

**RESOLUTION**

**WHEREAS**, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state or federal governmental body or agency must first be adopted in the form of a Resolution by the City Council; and

**WHEREAS**, autonomous vehicles are currently deployed in California cities and are rapidly expanding in number, geographic scope, and operating hours; and

**WHEREAS**, in the City of Los Angeles and other municipalities across the State have encountered rising public safety concerns with autonomous vehicles, including incidents obstructing traffic, interfering with emergency responders, and failure to comply with traffic safety regulations; and

**WHEREAS**, SB 1246 (Cortese) would strengthen oversight and accountability of autonomous vehicle companies by establishing enhanced operational standards for autonomous vehicles, including requirements related to human oversight, emergency response coordination, and improved data transparency, such as capturing and retaining sensor data surrounding collisions; and

**WHEREAS**, SB 1246 would ensure that autonomous vehicle operators maintain the capacity to respond quickly to emergencies and system failures, including requirements for timely human intervention and mechanisms to safely immobilize vehicles when necessary; and

**WHEREAS**, SB 1246 would establish minimum standards specifically designed to address these documented failures, including:

- (1) A requirement that remote assistants, remote drivers, and local incident technicians be located within the United States and hold a valid California driver's license of the appropriate class, and be registered with the state's Employer Pull Notice program;
- (2) A maximum ratio of one remote operator per three autonomous passenger service vehicles actively operating on California public roads, at all times;
- (3) A requirement that local incident technicians — employees or registered contractors of the AV company — be able to arrive on scene within 10 minutes of an accident or a request from a first responder;
- (4) A requirement that first responders may request dispatch of a local incident technician for any collision, immobilization, obstruction, or safety issue requiring on-site presence, and that the local incident technician have the authority and physical capability to manually relocate the vehicle;
- (5) A requirement that every autonomous vehicle be equipped with a manual override system — reviewed and approved by the California Highway Patrol — that allows first responders, tow operators, and trained personnel to take manual control of and relocate a stalled vehicle;
- (6) Clearance timelines requiring that a driveable vehicle blocking a travel lane, crosswalk, intersection, transit lane, bicycle lane, emergency access route, or fire hydrant be relocated within 5 minutes of detection, and that a vehicle requiring field personnel or towing be cleared within 30 minutes;



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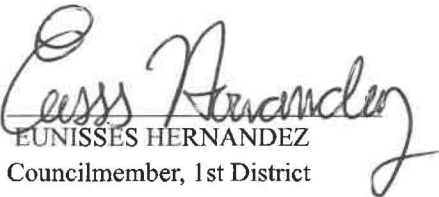
(7) Civil penalties of up to \$10,000 per vehicle for obstructions that interfere with emergency operations, payable to the local jurisdiction; and \$5,000 per violation of the staffing and response requirements, with three or more violations constituting grounds for permit suspension or revocation; and

(8) Monthly public reporting on stoppages, obstructions, response times, and incidents requiring manual control; and

**WHEREAS**, SB 1246 represents a timely effort to address regulatory gaps and ensure that the expansion of autonomous vehicle technology does not outpace the development of appropriate safety protections and accountability measures:

**NOW, THEREFORE, BE IT RESOLVED**, that by Resolution, the City of Los Angeles hereby the City of Los Angeles hereby includes in its 2025-2026 State Legislative Program SUPPORT SB 1246 (Cortese) to ensure that autonomous vehicles operating in the public right of way meet adequate safety standards, that emergency responders are not diverted from life-safety duties to address vehicle failures, that companies bear full responsibility for their fleets at all times, and that the California Legislature establishes timely statewide minimum standards before further expansion outpaces the regulatory framework.

PRESENTED BY:

  
EUNISSES HERNANDEZ  
Councilmember, 1st District



ORIGINAL

SECONDED BY:

