



# San Mateo County Automated Vehicles (AV) Strategic Plan

**C/CAG TAC Meeting**  
**May 16, 2024**



# Project Background

---

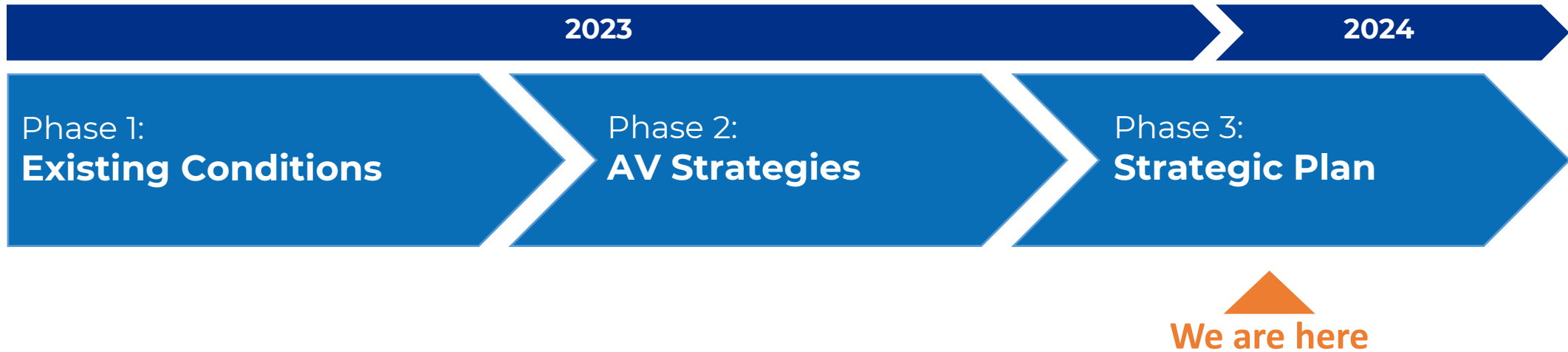
Workshop on **Towards an Autonomous Future in San Mateo County**  
on November 17, 2021

## **Identified Next Steps:**

- Develop a San Mateo Countywide AV Strategic Plan
- Organize an AV Task Force or Working Group
- Plan for and fund AV pilots



# Project Timeline



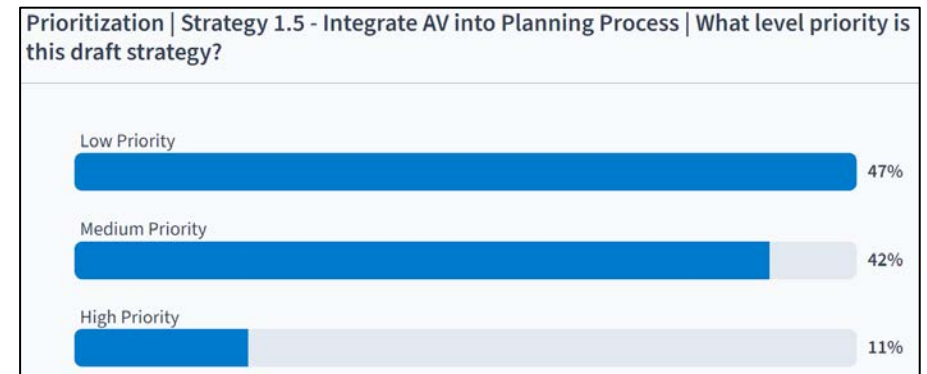
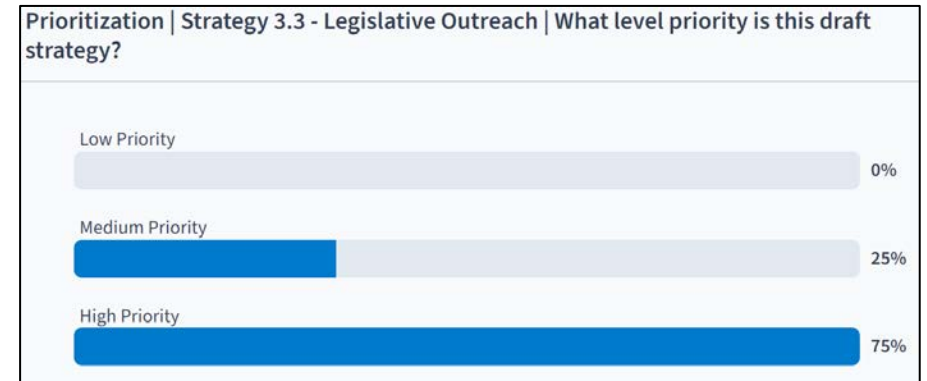
**Phase 1 (Summer 2023):** Identify existing AV programs at local, state, and federal levels

**Phase 2 (Fall 2023):** Develop a framework for AV pilot programs, projects and activities

**Phase 3 (Winter 2023):** Prepare the draft San Mateo Countywide AV Strategic Plan

# Last Meeting – January 2024

- **At our last meeting we discussed:**
  - Draft Strategic Plan Vision
  - Draft Strategic Plan Guiding Principles
  - Draft Strategic Pillars
  - Draft Strategies
- **Activity results:**
  - TAC members were asked if the 22 identified draft strategies were high priority, medium priority or low priority



# Last Meeting – What We Heard

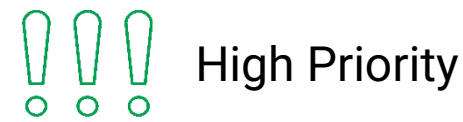
---

➤ **Feedback | Top 3 priority strategies:**

- Strategy 3.3 - Legislative Outreach
- Strategy 3.1 - Industry Collaboration
- Strategy 5.3 - Transit Advanced Driver Assistance Systems Pilot

➤ **Solution | Established strategy prioritization:**

- Assigned a level of priority to each strategy.







# Last Meeting – What We Heard

## ➤ Feedback | AV applications:

- Clarify that the plan's goal is to provide transportation solutions rather than enabling transportation network company operations.

## ➤ Solution | Identified multiple applications for AVs:

- Assigned a level of priority to each strategy.

PERSONAL VEHICLES	RIDE HAILING VEHICLES	TRANSIT	FREIGHT
			
Automated cars may improve safety, reduce congestion, and provide new mobility options for individuals who are unable to drive.	AV shuttles and taxis to supplement public transport and provide first and last-mile connections.	Driver assistance technologies for mass transit and autonomous first/last mile shuttles.	Automated trucking and package delivery aimed at increasing supply chain efficiency, improving safety, and reducing costs.

# Last Meeting – What We Heard

---

## ➤ **Feedback | Physical infrastructure:**

- Infrastructure standardization is likely not possible currently as the technology is still adapting and each company utilizes different vehicles.
- Physical infrastructure changes may require coordination with multiple stakeholders.

## ➤ **Solution | Identified responsibilities for physical infrastructure:**

- FHWA responsibilities (in partnership with Caltrans, SamTrans):
  - Strategy 2.1- Investigate AV Needs for Changes to Physical Infrastructure
  - Strategy 2.2 - Investigate AV Needs for Digital Infrastructure
- SMCTA and C/CAG responsibilities:
  - Strategy 2.3 - Infrastructure Assessment
  - Strategy 2.4 - Upgrade County Infrastructure to Make it AV-ready



# Last Meeting – What We Heard



- **Feedback | Data sharing:**
  - Data sharing should be reciprocal and maintain the County's interests. This includes any sharing with private operators and other AV vendors.
  
- **Solution | Developed a strategy specific to data sharing:**
  - Strategy 4.3 - Establish a Data Sharing Policy for AVs
    - *Establish metrics for measuring AV impacts (e.g., VMT, transit ridership, crash rates, near misses, etc.) and establish a list of data desired from AV companies that deploy in the county. Share data needs with State agencies and request data provided by AV service providers. Share data needs with local agencies to ensure a unified approach to data collection and sharing across San Mateo County.*



# Last Meeting – What We Heard

- **Feedback | Shared automated shuttles:**
  - Shared automated shuttles hold more value to the community than privately operated automated vehicles.
- **Solution | Developed a strategy for shared AV shuttles:**
  - The project team developed a strategy specific to shared AV shuttle pilots. The strategy includes some recommended locations where an SAV pilot could be deployed based on stakeholder and community feedback.
    - Strategy 5.2 - Shared AV Shuttle Pilot



# Last Meeting – What We Heard



















## Feedback |

### Roles & Responsibilities:

Provide more information about what is within local jurisdictions/county agencies' authority because AV regulations are so dynamic and constantly changing.

## Solution |

Created a table delineating roles and responsibilities

Regulation & Permitting			
	Permits for driverless commercial passenger operation on local roads/streets		
	Permits for driverless testing (no passengers) on local streets/roads		
	Driverless vehicle reporting		
	AV safety standards and guidelines		
Infrastructure Readiness			
	Road maintenance/infrastructure enhancements (see strategies 2.1 - 2.4)		
	Upgrades to bus stop and fleet maintenance facilities (see strategies 2.1 - 2.4)		
	Infrastructure standards and guidance		
Planning & Engagement			
All	Funding for new projects, pilots and studies (see strategies 3.4, 4.5 and 5.1)		
 	Community outreach and engagement (see strategies 3.1 and 3.2)		
	Coordination with local and regional planning requirements (see strategy 1.5)		
Operations			
	Curbside access (see strategies 2.1 - 2.4, 4.3 and 5.4)		
	Operation of driverless vehicles (adhering to local traffic laws, etc.)		
	Traffic management data (see strategies 2.2 - 2.4, 4.3 and 5.4)		
	Operation of first-last mile SAV solutions / technology integration (see strategies 5.1 and 5.2)		
Enforcement & Emergency Response			
	Emergency response coordination		
	Emergency response operations (see strategies 1.2 - 1.4, 3.1, 3.2, 4.2 and 4.3)		
	AV traffic enforcement (see strategies 1.2 - 1.4, 3.1, 3.2, 4.2 and 4.3)		
LEGEND			
 Federal agencies (e.g., FHWA and NHTSA)	 State agencies (e.g., DMV and/or CPUC)	 Local and/or Regional agencies (e.g. SMCTA, C/CAG and city agencies)	 Private Sector

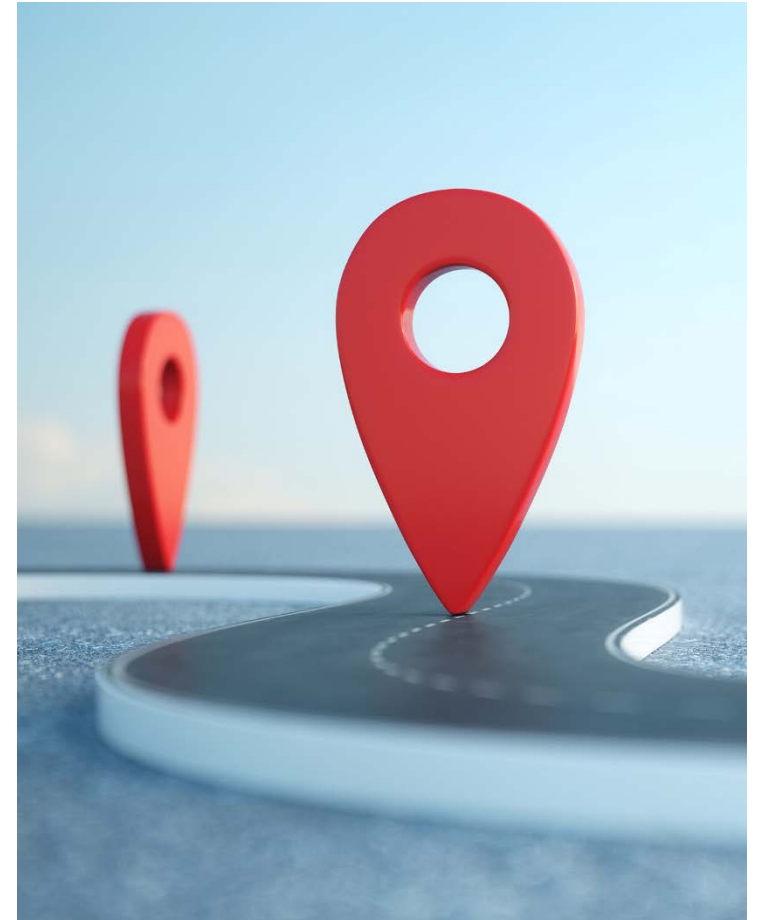
# About The Plan



- **Strategic Plan Contents:**
- Plan Purpose & Background
  - San Mateo County's Priorities
    - Vision
    - Guiding Principles
  - State of AV in San Mateo County
    - Relevant Plans and Programs
    - Transportation Assets
    - Policies and Programs
    - Permit Holders
  - Stakeholder & Public Engagement
  - AV Strategies & Roadmap for the Future
  - Funding Opportunities

# Road Map for the Future – Short Term Actions





- **Short Term Action #1**
  - Identify staff lead to oversee the implementation of the plan.
  
- **Short Term Action #2**
  - Establish a Joint AV Working Group.
  
- **Short Term Action #3**
  - Ensure the plans such as the C/CAG Countywide Transportation Plan and SMCTA Strategic Plan address AVs.
  
- **Short Term Action #4**
  - Assess the feasibility of AV shuttle pilots in equity priority communities.



# Key Focus Areas for Review

## ➤ Draft Strategies

- Do you agree or disagree?
- Would you remove any strategies?
- Would you add any strategies?
- Is the priority level reasonable?

Strategy 1.1 – Joint AV Working Group		
<b>Description</b> Establish a joint AV Working Group to coordinate AV activities in the County and monitor developments in the AV industry. The Working Group should have at least one representative from each partner agency to serve as a primary point of contact for AV activities. SMCTA or C/CAG should lead the AV Working Group, maintain the list of agency contacts, and provide updates to the group as needed.	<b>Value to the County</b> A joint working group offers opportunities for collaboration, shared priorities, and a unified approach to AV-related transportation solutions. The working group can offer oversight of other agency readiness strategies.	<b>Priority</b> 
	<b>Potential Implementation Leads</b> SMCTA, C/CAG, San Mateo County, Emergency Services, SamTrans and representatives from local jurisdictions could all be part of the AV Working Group.	<b>Timeline</b> 
	<b>Cost</b> 	<b>Effort</b> 

## ➤ Road Map for the Future

- Do you agree with the short and mid-term next steps?

## ➤ Feedback Welcome – Starting Today!

- TAC comments requested by May 31
- Feedback period will close on June 21<sup>st</sup>
- Available on the project website with an easy-to-use PDF review platform:

<https://www.smcta.com/planning-projects/SMCAVPlan>

Questions?



# Review & Feedback Period

---

## TAC Feedback Window:

- Please review the Strategic Plan by May 31 (2 weeks from today)
  - Prioritize review of the Draft Strategies and the Road Map for the Future sections

## Public Feedback Window:

- Public feedback will be accepted until June 21, along with additional TAC feedback

## Document Engagement Tool:

- Konveio will be used to collect all comments on the draft plan
- Link to review is available on the project website
  - <https://www.smcta.com/planning-projects/SMCAVPlan>



# Next Steps: Strategic Plan Adoption & Acceptance

Project Milestone	Date
TAC Meeting #3	Today
San Mateo County Board of Supervisors	June 11*
C/CAG Board	June 13
Public Comment Period Closes	June 21
C/CAG Board Adoption	July 11
TA Board Final Plan Presentation	Aug 1
TA Board Final Plan Acceptance	Sept 5





# Questions/Feedback

---

Project Contact Info:

Vamsi Tabjulu, SMCTA, [tabjuluv@samtrans.com](mailto:tabjuluv@samtrans.com)

Audrey Shiramizu, C/CAG, [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org)

