on the record.
3 Is Misha Tsukerman from the City Attorney's
4 Office of San Francisco here?
5 MR. TSUKERMAN: Here. I'm here, Judge.
6 ALJ MASON: All right. Why don't you come
7 down.
8 MR. TSUKERMAN: Okay. Good morning, Judge
9 Mason.
10 ALJ MASON: Good morning. What I'd like you to
11 do is state your name and your title, and then you can
12 have a seat in the front row.
13 MR. TSUKERMAN: My name is Misha Tsukerman,
14 deputy city attorney with the San Francisco City
15 Attorney's Office.
16 ALJ MASON: Thank you. And can you spell your
17 last name for the record, please.
18 MR. TSUKERMAN: T-s-u-k-e-r-m-a-n.
19 ALJ MASON: Madam Court Reporter, did you get
20 that?
21 THE REPORTER: Yes.
22 ALJ MASON: Okay. Thank you. Thank you.
23 All right. Thank you, Mr. Tsukerman. Have a
24 seat.
25 Next I received responses from SEIU Locals 521,

721, 1021 plus affiliated California Gig Workers Union. And that -- I'll take appearances from Cindy Reyes and Joseph Augusto.

MR. AUGUSTO: I'm here, your Honor.

MS. REYES: We're here. Yes. Thank you, Judge. Thank you, Commissioner. My name is Cindy Reyes. This morning I'm speaking on behalf of the Joint Commenters, which include SEIU Locals 521, 721, 1021 and the California Gig Workers Union.

ALJ MASON: All right. Thank you. Is your microphone on?

MS. REYES: I see a green light.

ALJ MASON: There should be a green light.

MS. REYES: I see a green light. (Inaudible).

MR. AUGUSTO: My name is Joseph Augusto. I'm a -- I live here in San Francisco. I'm a full-time Uber and Lyft driver for the last 10 years. I'm with SEIU and a member of the California Gig Workers Union. I've completed over 25,000 rides in the City, and this is how I support myself and my family.

Thank you.

ALJ MASON: All right. Thank you, Mr. Augusto.

Next I'll take the appearance on behalf of the San Francisco Taxi Workers Alliance.

MR. GRUBERG: Yes. I am Mark Gruberg. I am

1 board -- Mark Gruberg, a board member of the San
2 Francisco Taxi Workers Alliance.
3 ALJ MASON: Thank you very much, Mr. Gruberg.
4 And then for everyone else who is about to sign
5 in, just remember to turn that green light on so we can
6 make sure that the court reporter can hear you and
7 everyone in the audience can you hear you as well.
8 Next I'll take the appearance on behalf of
9 Uber.
10 MR. PRABHAKARAN: Yes, your Honor. This is Vid
11 Prabhakaran -- Prabhakaran is P-r-a-b-h-a-k-a-r-a-n --
12 from Davis Wright Tremaine representing Uber.
13 ALJ MASON: Thank you, Mr. Prabhakaran.
14 Next I'll lake take the appearances on behalf
15 of Zoox. Is that Molly Zimney and Paul Escobar? Are
16 they here?
17 MS. ZIMNEY: Good morning. Yes, your Honor.
18 This is Molly Zimney, senior counsel for Zoox. I'll be
19 representing -- I'll be speaking on behalf of Zoox in
20 this hearing. And the spelling of my last name is
21 Z-i-m-n-e-y.
22 ALJ MASON: Thank you very much, Ms. Zimney.
23 Next I'll take appearances on behalf of Lyft.
24 MS. MCKENNA: Thank you, your Honor. This is
25 Lilly McKenna. That's M-c-K-e-n-n-a with the law firm

1 Stoel Rives, S-t-o-e-l R-i-v-e-s, appearing as outside
2 counsel on behalf of Lyft.
3 MS. WEAVER: Good morning, your Honor. My name
4 is a Janee Weaver, senior regulatory counsel at Lyft.
5 My last name is W-e-a-v-e-r.
6 ALJ MASON: Thank you very much.
7 Next I'll take the appearances on behalf of
8 Waymo.
9 MR. STODDARD: Thank you, your Honor. This is
10 Jack Stoddard, S-t-o-d-d-a-r-d, with BRB Law appearing
11 on behalf of Waymo, and I'm joined by Jeff Clare.
12 MR. CLARE: Good morning, your Honor. Jeff
13 Clare, regulatory counsel for Waymo.
14 ALJ MASON: Would you spell your last name,
15 please.
16 MR. CLARE: Yes. It's C-l-a-r-e.
17 ALJ MASON: Thank you very much.
18 And I understand from this morning that we have
19 someone that's going to be making an appearance on
20 behalf of Tesla. Would you stand up and come to the
21 microphone, please, and identify yourself.
22 MS. BLAINE: Good morning, your Honor. Casey
23 Blaine here representing Tesla. Last name B-l-a-i-n-e.
24 ALJ MASON: Thank you very much, Ms. Blaine.
25 So at the prehearing conference, after we've

1 taken these appearances, some of the preliminary things
2 that we do is at the -- we will go through the service
3 list and the proceeding characterization, and then we'll
4 get into the questions that we've asked you to address,
5 discuss the proceeding schedule, the possibilities of
6 settlement and any closing matters that the parties may
7 wish to bring to the Commission's attention.
8 Now, we have a service list in this proceeding.
9 Please make sure that you check the service list to make
10 sure that you're on it. If you don't see your name on
11 the list, if you filed comments in the proceeding,
12 please contact the Commission's process office to make
13 sure that you are added onto the service list -- so
14 that's ALJ division's process office -- to make sure
15 that you get onto the service list.
16 Now, in this proceeding, it's a
17 quasi-legislative proceeding. These are rulemakings.
18 So that is the categorization. There aren't any ex
19 parte restrictions in this proceeding.
20 Now I want to go through the list of questions
21 that we had sent out to the parties to take a look at,
22 and I want to start with the safety and reliability
23 concerns which I identified it as issue No. 1, and while
24 I am focusing primarily to Waymo, the other parties, I
25 would welcome your comments as well.

1 And I -- and this relates to the power failure
2 that occurred on December 20, 2025 in San Francisco, and
3 I would like to give Waymo an opportunity to give us an
4 overview of what happened that would cause the vehicles
5 to either stop at a traffic lane or in the intersection
6 and what lessons have been learned, what steps are being
7 taken to approve -- improve the efficiency and safety of
8 the autonomous vehicles.
9 MR. STODDARD: Yes. Thank you, your Honor.
10 Again, this is Jack Stoddard for Waymo.
11 First, initially, I'd like to note that Waymo
12 has been engaged and in communication with Commission
13 staff and, in particular, the Commission's Consumer
14 Protection and Enforcement Division regarding the events
15 related to the December 20th PG&E power outage in San
16 Francisco and has provided CPED with certain information
17 regarding the impact of the sustained outage across a
18 wide swath of the City and the impact of the outage on
19 our -- on the vehicle fleet together with information
20 about how Waymo also responded to these atypical and
21 challenging circumstances.
22 Now, regarding the particular -- the specific
23 questions from the commissioner and your Honor, Waymo
24 can share that on December 20th, 2025, there was a
25 widespread PG&E power outage that affected nearly

1 one-third of San Francisco. Without power, traffic
2 lights throughout the affected area went dark. The
3 situation was severe enough that the San Francisco
4 Department of Emergency Management advised residents to
5 stay home underscoring the extraordinary nature of the
6 weekend's disruptions.
7 ALJ MASON: Excuse me, Mr. Stoddard. I just
8 want to interrupt you for just a second for just a
9 housecleaning matter.
10 Go off the record for just a second.
11 (Off the record.)
12 ALJ MASON: Let's go back on the record.
13 Mr. Stoddard, you may continue.
14 MR. STODDARD: This was a novel and challenging
15 event for Waymo's fleet, which serves on the order of
16 tens of thousands of fully autonomous fare trips per day
17 in California. While the Waymo driver is designed to
18 treat out-of-commission traffic lights as four-way
19 stops, as humans do, it may, depending on the
20 circumstances, request a confirmation from its remote
21 assistance team to make sure that it's making the safest
22 choice -- choice with regards to how to proceed at a
23 blacked-out traffic light.
24 While Waymo's AV fleet successfully navigated
25 thousands of blacked-out traffic signals on Saturday

1 during the outage, there was also a spike in requests
2 for confirmation coming from the vehicles to remote
3 assistance. This created a backlog of confirmation
4 requests that in some cases led to delays and
5 contributed to congestion on already overwhelmed
6 streets.
7 Waymo established these confirmation protocols
8 which, again, were designed with a bias towards
9 requesting con -- towards the vehicle requesting
10 confirmation from remote assistance out of an abundance
11 of caution during the earlier stages of its deployment.
12 While the strategy had been affected during
13 previous smaller outages, Waymo is now refining its
14 approach to darkened traffic lights to help avoid future
15 similar events where outages are widespread and
16 persistent. Waymo is implementing updates to improve
17 the ADS decisiveness while maintaining safety in
18 navigating such scenarios so that it's less reliant on
19 feedback from remote assistance.
20 Waymo is also working to incorporate lessons
21 learned from this novel event into its emergency
22 response protocols and will continue working with Mayor
23 Lurie's office in San Francisco to coordinate on
24 emergency response planning. Similarly, Waymo is
25 reviewing its first responder training for potential

1 updates from lessons learned from this event.
2 Finally, Waymo was serving our San Francisco
3 riders the day of the outage, just to respond to the
4 Commission's question about the presence of riders in
5 the vehicle, as we do every day across our California
6 service areas, and it did have riders who were
7 inconvenienced by trips that could not be completed on
8 that day.
9 Waymo is committed to learning from this event
10 as we provide a transportation service that our riders
11 can rely on during typical times and times that are
12 atypical and that are challenging to our communities.
13 Waymo is continuing to review its logs, but at
14 this time, we are aware of a small number of instances
15 where a first responder is disengaging a stopped vehicle
16 and stops in front of first responder vehicles of short
17 duration. Waymo will be continuing to review this event
18 including in connection with its quarterly data
19 reporting requirements.
20 Waymo does not have certain of the information
21 requested in your Honor's email from this Tuesday
22 available today, in particular, the specific number of
23 stoppage events and the timeline of Waymo's actions
24 taken in response. While Waymo's provided related
25 information to CPED and the DMV, that information was

1 preliminary and is also confidential. As such, Waymo
2 would not be able to share it in a public forum, such as
3 this prehearing conference. Waymo will continue to work
4 with Commission staff to make sure that the Commission
5 gets the information it needs related to this event
6 subject to appropriate confidentiality protections.
7 ALJ MASON: Counsel, is it your position that
8 the number of vehicles that stopped as a result of the
9 December 20, 2005, power failure is confidential?
10 MR. STODDARD: Yes, your Honor. Consistent --
11 ALJ MASON: How?
12 MR. STODDARD: Consistent with the claims that
13 we make routinely in connection with our quarterly
14 status reports where we do report fleet stoppage data,
15 stoppage information is confidential trade secret
16 information subject to declarations of Waymo personnel.
17 The reason is because it's revealing of fleet
18 utilization information. In particular, if you have the
19 specific number of fleet stoppages and you overlay it or
20 analyze it in connection with a map of blacked-out
21 traffic lights within the affected area during the
22 particular times of the blackout, it would allow a
23 greater level of detail and information regarding
24 Waymo's operations and, in particular, fleet utilization
25 that is publicly available and that qualifies to meet

1 the definition of trade secret information consistent
2 again with the claims that we make in our declaration on
3 a quarterly basis.
4 ALJ MASON: All right. Well, you may have
5 claimed trade secret, but the Commission has not ruled
6 on that yet. So that could be an issue that certain
7 parties are going to want to comment on, as will
8 Commissioner Baker and I, at some point.
9 But just -- in listening to the answer, I
10 understand there's some information in the number that
11 might lead to some information that Waymo might consider
12 proprietary. But just the number itself -- if we were
13 to ask and you were to say 75 vehicles were stopped on
14 December 20th as a result of this power outage, is just
15 the raw number itself, is that -- is your contention
16 that just the raw number itself is confidential?
17 MR. STODDARD: Yes, your Honor.
18 ALJ MASON: How?
19 MR. STODDARD: As I just stated, the number is
20 confidential because, again, it can be -- when it's
21 combined with publicly available information, it is
22 revealing of fleet utilization. Again, I understand the
23 Commission has not ruled on this claim yet, but we
24 believe it's within our rights to make confidentiality
25 claims as appropriate for the Commission's

1 consideration, and we are making that assertion here
2 today.
3 Again, we intend and we will be continuing to
4 work with CPED. We've already provided certain
5 information with -- to them, and we will continue to
6 respond to their questions and requests about the facts
7 surrounding this event. But we don't believe that
8 it's -- first of all, we -- but it is confidential
9 information, and we're prepared to submit a declaration
10 to that effect, of course. Or if necessary, we can
11 submit a motion to file under seal as well.
12 But to the degree that that information is
13 provided to staff, we would do so in connection with a
14 confidentiality declaration that the Commission could
15 consider at that time.
16 ALJ MASON: All right. We'll set forth a
17 protocol establishing -- claiming you're establishing
18 claim -- trade secrets.
19 And I would like to address the audience. I
20 realize that there are going to be differences of
21 opinions concerning positions taken that you hear this
22 morning. And I would just ask that everyone be
23 respectful of those differences of opinion and not laugh
24 or let out audible noises, because we are trying to hear
25 from everyone. We've got a court reporter here, and

1 it's important that we have a clean record of what's
2 being said today.
3 And people with contrary opinions that have
4 signed up to speak, you'll be given an opportunity to
5 speak as well. But it is very important that we keep
6 the commentary to a minimum so we don't disrupt the
7 official record that we are preparing this morning.
8 So on this question of the outage, I have two
9 representatives from SEIU. I didn't know if you would
10 like to make any comments in response to what's been
11 said by Waymo?
12 MS. REYES: Thank you. Thank you, Judge Mason.
13 So we see the events that took place on December 20th as
14 kind of shedding light on -- just speaking to a greater
15 need for the Commission to take on just clear criteria
16 and standards for road safety violations, adverse
17 emergency response incidents.
18 We believe that -- and we respectfully request
19 that the Commission develop transparent investigation
20 processes. We're already hearing claims of, you know,
21 confidentiality and trade secrets, and we know from the
22 general TNC proceeding that that reasoning was used and
23 is currently still being used to delay a lot of data
24 reporting that is currently not available to the public.
25 We don't want to see that further delay this proceeding.

1 So we'd like to see the Commission get ahead of that.
2 We would like to see the Commission develop a
3 gradient of standards that trigger appropriate and swift
4 investigations and penalties within the purview of the
5 CPUC -- right? -- so -- such as the withdrawal or
6 suspension of a TCP authority, driverless pilot and/or
7 driverless deployment permit pending an investigation
8 into violations, in-house investigations not --
9 independent of the permit holder and potentially
10 revoking the right of a fleet to carry passengers in the
11 meantime, while those investigations take place.
12 We'd like the Commission to clarify these
13 investigation processes, what investigations occur, who
14 conducts the investigation, standards for permit
15 reinstatement weighed by the Commission and not
16 delegated to Commission staff especially when it relates
17 to the safety and/or incidents that adversely impact
18 emergency response. And we want that -- we ask that
19 those investigation processes be disclosed publicly
20 regarding what violations and subsequent actions took
21 place.
22 We also ask that the Commission consider how it
23 can incorporate local government and public input into
24 the permit reinstatement processes when these incidents
25 happen and suspensions occur including checkpoints and

1 which state and local agencies approve of the
2 reinstatement.
3 In addition to just outright permit
4 suspensions, the Commission could explore a range of
5 other actions depending on the violation, such as school
6 zone prohibition -- prohibition, limiting -- or limiting
7 an AV permit to certain hours or weather conditions, for
8 example.
9 Given the December 20th incident and other
10 incidents that show a pattern of road safety violations
11 and adverse interactions with emergency response, we ask
12 that the Commission undergo an expedited investigation
13 into these incidents including December 20th and other
14 safety incidents.
15 At this time, I'd like to defer to my fellow
16 speaker here to add some light into the conversation.
17 MR. AUGUSTO: Yeah. Again, your Honor,
18 Commissioner, my name is Joseph Augusto, and I'm a --
19 I've been a driver in the San Francisco Bay Area for
20 about 10 years with 25,000 rides in the City. I'm very
21 familiar with interacting with Waymo and the other
22 autonomous vehicles in the City.
23 So I'm on -- I'm on the road all day every day.
24 Over the past two years, I've watched self-driving cars
25 change. They used to be overwhelmingly cautious. Now I

1 regularly see them taking risks, speeding up, blocking
2 crosswalks and other behavior that is risky.
3 During the December 20th storm, I was stuck and
4 stalled behind a Waymo vehicle in the middle of the
5 road. In the heavy rain and unsafe conditions, the car
6 just froze, and it blocked out traffic. There was no
7 driver, no quick response, no clear emergency plan.
8 That situation could have seriously hurt somebody.
9 I've also experienced two near crashes with
10 Waymo vehicles: One near Duboce Triangle and the other
11 near Noe and Market. Both of these self-driving cars
12 ran a red light. This is why we need clear rules and
13 real consequences. We can -- we want clear criteria and
14 standards for what counts as a road safety violation.
15 We want clear standards for failed or unsafe emergency
16 responses, and we want clear triggers for penalties
17 including the Waymo's permit to transfer passengers that
18 must be suspended.
19 I ask the Commission to fully assess how Waymo
20 vehicles interact with emergency responders, police,
21 fire and ambulance because delays or confusion in these
22 moments can cost lives. Self-driving car companies
23 should not get unlimited access to learn at everyone
24 else's expenses. If a human driver behaves in this way,
25 they would get fined or lose their license. The same

1 standard must apply here.
2 The CPUC's responsibility is to protect the
3 public, not to protect a business model. Please use
4 these proceedings to set strong and enforceable safety
5 standards with repercussions for law breakers.
6 Thank you.
7 ALJ MASON: Thank you very much. I have a
8 question for Zoox and Tesla. I realize that the service
9 that you're providing is not yet at the level of Waymo
10 in that you're providing autonomous vehicle service to
11 passengers for fares, but I am curious about whether or
12 not the Zoox vehicles that are being tested right now,
13 whether or not any of those vehicles were impacted in
14 their ability to traverse the roads in San Francisco as
15 a result of the December 20 power failure?
16 Let's hear from Ms. Zimney.
17 MS. ZIMNEY: Thank you, your Honor. Good
18 morning. This is Molly Zimney for Zoox.
19 I -- we appreciate the opportunity to
20 participate in this proceeding, and we're eager to
21 provide feedback to this question and the other
22 questions that were provided on January 6 to the
23 parties. To the extent that these questions raise new
24 issues such as this one that we're -- were not addressed
25 in Zoox's comments that were filed at the end of last

1 year, we have not had enough time to digest the
2 questions and gain alignment to -- with the internal
3 stakeholders to provide thorough and meaningful comments
4 on the record here today given the timing of when the
5 questions were shared with the parties and the
6 complexity and breadth of issues that were raised.
7 We understand that Commissioner Baker has
8 reserved the right to allow parties to provide written
9 post-hearing comments, and we would be very eager to
10 provide responses to the questions in writing in that
11 format and look forward to hearing comments from other
12 parties as well.
13 ALJ MASON: Thank you, Ms. Zimney.
14 Now I have a question for, first, the
15 representatives from Lyft. Now, Lyft sometimes partners
16 with Tesla so that someone requesting a ride through
17 Lyft could have the option of taking a Tesla vehicle,
18 and I was curious whether or not, as to any Tesla
19 vehicles that had been used for TNC service on December
20 20, if there were any core reports of any of the Tesla
21 vehicles experiencing any kind of a transportation
22 stoppage as a result of the power shortage?
23 MS. WEAVER: Thank you for that question.
24 Unfortunately, I do not have information available today
25 to respond. (Turning on mic.) Thank you very much for

1 that question. Unfortunately, I do not have any
2 information available today to respond to that question
3 and request the opportunity to confer with internal team
4 members and to submit written comments in response.
5 ALJ MASON: All right. Thank you very much,
6 Ms. Weaver.
7 Let me hear from Mr. Prabhakaran on behalf of
8 Uber. My question is assuming that Uber also partners
9 with Tesla for its TNC vehicles and -- whether or not
10 you've had any experience with vehicle stoppages on
11 December 20th as a result of the power outage?
12 MR. PRABHAKARAN: Your Honor, unfortunately, I
13 have the same response. We'll have to get back to you.
14 ALJ MASON: The mic was on?
15 MR. PRABHAKARAN: Sorry. I may not have been
16 speaking clearly into it. Your Honor, apologies. I
17 have the same response. We'll have to get back to you
18 with a response.
19 ALJ MASON: All right. Thank you very much,
20 Mr. Prabhakaran.
21 I understand there's the representative,
22 Ms. Blaine, on behalf of Tesla. I don't know if you
23 have any information that you can share?
24 MS. BLAINE: Your Honor is correct that we do
25 not currently operate autonomous vehicles within the

1 state, but I can confirm that our Level 2 TCP vehicles
2 were not impacted by the power outage. The rides were
3 able to continue uninterrupted. In the event that the
4 vehicles were impacted, of course, as a Level 2, there
5 is a safety driver in the driver's seat who would have
6 been able to take over the driver task.
7 ALJ MASON: Okay. Why don't you stay at the
8 podium, because when you made the reference to the Level
9 2, I did have a question. I understand there are
10 different levels of autonomous vehicles that have been
11 established by the DMV and that a Level 2 isn't
12 necessarily the type that would allow the vehicle to --
13 to qualify -- an autonomous vehicle that can
14 transport -- potentially transport passengers would need
15 to be a level 3 or higher.
16 But I do have a general safety question that I
17 wanted to ask. When your Tesla vehicle -- it might have
18 that hands-free Level 2 type feature in it, but there's
19 a driver in there. In the event that there's some kind
20 of an incident -- an accident or something, does the
21 vehicle provide a clear audio-visual written pathway so
22 that passengers that are in the vehicle can then safely
23 exit the vehicle? If you could discuss that, please.
24 MS. BLAINE: Sure. Thank you for the question.
25 Of course, again, because we have a safety driver

1 present in the driver's seat, in the event of a
2 vehicular incident, the driver would be able to provide
3 any passengers with verbal instructions how to properly
4 exit the vehicle.
5 If the driver were incapacitated for whatever
6 reason, the vehicle has the capability to display egress
7 instructions on the vehicle's user interface.
8 Additionally, the passenger would be able to request
9 remote customer support via that interface within the
10 vehicle or within the app itself, and customer support
11 would be able to provide those instructions to the
12 customer.
13 ALJ MASON: All right. Thank you very much for
14 that response.
15 Okay. Mr. Prabhakaran, I see you're standing
16 up. Do you want to add something?
17 MR. PRABHAKARAN: Yes, your Honor. After some
18 additional thought, I thought I would just jump up and
19 say, you know, there aren't currently autonomous
20 vehicles operating on the Uber platform in California.
21 So by virtue of that, there clearly would not have been
22 any impact to an autonomous vehicle that was linked to
23 Uber in San Francisco on that day.
24 ALJ MASON: All right. All right.
25 MR. PRABHAKARAN: So easier answer than I was

1 thinking through. So --
2 ALJ MASON: All right. Thank you for adding
3 that.
4 Let me hear from, if you have comments you'd
5 like to make on this topic, from first Mr. Gruberg and
6 then Mr. Tsukerman.
7 MR. GRUBERG: Thank you. Mark Gruberg.
8 So this incident of December 20th was quite
9 serious, but I think the Commission should regard this
10 as a possible harbinger. This may be a dress rehearsal
11 for something much worse. Imagine if we had a major
12 earthquake in San Francisco and streets were disrupted,
13 power lines were disrupted, gas line, water mains, any
14 imaginable type of disruption that might take place
15 under those circumstances and how these vehicles would
16 react to that.
17 We see through this incident that many, many of
18 these vehicles apparently had to be moved remotely, and
19 it doesn't seem possible that a company could have a
20 sufficient number of remote operators to deal with these
21 kind of emergencies because, you know, by definition,
22 they are going to happen unexpectedly. And so this is a
23 really, really serious problem that I think the
24 Commission needs to get its teeth into and figure out,
25 you know, how the City is going to function, how first

1 responders, police, fire, et cetera, et cetera are going
2 to function under conditions that may very well arise.
3 We are an earthquake-prone city. And we've had them
4 before, and we will undoubtedly have them again. So
5 this is -- this is really a warning sign.
6 The other comment I'll make is about
7 confidentiality, and even if there is some claim to
8 confidentiality for the numbers of vehicles on the
9 street, so on and so forth, surely that is overridden by
10 the public need to know what's going on in, during and
11 after an emergency. So I don't think that there should
12 be any conceivable claim to confidentiality under these
13 circumstances.
14 And I'll leave it at that. Thank you.
15 ALJ MASON: Thank you.
16 Let me hear from the San Francisco City
17 Attorney's Office.
18 MR. TSUKERMAN: Thank you, your Honor. I just
19 want to note that San Francisco is still in the
20 information gathering phase on the impacts to first
21 responders due to the blackout, and we'd be happy to
22 provide updates and provide any more -- participate in
23 an evidentiary hearing or -- if one is scheduled in the
24 future.
25 Additionally, the board of supervisors is going

1 to have a hearing on the blackout and its effects on the
2 City, and they are inviting the staff at the CPUC to
3 attend and participate if they are willing to. That is
4 not on the schedule yet, though.
5 ALJ MASON: I'm sorry. Did you say that is
6 not --
7 MR. TSUKERMAN: It has not been scheduled yet,
8 but I'm aware that they are currently planning on
9 holding a hearing related to the blackout.
10 ALJ MASON: Okay. Will there be a public
11 notice of the date and time and place of the hearing?
12 MR. TSUKERMAN: Yes, we'll make sure of that.
13 We let staff know about it.
14 ALJ MASON: All right then. Thank you very
15 much, sir.
16 Now I'd like to thank everyone for the comment
17 on that -- that first issue, because I know that's been,
18 you know, first and foremost in everyone's mind. I
19 would like to move on to the unaccompanied minor issue.
20 I realize that we had identified it as issue No. 9, but
21 I think I'm going to move it up to give some people
22 opportunity to comment.
23 The Commission staff then -- firstly, I just
24 heard some anecdotal reports of possibly parents
25 allowing to -- their unaccompanied minors to use their

1 Waymo accounts to be able to transport their children,
2 and these anecdotal reports have not yet been verified.
3 So I wanted to give Mr. Stoddard an opportunity to
4 address the issues.
5 Is Waymo aware of any such incidents where
6 adults with Waymo accounts are allowing their --
7 unaccompanied minors to use the account to take a Waymo
8 vehicle from point A to point B?
9 MR. STODDARD: Thank you, your Honor. As this
10 was not specifically included in the set of questions, I
11 can't say I'm entirely prepared to speak to this today
12 from a factual perspective on any particular anecdotal
13 report.
14 What I can generally state is that Waymo has --
15 you know, has actually -- there's another issue where we
16 have worked with Commission staff and responded to some
17 questions from Commission staff on it. But, generally,
18 there are instances we are aware of, yes. Some of them
19 were publicly reported where parents have used Waymos
20 for transportation of minors. However, without --
21 unaccompanied. This is against Waymo's terms of service
22 as well as the Commission's rules.
23 In the event that it's -- that there's a
24 discovery of -- the Waymo terms of service, Waymo's
25 procedures would -- would require that they -- Waymo

1 take certain actions to address it. And it can include
2 something like a suspension of an account in the event
3 that there's a discovery of a violation of terms of
4 service whether for this or any other reason.
5 ALJ MASON: So are there any risks that are
6 unique to passenger service involving unaccompanied
7 minors in the autonomous vehicles?
8 MR. STODDARD: Your Honor, we are considering
9 that issue. We haven't had time to fully
10 comprehensively develop a list of what risks pertain to
11 transportation of unaccompanied minors.
12 However, generally, I would say that the risks
13 related to passenger service involving unaccompanied
14 minors are similar to risks related to transportation of
15 unaccompanied minors in other contexts, such as public
16 transit and the risks that are presented by
17 unaccompanied minors being out in the world generally
18 where they may interact with strangers of various types.
19 So yes, there are risks. I would suggest that,
20 in this context, this sort of an issue be taken up in
21 workshops, and we can also address it further in
22 comments.
23 ALJ MASON: All right. Along the same line --
24 so you may not have the complete answer today, but how
25 should the Commission evaluate the carrier protocols and

1 procedures to adequately mitigate those risks that
2 you're trying to identify?
3 MR. STODDARD: Thank you, your Honor. I would
4 say in the same manner that you identify the
5 reasonable -- it's a reasonableness review that staff
6 undertakes in reviewing passenger safety plans based on
7 the way the staff characterizes it in resolutions
8 approving AV permits.
9 And so I would suggest that it be reviewed in
10 the same way as other elements of the passenger safety
11 plan as a reasonableness review based on information
12 submitted by the company as well as any information
13 submitted by -- in protests or responses that are
14 submitted in response thereto.
15 ALJ MASON: All right. Thank you.
16 Let me hear from Ms. Zimney. And is this an
17 issue that's been under consideration and -- for Zoox,
18 and are you in a position today to talk about what
19 procedures, protocols Zoox is putting in place to
20 monitor to prevent the use of the service by an
21 unaccompanied minor?
22 I realize it's not happening as of yet, but you
23 know, clearly, this is something that I'm sure you're
24 thinking about as part -- part of your business
25 operational model.

1 MS. ZIMNEY: Yes, your Honor. This is
2 something that Zoox is considering at this time, and the
3 hailing of rides by unaccompanied minors is also
4 prohibited in Zoox's terms of service. But similar to
5 my response to my prior question, this is -- this is
6 something that Zoox is considering and would be happy to
7 provide in written comments following the hearing.
8 ALJ MASON: All right. Thank you, Ms. Zimney.
9 Would Tesla like to speak on this question?
10 MS. BLAINE: Thank you, your Honor. Similar to
11 the others, we are not prepared to provide specific
12 responses to these questions. We would just reiterate
13 our broad comment from our openings comments was that --
14 which is that we do believe that certain minors should
15 be allowed to ride unaccompanied in autonomous vehicles
16 so long as appropriately robust safeguards are in place.
17 We think that doing so is going to not only
18 reduce the rate of collisions, you know, on California
19 roadways but unlock an affordable and safe
20 transportation option for minors who may not otherwise
21 have one. But we look forward to participating in the
22 discussion as the rulemaking progresses.
23 ALJ MASON: Thank you, Ms. Blaine. And since
24 you raised the point, does Tesla have an age limit in
25 mind where it thinks that someone under the age of 18

1 should be able to use the service unaccompanied by an
2 adult?
3 MS. BLAINE: We don't have a specific age -- a
4 minimum age limit in mind at this time. It's something
5 that we'd be happy to take back and -- and provide on
6 the record.
7 ALJ MASON: Same questions, Mr. Stoddard, on
8 behalf of Waymo. Is that something that's under
9 consideration, allowing a minor of a certain age to
10 travel unaccompanied?
11 MR. STODDARD: Thank you, your Honor. I'm not
12 able to address that at this time.
13 ALJ MASON: All right.
14 Ms. Zimney.
15 MS. ZIMNEY: It is something we are considering
16 but not able to share at this time.
17 ALJ MASON: All right. Let me hear from SEIU
18 on the question of unaccompanied minors.
19 MS. REYES: Thank you, Judge. Yeah. So the
20 anecdotes definitely -- the anecdotes potentially
21 evidencing that Waymo's blatantly violating the CPUC's
22 prevailing decision on the transportation of
23 unaccompanied minors is very concerning. We
24 recommend -- we'd like to see, respectfully, a hearing
25 or some kind of investigation that could potentially

1 shed light on any compliance failures that autonomous
2 vehicles are currently undertaking.
3 TNC drivers are suspended or deactivated and
4 lose income if they transport unaccompanied minors
5 without complying with CPUC-adopted rules, and given the
6 anecdotes that we've heard, Waymo appears to have the
7 surveillance technology as well to know when these rules
8 are being violated. And so given what appears to be a
9 blatant and ongoing violation of the permit, we'd like
10 to know what action the Commission plans to take. And
11 we definitely urge the Commission to hold the company
12 accountable in some kind of investigative process or
13 evidentiary hearings.
14 And it is our belief -- and we've stated in
15 comments -- in our opening comments -- we do not believe
16 that the CPUC should allow the -- or should lift the
17 prohibition of the transportation of minors by AVs --
18 driverless AVs at this time given ongoing
19 troubleshooting and just the early phase of learning
20 during this difficult -- during the deployment of AVs at
21 this time. We want to safeguard minors from any
22 potential problems that might arise and -- in terms of
23 safety.
24 And then I'd like to also let my fellow
25 speaker give thoughts.

1 MR. AUGUSTO: Again, the Commission should also
2 hold evidentiary hearings on ongoing violations of the
3 CPUC rules against transporting unaccompanied minors and
4 examine requirements that must be in place to prevent
5 this from occurring.
6 We also urge the Commission to take any other
7 immediate actions it can to hold companies breaking
8 these rules today accountable. If the company cannot
9 follow existing rules, it should not be trusted to be on
10 the road. As a TNC driver, I'm not allowed to transport
11 unaccompanied minors.
12 A recent New York Times article about parents
13 using Waymos for this purpose mentioned that the reason
14 parents don't use Uber or Lyft is because when drivers
15 learn the passenger is a minor, they cancel it.
16 Rightfully so. Uber and Lyft drivers cancel because
17 they are following the law. Waymo and other AV
18 companies should as well.
19 ALJ MASON: Thank you, Mr. Augusto.
20 Let me hear from Mr. Gruberg.
21 MR. GRUBERG: Thank you, your Honor.
22 Transporting unaccompanied minors, I think, is an
23 especially risky business. By definition, they don't
24 have the judgment or maturity of adults. They may react
25 poorly if things go wrong. Imagine a child alone in a

1 car after an accident occurs. There's just a vast
2 difference. I mean, I have transported, as a taxi
3 driver, unaccompanied minors with the consent of their
4 parents. There's a vast difference between having an
5 adult with them and not having anybody there at all.
6 I had a situation where two kids are going to
7 school and they get into a fight. And, you know, what's
8 going to happen if you don't have somebody in the front
9 seat telling them to quiet down? There are enormous
10 risks to this, and I think it should be barred. I think
11 there needs to be an age set. I think that age should
12 be set in consultation with psychologist -- child
13 psychologists and people who are knowledgeable about
14 these things. But I do not think that unaccompanied
15 minors, young children should be allowed to be
16 transported in autonomous vehicles.
17 Thank you.
18 ALJ MASON: Mr. Tsukerman. And then I'll come
19 back to you, Mr. Stoddard, because I also have a
20 question for you I want to follow-up on.
21 MR. TSUKERMAN: Thank you, your Honor. Thank
22 you, your Honor. We are happy to follow-up in writing
23 on this question. We're not prepared to comment at this
24 time.
25 ALJ MASON: All right. Thank you. That's

1 fine.
2 I have a general question for you,
3 Mr. Stoddard, and then you can have an opportunity to
4 respond to some of the comments that you've heard.
5 Generally, does the technology, when someone
6 has a Waymo account and they ask for the ride and
7 then -- it's an adult -- and then they then put an
8 unaccompanied minor into the vehicle and -- in their
9 place for transport, does the technology in the
10 vehicle -- does it know to distinguish between the
11 person that's in the car and the account holder?
12 Or is there any other technology or awareness
13 that would allow the vehicle to identify the passenger
14 in the vehicle as, you know, someone that might appear,
15 based on size and appearance, to be under the age of 18?
16 Or is the technology not at that point yet?
17 MR. STODDARD: Thank you, your Honor. I'm not
18 prepared to answer that question today. And -- but,
19 again, I think that's an issue that, as with others,
20 we'd be prepared to address in response to your
21 questions as needed in this proceeding. And if I can
22 respond to some of the other comments that were
23 raised --
24 ALJ MASON: Yes, you may.
25 MR. STODDARD: -- by both the taxi workers and

1 SEIU. As a threshold matter regarding this issue but
2 also others -- this is a prehearing conference for a
3 rulemaking proceeding -- we understand and are aware
4 that unaccompanied minors is one of the issues in those
5 proceedings -- in this proceeding and will be considered
6 and developed over the course of the proceeding, and the
7 facts will be developed. And we will talk about things
8 like risks and what sorts of measures should be
9 implemented and whether there should be an minimum age.
10 All of those issues will be addressed and litigated.
11 We don't think a prehearing conference is the
12 appropriate place to do that today. I'm not prepared to
13 provide all -- to address all facts and questions that
14 might -- might arise in the course of that discussion.
15 So, again, I think, as with a lot of these
16 other questions, and as is apparent from a number of the
17 other parties' responses, that they aren't able to
18 address them today. We would respectfully request that
19 you consider, both for the sake of fairness and
20 efficiency, directing parties instead to respond to
21 these in writing after the prehearing conference.
22 ALJ MASON: Thank you, Mr. Stoddard.
23 So I want to move on now to the question of
24 shared rides that we asked parties to consider. Are
25 there any passenger service risks that are unique for

1 allowing shared rides in autonomous vehicles? And if
2 so, how should the Commission evaluate if a carrier's
3 protocols and procedures adequately mitigate those
4 risks?
5 Would you like to be heard first, Mr. Stoddard?
6 And I understand, for everyone's purposes, that
7 this is a prehearing conference, and there are a lot
8 questions out there. This is the start of the
9 information gathering process. So while you may not
10 have fulsome responses today, we will be giving all the
11 parties an opportunity to respond further. But any
12 preliminary information that you might be able to
13 provide us today will definitely be helpful to the
14 Commissioner and myself.
15 Go ahead, Mr. Stoddard.
16 MR. STODDARD: As shared rides, I think our
17 response is the same as for unaccompanied minors, which
18 is we are aware that there are some safety risks that
19 the Commission, I think, itself has referenced in the
20 OIR related to potential assault and harassment, and we
21 were considering those issues. I'm not prepared to
22 identify any other particular risks at this time, but we
23 look forward to further developing a record on this
24 issue in the proceeding.
25 ALJ MASON: Thank you.

1 Let me hear from Ms. Zimney.
2 MS. ZIMNEY: Thank you, your Honor. Zoox
3 similarly is considering this issue but does not have a
4 comment on the matter today.
5 ALJ MASON: Thank you.
6 Ms. Blaine for Tesla.
7 MS. BLAINE: Tesla similarly has no comment on
8 this issue.
9 ALJ MASON: Would the City Attorney -- do you
10 have a comment?
11 MR. TSUKERMAN: Just that it may be appropriate
12 for there to be a higher response time standard for
13 shared rides given the potential for interpersonal
14 conflict and that to the extent that the Commission has
15 data from shared rides and TNCs, it should use that data
16 to inform any regulation of that with autonomous
17 vehicles as well.
18 ALJ MASON: Thank you.
19 Mr. Gruberg.
20 MR. GRUBERG: No comment.
21 ALJ MASON: All right. Thank you.
22 Any comment from SEIU?
23 MS. REYES: At this time, we don't have any
24 comments but reserve the right to engage as the
25 proceeding develops and provide more once (inaudible).

1 ALJ MASON: Thank you.
2 Any comment from Uber?
3 MR. PRABHAKARAN: (Shaking head.)
4 ALJ MASON: You need to be audible.
5 MR. PRABHAKARAN: No, your Honor.
6 ALJ MASON: Thank you.
7 How about any comments from Lyft?
8 MS. WEAVER: No comment, your Honor.
9 ALJ MASON: Thank you.
10 So I want to move on to the issue of customer
11 support in driverless vehicles. I know some of that has
12 been touched on by some of the parties in your comments
13 in discussing the December 20 power failure and its
14 after -- aftermath. But, generally, what topics related
15 to customer support and driverless autonomous vehicles
16 should carriers address as part of their passenger
17 safety plans?
18 I'll hear from Mr. Stoddard if you have
19 anything you wish to share at this time.
20 MR. STODDARD: Thank you, your Honor. Waymo
21 does not have anything it wishes to share at this time.
22 ALJ MASON: Okay. And if the Commission were
23 to create a standard for customer support response time,
24 would there be a reasonable time for a customer support
25 agent to connect with a passenger in an active ride?

1 MR. STODDARD: Waymo does not believe it is
2 necessary or appropriate for the Commission to adopt a
3 specific response time standard as part of this
4 proceeding at this time, in particular, because, as I
5 think the commissioner alluded to in his opening
6 remarks, the technology is rapidly evolving. Waymo is
7 constantly -- and I'm sure other operators are as
8 well -- adjusting their -- various aspects of their
9 technology, their system and their operations in -- as
10 their system and as their service develops.
11 This is -- there's a need for flexibility as
12 part of that process. Innovation is very rapid. It may
13 be, you know, the sort of thing where they're making
14 adjustments on a daily, weekly, monthly basis. Specific
15 metrics tend to be very fixed, take a while to change,
16 may be appropriate at one point in time and not
17 appropriate at another point in time. And we would ask
18 for flexibility to continue to -- to allow us to iterate
19 and innovate and -- and meet the needs of the public as
20 we provide the service.
21 ALJ MASON: Ms. Zimney, do you have any
22 comments?
23 MS. ZIMNEY: Zoox does not have any comments
24 beyond what was already shared in our written comments
25 that was submitted, but we'd be happy to elaborate on

1 that in those hearing statements.
2 ALJ MASON: Thank you.
3 Does Tesla have any comment?
4 MS. BLAINE: We agree. We do not believe any
5 customer support specific topics need to be added to the
6 PSP at this time. We believe that the existing PSP
7 requirements are sufficiently broad to enable carriers
8 to provide comprehensive information about the role
9 customer service agents play within their operation.
10 ALJ MASON: Thank you.
11 Does SEIU wish to comment?
12 MS. REYES: No substantial comments at this
13 time. We believe that the DMV might also be weighing a
14 similar question, and so we also urge the Commission to
15 kind of clarify in this proceeding how ongoing changes
16 in DMV regulation should interact with decision making
17 in this proceeding just because there's outstanding
18 questions still.
19 ALJ MASON: Thank you.
20 And Mr. Gruberg, do you wish to comment?
21 MR. GRUBERG: No comment.
22 ALJ MASON: City Attorney's Office for San
23 Francisco.
24 MR. TSUKERMAN: Thank you, your Honor. Only
25 that remote assistance responses need to be consistent

1 with what emergency responders are telling the -- the
2 passenger. You don't want any guidance from remote
3 assistance that undermines the -- or interferes with
4 directions from first responders.
5 ALJ MASON: All right. So thank you.
6 Does Lyft wish to make any comment?
7 MS. WEAVER: Lyft has no comments, your Honor.
8 ALJ MASON: Thank you.
9 And Uber.
10 MR. PRABHAKARAN: Your Honor, Vid Prabhakaran
11 representing Uber.
12 With respect to this question and with respect
13 to some of your prior questions, much of the passenger
14 safety plans need to ensure some flexibility to allow
15 not only for the updating of these technologies but also
16 for sort of allo -- the potential allocation of
17 responsibilities for some of these safety features among
18 potentially fleets and a TNC platform, possibly a
19 third -- third-party operators of these fleets.
20 And so ensuring flexibility and allowing for
21 flexibility within these plans is paramount. So, you
22 know, nothing specific to a response time, but it's sort
23 of endemic to all of the questions that you're asking,
24 that you need to ensure that while you're creating a
25 standard for safety you're ensuring that there's still

1 flexibility within these arrangements.
2 ALJ MASON: That flexibility question, which a
3 number of you have raised, it does raise another
4 question of if there is some type of incident and
5 there's some fleet sharing or sharing of the ride
6 responsibility, who has the primary responsibility in
7 the event of an incident? How do we allocate --
8 allocate -- sorry -- whose -- whose got primary
9 responsibility for investigating and resolving
10 situations, who has secondary responsibility?
11 How is that liability or responsibility
12 allocated when you've got multiple parties involved in
13 the autonomous vehicle service?
14 MR. PRABHAKARAN: Yeah. That's a very
15 important question. The expectation should be for the
16 Commission that the Commission will receive the
17 information it requires, receive that sort of
18 information per incident. There may be different
19 allocations of responsibilities depending on the
20 agreements among those parties, and those
21 responsibilities will be contractually determined among
22 those parties. That will then be shared, as necessary,
23 per incident. So it will necessarily change depending
24 on the situation.
25 ALJ MASON: All right. Thank you.

1 Now I want to move on to the series of
2 questions that dealt with General Order 157-E
3 exemptions, and we asked the parties whether or not the
4 Commission should streamline the process for General
5 Order (GO) 157-E exemptions so that exemptions are
6 requested, reviewed, and approved or denied by
7 Commission staff for both pilot and deployment, whether
8 or not exemptions last for the duration of the
9 charter-party carrier permit without requiring renewal
10 until the expiration of the permit and whether or not
11 there's no annual re-attestation of functional
12 equivalence is required in either pilot or deployment
13 and whether a carrier must apply for a new exemption if
14 changes to the carrier's or operations render the
15 original exemption and/or information submitted untrue
16 or inapplicable.
17 I know that's a mouthful to consider, but let
18 me start with you, Mr. Stoddard, if you have any
19 preliminary comments that you wish to share on this
20 topic.
21 MR. STODDARD: Yes. Thank you, your Honor.
22 Yes. Waymo thinks that the Commission -- I think we
23 outlined this in our comments, and -- so for the same
24 reasons that we stated in our comments. But the
25 Commission should expand and streamline the exemption

1 process as suggested in its question, which you just
2 recited.
3 The Commission previously amended 157-D to
4 allow the Commission staff to grant exemptions for AV
5 carriers participating in the pilot program in its
6 decision in 2018. The Commission has not really
7 revisited the exemption process, I don't believe, since
8 that date. There's really no reason that we can think
9 of for it to be bifurcated in the way that it is now.
10 It should extend -- it should apply to both pilot and
11 deployment programs.
12 Additionally, the sunset provision, we think,
13 is unnecessary and should be removed, and it should --
14 the exemption should apply for the duration of the -- of
15 whatever the relevant permit is, both for the sake of
16 efficiency and also to avoid any kind of disruption that
17 might come from an inadvertent lapse in an exemption.
18 But for the -- but primarily, I think, at this
19 point, it would be -- it's just more efficient and
20 there's no reason not to have those exemptions applied
21 to both types of permits and to apply for the duration
22 of the permit.
23 ALJ MASON: Thank you.
24 Ms. Zimney, do you have any comments today?
25 MS. ZIMNEY: Yes. As stated in Zoox's written

1 comments earlier, we agree that these exemptions should
2 be able to be approved for both deployment and pilot
3 permits and that the exemption should last for the term
4 of the permit for the same reasons that were shared by
5 Mr. Stoddard, and -- because, for the most part,
6 these -- the reasons for these exemptions persist
7 throughout the term of the permit. But we agree that a
8 change in operations would potentially necessitate a
9 newer class for such exemption, as we stated in our
10 earlier comments.
11 ALJ MASON: Thank you.
12 Does Tesla have any comment?
13 MS. BLAINE: Tesla has no comments on this
14 topic, your Honor.
15 ALJ MASON: All right. Thank you.
16 Any comments from Lyft?
17 MS. WEAVER: Lyft has no comment, your Honor.
18 ALJ MASON: How about from Uber?
19 MR. PRABHAKARAN: Your Honor, the only
20 additional thing that we'll say on this topic is the
21 very existence of the need for an exemption process
22 showcases the need to actually create flexibility within
23 these rules so that exemptions aren't even requested.
24 So as you think forward, as we continue to establish
25 rules, we want to limit the number of exemptions that

1 people are coming and asking the Commission for. And so
2 ensuring the kind of flexibility necessary within the
3 requirements will actually obviate some of the need for
4 the exemption process.
5 ALJ MASON: Thank you.
6 Does SEIU have any comment?
7 MS. REYES: No comment at this time.
8 ALJ MASON: All right.
9 City Attorney's Office.
10 MR. TSUKERMAN: No comments at this time, your
11 Honor.
12 ALJ MASON: Taxi Alliance. Mr. Gruberg.
13 MR. GRUBERG: Yeah. I would just say that an
14 exemption might be for a very mundane purpose or it
15 might be for a very serious -- it might be a serious
16 request. And I think these should come to the
17 Commission. I don't -- I don't see that staff should
18 necessarily be making judgements on things that would
19 otherwise be violations of the rules.
20 That said, I would also say that an exemption
21 should be able to last for the period of the permit
22 unless there is some good reason why it might only need
23 to be in place temporarily.
24 So those would be my comments. Thank you.
25 ALJ MASON: All right. Thank you -- thank you

1 very much.
2 I'm going to move on to the issue of
3 operational design domain disclosure. And in the
4 questions, we asked -- we noted that the Commission
5 currently requires the public disclosure of operational
6 design domains for entities applying for and operating
7 in the deployment program.
8 The question posed is whether the Commission
9 should extend that requirement to entities applying for
10 and operating in the pilot program, and if so, should
11 public disclosure also be required for any subsequent
12 operation of the design domain modifications?
13 Do you wish to comment, Mr. Stoddard?
14 MR. STODDARD: Thank you, your Honor.
15 Consistent with Waymo's comments on this issue, Waymo
16 does not believe that the Commission should extend --
17 should require public disclose of ODD changes. The DMV
18 already requires posting of ODD, and to the degree that
19 there's a material change to an ODD in connection with a
20 PSP update, it would be disclosed at that time.
21 ALJ MASON: Thank you.
22 Ms. Zimney for Zoox.
23 MS. ZIMNEY: Zoox has no further comments than
24 what was provided in our written comments, which were --
25 were similar, which is that the public disclosure by the

1 CPUC of the ODD is unnecessary due to the DMV's
2 disclosure and the required updates based on material
3 changes to the PSP.
4 ALJ MASON: Thank you.
5 Any comments from Tesla?
6 MS. BLAINE: No additional comments beyond
7 what's already been stated, your Honor.
8 ALJ MASON: Thank you.
9 Any comment from Lyft?
10 MS. WEAVER: No additional comment, your Honor.
11 ALJ MASON: And Mr. Prabhakaran on behalf of
12 Uber.
13 MR. PRABHAKARAN: Thank you, your Honor. We
14 would recommend public disclosure of geographical
15 coverage areas for the ODDs, which can be accomplished
16 through the DMV as well. But the micro changes within
17 an ODD, things like weather tolerance, things that will
18 constantly be updated, shouldn't require any sort of
19 resubmission.
20 ALJ MASON: Thank you.
21 Any comment from SEIU?
22 MS. REYES: We're interested in the public
23 disclosure of pilot deployment ODDs as well as any
24 modifications. I think we'll have some more time to
25 think it over especially as we consider how to make it

1 efficient so that, you know, we're not duplicating what
2 the DMV is already doing, but we are interested in
3 public disclosures.
4 ALJ MASON: Thank you.
5 Any comment from the City Attorney's Office?
6 MR. TSUKERMAN: Yes. We believe that ODDs for
7 pilot deployment should be disclosed and that
8 modifications that would trigger additional disclosures
9 should be changes in the geographic areas, speed caps
10 and hours of operation.
11 ALJ MASON: Thank you.
12 Mr. Gruberg, any comment?
13 MR. GRUBERG: Yes. If there is a point to
14 public disclosure of an ODD, it would seem to me that
15 there would be an equal point for a disclosure of any
16 modification or -- for pilot programs as well. So I
17 would say, yes, it should be disclosed.
18 Thank you.
19 ALJ MASON: Thank you, sir.
20 I'm going to move on to the purpose-built
21 autonomous vehicle questions to the parties. And we
22 asked the parties to consider if the Commission should
23 clarify that carriers must submit an updated passenger
24 notice and consent plan to CPUC staff prior to operating
25 a purpose-built vehicle in passenger service? And we

1 also asked the parties to consider what risks are unique
2 to passenger service in purpose-built autonomous
3 vehicles?
4 Mr. -- I'll start again with Mr. Stoddard.
5 MR. STODDARD: Thank you, your Honor. Waymo
6 has no comment on this issue at this time.
7 ALJ MASON: All right.
8 Ms. Zimney.
9 MS. ZIMNEY: Zoox does not have a comment on
10 this issue at this time.
11 ALJ MASON: All right.
12 Ms. Blaine. Tesla.
13 MS. BLAINE: As we indicated in our opening
14 comments, we do support requiring carriers to provide
15 passengers with advanced notice that a purpose-built AV
16 will be used in passenger service. We believe that the
17 decision of whether to obtain appropriate consent from
18 the passenger should remain within the discretion of the
19 carrier.
20 ALJ MASON: Thank you.
21 Any comment from Lyft?
22 MS. WEAVER: No comment, your Honor.
23 ALJ MASON: All right.
24 Any comment from Uber?
25 MR. PRABHAKARAN: Your Honor, we just urge the

1 Commission to reframe from adopting rules that are
2 specific to purpose-built vehicles and instead focus on
3 the safety imperatives that you're trying to achieve.
4 Again, there are going to be a number of various forms
5 in which this service will be provided and
6 responsibilities will be allocated.
7 And so for that purpose, ensuring that -- how
8 the information is ultimately conveyed to passengers may
9 take different forms. And so just, again, I'm here --
10 I'm a broken record, I understand, asking for
11 flexibility, but that's -- this is another reason.
12 ALJ MASON: All right. Thank you.
13 Does SEIU wish to comment?
14 MS. REYES: No comment at this time.
15 ALJ MASON: City Attorney's Office.
16 MR. TSUKERMAN: Only to both applaud the
17 Commission for its concern about accessibility and to
18 reiterate that, you know, it would be great if these
19 purpose-built vehicles were also accessible. The models
20 we see on the road so far, we're not sure if they are,
21 but, you know, just to keep that in mind.
22 ALJ MASON: All right.
23 Mr. Gruberg.
24 MR. GRUBERG: No comment.
25 ALJ MASON: All right. Thank you.

1 The comment from the City Attorney's Office did
2 raise a question in my mind that I have for you now,
3 Mr. Stoddard. The Waymo vehicles that are currently in
4 operation for fare passenger service, are any of those
5 accessible vehicles that someone in a wheelchair would
6 be able to access the vehicle?
7 MR. STODDARD: Your Honor, Waymo partners with
8 TowerWAV to provide WAV trips to individuals who are
9 requesting a WAV ride through Waymo service. Waymo's
10 AVs deployed in California at this time are not -- are
11 not wheelchair-accessible vehicles.
12 ALJ MASON: All right. And then also on the
13 question of accessibility -- I know I'm sort of going
14 off the script. But for potential passengers that are
15 somewhat vision impaired, the app -- is there a way for
16 that type of a customer to indicate vision impairment
17 and some additional assistance in order to access the
18 vehicle? For example, sometimes the ride may say, you
19 know, You got two minutes to get to the vehicle.
20 Someone that's, you know -- has accessibility -- or they
21 have vision issues may not be able to get to the vehicle
22 in the designated time before it expires. So if you
23 could just talk generally about those types of features
24 that are available with persons that have additional
25 needs for access to a vehicle.

1 MR. STODDARD: Yes, your Honor. I can't speak
2 specifically to the particular accessibility measures
3 that are in place at this time, but I can say generally
4 that Waymo describes in its passenger safety plan a
5 number of accessibility tools and measures including WAV
6 finding, and things like that, that are available for
7 people who may be vision impaired as well as additional
8 time to board the vehicle if needed, which can be --
9 which can be requested. But I can't -- I can't speak to
10 the particulars of it. So that's additional information
11 that we could provide, if needed.
12 ALJ MASON: All right. Thank you. I want move
13 on to the question of permit reinstatement, and we asked
14 the parties to consider whether or not the Commission
15 should delegate to its staff the authority to reinstate
16 suspended authorizations for the pilot and drivered
17 deploy -- deployment programs following reinstatement of
18 the carrier's Department of Motor Vehicle AV permit and
19 a demonstration by the carrier of how the issue leading
20 to the suspension was resolved.
21 And then we also asked the parties to consider
22 whether the Commission should require carriers to
23 request reinstatement of a suspended driverless
24 deployment authority by submitting a Tier 2 advice
25 letter demonstrating how the issue leading to the

1 suspension was resolved.
2 I'll let you start, Mr. Stoddard, if you have
3 any comments you wish to make to those questions.
4 MR. STODDARD: Yes, your Honor. Thank you.
5 Again, I think we addressed this in our comments, but
6 generally, Waymo supports a delegation to staff of
7 authority to reinstate permits. But staff could also
8 refer to the Commission, if needed, for unique
9 circumstances that might require further review, but
10 certainly, where a permit is suspended as a follow-on to
11 a DMV suspension, essentially an automatic suspension,
12 because the predicate DMV permit has been suspended,
13 that -- that reinstatement should be implemented by
14 staff on its own and should not require any -- any
15 additional Commission approval.
16 ALJ MASON: Thank you.
17 Ms. Zimney.
18 MS. ZIMNEY: Your Honor, Zoox has no further
19 comments beyond what we submitted in our original
20 written comments, which were similar, that staff should
21 be able to consider these suspensions and request for
22 renewal but that they may elevate them up to Commission
23 staff -- or excuse me -- the Commission when
24 appropriate.
25 ALJ MASON: Okay.

1 Ms. Blaine for Tesla.
2 MS. BLAINE: Tesla has no comment on this
3 issue.
4 ALJ MASON: Thank you.
5 Counsel for Lyft.
6 MS. WEAVER: Your Honor, Lyft has no comment on
7 this issue.
8 ALJ MASON: Thank you.
9 Counsel for Uber.
10 MR. PRABHAKARAN: Your Honor, Uber would
11 support delegation for more streamlined reinstatement
12 procedures.
13 ALJ MASON: Thank you.
14 SEIU, do you wish to comment?
15 MS. REYES: Yes. We're interested in seeing
16 permit reinstatement not be delegated to staff for
17 suspensions related to safety and/or incidents where
18 emergency responders were impacted. We ask that the
19 Commission consider how it can incorporate local
20 governments and public input into the permit
21 reinstatement process including for specific scenarios,
22 checkpoints where state and local agencies can approve
23 of the reinstatement and there's public consent.
24 In addition to that -- in addition to questions
25 of safety and emergency response, we agree with opening

1 comments from SFMTA where -- in instances where
2 suspension is related to alleged acts or omissions that
3 misled passengers or the Commission, the Commission
4 should be the one weighing that reinstatement.
5 ALJ MASON: Thank you.
6 City Attorney, do you wish to comment?
7 MR. TSUKERMAN: SEIU more or less read out what
8 our comment was. So we'll leave it at. And it's also
9 reflected in our written comments.
10 ALJ MASON: Mr. Gruberg.
11 MR. GRUBERG: Thank you. I'd like to point out
12 the seriousness of a suspension and refer to the
13 situation with the crews where there are any number of
14 violations that had taken place and warning signs, and
15 it just took forever to get those cars off the street.
16 And it took a really horrible incident of a woman being
17 dragged by one of those vehicles because it didn't
18 understand that there was a person underneath its wheels
19 before there was a suspension.
20 And I just think suspension is a serious matter
21 that needs to have a Commission review before
22 reinstatement. The commission has its own independent
23 responsibility and authority over passenger safety and,
24 I would say, the broader safety of the public in these
25 situations, and I just believe that the Commission needs

1 to exercise that scrutiny over these kinds of situations
2 to make sure that whatever decision the DMV may be
3 taking that the passenger and the public is adequately
4 protected.
5 Thank you.
6 ALJ MASON: Thank you. Can we go off the
7 record for just a second, please.
8 (Off the record.)
9 ALJ MASON: Back on the record.
10 All right. I want to move on to the issue of
11 the airports. And we asked the parties to address if
12 there are any passenger service risks that are unique to
13 operations of autonomous vehicles at airports and how
14 should the Commission evaluate if a carrier's protocols
15 and procedures adequately mitigate those risks.
16 Let's hear from Mr. Stoddard, if you have
17 anything to comment.
18 MR. STODDARD: Thank you, your Honor. Waymo is
19 not aware of any particular risks specific to airports
20 generally. Waymo would also note that airports have
21 ample authority, as the Commission is aware, with
22 respect to allowing and permitting AV operators to
23 access their facilities and operate on their facilities.
24 So to the extent that there are any airport-specific
25 concerns, they may differ airport by airport, and they

1 can be addressed by the relevant airport authority
2 through either a permit or a contract, as is often
3 entered into, between the AV carrier and the airport.
4 That's all, your Honor.
5 ALJ MASON: Thank you.
6 Ms. Zimney.
7 MS. ZIMNEY: Zoox does not have any comments on
8 this at this time but would be happy to provide written
9 comments following the hearing.
10 ALJ MASON: Thank you.
11 Counsel for Tesla.
12 MS. BLAINE: Tesla would defer to the airports
13 to opine on the unique risk to passengers presented by
14 their operations, but in that same vein, we believe that
15 the airports are best positioned to evaluate whether a
16 carrier's specific protocols and procedures adequately
17 mitigate those risks.
18 ALJ MASON: Thank you.
19 Counsel for Lyft.
20 MS. WEAVER: Lyft has no comments, your Honor.
21 ALJ MASON: Counsel for Uber.
22 MR. PRABHAKARAN: No comment, your Honor.
23 ALJ MASON: Does SEIU have a comment?
24 MS. REYES: We do believe there are some unique
25 considerations for airport operations, specifically the

1 heightened congestion of vehicles and human movement
2 present during airport pickup and drop-off. So that
3 should prompt the Commission to establish overarching
4 guidelines as it's in the Commission's jurisdiction. We
5 understand that there's some -- there's potentially
6 different jurisdictions between airports, but we would
7 not like to see each airport having vastly different
8 processes and protocols for operation of AVs on their
9 facilities.
10 ALJ MASON: Thank you.
11 City Attorney.
12 MR. TSUKERMAN: We have no comment at this
13 time, but we would be happy to follow-up in writing.
14 ALJ MASON: Thank you.
15 Mr. Gruberg.
16 MR. GRUBERG: Well, the terminals at the
17 airports can be pretty chaotic. They can be paralyzed
18 when traffic gets heavy, and that happens with some
19 frequency. The -- San Francisco has pointed out in
20 their -- in their written comments, you know, any number
21 of factors that are unique to airports that make -- that
22 make it a difficult environment for any vehicle. And
23 especially now we're talking about autonomous vehicles,
24 which are notorious for blocking roadways, you know, in
25 normal city traffic. All it takes is a little -- I

1 don't know -- a cone in the road, some road work. I've
2 been stuck behind these vehicles any number of times.
3 And in airports, it's really critical. People
4 are trying to make flights. One car can stand in the
5 way of dozens or hundreds of others. And then there's a
6 whole question of cybersecurity, the question of
7 terrorism. You know, in our opinion, these vehicles
8 should not be allowed at the terminals. If they have --
9 they should have a remote drop-off and pickup place at
10 the airports.
11 And you might say, well, you know, that should
12 be for the airports to decide, but these airports are in
13 competition with one another. San Francisco, Oakland,
14 San Jose, they are all looking to attract passengers,
15 and, you know, if one makes a decision about, well,
16 we'll let these vehicles serve the terminals, the
17 others, you know, are probably going to follow suit.
18 So I think it should be a Commission rule that
19 these vehicles should not be able to serve the
20 terminals, and that's, you know, especially for
21 situations in which there might be, you know, a possible
22 terrorist attack or -- or some other kind of concerted
23 action that would paralyze or do enormous damage to an
24 airport. So I really believe that that should be taken
25 into account.

1 And I also think that right now there are only
2 a limited number of airports that are providing this
3 service or allowing this service, and I believe that the
4 Commission should -- should pause and wait and see --
5 excuse me -- how things go at those places before
6 allowing it to spread to other airports.
7 I really think that there should be a
8 moratorium on the allowance of AVs at airports until
9 much more information is available and also until a lot
10 of these rules have been set. Because many of these
11 rules, you know, being up in the air, leave unanswered
12 questions. Rules, for instance, over, you know,
13 liability and responsibility in the case of, you know,
14 partnerships between different -- different companies
15 and carriers.
16 So I would ask the Commission to pause any
17 approvals of airports allowing AVs at -- to operate
18 until more information is available and until these
19 rules have been -- become more settled.
20 Thank you.
21 ALJ MASON: Thank you.
22 I'm going to skip over the 30-day attestation
23 in the interest of time, because I want to focus on the
24 advanced driver assistance system, or a Level 2 system,
25 by regulated carriers because I think this is an area

1 that might give rise to some public confusion over how
2 the service is being marketed.
3 And the question that I -- we asked the parties
4 to address is what requirements should be Commission put
5 in place to ensure consumers appropriately understand
6 the distinction between a service using Level 2 advanced
7 driver assistance systems and autonomous vehicle
8 service, specifically what requirements should the
9 Commission set regarding service names and marketing
10 terms, such as "robotaxi," "self-driving," or other
11 similar terms to avoid misleading passengers?
12 I'll hear from you, Mr. Stoddard.
13 MR. STODDARD: Thank you, your Honor. In the
14 interest of time and because we submitted extensive
15 comments on this issue, I'm not going to go into depth.
16 But I will say that Waymo generally supports some form
17 of a notice requirement to potential riders regarding
18 the particular vehicle's capabilities and how a driver
19 should be interacting with the vehicle or how they
20 should be expecting the driver to interact with the
21 vehicle in the course of the ride.
22 Basically, we think avoiding public confusion
23 about what is or is not a driverless vehicle is very
24 important, but with that, I will stand on our comments.
25 ALJ MASON: Thank you.

1 Ms. Zimney.
2 MS. ZIMNEY: Zoox has no further comments
3 beyond what was submitted in writing.
4 ALJ MASON: Tesla.
5 MS. BLAINE: Thank you for the opportunity to
6 comment. ADAS-equipped vehicles are fully distinct from
7 autonomous vehicles because there is a human driver
8 present in the driver seat prepared to take over the
9 driving task at any time. Tesla believes that the
10 CPUC's existing framework separately governing TCPs and
11 TNCs versus autonomous passenger service make that
12 distinction sufficiently clear to consumers such that no
13 further requirements are needed.
14 On your second question regarding the names, we
15 addressed this in our reply comments, but we believe
16 that comprehensive enforcement mechanisms are already in
17 place within the state to ensure that passengers are
18 adequately protected from false or misleading
19 advertisements by carriers. We see that in numerous
20 different sections, that there's provisions in the DMV
21 regulations, in the California Vehicle Code and the
22 California Civil Code and the California Business and
23 Professions Code. So additional rulemaking in this area
24 by the Commission, we feel, would be redundant.
25 ALJ MASON: Thank you.

1 Any comments from Lyft?
2 MS. WEAVER: No additional comments than what
3 was already submitted, your Honor.
4 ALJ MASON: Thank you.
5 Uber.
6 MR. PRABHAKARAN: No comment, your Honor.
7 ALJ MASON: Thank you.
8 SEIU.
9 MS. REYES: No comment at this time.
10 ALJ MASON: City Attorney.
11 MR. TSUKERMAN: No comment at this time, your
12 Honor.
13 ALJ MASON: Mr. Gruberg.
14 MR. GRUBERG: I'll just make a general comment
15 on the use of the term "robotaxi" for any of these
16 vehicles. These are not taxis any more than TNCs are
17 taxis. Taxis are a specific form of urban
18 transportation. They are permitted by the cities or
19 counties. They are an adjunct to public transportation,
20 and that term just should not be used in any context
21 regarding AVs.
22 Thank you.
23 ALJ MASON: Thank you.
24 Let's go off the record for just a few seconds,
25 please.

1 (Off the record.)
2 ALJ MASON: Let's go back on the record.
3 As indicated, the commissioner reserves the
4 right to allow parties to submit additional comments to
5 the questions. I just confirmed with Commissioner
6 Baker, and we're going to give the parties until January
7 the 30th to submit any -- their opening comments to the
8 questions that we asked you to address and that any
9 response to those opening comments would be due on
10 February the 13th.
11 And -- yes, Mr. Stoddard.
12 MR. STODDARD: Thank you, your Honor. Yeah.
13 One question for -- I think maybe going back to some of
14 the initial housekeeping. I don't know if we have time
15 for it now or whether we should address it in writing,
16 but for the scope of issues for the proceeding, we did
17 have -- you know, in addition to the issues identified
18 in the OIR, Waymo was identifying some additional
19 issues. We identified them in our comments, and so I
20 don't know that we need to go over it again.
21 But I just want -- since we hadn't specifically
22 discussed that topic, I wanted to make sure we had an
23 opportunity to do so or could do so in writing.
24 ALJ MASON: I think we can -- we are aware of
25 that. So we don't need any additional comments at this

time. That's something Commissioner Baker and I will be taking it in consideration when we try to identify the finalization of the scoping memo, and if we need any additional comments, we will reach out to the parties at that point.

MR. STODDARD: Thank you.

ALJ MASON: Thank you.

So I want to thank everyone for appearing today. We had a full morning, and we definitely appreciate the comments that we have received from you, and we will take those into account as we determine the scoping memo for this proceeding.

Commissioner Baker, do you have any closing remarks you wish to make?

COMMISSIONER BAKER: Well, just a quick one. I want to thank everyone for participating, and I want to emphasize that the comments from today, as well as the written comments and the future comments, are all things that we are going to be taking into consideration as we develop the scoping memo. So -- and so I'll leave it at that.

ALJ MASON: All right. Thank you.

Thank you, everyone for appearing. This concludes the prehearing conference.

We are off the record.

1 (At the hour of 12:02 p.m., the Commission
2 then adjourned.)
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1 BEFORE THE PUBLIC UTILITIES COMMISSION
2 OF THE
3 STATE OF CALIFORNIA
4
5
6 CERTIFICATION OF TRANSCRIPT OF PROCEEDING
7 I, DORIS HUAMAN, CERTIFIED SHORTHAND REPORTER
8 NO. 10538, IN AND FOR THE STATE OF CALIFORNIA, DO
9 HEREBY CERTIFY THAT THE PAGES OF THIS TRANSCRIPT
10 PREPARED BY ME COMPRISE A FULL, TRUE, AND CORRECT
11 TRANSCRIPT OF THE TESTIMONY AND PROCEEDINGS HELD IN
12 THIS MATTER ON JANUARY 9, 2026.
13 I FURTHER CERTIFY THAT I HAVE NO INTEREST IN THE
14 EVENTS OF THE MATTER OR THE OUTCOME OF THE PROCEEDING.
15 EXECUTED THIS JANUARY 15, 2026.
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