

TRANSPORTATION and TRADE, TRAVEL, AND TOURISM COMMITTEES REPORT relative to state, federal, and local laws or regulations governing the use of autonomous vehicles.

Recommendations for Council action, SUBJECT TO THE CONCURRENCE OF THE MAYOR:

1. NOTE and FILE the February 1, 2024 Los Angeles World Airports (LAWA) report.
2. ADOPT the accompanying Resolutions, attached to the April 24, 2024 Chief Legislative Analyst (CLA) report and Council File, to include in the City's 2023-24 State Legislative Program support for:
 - a. AB 1777 (Ting) which would require AV manufacturers to maintain a dedicated emergency response telephone line that is available for emergency response officials during all hours when an AV is on a public road, among other provisions to ensure public safety.
 - b. AB 3061 (Haney), which would require autonomous vehicle companies to immediately report all collisions, traffic violations, and assault or harassment of any passenger to the Department of Motor Vehicles regardless of whether the vehicle is in the testing or deployment phase.
3. INSTRUCT the Los Angeles Department of Transportation (LADOT), with the assistance of the Los Angeles Fire Department (LAFD) and Los Angeles Police Department (LAPD), to monitor the progress of SB 915 (Cortese), AB 1777 (Ting), AB 3061 (Haney), and related bills regarding the testing and implementation of AV services in the City, and report to Council with any significant developments on these bills.
4. INSTRUCT the LADOT and REQUEST the LAWA, in coordination with the LAFD and LAPD, to report on a quarterly basis with an update on the deployment of AVs in the City and any recommendations to address issues with the operation of these vehicles in the City of Los Angeles with said report to include, but not be limited to, the following:
 - a. The number of public safety incidents involving AVs in the City of Los Angeles, as well as Departmental observations of their operations.
 - b. Any Department engagement with any AV company.
 - c. AV access to Los Angeles International Airport's Central Terminal Area, including LAWA's engagement with labor, AV companies, and other stakeholders.

Fiscal Impact Statement: None submitted by the LAWA or CLA. Neither the City Administrative Officer nor the CLA has completed a financial analysis of this report.

Community Impact Statement: Yes

For:

Studio City Neighborhood Council
Westside Neighborhood Council

Summary:

On May 15, 2024, the Transportation Committee considered February 1, 2024 LAWA and April 24, 2024 CLA reports relative to state, federal, and local laws or regulations governing the use of autonomous vehicles. According to the CLA, AV technology includes a combination of hardware and software, remote and/or on-board, that has the capability to drive a vehicle without active physical control or monitoring by a human operator. In addition to on-call transport of passengers (also known as robotaxi services), AVs can also be used for last-minute package delivery, medical supply transportation, and inspection of critical infrastructure during emergencies.

Several companies are engaged in the development, testing, and limited deployment of autonomous vehicles in California and in other states. This includes companies such as Waymo, which has been engaged in testing of these vehicles in the City of Los Angeles and in the San Francisco Bay Area. The Center for Sustainable Systems, a research institution at the University of Michigan, reports that AVs have the potential to reduce vehicle crashes by 90 percent. Business organizations such as the US Chamber of Commerce, as well as advocates for disabled individuals such as the National Disability Institute and the Urban Institute, state that the deployment of AV could result in the following benefits:

- Enhanced safety due to the prevention of more than 1,442,000 crashes and 12,000 fatalities annually.
- Increased mobility access for individuals with disabilities, the elderly, and non-drivers.
- Increased economic benefits by reducing the shortage of drivers in critical sectors of the economy.
- Improve air quality and reduce carbon dioxide emissions up to 8.2 percent.
- Strengthened economic competitiveness with other nations who are also developing an AV industry.

- Provide more affordable transit options than transportation network companies, such as Uber and Lyft.

The Legislature is currently considering several bills that would allow the City to access mobility data and to regulate AV s on local streets.

SB 915 (Cortese) - The bill would allow local governments to set fares on robotaxis, set limits on the number of autonomous vehicles on the road, and demarcate potential areas of special or restricted operations to manage traffic and reduce injuries. On February 2, 2024, Resolution (Hernandez, Hutt, et al - Krekorian) was introduced to support SB 915 (Cortese) (C.F. 23-0002-S99). The Resolution is currently pending in the Rules, Elections and Government Relations Committee for consideration.

AB 1777 (Ting) - The bill would require manufacturers of AV s to maintain a dedicated emergency response telephone line that is available for emergency responders during all hours when an AV is on a public road. The bill would also require that remote human operators have the ability to deactivate the AV, and that first responders be allowed to move the AV in emergency situations.

AB 3061 (Haney) - The bill would increase reporting requirements for AV manufacturers and require them to immediately report all vehicle collisions, violations, or assaults on any passenger or safety drivers to the DMV. In addition, the bill would require the DMV to create and publish an AV incident form by July 1, 2025 and to post such a form on the DMV website, as well as impose fines for violations of the reporting requirement and to suspend or revoke the testing and deployment permit of any manufacture while an investigation is pending.

There are over 40 autonomous car companies across the world vying for a space in the industry and it is anticipated that the global driverless car market will experience strong growth in the next few years. Each year, more self-driving features are being incrementally added to vehicles for autonomous control. Since the City is expressly prohibited from regulating AV operations, new legislation would be necessary to allow Los Angeles to develop policies related to the deployment and operations of these vehicles. It is also important that affected City agencies monitor and report on the effect of AV s on urban mobility and transportation policy.

After consideration and having provided an opportunity for public comment, the Transportation Committee moved to note and file the LAWA report and recommend approval of the recommendations contained in CLA report, as amended. Subsequently, on June 4, 2024, the Trade, Travel, and Tourism Committee also considered this matter and after consideration, moved to concur with the Transportation Committee. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee

COUNCILMEMBER VOTE

HUTT: YES
PARK: YES
HERNANDEZ: YES
DE LEON: YES
RAMAN: YES

Trade, Travel, and Tourism Committee

COUNCILMEMBER VOTE

PARK: YES
McOSKER: YES
DE LEON: YES
PRICE: YES
SOTO-MARTINEZ: YES

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6/4/24

-NOT OFFICIAL UNTIL COUNCIL ACTS-