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(Original Signature of Member)

119TH CONGRESS  
2D SESSION

**H. R.**

To amend title 49, United States Code, to require automatic emergency braking system and similar crash avoidance technology equipped light vehicles detect and respond in a wider range of circumstances, and for other purposes.

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IN THE HOUSE OF REPRESENTATIVES

Ms. CLARKE of New York introduced the following bill; which was referred to the Committee on \_\_\_\_\_

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**A BILL**

To amend title 49, United States Code, to require automatic emergency braking system and similar crash avoidance technology equipped light vehicles detect and respond in a wider range of circumstances, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Magnus White and  
5 Safe Streets for Everyone Act of 2026”.

1 **SEC. 2. VEHICLE STANDARD FOR AUTOMATIC EMERGENCY**  
2 **BRAKING.**

3 Section 30129 of title 49, United States Code, is  
4 amended—

5 (1) in subsection (b), by inserting “The compli-  
6 ance date of such final rule shall not be later than  
7 September 1, 2029.” after the period at the end;  
8 and

9 (2) by adding at the end the following:

10 “(c) VULNERABLE ROAD USER SAFETY.—

11 “(1) AMENDED RULE.—Except as provided in  
12 paragraph (2) and not later than 180 days after the  
13 date of the enactment of this subsection, the Sec-  
14 retary shall initiate a rulemaking process to amend  
15 the rule promulgated pursuant to subsection (a),  
16 ‘Federal Motor Vehicle Safety Standards; Automatic  
17 Emergency Braking Systems for Light Vehicles,’ (89  
18 Fed. Reg. 39686; May 9, 2024) to ensure that an  
19 automatic emergency braking system installed in any  
20 passenger motor vehicle manufactured for sale in the  
21 United States—

22 “(A) functions in daylight and low light  
23 conditions;

24 “(B) functions at the entire range of  
25 speeds specified in such rule for pedestrian  
26 automatic emergency braking; and

1           “(C) detects and responds to a bicyclist,  
2           motorcyclist, other cyclist, or other vulnerable  
3           road user, including with respect to the entire  
4           range of colors and complexions presented by  
5           skin, clothing, and protective gear.

6           “(2) RESTRICTION.—Any amendment made to  
7           the rule pursuant to paragraph (1)(A) may not alter  
8           any maximum speed at which an automatic emer-  
9           gency braking system may operate as specified in  
10          such rule as of May 9, 2024.

11          “(3) DEADLINE FOR FINAL RULE.—Not later  
12          than 2 years after the date on which the rulemaking  
13          process is initiated pursuant to paragraph (1)(A),  
14          the Secretary shall issue a final revised rule in ac-  
15          cordance with this subsection.

16          “(4) COMPLIANCE DATE.—The compliance date  
17          of the revised rule issued pursuant to paragraph (3)  
18          shall be not later than 2 years after the date on  
19          which the revised rule is issued.

20          “(5) VULNERABLE ROAD USER DEFINED.—In  
21          this subsection, the term ‘vulnerable road user’—

22                  “(A) means any individual who is not an  
23                  occupant of a motor vehicle with more than 3  
24                  wheels; and

25                  “(B) includes—

1                   “(i) pedestrians;  
2                   “(ii) bicyclists;  
3                   “(iii) motorcyclists;  
4                   “(iv) individuals traveling in wheel-  
5                   chairs; and  
6                   “(v) riders or occupants of other  
7                   transport vehicles that are not motor vehi-  
8                   cles, including all-terrain vehicles and trac-  
9                   tors.”.