

Department of Finance and Administration

Legislative Impact Statement

Bill: HB1754

As Engrossed: 3/17/2017

Bill Subtitle: TO REGULATE VEHICLES WITH DRIVER-ASSISTIVE TRUCK PLATOONING SYSTEMS.

Basic Change :

Sponsor: Rep. Collins

This bill as engrossed with Amendment 1 changes the Subtitle, "To regulate vehicles with driver-assistive truck platooning systems". Vehicles equipped with driver-assistive truck platooning systems may follow other vehicles closer than allowed under current law. Driver-assistive truck platooning system means technology that integrates sensor array, wireless communication, vehicle controls, and specialized software to synchronize acceleration and braking between two or more vehicles while leaving each vehicle's steering control and systems monitoring and intervention in the control of its human operator.

In addition, the bill as engrossed with Amendment 1 amends current law to state a person may operate a driver-assistive truck platooning system on a street or highway if the person files and receives approval of a plan for general platoon operations with the State Highway Commission. The bill provides the plan will be deemed approved 45 days after filing of the plan if the State Highway Commission has not rejected the plan.

Revenue Impact :

There is no revenue impact if this bill is passed.

Taxpayer Impact :

None.

Resources Required :

None.

Time Required :

None.

Procedural Changes :

None.

Other Comments :

None.

Legal Analysis :

HB1754 created a number of provisions of law in Subchapter 17 regarding the testing of "autonomous

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vehicles" equipped with technology that has the capability to drive the vehicle without the active physical control or monitoring by a human operator. A driver-assistive truck platooning system was included in the category of autonomous technology.

Amendment 1 removes all provisions and references to autonomous vehicles. The bill now only pertains to driver-assistive truck platooning systems. As engrossed on 3/17/17, HB 1754 only changes the following distance for vehicles with driver-assistive truck platooning systems.

Amendment 1 also adds a new section that requires a plan for general platoon operations to be filed with the State Highway Commission before a truck with the platooning system is allowed on Arkansas streets or highways. Permission is granted either by approval of the plan by the Commission or if 45 days has passed after the submission of the plan and the commission has not rejected the plan.

Drafter's Note: Page 1, line 30, no longer needs a comma after "truck platooning systems".