



**SEN. SCOTT WEINER**

**CA SENATE DISTRICT 11**

“I still do have serious concerns with the bill in print. I have no problem with cities having some latitude around modes of transportation - **I have historically had serious concerns about giving cities broad latitude to significantly restrict or effectively ban modes of transportation** because it creates all sorts of issues in terms of patchwork, and can you be in this city or that city.”

**SEN. STEVEN GLAZER**

**CA SENATE DISTRICT 7**

“All of those things which are legitimate issues that you’re bring before us in the form of this bill, **all could be done through the existing regulatory requirements that we have today**. What I worry about is that I do think that the option for a local ordinance will bring politics about autonomous vehicles to a **political checkerboard** in our state.”

**SEN. CATHERINE BLAKESPEAR**

**CA SENATE DISTRICT 38**

“**I believe that this needs to be regulated at a higher level...** I think it's true what the opposition said, **that essentially there would be ways to ban** - cities could figure out how to close off their city from allowing autonomous vehicles to go into them. And I don't think that furthers our purposes.”

**SEN. BRIAN DAHLE**

**CA SENATE DISTRICT 1**

“When you start talking about permit fees and things like that, it seems like the concern is more, this is an opportunity to raise some money. I understand everybody needs to raise money in government, but my concern is more about making sure we have the balance between new technology having the ability to develop and the ability to establish appropriate guardrails for that new technology given the uniqueness of all of the different communities that are out there. **Cities do have to have a say, but it looks like this bill may give them too much of a say.**”

## SEN. BILL DODD

## CA SENATE DISTRICT 3

"I'm very concerned that **400 cities are going to be making these decisions...** I'm really for a program that, as technology improves, we don't have 400 cities that over five years have totally stifled innovation, innovations that we need and want in our communities."

## SEN. TOM UMBERG

## CA SENATE DISTRICT 34

"A regulation that says you may not go over five miles an hour **effectively bans the AV.** And I don't know where you draw the line. But I'm asking you before this comes to the floor to have clearer definitions so we can look at it and be assured we aren't going to ban AVs."

## MIGUEL ARIAS

## FRESNO CITY COUNCIL

"**It is very difficult for us to support this bill** that would require us to front the cost of research, development, and enforcement at best for a patchwork of regulations across invisible lines at a time that our budgets are decreasing... It frankly, it feels like a setup for hundreds of local scapegoats to blame when we limit the innovation of AVs in California."

## LOCAL ORGANIZATIONS

## LETTER TO CA LAWMAKERS

"SB 915 would permit cities to **effectively ban autonomous vehicles**' ("AV") commercial deployment, preventing Californians from being able to realize the safety and accessibility benefits that AVs promise. SB 915 is also expected to **impose strain on the state's financial resources**, as cities are unlikely to have the necessary resources or expertise required to implement such an ordinance without consulting expert state regulators."

**Signed by:** *California Chamber of Commerce, California Asian Pacific Chamber of Commerce, California Hispanic Chambers of Commerce, California Alliance for Freight Innovation, California Delivery Association, California Manufacturers & Technology Association (CMTA), Family Business Association of California, , San Francisco Chamber of Commerce, Los Angeles Area Chamber of Commerce, and over 50 other business, transit and disability groups.*

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