

RESOLUTION NUMBER R- 316926

DATE OF FINAL PASSAGE SEP 30 2026

A RESOLUTION OF THE COUNCIL OF THE CITY OF
SAN DIEGO SUPPORTING H.R. 10033, THE AV
EMERGENCY RESPONSE COORDINATION ACT (MULLIN);
URGING THE CALIFORNIA LEGISLATURE AND
GOVERNOR TO RESTORE LOCAL CONTROL AND
LEGISLATIVE AUTHORITY ON WHETHER AUTONOMOUS
VEHICLE PASSENGER SERVICE MAY OPERATE IN THEIR
JURISDICTIONS; REQUIRING RESPONSIBLE
AUTONOMOUS VEHICLE OPERATIONS IN SAN DIEGO;
PROTECTING VULNERABLE WORKERS FROM JOB
DISPLACEMENT.

RECITALS

The Council of the City of San Diego (Council) adopts this Resolution based on the following:

A. Thousands of San Diegans earn their living by driving, including taxicab drivers, rideshare and transportation network company drivers, and delivery drivers, and these jobs provide economic mobility and support families across the city.

B. The City values these workers and taxicab and for-hire transportation industries as vital parts of the region's transportation network and local economy.

C. Autonomous vehicles (AV) and artificial intelligence are quickly developing technologies throughout the United States and globally.

D. Technological innovations can grow industries and supporting innovation is central to improving economic welfare for San Diegans.

E. It is critical to not ignore or exclude the interests and voices of impacted workers and communities to ensure innovation benefits all San Diegans and does not advance at the expense of others.

F. The City and its residents value the work of taxicab drivers and the taxicab industry, a vital sector of providing alternative transit methods within the City.

G. The taxicab industry supplies job opportunities and provides avenues for economic growth and mobility for San Diegans.

H. Job accessibility is a priority of the City of San Diego, and the introduction of autonomous vehicles threatens the livelihoods of all those who earn income from driving while returning little economic benefit to San Diegan communities.

I. A 2026 University of California San Diego study, accepted for publication in Transportation Research Part A: Policy and Practice, found that approximately 85 percent of Americans expect the widespread use of driverless vehicles to cause job losses among rideshare and delivery drivers, and more than 46 percent expect it to widen the income gap between higher- and lower-income Americans.

J. The rapid introduction of AV passenger service threatens the livelihoods of many San Diegans who earn income from driving, while returning little economic benefit to the communities in which these vehicles operate.

K. The rapid deployment of AV services in other cities with minimal local participation has produced documented safety and operational problems, including autonomous vehicles obstructing first responders and stalling en masse during emergencies, for which local governments currently have limited accountability mechanisms and recourse.

L. The operation of autonomous vehicles without meaningful local regulation and oversight places an unfair burden on local governments and the region to manage traffic operations, public safety, and infrastructure impacts.

M. Similar implementation within San Diego could negatively impact the Metropolitan Transit System's operations and ridership, further undermining the agency's financial viability at a time when it is already facing significant fiscal challenges, and MTS filed a protest with the California Public Utility Commission seeking greater local input over AV operations.

N. The lack of local oversight and control mechanisms creates an environment vulnerable to mass job displacement, public transportation and right-of-way disruptions, and public safety risk.

O. The City champions safeguards for local workers and community-centered approaches to technology policy.

P. The City and local communities have the best understanding of the policies that will work best for them.

Q. The City supports legislation in the California Senate and Assembly that protects human workers from displacement resulting from unregulated Artificial Intelligence advancement and ensures local control over autonomous vehicles.

R. The City supports proposed H.R. 10033, the AV Emergency Response Coordination Act (Mullin) which establishes federal emergency coordination requirements for autonomous vehicle manufacturers and operators.

S. The Office of the City Attorney prepared this Resolution based on the information provided by City staff (including information provided by affected third parties and verified by City staff), with the understanding that this information is complete and accurate.

ACTION ITEMS

Be it resolved by the Council of the City of San Diego:

1. The City of San Diego urges the California Legislature and Governor to restore local control and legislative authority on whether autonomous vehicle passenger service may operate in their jurisdictions.
2. The City of San Diego legislative platform package supports state bills addressing the increasing use of artificial intelligence and autonomous vehicles impacting labor and employment sectors.
3. The City of San Diego supports the proposed H.R. 10033, the AV Emergency Response Coordination Act (Mullin) which establishes federal emergency coordination requirements for autonomous vehicle manufacturers and operators.
4. The City of San Diego requests AV operators to work cooperatively with City staff, and state and local enforcement authorities on an ongoing basis to ensure operator compliance and support with California Vehicle Code regulations.
5. The City of San Diego urges the San Diego County Regional Airport Authority to prohibit driverless vehicle operations at San Diego International Airport to safeguard airport ground transportation workers, uphold public safety, and maintain orderly airport operations.
6. The City Council calls upon AV operators to comply with local ordinances and public noise and nuisance laws and requests operators to:
 - 1) Avoid siting charging hubs and fleet facilities near residential neighborhoods, public safety facilities, schools, and healthcare institutions, and minimize impacts where proximity is unavoidable.
 - 2) Limit use of loading zones to active passenger and business loading only, not extended staging or storage.

- 3) Reduce the number of empty vehicles circulating on City streets in order to limit unnecessary congestion, vehicle miles traveled, and associated safety and climate impacts, and report deadhead mileage to the City.
- 4) Protect the data privacy of San Diego residents by limiting collection and third-party sharing of personal and travel data.
- 5) Demonstrate to the City, the San Diego Police Department, and the San Diego Fire-Rescue Department that their vehicles can be brought to a safe stop and cleared from the public right of way on demand, including during loss of network connectivity, power disruption, or cyberattack.

7. The City Council calls upon passenger vehicle services to refrain from using bike lanes, sidewalks, crosswalks, and other pedestrian pathways for passenger loading, unloading, staging, or idling, and to adopt routing, application, and passenger-exit procedures designed to prevent vehicles and opening doors from blocking those pathways.

8. San Diego urges that any passenger service operating within the City ensure full compliance with all applicable disability regulations including providing wheelchair accessible vehicles, to ensure equitable access for all residents and visitors.

APPROVED: HEATHER FERBERT, City Attorney

By 
Cassandra E. Mougin
Deputy City Attorney

CEM:jdf:cw
08/26/2026
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09/16/2026 REV.
Or.Dept: CD 9 and CD5
Doc. No. 4532861_3

I certify that the Council of the City of San Diego adopted this Resolution at a meeting held on

SEP 14 2026

DIANA J.S. FUENTES
City Clerk

By

Kristel Medina
Deputy City Clerk

Approved: _____
(date)

TODD GLORIA, Mayor

Vetoed: _____
(date)

TODD GLORIA, Mayor

(Note: This resolution was returned unsigned by the Mayor's Office to the Office of the City Clerk on September 30, 2026. Pursuant to the San Diego Charter Section 295 (a)(2), the Mayor has 10 business days from the date the resolution was transmitted to sign or veto the resolution, said deadline being close of business on September 30, 2026. Therefore the date of expiration of that time shall be deemed the date of its final passage.)

Passed by the Council of The City of San Diego on SEP 14 2026, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Joe LaCava	☒	☐	☐	☐
Jennifer Campbell	☒	☐	☐	☐
Stephen Whitburn	☒	☐	☐	☐
Henry L. Foster III	☐	☐	☒	☐
Marni von Wilpert	☒	☐	☐	☐
Kent Lee	☒	☐	☐	☐
Raul A. Campillo	☒	☐	☐	☐
Vivian Moreno	☒	☐	☐	☐
Sean Elo-Rivera	☒	☐	☐	☐

Date of final passage SEP 30 2026.

(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

TODD GLORIA
Mayor of The City of San Diego, California.

(Seal)

DIANA J.S. FUENTES
City Clerk of The City of San Diego, California.

By Kristell Medina, Deputy

Office of the City Clerk, San Diego, California

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