

To: Senate Transportation Committee

From: Wendi Stark, Research Associate

Date: February 1, 2022

RE: Opposition Testimony to SB 379

Thank you to Chairman Petersen and Committee members for allowing the League of Kansas Municipalities the opportunity to provide testimony in opposition to SB 379.

While we are not opposed to the concept of autonomous vehicles, we do have several concerns about SB 379 as written. Section (2) of the bill states, "No city or county shall enact any ordinance or resolution regulating or prohibiting the use of an autonomous motor vehicle." We have several questions related to this section:

- By prohibiting "regulation," does this mean that a city cannot issue citations?
- Does this mean autonomous vehicles do not have to follow local ordinances? Section 3(b)(1) indicates that autonomous vehicles shall follow "applicable traffic laws of this state," but does not clarify if these vehicles must also follow local traffic laws.

Further, Section (4)(b)(1) of the bill, states the owner of the driving system is considered the operator. Does this mean that a corporate owner would be the entity issued a ticket for violation of traffic laws if citations can be issued by local law enforcement?

We would also like clarification regarding the definition of the "Middle mile" in Section (1)(A)(2)(g). Is the intent for the "Middle mile" to be the commercial movement from a distribution center to a store? Or could this be from any business to another business? Further, regarding "repeatable," what is the frequency (more than once a week, once a week, monthly, quarterly, etc.)?

We would also like to call the Committee's attention to a technical issue in Section (1)(A)(2)(b) which cites K.S.A. 8-1424 to define an autonomous vehicle; however, K.S.A. 8-1424 provides the definition of a highway, not a vehicle. Instead, K.S.A. 8-1437 provides the definition for motor vehicle

Due to our concerns, we would encourage the committee to consider amending the bill to ensure that autonomous vehicles adhere to any local traffic ordinances that apply to commercial vehicles. As these autonomous vehicles will be allowed on any public road, and with the concerns we have raised with the bill, as written, we believe these concerns are worth further consideration if SB 379 is to be considered by the full Senate.