

- SUBJECT:** Studying the impacts of automated and connected vehicle technologies
- COMMITTEE:** International Relations and Economic Development — committee substitute recommended
- VOTE:** 9 ayes — Anchia, Frullo, Blanco, Cain, Larson, Metcalf, Perez, Raney, Romero
- 0 nays
- WITNESSES:** For — Elizabeth Lippincott, Texas Border Coalition; (*Registered, but did not testify*: Guadalupe Cuellar, City of El Paso; Cyrus Reed, Lone Star Chapter Sierra Club; David Edmonson, TechNet; Thomas Parkinson)
- Against — None
- On — Darran Anderson, Texas Department of Transportation
- BACKGROUND:** Transportation Code sec. 545.451 defines "automated driving system" as hardware and software that, when installed on a motor vehicle and engaged, are collectively capable of performing, without human intervention or supervision, all aspects of driving and any fallback maneuvers necessary to respond to a failure of the system.
- DIGEST:** CSHB 1720 would require the Texas Department of Transportation and the Department of Public Safety to jointly conduct a study on the potential benefits of using automated driving systems and connected driving systems in alleviating traffic congestion at ports of entry between Texas and Mexico and the overall impact of using automated driving systems and connected driving systems on the transportation industry workforce, including the effects on driver and public safety.
- The bill would define "connected driving system" as hardware and software that, when installed on a motor vehicle and engaged, allowed the vehicle to electronically communicate with other vehicles and transportation infrastructure.

The agencies would have to submit a report on the results of the study to the governor, lieutenant governor, and Legislature by January 1, 2020. The bill would expire September 1, 2020.

This bill would take immediate effect if finally passed by a two-thirds record vote of the membership of each house. Otherwise, it would take effect September 1, 2019.