



## Judicial Council of California

520 Capitol Mall, Suite 600 · Sacramento, California 95814-4717

Telephone 916-323-3121 · Fax 916-323-4347

PATRICIA GUERRERO  
*Chief Justice of California*  
*Chair of the Judicial Council*

MS. SHELLEY CURRAN  
*Administrative Director*

August 28, 2024

Hon. Philip Ting  
Assemblymember, 19th Assembly District  
1021 O Street, Room 5220  
Sacramento, California 95814

Subject: Assembly Bill 1777 (Ting), as amended August 23, 2024—Remove Opposition

Dear Assemblymember Ting,

The Judicial Council is removing its opposition to Assembly Bill 1777 due to the most recent amendments which remove the bill from the judicial branch's purview.

Should you have any questions or require additional information, please contact Morgan Lardizabal at 916-323-3121.

Sincerely,

Cory T. Jasperson  
Director  
Governmental Affairs

CTJ/ML/ad

cc:

Tania Dikho, Chief of Staff, Office of Assemblymember Ting  
Mr. Jith Meganathan, Deputy Legislative Affairs Secretary, Office of the Governor  
Ms. Shelley Curran, Administrative Director, Judicial Council of California



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August 2, 2024

Hon. Anna Caballero  
Senate Appropriations Committee  
State Capitol, Room 412  
Sacramento, CA 95814

Subject: Assembly Bill 1777 (Ting), as amended July 1, 2024—Oppose  
Hearing: Senate Appropriations Committee—August 12, 2024

Dear Senator Caballero,

The Judicial Council regrettably opposes Assembly Bill (AB) 1777, which seeks to hold autonomous vehicle manufacturers liable for any violations of the Vehicle code committed by a vehicle operating through autonomous driver technology. While the council appreciates the need to notify and hold manufacturers accountable for any autonomous vehicles that are malfunctioning and creating a risk to public safety, the included traffic court solution is not operationally viable. The Judicial Council has no position on the other components of the bill relating to emergency services.

AB 1777 raises issues and questions of how manufacturers may be held accountable for traffic violations in traffic court where penalties are designed for individuals and not companies. Courts are concerned that manufacturers may not receive or respond to infraction notices prior to failure-to-appear and failure-to-pay actions being taken by the court. Effective notice would be reliant on the Department of Motor Vehicles (DMV) having accurate manufacturer information, which may be likely for fully autonomous vehicle companies but less likely for vehicles with autonomous features.

Hon. Anna Caballero

August 2, 2024

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As traffic violation statutes and associated penalties are designed for individuals, failure-to-appear and failure-to-pay may result in additional fines and if left unpaid, will ultimately result in collection and/or license suspension activities. Drivers license suspension and collection activities that typically rely on wage garnishment, tax intercepts, and bank levies, are not clearly applicable to manufacturers. As a result, the courts may see these fines left unpaid and unacknowledged if manufacturers are either unaware of the citations or choose not to address them, which would leave the amounts on court ledgers.

As autonomous vehicle infractions occur due to the vehicles malfunctioning, the criminal law-based system in the traffic courts is not the appropriate mechanism to efficiently and timely alert manufacturers of issues with any individual vehicle. Until the issue is resolved by the manufacturer, the courts may see repeat notices and compounding issues of unpaid fines. These cases will also take up court calendar time for addressing the citations. As the court process is not an effective way to alert manufacturers, these vehicles would continue to pose a risk to public safety for longer than would be necessary if these issues were addressed via an administrative process designed for this purpose.

The Judicial Council has engaged with the author's office, the California Highway Patrol, and the DMV on potential amendments that would remove the language placing jurisdiction over these citations with the court and instead create an administrative process through the DMV. Agreement on amendments has not yet been reached as there are ongoing discussions between the author's office and stakeholders. If language is adopted that removes the process from the jurisdiction of the traffic courts, the Judicial Council would be able to remove its opposition.

Should you have any questions or require additional information, please contact Morgan Lardizabal at 916-323-3121.

Sincerely,



Cory T. Jaspersen  
Director  
Governmental Affairs

CTJ/ML/ad  
Attachment

cc: Members, Senate Appropriations Committee  
Hon. Philip Ting, Member of the Assembly, 19th District  
Ms. Liah Burnley, Consultant, Senate Appropriations Committee  
Mr. Morgan Branch, Consultant, Senate Republican Office of Policy  
Mr. Jith Meganathan, Deputy Legislative Affairs Secretary, Office of the Governor  
Ms. Shelley Curran, Administrative Director, Judicial Council of California