

ALASKA STATE LEGISLATURE

HOUSE TRANSPORTATION COMMITTEE



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Sectional Analysis

House Bill 217: Autonomous Vehicles

34-LS0950A

“An Act regulating autonomous vehicles; and providing for an effective date.”

Section 1: Amends AS 28.90 by adding a new section that requires that an autonomous vehicle in Alaska must meet federal standards and regulations for a motor vehicle operated on a public highway

Subsection B: An autonomous vehicle registered in the state must NOT be engaged in the transport of interstate commerce, goods, or passengers, unless:

- The transport is for personal, non-commercial use or a human safety operator is physically present in the vehicle and can intervene if necessary

Subsection C: A human safety operator must meet federal and state requirements for operating autonomous and nonautonomous vehicles

Subsection D: Sets up the order of liability in the case of an accident involving an autonomous vehicle:

- Damages will first be recovered from the human safety operator, then the modifier of the vehicle, then the programmer of the vehicle’s software, and then the manufacturer.

Subsection E: Definitions

- Establishes “autonomous technology” does not include collision avoidance systems, electric blind spot assistance, automated emergency braking systems, park assist, adaptive cruise control, lane keep assist or lane departure warning systems, traffic jam and queuing assist, or other systems that enhance safety or provide driver assistance that are not capable, singularly or collectively of driving the vehicle without the active control or monitoring of a human safety operator
- Establishes “autonomous vehicle” means a vehicle equipped with autonomous technology that has capability to drive a vehicle without active physical control or monitoring by a human safety operator that has been integrated into that vehicle and is

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considered to have conditional driving automation, high driving automation, or full driving automation

- Establishes “conditional driving automation” means the sustained and operational design domain-specific performance by an automated driving system of the entire dynamic driving task with the exception that the dynamic driving task fallback human safety operator is receptive to an automated driving system-issued request to intervene, as well as to dynamic driving task performance-relevant system failures in other vehicle systems, and will respond appropriately
- Establishes “dynamic driving task” includes all real-time operational and tactical functions required to operate a vehicle in traffic, but does not include trip scheduling, the selection of destinations and waypoints, and other strategic functions
- Establishes "dynamic driving task fallback" means the response by the human safety operator to perform the dynamic driving task or achieve a stable, stopped condition to reduce the risk of a crash after a dynamic driving task system failure, an operational design domain exit, or a response by the automated driving system
- Establishes “full driving automation” means the sustained and unconditional performance by an automated driving system of the entire dynamic driving task and dynamic driving task fallback without any expectation that a fallback human safety operator will need to intervene
- Establishes “high driving automation” means the sustained and operational design domain-specific performances by an automated driving system of the entire dynamic driving task and dynamic driving task fallback without expectation that a fallback human safety operator will need to intervene
- Establishes “operational design domain” includes the environmental, geographical, and time of day restrictions, presence or absence of roadway or traffic system or feature is specifically designed to function

Section 2: This Act takes effect immediately under AS 01.10.070(c)