

ALASKA STATE LEGISLATURE

HOUSE TRANSPORTATION COMMITTEE



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Sectional Analysis

House Bill 217: Autonomous Vehicles

34-LS0950\H

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

Page 1, line 1: Updates title to reflect changes made.

Section 1: Amends AS 28.33.100 by adding a new subsection (**J**) that states if an applicant does not successfully complete any portion of a driving test required under this section, the department may only require the applicant to retake the failed or incomplete portions of the test.

Section 2: 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 may NOT be engaged in the transport of

- (1) Commerce or goods unless the transport is for personal, non-commercial use, has a gross vehicle weight of 10,000 pounds or less, and is designed to transport not more than 16 passengers including the driver
- (2) Passengers unless the vehicle has a gross vehicle weight of 10,000 pounds or less and is designed to transport not more than 16 passengers

Subsection C: Except for a commercial autonomous vehicle that is transporting passengers, an autonomous vehicle operated in this state must have a human safety operator present who has the ability to monitor and intervene in the vehicle’s performance, including operating or shutting off the vehicle.

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

Subsection E: Liability will be determined by AS 09.17.080, apportionment of damages

Subsection F: The requirements of this section do not apply to personal delivery devices that are electrically powered, is operated on a side walk or path within the right-of-way of a highway, is

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intended primarily to transport property, weighs less than 120 pounds excluding cargo, has a maximum speed of 10 miles per hour, and is equipped with technology to allow for operation with or without the active control or monitoring of an operator who monitors or exercises direct physical control over the navigation system and operation of the device

Subsection G: 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 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

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