

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

1 (2) A maximum of three (3) autonomous vehicles or fully
 2 autonomous vehicles simultaneously on the streets and highways of this state.

3 (e) The commission shall adopt rules necessary for the implementation
 4 of this section.

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 6 SECTION 2. EMERGENCY CLAUSE. It is found and determined by the
 7 General Assembly of the State of Arkansas that to foster innovation and the
 8 increased use of technology in Arkansas’s transportation system, autonomous
 9 vehicle and fully autonomous vehicle testing and operation is necessary.
 10 Therefore, an emergency is declared to exist, and this act being immediately
 11 necessary for the preservation of the public peace, health, and safety shall
 12 become effective on:

13 (1) The date of its approval by the Governor;

14 (2) If the bill is neither approved nor vetoed by the Governor,
 15 the expiration of the period of time during which the Governor may veto the
 16 bill; or

17 (3) If the bill is vetoed by the Governor and the veto is
 18 overridden, the date the last house overrides the veto.

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