



Senate

General Assembly

File No. 433

January Session, 2017

Substitute Senate Bill No. 260

Senate, April 5, 2017

The Committee on Transportation reported through SEN. LEONE of the 27th Dist. and SEN. BOUCHER of the 26th Dist., Chairpersons of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING AUTONOMOUS VEHICLES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (*Effective October 1, 2017*) (a) For the purposes of this
2 section:

3 (1) "Autonomous technology" means equipment, devices or other
4 technology installed on a motor vehicle, either by the original
5 equipment manufacturer or an aftermarket installer, which renders the
6 motor vehicle capable of driving or operating without the active
7 physical control or monitoring of a human operator. Such equipment,
8 devices or technology do not include an active safety system or any
9 system for driver assistance, including, but not limited to, a system to
10 provide electronic blind spot detection, crash avoidance, emergency
11 braking, parking assistance, adaptive cruise control, lane keeping
12 assistance, lane departure warning or traffic jam and queuing
13 assistance, unless the system, alone or in combination with any other
14 system, enables the vehicle to drive without the active physical control

15 or monitoring by a human operator;

16 (2) "Autonomous vehicle" means a motor vehicle that is equipped
17 with autonomous technology that can operate without the active
18 physical control or monitoring of a human operator;

19 (3) "Operator" means the person seated in the driver's seat of an
20 autonomous vehicle;

21 (4) "Fleet service provider" means a person or entity that owns or
22 leases an autonomous vehicle and operates such autonomous vehicle
23 for commercial or public use;

24 (5) "Autonomous vehicle manufacturer" means:

25 (A) A person or entity that builds or sells autonomous vehicles;

26 (B) A person or entity that installs autonomous technology or
27 autonomous technology components in motor vehicles that are not
28 originally built as autonomous vehicles; or

29 (C) A person or entity that develops software or components for
30 autonomous technology in autonomous vehicles, including motor
31 vehicles that are not originally built as autonomous vehicles;

32 (6) "Highway" has the same meaning as defined in section 14-1 of
33 the general statutes;

34 (7) "Department" means the Department of Motor Vehicles.

35 (b) The department, in consultation with the Department of
36 Transportation, the Office of Policy and Management and the
37 Department of Emergency Services and Public Protection, may
38 establish a pilot program for not more than two municipalities to allow
39 the testing of autonomous vehicles by autonomous vehicles
40 manufacturers on the highways in such municipalities.

41 Sec. 2. (*Effective from passage*) (a) There is established a task force to
42 study autonomous vehicles. Such study shall include, but need not be

43 limited to, an examination of autonomous vehicles and an analysis of
44 how such vehicles will impact the state and the state's automobile
45 industry.

46 (b) The task force shall consist of the following members:

47 (1) One appointed by the speaker of the House of Representatives;

48 (2) One appointed by the president pro tempore of the Senate;

49 (3) One appointed by the majority leader of the House of
50 Representatives;

51 (4) One appointed by the majority leader of the Senate;

52 (5) One appointed by the minority leader of the House of
53 Representatives;

54 (6) One appointed by the minority leader of the Senate;

55 (7) One appointed by the Senate chairperson of the joint standing
56 committee of the General Assembly having cognizance of matters
57 relating to transportation;

58 (8) One appointed by the Senate ranking member of the joint
59 standing committee of the General Assembly having cognizance of
60 matters relating to transportation;

61 (9) One appointed by the House chairperson of the joint standing
62 committee of the General Assembly having cognizance of matters
63 relating to transportation;

64 (10) Three persons appointed by the Governor; and

65 (11) The Commissioner of Transportation, or the commissioner's
66 designee.

67 (c) Any member of the task force appointed under subdivisions (1)
68 to (10), inclusive, of subsection (b) of this section may be a member of
69 the General Assembly.

70 (d) All appointments to the task force shall be made not later than
71 thirty days after the effective date of this section. Any vacancy shall be
72 filled by the appointing authority.

73 (e) The speaker of the House of Representatives and the president
74 pro tempore of the Senate shall select the chairpersons of the task force
75 from among the members of the task force. Such chairpersons shall
76 schedule the first meeting of the task force, which shall be held not
77 later than sixty days after the effective date of this section.

78 (f) The administrative staff of the joint standing committee of the
79 General Assembly having cognizance of matters relating to
80 transportation shall serve as administrative staff of the task force.

81 (g) Not later than January 1, 2018, the task force shall submit a
82 report on its findings and recommendations to the joint standing
83 committee of the General Assembly having cognizance of matters
84 relating to transportation, in accordance with the provisions of section
85 11-4a of the general statutes. The task force shall terminate on the date
86 that it submits such report or January 1, 2018, whichever is later.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>October 1, 2017</i>	New section
Sec. 2	<i>from passage</i>	New section

Statement of Legislative Commissioners:

In Section 1(a), the definition of "autonomous vehicle tester" was deleted because the term is not used in the section; in Section 1(b), the provision was rewritten for clarity and to reflect legislative intent; in Section 2(b), Subdivs. (7) to (11), inclusive, were reordered for clarity; and in Section 2(c), "subdivisions (1) to (6), inclusive, and (8) to (11)" was changed to "subdivisions (1) to (10)" to conform with the changes being made in Section 2(b).

TRA *Joint Favorable Subst. -LCO*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 18 \$
Various State Agencies	Various - Potential Cost	Less than \$1,000

Note: Various=Various

Municipal Impact: None

Explanation

The bill establishes a task force to study autonomous vehicles (AV) and analyze how they could impact the state. The bill allows the Department of Motor Vehicles in consultation with the Office of Policy and Management and the Department of Emergency Services and Public Protection to establish a pilot program for up two municipalities to allow AV manufacturers to test AVs on those municipalities' highways.

There may be a cost of less than \$1,000 in FY 18 to those agencies participating in the task force to reimburse legislators and agency staff for mileage expenses, currently at 53.5 cents/mile.

The Out Years

There is no ongoing fiscal impact because the task force terminates in FY 18.

OLR Bill Analysis

sSB 260

AN ACT CONCERNING AUTONOMOUS VEHICLES.

SUMMARY

The Office of Legislative Research does not analyze Special Acts.

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 35 Nay 0 (03/17/2017)