



FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE MEETING

FEBRUARY 9, 2026
2:00 P.M.

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

This meeting will be held in-person and via Zoom webinar.

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Kevin Jacobs

Ross
Teri Dowling

San Anselmo
Yoav Schlesinger

San Rafael
Kate Colin

Sausalito
Melissa Blaustein

Tiburon
Alice Fredericks

County of Marin
Mary Sackett
Brian Colbert
Stephanie Moulton-Peters
Dennis Rodoni
Eric Lucan

This meeting shall consist of a simultaneous teleconference call at the following location(s):
81 South Wind, Sea Ranch, CA 95497

How to watch the live meeting using the Zoom link:

<https://us02web.zoom.us/j/85390710355?pwd=czlnSzVINXE2cnhXUVZoU3kwelA0QT09>

Webinar ID: 853 9071 0355
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How to provide public comment (limited to 2 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. the day before the meeting, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the “raise hand” feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, “raise hand” by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.



Late agenda material can be inspected in TAM’s office between the hours of 9:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Chair's Report & Commissioner Comments (Discussion)
2. Executive Director's Report (Discussion)
3. Open time for public expression, up to two minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction. (While members of the public are welcome to address the Committee, under the Brown Act, Committee members may not deliberate or take action on items not on the agenda and generally, may only listen.)
4. Approval of Meeting Minutes from January 12, 2026 (Action) – **Attachment**
5. Innovation Workshop Recap and Program Roadmap (Discussion) – **Attachment**



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
FUNDING, PROGRAMS & LEGISLATION
EXECUTIVE COMMITTEE

JANUARY 12, 2026
2:00 PM

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Brian Colbert, County of Marin Board of Supervisors
Kate Colin, San Rafael City Council, Committee Chair
Mary Sackett, County of Marin Board of Supervisors
Urban Carmel, Mill Valley City Council

Members Absent: Melissa Blaustein, Sausalito City Council

Staff Members Present: Anne Richman, Executive Director
Audrey Veyssiere, Assistant Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming and Legislation
Derek McGill, Director of Planning
Emily Tong, Senior Accountant
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Melanie Purcell, Director of Finance and Administration
Mikaela Hiatt, Senior Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

Chair Colin called the meeting to order at 2:01 p.m.

Chair Colin welcomed everyone to the meeting; and Executive Assistant/Clerk of the Board Jennifer Doucette conducted a roll call to confirm a quorum of the Funding, Programs and Legislation (FP&L) Executive Committee.

1. Chair's Report & Commissioner Comments (Discussion)

None.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported on the January 3rd king tide/storm event and response; Marin Commutes' New Year Commute Challenge; the Affordable Housing and Sustainable Communities Funding Workshop scheduled for January 14; recent updates to the California Ralph M. Brown Act (Senate Bill 707); and lastly, announced that beginning with the January TAM Board meeting, and throughout the Marin County Board of Supervisors Chambers facility upgrades, TAM Board meetings will be held in the Marin Wildfire Prevention Authority Board Room, located at 1600 Los Gamos Drive, Room 335, San Rafael, California.

Commissioner Carmel joined the meeting remotely pursuant to the “Just cause” clause of Senate Bill (SB) 707 ((4) travel while on official business of the legislative body or another state or local agency).

Commissioner Sackett commented on coordination with the County Office of Emergency Management following the king tide and storm events, which resulted in significant road closures and traffic impacts, and noted gaps in public notifications, including on third-party platforms such as Apple Maps; and requested that TAM follow up on coordination and communication efforts. In response to Commissioner Sackett’s inquiry regarding the Affordable Housing and Sustainable Communities (AHSC) program, ED Richman confirmed that the AHSC program supports both affordable housing development and associated transportation infrastructure, including bicycle, pedestrian, and transit improvement.

Chair Colin asked if any members of the public wished to speak and hearing none, closed this item.

3. Open Time for Public Expression

Chair Colin asked if any members of the public wished to speak.

WTB-TAM Director of Planning Matthew Hartzell commented that the recent flooding and highway closures highlighted the critical role of the countywide active transportation network, which serves as a vital lifeline during emergencies, underscoring the importance of ongoing investments to protect and elevate these facilities.

4. Approval of Meeting Minutes from October 13, 2025 (Action)

Chair Colin asked if any members of the public wished to speak and hearing none, closed public comment and asked for a motion.

Commissioner Sackett moved to approve the Minutes of the October 13, 2025 meeting, which was seconded by Commissioner Carmel. A roll call vote was conducted, and the motion passed unanimously.

5. Adopt the 2026 Legislative Platform (Action)

Director of Programming and Legislation David Chan and Legislative Consultant Gus Khouri presented this item, which recommends the Funding, Programs & Legislation (FP&L) Executive Committee reviews the proposed 2026 Legislative Platform and refers it to the TAM Board for approval.

Regarding Section VI – Achieving Vision Zero of the proposed platform, Chair Colin commented on the importance of supporting a full range of solutions, both advanced technologies and lower-tech infrastructure upgrades, to ensure flexibility and inclusiveness in addressing infrastructure needs, with staff noting that language could be revised accordingly.

Chair Colin asked if any members of the public wished to speak and hearing none, closed public comment and asked for a motion.

Commissioner Sackett moved to refer the proposed 2026 Legislative Platform to the TAM Board for approval, which was seconded by Commissioner Colbert. A roll call vote was conducted, and the motion passed unanimously.

6. Crossing Guard Funding (Action)

Director of Project Delivery Dan Cherrier presented this item, which recommends the FP&L Executive Committee reviews the proposed funding options for the Crossing Guard Program and selects an option to recommend and refer to the TAM Board for adoption.

Commissioner Sackett expressed support for staff's recommendation, noting that the revised approach improves cost efficiency and makes effective use of limited funds; and also encouraged continued evaluation of opportunities to use AI for site analysis and to assess whether targeted infrastructure investments could reduce the long-term need for crossing guards.

Commissioners and staff discussed the potential long-term opportunity to reduce reliance on crossing guards through targeted infrastructure investments that provide continuous safety benefits. Staff noted that while local public works departments currently lead decisions on guards and infrastructure, ongoing Safe Pathways projects and school safety access planning may, over time, support a strategic shift toward capital improvements that reduce the need for guards.

Commissioners and staff also discussed the impact of reallocating 0.5%, or approximately \$4 million, from interchange projects to crossing guards, noting that while the reduction will affect funding availability, sufficient resources remain to advance selected interchange projects through the environmental phase. Staff clarified that there is currently no funding for interchange construction and that grant funding will be required for long-term advancement, with the goal of reaching the design phase by approximately 2030 remaining unchanged.

Chair Colin asked if any members of the public wished to speak and hearing none, closed public comment and asked for additional commissioner comments.

Commissioner Colbert commented on the importance of a long-term shift toward infrastructure improvements that provide continuous safety benefits and may reduce reliance on crossing guards, noting the need for thoughtful communication with communities about this approach; and expressed support for staff's recommendation, while encouraging staff to continue refining how these trade-offs and decisions are presented at the Board level.

Chair Colin commented that the discussion represents a detailed component of a broader conversation about the Expenditure Plan and expressed support for advancing staff's recommendation, while noting concerns with other options that add complexity. Chair Colin also supported shifting the focus from a fixed number of crossing guards to locations and bifurcating this funding discussion from the recertification list.

Commissioner Sackett moved to refer to the TAM Board for approval Option D, which identifies fund sources as Measure AA Expenditure Plan modifications (if approved) and adds \$500,000 in Measure AA sales tax interest funds, with the number of guards held constant until 2030 and reduced thereafter. The motion was seconded by Commissioner Colbert. A roll call vote was taken: Commissioners Colbert, Colin, and Sackett voted aye, and Commissioner Carmel voted nay. The motion passed 3–1.

The meeting was adjourned at 3:31 p.m.

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DATE: February 9, 2026

TO: Transportation Authority of Marin
Funding, Programming, and Legislation Executive Committee

FROM: Anne Richman, Executive Director *Anne Richman*
Derek McGill, Director of Planning
Mikaela Hiatt, Senior Transportation Planner

SUBJECT: Innovation Workshop Recap and Program Roadmap (Discussion), Agenda Item No. 5

RECOMMENDATION

The TAM Funding, Programming, and Legislation (FP&L) Executive Committee receives a recap of the Innovation Workshop and provides input on a proposed roadmap for the program.

BACKGROUND

On October 23, 2025 the TAM Board participated in an Innovation Workshop and engaged in discussion about top emerging trends in transportation innovation. TAM staff curated a panel of experts from the Mobility Science, Automation, and Inclusion Center (MOSAIC) at UC Davis; San Francisco County Transportation Authority (SFCTA); DKS Associates; and UC Berkeley Partners of Advanced Transportation Technology (PATH) to help guide the discussion on trends, local government's role with autonomous vehicles, preparing for artificial intelligence, and advancing road safety technology.

With the adoption of the Countywide Transportation Plan 2050 (CTP 2050) in December 2024, TAM has an adopted vision, goals, and specific strategies to *advance safe, equitable and sustainable transportation, together*. With the release of the Draft Measure AA Expenditure Plan review, the Board's direction is to advance the role of innovation across TAM's activities to support measurable progress toward the wide range of CTP performance measures and implementation efforts.

The TAM Board requested that TAM staff bring a recap discussion to the TAM Executive Committee and Board, along with proposed next steps for further discussion and direction.

DISCUSSION/ANALYSIS

The Innovation Workshop provided an opportunity to discuss key emerging technologies and trends that are likely to alter the transportation system in the near future. Staff invited an expert panel to discuss some key areas of transportation technology, including Artificial Intelligence (AI), Autonomous Vehicles (AVs), and Advancing Road Safety with Technology. Staff received positive feedback on the workshop and the expert panel presentations and Board discussion.

The Board requested an opportunity to further discuss how to advance transportation innovation in Marin County. To help facilitate these discussions, staff has developed a high level “roadmap” to advance actionable next steps during the next two to three years.

This roadmap includes the following elements:

- Advance Data and its use in Decision Making
- Advance AI in TAM Practices
- Develop Countywide Traffic Signal Modernization Plan
- Get Ready for AVs
- Future Considerations

Throughout these areas, staff has identified cross cutting themes to support and guide actions, including ensuring these actions advance CTP implementation, focus on safety, and support staff development.

Staff will present a high-level discussion on the roadmap, including current efforts underway, and upcoming next steps; and clarify TAM’s role in the respective areas. Staff are seeking feedback on these topics and the overall roadmap, and any additional guidance from the FP&L Executive Committee.

FISCAL CONSIDERATION

There are no fiscal impacts associated with this presentation.

RELATIONSHIP TO COUNTYWIDE TRANSPORTATION PLAN (CTP)

Innovation can inform and advance many of the CTP’s strategies and goals. The CTP strategy of Transportation Data and System Management in particular notes the development of a data management program to support the introduction and management of new technologies.

NEXT STEPS

Based on the input received, staff will return to the Executive Committee and TAM Board with further updates on the innovation program.

ATTACHMENTS

Attachment A – Staff Presentation

Attachment B – Autonomous Vehicles Fact Sheet



Item 5 - Attachment A

TAM Innovation Workshop Recap and Proposed Roadmap

Transportation Authority of Marin

Funding, Programs & Legislation Executive Committee

February 9, 2026

Innovation Program Funding

- Measure AA Program 0.5% (~\$150k/annually)
- September 2025 Board Action:
 - Programmed \$335K through Call For Projects
 - Commitment to Active Transportation (AT) Counting Program
- October 2025 Board Workshop
- January 2026 – Draft Measure AA Expenditure Plan Revisions incorporates program into new Reimagined Roadways Category

Total Revenue	\$	836,467
Mill Valley RFRB Project	\$	85,000
San Anselmo AI Signals	\$	250,000
AT Counting Program Placeholder	\$	100,000
PM Support for Countywide Signal Plan	\$	80,000
Total Programmed/Budgeted	\$	515,000
Unprogrammed Funding Remaining	\$	321,467

October 2025 Innovation Workshop

- Overview of TAM Countywide Transportation Plan 2050
- TAM Current (and Previous) Practices
 - TAM's history of building Innovations in Planning, Programs, Process, and Projects
- Expert Panel Discussing Innovation
 - Overview on Top Trends in Transportation – UC Davis MOSAIC
 - Local Government's Role with Autonomous Vehicles – SFCTA
 - Getting Ready for AI – DKS Associates
 - Advancing Road Safety with Technology – UC Berkeley PATH
- Feedback from the TAM Board
 - Continue to monitor AV deployment and local authority roles
 - Innovation can support CTP implementation
 - Focus on Safety
 - Develop a Roadmap...

Countywide Transportation Plan 2050

- **Defines Values, Goals, Strategies**

Advance safe, equitable, and sustainable transportation *together*.

- Innovation can support measurable progress towards CTP implementation
- Requires cross jurisdictional collaboration and innovation to deliver
- For example: safety improvements, emission reduction, network approaches

A GOAL TOWARDS SAFE TRANSPORTATION

A Safe Network with Multimodal Solutions

A GOAL TOWARDS EQUITABLE TRANSPORTATION

An Equitable System Accessible and Affordable for All

A GOAL TOWARDS SUSTAINABLE TRANSPORTATION

A Sustainable Future Built on Innovation and Resilience

DRAFT Innovation Roadmap



Image generated with ChatGPT

Advance Data & its Use in Decision Making

Last year:

- Established Performance Measures as part of CTP
- Updated Local Jurisdiction Allocation Request forms
- Commitment to Bike/Ped Counter Deployment
- Major Development of TAM Strategic Data Plan
- Deep Dive into available safety data

Upcoming Efforts:

- Data Strategic Plan Draft – Winter/Spring 2026
 - Will define data types, collection process & frequency, reporting format, and relative costs
- Procurement of bike/ped counters – Summer 2026
- Annual CTP Progress Reports

Data types under consideration

- Travel Model (housing/employment data, volumes, speeds, O-D, mode share, VMT)
- Schools (peak period volumes, crossing guards, student travel modes)
- Active Transportation (bike/ped counts, path monitoring, recreation use)
- Climate & Equity (VMT, EV charging locations, equity mapping, risk)
- Infrastructure Status (PCI, traffic signal installation)
- Systemic Safety (collisions, KSI, rankings, near-miss potential)
- Transit Accessibility & Network Performance (ridership, reliability, speeds, access)
- Travel Demand Management (vanpool registrations, congestion periods/speeds)
- Investment data (ARFs and reported through Meas AA & B)

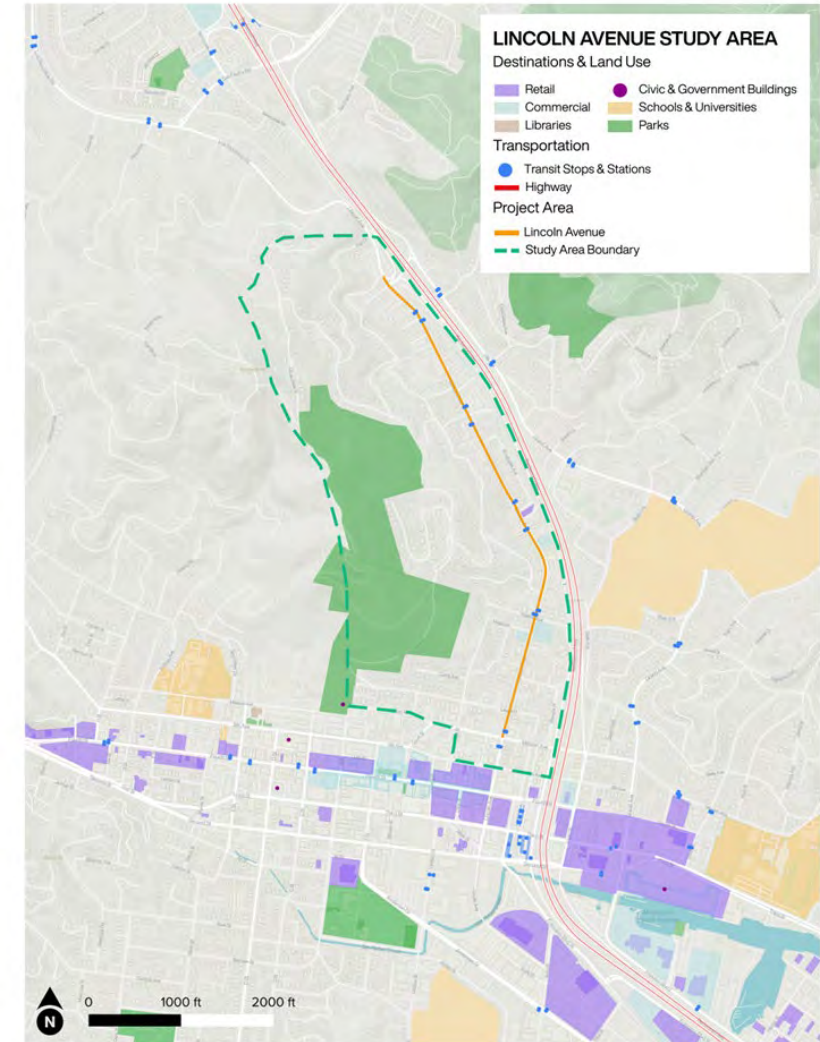
Advance AI and its Use

Last year:

- Staff began development of Agency AI Policy
- ChatGPT Licenses made available to staff
 - Assist development of staff reports, presentations, and research
- Lincoln Ave Study – Waypoint Transit AI
 - AI-based planning tool to streamline corridor studies and reduce time traditional approaches
 - Evaluate areas where Active Transportation and Transit Priorities Overlap
 - Develop treatments for consideration in upcoming projects and engagement efforts

Upcoming efforts:

- Finalize AI Policy, seek Board approval
- AI Training for Staff
- Integrate AI into Planning studies – Measure AA reimaged roadways?
- Data Inventory/Library to feed AI studies
- Explore AI Chatbots for project specific websites



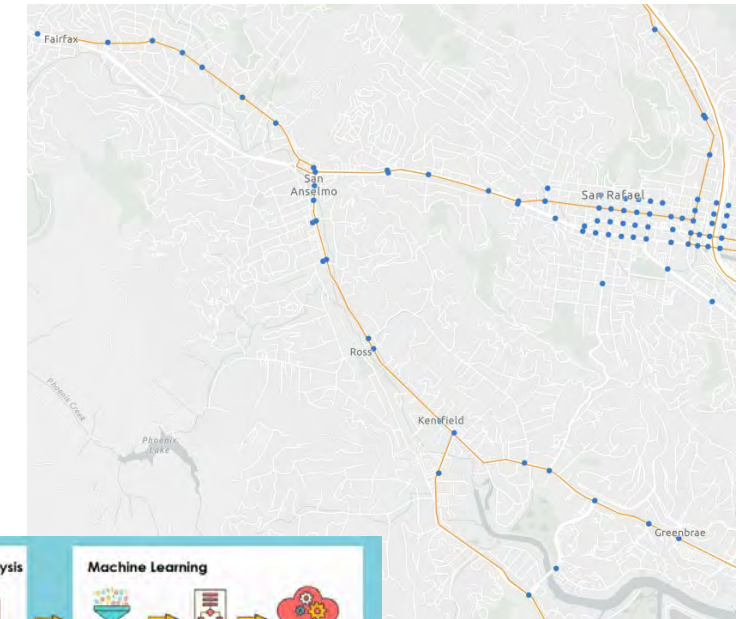
Implement Countywide Traffic Signal Modernization Plan

Last year:

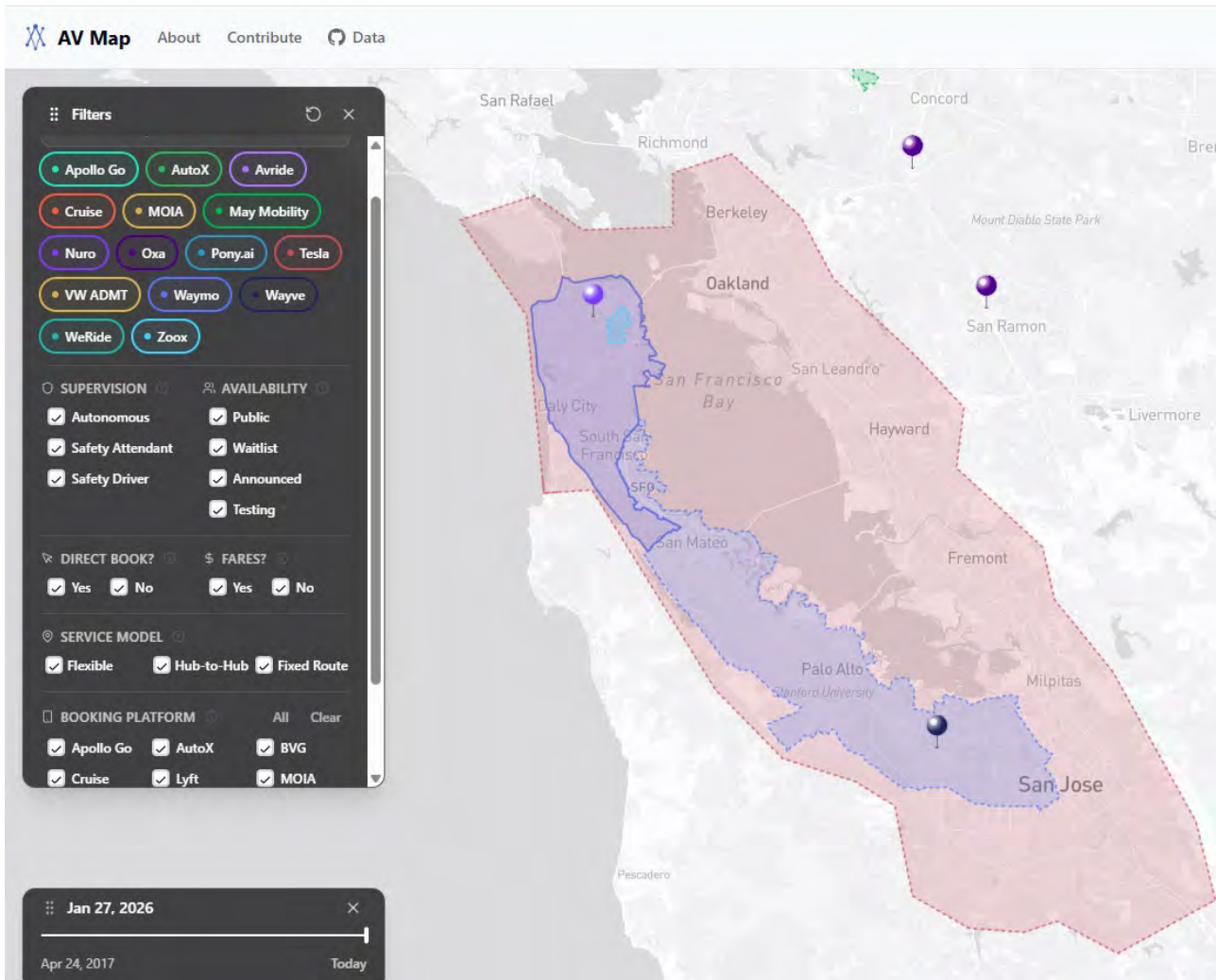
- Awarded MTC Grant for Countywide Traffic Signal Modernization Plan
- Consultant Team Onboarded
- Innovation Program funds to San Anselmo AI Signal Timing
- Goal is to modernize signal system
 - Advance Transit Signal Priority
 - Emergency Vehicle Pre-emption
 - Advance vision zero goals
 - Advance concept designs for implementation

Upcoming efforts:

- Project kick-off in Winter/Spring
- Monitoring Local Signal Enhancement Projects
- Coordination with Local and Regional Partners



Get Ready for Autonomous Vehicles



TAM Role

- Coordination/Facilitation/Legislation
- Factsheet Developed

Private Vendors Establishing Service Models

- Flexible Service Model/Fixed Route
- Expansion of Waymo to wine country

Next Steps

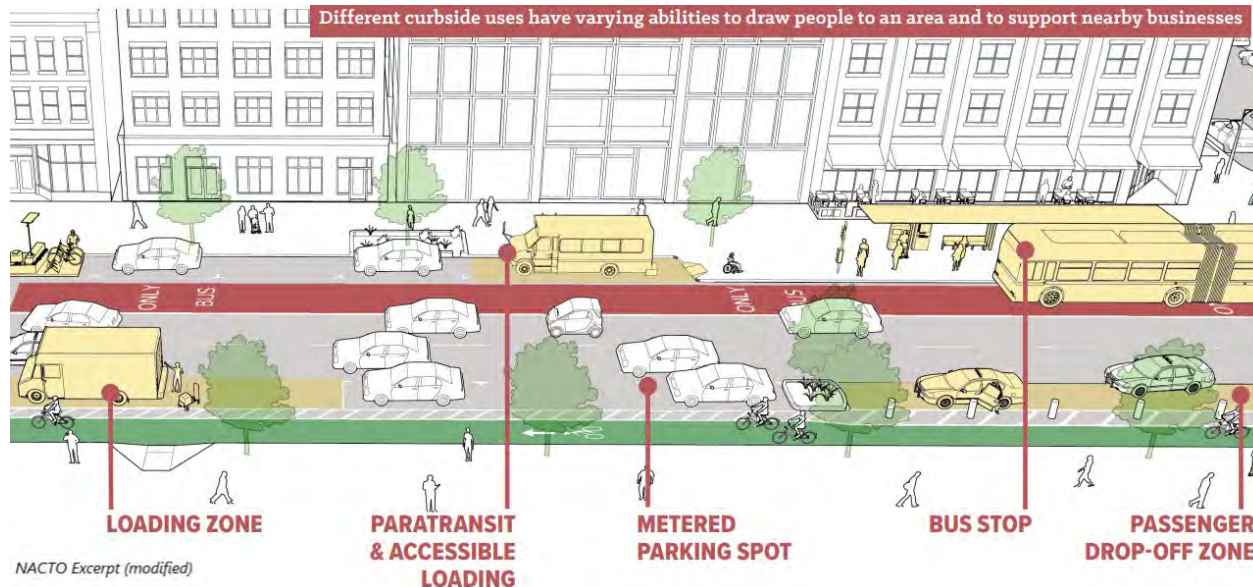
- Continue monitoring AV implementation in Marin
- Monitor/ Evaluate Legislation
 - Agency notification, data sharing, privacy, safety

<https://avmap.io/>

Future Considerations

Emerging areas that will need further evaluation:

- Curb management
- Automated parking enforcement
- Safety technology, for example speed enforcement cameras
- Vertical Take-Off and Landing (VTOL)
- Staff capacity/skills at TAM and partner agencies
- Role of private sector
- Costs and funding opportunities



Source: City of Pittsburgh, Oakland Plan



Source: Texas Public Radio, Richmond Virginia Example

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Discussion & Questions for Consideration

- Are the cross-cutting priorities correct?
- Does the ongoing Innovation work reflect the priorities?
- Would you like to see more work in any of these areas?
 - Advancing Data
 - Advancing AI in TAM Practices
 - Traffic Signal Modernization
 - Getting Ready for AVs
 - Future Considerations
- Are there other areas that should be advanced in the near term?



Questions & Discussion

Thank you!

Derek McGill

TAM Director of Planning

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Mikaela Hiatt

TAM Senior Transportation Planner

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Fact Sheet: Autonomous Vehicles

Permits, Operators, and Local Oversight

January 2026

What are Autonomous Vehicles?

An autonomous vehicle (AV) is a car, truck, or other vehicle that can operate without direct human control, using a combination of sensors, cameras, artificial intelligence, and software to perceive its surroundings, make driving decisions, and navigate to a destination.

Key Characteristics

- Perception Systems: AVs use advanced detection and communication systems such as lidar, radar, and cameras to detect other vehicles, pedestrians, cyclists, road markings, and traffic signals.
- Decision-Making AI: Advanced algorithms interpret sensor data to plan routes, respond to changing conditions, and handle complex scenarios like merging or avoiding hazards.
- Levels of Autonomy: Overseen by the SAE (Society of Automotive Engineers)
 - Level 0 (no automation) to Level 5 (full automation in all conditions, no human needed)
 - Currently, most AVs operate at Level 2–4, requiring some human oversight in certain conditions.

Permits: Who Oversees AV Deployment?

NHTSA permit process:

National Highway Traffic Safety Administration (NHTSA) establishes, monitors, and enforces vehicle safety standards across the country. As a part of this, NHTSA issues permits for AV use and requires AV crash reports within one day of collision as a condition of the permit. Depending on the vehicle, an AV company may be exempt from the approval process. For instance, Waymo uses a Jaguar vehicle so they are exempt from the approval process, whereas Zoox's custom and proprietary vehicle requires NHTSA approval in order to operate.

DMV permit process:

The DMV serves as the first permit threshold for driverless vehicles operating on public roads. They issue permits through programs in 3 different categories: Testing (with driver), Driverless Testing, Deployment (commercial). Through a series of deployment applications & checklists, fees, insurance/Operational Design Domain (ODD), law enforcement interaction plan & safety requirements found [here](#), the DMV provides oversight of vehicle and driver systems. A list of the current testing permit holders (with driver) and driverless testing lists is posted here: [current permit holders](#).

CPUC permit process:

Once a company has been issued a driverless permit from the DMV, if they intend to carry passengers, they need to obtain a CPUC permit. CPUC permits are not required for commercial exclusive (non-passenger carrying) operators. The CPUC requires submission of a Passenger Safety Plan (PSP), reporting of incidents, and information on data privacy. The CPUC monitors Drivered/Driverless Pilots and Phase 1 Deployments (fare charging) ([California Public Utilities Commission](#)). As a part of monitoring the list of applicants, the CPUC posts letters of advice on whether the company should be approved for Driverless deployment and maintains a running advice-letter status page for Driverless Phase I deployment and expansions (e.g., service-area changes) [here](#). The CPUC permit allows companies to be able to charge fares to passengers to ride in the vehicles, but no restrictions are placed on how the rides are charged.

Companies Currently Operating in California (passenger & goods)

Note that this is not a comprehensive list of all companies operating in California but includes information on several key operators in the Bay Area and companies relevant to Marin County. A list of the current companies that have obtained DMV and CPUC permits is available [here on the CPUC website](#).

Waymo (Alphabet) — passenger robotaxi

- **Permits:** DMV Driverless Testing & Deployment (CA); CPUC Driverless Phase I Deployment (fare-charging). CPUC approved Waymo's PSP/ODD expansion in May 2025 (AL-0003). ([California Public Utilities Commission](#))
- **Where operating:** San Francisco & Los Angeles (plus out-of-state markets). ([California Public Utilities Commission](#))
DMV Permit attained for Bay Area (including Marin County) and Sacramento Area testing. ([Department of Motor Vehicles](#))
- **Tech:** Level-4 stack with lidar + radar + cameras.

Zoox (Amazon) — passenger pilots

- **Permits:** DMV Drivered + Driverless Testing; CPUC Drivered + Driverless Pilot (no fare-charging). CPUC confirmed driverless pilot permit and TCP renewal (2024–2025). ([California Public Utilities Commission](#))
- **Where operating:** Limited geofences (e.g., Foster City); speed-limited operations.
- **Tech:** Purpose-built bi-directional EV; lidar + radar + cameras.

Tesla — “robotaxi” branding; CA operations require human driver/monitor

- **Permits (CA):** DMV testing with driver; no DMV driverless or Deployment permit; CPUC authority limited to non-autonomous charter operations (no driverless passenger service). ([Politico](#), [WIRED](#), [Chron](#))
- **Tech: Vision-only** (camera-based); no lidar/radar.

Local Oversight & City Responses to AV Deployment

San Francisco

San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority (SFCTA) manage curb and lane use, staging areas, and establish protocols for first responders. These agencies also serve as advocates on safe operations and ensuring AVs support city goals of vision zero, transit first, and countywide transportation goals. These actions include providing formal input to state regulators, including detailed comments to the CPUC on permit applications. Other city departments, including the Mayor’s Office, coordinate on AV related topics and responses.

Los Angeles

Similar to SFCTA and SFMTA, Los Angeles has sought to increase local regulation of these services. In June 2024, the Council voted to enhance monitoring of driverless vehicle activity, to seek improved access to AV operational data, and to support state-level legislation that would give local governments stronger regulatory tools among other legislative policy.

State Legislation

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

Safety Regulation and Oversight

NHTSA is the agency responsible for monitoring the safety aspects of autonomous vehicle technology. Currently, NHTSA is investigating several incidents related to AV companies including Waymo and Zoox for both collisions with objects as well as vehicle system errors.

The CPUC also implements safety oversight through a series of reporting requirements, including:

- New Stoppage Event Reporting (reporting when AVs get stuck during operations)
- Enhanced Incident Reporting (reporting on trip-level incidents including citations and stoppage events)
- Streamlined Collision Reporting (reporting, jointly with NHTSA, on any collision within one day)

Data reported through NHTSA, the DMV, and the CPUC show that there are a series of incidents that AVs are involved in, but the rate of serious injury is generally very low. Further information is provided through incident reporting, but this information is not readily available to local agencies or the public.

ADA Requirements

NHTSA, the DMV, and the CPUC presently do not require vehicles to be fully ADA accessible to those who require wheelchair access or assistance. Though there is continual discussion about how to better integrate ADA accessibility for better physical access, several accessibility gaps still exist that need to be addressed:

- Physical access: There are existing ADA guidelines for public transportation, but these may not be suitable for the design of smaller AV fleets. Standards are needed for features such as wide doors, flat floors, and wheelchair restraints.
- Communication systems: Vehicles must have accessible communication interfaces for passengers with sensory disabilities. This includes redundant systems (e.g., voice activation, text, and Braille) for navigation, emergency reporting, and communications with remote operators.
- Wayfinding: For passengers with vision impairments, AVs need to incorporate orientation information, such as audible cues for arrival and navigation.
- Equitable service: Though not a uniform requirement, to ensure that accessible AVs are available and affordable for people with disabilities, states may need to consider subsidies or incentives. There are also concerns that AV service may be limited to certain geographic areas, leaving out rural communities.

Helpful Links

- DMV – Autonomous Vehicles (program hub + lists): testing permit holders, driverless testing, deployment program & forms. ([California DMV](#))
- CPUC – AV Programs (policies and prerequisite note): overview + guidance. ([California Public Utilities Commission](#))
- CPUC – AV Program Permits Issued (live table of permit holders): ([California Public Utilities Commission](#))
- CPUC – Driverless Phase I Deployment Advice-Letter Status (expansions): ([California Public Utilities Commission](#))
- Waymo CPUC approval (May 19, 2025 disposition): ([California Public Utilities Commission](#))
- Zoox CPUC letters (driverless pilot granted; TCP renewals): ([California Public Utilities Commission](#))
- San Francisco AV regulation links: ([The Guardian](#), [SFMTA](#)) ([SFGATE](#), [Local News Matters](#))
- Los Angeles AV regulation links: ([CBS News](#), [NBC Los Angeles](#)) ([LegiScan](#), [Digital Democracy | CalMatters](#), [ABC7 San Francisco](#)) ([The Verge](#), [LegiScan](#)) ([Reuters](#))
- AV Deployment Monitoring Map: ([AVMap.io](#))