

# SB0056S01 compared with SB0056

~~deleted text~~ shows text that was in SB0056 but was deleted in SB0056S01.

Inserted text shows text that was not in SB0056 but was inserted into SB0056S01.

**DISCLAIMER:** This document is provided to assist you in your comparison of the two bills. Sometimes this automated comparison will NOT be completely accurate. Therefore, you need to read the actual bills. This automatically generated document could contain inaccuracies caused by: limitations of the compare program; bad input data; or other causes.

Senator Wayne A. Harper proposes the following substitute bill:

## VEHICLE PLATOONING AMENDMENTS

2018 GENERAL SESSION

STATE OF UTAH

**Chief Sponsor: Wayne A. Harper**

House Sponsor: \_\_\_\_\_

---

### LONG TITLE

#### General Description:

This bill modifies provisions of the Traffic Code related to safe following distance.

#### Highlighted Provisions:

This bill:

- ▶ defines "connected ~~automated braking~~ platooning system";
- ▶ provides an exemption to a minimum following distance requirement for the operator of a vehicle that is part of a connected ~~automated braking~~ platooning system; and
- ▶ makes technical and conforming changes.

#### Money Appropriated in this Bill:

None

#### Other Special Clauses:

## SB0056S01 compared with SB0056

None

### Utah Code Sections Affected:

AMENDS:

**41-6a-711**, as last amended by Laws of Utah 2015, Chapters 277 and 412

---

---

*Be it enacted by the Legislature of the state of Utah:*

Section 1. Section **41-6a-711** is amended to read:

**41-6a-711. Following another vehicle -- Safe distance -- Exceptions -- Penalty.**

(1) As used in this section, "connected ~~automated braking~~ platooning system" means a system that uses vehicle-to-vehicle communication to electronically coordinate the speed and braking of a lead vehicle with the speed and braking of one or more following vehicles.

~~[(1)]~~ (2) The operator of a vehicle:

(a) may not follow another vehicle more closely than is reasonable and prudent, having regard for the:

- (i) speed of the vehicles;
- (ii) traffic upon the highway; and
- (iii) condition of the highway; and

(b) shall follow at a distance so that at least two seconds elapse before reaching the location of the vehicle directly in front of the operator's vehicle.

~~[(2)]~~ (3) Subsection ~~[(1)]~~ (2)(b) does not apply to:

(a) funeral processions or to congested traffic conditions resulting in prevailing vehicle speeds of less than 35 miles per hour; or

~~[(b) a connected vehicle technology testing program that uses networked wireless communication among vehicles, infrastructure, or communication devices that is:]~~

~~[(i) approved by the Department of Transportation in consultation with the Department of Public Safety; and]~~

~~[(ii) conducted outside of an urbanized boundary as defined by the United States Census Bureau.]~~

~~[(3) The Department of Transportation shall report the results of the testing program conducted under Subsection (2)(b) to the Transportation Interim Committee by no later than October 30 of any year that a testing program is conducted.]~~

## SB0056S01 compared with SB0056

(b) the operator of a vehicle that is:

(i) part of a connected ~~{automated braking}~~platooning system; and

(ii) not the lead vehicle.

(4) A violation of Subsection [~~(1)~~] (2) is an infraction.

†

Legislative Review Note

~~Office of Legislative Research and General Counsel†~~