



September 3, 2024

The Honorable Gavin Newsom
Governor
1021 O Street, Suite 9000
Sacramento, CA

RE: Veto AB 3061

Dear Governor Newsom:

On behalf of the Chamber of Progress, a tech industry coalition promoting technology's progressive future, I write to **urge you to veto AB 3061**, which would hamstring autonomous vehicle innovation in California and place unnecessary strain on oversight agencies' resources.

Autonomous vehicle manufacturers are already subject to reporting requirements from multiple oversight agencies. The National Highway Traffic Safety Administration already requires autonomous vehicle operators to report any collisions within 5 or 10 days, and they make those reports available to the public.¹ The Department of Motor Vehicles also already requires autonomous vehicle operators to report any defects that create an "unreasonable risk to safety". Both oversight agencies are also empowered to investigate operators and request additional information, and the DMV reserves the right to immediately suspend permits for any vehicles it determines are unsafe for the public.²

Imposing duplicative reporting requirements would unnecessarily increase oversight costs for the state. The DMV estimates it would cost \$16 million in the first year alone, and \$4.4 million annually after 2027, to build and maintain an IT system to manage the reports. The state currently faces a \$68 billion budget shortfall, and the Motor Vehicle Account is projected to become insolvent by 2026. Given those existing budget constraints, the Senate Committee on

¹ https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-04/Second-Amended-SGO-2021-01_2023-04-05_2.pdf

² <https://www.dmv.ca.gov/portal/file/adopted-regulatory-text-pdf/>

Appropriations warned that this bill “would result in increases in MVA expenditures that would exacerbate the fund’s structural imbalances.”³ California cannot afford these unnecessary changes.

The bill’s requirements also risk chilling the testing and deployment of AVs in California. Vague definitions and excessive data requirements will increase uncertainty for existing AV manufacturers and make it more difficult for new companies to operate in the state. **As a result, this bill could hamstring innovation of autonomous vehicles in the state.**

Despite many cities’ best efforts, California’s roads remain deadly for drivers and pedestrians. Since 2016, 19 cities have implemented Vision Zero plans to eliminate traffic-related deaths,⁴ but the number of deaths has only increased in the last few years. Between 2019 and 2022, traffic fatalities increased in California by 22%.⁵ Nearly 10 years after Los Angeles adopted its Vision Zero goal, traffic fatalities outpaced homicides in 2023.⁶

Chilling the operations of autonomous vehicles throughout the state will only make the roads less safe. **We urge you to veto this bill.**

Sincerely,



Robert Singleton
Director of Policy and Public Affairs, California and US West

³ https://leginfo.legislature.ca.gov/faces/billAnalysisClient.xhtml?bill_id=202320240AB3061

⁴ <https://highways.dot.gov/safety/zero-deaths/vision-zero-cop/vision-zero-action-plans>

⁵ <https://tripnet.org/reports/traffic-safety-california-news-release-06-21-2023/>

⁶ <https://abc7.com/los-angeles-lapd-crime-statistics-homicide/14356841/#:~:text=Shootings%20were%20down%2010%25%20in.%25%20to%20336%2C%20surpassed%20homicides.>