

1 [Supporting H.R. 10033 - AV Emergency Response Coordination Act]

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3 **Resolution supporting (House of Representatives) H.R. 10033, the AV Emergency**
4 **Response Coordination Act, introduced by Representative Kevin Mullin, to establish**
5 **minimum national standards for coordination between autonomous vehicle operators**
6 **and emergency responders.**

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8 WHEREAS, San Francisco has been at the forefront of the deployment of autonomous
9 vehicle technology, providing the City with significant experience regarding the operation of
10 autonomous vehicles in a dense and complex urban environment; and

11 WHEREAS, Autonomous vehicles have the potential to improve transportation and
12 roadway safety, but their safe deployment requires that autonomous vehicle operators be able
13 to coordinate quickly and effectively with local first responders, emergency management
14 personnel, and transportation agencies during emergencies, major events, infrastructure
15 failures, and other unusual conditions; and

16 WHEREAS, On December 20, 2025, a fire at a Pacific Gas and Electric Company
17 substation caused a major power outage affecting approximately one-third of San Francisco,
18 disabling traffic signals and causing widespread traffic disruption throughout the City; and

19 WHEREAS, During the outage, autonomous Waymo vehicles stopped in intersections
20 and other roadways, in some instances obstructing emergency response vehicles and public
21 transportation; City officials subsequently cited Waymo data showing nearly 1,600 vehicle
22 stoppages lasting at least two minutes during the outage and reported that more than 60
23 vehicles required manual relocation; Mayor Daniel Lurie later stated that he personally
24 contacted Waymo's chief executive officer and asked that the company remove its vehicles
25 from City streets immediately; and

1 WHEREAS, At a March 2026 hearing of the Board of Supervisors Land Use and
2 Transportation Committee concerning the outage, San Francisco emergency response
3 officials described incidents in which autonomous vehicles interfered with emergency
4 operations, while Waymo acknowledged communication gaps during the outage and
5 described changes intended to improve its response to future widespread emergencies; and

6 WHEREAS, San Francisco experienced additional autonomous vehicle disruptions
7 following Fourth of July fireworks in 2026, when dozens of Waymo vehicles became stranded
8 amid extreme congestion in the Presidio, with vehicles stopped along roadways and some
9 remaining idle long enough to require towing; and

10 WHEREAS, The July 4 incident occurred as large crowds attempted to leave the area
11 following fireworks and the closure of the Golden Gate Bridge contributed to unusual traffic
12 conditions, while widespread reports of lost cellular service further complicated conditions in
13 the area; and

14 WHEREAS, During the same incident, a Waymo vehicle carrying passengers was
15 observed driving over a lit firework, further illustrating the unpredictable hazards autonomous
16 vehicles may encounter during large public gatherings and unusual roadway conditions; no
17 injuries were reported; and

18 WHEREAS, The December 2025 power outage and July 4 congestion demonstrate
19 distinct challenges associated with autonomous vehicle operations during major infrastructure
20 failures and major civic events, and underscore the need for emergency personnel and
21 transportation officials to have reliable, standardized methods to communicate with
22 autonomous vehicle operators, redirect their fleets, and remove or immobilize vehicles when
23 necessary; and

24 WHEREAS, Representative Kevin Mullin is also the sponsor of H.R. 4376, the AV
25 Safety Data Act, which would strengthen federal collection and public availability of

1 autonomous vehicle safety data, including information concerning unplanned vehicle
2 stoppages that interfere with public transit, law enforcement, or first responders, providing
3 policymakers and transportation and public safety agencies with better information to identify
4 recurring operational and safety challenges; and

5 WHEREAS, On August 3, 2026, Rep. Mullin introduced H.R. 10033, the AV
6 Emergency Response Coordination Act, which was referred to the House Committee on
7 Transportation and Infrastructure and the House Committee on Energy and Commerce; and

8 WHEREAS, Rep. Mullin announced the legislation in San Francisco alongside Mayor
9 Daniel Lurie and representatives of the San Francisco Fire Department, Police Department,
10 Municipal Transportation Agency, County Transportation Authority, and Department of
11 Emergency Management, and specifically cited both widespread power outages and the July
12 4 traffic disruption in San Francisco as examples demonstrating the need for improved
13 emergency response coordination; and

14 WHEREAS, H.R. 10033 would require autonomous vehicle operators to prepare
15 standardized emergency response guides and rescue sheets describing procedures for
16 responding to incidents involving autonomous vehicles, including collisions, unplanned vehicle
17 stoppages, natural disasters, declared emergencies, major civic events, evacuations, major
18 infrastructure failures, and first responder activity; and

19 WHEREAS, Such emergency response materials would include information enabling
20 emergency responders to communicate with autonomous vehicle operators and remote
21 personnel to safely move, disable, immobilize, and tow autonomous vehicles; capabilities
22 directly relevant to incidents in San Francisco in which vehicles have become stranded or
23 obstructed roadways; and

24 WHEREAS, H.R. 10033 would further require autonomous vehicle operators to
25 maintain a telephone hotline available at all times for emergency responders to communicate

1 with operators and remote human personnel during emergencies, with calls required to be
2 answered within 30 seconds; and

3 WHEREAS, H.R. 10033 would direct the National Highway Traffic Safety
4 Administration to establish a process through which federal, state, and local government
5 agencies may issue geofence notices directing autonomous vehicles to avoid geographic
6 areas affected by emergencies, disasters, or other safety hazards, and would generally
7 require covered autonomous vehicles to comply with such notices within two minutes; and

8 WHEREAS, The ability to rapidly establish and enforce geofenced areas could provide
9 San Francisco public safety and transportation agencies with an important tool to prevent
10 autonomous vehicles from entering areas affected by emergencies, major events, road
11 closures, or other hazardous conditions and reduce the risk of vehicles becoming stranded or
12 interfering with emergency and transportation operations; and

13 WHEREAS, San Francisco's experience demonstrates that autonomous vehicle
14 systems must be prepared not only for ordinary roadway conditions but also for the
15 extraordinary and rapidly changing circumstances that occur during power outages, natural
16 disasters, evacuations, major civic events, infrastructure failures, and active emergency
17 response operations; and

18 WHEREAS, Establishing clear and consistent national standards would provide
19 emergency responders with predictable procedures regardless of which autonomous vehicle
20 operator is involved, while allowing autonomous vehicle innovation to continue in a manner
21 that prioritizes public safety and the ability of first responders to perform their duties without
22 unnecessary obstruction or delay; now, therefore, be it

23 RESOLVED, That the City and County of San Francisco hereby supports H.R. 10033,
24 the AV Emergency Response Coordination Act, and urges the United States Congress to
25 pass the legislation; and, be it

1 FURTHER RESOLVED, That the City and County of San Francisco urges the federal
2 government to ensure that autonomous vehicle deployment is accompanied by clear,
3 enforceable, and standardized mechanisms for communication and coordination with local
4 first responders, emergency management agencies, and transportation authorities; and, be it

5 FURTHER RESOLVED, That the Clerk of the Board of Supervisors shall transmit a
6 copy of this Resolution to Representative Kevin Mullin, the members of Congress
7 representing San Francisco, California's United States Senators, the leadership of the House
8 Committee on Transportation and Infrastructure, and the leadership of the House Committee
9 on Energy and Commerce.



City and County of San Francisco
Tails
Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 260974

Date Passed: September 15, 2026

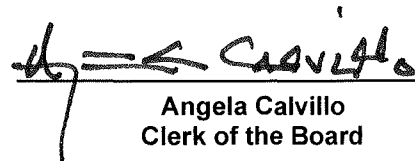
Resolution supporting (House of Representatives) H.R. 10033, the AV Emergency Response Coordination Act, introduced by Representative Kevin Mullin, to establish minimum national standards for coordination between autonomous vehicle operators and emergency responders.

September 15, 2026 Board of Supervisors - ADOPTED

Ayes: 10 - Chen, Dorsey, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, Walton and Wong
Absent: 1 - Chan

File No. 260974

I hereby certify that the foregoing
Resolution was ADOPTED on 9/15/2026 by
the Board of Supervisors of the City and
County of San Francisco.


Angela Calvillo
Clerk of the Board

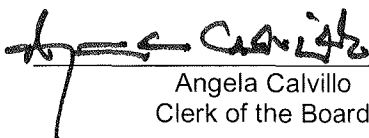
Unsigned

Daniel Lurie
Mayor

09/25/2026

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 his 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

09/25/2026

Date