

## San Jose Chamber of Commerce

Douglas Ito, Director  
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Submitted via Email: [douglas.ito@cpuc.ca.gov](mailto:douglas.ito@cpuc.ca.gov), [AVPrograms@cpuc.ca.gov](mailto:AVPrograms@cpuc.ca.gov)

### **RE: SAN JOSE CHAMBER OF COMMERCE RESPONSE IN SUPPORT OF CRUISE ADVICE LETTER 0001**

Director Ito:

On behalf of the San Jose Chamber of Commerce and pursuant to General Order (GO) 96-B Rule 7.4, I hereby submit a response in support of Cruise's Cruise Application for Driverless Deployment Permit - Tier 3 Advice Letter - 0001 submitted on November 5, 2021.

I am pleased to support Cruise's Advice Letter (AL) 0001 seeking CPUC Driverless Deployment Permit. In reviewing Cruise's application, their plan provides a sound Passenger Safety Plan and robust information about testing. With California's continuing focus on EVs to reach our climate goals, we need Cruise's vehicles on the road as soon as possible.

The Chamber of Commerce is supportive of innovation in the transportation space, and we believe that Cruise's application would have the following benefits for our region and state:

- **AV technology has huge potential to assist in future emergencies like wildfires, power shutoffs, and emerging threats from climate change.** Contactless transportation of people is of more interest now than ever. Developing a robust infrastructure that can serve as part of relief efforts in future pandemics, or later stages of this one, and to natural disasters imposed by climate change is key. Cruise's fleet of 100%-electric, self-driving vehicles have helped deliver more than 1.8 million meals to San Franciscans in need since the start of the COVID-19 pandemic.
- **Delayed deployment could lead to "carmageddon" and worsening air quality & environmental impact.** We're already seeing reports that the pandemic could unleash "carmageddon" in SF and other cities as people opt for singular rides and feel it is unsafe to travel by public transit or in shared spaces. A centrally managed EV AV fleet could offer a shared option that has safety and health protocols to keep riders safe and cut down on emissions.
- **EV AV supply chain could help bridge rural - urban divide.** EV AVs could help solve the issue of first 5 mile / last 5 mile transportation challenges in cities, and could be powered by renewable energy from dairy farmers in the Central Valley, which is Cruise's commitment.

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- In light of the Governor signing Senate Bill (SB) 500 all new light-duty autonomous vehicles must now be electric by 2030. Cruise already complies with the law, utilizing a 100 percent-electric fleet of vehicles, powered in California by 100 percent renewable energy. Furthermore, Cruise sources its renewable energy credits in California directly from two family farms in the Central Valley through its 'Farm to Fleet' program.

**Conclusion**

For the reasons cited above, I urge CPED AV Programs to move forward on this application as expeditiously as possible. Deployment of AV rideshare in California will have long-lasting impacts on the success of the state's ambitious electrification targets. Please do not hesitate to contact me at [derricks@sjchamber.com](mailto:derricks@sjchamber.com) if i can be of further assistance.

Sincerely,



Derrick Seaver  
President & CEO

cc: Marybel Batjer, President, CPUC  
Cliff Rechtschaffen, Commissioner, CPUC  
Martha Guzman Aceves, Commissioner, CPUC  
Genevieve Shiroma, Commissioner, CPUC  
Darcie Houck, Commissioner, CPUC