



HOUSE COMMITTEE ON APPROPRIATIONS

FISCAL NOTE

HOUSE BILL NO. 1958

PRINTERS NO. 4276

PRIME SPONSOR: Rothman

COST / (SAVINGS)

FUND	FY 2018/19	FY 2019/20
Motor License Fund	\$0	\$0
PA Turnpike Commission Funds	\$0	\$0

SUMMARY: Amends Title 75 (Vehicle Code) to allow for the platooning of certain vehicles; to authorize the use of a fully autonomous work-zone vehicle by PennDOT and the PA Turnpike Commission; and to establish the Highly Automated Vehicle Advisory Committee. This legislation would take effect in 180 days.

ANALYSIS: This legislation makes the following amendments to the Vehicle Code:

§102 (Definitions): '*Platoon*': A group of motor vehicles, buses, military vehicles or motor carrier vehicles operated by a human traveling in a unified manner at electronically coordinated speeds at following distances that are closer than would be reasonable and prudent without such coordination. Does not include a school bus or school vehicle.

'*Highly automated work zone vehicle*': A motor vehicle equipped either with an automated driving system, or connected by wireless communication or other technology to another vehicle allowing for coordinated or controlled movement, used in an active work zone as implemented by PennDOT or the PA Turnpike Commission.

§3317 (Platooning): This newly established section establishes rules and restrictions for a platoon, as follows:

- PennDOT shall be the lead agency on platooning;
- Non-lead vehicles are exempt from the provisions of §3310 (Following too closely);
- Requires motor carrier vehicles be marked with a visual identifier;
- Establishes restrictions which a platoon must observe:
 - A maximum of three vehicles;
 - Shall only travel on limited access highways or interstate highways, unless otherwise posted;
 - PennDOT or the PA Turnpike Commission has the ability to restrict platooning during inclement weather as determined by PennDOT regulations.

A person may operate a platoon on a state highway if the person files a plan for general platoon operations with PennDOT. PennDOT shall review the plan in consultation with the PA State Police and the PTC, as applicable. If the plan is not rejected by PennDOT within 30 days after receipt of the plan, the person may operate the platoon.

Chapter 85 (Autonomous Vehicles; §8502 (Highly automated work zone vehicle)): PennDOT is the lead agency on highly automated vehicles. PennDOT or the PTC, as applicable, must authorize the locations in Pennsylvania, on a periodic basis, to permit the deployment of a highly automated work zone vehicle. A driver may be required in a highly automated work zone vehicle when used in an active work zone.

Advisory Committee: This legislation establishes the Highly Automated Vehicle Advisory Committee within PennDOT, which consists of:

- The Secretary of Transportation, who chairs the committee;
- The Secretary of Community and Economic Development;
- The Insurance Commissioner;
- The Secretary of Labor and Industry;
- The Commissioner of the PA State Police;
- The CEO of the PTC;
- The Majority and Minority Chairs of the Senate and House Transportation Committees;
- 11 members appointed by the Governor with expertise delineated within the legislation

If a position is vacant for 120 days, an appointment shall be made on a rotating basis by the President pro tempore of the Senate and the Speaker of the House. Members of the committee not appointed by the Governor may designate an alternate. Each member appointed by the Governor serves a three-year term and may be reappointed. The committee shall advise and consult the Secretary of PennDOT on each aspect of highly automated vehicles and platooning in PA, and may:

- Develop technical guidance;
- Evaluate best practices;
- Review existing laws, regulations and policies;
- Engage in continued research and evaluation of connected and automated systems technology necessary to ensure safe testing, deployment and continued innovation in PA.

PennDOT shall provide appropriate staff support to the committee, which must meet at least three times annually. Appointed members are prohibited from receiving per diems. PennDOT shall provide an annual report of the committee's activities on PennDOT's website.

FISCAL IMPACT: This legislation would have no adverse fiscal impact on Commonwealth funds.

PREPARED BY: Tim Rodrigo
House Appropriations Committee (R)

DATE: October 17, 2018

Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.