

BOARD of SUPERVISORS



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## MEMORANDUM

LAND USE AND TRANSPORTATION COMMITTEE

SAN FRANCISCO BOARD OF SUPERVISORS

TO: Supervisor Myrna Melgar, Chair  
Land Use and Transportation Committee

FROM: John Carroll, Assistant Clerk

DATE: February 27, 2024

SUBJECT **COMMITTEE REPORT, BOARD MEETING**  
Tuesday, February 27, 2024

The following file should be presented as COMMITTEE REPORT during the Board meeting on Tuesday, February 27, 2024. This resolution was acted upon during the Land Use and Transportation Committee meeting on Monday, February 26, 2024, at 1:30 p.m., by the votes indicated.

**BOS Item No. 35                      File No. 240132**

**[Supporting California State Senate Bill No. 915 (Cortese) - The Autonomous Vehicle Service Deployment and Data Transparency Act]**

Resolution supporting California State Senate Bill No. 915, introduced by Senator Dave Cortese, which prioritizes local control in the decision to deploy autonomous vehicle services, contingent upon an autonomous vehicle service company receiving approval by the California Department Motor Vehicles and the California Public Utilities Commission, and will prevent deployment in a geographic location until a local government passes an ordinance authorizing operations.

**RECOMMENDED AS A COMMITTEE REPORT**

Vote: Supervisor Myrna Melgar – Aye  
Supervisor Dean Preston – Aye  
Supervisor Aaron Peskin – Aye

Cc: Board of Supervisors  
Angela Calvillo, Clerk of the Board  
Alisa Somera, Legislative Deputy  
Anne Pearson, Deputy City Attorney

File No. 240132

Committee Item No. 10

Board Item No. 35

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date: February 26, 2024

Board of Supervisors Meeting:

Date: February 27, 2024

#### Cmte Board

- |                                     |                                     |  |
|-------------------------------------|-------------------------------------|--|
| <input type="checkbox"/>            | <input type="checkbox"/>            | Motion                                       |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Resolution                                   |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Ordinance                                    |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Legislative Digest                           |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Budget and Legislative Analyst Report        |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Youth Commission Report                      |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Introduction Form                            |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/>            | <input type="checkbox"/>            | MOU  |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Grant Information Form                       |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Grant Budget                                 |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Subcontract Budget                           |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Contract / DRAFT Mills Act Agreement         |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Form 126 – Ethics Commission                 |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Award Letter                                 |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Application                                  |
| <input type="checkbox"/>            | <input type="checkbox"/>            | Public Correspondence                        |

#### OTHER

- |                                     |                                     |  |
|-------------------------------------|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>California Senate Bill 915 – January 9, 2024</u>      |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Transfer Memo – February 20, 2024</u>                 |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Committee Report Request Memo – February 21, 2024</u> |
| <input type="checkbox"/>            | <input type="checkbox"/>            | _____  |
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Prepared by: John Carroll

Date: February 23, 2024

Prepared by: John Carroll

Date: February 27, 2024

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_

1 [Supporting California State Senate Bill No. 915 (Cortese) - The Autonomous Vehicle Service  
2 Deployment and Data Transparency Act]

3 **Resolution supporting California State Senate Bill No. 915, introduced by Senator Dave**  
4 **Cortese, which prioritizes local control in the decision to deploy autonomous vehicle**  
5 **services, contingent upon an autonomous vehicle service company receiving approval**  
6 **by the California Department Motor Vehicles and the California Public Utilities**  
7 **Commission, and will prevent deployment in a geographic location until a local**  
8 **government passes an ordinance authorizing operations.**

9  
10 WHEREAS, On January 9, 2024, Senator Dave Cortese, introduced California State  
11 Senate Bill No. 915 that empowers local communities, maintains safety for pedestrians,  
12 passengers, and other vehicles, and establishes a community-centered approach; and

13 WHEREAS, Senate Bill No. 915 (SB 915) would empower local governments to  
14 determine how self-driving vehicles operate in a given area, as well as enforce traffic laws on  
15 autonomous vehicle companies by enacting new local ordinances, as needed, in real-time;  
16 and

17 WHEREAS, Senate Bill No. 915 allows each local government to set up its own rules  
18 for self-driving vehicles based on the community’s unique needs, and local governments will  
19 be able to govern fares on robo-taxis and the number of autonomous vehicles on the road and  
20 manage traffic and reduce the potential for injuries; and

21 WHEREAS, Senate Bill No. 915 has the support of the California Teamsters Public  
22 Affairs Council, California Conference Board of the Amalgamated, Transit Union, California  
23 League of Cities, and the California Labor Federation; and

24 WHEREAS, Peter Finn, Teamsters Western Region International Vice President and  
25 Secretary-Treasurer of Teamsters Local 856 was reported as saying, “Our streets should not

1 be private laboratories for untested technology. SB 915 is the common-sense measure to  
2 ensure autonomous vehicles don't operate in a regulatory vacuum, putting lives at risk. Local  
3 communities deserve a say in how these vehicles operate on their streets.”; and

4 WHEREAS, According to Senator Dave Cortese, “City councils and county boards of  
5 supervisors adopt ordinances on any given week, nimbly and with local accountability. SB 915  
6 returns control to the local communities who know their streets best. The emergence of  
7 autonomous vehicles is an exciting technological development with massive potential upsides  
8 for safety and convenience. We must ensure this innovative technology rolls out safely. SB  
9 915 strikes the right balance between responsible technology deployment and public safety.  
10 Under SB 915, the rules of the road will continue to be established and enforced by the  
11 people who live there;” and

12 WHEREAS, Over the last year, driverless vehicles have delayed transport and medical  
13 care, blocked emergency vehicles, and interfered during active firefighting and crime scenes,  
14 forcing first responders to relocate their emergency vehicles because of wayward autonomous  
15 vehicles; and

16 WHEREAS, Many communities have expressed concerns over the number of  
17 driverless vehicles allowed to operate on their local streets, hours allowed for service and  
18 operation, locations of vulnerable populations (e.g. schoolyards), and damage to local streets  
19 and roads with heavier than average displacement; and

20 WHEREAS, These events have sparked a backlash in communities in recent months  
21 following a series of traffic snarls and accidents, including one incident where a pedestrian  
22 was run over and dragged by a Cruise vehicle after she was struck by another car; yet the  
23 Department of Motor Vehicles only took disciplinary action, suspending Cruise’s deployment  
24 permit, after it became clear that Cruise misled California regulators about the severity of the  
25 event; and

1           WHEREAS, SB 915 will go a long way towards repairing the flawed approach that  
2 governs the deployment of robotaxis and similar services in California by allowing each city,  
3 county, or city and county that adopts a policy to allow businesses to provide autonomous  
4 vehicle services to include and consider: maximum rates for passenger fares for robotaxis,  
5 establishment of vehicle caps, establishment of data transparency, establishment of  
6 interoperability for emergency responders, a process of ensuring ADA accessibility, and  
7 annual inspections for health and safety; now, therefore, be it

8           RESOLVED, That the Board of Supervisors of the City and County of San Francisco  
9 supports Senate Bill 915, “The Autonomous Vehicle Service Deployment and Data  
10 Transparency Act”; authored by Senator Dave Cortese (D-San Jose) and principally authored  
11 by Assembly Member Freddie Rodriguez (D-Pomona), which prioritizes local control in the  
12 decision to deploy autonomous vehicle services, contingent upon an autonomous vehicle  
13 service company receiving approval by the California Department of Motor Vehicles and the  
14 California Public Utilities Commission, and will prevent deployment in a geographic location  
15 until a local government passes an ordinance authorizing operations; and, be it

16           FURTHER RESOLVED, That the Board of Supervisors of the City and County of San  
17 Francisco directs the Clerk of the Board of Supervisors to transmit a copy of this Resolution to  
18 Senators Dave Cortese and Scott Wiener, and Assembly Members Freddie Rodriguez, Phil  
19 Ting, and Matt Haney.

20  
21  
22  
23  
24  
25

**Introduced by Senator Cortese**  
(Principal coauthor: Assembly Member Rodriguez)

January 9, 2024

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An act to add Section 53075.1 to the Government Code, relating to local government.

LEGISLATIVE COUNSEL'S DIGEST

SB 915, as introduced, Cortese. Local government: autonomous vehicles.

Existing law authorizes an autonomous vehicle, as defined, to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if certain requirements are met, including that the vehicle is being operated solely by employees, contractors, or other persons designated by the manufacturer. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles containing certain certifications regarding safety and other technological requirements and the department approves that application pursuant to adopted regulations. Existing law, commencing January 1, 2030, and to the extent authorized by federal law, prohibits the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined.

Existing law provides for the local regulation of certain types of transportation services, including taxicab companies. Existing law requires each city or county in which a taxicab company is substantially located to adopt an ordinance or resolution in regards to taxicab transportation service, which includes provisions for a permitting program for taxicab drivers. Under existing law, it is unlawful to operate

a taxicab company without a valid permit to operate issued by each city or county in which the taxicab company is substantially located.

This bill would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by the Department of Motor Vehicles, the Public Utilities Commission, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill's provisions. The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency.

The bill would authorize each city, county, or city and county to levy service charges, fees, or assessments in the amount sufficient to pay for the costs of carrying out an ordinance or resolution adopted in regard to autonomous vehicle services. The bill would require a permitted autonomous vehicle service conducting passenger service to take various actions, including maintaining reasonable financial responsibility and keeping its vehicles in safe operating condition, as specified. The bill would make it unlawful to operate an autonomous vehicle service without a valid permit to operate issued by the local jurisdiction in which the service is substantially located, with violations subject to administrative fines. The bill would also authorize a city, county, or city and county to enter into an agreement with another city, county, or city and county to form a joint powers authority or into an agreement with a transit agency for the purpose of regulating or administering autonomous vehicle services within jurisdictional boundaries. To the extent the bill would impose new duties on local jurisdictions, it would create a state-mandated local program.

The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.

State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

3 (a) California has witnessed the growth and expansion of  
4 autonomous vehicle services in urban areas across the state,  
5 including the bay area and Los Angeles.

6 (b) The approval and deployment of autonomous vehicle  
7 services in California is governed entirely by the Department of  
8 Motor Vehicles and the Public Utilities Commission, and currently  
9 allows for minimal local control or public input.

10 (c) The deployment of autonomous vehicle services, over the  
11 objections of local government, the general public, law  
12 enforcement, and emergency responders, has led to numerous  
13 accidents, injuries, and traffic congestion.

14 (d) Given the localized nature of transportation, the deployment  
15 and regulation of autonomous vehicle services requires local  
16 approval and local control.

17 (e) This act shall be known as the “Autonomous Vehicle Service  
18 Deployment and Data Transparency Act (AVS-DDTA).”

19 (f) The purpose of this act is to prioritize local control in the  
20 decision to deploy autonomous vehicle services, where an entity  
21 has already received any deployment approval by the Department  
22 of Motor Vehicles, the Public Utilities Commission, or any other  
23 state agency.

24 SEC. 2. Section 53075.1 is added to the Government Code, to  
25 read:

26 53075.1. (a) Upon receiving approval to conduct commercial  
27 passenger service or engage in commercial activity using driverless  
28 vehicles by the Department of Motor Vehicles, the Public Utilities  
29 Commission, or any other state agency, an autonomous vehicle  
30 service shall not commence operation within a local jurisdiction



1 until authorized by a local ordinance enacted pursuant to this  
2 section.

3 (b) Notwithstanding Chapter 8 (commencing with Section 5351)  
4 of Division 2 of the Public Utilities Code, every city, county, or  
5 city and county in which an autonomous vehicle service has  
6 received authorization to operate, may protect the public health,  
7 safety, and welfare by adopting an ordinance or resolution in regard  
8 to autonomous vehicle services within the jurisdiction of the city,  
9 county, or city and county.

10 (c) Each city, county, or city and county that adopts an ordinance  
11 or resolution pursuant to subdivision (b) shall provide, at a  
12 minimum, a policy for entry into the business of providing  
13 autonomous vehicle services in that ordinance or resolution. The  
14 policy shall include, but not be limited to, a permitting program  
15 for autonomous vehicle services that includes all of the following  
16 provisions:

17 (1) The establishment or registration of rates for the provision  
18 of an autonomous vehicle service conducting commercial passenger  
19 service that meets the following requirements:

20 (A) The autonomous vehicle service may set fares or charge a  
21 flat rate. However, the city, county, or city and county may set a  
22 maximum rate.

23 (B) The autonomous vehicle service may use any type of device  
24 or technology approved by the Division of Measurement Standards  
25 to calculate fares, including the use of Global Positioning System  
26 metering, provided that the device or technology complies with  
27 Section 12500.5 of the Business and Professions Code and with  
28 all regulations established pursuant to Section 12107 of the  
29 Business and Professions Code.

30 (C) The autonomous vehicle service shall disclose fares, fees,  
31 or rates to the customer. A permitted robotaxi company may satisfy  
32 this requirement by disclosing fares, fees, or rates on its internet  
33 website, mobile telephone application, or telephone orders upon  
34 request by the customer. The rate may also be provided on the  
35 exterior of the vehicle or be clearly visible in either print or  
36 electronic form inside the robotaxi.

37 (2) The establishment of reasonable vehicle caps and hours of  
38 service restrictions.

1 (3) The establishment of a certification process to ensure that  
2 all autonomous vehicle services comply with the state and federal  
3 disability access laws.

4 (4) The establishment of a fee schedule and disciplinary process  
5 for any moving violations or traffic obstruction caused during the  
6 operation of a vehicle by an autonomous vehicle service.

7 (5) The establishment of an interoperability or override system  
8 accessible by first responders in the case of an emergency.

9 (6) The establishment of any data transparency of sharing  
10 agreements necessary to administer or carry out an ordinance  
11 adopted pursuant to subdivision (b).

12 (d) Each city, county, or city and county may levy service  
13 charges, fees, or assessments in an amount sufficient to pay for  
14 the costs of carrying out an ordinance or resolution adopted in  
15 regard to autonomous vehicle services pursuant to this section.

16 (e) A permitted autonomous vehicle service conducting  
17 passenger service shall do all of the following:

18 (1) Maintain reasonable financial responsibility to conduct  
19 passenger transportation services in accordance with the  
20 requirements of an ordinance or resolution adopted pursuant to  
21 subdivision (b).

22 (2) Maintain a disabled access education and training program  
23 to instruct its employees on compliance with the federal Americans  
24 with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.) and  
25 amendments thereto, and state disability rights laws, including  
26 making clear that it is illegal to decline to serve a person with a  
27 disability or who has a service animal.

28 (3) Maintain its motor vehicles used in passenger transportation  
29 services in a safe operating condition, and in compliance with the  
30 Vehicle Code, subject to annual inspection by the city, county, or  
31 city and county in which it is substantially located, at a facility  
32 that is certified by the National Institute for Automotive Service  
33 Excellence or a facility registered with the Bureau of Automotive  
34 Repair.

35 (4) Provide the city, county, or city and county that has issued  
36 a permit under this section an address of an office or terminal  
37 where documents supporting the factual matters specified in the  
38 showing required by this subdivision may be inspected by the  
39 permitting city, county, or city and county.

1 (5) Comply with all provisions of an ordinance adopted pursuant  
2 to this section.

3 (f) (1) It shall be unlawful to operate an autonomous vehicle  
4 service without a valid permit to operate issued by each city,  
5 county, or city and county in which the service is substantially  
6 located.

7 (2) The minimum fine for violation of paragraph (1) shall be  
8 five thousand dollars (\$5,000) and may be imposed  
9 administratively by the permitting city, county, or city and county.

10 (g) A city or county may do any of the following:

11 (1) Enter into an agreement with any other city, county, or city  
12 and county to form a joint powers authority for the purpose of  
13 regulating or administering autonomous vehicle services that are  
14 substantially located within the jurisdictional boundaries of the  
15 joint powers authority. For purposes of this paragraph, an  
16 autonomous vehicle service is substantially located within the  
17 jurisdictional boundaries of the joint powers authority if it is  
18 substantially located within one of the parties to the joint powers  
19 agreement.

20 (2) Enter into an agreement with a transit agency for the purpose  
21 of regulating or administering the autonomous vehicle service  
22 substantially located within the jurisdictional boundaries of the  
23 transit agency. For purposes of this paragraph, an autonomous  
24 vehicle service is substantially located within the jurisdictional  
25 boundaries of the transit agency if it is substantially located within  
26 the city or county that enters into an agreement pursuant to this  
27 clause, and the transit agency may exercise all powers granted to  
28 the city or county that is a party to the agreement by this section  
29 in order to regulate or administer robotaxi companies within those  
30 boundaries.

31 (h) For purposes of this section:

32 (1) “Autonomous vehicle service” means any entity that has  
33 received authority to conduct commercial passenger service or  
34 engage in commercial activity using driverless vehicles by the  
35 Department of Motor Vehicles, the Public Utilities Commission,  
36 or any other state agency.

37 (2) “Reasonable vehicle caps” shall mean that the allowable  
38 number of vehicles does not contribute to a significant and  
39 measurable increase in traffic congestion as determined by the  
40 local jurisdiction’s appropriate transportation agency.

1 (3) “Substantially located” means in reference to a city or  
2 county, or city and county, that the autonomous vehicle service  
3 has been granted authority to conduct commercial passenger service  
4 or engage in commercial activity using driverless vehicles by the  
5 Department of Motor Vehicles, the Public Utilities Commission,  
6 or any other state agency.

7 (i) Notwithstanding any other provision of this section, an airport  
8 operator shall have separate and ultimate authority to regulate  
9 autonomous vehicle service access to the airport and set access  
10 fees for autonomous vehicles at the airport.

11 (j) Nothing in this section shall affect the authority of a  
12 jurisdiction to regulate autonomous vehicle service to an airport  
13 it owns or operates and to set access fees or requirements.

14 SEC. 3. The Legislature finds and declares that Section 2 of  
15 this act adding Section 53075.1 to the Government Code addresses  
16 a matter of statewide concern rather than a municipal affair as that  
17 term is used in Section 5 of Article XI of the California  
18 Constitution. Therefore, Section 2 of this act applies to all cities,  
19 including charter cities.

20 SEC. 4. No reimbursement is required by this act pursuant to  
21 Section 6 of Article XIII B of the California Constitution because  
22 a local agency or school district has the authority to levy service  
23 charges, fees, or assessments sufficient to pay for the program or  
24 level of service mandated by this act, within the meaning of Section  
25 17556 of the Government Code.

O

President, District 3  
BOARD of SUPERVISORS



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1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689

Tel. No. 554-7450  
Fax No. 554-7454  
TDD/TTY No. 544-6546

**Aaron Peskin**

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**PRESIDENTIAL ACTION**

Date: 2/20/24

To: Angela Calvillo, Clerk of the Board of Supervisors

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Madam Clerk,  
Pursuant to Board Rules, I am hereby:

Waiving 30-Day Rule (Board Rule No. 3.23)

File No. \_\_\_\_\_

\_\_\_\_\_  
(Primary Sponsor)

Title. \_\_\_\_\_

Transferring (Board Rule No. 3.3)

File No. 240132

Chan

\_\_\_\_\_  
(Primary Sponsor)

Title. Supporting California State Senate Bill No. 915 (Cortese) - The  
Autonomous Vehicle Service Deployment and Data Transparency Act

From: Public Safety & Neighborhood Services

\_\_\_\_\_  
Committee

To: Land Use & Transportation

\_\_\_\_\_  
Committee

Assigning Temporary Committee Appointment (Board Rule No. 3.1)

Supervisor: \_\_\_\_\_ Replacing Supervisor: \_\_\_\_\_

For: \_\_\_\_\_

(Date)

\_\_\_\_\_  
(Committee)

Meeting

Start Time: \_\_\_\_\_ End Time: \_\_\_\_\_

Temporary Assignment:  Partial  Full Meeting

A handwritten signature in blue ink, appearing to read "Aaron Peskin".  
\_\_\_\_\_  
Aaron Peskin, President  
Board of Supervisors



**MYRNA MELGAR**

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DATE: February 21, 2024

TO: Angela Calvillo  
Clerk of the Board of Supervisors

FROM: Supervisor Myrna Melgar, Chair, Land Use and Transportation Committee

RE: Land Use and Transportation Committee  
COMMITTEE REPORTS

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*mm*

Pursuant to Board Rule 4.20, as Chair of the Land Use and Transportation Committee, I have deemed the following matters are of an urgent nature and request them be considered by the full Board on Tuesday, February 27, 2024, as Committee Reports:

- |                        |   |
|------------------------|---|
| <b>File No. 231080</b> | <b>Planning Code - Fleet Charging</b><br>Sponsors: Peskin; Chan   |
| <b>File No. 231223</b> | <b>Planning Code - Parcel Delivery Service</b><br>Sponsor: Chan   |
| <b>File No. 240132</b> | <b>Supporting California State Senate Bill No. 915 (Cortese) – The Autonomous Vehicle Service Deployment and Data Transparency Act</b> Sponsors: Chan; Peskin |

This matter will be heard in the Land Use and Transportation Committee at a Regular Meeting on Monday, February 26, 2024, at 1:30 p.m.

**Introduction Form**

*(by a Member of the Board of Supervisors or the Mayor)*

RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO  
2024 FEB 13 PM 3:33

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment) *12*
- 2. Request for next printed agenda (For Adoption Without Committee Reference)  
*(Routine, non-controversial and/or commendatory matters only)*
- 3. Request for Hearing on a subject matter at Committee
- 4. Request for Letter beginning with "Supervisor \_\_\_\_\_ inquires..."
- 5. City Attorney Request
- 6. Call File No. \_\_\_\_\_ from Committee.
- 7. Budget and Legislative Analyst Request (attached written Motion)
- 8. Substitute Legislation File No. \_\_\_\_\_
- 9. Reactivate File No. \_\_\_\_\_
- 10. Topic submitted for Mayoral Appearance before the Board on \_\_\_\_\_

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- Small Business Commission     Youth Commission     Ethics Commission
- Planning Commission     Building Inspection Commission     Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- Yes                       No

*(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)*

Sponsor(s):

Chan, Peskin

Subject:

Supporting California State Senate Bill 915 (Dave Cortese) - The Autonomous Vehicle Service Deployment and Data Transparency Act

Long Title or text listed:

Resolution supporting California State Senate Bill No. 915, introduced by Senator Dave Cortese which prioritizes local control in the decision to deploy autonomous vehicle services, contingent upon an autonomous vehicle service company receiving approval by the California Department Motor Vehicles and the California Public Utilities Commission, and will prevent deployment in a geographic location until a local government passes an ordinance authorizing operations.

Signature of Sponsoring Supervisor: