



State Legislative Committee Meeting Agenda

September 5, 2024
2:00 p.m. – 3:00 p.m.

Agenda Items	Recommended Action
1. Chair's Report	Information
2. Other Legislation: Proposed Action <ul style="list-style-type: none">• <u>SB 961 (Wiener) Speed Governors.</u>	Veto Letter
3. Other Legislation: For Discussion <ul style="list-style-type: none">• <u>SB 399 (Wahab) Employer Communications.</u>• <u>AB 2499 (Schiavo) Paid Sick Days.</u>	Discuss Discuss
4. Reminders	
5. Other Business	
6. <u>Association's Bill Matrix</u>	
7. Adjourn	



September 5, 2024

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

RE: SB 961 (Wiener) Speed Governors – Veto Request

Dear Governor Newsom,

On behalf of the California Transit Association, I write to regrettably request that you **VETO** SB 961 (Wiener). This bill would require, beginning with model year 2030, that all new passenger vehicles, motortrucks, and buses manufactured, sold, or leased in the state be equipped with a passive intelligent speed assistance system. Today, most public transit buses are monitored for speed using various technologies and we believe that a new requirement in state law is not only redundant, but creates an unnecessary burden for California transit agencies as well as our industry's original equipment manufacturers (OEM). We also believe that, if such requirements were to be deemed appropriate and pursued, such an effort must be led at the federal level, not at the state level, to bring down compliance costs. We have requested amendments that would remove public transit buses from the bill's requirements, but these have not been reflected in the latest version.

Currently, there are no federal requirements in place for vehicles to be equipped with intelligent speed assistance systems. However, the public transit industry is very heavily regulated, and as a result, many of our member agencies opt to equip their fleets with buses that have intelligent transportation systems. Some of these systems have the capability to monitor bus speed relative to established speed limits, while many others allow OEMs to toggle the maximum speed that a bus operator can reach when operating the vehicle. These systems create an additional level of safety to the operation of our transit buses, which in most cases, are already traveling below posted speed limits due to their operation in mixed traffic and frequent stops. Additionally, because this bill applies to buses that are sold or leased in California, it necessarily extends to OEMs located outside of California that choose to sell or lease new buses in

California. The Association feels that, if this requirement were established federally, there may be a more organic avenue for transit agencies to universally transition to employing intelligent speed assistance systems. However, because of the absence of this requirement at the federal level, this bill would create a burdensome and unnecessarily confusing requirement for transit agencies and OEMs to abide by, both within and outside of California.

This bill would also impose significant costs on transit agencies, as resources and time would be required to institute regular maintenance and inspection of intelligent speed assistance systems to ensure proper functionality. Of course, our member agencies would also need to address the fact that purchasing transit buses equipped with this technology would likely result in elevated vehicle costs without clear safety benefits and at a time when California transit agencies can least afford it. The requirement that this bill would place on transit agencies and OEMs would almost certainly exacerbate existing cost pressures, which many of our member agencies may be unable to manage until the state's budget outlook improves. While we recognize the bill applies to vehicles starting in 2030, transit agencies often begin procurements years in advance, which would render the new requirements effective almost immediately.

We appreciate your consideration of our concerns. The Association has been, and continues to be, supportive of efforts geared towards enhancing safe driving conditions for bus operators and the general public. However, for the reasons stated, I respectfully urge you to **VETO** AB 961 (Wiener). If you have any questions, please feel free to contact me at (916) 446-4656 x1037 or via email at alchemy@caltransit.org.

Sincerely,



Alchemy Graham
Legislative & Regulatory Advocate

Cc: The Honorable Scott Wiener, California State Assembly