

HOUSE BILL NO. 582
AMENDMENT IN THE NATURE OF A SUBSTITUTE
(Proposed by the House Committee on Transportation
on _____)
(Patron Prior to Substitute—Delegate Glass)

A BILL to amend the Code of Virginia by adding a section numbered 33.2-274.2, relating to Department of Transportation; autonomous truck-mounted attenuators; pilot program authorized.

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding a section numbered 33.2-274.2 as follows:

§ 33.2-274.2. Autonomous truck-mounted attenuators; deployment in mobile work zones; pilot program authorized.

A. For purposes of this section, "mobile work zone" means the area in which there is a continuous or intermittent multi-vehicle mobile operation advancing at a speed of no greater than 25 miles per hour for highway maintenance or construction purposes, including roadway striping, debris removal, and pothole repair.

B. The Department may establish a pilot program for the implementation and deployment of autonomous truck-mounted attenuators (ATMAs) within mobile work zones.

C. Notwithstanding any other provision of law, when participating in such pilot program, ATMAs may be operated in autonomous mode within active mobile work zones on state-maintained highways. While operating in autonomous mode, an ATMA shall be deployed in a leader-follower configuration and shall be continuously monitored by a remote operator. Such remote operator shall have the capability to visually observe such ATMA's surroundings and adjust its path or bring it to a complete stop, as necessary. A human driver shall not be required to be physically present within an ATMA during such operation in autonomous mode. However, outside of active mobile work zones, including transport on public highways to and from such mobile work zones, ATMAs shall be operated by and occupied by a human driver in accordance with all applicable motor vehicle operation laws and regulations.

D. No ATMA may be utilized in such pilot program in any mobile work zone unless it has been successfully tested under a testing plan approved by the Department to demonstrate reliable operation and performance in a leader-follower configuration. Test results shall be reviewed and approved by the Department.

E. The Department shall submit an annual report summarizing the pilot program's status and efficacy to the Chairs of the House and Senate Committees on Transportation no later than December 1 of each year.

33 2. That the provisions of this act shall expire on December 31, 2031.