Resolution supporting California State Assembly Bill No. 316, introduced by Assembly Members Aguiar-Curry and Friedman, which restricts autonomous vehicles (AV) with a gross vehicle weight (GVW) of 10,000 pounds or more from being operated on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the AV at the time of operation.

WHEREAS, On January 23, 2023, Assembly Members Aguiar-Curry and Friedman, introduced Assembly Bill 316 that defines a “human safety operator” to mean a person operating an autonomous vehicle or vehicle equipped with autonomous technology who is trained in operating and shutting off the vehicle; and

WHEREAS, Assembly Bill 316 would require a human safety operator to meet all federal and state qualifications for the type of vehicle being operated, whether in automated or nonautomated mode; and

WHEREAS, Assembly Bill 316 has the support of the International Brotherhood of Teamsters and the California Labor Federation, who argue that autonomous vehicle technology threatens the livelihood of thousands of workers; and

WHEREAS, On January 30, 2023, Jason Rabinowitz, Teamsters Joint Council 7 President was reported saying, “The Teamsters are working closely with elected officials and other stakeholders to make sure that technological advancement moves forward in California in a way that doesn’t endanger lives or prosperity. Our elected officials have a responsibility to protect workers and communities - not the shareholders at big tech companies - and this bill is a great example of that.”;

Supervisors Peskin; Walton, Stefani, Preston, Chan, Ronen, Mandelman, Melgar, Safai, Dorsey, Engardio
WHEREAS, California Department of Motor Vehicle (DMV) regulations prohibit the
testing or deployment of AVs over with a GVW of 10,001 pounds or more; this was initially
done for safety reasons, as vehicles with heavier weights are capable of causing significantly
more damage in a collision; and

WHEREAS, DMV held a public workshop on January 27, 2023, to receive public
comment to potentially start a new regulatory process to consider authorizing the testing and
deployment of AVs over 10,000 pounds after years of lobbying efforts to expand testing and
deployment permits for heavier vehicles; and

WHEREAS, According to its author, "Assembly Bill 316 places a needed guardrail on
the deployment of autonomous medium- and heavy-duty vehicles on California's public roads.
As California considers expanding autonomous technology to include trucks, buses and other
large vehicles, AVs have greater potential to injure and kill Californians and displace large
portions of the workforce. This bill requires that a certified human safety operator supervise
AVs when they are on public roads, so that a human can respond to unanticipated driving
situations and emergencies. By requiring a human safety operator, this bill allows the
technology to continue to develop, while also protecting public safety and providing a path to
help California's transportation workforce adapt to AV technology"; and

WHEREAS, AVs are vulnerable to cyber-attacks, which could potentially compromise
the safety of passengers and other road users. Hackers could gain access to the vehicle's
control systems and cause the vehicle to behave erratically or crash; and

WHEREAS, While AVs can process large amounts of data and make quick decisions,
they lack the human judgment and intuition that can sometimes be crucial in avoiding
accidents. For example, an AV may not be able to anticipate the actions of a human driver or
pedestrian, leading to collisions; and
WHEREAS, In addition to the safety risks, corporations such as Google (Waymo is the subsidiary), Uber (Uber Freight is the subsidiary), and Amazon (Zoox is the subsidiary) have yet to outline how they will ensure workers will keep their jobs as automation enters the industry; and

WHEREAS, Assembly Bill 316 strikes a balance between technological advancement and the public good; it allows for the testing and further development of autonomous heavy-duty vehicles on public roads; companies can continue to test fully driverless technology on private tracks as they work out the bugs and further develop the technology; the bill also protects jobs and public safety as the technology is tested and advanced; now, therefore, be it

RESOLVED, That the Board of Supervisors of the City and County of San Francisco supports Assembly Bill 316, "The Autonomous Vehicle Public Safety Act"; this bipartisan legislation, authored by Assembly Member Cecilia Aguiar-Curry (D-Winters) and co-authored by Assembly Member Tom Lackey (R-Palmdale), requires human safety operators to be present in AVs weighing over 10,000 pounds; and, be it

FURTHER RESOLVED, That the Board of Supervisors of the City and County of San Francisco directs the Clerk of the Board of Supervisors to transmit a copy of this Resolution to Assembly Members Cecilia Aguiar-Curry, Laura Friedman, Phil Ting and Matt Haney.

Supervisors Peskin; Walton, Stefani, Preston, Chan, Ronen, Mandelman, Melgar, Safai, Dorsey, Engardio

BOARD OF SUPERVISORS
Resolution

File Number: 230325
Date Passed: April 04, 2023

Resolution supporting California State Assembly Bill No. 316, introduced by Assembly Members Aguiar-Curry and Friedman, which restricts autonomous vehicles (AV) with a gross vehicle weight (GVW) of 10,000 pounds or more from being operated on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the AV at the time of operation.

April 04, 2023 Board of Supervisors - ADOPTED
Ayes: 11 - Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani and Walton

I hereby certify that the foregoing Resolution was ADOPTED on 4/4/2023 by the Board of Supervisors of the City and County of San Francisco.

Angela Calvillo
Clerk of the Board

04/14/2023
Date Approved

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without her approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.

Angela Calvillo
Clerk of the Board

04/14/2023
Date