

Part 1 - Start of public commentary

Um So the first three speakers are um, Brett Bertolucci, Adam Alan Shore and Carol Brownson. So I'll ask, um Mr Be Berto to approach the podium right down here

Hi, I'm Robert to, I'm a software engineer and I'm very concerned by the lack of regulation around A V software in any other industry where software controls dangerous mechanical devices, there's significant regulation to make sure that software is safe. We regulate autopilot software and airplanes. The commission knows that we regulate the software, controlling power plants with A vs. We have none of these assurances. We don't know how they are deploying their new software. We don't know how thoroughly it's being tested or in what scenarios we don't know what kind of bugs they're finding. These are all basics that need to be covered before they are allowed to expand. Cars can be extremely dangerous and it's negligent to expand before we have made sure that the software is safe. Expansion is a disaster waiting to happen. I urge the commission to vote. No Thank you.

Thank you. And next we have Alan Shore.

I am here to read a statement. Is that too loud? I'm sorry. I am here to read a statement by Doctor Sandra Ross of Mill Valley who is unable to attend due to an illness concerning the possibility of retirement of copper land landlines. She states I need the safety and reliability of wired equipment. It is a matter of survival in the hills of Marin County where wildfires can happen quickly. As a volunteer fireman of 15 years I need to send emergency calls. I cannot hear people when a cell phone is in use. Exposure to Wi Fi puts my blood pressure up to dangerous levels. I cannot use any wireless Wi Fi or smart technology without actually risking my life. My position on the County Health Commission also requires there is also considerable rigorous scientific evidence that microwave radiation can damage DNA. It is foolish Therefore to decommission copper landlines today, when future federal mandates may require that they be redeployed causing unnecessary costs in the future. Thank you Carol Brownson is next.

Thank you

on the.

Ok. Take your time. We won't start until you're organized
Are you ready? Ok. Uh My name is Carol Brownson and
I oppose expanding the use of A vs on the streets of
San Francisco at this time for three reasons. Uh First
one might mistake me for a small dog and just run over
me. Second, I've already had a worrying interaction
with one. I was entering a crosswalk with the green
light. I looked carefully in all directions and abruptly
an empty cruise a turned right in front of me and went
on its way third, I sometimes take taxis particularly
to the airport. I have luggage and the taxi driver
helps with folding up my mobility scooter and loading
it in the trunk. Once I was going to sfo alone to
meet my husband on the east coast, excuse me, the taxi
driver took care of storing my luggage and loading
my mobility scooter and then setting it up again at
sfo making sure I was on it safely. He was also a
very good driver. He even warned me we'd have to stop
that interesting conversation when he got on the freeway
because he had to watch those rapid drivers. Thank
you. Thank you. And the next three speakers are David
Friedlander, Holm Ruth Malone and Paul Wermer.
Good morning commissioners. I'm here to ask you to
oppose the motion to allow more A vs on our streets
Listen to what these two companies are telling you
They don't have the monitoring data up to the standards
that you asked for. They don't have the data that show
clearly much of anything other than what they want
to show. I come here with data on citizen reports of
A VS acting dangerously between the beginning of this
month and the beginning of your Tuesday meeting there
have been 37 reports since the beginning of Tuesday's
meeting. There have been 10 more reports including
one involving blocking the N Judo Muni Light rail for
a rough average of 30 per week. No matter what they
tell you, it's only a matter of time until an occupant
is put at extreme risk by one of their cars. The very
evening of the last meeting, a crew's car stopped for
three minutes almost between an active fire truck and
a police car monitoring that scene. Imagine if a driver
did that, these cars are not ready for prime time,
they they are here because at the time of the automobile
is coming to a close and the companies are engaged

in a desperate attempt to stay relevant and profitable stop them. You have the power and responsibility to do so. Thank you. Thank you,
MS Malone is next.

I strongly oppose the authorization, the expanded authorization of autonomous cars in San Francisco. Contrary to what a spokesperson was quoted as saying, these cars have not gone unnoticed as they cruise around and around and around and around with nobody in them. The future of cities is not cars, no matter what kind of cars they are, the future of cities is expanded and well connected public transit and active transportation. My husband and I are seniors e bikes have been transformational for us. I'm not denying that there is a need occasionally for taxicabs, but we do not need thousands more cars on our streets. We don't need them and we don't want them finally in closing. I hope that those with recent ties to the companies under discussion here will recuse themselves from voting on this matter. Thank you. Thank you. The next speaker is Paul Wermer.

Uh Good morning Commissioners. My name is Paul Wermer

Uh I too urge you to oppose, uh or reject this proposal

I strongly oppose the A VS uh for several reasons.

Most significant, they discriminate, they discriminate significantly against anyone who does not have credit cards or paypal or Venmo, anyone who is unbanked, anyone who relies on cash. So where will they get service

Uh I, they discriminate against people who cannot use

um, digital devices. My father at age 44 lost taxi cab service about 2015 when Uber displaced the available taxis in Providence, Rhode Island, the service went away and instead of having freedom, he was trapped because he could not use the service because he could not use the cell phone. This is planned discrimination against a vulnerable population of many types. Thank you.

Thank you. The next three speakers are Marcelo Fana Charles Minster and Lana Nieves.

Good morning. My name is actually Marcelo Fonseca and uh I am a career cab driver based on all the incidents reported so far, especially from the San Francisco Fire Department. It's very clear that Wman crew's technology is premature. It's not ready for prime time if you allow them to operate full time and deploy an unlimited

number of vehicles before their technology is fully developed. The problems they have caused can only get worse. So I urge you to put the brakes on. I urge you for a no vote. There's no need to rush. Uh I believe in technology. I know someday it will be ready but at the moment when cruz technology is not ready for prime time. Thank you. Thank you, Mr Minster.

Uh uh I speak as an advocate for a workers' government The only way out of this situation we're in now, the billionaires are calling the shots in this country and around the world. They're, they're providing the money to build these uh Robo cars and Robo buses that are already testing over in the uh uh Treasure Island They want to eliminate the human being from the productive wealth as they're doing in Hollywood and anywhere else they can use A I and for us to allow this to continue means we're happy with having human beings doing nothing trying to scrape by and make a living. Go on the dole They can't find a way be homeless like we have a homeless society in this city. So uh I'm here as a working man Want to put a foot down on this process. Thank you Thank you. The next speaker is Lana Nieves.

Good morning. My name is Lana Nevis. I'm a person with a Disability. I'm the executive director of the Independent Living Resource Center of San Francisco. My organization's mission revolves around every person's right to live as independently as they so choose and to work towards a fully accessible community for all. The following is from a New York Times article entitled Lunacy in England. And it's a quote, there is not the slightest doubt that engaging in the use of this modern form of transportation if persisted in leads to weakness of mind. General lunacy and homicidal mania. This quote from 18 94 isn't about autonomous vehicles but about the dangers of bicycle riding, which was thought to have been a have a devastating effect on the nervous system. Fear of the new untried and misunderstood has always been with us. When it comes to emerging technologies There will always be those who instead of embracing progress, choose to dig their heels in and stick their heads in the sand as if their pet can or will stop progress. It didn't work with bicycles, it won't work

with the we're here to talk about for those of us who are part of the disability community, autonomous vehicle technology represents a future with greater independence the ability to go where we want to go when we want to go and to do so on our own without having to get into a car with a complete stranger, are autonomous vehicles fully accessible, not yet, but they will be and probably sooner than most people think, especially if the CPC makes it mandatory that any and all AV developers in California present a robust accessibility plan, provide parallel service to people with physical disabilities and truly accessible AVs are possible and that they fully engage members of the disability community in their accessibility efforts. In the meantime it's imperative that instead of being like the folks who believe that bicycle riding would lead to homicidal mania. We let cooler heads prevail AV. Technology represents progress, the promise of safer streets. And I'm gonna ask you to wrap up. OK. Thank you. The literal translation of the word progress is to go forward So go forward today instead of backwards, choose progress Thank you.

All right. The next uh speaker is Ian Smith and then after that, we have Brent Ritz and Michael Martinez So Mr Smith is next is Mr Smith here, Ian Smith.

Oh, ok.

Do we need? Yeah, hi, I'm Ian Smith. I'm here to talk about the uh the resolutions on the on the agenda. Um I see a lot of potential in these technologies for the disability community. I see a lot of potentials for independence as somebody just talked about. And my concern is that we don't yet have an agreement on what accessibility looks like for our community. We don't yet have vehicles on the road or even in pilot programs that serve our community's needs. And I'm asking that the CPC not only vote no on these items today, but also work to establish standards that ensure access in the future both on the theater level. How do folks like myself who are full time wheelchair users enter and use and exit these vehicles safely? But also in terms of equivalence in hours of service, service areas, response times All this is something that's missing right now and

this is a great opportunity to solve that problem, but we should not let it pass up just because the companies in question argue this is going to someday be wonderful for the disability community. It's not here yet. Thank you.

Our next speaker is Brent Ritz.

Hi, good day ad D contractor. I've actually already reported information to the state Department as well as the anti trust unit of the Department of Justice I don't think you have jurisdiction on this issue.

Both of these are actually Saudi backed. So Madi Fund is probably about 71% owned by the Saudi government

At this point, Uber technology is distributing through Waymo. They're also backed by the Saudis. They just want to burn fuel. You saw so desperate because this one is down 60% that they're trying to do their arm transaction or IP O in the UK to avoid regulators.

And of course, they did a deal with intel and held back by Google. Funny how that happens. Coincidentally also this month is labor reform. The president refers to this as the American Jobs Plan. So Kamala Harris which is how you pronounce it. And then Speaker Pelosi authored the Pro Act. This is actually going to be up for the Department of Labor this month and rule making. I would ask you to defer to uh

and so you can actually do that. Yeah, so certainly it's not in line with our national agenda at this point Thank you. Thank you. Our next speaker is Michael Martinez

Jesus Christ. Here we are again, San Francisco about to have four people make a decision on whether or not the city is going to be pimped out by yet another couple of large tech companies so that all their employees here today wearing yellow shirts might get to cash out their stock options. That was part of their on boarding at Waymo as employees. They're over here talking about safety trotting out blind people with dogs and the very elderly and so forth and so on. But yet in order to even get in one of their cars, you literally have to sign something that says that if you die in one of them,

you can't sue your family, can't sue, you can't sue anybody, anybody, anybody. So when all of these little kids and the tech bros and the tech girls come up here and say this is about 50. Really? I'm like, but you

just have to sign your life away to use it and know you four are about to make a decision as to whether or not you're going to let them run Rams shad. Oh, and by the way, the original mayoral Pimp Willie Brown he's actually on Cruz's payroll grease and holes around here. You guys aren't stupid. Don't be stupid. Thank you. The next three speakers are George Jenko. Matthew Sutter and Evelyn Ingle. Mr Jenko. Uh, good morning Uh, commissioners. I have a somewhat different tone to take. Uh, but it's nice to have this opportunity to speak. Um My name is George an, I'm an orthopedic surgeon. I have been practicing in San Francisco and serving our citizens for over 30 years. I'm also an avid bicycle rider and an enthusiastic Waymo rider Hoping that you'll see the good side of this technology as a physician and as a surgeon, I treat, I treat many patients who are, whose injuries are the consequences of distracted drivers, impaired drivers, angry drivers road rage and the like I have operated on citizens affected by these instances of road rage and preventable human error with often devastating injuries and too often patients who don't make it to my operating room because they have been killed by distracted drivers or road rage. I also cycle all over our city and always have to avoid driving. I come, I'm a defensive cyclist and I see how these ad vehicles behave, how they respond and I trust them much more than distracted drivers or angry drivers. I see this as an eventual improvement Finally, quickly as a father of three adult daughters who have had unwelcomed advances by drivers, no such no such inappropriate behavior will ever be incurred by autonomous vehicles. I encourage the panel to please embrace this technology that our city and region have long been renowned for. Thank you for your time. Thank you. The next speaker is Matthew Sutter. Good afternoon My name is Matthew Sutter. I'm a cab driver in San Francisco. 31 years. I'm urging you to vote. No, I'm all about technology but this is not ready guys. We heard the first responders the other day and we saw the charts. This is a danger to the citizens of San Francisco. We cannot pass this through today. It is definitely not ready. And we are talking about 400 cars that aren't all in operation and they're doing their test out in the sunset in Richmond where we don't

have all these people, all these cars handicapped people
We have wheelchairs and what happens when they stall
Why don't we tow them? Why don't we tell the MTA if
there's a car that is abandoned and a fire engine comes
up, they tow it. If a car stalls, you must tow it
you bring money into San Francisco. Let's stop jing
these tech companies, money guys. It is time to bring
money into San Francisco. We see the conventions we've
been losing. We are in desperate need of people. Coming
to San Francisco. You're going to take away jobs with
this thing. You have to vote. No, today it is not ready
Nor will it be ready any time soon? The technology
and the communication between the first responders
and the AV cars is zero. The chart showed it every
month the incidents are going up. How can you vote
Yes. Those incidents must go down before you vote.
Yes. Thank you.

The next speaker is Evelyn Ingle.

Good morning. My name is Evelyn Ingle. I've lived in
San Francisco since 1978. I spent many years working
in the medical device industry and I've also driven
a taxi and I'm very familiar there. Therefore, with
regulated industries on a very broad spectrum. I can't
imagine uh, a manufacturer of a sophisticated medical
device or a driver of a taxi self certifying that their
technology or service is safe. I really ask you to
delay this vote or vote. No, until you have a more
robust regulations. And don't rely on this self certification
by these manufacturers. I've actually seen reports
of what can happen when, when you leave it up to the
corporations to self certify. I also want to ask you
to, you know, think of all the residents of San Francisco
I've seen so many of these cars on my street. I can't
believe it. Especially knowing the limited number that
are in operation and both way mo crews were very coy
about how many cars they're going to put on the street
if they have no restrictions or caps. I know as a taxi
driver that their business is not sustainable unless
they can cut down the arrival times and to do that
they will have to put a lot more cars. So please vote
No, thank you. Thank you. Our next uh three speakers
are Jessica Ellis King Ellis and Jessica Felix.

Hello, President Reynolds and Commissioners. My name
is Jessica Ellis. I am a mother of an incredible child

with autism. A has given me a new hope. My son will grow, will grow up to have a greater level of independence and safety that I really ever thought was possible as advocates. We work to break down barriers. Um So all families or of all backgrounds, cultures, race and income, income levels can get services that they um services and support that they need and deserve has, has partnered directly with our community. So people with disabilities can benefit from a please vote. Yes. On do I say like, what you can wait for them to call your name? Ok.

All right. Thank you, Miss Ellis. And now we have King Ellis. Hello. My name is King Ellis. I love technology in NASCAR. It was really cool riding in the YMO and seeing everything around me. And I would like to keep using Mo to get around San Francisco and we would like to end with this like the king of Nascar Richard Petty once said, the good Lord doesn't tell you what his plan is so all he can do is get up in the morning and see what happens next. Thank you.

Thank you.

All right next we have Jessica Felix.

Hello. My name is Jessica Felix and I'm the taxi driver representative on the San Francisco Paratransit Coordinating Council. I could talk to you about the many unsafe behaviors of driverless vehicles from my experience driving around all day in San Francisco. But instead I want to speak to you about the Americans with Disabilities Act ad A ad A clearly states entitled to subtitle B that public transit systems must provide people with disabilities equal opportunity to benefit. And the same is true for private transit systems doing business Tell me how does a person who uses a wheelchair get into a cruise or a Waymo? So when using a walker in most cases, is not able to load their walker in the trunk, they cannot use these vehicles. How does a blind person find safe passage when the ay drops them several doors down from their destination. Google and General Motors play with billions of dollars every year and are more than capable of helping people with disabilities and have refused this governing body, especially with today's vote. Must tell them it is not ok to discriminate approval of the A B companies today will hold this

government body liable in disobeying the ad A the demand
The law supports equal access and suspension of their
permits to operate and do business until all members
of the community can be served. Thank you. Thank you
Our next three speakers are Mara Math, Cheryl Miko
and Barbara uh Wins.

And so next we have ah Mara Math, Miss Math.

Thank you. Hi, I'm Mara Math. I'm a member of the paratransit
Coordinating council. Speaking here for myself, I oppose
the current draft resolutions because they leave disabled
San Franciscans out in the cold. Um, driverless cars
already fail minimum accessibility and safety standards
like recognizing street signs, double parked vehicles
emergency street responders and yellow cones on their
roads. The can driverless vehicles assist passengers
who need escorting to and from the vehicle. Can they
load and secure mobility aids like wheelchairs and
walkers. Can a driverless car spot a blind passenger
waiting? Can it call out to that blind passenger that
it has arrived to pick them up? Does the CPUC really
want to defend these exclusions in the ad a lawsuits
that will follow the arguments for driverless cars
are all too reminiscent of the 19 fifties and sixties
when automated was touted as automatically superior
to human. Remember, the Jetsons Den is now were promised
that automation will usher in a golden age for us.
And as usual, it turns out to be more of a golden
shower on us. Thank you. Thank you. The next speaker
is Cheryl Domico.

So

sorry. Can you hear me? Yeah. Yes, we can. Ok. Uh,
my name is Cheryl and you happen to get three in a
row, uh, from a transit recording Council. Uh, I too
am speaking from the angle of the ad a it's a federal
uh, legislation where people with disabilities or elderly
should have equal access to, um, including transportation
Um, and these vehicles would not be. I'm in a power
chair. Uh, yes, I, there are special vehicles to the
city. They need extreme training in order to make sure
I am safely in there. These new vehicles are they gonna
be taught by a robot on how to secure renown to uh
the vehicle?

And I would like you to think about that before voting

Thank you. Our next speaker is uh Barbara and I apologize

uh for the pronunciation of your name. Ok.

Uh Hello Commissioners. My name is Barbara Winches I live in West Marin County. I am here today to ask you to please turn down AT&T S application to uh discontinue using the copper landlines. They are a lifeline for us in the rural areas of California when the fires are raging and the power is out and the cell cell phone excuse me, cell phone towers will not operate because they're out of generator fuel and no one can get up to the towers. The same thing in the winter with the storms. The roads are muddy, trees are down, they cannot replenish the fuel we have no cell phone service. Therefore we absolutely need our landlines. They're the only thing that attaches us to emergency services and the outside world. I am also electromagnetic sensitive I need my landline. I cannot use a cell phone without becoming ill. There are so many like me that are unrecognized I represent probably 100 more people. Thank you so much for your time. Thank you. All right. Our next three speakers are John Doherty, Tim Elder and Abdul had Mr Doherty.

Good morning. Uh My name is John Derty. I'm the business manager of IBW local six in San Francisco. And uh we have represented electrical workers in San Francisco since 18 95. We've been at the forefront of electrical uh transportation in San Francisco uh from our founding uh and is with that history that we call on the CPUC uh to approve uh crews and os uh applications to expand uh all electric autonomous vehicle ride hail service We opened discussions with crews about a year and a half ago and asked them to partner with the IBW on the build out of their electrical vehicle charging infrastructure. We and the IBW have invested heavily in the training necessary for the successful expansion of ev charging infrastructure and stressed the importance of this training for the development of the next generation of electrical workers in San Francisco and beyond. Uh by allowing Cruz's expansion. The CPUC will make a commitment to green in charging infrastructure that will help California's transition to clean energy while working to hit our emission reduction goals. Thank you for your time. Thank you. Next we have Tim Elder come to my voice. Oh, ok. Thank you.

Hello, my name is Tim Elder. I am the elected president of the National Federation of the Blind of California. I'm here to represent the interests of blind people throughout the entire state, including those in our San Francisco chapter and the many other blind people in the city of San Francisco. We're very much in favor of the commission granting these two permits. We are here in our genuine interest in seeing this technology benefit the blindness community. We're not being trodden out. We are an independent organization. We're not in anyone's back pocket or payroll or employees. We are here to say that blind people really benefit from this technology. We've used it. It's been proven that it is safe. It's been operating on streets for a while now. We need to responsibly expand it. I think these permits are a responsible expansion and the the the need for these is very high. Taxis are too expensive for blind people. Uber and Lyft ride sharing often discriminates causing blind individuals with guide dogs to be left on the street corner. Public transit doesn't has a last mile problem. Pair of transit has unreasonable delays. This would be a great independence improvement for blind people. Please vote yes on this Responsible expansion of this safe and innovative technology

Thank you. Thank you. The next speaker is Abdo Haddin. Hello, my name is Abdul Had with the CIU local 87 here in San Francisco. I'm here along with my brothers and sisters to fully support autonomous vehicles to uh operate 24 hours. I firmly believe that the development and integration of autonomous vehicles will bring about a new era of economic prosperity and jobs maintaining and creation here in the state. I encourage your support by voting. Yes, on this today. Thank you so much. Thank you. All right. Our next three speakers are Ying X uh Malea Ortiz and uh Noelia Noelia Linear.

Do we have Yingxing me in the audience?

Hi. Um My name is I'm an SI U local, 87 member. I'm here to uh support in the stay in the San Francisco. They will provide us uh the job we have. Uh we still have 3000 member uh on the bench. Thank you. Thank you. Uh Ortiz.

Hi, good afternoon. My name is Ella Ortiz and I'm with the AC IU local at 87. I'm here to support Cruz to stay in San Francisco because they would create jobs

for our members. Since the pandemic, we had 3000 members without jobs they're not able to provide for their families. And we believe that a lot of, a lot of companies are live in California. Cruz is saying we want to stay in California and provide jobs and also provide service for a much needed community. Thank you very much. Thank you.

No,

Les.

Hello. Uh My name is Lena. I am one of the representatives of local 87. I am in support of Cruz. Staying in San Francisco. Cruz is one of the tech companies that is willing to become unionized and provide work for our 3000 union members that right now are on the bench waiting for the opportunity to work. Having crews here in San Francisco will provide work and stability for our members and their families. We at local 87 support Cruz. Thank you very much. Thank you. All right. The next three speakers are Wing Luck. Jose Castillo and Rhonda Campbell.

So uh Wing Luck,

right? I don't see anyone approaching, so I

OK.

Yes,

great.

Hello. My name is Jose Castillo. I am here to support Cruz because um they are gonna provide jobs to our industry janitor. That is the one that are suffering a lot of lost jobs right now.

Thank you. Thank you. Thank you. All right. Next, we have Rhonda Campbell.

Good morning commissioners. Um Thank you for your time this morning. My name is Rhonda Campbell and I am the California State lead victim service advocate for mothers against drunk driving. And I'm here to read a statement from our California executive director, Patricia Riera Drunk driving is the number one cause of deaths and injuries on America's roads. Taking the lives of more than 13,000 people. In 2021 drivers are increasingly testing positive for other drugs and combinations of substances contributing to historic rises in roadway deaths. We know that we need technology to step in when people refuse to make the right choice to never drive impaired. That's why Matt is proud of our partnership

and our shared mission with autonomous vehicle companies like Waymo and Cruz Autonomous Technology that is now in development will help prevent tragedies on our roads including those caused by impaired drivers, advanced vehicle technology such as autonomous vehicle is a pillar of Mad's campaign to eliminate drunk driving as the largest nonprofit organization serving victims of these 100% preventable crimes and advocating for laws that will stop the crisis on our road. Mad supports the safe development and deployment of autonomous technology Since our founding in 1980 Mad has helped save more than 400,000 lives, reduce drunk driving deaths by more than 50% by promoting a non a designated non drinking driver. While great progress in highway safety has been made over the past four decades, traffic, traffic fatalities, injuries and crashes continue to take an enormous toll on our country. And I'm going to ask you to wrap up. We welcome all efforts to end impaired driving and make our streets safer. Thank you very much.

Ok. Our next speaker is Jamie Crane and then we have Fran Taylor and Kathleen Fung.

Take your time.

Good morning. Uh My name is Jamie Crane. I am the elected president of the Silicon Valley chapter of the National Federation of the Blind of California. Um You can hear I have my two year old in my arms. I'm also a mother of two Children, one of whom is blind and I myself am blind. Driverless vehicles would be an amazing advantage for us getting around as a family with two car seats, diaper bags, a stroller and a lot of other things that Uber and Lyft drivers frankly are not comfortable with us having just trying to get here today. I was almost a half hour late because an Uber driver denied me transportation because he didn't want my children's car seats touching his his vehicle seats for safety I need to know that when I get into a vehicle, I'm allowed to install my children's car seats and make sure they are safe before we start moving. Uh I urge the commission to approve yes dear to approve expansion of self driving vehicles and to do so responsibly so that we can get all of the safety and accessibility and all of the measures that we need to make this effective and accessible to everybody. Thank you. Thank you.

All right. Next we have Fran Taylor.

This process reminds me of an old twilight zone episode where you have this normal happy little town, everybody going on about their business and wholesome and all And then the camera pulls back and you see it's like a giant ant farm

and there's some big hulking spider like being behind it sort of chuckling and saying, I think they're almost ready to eat now. And San Francisco has been an ant farm for crows at Waymo and we're the ants and we're asking you to please not be the spiders. I've been working for almost 40 years in safe streets with, you know, pedestrian organizations, disability and senior action and transit. And I was just hanging out on the steps waiting to come in with all the paid yellow shirts and I didn't recognize one face of anyone who has ever lifted a finger for safe streets. So it's BS.

Thank you. Our next speaker is Kathleen Fung.

Um Thank you very much supervisors Kathleen Fung. I live in San Francisco in Ashbury. Um Actually I own my own company. I work full time. I take public transportation I take buses, I take taxis and since August of 2021 I have been a trusted tester for. I know the importance of safety. My grandfather was killed by a hit and run driver. So this hits me in the heart every time I get into a Waymo, I'm well aware that my comments and my evaluations are important to the company. I try my best. I critique it if the car is acting erratically I note every single detail because this is the information that Waymo needs. This is the information that these cars need. I am very happy to report my reports have been excellent. Over the past two years, I urge you please to consider and driverless cars. The technology is good. Let's give it a chance. Thank you. Thank you Our next speakers are Renee Claudia Vie. And uh, and I think I mispronounced your last name. Apologies It's ok. Ok. Hi. Uh Thank you so much, everybody for hearing me out. My name is Renee Turcios. I'm an A I startup founder and I just wanted to real quick, uh share a little thing. I want to highlight a critical aspect of autonomous vehicles, their potential to save lives by employing advanced algorithms that remove the possibility of human error. Autonomous vehicles are not just a technological innovation. They are a

life saving measure in a city like San Francisco where innovation thrives. The adoption of autonomous vehicles could mean a future where traffic accidents are significantly reduced and lives are spared. The choice to support autonomous vehicles is more than a policy decision. It's a commitment to prioritizing human life and safety in our transportation system. Thank you. Thank you. Next, we have Claudia Vee.

Good morning. My name is Claudia Vee and I've been working with community based nonprofit organizations in the city for almost 50 years. And I'm here today to ask you to, to um vote against AT&T's um proposal to eliminate copper landlines um these this uh policy would disproportionately affect home based peop, homebound people and the elderly. It would also particularly um affect emergency calls. Um The emergency calls with the landline. Um the address and the map is posted immediately so police and ambulance can respond. I experienced this myself firsthand. When 911 did not respond, I hung up and then the police arrived in five minutes. This um would not be happening with cell phones. So thank you for considering this uh request to refuse AT&T. Thanks. Thank you. Next we have Miss Scull.

Hi, I'm Sudi Skull. Good morning. EMF sensitivity follows a continuum such that many of us here could not function without accommodations at and Ts Copper landline is my only connection to the outside world. We are the canaries in the coal mine. On the other hand, my therapy clients increasingly present with anxiety, panic attacks and sleep disorders. A reflection of the public's high exposure to EMF from their workday, computers and social media addiction moderating their ef exposure lessens their symptoms. A legacy landline will work for 10 days after an electrical shutdown. And even then it's only needed for the ringer when hurricane Sandy struck the east coast in 2012, cell phones became jammed with 911 calls, intentional physical attacks on the power grid substations rose 71% in 2022 according to a recent CNN special that combined with earthquakes and fires makes at and TS essential for California. Don't be fooled by at and TS corporate profits scheme. Thank you. Thank you. Next, our next three speakers are Dwayne Post, Elizabeth Grisby and Sharon Giovanna.

Good afternoon. I also strongly support that the CPUC

deny any and all requests from AT&T to be relieved from their obligations to maintain copper landlines. Other companies are not equipped to do the job, senior citizens and people with disabilities rely on landlines and regular telephones. They frequently do not have the means or skills to pay for and use expensive cell equipment. And you know that during an emergency cell service gets overwhelmed and the battery backups on the towers can go out. Please keep at and t responsible for copper landlines. Thank you. Thank you. Next, we have Elizabeth Grisby.

Thank you. Happy to be here again.

Oh, yeah, I'm all for the.

Well, I can have fun. These cars are not to be on the road to pick up people. I'm in a wheelchair. Can you please tell me how are these curves go like safely? I'm done for that technology. What was at work? And when it doesn't it doesn't. And I'm not about to make my life. I, I the man in the work ain't going somewhere and I have this car go out and what can I do if I buy myself and of car The fight to go and then it turn out. We have no technology. Have you So I encourage you. You got right now. Wait a few more here they did. I would love to have way more. And the question, did they actually have it out with somebody with and disability? But if not, then you can't tell me it's a good thing. Thank you very much. Uh Thank you.

Next we have uh Sharon Giovinazzo. You know, the name seems to be getting easier as we go on here. Commissioner honorable commissioners. Imagine a world where independence knows no boundaries, where the city streets becomes a canvas of opportunity for everyone. As a person who is blind, I stand before you to share my excitement about the incredible benefits of autonomous vehicles that bring to our lives in San Francisco for many years. Navigating the bustling streets has been a challenge limiting freedom and potential for so many people with visual impairments, autonomous vehicles promise more than just mobility. They offer a renewed sense of confidence and empowerment. Imagine if you woke up tomorrow and

you couldn't see, imagine the fear of crossing the busy intersections or struggling with public transportation until you could receive life saving training today because of your positive boat. I envision a future where I can hop into a self driving car, input my destination and relax as I smoothly and safely take me to where I need to go in the journey towards an autonomous future Let us remember that technology's true. Potential lies not only in its capabilities, but in the capacity to uplift and empower all. Thank you commissioners. Thank you. The next three speakers are Sherry, Sherry Albers Jessie Wolinsky and Patrick Crowe.

Thank you. Thank you, President Reynolds and honorable commissioners.

Um I am here to um in favor of the expansion of the testing for and cruz. Um Transportation has. Always been an issue for um people who are blind or have low vision. I stand before you as a blind person I was born with a generative eye disease. Um Transportation has been a barrier for employment, for recreation, for socialization and for just about everything that we do. I don't know if we and Cruz had in mind to develop this technology for a blind person, but I will take it what it means to me is independence it means freedom and it means just having the opportunity to do what I want when I want and not having to ask anyone to help me. I have been in a way car It is the most confidently driven car I have ever been in. And I thought my dad was the best driver in the world. Um Don't I don't want people to speak for blind people because they have no right to. But um I need to tell you that um rideshare, Uber and Lyft is not our friend. Thank you so much. Thank you. The next speaker is Jesse Wolinsky.

Good morning Commissioners. My name is Jessie Wolinsky and as a blind woman, I am here fully to support autonomous technology. Not only has being a way tested writer provided me with a level of independence that I have never been able to experience before. It has provided me with a feeling of safety that I've never had before I have been harassed on public transit, para transit Ubers, lifts, taxis, even walking down the street. And quite frankly, I am absolutely tired of it. And when I get into a vehicle, I feel not only that I

am able to get to where I need to be on my own terms, which is huge, but I am able to do so without the fear of being harassed, groped, assaulted attacked or potentially worse. And I deserve to get to the places I need to go without that fear. So please please support this today. Thank you. Thank you. Our next speaker is Patrick Crowe.

Hello, good morning. My name is Patrick Crowe. I'm a resident of San Francisco and a Waymo trusted tester I've been using Waymo for several months and I just love it. I think it's great technology. The reason I'm here though is not, has nothing to do with Waymo or cruise. The reason I'm here is on behalf of San Francisco and California. I feel that this issue represents something that's much more important than self driving cars. I feel that this is an opportunity for us to say no and shut things down or say yes and open up new possibilities for our city. I have a sustainable San Francisco growing San Francisco and a San Francisco that provides new opportunities. I think that the concerns that people have can be addressed through working with these companies. And there's so many ways that we can use technology to help emergency services or maybe have self driving cars, avoid areas. So I urge you to vote for this resolution. Thank you. Thank you. The next three speakers are Kazuko Jones, Brent Johnson and Brian Hamilton.

Uh Good afternoon. This is Kat Jones. Um, thank you Um, my name is Kat Jones. Uh I've been a, a trusted test for way more since 2021. October and I wrote, um about 1400 uh minutes and quite a few um times and uh I wanna say you should trust this technology. It's evolving rapidly since, uh, since I started to uh test it, it was some iffy moments, not safety issue. But um, it's been great and now I just, uh, I, I find way more safer than any other drivers, including myself It's its cautious side. That's why you see the articles in the newspaper. It stops because of the safety issue and it's not good, of course. But, um, I, I'm sure the technology can overcome the issue, cooperating with the authorities. So I, I just want to emphasize please vote. Yes. Thank you. Thank you. The next speaker is Brent Johnson.

Good morning commissioners. Good morning, everyone

Ok. Hey, my name is David Brent Johnson. I have lived and driven taxi for over 30 years in San Francisco in life. I like to focus on a simple mantra in a good way that may include many elements, including integrity, responsibility and respect. I urge you to vote no on the expansion of autonomous vehicles. I'm here today to report what I see on the streets as a full time driver in San Francisco, I see empty A V cars stopped in traffic often, usually on major thoroughfares such as Howard street fell and go streets during peak traffic times. Way and crew want to be taxis. They are not taxis and it is illegal for them to imply or advertise as such in any way. San Francisco taxis are regulated by the S FA and Waymo are not driverless cars are of little use to the public when we have so many other viable safer options for transport. Let's explore those I do not oppose the people here today I do not on either side of this issue, I don't oppose anyone with this. I understand autonomous vehicles are simply not ready for prime time. Corporate greed Folks feel differently, they're ready for the money Um,

as a tax driver, my coworkers and I have assessed in public countless episodes, we could write volumes, help helping disabled folks, people in danger, taking folks in need to the er, and helping them home from them, interrupting robberies. I'm gonna ask you to wrap up your time. And recently two of my cabby friends literally saving lives traveling with Narcan two times in the last month that I know of. Uh I urge you to vote no on this matter in a good way. Thank you Thank you. The next speaker is Brian Hamilton. Thank you. Our son Christopher is an adult with autism and a way more trusted tester not driving means ride sharing services are important to his independence He goes to the San Francisco Arc using Uni to get there He uses ride sharing services to return at night. When safety concerns exist in the neighborhood for individuals with autism, socialization can be challenging. Drivers often want to engage in conversation. This only heightens Christopher's anxiety, autonomous cars will significantly improve his life by eliminating the stressor. Another aspect to consider is safety. While most drivers are reliable, there have been and will continue to be security

and safety issues. We worry about Christopher being vulnerable or being taken advantage of making the absence of a physical driver a security enhancement, neurological conditions like autism often go unnoticed because the individuals appear just like anyone else. Self driving cars offer more than just convenience. They provide an opportunity for independence for people like Christopher As you assess the input on this matter. I urge you to keep in mind those that lack a voice or struggle to use it effectively their well being and independence matters in this discussion. Thank you. Thank you. Our next three speakers are Vicky Severs, Rachel Gaunt and Garry Page

Vicky Sandra. It is imperative that at and ts application for relief from its carrier of last resort obligations be denied ensuring reliable voice service for every customer, including disabled populations is critical at and ts claim that customers can choose another provider is meaningless when at and TS competitors are not obligated to serve anyone at all. Surely it is the responsibility of this body to deny an application that threatens health and safety because of my work with a network devoted to protecting people from the harms of wireless radiation. I know and know of many at and T customers who are EMF disabled and rely on the copper line system for low EMF voice service and reliable connection during outages and disasters already compromised and marginalized These citizens would experience exacerbation of their conditions unless this application is denied. Thank you. Thank you, Miss Gaunt is next.

Hello, good morning commissioners. My name is Rachel Gaunt. I live out in West Marin and last year we had a number of power cuts. Some for several days. The only, um the only link to the outside world was our landline. It was really important. It for the same reason in fires to when things back up or the towers go down. It's a wonderful connection to the outside world. I use it exclusively for work. I don't use wired or voice over. IP because it doesn't make me feel so good. Um So I urge you to deny AT&T s application to phase out our copper landlines. It's just a lifeline for all of us

and I wasn't going to speak on this, but I, I moved to, on behalf of the EMF sensitive community around

the world, which is a much higher proportion than people realize whilst I think AV cars are probably here to stay. I urge you to look at the radar that they send out from hundreds of yards around them endangering possibly people walking by. Thank you very much. Thank you. Our next speaker is Garry Page.

Good afternoon. I live in a dead cell area by choice. Wireless RF radiation is contra indicated after radiation for cancer. In March, I had a dead cell phone or a dead phone and a doctor suspecting a heart attack who told me to go to the nearest er, to get help. I left my home and walked down the public street until I could flag down someone to drive me to the hospital. AT&T spends a large sums of money lobbying for its own self interests and AT&T has proven ability and infrastructure for landline service, which frontier does not. And I ask for a functioning well maintained landline. We need the CPS help CPC's help to assure the resilient redundant, reliable phone service in California and TS a application of landlines limits diversity and danger in communication. As California wildfires and Maui's ongoing tragedy proves cell service fails in emergencies. Please save and maintain AT&T's copper landlines. Thank you. Thank you. Our next speakers are Jess Myers, Leslie Dialer and Ryan Deer.

Good afternoon, President Reynolds and the commissioners. My name is Jess Myers. I'm a resident of the Bay Area and I serve as Legal Advocacy Council for Chamber of Progress. A tech industry coalition committed to ensuring all Americans benefit from technological leaps. Our corporate partners include companies like Cruz and Waymo, but our partners do not have a vote nor a veto over our positions. We urge the commission to vote in favor of draft resolution. TL 19 144 and TL 19 145 which would grant both Waymo and Cruz's respective applications to provide transportation service to the public in autonomous vehicles under the ongoing jurisdiction of the CPC. Over the past year, San Francisco experienced record traffic fatalities making the safety benefits of AVs urgently needed. We applaud the commission's commitment to promoting safety and its regulation of its passenger carriers particularly as it relates to AVS according to the draft resolution, Waymo and Cruise's

technology policies and procedures have successfully demonstrated a commitment to passenger safety by meeting the passenger safety plan minimum for these reasons. We urge the commission to vote to approve Waymo and Cruz's draft resolution so that they may continue to advance the safe commercial deployment of autonomous vehicles and bring their benefits to more Californians including San Francisco residents and workers. Thank you for your time. Thank you.

Are you Mr Door? Yes. Ok. Maybe we switch the order I think. Is that ok? Ok, great. Thank you. Please go ahead Mr Dor. My name is Ryan Deer. I have been a San Francisco resident since 2011 and I'm recently a new property owner. This is Pumpkin. She is a service animal. She is a guide dog. Her service she performs she guides me. I am totally blind. In the last month I have had three Uber drivers very explicitly deny pumpkin access to their vehicles simply because she is a service animal. This is not something that an autonomous vehicle is going to do. No autonomous vehicle is going to have this particular bias. Another thing to consider is that when we as blind people are traveling and trying to communicate with current ride share drivers sometimes this can be difficult. I am able to use an application on my phone that is fully accessible to do things like make the vehicle honk to be able to find it acoustically. I have high levels of what are called orientation and mobility skills. This makes me very independent, these vehicles add to my independence and I strongly encourage you to vote. Yes, thank you. Thank you.

Next, we have Leslie Dalian Dier. Good morning, President Reynolds and Commissioners I'd like to speak about the public's need to keep both copper at and T landline phone services also known as pots, plain old telephone service and at and TS DSL wired internet connection which receives data via a copper telephone landline. These two communication mediums do not expose users to harmful amounts of electromagnetic radiation. Seniors also depend on at and T copper landline phones. I know this first hand because I am a caregiver and to seniors and landlines are their connection to the world outside and the fact that landline phone, audio quality is superior. Excuse me to absolutely is superior. It's

essential for seniors with hearing difficulties to have this type of phone service for a senior at and T copper. Landline phones are the simplest and easiest communication device to use. Thank you very much. Thank you. The next three speakers are Sheila French, Rebecca Miller and Sue Vaugh.

Oh,

my name is Shea French and I am the Transit organizing Director of Senior and Disability Action. We reach 5000 seniors and people with disabilities in the Bay area. We oppose the draft resolutions. We want more regulation. We want the public to continue to have a voice in making this technology accessible, affordable and safe. There are no wheelchair accessible vehicles on the road, they don't pick up or drop off at the curb which endangers people's lives. And cruz have been in conversation with the disability community which we appreciate, but it would only take a change in CEO or falling stock for the accessibility, approve improvements. We need to get dropped. If it's left up to the companies, we need you to use your power to make accessible requirements that are specific and have a timeline and consequences for not following through until that happens. And other concerns are addressed. We urge you to vote. No, thank you. Our next speaker is Rebecca Miller.

Hi. Oh, thank you. No problem. Hi. Uh I'm flying on the right side of both eyes. I take public transit to increase my freedom. A BS would need to be as affordable as public transit. They would need to drop me off at the curb. And I have concern also for pedestrians in addition to not mainly concern about A vs being fast but for myself. So somebody like myself with disabilities as well as pedestrians. And um so they need to not take away public transit options. Uh The only way to make that happen is to regulate them more. Please vote No, thank you. The next speaker is Sue Bon.

Good afternoon commissioners. I'm going to urge you to vote. No, on the proposal to expand Robo taxi operations in San Francisco. And um I'd like to point out that Waymo Cruz and our Google are sponsors of a number of the organizations that have submitted letters of support for this proposal to unleash unlimited numbers of Robotaxis on San Francisco's streets. These include

the Richmond neighborhood center, Green Bell Alliance independent Living Resources and the Curry Senior Center among others. I didn't have time to research them all. Additionally, when is that going to happen? This authorization falls under the same authorization for TNC. These vehicles have been congesting traffic and exacerbating pollution and especially global warming for a decade. Still.

No. Er, I, now you're considering authorization and for an unlimited number of robotaxis that will compete for passenger taxis and our best tool for fighting climate change, our public transportation. Um I don't have time to read the passage from the document in which you talk about not doing the air. I don't know why. Thank you. Thank you. Our next three speakers are Kathleen Sullivan, Michelle Cassano and Sage Korn.

Good morning commissioners. My name is Doctor Kathleen Sullivan and I am the executive director of open house. I urge you to support the resolution granting Avii's and cruise the permit to provide a passenger, commercial driverless passenger service in San Francisco. I'm a rider of this service. Um And more importantly, my organization benefited from driverless vehicle service which weekly delivers groceries to home bound LGBT Q seniors throughout San Francisco when Waymo is permitted to provide driverless passenger service throughout our wonderful city, seniors who otherwise would be isolated in their homes will be able to safely travel to open house for social support service services, educational and enrichment program. It's important to recognize that many of the seniors that we serve have been victims of violence, discrimination and marginalization. A Waymo car does not discriminate, it does not marginalize and it certainly does not cause violence towards its passengers. The safety of a vehicle for older LGBT San Francisco's San Franciscan is a transformative experience. I urge you to support the resolution. Thank you. Thank you. Next Michelle Cao, President Reynolds and Commissioners. Thank you for this opportunity to hear from the community about autonomous vehicles. My name is Michelle Cassano and I'm the executive director of the Richmond Neighborhood Center at the Richmond Neighborhood Center. We run food pantries and a home delivered groceries program where volunteers from the community come pick up groceries to drop off

to Home Bound senior so that they can continue to cook and live independently as they age in place. Many of these managing over 100 volunteers as you can imagine that some, sometimes they're unable to pick up their bag for the week due to vacations or illnesses. We see the potential of having AVs, help our non driving staff during those times so that they can get food to and from folks to deliver food more efficiently and effectively without interruption AVS could also help our food insecure neighbors without cars get to and from our pantries, especially working parents who are on tight schedules, getting to and from work. Both Waymo and Cruz have been supporters of these ideas and the work that we do they demonstrate what true community partnership should look like? Personally I support AV vehicles. I have been on a total of 87 rides in Waymo and have never felt safer in San Francisco Street. You can tell where every pedestrian and every bicyclist is on the screen in front of you and it never rolls through a stop sign and always goes the speed limit. I've even taken my family and friends and my 80 year old aunt says it's a who? Thank you.

All right, the next three speakers are oh, Sage Kor sorry. Thank you. Yes, please proceed. My name is Sage Koren and I live in the Sunset District. I'm a ceramic artist and a crossword puzzle constructor. I'm here today to encourage the commission to approve AV's application My top concern is safety. My primary mode of transportation is bicycle. I biked here today. I am keenly aware that my biggest risk in biking is that I may be taken out by a distracted human driver. Humo is not the problem when I'm not biking. I prefer to walk most days. I walk to the public library to print out my word puzzles This requires me to cross 19th Avenue. When I get the walk signal, I count how many human driven cars accelerate through the red light or make an illegal left turn through the crossing pedestrians. Yesterday, there were four red light runners and one illegal left. It has never been a Waymo when I'm not walking or biking, I do ride Way mo I have taken 183 trips as a member of the trusted tester program. My reality is that the Waymo driver is already safer than human drivers and it keeps getting better with every trip. I strongly believe the responsible

deployment of autonomous vehicles is making our city safer. I encourage the commission to approve the application. Thank you. Thank you. Our next three speakers are Sean Durkin, Adam Zoo and uh R Wang.

All right, please proceed. Thank you. Good afternoon commissioners, President Reynolds and thank you for your time. My name is Sean Durkin. I'm a rider in driverless vehicles, a machine learning engineer and a resident of San Francisco. I rise today in support of the resolution to expand access to this revolutionary accessibility technology for three reasons. First, as a gender non conforming person, I have chosen a particular presentation today. This is not how I always present in those circumstances I had experienced ride share drivers who had left me on the side of the street refused to open their vehicles. Drivers can discriminate against vulnerable populations including queer black and trans folks far more than any computer. Second, as a machine learning engineer I know well, the complexities of deploying these systems I do not have any financial or other stake in self driving, but I have worked on safety fairness, bias and antitrust, often seeking to regulate the very tech companies that are accused of sponsoring the supporters of Avis here today. Third, ensuring the future of San Francisco is the technological engine, not only of California, but of the world requires our support for this acceleration of technological progress. Fleets of autonomous electric vehicles powered by green energy reducing the need for private vehicles are an essential part of that future. Your decision here today will echo far beyond this room. You have a choice between stagnation and growth between hope and fear. I ask you to choose, hope. I ask you to vote in favor of this resolution. Thank you. Thank you.

Our next speaker is Adam. Y

Hi. Uh My name is Autumn. I live in Hay Ashbury. We're asking you commissioners to allow some driverless cars by Waymo, not to ban humans from driving cars or public transportation. There will always be people who want to take cars driven by humans. My mom is very traditional and one of them, there will always be some workers driving cars. It's not so black and white. We can have driverless cars and driver operated cars, coexist for people with different preferences. If you're afraid

of people not wanting to take cars driven by humans you must ask yourself why you feel entitled to force people to do something against their will to deny them the right to a ride without a human stranger. If you're worried about driverless cars discriminating more than humans, regulate them so they have to be accessible Don't ban them entirely. I say this as a former regulator and policy maker, we don't have to be so afraid of progress in new technology. Technology can liberate humans from work, create abundance and empower us to spend our time doing what brings us joy and peace.

Thank you. Our next speaker is R Wang.

Hello everyone. My name is Rae Wang. Two years ago when I moved to San Francisco, I was often very frustrated by the riding journey with the unpredictable wait times the often prohibitive costs and the discomfort silence with the drivers which hampered my willingness to explore and connect with the city. With the advent of the Robo taxi. I found an entirely new level of freedom. These AVs were not constrained by the same issues they were available on demand and offer a consistent, reliable and cheap service. Robo Taxi has allowed me to fully immerse myself in San Francisco. They have become more than just a means of transportation. They have been an integral, integral part of my urban life. The full rollout of commercial driverless passenger services give me the new hope and the reasons to continue living and contributing in the city instead of the other location in the Bay area. I'm here to urge the CPC to expand the AV services to next.

Thank you. The next three speakers are Brian Bernard via Fuentes, Maria Blanco de Mazzo.

Hi, good afternoon. Um two years ago while I stopped at a red light, I was rear ended by a vehicle at 50 MPH. Um, the driver wasn't paying attention. Try one more time, I'll try it again. Um, he never broke. I was severely injured in the accident for the past two years. I've worked to regain my independence My story is one of thousands of people injured in this country each and every day by human error, drunk drivers and other, um, just human led accidents. Uh, autonomous vehicles represent a route to safer roads. Today. You have an opportunity before you to embrace a technology that promises to protect our friends, our families

and our fellow residents of San Francisco. I call on you to exercise this duty in protecting our public safety. Thank you. Thank you.

Ok.

A

she's ok.

Is it Rosalia or Rosalinda?

Hold up.

Uh, Fuentes.

Oh, ok,

Peter Leah.

Hello. My name is Victor Pala. I've been working for Uber for two years.

I'm here because I'm totally against the idea that automatic drivers are working, first of all, because the driverless cars are gonna take the passengers away from Uber.

I'm raising five Children and the, as the drivers expand as the driverless cars expand, they're gonna take away the work from us and I have five Children I'm trying to raise and I don't know how I'm gonna be able to do it with that work without that work.

A

so as I was coming in today, I saw a driverless car kill a dog and maybe it's a dog now. But when will it be an elderly person? A disabled person? Thank you very much. Thank you.

Thank you. The next speaker is Maria Blanco de Monzo

Ok. Uh Then we'll move to, uh I'll read out the next three starting with Alba Guzman. Um Santiago Cesar

Uh

um

Yes. So I think this is a very essential, essential part of our city. I was attacked in 2019 because I was driving and I was attacked by someone. I think it's essential that we have driverless cars. Thank you very much. Thank you.

Next, we have uh Santiago

Buenos Aires, Santiago. Uh So your resident in Santa Cruz?

Yes, my name is I'm here because I want to talk about the transportation of driverless cars.

I'm, I'm the head of a family and I've been, I'm driving for a lift for the last six years.

These um, driverless cars are taking away the income that people need and driving. Um, the cost of lifting Uber up.

So these are very dangerous cars. Imagine if there's an accident with one person driving, it would be even worse with a driverless car.

Ok.

So another point that I'd like to make is there are people that are gonna need help, for example, someone bringing their luggage into a car of the

so, and there's also disabled people who are gonna need help getting in the car and imagine if there's a driverless car who is gonna help them disabled people get in the car, people that transport.

So those of you who have the deciding power, please don't allow the driverless cars to continue. Thank you. Thank you.

The next speaker is Cesar Polica.

Good afternoon, everybody. Uh uh

The gig work is rising. My name is and I'm an organizer of gay workers writing, driverless cars cannot communicate with passengers the way human driving cars are, they also are very congesting traffic in the city.

Taxes,

driverless cars, take away the income that people need to raise their families. Yes. Good work is rising.

Um And that's why um workers rising would implore you to not continue with this project. Thank you. Thank you. Uh We have one more speaker uh for with interpretation

That's Laura Fras.

Good afternoon. My name is

I'm a senior citizen, but I've been working driving Uber for the last six years.

And that's why I've chosen to speak in Spanish because I feel that we don't have enough support in this language.

I'm here against the robot cars. That's what I call them.

And I only work half time at Uber.

So they um don't drive, well, they drive very badly and I ran into them and at the stop sign.

So the other reason is that I've seen four or five cars go through the stop and they don't do that. And the other reason is that there's not any help for older people.

So for one thing, they, they don't have help to put luggage in the car and they also don't have help to put people, uh elderly people or disabled people in the car while at a hospital.

So I'm also taking care of my two grandchildren and I only part time and I've had issues with these driverless cars. That's why I'm here in, excuse me, that's why I'm here in opposition to them. Thank you.

That's all for today. Thank you so much. Thank you The next three speakers are Karen Williams, Graham Isam and Sarah Hoffman.

Ok.

One second, one day.

Yeah.

Um Good afternoon. My name is Karen Williams. I'm a 15 year San Francisco resident. I live in the Castro District. This is Leonardo. I just woke him up. He's my guide dog puppy in training. Um I came here on my own accord. Uh I'm here to strongly urge you to allow and other autonomous vehicles, the permission for passenger service in the city and the state. Um One of the main reasons is personal safety. As a woman who frequently needs to take ride share or public transportation on a regular basis, and especially during evening hours I feel much safer knowing that I'm writing in a judgment free discrimination, free beer, free vehicle rather than one that you nervously navigate. We've all been there where you pretend to make the call to say here's the license plate of the car I'm in, you know, I'm calling my partner or you get off the bus, maybe a couple of stops early and end up in an area where you don't want to be all because you didn't feel safe. In addition to road safety, personal safety could be highly impacted in a positive way with cars like Waymo Cruise. Thank you. Thank you. The next speaker is Graham Isam.

Hello, my name is Graham Isom and I was born and raised in San Francisco and I've lived here my whole life I am asking the commission today to consider the possible

future impacts on jobs that expanding autonomous vehicles could have. We've already heard from service drivers who fear that their jobs will be automated away and they'll be unable to take care of their families. But I also encourage you to think of the 3.5 million truck drivers in the United States. And to think that Cruz is currently rolling out delivery vehicles that they call driverless delivery with the express intent of replacing delivery drivers, long haul truckers and affecting the livelihoods of millions of American families and millions of working people. I'm not saying that there can be no place for autonomous vehicles, but there can absolutely be no expansion of autonomous vehicles at the cost of middle class and working class and union jobs which this will take.

Thank you all for your time. I appreciate you. Thank you, Sarah Hoffman,

President Reynolds and Commissioners. My name is Sarah Hoffman and I'm here on behalf of the Autonomous Vehicle Industry Association or a dia we urge the commission to approve the draft resolutions, grounding cruises and Waymo permits as the commission itself has recognized A vs, have maintained good passenger safety records and the resolutions will provide more opportunities for San Francisco residents to access the safety, mobility and affordability benefits of A VS as an A V user myself I feel much more safe in an A V than I have with many human drivers, including those I'm related to. Um And the performance of A VS far exceeds that of traditional vehicles primarily because they remove human error and human emotions from the equation. In light of the demonstrated safety record of A VS and because crews and applications comply with all regulatory requirements. We encourage the commission to vote favorably on the draft resolutions. Thank you for your time.

Thank you.

We have one more speaker uh for interpretation uh Rosalita Munez.

Uh

I know

I've been working for, for the past seven years.

I'm not here to say that you should entirely quit having autonomous drivers.

So the problem with them is they're taking away the

necessary income and the necessary food and drink that people are gonna have raising their families.

So I'm a single woman with two Children, raising two Children and I know a lot of single people raising kids and we depend on the income that we get from driving for these companies.

Uh The uh the, so the thing is, is that with crews and the other autonomous driver, driverless cars, it is not being put into effect for people who need the income because they drive interfering.

So also I have noticed that the driverless cars get to a place and they don't know like what to do and they don't know how to stop or which way to turn. And there's a lot of fire firemen that have to come out and save the people that could possibly be hit by these cars because they don't know where to go and how to get there.

So I'm here to express my opinion and say please do not permit the continuing autonomous drivers from.

So this is gonna be the issue that the middle class will not have the income, they need to support their families and this is not helpful for all of us.

Thank you very much. Have a nice day. Thank you. Our next speakers are Regina Chao

Chala Regina.

I'll come back to you. I don't see her here. Ok. Um

Lisa Moscow and Jennifer Laporta,

I'm here to ask you to vote no for the at and T request to eliminate landlines. Social connection is a very important part of human health. The landline provides a quality and precision sound that can not be equaled by cell phones or by text or email in a society plagued by isolation, loneliness and environmental disasters of fire and flood, reliable communication can be a matter of life and death in a storm. In recent past, in Marin, the self towers were disabled So only people with landlines had the ability to make calls. We have already invested large amounts of money and labor to create the technology. For landlines. We need to maintain this technology. A device has been invented that can be installed in electric wire to tell us if there is a problem. A device which can even shut off the current in an emergency. I've asked you

again. Please vote no on the AT&T attempt to eliminate landlines. Thank you, Jennifer Laporta.

Hi, I'm from Santa Rosa and I live through the 2017 Tubbs fire and the 2020 glass fire resulting in loss of many lives. The fire departments could not communicate with each other because the cell phone providers would not share their data plans. Adding to these disasters copper landlines are vital to emergency communication for all of us, especially when cell phone towers are damaged during natural disasters. I rely on my landline in part on my landline, in part because the reception is better than my cell phone and as was noted earlier quicker location for 911 from landline versus cell phone

at and T has an obligation to be the carrier of last resort for landlines at. And Ts claim that customers can choose a different provider is false because other providers are not obligated to serve anyone. Please deny that at and t application to ensure that everyone including EMF disabled customers have access to voice service that is crucial for communication. Society must ensure that ef customers are not discriminated against. We cannot use cell phones and we rely on landlines Thank you. Thank you. Our next three speakers are Tarell George Rusty Caddy. Carolyn Leonard.

Good afternoon commissioners. I'm Tarell George. I live in West Beren County and um, I'm here that to ask that AT&T not be allowed to dismiss its obligation to provide uh safe, reliable, uh, clear communication via, via the uh copper landlines. Um Yeah, I've been in West for, for over 40 years and pretty much every year we're out of power and dependent upon those lines Um, at one point, the expense of it was so much that I decided I would try to use the universe and the connections was always so unreliable and unclear that I had to go back to spending a whole lot more money for the AT&T um landline, but it's worth it for communication and safety. So I ask you to deny their request to dismiss their obligation. Thank you. Thank you, Rusty Caddy Hi. My name is Rusty Katie and I live in rural West Marin also and it's absolutely vital for us to live out there without a landline. We don't get very good cell service and we like it that way because we live with ems sensitive people. And in fact, their only

communication with the outside world is through landlines
And

like the rest of California, we suffered through a lot of disasters. This winter, the power went out five times one time. It was out for five days. And our only communication with the outside world was our landline and we did have verse one time and when the power goes out for days at a time, then we're completely cut off Um, so I'm also here representing two other people who live on the land and they can't even come here today to represent themselves because of the Ems here And, uh, at and t hasn't communicated their intention to pull landlines. So I really urge you to deny their requests. We need a safe, reliable service and it disproportionately affects people who are disabled and elderly and who live rurally. Thank you. Thank you. The next speaker is Carolyn Leonard. Good afternoon, honorable commissioners and staff. My name is Carolyn Leonard. Samra urging you to support copper landlines. I'm not here as an environmentalist. I'm not here as a leader of the largest homeowners station in San Rafael, nor as the leader of a coalition of 37 homeowner associations representing a zip code in Marin County. I'm not here as a cert community emergency response instructor, federally certified. I'm not here as a former fire commissioner I'm not here as a realtor of 22 years but, or a citizen of the year, I'm here as a friend of someone who's disabled and asks me to come in her stead, I'm here as a citizen and a third generation Californian Um What is important is that you understand why? And what is the basis of your decisions today on any subject Are you clear on your values that you are of acting on in the environment? You would lose resilience. The economics would be that more electricity would be required ethically, you're increasing the digital divide. So what are your values that you're choosing to act on Because there are advantages and disadvantages from any proposal that you see here? I support the protest of Nina uh beat, beat and hope you have a chance to read that. Appreciate the time today. Thank you. Good day. Thank you. Our next three speakers are Jackson nut beers, Jason Sap Ford and OK. Uh Kinko. Thank you. Hi, my name is Jackson and I'm speaking on behalf of the San Francisco Chamber of Commerce

Uh The San Francisco Chamber of Commerce urges the California Public Utilities Commission to approve without delay the expansion of the operations of autonomous vehicles in San Francisco right now. We need innovative businesses like and Cruz to help revitalize our city and to put us on a sustainable path to meet the climate action plan goals. If the California Public Utilities Commission approves the wide scale commercial use of these autonomous vehicles. It would bring lasting benefits for businesses, large and small their workers and local communities. Humo cruises service also creates excitement among residents and visitors, encouraging them to enjoy and explore the city, bringing much needed energy into the local economy. The Chamber of Commerce urges the commission to vote. Yes. On expansion of autonomous vehicles in San Francisco. Thank you. Thank you. The next speaker is Jason Sad.

My name is Jason Spafford and I live in the mission I'm your neighbor. I want CPC to vote. Yes on AV technology San Francisco truly believes in having zero traffic deaths. Then the city has the moral obligation to support life saving AV technology. When my wife and I take our dog for a walk, there are so many instances of drivers flying past us inches away, completely ignoring stop signs, taking illegal turns. But guess what? I never ever have to guess if Cruz is going to decide to follow the traffic rules today, no matter what time of day how it was feeling at work. If it received some bad news, self driving cars always create a safe environment for my wife, my dog and myself. I'm tired of watching my family be put in danger and we have a solution to the danger that human drivers cause which nobody is really addressing. And I think self driving cars are infinitely better than human drivers right now and I'm going to take a bike to go to work after this And I hope I don't get hit by a terrible human driver Thank you. Thank you,

honorable president, commissioners, staff members.

My name is Alexander Poko. I have been a resident of San Francisco for over nine years. I urge the CPC to approve the resolution granting Bay more cruz and other auto, auto vehicle companies and grant them permit to provide commercial driverless passenger service in San Francisco. As a future driver, I'm looking forward

to being able to access autonomous driving technology in San Francisco. I would use the technology both to commute to take to visit drugstores, hospitals, restaurants go shopping and errands.

Most of all, I'm excited about the safety, sustainability and accessibility benefits that autonomous vehicle companies offer

was a famous driver, autonomous, other autonomous vehicle companies. They know how to avoid collisions better than any other human uh alternative driver and has always improving safety for the road users, cyclists pedestrians and public roads. Uh Recently I graduated from University of California and I know so many business advantages of this impressive innovative technology But today, I would like to address your commission because I think it brings a lot of safety advantages that no other human alternatives can provide as of now. Thank you. Thank you. Our next speakers are Brian mcconn. Oh, I'm, yeah, that's right, Brian mcconnell Alvaro Silberstein and Kim Hah.

Hello, I'm Brian mcconnell. I'm a 30 year San Francisco resident and I'm also a licensed pilot autopilot has been used in aviation for decades and that automation is one reason why not one person has died in a US airline crash in 14 years. We have zero tolerance for airline airline fatalities. Yet we allow tens of thousands of people to die on our roads each year. From my experience av technology is already on par with human drivers and it will only continue to improve exponentially I also say this as somebody who is skeptical of AV technology up until fairly recently when I started riding, I would ask you to vote yes, to expand the permits for Weibo and Cruz. And also I just want to point out this is a public hearing in San Francisco about robot taxis and I don't see one robot costume R two D two. Where are you San Francisco? You're better than this. Thank you.

Thank you. Um The next speaker is Alvaro Silberstein We can come back to Mr Silverstein. Let's go to Kim Hah.

Mm

Kim Han San Rael.

Thanks for letting me speak today about at and Ts proposal to take out the copper infrastructure. First. I would

like to mention that the last time I stood in this room, your past President Michael Peavey announced that as his good farewell gesture on the last day of his reign, he would give us an opt out for smart meters. This gift has saved the lives of many people who have electromagnetic hypersensitivity and it was because of the installation of a smart meter on my electrical service that my life changed in a moment. The first person that I spoke to, who knew how to dance around this EMR as she had been similarly injured years before while working at Yahoo was Jolie Andrezak and sadly, we lost Jolie last year who ended up in a tiny shack on the Russian River. The medical examiner said that she died in her sleep from a bad heart. But it's my feeling that she died from a broken heart because she had been let down by the people in the world who were supposed to take care of her. Please say no to AT&T and thank you so much. Thank you.

I'm going to call three more speakers and then we'll take a 10 minute break. We still have a number of people left and we do want to get to everyone. So we have Robert Ernst, Joshua Sanders and Shana Ray Mr Ernst.

How are you doing? I'm Bob. Uh Well, here we are again uh different faces. Same problem. I have a question for you all. Uh anybody up there, a former uh utilities executive at and TPGE uh no response. Just what I thought Um uh the CP's very own rulebook, the revival. I quote from rule 2.6 regarding your concept of universal service quality, this is I quote, the commissioner's carrier of last resort requirements are the foundation of the universal service policy, ensuring that every customer is able to obtain voice service and that, that the public utility and that's PG and AT&T is obliged to serve and serve end quote. The recent federal indictments of Trump are listed as three overlapping conspiracies to defraud to disrupt and to deprive these charges could also be applied to AT&T in their application to the CPC, they referred to taking down the copper wire landline system. Number one, this application would harm no one that's totally fraudulent. Number two AT&T wants to disrupt, silence the voice of a disabled fringe minority of society that is critical of them because they have so often been done to by

them. Number three at and T obviously wants to deprive them of their only voice and contact they have left with the outside world. Are you folks sitting up there in judgment going to allow AT&T to bully you by dictating to you an unreasonable timeline. I need to ask you what your rule book says. You make sure every customer has the kind of service they need. Thanks for the great thank you.

Right. Next speaker is Joshua Sanders.

Hi. My name is Joshua Saunders and I'm a member of the California Council, the Blind of San Francisco And I wanted to speak to you about autonomous vehicles And I wanted to speak a little differently about this issue. And the reason I'm going to speak differently is basically what you heard is either I'm for this issue or I'm against this issue. This is good or this is bad about it. And I wanted to say that I for a long time, have thought positively about haunted this vehicles and thought it would be a good thing for the future and stuff and what I wanted to say was that

I want you to look at their issues and stuff and look into if you decide to grant their, their petition and what they want, then I also want you to provide required for safety regulations and ensure that they have safety requirements provided. And this is the time to do it because this is when they are asking to have their fleet expanded, trying to do that in the future would be much more difficult than doing it at this time. And also try to make sure that they have accessibility requirements provided for people like me who are visually impaired. For example, I got out of a lift vehicle today um out in front of this auditorium and the driver was able to say that I had arrived at the destination the app that I had provided that and I want to make sure that the app that Cruz and has has the same functionality Thank you. Thank you,

MS Ray is next.

Hi, my name is Shana Ray. Um I also came here by uh a lift today and the benefits of having a human driver is that if I call a lifter, an Uber, I can tell that the driver I can text them and say, please look for me. I'm blind I have a cane and I don't know how I would communicate

with an autonomous vehicle also. Um As far as Cruz is concerned, they, they don't pick people up on the curb and they, and they drop people off in the middle of the street, which is extremely unsafe. I'm not opposed to autonomous vehicles, but I think there should definitely be some safety regulations in place at the, at the outset. Thank you. Thank you.

Ok, we are gonna be taking a 10 minute break. Um, we'll be back in 10 minutes which is uh 1 32. Thank you

Sure,

momentarily. Thank you for your patience.

Ok?

Yeah,

that all right, we're gonna get going again. If everybody could, please find a seat.

Today's conference has resumed.

Ok, thank you. Uh We do need to reestablish a quorum and uh, I'll note that Commissioner Douglas is necessarily absent and ask the agenda clerk to call the roll. Commissioner John Reynolds. Commissioner Commissioner Alice Reynolds here. We have a quorum. We're back in the public comment portion of today's meeting. I'm going to be calling three individuals as the next commenters to provide their comments today. So the next commenters are Rena, we are Markowitz and then Frank Fay and John Potter.

Good afternoon. Um I'm Renata Vivi and I've been a cab driver for 30 years and I just want to say my concern is always public safety and I like to drive and get my passengers safely wherever we go. I have a lot of ladies that I drive who are disabled, they appreciate it. I can get them in and out of the car with their walkers, their canes. I take them shopping We go inside, I go in the store with them shopping I help them with everything. Driverless car can't do that. And, and, and, and another thing, a car has to have a driver in it. It's insane not to have a driver in a car. I, I don't know why anybody can say that That's ok. I've, and I've been driving around all these driverless cars. One almost hit me when I was parked at Scott and Bush. I was waiting for a customer to come out from the tennis club there. And then, and it, it, it swerved and missed me by inches. And then uh, one customer told me they saw the driverless car

hit a little dog. Another customer told me that they saw him hit a post. Uh, there was a, uh, several months ago a news report about the driverless car hitting the back of a bus that was on the news and that's just me and I, and I'm hearing and seeing, uh, fire on high street. Ok, block the fire truck, block the police cars. They stop in the middle of the intersection Those, those drivers cars, they'll stop at a green light and not move or they get behind. Thank you your time. I know. But they, they get behind a double parked car and they go back and forth because they don't know where to go or what to do. Nobody's reporting this or talking about this. I drive 10 hours a day and I see all these different things going on with these cars. They're not totally safe and a car needs a driver in it. Thank you very much.