

**BILL ANALYSIS**

C.S.H.B. 1791  
By: Pickett  
Transportation  
Committee Report (Substituted)

**BACKGROUND AND PURPOSE**

Interested parties note an increased use of connected braking technology by major truck fleets in the United States, whereby a convoy of two vehicles are linked together wirelessly so the rear vehicle can control its speed based on the behavior of the front vehicle, surrounding traffic, and weather conditions. The parties report that several state and federal agencies, research institutes and private sector companies have participated in various projects demonstrating how connected braking technology improves safe driving conditions for the vehicles using the technology as well as surrounding vehicles. C.S.H.B. 1791 seeks to provide clarity in the law regarding the use of connected braking systems in Texas.

**CRIMINAL JUSTICE IMPACT**

It is the committee's opinion that this bill does not expressly create a criminal offense, increase the punishment for an existing criminal offense or category of offenses, or change the eligibility of a person for community supervision, parole, or mandatory supervision.

**RULEMAKING AUTHORITY**

It is the committee's opinion that this bill does not expressly grant any additional rulemaking authority to a state officer, department, agency, or institution.

**ANALYSIS**

C.S.H.B. 1791 amends the Transportation Code to authorize an operator of a vehicle equipped with a connected braking system that is following another vehicle equipped with that system to be assisted by the system to maintain the required assured clear distance or sufficient space. The bill defines "connected braking system" as a system by which the braking of one vehicle is electronically coordinated with the braking system of a following vehicle.

**EFFECTIVE DATE**

On passage, or, if the bill does not receive the necessary vote, September 1, 2017.

**COMPARISON OF ORIGINAL AND SUBSTITUTE**

While C.S.H.B. 1791 may differ from the original in minor or nonsubstantive ways, the following comparison is organized and formatted in a manner that indicates the substantial differences between the introduced and committee substitute versions of the bill.

INTRODUCED	HOUSE COMMITTEE SUBSTITUTE
SECTION 1. Section 545.062, Transportation Code, is amended by adding	SECTION 1. Same as introduced version.

Subsection (d) to read as follows:

(d) An operator of a vehicle equipped with a connected braking system that is following another vehicle equipped with that system may be assisted by the system to maintain an assured clear distance or sufficient space as required by this section. In this subsection, "connected braking system" means a system by which the braking of one vehicle is electronically coordinated with the braking system of a following vehicle.

SECTION 2. This Act takes effect September 1, 2017.

SECTION 2. This Act takes effect immediately if it receives a vote of two-thirds of all the members elected to each house, as provided by Section 39, Article III, Texas Constitution. If this Act does not receive the vote necessary for immediate effect, this Act takes effect September 1, 2017.