

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.**

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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.

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