

ATTACHMENT J

Waymo Request for GO 157-E Section 5.03 Exemption Drivered AV Pilot Program (TCP No. 38152)

Pursuant to California Public Utilities Commission (“CPUC” or “Commission”) Decision (“D.”) 18-05-043 and Transportation and Licensing Resolution TL-19136, Waymo LLC (“Waymo”) hereby respectfully requests that the Commission grant Waymo an exemption from GO 157-E, Section 5.03 in connection with Waymo’s 2022 Drivered Pilot Permit application (“Pilot Application”). Waymo currently has this same exemption as part of our currently effective Drivered Deployment Permit, most recently renewed in June 2022.

Waymo joined the Commission’s Drivered Autonomous Vehicle (“AV”) Pilot Program on July 2, 2019, and converted to a Drivered Deployment permit on February 28, 2022. Operating condition No. 14 of Waymo’s charter-party carrier (“TCP”) permit sets forth Waymo’s existing exemption from GO 157-E, Section 5.03, secured in the context of our Drivered Deployment permit. Waymo is reapplying for its Drivered Pilot Permit, and seeks to extend this same exemption to our future Drivered Pilot operations on the same justification as previously provided (see below). Waymo’s exemption continues to advance the purpose of the Commission’s AV programs, and allows Waymo to continue to operate in a manner that is functionally equivalent to that which is required by Section 5.03.

Per Section 5.03, every driver of a vehicle under the supervision of a TCP permit holder must be: (1) an employee of the permit/certificate holder, (2) an employee of a sub-carrier, or (3) an independent owner-driver who holds charter-party carrier authority and is operating as a sub-carrier. This exemption allows Waymo to engage experienced third-party vendors whose full-time employees serve as test drivers in Waymo’s CPUC operations.

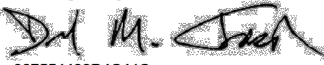
Waymo’s experience participating in the Commission’s AV programs to date bears out the benefits of operating and scaling operations in partnership with an experienced and specialized third-party vendor. Waymo’s third-party vendor has been, and continues to be, well-positioned to deploy its driver resources and knowledge of the transportation industry to support Waymo’s CPUC-regulated operations. While a temporary operational measure as Waymo pursues the technological development and regulatory approval to provide service in its fully driverless vehicles, use of third-party vendor-employed drivers enables Waymo to generate learnings to advance its fully autonomous driving system, and also to submit to the Commission operational data, in furtherance of the purpose of the Commission’s AV programs.

In addition, Waymo’s operations with drivers employed by a third-party vendor are functionally equivalent to the operations otherwise required by Section 5.03 of GO 157-E. All drivers engaged through Waymo’s third-party vendor for purposes of participating in the Commission’s AV programs are subject to all applicable safety requirements for training and monitoring, including, but not limited to, (a) controlled substance and alcohol testing, and (b) motor vehicle records

monitoring by enrollment in the Department of Motor Vehicles (“DMV”) Pull Notice Program. Similarly, all third-party drivers hold a DMV AV Test Vehicle Operator Permit, and are subject to all requirements that the DMV imposes on test drivers, including test driver training. Waymo and its third-party vendor share a strong team culture of safety, professionalism, and personal responsibility.

For the above reasons, Waymo respectfully requests that Commission staff grant the requested exemption from Section 5.03 of GO 157-E in connection with our 2022 Drivered Pilot Permit application.

Respectfully,

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