

1 State of Arkansas  
2 92nd General Assembly  
3 Regular Session, 2019  
4

# A Bill

HOUSE BILL 1561

5 By: Representative McCollum  
6 By: Senator M. Pitsch  
7

## For An Act To Be Entitled

9 AN ACT TO AUTHORIZE THE OPERATION OF AUTONOMOUS  
10 VEHICLES OR FULLY AUTONOMOUS VEHICLES ON THE STREETS  
11 AND HIGHWAYS OF THIS STATE UNDER AN AUTONOMOUS  
12 VEHICLE PILOT PROGRAM; TO DECLARE AN EMERGENCY; AND  
13 FOR OTHER PURPOSES.  
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## Subtitle

16 TO AUTHORIZE THE OPERATION OF AUTONOMOUS  
17 VEHICLES OR FULLY AUTONOMOUS VEHICLES ON  
18 THE STREETS AND HIGHWAYS OF THIS STATE  
19 UNDER AN AUTONOMOUS VEHICLE PILOT  
20 PROGRAM; AND TO DECLARE AN EMERGENCY.  
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24 BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF ARKANSAS:  
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26 SECTION 1. Arkansas Code Title 27, Chapter 51, Subchapter 14, is  
27 amended to add an additional section to read as follows:

28 27-51-1410. Autonomous vehicle pilot program.

29 (a) As used in this section:

30 (1) "Automated driving system" means the hardware and software  
31 that are collectively capable of performing the entire dynamic driving task  
32 on a sustained basis, regardless of whether the automated driving system is  
33 limited to a specific operational design domain;

34 (2) "Autonomous vehicle" means a vehicle equipped with an  
35 automated driving system that can drive the vehicle for any duration of time  
36 without the active physical control or monitoring of a human operator;



1           (3)(A) "Dynamic driving task" means the real-time operational  
2 and tactical functions required to operate a vehicle in on-road traffic,  
3 including without limitation the operational functions of:

4                   (i) Lateral vehicle motion control via steering;

5                   (ii) Longitudinal motion control via acceleration  
6 and deceleration;

7                   (iii) Monitoring of the driving environment using  
8 object and event detection, recognition, classification, and response  
9 preparation;

10                   (iv) Object and event response execution;

11                   (v) Maneuver planning; and

12                   (vi) Lighting and signaling operation designed to  
13 enhance conspicuity of the vehicle.

14           (B) "Dynamic driving task" does not include the strategic  
15 functions of:

16                   (i) Trip scheduling; or

17                   (ii) Selection of destinations and waypoints;

18           (4) "Fully autonomous vehicle" means a vehicle equipped with an  
19 automated driving system designed to function as a level four-"high  
20 automation" or level five-"full automation" system under Society of  
21 Automobile Engineers "Taxonomy and Definitions for Terms Related to Driving  
22 Automation Systems for On-Road Motor Vehicles" and may be designed to  
23 function solely by use of the automated driving system, or when the automated  
24 driving system is not engaged, to permit operation by a human operator;

25           (5) "Minimal risk condition" means a low-risk operating mode in  
26 which a fully autonomous vehicle operating without a human operator is  
27 brought to a complete stop upon experiencing a failure of the vehicle's  
28 automated driving system that renders the vehicle unable to perform the  
29 entire dynamic driving task;

30           (6) "Operational design domain" means a description of the  
31 specific operating domain in which an automated driving system is designed to  
32 properly operate, including without limitation:

33                   (A) Roadway types;

34                   (B) Speed range;

35                   (C) Environmental conditions; and

36                   (D) Other domain constraints; and

1           (7) "Person" means every natural person, firm, copartnership,  
2 association, corporation, or any political subdivision of the State of  
3 Arkansas, individually or collectively, including all counties, municipal  
4 corporations, public transit authorities, school districts, and special  
5 improvement districts.

6           (b)(1) An autonomous vehicle or a fully autonomous vehicle may be  
7 operated in this state under an autonomous vehicle pilot program approved by  
8 the State Highway Commission.

9           (2) The autonomous vehicle pilot program is automatically  
10 approved sixty (60) days after the date the autonomous vehicle pilot program  
11 is submitted to the commission for approval.

12           (c) An autonomous vehicle pilot program shall include without  
13 limitation the following:

14           (1) A statement of the commercial purpose of the autonomous  
15 vehicle pilot program;

16           (2) The identification of any additional requirements for proof  
17 of insurance under the Motor Vehicle Safety Responsibility Act, § 27-19-101  
18 et seq., and § 27-22-101 et seq.; and

19           (3) A statement acknowledging that:

20           (A) The autonomous vehicle or fully autonomous vehicle is  
21 capable of complying with all applicable traffic and motor vehicle safety  
22 laws of this state and rules adopted by the Office of Motor Vehicle;

23           (B) The fully autonomous vehicle is capable of achieving a  
24 reasonably safe state if a failure of the automated driving system occurs  
25 that renders the automated driving system unable to perform the entire  
26 dynamic driving task; and

27           (C) A fully autonomous vehicle involved in a motor vehicle  
28 accident is capable of meeting the requirements of §§ 27-53-101, 27-53-102,  
29 and 27-53-105; and

30           (4) A description of how a fully autonomous vehicle is capable  
31 of meeting the requirement of subdivision (c)(3)(C) of this section.

32           (d) For the purposes of this section, a person may operate:

33           (1) A fully autonomous vehicle that is not equipped with:

34           (A) Seat belts;

35           (B) A steering wheel; or

36           (C) A rearview mirror; and

