

HB0581

inserted text shows text that was not in HB0581 but was inserted into HB0581S01

1 **Autonomous Vehicle Amendments**
2026 GENERAL SESSION
STATE OF UTAH
Chief Sponsor: Matt MacPherson
Senate Sponsor:

- directs the Department of Transportation to {study items} request information related to autonomous vehicles {and electric vehicles} ;and

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16 ▸ ~~{establishes an autonomous transportation pilot program to facilitate transit services in~~
advance of the 2034 Olympic and Paralympic Winter Games;}

18 ▸ ~~{amends provisions related to recovery of investment in utility-owned vehicle charging~~
infrastructure; and}

20 ▸ makes technical changes.

21 Money Appropriated in this Bill:

22 None

23 Other Special Clauses:

24 None

25 Utah Code Sections Affected:

26 AMENDS:

27 ~~{41-6a-102 (Effective 05/06/26) (Partially Repealed 07/01/27), as last amended by Laws of~~
Utah 2025, Chapters 220, 471}

29 ~~{41-6a-702 (Effective 05/06/26), as last amended by Laws of Utah 2020, Chapter 74}~~

30 ~~{41-6a-1715 (Effective 05/06/26), as last amended by Laws of Utah 2021, Chapter 120}~~

31 ~~{41-6a-1716 (Effective 05/06/26), as last amended by Laws of Utah 2022, Chapter 426}~~

32 41-26-102.1 ~~{{(Effective 05/06/26)}}, as last amended by Laws of Utah 2022, Chapter 134~~

33 ~~{41-26-103 (Effective 05/06/26), as last amended by Laws of Utah 2022, Chapter 134}~~

34 ~~{54-4-41 (Effective 05/06/26), as last amended by Laws of Utah 2021, Chapters 280, 282}~~

35 ~~{63I-1-272 (Effective 05/06/26), as last amended by Laws of Utah 2025, Chapter 391}~~

25 63I-2-217 , as last amended by Laws of Utah 2025, First Special Session, Chapter 7

26 63I-2-272 , as last amended by Laws of Utah 2025, Chapter 277

36 ~~{72-1-217 (Effective 05/06/26) (Partially Repealed 07/01/29), as last amended by Laws of~~
Utah 2025, Chapter 452}

37 ENACTS:

38 17B-2a-829 , Utah Code Annotated 1953

39 ~~{41-26-109 (Effective 05/06/26), Utah Code Annotated 1953}~~

40 ~~{53-6-110 (Effective 05/06/26), Utah Code Annotated 1953}~~

41 ~~{63A-5b-1110 (Effective 05/06/26), Utah Code Annotated 1953}~~

29 63N-3-1801 ~~{{(Effective 05/06/26)}}, Utah Code Annotated 1953~~

30 72-1-219 ~~{{(Effective 05/06/26)}}, Utah Code Annotated 1953~~

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REPEALS AND REENACTS:

~~{41-26-104 (Effective 05/06/26), as enacted by Laws of Utah 2019, Chapter 459}~~

Be it enacted by the Legislature of the state of Utah:

Section 1. Section 1 is enacted to read:

17B-2a-829. Information on autonomous vehicle transit.

- (1) A large public transit district shall complete a request for information in accordance with Section 63G-6a-409 to gather information regarding a large scale implementation of an autonomous vehicle network for public transit.
- (2) A large public transit district shall coordinate the request for information described in Subsection (1) with relevant stakeholders.
- (3) The request for information described in Subsection (1) shall include inquiries addressing:
 - (a) autonomous vehicle technology;
 - (b) timelines and feasibility for implementation of an autonomous vehicle public transit network;
 - (c) financial implications;
 - (d) benefits and drawbacks of different strategies; and
 - (e) other considerations relevant to autonomous vehicle public transit.
- (4) On or before November 30, 2026, a large public transit district shall report to the Transportation Interim Committee regarding the information gathered under this section.

~~{Section 1. Section 41-6a-102 is amended to read: }~~

41-6a-102. Definitions.

As used in this chapter:

- (1) "Automated driving system" or "ADS" means the same as that term is defined in Section 41-26-102.1.
- ~~[(1)]~~ (2) "Alley" means a street or highway intended to provide access to the rear or side of lots or buildings in urban districts and not intended for through vehicular traffic.
- ~~[(2)]~~ (3) "All-terrain type I vehicle" means the same as that term is defined in Section 41-22-2.
- ~~[(3)]~~ (4) "All-terrain type II vehicle" means the same as that term is defined in Section 41-22-2.
- ~~[(4)]~~ (5) "All-terrain type III vehicle" means the same as that term is defined in Section 41-22-2.
- ~~[(5)]~~ (6) "Authorized emergency vehicle" includes:
 - (a) a fire department vehicle;

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(b) a police vehicle;
(c) an ambulance; and
(d) other publicly or privately owned vehicles as designated by the commissioner of the Department of Public Safety.

~~[(6)]~~ (7) "Autocycle" means the same as that term is defined in Section 53-3-102.

~~[(7)]~~ (8)

(a) "Bicycle" means a wheeled vehicle:

- (i) propelled by human power by feet or hands acting upon pedals or cranks;
- (ii) with a seat or saddle designed for the use of the operator;
- (iii) designed to be operated on the ground; and
- (iv) whose wheels are not less than 14 inches in diameter.

(b) "Bicycle" includes an electric assisted bicycle.

(c) "Bicycle" does not include scooters and similar devices.

~~[(8)]~~ (9)

(a) "Bicycle lane" means a portion of a highway that has been designated by a highway authority through striping, signage, pavement markings, or barriers for the preferential or exclusive use of bicycle, electric assisted bicycle, and motor assisted scooter traffic.

(b) "Bicycle lane" does not include shared lanes intended for both motor vehicle and bicycle travel.

~~[(9)]~~ (10)

(a) "Bus" means a motor vehicle:

- (i) designed for carrying more than 15 passengers and used for the transportation of persons; or
- (ii) designed and used for the transportation of persons for compensation.

(b) "Bus" does not include a taxicab.

~~[(10)]~~ (11)

(a) "Circular intersection" means an intersection that has an island, generally circular in design, located in the center of the intersection where traffic passes to the right of the island.

(b) "Circular intersection" includes:

- (i) roundabouts;
- (ii) rotaries; and
- (iii) traffic circles.

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[(11)] (12) "Class 1 electric assisted bicycle" means an electric assisted bicycle equipped with a motor or electronics that:

(a) provides assistance only when the rider is pedaling; and

(b) ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

[(12)] (13) "Class 2 electric assisted bicycle" means an electric assisted bicycle equipped with a motor or electronics that:

(a) may be used exclusively to propel the bicycle; and

(b) is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

[(13)] (14) "Class 3 electric assisted bicycle" means an electric assisted bicycle equipped with a motor or electronics that:

(a) provides assistance only when the rider is pedaling;

(b) ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour; and

(c) is equipped with a speedometer.

[(14)] (15) "Commissioner" means the commissioner of the Department of Public Safety.

[(15)] (16) "Controlled-access highway" means a highway, street, or roadway:

(a) designed primarily for through traffic; and

(b) to or from which owners or occupants of abutting lands and other persons have no legal right of access, except at points as determined by the highway authority having jurisdiction over the highway, street, or roadway.

[(16)] (17) "Crosswalk" means:

(a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from:

(i)

(A) the curbs; or

(B) in the absence of curbs, from the edges of the traversable roadway; and

(ii) in the absence of a sidewalk on one side of the roadway, that part of a roadway included within the extension of the lateral lines of the existing sidewalk at right angles to the centerline; or

(b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

[(17)] (18) "Department" means the Department of Public Safety.

[(18)] (19) "Direct supervision" means oversight at a distance within which:

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- (a) visual contact is maintained; and
- (b) advice and assistance can be given and received.
- ~~[(19)]~~ (20) "Divided highway" means a highway divided into two or more roadways by:
- (a) an unpaved intervening space;
- (b) a physical barrier; or
- (c) a clearly indicated dividing section constructed to impede vehicular traffic.
- ~~[(20)]~~ (21) "Echelon formation" means the operation of two or more snowplows arranged side-by-side or diagonally across multiple lanes of traffic of a multi-lane highway to clear snow from two or more lanes at once.
- ~~[(21)]~~ (22)
- (a) "Electric assisted bicycle" means a bicycle with an electric motor that:
- (i) has a power output of not more than 750 watts;
- (ii) has fully operable pedals;
- (iii) has permanently affixed cranks that were installed at the time of the original manufacture;
- (iv) is fully operable as a bicycle without the use of the electric motor; and
- (v) is one of the following:
- (A) a class 1 electric assisted bicycle;
- (B) a class 2 electric assisted bicycle;
- (C) a class 3 electric assisted bicycle; or
- (D) a programmable electric assisted bicycle.
- (b) "Electric assisted bicycle" does not include:
- (i) a moped;
- (ii) a motor assisted scooter;
- (iii) a motorcycle;
- (iv) a motor-driven cycle; or
- (v) any other vehicle with less than four wheels that is designed, manufactured, intended, or advertised by the seller to have any of the following capabilities or features, or that is modifiable or is modified to have any of the following capabilities or features:
- (A) has the ability to attain the speed of 20 miles per hour or greater on motor power alone;
- (B) is equipped with a continuous rated motor power of 750 watts or greater;

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(C) is equipped with foot pegs for the operator at the time of manufacture, or requires installation of a pedal kit to have operable pedals; or

(D) if equipped with multiple operating modes and a throttle, has one or more modes that exceed 20 miles per hour on motor power alone.

~~[(22)]~~ (23)

(a) "Electric personal assistive mobility device" means a self-balancing device with:

(i) two nontandem wheels in contact with the ground;

(ii) a system capable of steering and stopping the unit under typical operating conditions;

(iii) an electric propulsion system with average power of one horsepower or 750 watts;

(iv) a maximum speed capacity on a paved, level surface of 12.5 miles per hour; and

(v) a deck design for a person to stand while operating the device.

(b) "Electric personal assistive mobility device" does not include a wheelchair.

~~[(23)]~~ (24) "Electric unicycle" means a self-balancing personal transportation device that:

(a) has a single wheel;

(b) is powered by an electric motor that utilizes gyroscopes and accelerometers to stabilize the rider; and

(c) is designed for the operator to face in the direction of travel while operating the device.

~~[(24)]~~ (25) "Explosives" means a chemical compound or mechanical mixture commonly used or intended for the purpose of producing an explosion and that contains any oxidizing and combustible units or other ingredients in proportions, quantities, or packing so that an ignition by fire, friction, concussion, percussion, or detonator of any part of the compound or mixture may cause a sudden generation of highly heated gases, and the resultant gaseous pressures are capable of producing destructive effects on contiguous objects or of causing death or serious bodily injury.

~~[(25)]~~ (26) "Farm tractor" means a motor vehicle designed and used primarily as a farm implement, for drawing plows, mowing machines, and other implements of husbandry.

~~[(26)]~~ (27) "Flammable liquid" means a liquid that has a flashpoint of 100 degrees F. or less, as determined by a Tagliabue or equivalent closed-cup test device.

~~[(27)]~~ (28) "Freeway" means a controlled-access highway that is part of the interstate system as defined in Section 72-1-102.

~~[(28)]~~ (29)

(a) "Golf cart" means a device that:

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- (i) is designed for transportation by players on a golf course;
- (ii) has not less than three wheels in contact with the ground;
- (iii) has an unladen weight of less than 1,800 pounds;
- (iv) is designed to operate at low speeds; and
- (v) is designed to carry not more than six persons including the driver.

(b) "Golf cart" does not include:

- (i) a low-speed vehicle or an off-highway vehicle;
- (ii) a motorized wheelchair;
- (iii) an electric personal assistive mobility device;
- (iv) an electric assisted bicycle;
- (v) a motor assisted scooter;
- (vi) a personal delivery device, as defined in Section 41-6a-1119; or
- (vii) a mobile carrier, as defined in Section 41-6a-1120.

~~[(29)]~~ (30) "Gore area" means the area delineated by two solid white lines that is between a continuing lane of a through roadway and a lane used to enter or exit the continuing lane including similar areas between merging or splitting highways.

~~[(30)]~~ (31) "Gross weight" means the weight of a vehicle without a load plus the weight of any load on the vehicle.

~~[(31)]~~ (32) "Hi-rail vehicle" means a roadway maintenance vehicle that is:

- (a) manufactured to meet Federal Motor Vehicle Safety Standards; and
- (b) equipped with retractable flanged wheels that allow the vehicle to travel on a highway or railroad tracks.

~~[(32)]~~ (33) "Highway" means the entire width between property lines of every way or place of any nature when any part of it is open to the use of the public as a matter of right for vehicular travel.

~~[(33)]~~ (34) "Highway authority" means the same as that term is defined in Section 72-1-102.

~~[(34)]~~ (35) "Interdicted person" means the same as that term is defined in Section 32B-1-102.

~~[(35)]~~ (36)

(a) "Intersection" means the area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two or more highways that join one another.

(b) Where a highway includes two roadways 30 feet or more apart:

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- 223 (i) every crossing of each roadway of the divided highway by an intersecting highway is a separate
intersection; and
- 225 (ii) if the intersecting highway also includes two roadways 30 feet or more apart, then every crossing of
two roadways of the highways is a separate intersection.
- 227 (c) "Intersection" does not include the junction of an alley with a street or highway.
- 228 ~~[(36)]~~ (37) "Island" means an area between traffic lanes or at an intersection for control of vehicle
movements or for pedestrian refuge designated by:
- 230 (a) pavement markings, which may include an area designated by two solid yellow lines surrounding
the perimeter of the area;
- 232 (b) channelizing devices;
- 233 (c) curbs;
- 234 (d) pavement edges; or
- 235 (e) other devices.
- 236 ~~[(37)]~~ (38)
- (a) "Lane filtering" means, when operating a motorcycle other than an autocycle, the act of overtaking
and passing another vehicle that is stopped in the same direction of travel in the same lane.
- 239 (b) "Lane filtering" does not include lane splitting.
- 240 ~~[(38)]~~ (39)
- (a) "Lane splitting" means, when operating a motorcycle other than an autocycle, the act of riding a
motorcycle between clearly marked lanes for traffic traveling in the same direction of travel while
traffic is in motion.
- 243 (b) "Lane splitting" does not include lane filtering.
- 244 ~~[(39)]~~ (40) "Law enforcement agency" means the same as that term is as defined in Section 53-1-102.
- 246 ~~[(40)]~~ (41) "Limited access highway" means a highway:
- 247 (a) that is designated specifically for through traffic; and
- 248 (b) over, from, or to which neither owners nor occupants of abutting lands nor other persons have any
right or easement, or have only a limited right or easement of access, light, air, or view.
- 251 ~~[(41)]~~ (42) "Local highway authority" means the legislative, executive, or governing body of a county,
municipal, or other local board or body having authority to enact laws relating to traffic under the
constitution and laws of the state.
- 254 ~~[(42)]~~ (43)

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(a) "Low-speed vehicle" means a four wheeled motor vehicle that:

(i) is designed to be operated at speeds of not more than 25 miles per hour; and

(ii) has a capacity of not more than six passengers, including a conventional driver or fallback-ready user if on board the vehicle, as those terms are defined in Section 41-26-102.1.

(b) "Low-speed vehicle" does not include a golfcart or an off-highway vehicle.

~~[(43)] (44)~~ "Metal tire" means a tire, the surface of which in contact with the highway is wholly or partly of metal or other hard nonresilient material.

~~[(44)] (45)~~

(a) "Mini-motorcycle" means a motorcycle or motor-driven cycle that has a seat or saddle that is less than 24 inches from the ground as measured on a level surface with properly inflated tires.

(b) "Mini-motorcycle" does not include a moped or a motor assisted scooter.

(c) "Mini-motorcycle" does not include a motorcycle that is:

(i) designed for off-highway use; and

(ii) registered as an off-highway vehicle under Section 41-22-3.

~~[(45)] (46)~~ "Mobile home" means:

(a) a trailer or semitrailer that is:

(i) designed, constructed, and equipped as a dwelling place, living abode, or sleeping place either permanently or temporarily; and

(ii) equipped for use as a conveyance on streets and highways; or

(b) a trailer or a semitrailer whose chassis and exterior shell is designed and constructed for use as a mobile home, as defined in Subsection ~~[(45)(a);]~~ (46)(a), but that is instead used permanently or temporarily for:

(i) the advertising, sale, display, or promotion of merchandise or services; or

(ii) any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

~~[(46)] (47)~~ "Mobility disability" means the inability of a person to use one or more of the person's extremities or difficulty with motor skills, that may include limitations with walking, grasping, or lifting an object, caused by a neuro-muscular, orthopedic, or other condition.

~~[(47)] (48)~~

(a) "Moped" means a motor-driven cycle having:

(i) pedals to permit propulsion by human power; and

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- 286 (ii) a motor that:
- 287 (A) produces not more than two brake horsepower; and
- 288 (B) is not capable of propelling the cycle at a speed in excess of 30 miles per hour on level ground.
- 290 (b) If an internal combustion engine is used, the displacement may not exceed 50 cubic centimeters and
the moped shall have a power drive system that functions directly or automatically without clutching
or shifting by the operator after the drive system is engaged.
- 294 (c) "Moped" does not include:
- 295 (i) an electric assisted bicycle; or
- 296 (ii) a motor assisted scooter.
- 297 [~~(48)~~] (49)
- (a) "Motor assisted scooter" means a self-propelled device with:
- 298 (i) at least two wheels in contact with the ground;
- 299 (ii) a braking system capable of stopping the unit under typical operating conditions;
- 300 (iii) an electric motor not exceeding 2,000 watts;
- 301 (iv) either:
- 302 (A) handlebars and a deck design for a person to stand while operating the device; or
- 304 (B) handlebars and a seat designed for a person to sit, straddle, or stand while operating the device;
- 306 (v) a design for the ability to be propelled by human power alone; and
- 307 (vi) a maximum speed of 20 miles per hour on a paved level surface.
- 308 (b) "Motor assisted scooter" does not include:
- 309 (i) an electric assisted bicycle; or
- 310 (ii) a motor-driven cycle.
- 311 [~~(49)~~] (50)
- (a) "Motor vehicle" means a vehicle that is self-propelled and a vehicle that is propelled by electric
power obtained from overhead trolley wires, but not operated upon rails.
- 314 (b) "Motor vehicle" does not include:
- 315 (i) vehicles moved solely by human power;
- 316 (ii) motorized wheelchairs;
- 317 (iii) an electric personal assistive mobility device;
- 318 (iv) an electric assisted bicycle;
- 319 (v) a motor assisted scooter;

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- 320 (vi) a personal delivery device, as defined in Section 41-6a-1119; or
321 (vii) a mobile carrier, as defined in Section 41-6a-1120.
- 322 [(50)] (51) "Motorcycle" means:
- 323 (a) a motor vehicle, other than a tractor, having a seat or saddle for the use of the rider and designed to
travel with not more than three wheels in contact with the ground; or
325 (b) an auticycle.
- 326 [(51)] (52)
- (a) "Motor-driven cycle" means a motorcycle, moped, and a motorized bicycle having:
- 328 (i) an engine with less than 150 cubic centimeters displacement; or
329 (ii) a motor that produces not more than five horsepower.
- 330 (b) "Motor-driven cycle" does not include:
- 331 (i) an electric personal assistive mobility device;
332 (ii) a motor assisted scooter; or
333 (iii) an electric assisted bicycle.
- 334 [(52)] (53) "Off-highway implement of husbandry" means the same as that term is defined under
Section 41-22-2.
- 336 [(53)] (54) "Off-highway motorcycle" means the same as that term is defined in Section 41-22-2.
- 338 [(54)] (55) "Off-highway vehicle" means the same as that term is defined under Section 41-22-2.
- 340 [(55)] (56) "Operate" means the same as that term is defined in Section 41-1a-102.
- 341 [(56)] (57) "Operator" means:
- 342 (a) a human driver, as defined in Section 41-26-102.1, that operates a vehicle; or
343 (b) an automated driving system, as defined in Section 41-26-102.1, that operates a vehicle.
- 345 [(57)] (58) "Other on-track equipment" means a railroad car, hi-rail vehicle, rolling stock, or other
device operated, alone or coupled with another device, on stationary rails.
- 347 [(58)] (59)
- (a) "Park" or "parking" means the standing of a vehicle, whether the vehicle is occupied or not.
- 349 (b) "Park" or "parking" does not include:
- 350 (i) the standing of a vehicle temporarily for the purpose of and while actually engaged in loading or
unloading property or passengers; or
352 (ii) a motor vehicle with an engaged automated driving system that has achieved a minimal risk
condition, as those terms are defined in Section 41-26-102.1.

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354 ~~[(59)]~~ (60) "Peace officer" means a peace officer authorized under Title 53, Chapter 13, Peace Officer
Classifications, to direct or regulate traffic or to make arrests for violations of traffic laws.

357 ~~[(60)]~~ (61) "Pedestrian" means a person traveling:

358 (a) on foot; or

359 (b) in a wheelchair.

360 ~~[(61)]~~ (62) "Pedestrian traffic-control signal" means a traffic-control signal used to regulate pedestrians.

362 ~~[(62)]~~ (63) "Person" means a natural person, firm, copartnership, association, corporation, business
trust, estate, trust, partnership, limited liability company, association, joint venture, governmental
agency, public corporation, or any other legal or commercial entity.

366 ~~[(63)]~~ (64) "Pole trailer" means a vehicle without motive power:

367 (a) designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach, or
pole, or by being boomed or otherwise secured to the towing vehicle; and

370 (b) that is ordinarily used for transporting long or irregular shaped loads including poles, pipes, or
structural members generally capable of sustaining themselves as beams between the supporting
connections.

373 ~~[(64)]~~ (65) "Private road or driveway" means every way or place in private ownership and used for
vehicular travel by the owner and those having express or implied permission from the owner, but
not by other persons.

376 ~~[(65)]~~ (66) "Programmable electric assisted bicycle" means an electric assisted bicycle with capability
to switch or be programmed to function as a class 1 electric assisted bicycle, class 2 electric assisted
bicycle, or class 3 electric assisted bicycle, provided that the electric assisted bicycle fully conforms
with the respective requirements of each class of electric assisted bicycle when operated in that
mode.

381 ~~[(66)]~~ (67) "Railroad" means a carrier of persons or property upon cars operated on stationary rails.

383 ~~[(67)]~~ (68) "Railroad sign or signal" means a sign, signal, or device erected by authority of a public
body or official or by a railroad and intended to give notice of the presence of railroad tracks or the
approach of a railroad train.

386 ~~[(68)]~~ (69) "Railroad train" means a locomotive propelled by any form of energy, coupled with or
operated without cars, and operated upon rails.

388 ~~[(69)]~~ (70) "Restored-modified vehicle" means the same as the term defined in Section 41-1a-102.

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[(70)] (71) "Right-of-way" means the right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under circumstances of direction, speed, and proximity that give rise to danger of collision unless one grants precedence to the other.

394 [(71)] (72)

(a) "Roadway" means that portion of highway improved, designed, or ordinarily used for vehicular travel.

396 (b) "Roadway" does not include the sidewalk, berm, or shoulder, even though any of them are used by persons riding bicycles or other human-powered vehicles.

398 (c) "Roadway" refers to any roadway separately but not to all roadways collectively, if a highway includes two or more separate roadways.

400 [(72)] (73) "Safety zone" means the area or space officially set apart within a roadway for the exclusive use of pedestrians and that is protected, marked, or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

403 [(73)] (74)

(a) "School bus" means a motor vehicle that:

404 (i) complies with the color and identification requirements of the most recent edition of "Minimum Standards for School Buses"; and

406 (ii) is used to transport school children to or from school or school activities.

407 (b) "School bus" does not include a vehicle operated by a common carrier in transportation of school children to or from school or school activities.

409 [(74)] (75) "Self-balancing electric skateboard" means a device similar to a skateboard that:

410 (a) has a single wheel;

411 (b) is powered by an electric motor; and

412 (c) is designed for the operator to face perpendicular to the direction of travel while operating the device.

414 [(75)] (76)

(a) "Semitrailer" means a vehicle with or without motive power:

415 (i) designed for carrying persons or property and for being drawn by a motor vehicle; and

417 (ii) constructed so that some part of its weight and that of its load rests on or is carried by another vehicle.

419 (b) "Semitrailer" does not include a pole trailer.

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- 420 [(76)] (77) "Shoulder area" means:
- 421 (a) that area of the hard-surfaced highway separated from the roadway by a pavement edge line as
established in the current approved "Manual on Uniform Traffic Control Devices"; or
- 424 (b) that portion of the road contiguous to the roadway for accommodation of stopped vehicles, for
emergency use, and for lateral support.
- 426 [(77)] (78) "Sidewalk" means that portion of a street between the curb lines, or the lateral lines of a
roadway, and the adjacent property lines intended for the use of pedestrians.
- 428 [(78)] (79)
- (a) "Soft-surface trail" means a marked trail surfaced with sand, rock, or dirt that is designated for the
use of a bicycle.
- 430 (b) "Soft-surface trail" does not mean a trail:
- 431 (i) where the use of a motor vehicle or an electric assisted bicycle is prohibited by a federal law,
regulation, or rule; or
- 433 (ii) located in whole or in part on land granted to the state or a political subdivision subject to a
conservation easement that prohibits the use of a motorized vehicle.
- 435 [(79)] (80) "Solid rubber tire" means a tire of rubber or other resilient material that does not depend on
compressed air for the support of the load.
- 437 [(80)] (81) "Stand" or "standing" means the temporary halting of a vehicle, whether occupied or not, for
the purpose of and while actually engaged in receiving or discharging passengers.
- 440 [(81)] (82) "Stop" when required means complete cessation from movement.
- 441 [(82)] (83) "Stop" or "stopping" when prohibited means any halting even momentarily of a vehicle,
whether occupied or not, except when:
- 443 (a) necessary to avoid conflict with other traffic; or
- 444 (b) in compliance with the directions of a peace officer or traffic-control device.
- 445 [(83)] (84) "Street-legal all-terrain vehicle" or "street-legal ATV" means an all-terrain type I vehicle,
all-terrain type II vehicle, or all-terrain type III vehicle, or an off-highway motorcycle, that is
modified to meet the requirements of Section 41-6a-1509 to operate on highways in the state in
accordance with Section 41-6a-1509.
- 449 [(84)] (85) "Street-legal novel vehicle" means a vehicle registered as a novel vehicle under Section
41-27-201 that is modified to meet the requirements of Section 41-6a-1509 to operate on highways
in the state in accordance with Section 41-6a-1509.

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452 ~~[(85)]~~ (86) "Tow truck operator" means the same as that term is defined in Section 72-9-102.

453 ~~[(86)]~~ (87) "Tow truck motor carrier" means the same as that term is defined in Section 72-9-102.

455 ~~[(87)]~~ (88) "Traffic" means pedestrians, bicyclists, ridden or herded animals, vehicles, and other conveyances either singly or together while using any highway for the purpose of travel.

458 ~~[(88)]~~ (89) "Traffic signal preemption device" means an instrument or mechanism designed, intended, or used to interfere with the operation or cycle of a traffic-control signal.

460 ~~[(89)]~~ (90) "Traffic-control device" means a sign, signal, marking, or device not inconsistent with this chapter placed or erected by a highway authority for the purpose of regulating, warning, or guiding traffic.

463 ~~[(90)]~~ (91) "Traffic-control signal" means a device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

466 ~~[(91)]~~ (92)

(a) "Trailer" means a vehicle with or without motive power designed for carrying persons or property and for being drawn by a motor vehicle and constructed so that no part of its weight rests upon the towing vehicle.

469 (b) "Trailer" does not include a pole trailer.

470 ~~[(92)]~~ (93) "Truck" means a motor vehicle designed, used, or maintained primarily for the transportation of property.

472 ~~[(93)]~~ (94) "Truck tractor" means a motor vehicle:

473 (a) designed and used primarily for drawing other vehicles; and

474 (b) constructed to carry a part of the weight of the vehicle and load drawn by the truck tractor.

476 ~~[(94)]~~ (95) "Two-way left turn lane" means a lane:

477 (a) provided for vehicle operators making left turns in either direction;

478 (b) that is not used for passing, overtaking, or through travel; and

479 (c) that has been indicated by a lane traffic-control device that may include lane markings.

481 ~~[(95)]~~ (96) "Urban district" means the territory contiguous to and including any street, in which structures devoted to business, industry, or dwelling houses are situated at intervals of less than 100 feet, for a distance of a quarter of a mile or more.

484 ~~[(96)]~~ (97) "Vehicle" means a device in, on, or by which a person or property is or may be transported or drawn on a highway, except a mobile carrier, as defined in Section 41-6a-1120, or a device used exclusively on stationary rails or tracks.

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487 [(97)] (98) "Wheelie" means a maneuver performed while operating a motorcycle whereby the front
488 wheel of the motorcycle is raised off of the ground.

489 {Section 2. Section 41-6a-702 is amended to read: }

490 41-6a-702. Left lane restrictions -- Exceptions -- Other lane restrictions -- Penalties.

492 (1) As used in this section and Section 41-6a-704, "general purpose lane" means a highway lane open to
vehicular traffic but does not include a designated:

494 (a) high occupancy vehicle (HOV) lane; or

495 (b) auxiliary lane that begins as a freeway on-ramp and ends as part of the next freeway off-ramp.

497 (2) On a freeway or section of a freeway which has three or more general purpose lanes in the same
direction, [a person] an individual may not operate a vehicle in the left most general purpose lane
if the [person's] individual's vehicle or combination of vehicles has a gross vehicle weight rating of
18,001 or more pounds.

501 (3) Subsection (2) does not apply to [a person] an individual operating a vehicle who is:

502 (a) preparing to turn left or taking a different highway split or an exit on the left;

503 (b) responding to emergency conditions;

504 (c) avoiding actual or potential traffic moving onto the highway from an acceleration or merging lane;
or

506 (d) following direction signs that direct use of a designated lane.

507 (4)

(a) A highway authority may designate a specific lane or lanes of travel for any type of vehicle on a
highway or portion of a highway under [its] the highway authority's jurisdiction for the:

510 (i) safety of the public;

511 (ii) efficient maintenance of a highway; or

512 (iii) use of high occupancy vehicles and autonomous vehicles.

513 (b) The lane designation under Subsection (4)(a) is effective when appropriate signs or roadway
markings giving notice are erected on the highway or portion of the highway.

516 [(5)]

(a) ~~Subject to Subsection (5)(b), the lane designation under Subsection (4)(a)(iii) shall allow a vehicle
with a clean fuel vehicle decal issued in accordance with Section 72-6-121 to travel in lanes
designated for the use of high occupancy vehicles regardless of the number of occupants as
permitted by federal law or federal regulation.]~~

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- 521 [(b)
- (i) In accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the Department of Transportation may make rules to allow a vehicle with a clean fuel vehicle decal to travel in lanes designated for the use of high occupancy vehicles regardless of the number of occupants as permitted by federal law or federal regulation.]
- 526 [(ii) Except as provided in Subsection (5)(b)(iii), the Department of Transportation may not issue more than 6,000 clean fuel vehicle decals under Section 72-6-121.]
- 528 [(iii) The Department of Transportation may, through rules made under Subsection (5)(b)(i), increase the number of clean fuel vehicle decals issued in accordance with Section 72-6-121 beyond the minimum described in Subsection (5)(b)(ii) if the increased issuance will allow the Department of Transportation to continue to meet its goals for operational management of the lane designated under Subsection (4)(a)(iii).]
- 534 [(6)] (5) A public transportation vehicle may operate in a lane designated under Subsection (4)(a)(iii) regardless of the number of occupants as permitted by federal law and regulation.
- 537 [(7)] (6) ~~[A person]~~ An individual who operates a vehicle in violation of Subsection (2) or in violation of the restrictions made under Subsection (4) is guilty of an infraction.
- 539 {Section 3. ~~Section 41-6a-1715 is amended to read: }~~
- 540 **41-6a-1715. Careless driving.**
- 541 (1) ~~[A person]~~ An individual operating a motor vehicle is guilty of careless driving if the ~~[person]~~ individual:
- 543 (a) commits two or more moving traffic violations under this chapter in a series of acts within a single continuous period of driving covering three miles or less in total distance; or
- 546 (b) commits a moving traffic violation under this chapter other than a moving traffic violation under Part 6, Speed Restrictions, while being distracted by one or more activities ~~[taking place]~~ occurring within the vehicle that are not related to the operation of a motor vehicle, including:
- 550 (i) searching for an item in the vehicle; or
- 551 (ii) attending to personal hygiene or grooming.
- 552 (2) Notwithstanding a provision in this chapter regarding careless driving, wireless device use, or steering control, a peace officer may not stop or cite an operator based solely on the operator's non-driving activity, including handheld device use or lack of manual contact with the steering wheel, if:
- 556

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(a) the vehicle is equipped with a level two, three, four, or five ADS feature as described in Section 41-26-102.1;

(b) the ADS is engaged and performing a dynamic driving task or lateral and longitudinal vehicle control; and

(c) the vehicle is maintaining lane position, reasonable speed, and responding safely to traffic conditions.

(3) A human occupant of an ADS-equipped vehicle is not guilty of careless driving if:

(a) the ADS is actively engaged and functioning as designed; and

(b) the human driver has engaged the ADS in accordance with the ADS manufacturer's instructions.

(4) A human occupant is not guilty of careless driving if the vehicle is equipped with level two or level three ADS and the human occupant immediately resumes manual control if:

(a) the ADS issues a takeover request;

(b) the ADS disengages or malfunctions; or

(c) traffic conditions require intervention.

(5) If an ADS is engaged and performing a dynamic driving task:

(a) liability for a crash, traffic violation, or other unlawful conduct shall be determined according to Section 41-26-104 and Section 41-26-109;

(b) a human occupant is not liable for ADS operational decisions unless the human occupant:

(i) engages the ADS outside the ADS's operational design domain;

(ii) fails to respond to a takeover request from a level two or level three ADS;

(iii) disables required safety systems; or

(iv) otherwise operates the vehicle in violation of Section 41-26-109; and

(c) the ADS manufacturer remains liable for system malfunction, design defects, and inadequate warnings, regardless of human occupant behavior.

[(2)] (6) A violation of this section is a class C misdemeanor.

[(3)] (7) In addition to the penalty provided under this section or any other section, a judge may order the revocation of the convicted [person's] individual's driver license if the violation causes or results in the death of another [person] individual in accordance with Subsection 53-3-218(7).

~~{Section 4. Section 41-6a-1716 is amended to read: }~~

41-6a-1716. Prohibition on using a wireless communication device while operating a motor vehicle -- Exceptions -- Penalties.

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- 590 (1) As used in this section:
- 591 (a) "Wireless communication device" means:
- 592 (i) a cellular phone;
- 593 (ii) a portable telephone;
- 594 (iii) a text messaging device;
- 595 (iv) a personal digital assistant;
- 596 (v) a stand-alone computer, including a tablet, laptop, or notebook computer;
- 597 (vi) a global positioning receiver;
- 598 (vii) a device used to display a video, movie, broadcast television image, or visual image; or
- 600 (viii) a substantially similar communication device used to initiate or receive communication,
information, or data.
- 602 (b) "Wireless communication device" does not include a two-way radio device described in 47 C.F.R.
Part 90, 95, or 97, or a functional equivalent.
- 604 (2) Except as provided in Subsection (3), an individual may not use a wireless communication device
while operating a moving motor vehicle on a highway in this state to manually:
- 607 (a)
- (i) write or send a written communication, including:
- 608 (A) a text message;
- 609 (B) an instant message; or
- 610 (C) electronic mail;
- 611 (ii) dial a phone number;
- 612 (iii) access the internet;
- 613 (iv) record video;
- 614 (v) take a photograph; or
- 615 (vi) enter data into a wireless communication device;
- 616 (b) read a written communication, including:
- 617 (i) a text message;
- 618 (ii) an instant message; or
- 619 (iii) electronic mail; or
- 620 (c) view a video or photograph.
- 621

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(3) Subsection (2) does not prohibit an individual from using a wireless communication device while operating a moving motor vehicle:

- (a) when using a wireless communication device for voice communication;
- (b) to view a global positioning or navigation device or a global positioning or navigation application;
- (c) during a medical emergency;
- (d) when reporting a safety hazard or requesting assistance relating to a safety hazard;
- (e) when reporting criminal activity or requesting assistance relating to a criminal activity;
- (f) when used by a law enforcement officer or emergency service personnel acting within the course and scope of the law enforcement officer's or emergency service personnel's employment; or
- (g) to operate:
 - (i) hands-free or voice operated technology; or
 - (ii) a system that is physically or electronically integrated into the motor vehicle.

(4) A human occupant of an ADS-equipped vehicle is not guilty of using a wireless communication device while operating a vehicle if:

- (a) the ADS is actively engaged and functioning as designed; and
 - (b) the human occupant has engaged the ADS in accordance with the ADS manufacturer's instructions.
- (5) A human occupant is not guilty of using a wireless communication device while operating a vehicle if the vehicle is equipped with level two or level three ADS and the human occupant immediately resumes manual control if:

- (a) the ADS issues a takeover request;
 - (b) the ADS disengages or malfunctions; or
 - (c) traffic conditions require intervention.
- (6) Liability for a crash, traffic violation, or other unlawful conduct occurring while an ADS is engaged shall be determined according to:

- (a) Section 41-26-104 regarding responsibility for compliant operation; and
- (b) Section 41-26-109 regarding liability framework for ADS-equipped vehicles.

~~[(4)]~~ (7) An individual convicted of a violation of this section is guilty of a:

- (a) class C misdemeanor with a maximum fine of \$100; or
- (b) class B misdemeanor if the individual:

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(i) has also inflicted serious bodily injury upon another as a proximate result of using a wireless communication device in violation of this section while operating a moving motor vehicle on a highway in this state; or

(ii) has a prior conviction under this section, that is within three years of:

(A) the current conviction under this section; or

(B) the commission of the offense upon which the current conviction is based.

Section 2. Section **41-26-102.1** is amended to read:

41-26-102.1. ~~{{(Effective 05/06/26)}}~~Definitions.

~~{{(1)}}~~ []

~~{{"ADS-dedicated vehicle"}}~~ As used in this chapter: ~~{{"ADS-equipped vehicle"}}~~ "ADS-dedicated vehicle" means a vehicle ~~{{designed to be operated}}~~ : ~~{{}}~~

(a) ~~{{exclusively}}~~ designed to be operated ~~{{}}~~ [~~{{by a level four}}~~ exclusively] ~~{{ADS or}}~~ by a level four [level] ADS ~~{{five ADS for all trips within the given operational design domain limitations of the ADS, if any.}}~~ or

~~{{(2)}}~~

(a) level ~~{{"Automated driving system" or "ADS" means the hardware and software that are collectively capable of performing}}~~ five ADS for all trips within the given operational design domain limitations of the ~~{{entire dynamic driving task on a sustained basis, regardless of whether the ADS is limited to a specific operational design domain}}~~ ADS, if any~~{{}}~~:

(b) [~~{{"Automated driving system" or "ADS" is used specifically to describe a}}~~] SAE International J3016 ; and

(b) that conforms to all applicable U.S. federal motor vehicle safety, bumper, and theft prevention standards in effect on the date of the vehicle's manufacture.

(2) "ADS-equipped vehicle" means a vehicle with a level three, level four, or level five ADS that is designed for:

(a) complete trips in driverless operation under routine or normal operating conditions within the vehicle's operation design domain; or

(b) operation by an in-vehicle driver.

[~~{{(2)}}~~] (3)

(a) ~~{{level}}~~ "Automated driving system" or "ADS" means the hardware and software that are ~~{{two.}}~~ :

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- (i) ~~{three}~~ collectively capable of performing the entire dynamic driving task on a sustained basis,
~~{four, or five driving automation system.}~~ regardless of whether the ADS is limited to a specific
operational design domain, if any

671 ~~{(3)}~~ [{"Commission" means the State Tax Commission as defined in Section 59-1-101} .

672 ~~{(4)}~~]; and

- 68 (ii) conforming to all applicable U.S. federal motor vehicle safety, bumper, and theft prevention
standards in effect on the date of the vehicle's manufacture.

70 (b) {"Conventional driver" "Automated driving system" {means a human driver who is onboard the
motor vehicle and manually performs some or all of the following actions in order } or "ADS" is
used specifically to {operate a vehicle:} describe a level three, four, or five driving automation
system. {}}

674 ~~{(a)}~~ (3) (4) {{braking; "Commission" means the State Tax Commission as defined in Section
59-1-101.}}

675 ~~{(b)}~~ (4) (5) {{accelerating; "Conventional driver" means a human driver who is onboard the motor
vehicle and manually performs some or all of the following actions in order to operate a vehicle:}}

676 ~~{{(c)}~~ (a) {steering} braking; {and} }

677 ~~{{(d)}~~ (b) {transmission gear selection input devices:} accelerating;}}

678 ~~{(4)}~~ "Connected vehicle technology" means communication technology enabling motor vehicles to
communicate with: }

680 ~~{(a)}~~ infrastructure, including traffic lights, road sensors, and other traffic control devices; }

681 ~~{(b)}~~ other motor vehicles; and }

682 ~~{(c)}~~ devices, including smartphones. }

683 ~~{(5)}~~ (c)

~~{(a)}~~ "Dispatch" means to place an ADS-equipped vehicle into service in driverless operation by
engaging the ADS.} steering; and

685 ~~{(b)}~~ (d) {"Dispatch" includes software-enabled dispatch of multiple ADS-equipped motor vehicles in
driverless operation that may complete multiple trips involving pick-up and drop-off of passengers
or goods throughout a day or other pre-defined periods of service, and which may involve multiple
agents performing various tasks related to the dispatch function} transmission gear selection input
devices.

690 [{(6)} (5) (6)

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(a) ~~{"Division" "Dispatch" means {the Motor Vehicle Division of the commission, created in Section 41-1a-106} to place an ADS-equipped vehicle into service in driverless operation by engaging the ADS.~~

(7) (b) ~~{"Driverless operation" means the operation -~~ "Dispatch" includes software-enabled dispatch of ~~{an -~~ multiple ADS-equipped ~~{vehicle -~~ motor vehicles in ~~{which -~~ driverless operation that may complete multiple trips involving pick-up and drop-off of passengers or goods throughout a day or other pre-defined periods of service, and which may involve multiple agents performing various tasks related to the dispatch function.

~~[{(a)} (6)] (7) {no on-board user is present; or "Division" means the Motor Vehicle Division of the commission, created in Section 41-1a-106.~~

~~[{(b)} (7)] (8) {no on-board user is a human driver with a valid driver license or fallback-ready user.}~~
"Driverless operation" means the operation of an ADS-equipped vehicle in which:

(8) (a) ~~{"Driverless operation dispatcher" means a -~~ no on-board user ~~{who dispatches an ADS-equipped vehicle in driverless operation.}~~ is present; or

(9) (b) ~~{"Driving automation system" means the hardware and software collectively capable of performing part or all of the dynamic driving task on -~~ no on-board user is a human driver with a
{sustained basis} valid driver license or fallback-ready user.

~~[{(10)} (8)] (9) {"Driving automation system feature} "Driverless operation dispatcher" means a {specific function of a driving automation system} user who dispatches an ADS-equipped vehicle in driverless operation.~~

~~[{(11)} (9)] (10)~~

(a) ~~"Dynamic driving task" "Driving automation system" means the hardware and software collectively capable of performing part or all of the {real-time operational and tactical functions required to operate -~~ dynamic driving task on a ~~{motor vehicle in on-road traffic, including:}~~
sustained basis.

~~[{(i)} (10)] (11) {lateral vehicle motion control through steering;}~~ "Driving automation system feature" means a specific function of a driving automation system.

~~[{(ii)} (11)] (12)~~

(a) ~~{longitudinal motion control through acceleration and deceleration;}~~ "Dynamic driving task" means all of the real-time operational and tactical functions required to operate a motor vehicle in on-road traffic, including:

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705 { (iii) } (i) { ~~monitoring the driving environment~~ } lateral vehicle motion control through { ~~object and~~
event detection, recognition, classification, and response preparation } steering;

707 { (iv) } (ii) { ~~object and event response execution~~ } longitudinal motion control through acceleration
and deceleration;

708 { (v) } (iii) { ~~maneuver planning; and~~ } monitoring the driving environment through object and event
detection, recognition, classification, and response preparation;

709 { (vi) } (iv) { ~~enhancing conspicuity with lighting, signaling, and gesturing.~~ } object and event
response execution;

710 { (b) } (v) { ~~"Dynamic driving task" does not include strategic functions such as trip scheduling~~ }
maneuver planning; and { ~~selection of destinations and waypoints.~~ }

712 { (12) } (vi) { ~~"Engage" as it pertains to the operation of a vehicle by a driving automation system means~~
~~to cause a driving automation system feature to perform part or all of the dynamic driving task on a~~
~~sustained basis~~ } enhancing conspicuity with lighting, signaling, and gesturing.

715 { (13) } (b) { ~~"External event" is a situation in the driving environment that necessitates a response by a~~
~~human driver with a valid driver license or~~ } "Dynamic driving { automation system } task" does not
include strategic functions such as trip scheduling and selection of destinations and waypoints.

717 [{ (14) } (12)] (13) { ~~"Fallback-ready user" "Engage" { means } as it pertains to the { user } operation of a~~
~~vehicle { equipped with an engaged level three ADS who is: }~~ } by a driving automation system means
to cause a driving automation system feature to perform part or all of the dynamic driving task on a
sustained basis.

719 [{ (a) } (13)] (14) "External event" is a situation in the driving environment that necessitates a response
by a human driver with a valid driver license { ; and } or driving automation system.

720 [{ (b) } (14)] (15) { ~~ready to operate the~~ } "Fallback-ready user" means the user of a vehicle { if }
equipped with an engaged level three ADS who is:

721 { (i) } (a) a { ~~human driver with a valid driver license; and~~ } system failure occurs; or

722 { (ii) } (b) { ~~the ADS issues a request to intervene.~~ } ready to operate the vehicle if:

723 { (15) } (i)
{ (a) } "Human driver" means a natural person who performs in real-time all } a system failure occurs; or
{ part of the dynamic driving task. }

725 { (b) } (ii) { ~~"Human driver" includes~~ } the ADS issues a request to intervene.

119 [(15)] (16)

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(a) {{:} "Human driver" means a natural person who performs in real-time all or part of the dynamic driving task.}}

726 {{(i)} (b) {conventional} "Human driver{; and} " includes a:}}

727 {{(ii)} (i){} {-}remote} conventional driver{-} ; and

728 {{(16)} (ii) {"Level five automated driving system" or "level five ADS" means an ADS feature that has the capability to perform on a sustained basis} remote driver.

124 [(16) {:}]

730 {{a)} "Level five automated driving system" or "level five ADS" means an ADS feature that has the capability to perform on a sustained basis the entire dynamic driving task under all conditions that can reasonably be managed by a human driver, as well as any maneuvers necessary to respond to a system failure, without any expectation that a human user will respond to a request to intervene.{{}]

129 [(17) {-, as well as any maneuvers necessary to respond to a system failure} "Level four automated driving system" or "level four ADS" means an ADS feature that, without any expectation that a human user will respond to a request to intervene{-}, has:

132 [(a) {-; and}

734 {(b) any maneuvers necessary to achieve a minimal risk condition in response to:}

735 {(i) an exit from the operational design domain of the ADS; or}

736 {(ii) {a system failure.}}

737 {{(17)} "Level four automated" the capability to perform on a sustained basis the entire dynamic driving {system" or "level four ADS" means an ADS feature that, without any expectation that a human} task within its operational design domain; and{{}]

134 [(b) {user} the capability to perform any maneuvers necessary to achieve a minimal risk condition in response to:

136 [(i) {driver will respond to a request to intervene, has:} an exit from the operational design domain of the ADS; or

740 {{a)}]

137 [(ii) {the capability to perform on} a {sustained basis the entire dynamic driving task within its operational design domain; } system failure.

138 [(18) {{} {and} "Level three automated driving system" or "level three ADS" means an ADS feature that:

742

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[~~(b)~~ (a) has the capability to perform {any maneuvers necessary to achieve} on a {minimal risk condition in response to:} sustained basis the entire dynamic driving task within its operational design domain; and

{(i)}]

[~~(b)~~ {an exit from the operational design domain of the ADS; } requires a fallback-ready user to operate the vehicle after receiving a request to intervene or in response to a system failure.

{(ii)}]

(17) "Level five ADS" means a level five automated driving system as defined in SAE International Standard J3016_202104, "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles," April 2021 edition, as adopted by the National Highway Traffic Safety Administration.

(18) "Level four ADS" means a level four automated driving system as defined in SAE International Standard J3016_202104, "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles," April 2021 edition, as adopted by the National Highway Traffic Safety Administration.

(19) "Level three ADS" means a level three automated driving system as defined in SAE International Standard J3016_202104, "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles," April 2021 edition, as adopted by the National Highway Traffic Safety Administration.

(20) "Level two DAS" means a level two driving automation system as defined in SAE International Standard J3016_202104, "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles," April 2021 edition, as adopted by the National Highway Traffic Safety Administration.

[~~(19)~~ (21) "Minimal risk condition" means a {system failure} condition to which a user or an ADS may bring a motor vehicle in order to reduce the risk of a crash when a given trip cannot or should not be completed.

[~~(20)~~ (22) {~~{:}~~} "Object and event detection and response" means the subtasks of the dynamic driving task that include: { } ; and

{(c) if a human driver is present, a requirement that a human driver: }

{(i) is responsible for object and event detection; and }

{(ii) supervises the ADS feature while the ADS feature is engaged. }

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749 ~~{(18)}~~ (a) ~~{"Level three automated driving system" or "level three ADS" means an ADS feature that:~~
 monitoring the driving environment; and

751 ~~{(a)}~~ (b) ~~{has the capability}~~ executing an appropriate response in order to perform ~~{on a sustained~~
 ~~basis the entire}~~ the dynamic driving task ~~{within its operational design domain;}~~ .

167 ~~[(21)]~~ (23) ~~{{and}}~~ "On-demand autonomous vehicle network" means a transportation service
 network that uses a software application or other digital means to dispatch or otherwise enable
 the prearrangement of transportation with motor vehicles that have a level four or five ADS in
 driverless operation for purposes of transporting persons, including for-hire transportation and
 transportation for compensation.}}

753 ~~[(b)]~~ (22) (24) ~~{requires a fallback-ready user to operate}~~ "Operate" means the ~~{vehicle after~~
 ~~receiving a request to intervene or}~~ same as that term is defined in ~~{response to a system failure}~~
 Section 41-1a-102.

173 ~~[(23)]~~ (25) ~~{{.}}~~ "Operational design domain" means the operating conditions under which a given
 ADS or feature thereof is specifically designed to function, including:}} ; and }

755 ~~{(c) requires a human driver to:}~~

756 ~~{(i) be responsible for object and event detection; and}~~

757 ~~{(ii) supervise the ADS feature while the ADS feature is engaged.}~~

758 ~~{(19) "Level two automated driving system" or "level two ADS" means an ADS feature that:}~~

759 ~~{(a) performs sustained execution of the steering, acceleration, and deceleration aspects of a dynamic~~
 ~~driving task; and}~~

761 ~~{(b) requires a human driver to:}~~

762 ~~{(i) be responsible for object and event detection; and}~~

763 ~~{(ii) supervise the ADS feature while the ADS feature is engaged.}~~

764 ~~{{(19)} (a)}~~ (a) ~~{{(20)} "Minimal risk condition" means a condition to which a user or an ADS may~~
 ~~bring a motor vehicle}~~ speed range, environmental, geographical, and time-of-day restrictions; or

176 (b) ~~{{in order}}~~ the requisite presence or absence of certain traffic or roadway characteristics.}}

177 ~~[(24)]~~ (26) ~~{to reduce the risk of a crash when a given trip cannot or should not be completed}~~
 "Operator" means the same as that term is defined in Section 41-6a-102.

767 ~~{{(20)} (25)}~~ (21) ~~[(27) "Object and event detection and response}~~ "Passenger" means a user on board a
 vehicle who has no role in the ~~{subtasks}~~ operation of ~~{the dynamic driving task}~~ that ~~{include:}~~
 vehicle.

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- 769 [{(a)} (26)] (28) ~~{monitoring}~~ "Person" means the ~~{driving environment; and}~~ same as that term is
defined in Section 41-6a-102.
- 770 [{(b)} (27)] (29) ~~{executing an appropriate response}~~ "Remote driver" means a human driver with a
valid driver license who is not located in ~~{order}~~ a position to ~~{perform}~~ manually exercise in-
vehicle braking, accelerating, steering, or transmission gear selection input devices, but operates the
~~{dynamic driving task}~~ vehicle.
- 771 ~~[{(21)} (28)] (22)~~ [{(30)} (28)] (22) ~~"On-demand autonomous vehicle network"~~ "Request to intervene" means {a
transportation service network that uses a software application or other digital means to dispatch or
otherwise enable} the notification by an ADS to a fallback-ready user indicating that the fallback-
ready user should promptly begin or resume operation of the ~~{prearrangement of transportation with~~
~~motor vehicles that have a level four or}~~ vehicle.
- 187 [{(29)} (31)] (31) ~~{level five ADS in driverless}~~ "Sustained operation {for} of a motor vehicle" means the
performance of part or all of the dynamic driving task both between and across external events,
including response to external events and continued performance of part or all of the dynamic
driving task in the absence of external events.
- 191 [{(30)} (32)] (32) ~~{purposes of}~~ "System failure" means a malfunction in a driving automation system or
other vehicle system that prevents the ADS from reliably performing the portion of the dynamic
driving task on a sustained basis, including the complete dynamic driving task} [{transporting
persons, including for-hire transportation and transportation for compensation.} , that the ADS
would otherwise perform
- 776 ~~[{(22)} (23)] (23)~~ [{(22)} (23)] (23) "Operate" means the same as that term is defined in Section 41-1a-102} .
- 777 ~~[{(23)} (31)] (24)~~ [{(33)} (31)] (24) ~~"Operational design domain"~~ "User" means {the operating conditions under
which a given ADS or feature thereof is specifically designed to function, including:} a:
- 779 (a) ~~{speed range, environmental, geographical, and time-of-day restrictions; or}~~ human driver;
- 780 (b) ~~{the requisite presence or absence of certain traffic or roadway characteristics.}~~ passenger;
- 781 ~~[{(24)} (c)] (24)~~ [{(24)} (c)] (24) ~~{(25)}~~ "Operator" means the same as that term is defined in Section 41-6a-102.}
fallback-ready user; or
- 782 ~~[{(25)} (d)] (25)~~ [{(25)} (d)] (25) ~~{(26)}~~ "Passenger" means a user on board a vehicle who has no role in the operation
of that vehicle} driverless operation dispatcher.
- 784 ~~[{(26)} (27)] (27)~~ [{(26)} (27)] (27) "Person" means the same as that term is defined in Section 41-6a-102.}
- 785

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~~{{(27)} (28)}~~ {"Remote driver" means a human driver with a valid driver license who is not located in a position to manually exercise in-vehicle braking, accelerating, steering, or transmission gear selection input devices, but operates the vehicle.}

788 ~~{{(28)} (29)}~~ {"Request to intervene" means the notification by an ADS to a fallback-ready user indicating that the fallback-ready user should promptly begin or resume operation of the vehicle.}

791 ~~{{(29)} (30)}~~ {"Sustained operation of a motor vehicle" means the performance of part or all of the dynamic driving task both between and across external events, including response to external events and continued performance of part or all of the dynamic driving task in the absence of external events.}

795 ~~{{(30)} (31)}~~ {"System failure" means a malfunction in a driving automation system or other vehicle system that prevents the ADS from reliably performing the portion of the dynamic driving task on a sustained basis, including the complete dynamic driving task, that the ADS would otherwise perform.}

799 ~~{{(31)} (32)}~~ {"User" means a:}

800 ~~{{(a)}~~ {human driver;}

801 ~~{{(b)}~~ {passenger;}

802 ~~{{(c)}~~ {fallback-ready user; or}

803 ~~{{(d)}~~ driverless operation dispatcher.}

804 {Section 6. Section ~~41-26-103~~ is amended to read: }

805 **41-26-103. Operation of motor vehicles equipped with an automated driving system.**

807 (1) A motor vehicle equipped with a level two or level three ADS may operate on a highway in this state if:

809 (a) the motor vehicle is operated, whether by the ADS or human driver with a valid driver license, in compliance with the applicable traffic and motor vehicle safety laws and regulations of this state, unless an exemption has been granted;

812 [(b) when required by federal law, the motor vehicle:]

813 [(i) has been certified as being in compliance with all applicable motor vehicle safety standards; and]

815 [(ii) bears the required certification label, including reference to any exemption granted under federal law;]

817

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~~[(e)]~~ (b) when operated by an ADS, if a system failure occurs that renders the ADS unable to perform the entire dynamic driving task relevant to the intended operational design domain of the ADS, the ADS will achieve a minimal risk condition or make a request to intervene; and

~~[(d)]~~ (c) the motor vehicle is titled and registered in compliance with Section 41-26-107.

(2) A motor vehicle equipped with a level four or level five ADS may operate in driverless operation on a highway in this state if:

(a) the ADS is capable of operating in compliance with applicable traffic and motor vehicle laws and regulations of this state, unless an exemption has been granted;

~~[(b) when required by federal law, the motor vehicle:]~~

~~[(i) has been certified as being in compliance with all applicable Federal Motor Vehicle Safety Standards and regulations; and]~~

~~[(ii) bears the required certification label including reference to any exemption granted under federal law;]~~

~~[(e)]~~ (b) a system failure occurs that renders the ADS unable to perform the entire dynamic driving task relevant to the intended operational design domain of the ADS, a minimal risk condition will be achieved; and

~~[(d)]~~ (c) the motor vehicle is titled and registered in compliance with Section 41-26-107 and Section 41-1a-202.

(3) A vehicle being operated by ~~[an]~~ a level four or level five ADS or a remote driver is not considered unattended.

(4) For a vehicle equipped with a level two or level three ADS:

(a) a human driver remains the operator for purposes of:

(i) monitoring the roadway and traffic conditions;

(ii) responding to system alerts and takeover requests;

(iii) maintaining compliance with traffic laws; and

(iv) civil and criminal liability if the human driver:

(A) fails to maintain required attention;

(B) fails to respond to system warnings; or

(C) engages the system improperly; and

(b) an ADS manufacturer remains liable for:

(i) system malfunctions that cause or contribute to violations or crashes;

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- 849 (ii) failure to provide adequate warnings or alerts; and
850 (iii) product defects under applicable product liability standards.
851 (5) For a vehicle equipped with a level four or level five ADS:
852 (a) if a human driver is in the vehicle, the human driver remains the operator for purposes of:
854 (i) responding to system alerts and takeover requests;
855 (ii) maintaining compliance with traffic laws; and
856 (iii) civil and criminal liability when the human driver:
857 (A) fails to respond to system warnings; or
858 (B) engages the system improperly; and
859 (b) an ADS manufacturer remains liable for:
860 (i) system malfunctions that cause or contribute to violations or crashes;
861 (ii) failure to provide adequate warnings or alerts; and
862 (iii) product defects under applicable product liability standards.
863 [(4)] (6) The division may revoke the registration and privilege for a vehicle equipped with an ADS to
operate on a highway of the state if the Department of Transportation or the Department of Public
Safety determines and notifies the division that:
866 (a) the ADS is operating in an unsafe manner; or
867 (b) the vehicle's ADS is being engaged in an unsafe manner.
868 [(5)] (7) Special mobile equipment, as defined in Section 41-1a-102, equipped with a level two, three,
four, or five ADS, may be moved or operated incidentally over a highway.
870 (8)
(a) Nothing in this section exempts a manufacturer from liability for:
871 (i) defective design of the ADS;
872 (ii) software errors or inadequate testing;
873 (iii) failure to provide adequate user instructions;
874 (iv) failure to implement appropriate safety redundancies; or
875 (v) misleading representations about ADS capabilities.
876 (b) A court determining liability for an incident involving an ADS-equipped vehicle shall consider the
following:
878 (i) if the ADS was engaged at the time of the incident;
879 (ii) if the human driver had opportunity and the ability to intervene;

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(iii) if a system malfunction occurred;
(iv) if the vehicle was being operated within the vehicle's operational design domain;
(v) if required maintenance and updates were performed; and
(vi) the reasonableness of the ADS performance under the circumstances.
[(6)] (9) Nothing in this chapter prohibits or restricts a human driver with a valid driver license from operating a vehicle equipped with an ADS and equipped with controls that allow for the human driver to perform all or part of the dynamic driving task.

Section 7. Section **41-26-104** is repealed and reenacted to read:

41-26-104. Licensing -- Responsibility for compliant operation of ADS-equipped vehicles.

(1) When an ADS is engaged and performing the dynamic driving task:
(a) the ADS is considered to be the operator for purposes of traffic law compliance;
(b) the ADS manufacturer is responsible for the ADS's compliance with traffic laws; and
(c) the human driver is not liable for ADS driving decisions unless the human driver:
(i) engages the ADS outside the ADS's operational design domain;
(ii) for level two or level three systems, fails to respond to a request to intervene; or
(iii) disables required safety monitoring systems.
(2)
(a) If a level two or level three ADS issues a takeover request, the ADS remains responsible for the dynamic driving task until:
(i) the human driver acknowledges the takeover request; or
(ii) a reasonable time for takeover has elapsed based on system design and circumstances.
(b) If a level two or level three ADS fails to provide adequate warning or time for a human driver to resume control, the manufacturer remains liable for an incident that occurs during the transition period.
(3) If a level four or level five ADS is operating in driverless mode:
(a) the ADS manufacturer is fully responsible for compliant operation; and
(b) the vehicle owner or occupant is responsible only for:
(i) proper maintenance;
(ii) system updates; and
(iii) operating within the operational design domain.

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(4) Separate from liability for driving decisions, a manufacturer of an ADS remains liable for design flaws, manufacturing defects, inadequate safety systems, and software errors regardless of automation level.

Section 8. Section 8 is enacted to read:

41-26-109. Monitoring standards.

(1) A manufacturer of a vehicle equipped with a level two or level three ADS may not:

(a) require specific steering inputs, steering wheel torque, or steering patterns that cause or are reasonably likely to cause:

(i) unintended lane departure;

(ii) vehicle deviation from safe trajectory;

(iii) unsafe steering corrections; or

(iv) interference with the ADS's safe operation of the vehicle;

(b) permanently disable, restrict, or degrade ADS functionality based on suspected driver inattention;

(c) implement a penalty system for driver monitoring alerts;

(d) design monitoring systems that require more frequent driver interaction than is reasonably necessary for safety; or

(e) make material changes to monitoring requirements through software updates that make the system significantly more restrictive without:

(i) advance notice to the vehicle owner;

(ii) documented safety justification;

(iii) opportunity for the owner to decline the update; and

(iv) an option to revert back to previous monitoring standards.

(2) A manufacturer that implements driver monitoring for a level two or level three ADS shall:

(a) use the least intrusive monitoring method that achieves legitimate safety objectives;

(b) provide clear, accessible information to the driver about:

(i) what the monitoring system detects;

(ii) what driver behaviors will trigger alerts or restrictions;

(iii) how warnings escalate;

(iv) how restrictions are imposed and removed;

(v) how to appeal a restriction; and

(vi) how monitoring data is used and stored; and

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- 944 (c) implement graduated warning systems that:
945 (i) provide clear, timely alerts before taking restrictive action;
946 (ii) allow reasonable time for driver response;
947 (iii) distinguish between momentary inattention and persistent unsafe behavior; and
948 (iv) account for environmental factors that may affect monitoring accuracy.
949 (3) This section does not:
950 (a) require a driver to maintain continuous physical contact with the steering wheel when an ADS is
engaged;
952 (b) require a driver to maintain continuous visual attention to the roadway when a level two, level three,
level four, or level five ADS is engaged within the ADS's operational design domain;
955 (c) prohibit a driver from engaging in activities consistent with the ADS level and operational design
domain;
957 (d) create liability for a driver who uses a level two, level three, level four, or level five ADS as
designed and documented by the manufacturer; or
959 (e) authorize a manufacturer to impose requirements on a driver beyond what is necessary for safe
operation and compliance with state traffic laws.
961 (4)
(a) For a vehicle equipped with a level two or three ADS operating within the ADS's operational design
domain:
963 (i) a manufacturer may not require continuous monitoring when the ADS is functioning properly;
965 (ii) the driver shall be prepared to respond to takeover requests; and
966 (iii) monitoring may only verify driver presence and ability to resume control, not continuous
attention.
968 (b) For a vehicle equipped with a level four or level five ADS operating within the ADS's operational
design domain:
970 (i) driver monitoring is not required during driverless operation; and
971 (ii) passenger activities are not subject to monitoring or restriction.
972 (5) An ADS manufacturer may not:
973 (a) restrict an ADS feature in retaliation for:
974 (i) a customer complaint;
975 (ii) a regulatory complaint;

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- (iii) public criticism;
(iv) participation in a legal proceeding; or
(v) reporting a safety concern to a government agency;
(b) use monitoring data for a purpose other than safety and system improvement without express consent from the driver; or
(c) share monitoring data with a third party without driver consent, except:
(i) as required by law;
(ii) in response to a valid legal process; or
(iii) for warranty or safety recall purposes.

Section 9. Section 9 is enacted to read:

53-6-110. Autonomous vehicle training.

- (1)
(a) As used in this section, "autonomous vehicle training" means instruction, approved by the council, that includes the identification, operation, and safe interaction with autonomous vehicles.
(b) "Autonomous vehicle training" includes instruction on laws, technology, highway safety considerations, and other items described in Title 41, Chapter 26, Autonomous Vehicles.
(2) Beginning January 1, 2027, all law enforcement officers shall complete autonomous vehicle training annually.
(3) The council shall:
(a) establish the curriculum for autonomous vehicle training;
(b) approve qualified instructors; and
(c) maintain records of law enforcement personnel who have completed autonomous vehicle training.
(4) The council may make rules in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, to implement and enforce the requirements of this section, including updating curriculum as autonomous vehicle technology evolves.

~~{Section 10. Section 54-4-41 is amended to read: }~~

54-4-41. Recovery of investment in utility-owned vehicle charging infrastructure.

- (1) As used in this section, "charging infrastructure program" means the program described in Subsection (2).
(2) The commission shall authorize a large-scale electric utility program that:

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- (a) allows for funding from large-scale electric utility customers for a maximum of \$50,000,000 for all costs and expenses associated with:
- 1011 (i) the deployment of utility-owned vehicle charging infrastructure; and
- 1012 (ii) utility vehicle charging service provided by the large-scale electric utility;
- 1013 (b) creates a new customer class, with a utility vehicle charging service rate structure that:
- 1015 (i) is determined by the commission to be in the public interest;
- 1016 (ii) is a transitional rate structure expected to allow the large-scale electric utility to recover, through charges to utility vehicle charging service customers, the large-scale electric utility's full cost of service for utility-owned vehicle charging infrastructure and utility vehicle charging service over a reasonable time frame determined by the commission; and
- 1021 (iii) may allow different rates for large-scale electric utility customers to reflect contributions to investment; and
- 1023 (c) includes a transportation plan that promotes:
- 1024 (i) the deployment of utility-owned vehicle charging infrastructure in the public interest; and
- 1026 (ii) the availability of utility vehicle charging service.
- 1027 (3) Before submitting a proposed charging infrastructure program to the commission for commission approval under Subsection (2), a large-scale electric utility shall seek and consider input from:
- 1030 (a) the Division of Public Utilities, established in Section 54-4a-1;
- 1031 (b) the Office of Consumer Services, created in Section 54-10a-201;
- 1032 (c) the Division of Air Quality, created in Section 19-1-105;
- 1033 (d) the Department of Transportation, created in Section 72-1-201;
- 1034 (e) the Governor's Office of Economic Opportunity, created in Section 63N-1a-301;
- 1035 (f) the Office of Energy Development, created in Section 79-6-401;
- 1036 (g) the board of the Utah Inland Port Authority, created in Section 11-58-201;
- 1037 (h) representatives of the Point of the Mountain State Land [~~Development~~]Authority, created in Section 11-59-201;
- 1039 (i) third-party electric vehicle battery charging service operators; and
- 1040 (j) any other person who files a request for notice with the commission.
- 1041 (4) The commission shall find a charging infrastructure program to be in the public interest if the commission finds that the charging infrastructure program:
- 1043 (a) increases the availability of electric vehicle battery charging service in the state;

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- 1044 (b) enables the significant deployment of infrastructure that supports electric vehicle battery charging
service and utility-owned vehicle charging infrastructure in a manner reasonably expected to
increase electric vehicle adoption;
- 1047 (c) includes an evaluation of investments in the areas of the authority jurisdictional land, as defined in
Section 11-58-102, and the point of the mountain state land, as defined in Section 11-59-102;
- 1050 (d) enables competition, innovation, and customer choice in electric vehicle battery charging services,
while promoting low-cost services for electric vehicle battery charging customers; and
- 1053 (e) provides for ongoing coordination with the Department of Transportation, created in Section
72-1-201.
- 1055 (5) The commission may, consistent with Subsection (2), approve an amendment to the charging
infrastructure program if the large-scale electric utility demonstrates that the amendment:
- 1058 (a) is prudent;
- 1059 (b) will provide net benefits to customers; and
- 1060 (c) is otherwise consistent with the requirements of Subsection (2).
- 1061 (6) The commission shall authorize recovery of a large-scale electric utility's investment in utility-
owned vehicle charging infrastructure through a balancing account or other ratemaking treatment
that reflects:
- 1064 (a) charging infrastructure program costs associated with prudent investment, including the large-scale
electric utility's pre-tax average weighted cost of capital approved by the commission in the large-
scale electric utility's most recent general rate proceeding, and associated revenue and prudently
incurred expenses; and
- 1068 (b) a carrying charge.
- 1069 (7) A large-scale electric utility's investment in utility-owned vehicle charging infrastructure is
prudently made if the large-scale electric utility demonstrates in a formal adjudicative proceeding
before the commission that the investment can reasonably be anticipated to:
- 1073 (a) result in one or more projects that are in the public interest of the large-scale electric utility's
customers to reduce transportation sector emissions over a reasonable time period as determined by
the commission;
- 1076 (b) provide the large-scale electric utility's customers significant benefits that may include revenue from
utility vehicle charging service that offsets the large-scale electric utility's costs and expenses; and
- 1079 (c) facilitate any other measure that the commission determines:

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- 1080 (i) promotes deployment of utility-owned vehicle charging infrastructure and utility vehicle charging
service; or
- 1082 (ii) creates significant benefits in the long term for customers of the large-scale electric utility.
- 1084 (8) A large-scale electric utility that establishes and implements a charging infrastructure program
shall annually, on or before June 1, submit a written report to the Public Utilities, Energy, and
Technology Interim Committee of the Legislature about the charging infrastructure program's
activities during the previous calendar year, including information on:
- 1089 (a) the charging infrastructure program's status, operation, funding, and benefits;
- 1090 (b) the disposition of charging infrastructure program funds; and
- 1091 (c) the charging infrastructure program's impact on rates.
- 1092 (9) The charging infrastructure program shall stop all operation on or before May 6, 2026.
- 1093 (10) On or before July 1, 2028, a large-scale electric utility that received funding before May 6, 2026,
as part of the charging infrastructure program shall:
- 1095 (a) transfer ownership of all utility-owned vehicle charging infrastructure deployed under the charging
infrastructure program to the state; and
- 1097 (b) remit to the state treasurer all unexpended funds and all funds remitted to the large-scale electric
utility as part of the charging infrastructure program.
- 1099 Section 11. Section 11 is enacted to read:
- 1100 **63A-5b-1110. Electric vehicle charging infrastructure standards -- State buildings.**
- 1102 (1) As used in this section:
- 1103 (a) "Electric vehicle charger" means equipment used to deliver electricity to charge a battery of an
electric motor vehicle.
- 1105 (b) "NACS fast charger" means electric vehicle supply equipment that meets the North American
Charging Standard and is capable of delivering a direct current at a rate of at least 250 kilowatts to
an electric vehicle.
- 1108 (c) "State-owned building" means a facility and surrounding property owned, leased, or operated by
an executive branch agency, department, board, commission, or institution of the state, including
higher education institutions.
- 1111 (2) Beginning January 1, 2027, a majority of all new electric vehicle charging infrastructure installed on
or in a state-owned building shall be NACS fast chargers.
- 1113

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(3) The division may allow installation of an electric vehicle charger other than a NACS fast charger if installation of a NACS fast charger is not technically feasible due to electrical capacity or site constraints.

1116 (4) The division may make rules in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, to implement the requirements of this section.

1118 (5) The division shall coordinate with the Department of Transportation and the Office of Energy Development to ensure installation aligns with the state electric vehicle charging network plan as described in Section 72-1-216.

1121 ~~{Section 12. Section 63I-1-272 is amended to read: }~~

1122 **63I-1-272. Repeal dates: Title 72.**

1123 (1) Subsection 72-1-217(4), regarding highway reduction strategies within Salt Lake City, is repealed July 1, 2029.

1125 (2) Subsection 72-1-217(5), regarding a study on electric and autonomous motor vehicles, is repealed July 1, 2029.

1127 [(2)] (3) Section 72-2-134, Transportation Infrastructure General Fund Support Subfund, is repealed July 1, 2028.

1129 [(3)] (4) Title 72, Chapter 4, Part 3, Utah State Scenic Byway Program, is repealed January 2, 2030.

1131 [(4)] (5) Title 72, Chapter 10, Part 13, Spaceport Exploration Committee, is repealed July 1, 2027.

200 Section 3. Section 63I-2-217 is amended to read:

201 **63I-2-217. Repeal dates: Titles 17 through 17D.**

202 (1) Subsection 17-79-804(4)(c), regarding an inspection fee on a qualified water conservancy district, is repealed July 1, 2026.

204 (2) Subsection 17-62-102(3), regarding the process for changing a form of county government, is repealed January 1, 2028.

206 (3) Subsections 17-62-203(10) through (12), regarding the process to create a districting commission and implementing a district map, are repealed July 1, 2029.

208 (4) Section 17B-2a-829, regarding a request for information on autonomous vehicles, is repealed July 1, 2027.

210 Section 4. Section 63I-2-272 is amended to read:

211 **63I-2-272. Repeal dates: Title 72.**

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(1) Subsection 72-1-213.1(13), regarding the road usage charge rate and road usage charge cap, is repealed January 1, 2033.

(2) Subsection 72-1-219, regarding a request for information with autonomous vehicles, is repealed July 1, 2028.

Section 5. Section 5 is enacted to read:

63N-3-1801. ~~{(Effective 05/06/26)}~~ Autonomous Innovation Grant Program.

(1) There is created the Autonomous Innovation Grant Program to be administered by the office.

(2)

(a) Subject to availability of funds, the office may award a grant or an incentive to a private entity to support autonomous vehicle research, testing, deployment, and operations in the state.

(b) In addition to the items described in Subsection (2)(a), the office may award a grant to an entity for the purpose of building and operating electric vehicle charging infrastructure.

(3) The office shall:

(a) publicly advertise the availability of grants;

(b) solicit and evaluate proposals;

(c) ~~{prioritize}~~ consider projects that create economic opportunity, workforce development, and long-term industry presence in the state; and

(d) ~~{prioritize}~~ consider research and testing projects that support advanced air mobility, connected vehicle technology, and ~~{connected platooning systems as described in Section 41-6a-711}~~ vehicle-to-vehicle communication to coordinate multiple vehicles at once.

(4)

(a) An entity that submits a proposal for a grant to the office shall include details in the proposal regarding:

(i) the entity's plan to use the grant to fulfill the purposes described in Subsection (2); and

(ii) any existing or planned partnerships between the entity and another ~~{individual or entity}~~ person to implement the proposal.

(b) In evaluating a proposal for a grant, the office shall consider:

(i) the likelihood the proposal will accomplish the purposes described in Subsection (2);

(ii) the extent to which any additional funding sources or existing or planned partnerships will benefit the proposal; and

(iii) the viability and sustainability of the proposal.

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- 1163 (c) In determining a grant award, the office may consult with the GOEO board.
- 1164 (5) Before receiving the grant, a grant recipient shall enter into a written agreement with the office that
specifies:
- 1166 (a) the grant amount;
- 1167 (b) the time period and structure for distribution of the grant, including any terms and conditions the
recipient is required to meet to receive a distribution; and
- 1169 (c) the expenses for which the recipient may use the grant, including:
- 1170 (i) acquisition of equipment;
- 1171 (ii) production, design, construction, or engineering costs;
- 1172 (iii) specialized employee training;
- 1173 (iv) technology upgrades;
- 1174 (v) utilities; or
- 1175 (vi) provisions of a grant to another individual or entity for the expenses described in Subsections (5)(c)
(i) through (v) or to otherwise fulfill the recipient's proposal.
- 1177 (6)
- (a) If the office awards a grant to an entity for the purposes described in Subsection (2), the office shall
{prioritize} consider projects that:
- 1179 (i) include fast-charging stations, capable of delivering at least 350 kilowatts of direct-current
charging per charging port;
- 1181 (ii) are in a geographic area with fewer than 3 electric vehicle chargers within 100 miles;
- 1183 (iii) are in a geographic area where 250 kilowatt chargers are in limited quantities; or
- 1184 (iv) are within 50 miles of a state or national park.
- 1185 (b) In addition to the considerations described in Subsection (6)(a), the office shall {prioritize}
consider projects that coordinate with the Department of Transportation in implementing the
statewide electric vehicle charging network plan described in Section 72-1-216.
- 1188 (7) Funding for a grant awarded under this section may originate as part of an existing or a newly
created initiative.
- 1190 (8) A recipient of a grant as described in this section is eligible to use technical assistance from the Utah
Office of Regulatory Relief as described in Title 63N, Chapter 16, Utah Office of Regulatory Relief
to:
- 1193 (a) navigate regulatory requirements;

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- 1194 (b) identify and resolve compliance barriers; and
- 1195 (c) coordinate with one or more state agencies involved in autonomous vehicle deployment.
- 1197 (9) The office may, in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act,
make rules to create and administer the program.
- 1199 ~~{Section 14. Section 72-1-217 is amended to read: }~~
- 1200 **72-1-217. Department of Transportation study items.**
- 1202 (1) The department shall carry out transportation studies described in this section as resources allow.
- 1204 (2)
- (a) The department shall study items related to advanced air mobility as described in this Subsection (2).
- 1206 (b) The department shall study vertiport locations and infrastructure, including:
- 1207 (i) identification of suitable locations for vertiport infrastructure and parking infrastructure for vertiports
in metropolitan areas;
- 1209 (ii) identification of commuter rail stations that may be suitable for vertiport placement; and
- 1211 (iii) identification of underutilized parking lots and parking structures for vertiport infrastructure
placement.
- 1213 (c) The department shall study best practices and implementation of advanced air mobility technologies,
including:
- 1215 (i) seeking input through community engagement;
- 1216 (ii) state and local regulations;
- 1217 (iii) unmanned aircraft system traffic management; and
- 1218 (iv) weather reporting and monitoring for advanced air mobility safety.
- 1219 (d) The department shall study unmanned aircraft traffic management infrastructure, including:
- 1221 (i) unmanned aircraft system traffic management development, implementation, procedures, policies,
and infrastructure; and
- 1223 (ii) obtaining a full understanding of unmanned aircraft system traffic management, including:
- 1225 (A) designation of airspace for advanced air mobility;
- 1226 (B) creation of geographic categorical areas;
- 1227 (C) identifying the appropriate number and location of advanced air mobility sensors; and
- 1229 (D) other state specific details regarding unmanned aircraft system traffic management.
- 1231 (e) The department shall study the creation of an advanced air mobility sandbox, including:

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- 1233 (i) potential locations for the sandbox testing area and desirable attributes of a suitable sandbox location;
- 1235 (ii) requirements to create a geographical advanced air mobility testing area and the parameters for the types of technology that may be utilized in the testing area; and
- 1237 (iii) testing and studying different types of advanced air mobility transportation of manned and unmanned aerial vehicles, including:
- 1239 (A) aerial vehicle size;
- 1240 (B) aerial vehicles that carry cargo, including medical cargo;
- 1241 (C) commercial aerial vehicles; and
- 1242 (D) public transportation aerial vehicles.
- 1243 (f) On or before September 30, 2023, the department shall provide a report to the Transportation Interim Committee of the department's findings from the study items described in Subsections (2)(b) through (2)(e).
- 1246 (g) The department may only use existing funds to cover the expenses incurred from the study of items described in Subsections (2)(b) through (2)(e).
- 1248 (3)
- (a) The department and a large public transit district shall jointly study programs offered by government entities related to human services transportation, including:
- 1250 (i) coordinated mobility services;
- 1251 (ii) paratransit services;
- 1252 (iii) nonemergency medical transportation;
- 1253 (iv) youth transportation programs, excluding school bus transportation; and
- 1254 (v) other similar fare-based or fee-based programs provided or coordinated within the boundary of the large public transit district, including those involving the department, a large public transit district, local governments, or other government agencies and nonprofit entities that provide similar services.
- 1258 (b) The study shall evaluate strategies to consolidate the transportation services described in Subsection (3)(a) to improve efficiency and service.
- 1260 (c) The department and large public transit district shall:
- 1261 (i) provide a preliminary report on the study to the Transportation Interim Committee on or before November 1, 2025; and

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- 1263 (ii) prepare and present recommendations to the Transportation Interim Committee on or before
November 1, 2026, for the consolidation of the services described in Subsection (3)(a).
- 1266 (4)
- 1267 (a) As used in this Subsection (4):
- 1267 (i) "City" means Salt Lake City.
- 1268 (ii) "Highway reduction strategy" means any strategy that has the potential to permanently decrease
the number of vehicles that can travel on an arterial or a collector highway per hour, including:
- 1271 (A) reducing the number of motorized vehicle travel lanes on an arterial or collector highway;
- 1273 (B) narrowing existing motorized vehicle travel lanes on an arterial or collector highway; or
- 1275 (C) any other strategy that when implemented may increase congestion or impede traffic flow for motor
vehicles driving on an arterial or collector highway.
- 1277 (iii) "Mobility and environmental impact analysis" means a study that assesses the impacts within
the study area of implementing a highway reduction strategy on arterial or collector highways,
including the impacts to other state and local highways, mobility, traffic flow, pedestrian and
nonmotorized vehicle flow, the economy, public health, quality of life, air quality, maintenance,
and operations.
- 1282 (iv) "Study area" means the area within Salt Lake City that is west of Foothill Drive, north of 2100
South, east of I-15, and south of 600 North.
- 1284 (b)
- 1284 (i) Except as described in Subsection (4)(c), a city may not implement or begin a project as part of a
highway reduction strategy on an arterial or a collector highway within the study area unless the
project is part of a mobility plan approved by the department as described in this Subsection (4)(b).
- 1288 (ii) For a mobility plan described under Subsection (4)(b)(i), the city shall:
- 1289 (A) assess the alternate routes for traffic and impacts on surrounding highways due to any lane
reduction;
- 1291 (B) evaluate impacts to vehicle trip time;
- 1292 (C) evaluate impacts to air quality;
- 1293 (D) evaluate the cumulative multimodal and safety impact of the proposed highway reduction
strategies, including the cumulative impact from previous highway reduction strategies implemented
over the previous five years;
- 1296

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(E) provide options to mitigate negative impacts to vehicle traffic, vehicle trip time, air quality, or adjacent travel routes;

1298 (F) in collaboration with the department, assess impacts to state highways;

1299 (G) proactively seek out and consult with relevant stakeholders, including business owners, commuters, and residents impacted by the mobility plan and each proposed project within the mobility plan;

1302 (H) present the plan in an open and public meeting, including public comment;

1303 (I) provide an open house or other event to allow public interaction and feedback regarding the impacts of the mobility plan;

1305 (J) present the plan to the membership of the city's chamber of commerce and other business groups; and

1307 (K) provide the plan to the department for the department's review.

1308 (iii)

(A) After the department receives a complete mobility plan as described in Subsection (4)(b)(ii), the department shall determine if the mobility plan and each project included in the mobility plan meet the requirements of this section and shall approve or reject the plan within two months of receiving the mobility plan.

1313 (B) As part of the mobility plan, the city shall demonstrate to the department the manners in which the city involved and received input from the business community, the public, and other stakeholders as required in Subsection (4)(b)(ii).

1317 (c)

(i) The city may begin or continue construction on an arterial or collector highway project related to any reduction strategy within the study area if the project has been advertised on or before February 25, 2025.

1320 (ii)

(A) For a project related to any highway reduction strategy that was programmed by the department on or before July 1, 2024, but has not been advertised on or before February 25, 2025, the department may conduct an expedited review of the project.

1324 (B) If the department approves a project after an expedited review as described in Subsection (4)(c)(ii) (A), the city may begin or continue construction on the project.

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- (d) The department shall, in partnership with the city, conduct a mobility and environmental impact analysis to determine the impacts of highway reduction strategies within the study area that the city has implemented on or after July 1, 2015, or has plans to implement on or before July 1, 2035.
- 1331 (e) As part of the mobility and environmental impact analysis, the department shall:
- 1332 (i) assess the cumulative impact of each highway reduction strategy within the study area that the city
- 1335 (ii) consult with relevant stakeholders, including business owners, commuters, and residents impacted by the highway reduction strategy.
- 1337 (f) A city subject to a mobility and environmental impact analysis under this Subsection (4) shall provide to the department any information the department determines necessary for conducting the mobility and environmental impact analysis, including any plans that city has adopted or discussed with regards to a highway reduction strategy.
- 1342 (g)
- (i) The department shall provide the mobility and environmental impact analysis to the Transportation Interim Committee on or before October 15, 2025.
- 1344 (ii) The city shall provide a response to the mobility and environmental impact analysis to the Transportation Interim Committee on or before November 1, 2025.
- 1346 (h)
- (i) As provided in Section 63I-1-272, this Subsection (4) is subject to a sunset review by the Transportation Interim Committee during the 2028 interim.
- 1348 (ii) The Transportation Interim Committee may also evaluate the mobility plan process described in this Subsection (4) during the 2027 interim.
- 1350 (5)
- (a) The department, in conjunction with other stakeholders, shall study items relating to electric motor vehicles and autonomous motor vehicles, including:
- 1352 (i) registration fees paid by electric motor vehicle owners;
- 1353 (ii) additional costs and taxes incurred by electric motor vehicle owners that are not incurred by owners of other motor vehicles;
- 1355 (iii) rates, fees, and taxes collected by utility companies for at-home charging of electric vehicles;
- 1357 (iv) traffic accidents involving autonomous vehicles;
- 1358 (v) the tax burden on the state of electric and autonomous electric vehicles;

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- 1359 (vi) an analysis of trends comparing electric vehicle registration and use against the registration and
1362 use of other motor vehicle types from 2015 to the latest available data;
1363 (vii) a comparison of fuel efficiency trends from 2015 to the latest available data; and
(viii) other comparisons of total money spent by an owner of an electric vehicle against an owner of
another type of motor vehicle.
- 1365 (b) The department shall present the findings of the study described in Subsection (5)(a) to the
Transportation Interim Committee on or before November 1, 2026.
- 283 Section 6. Section 6 is enacted to read:
- 284 **72-1-219. {{(Effective 05/06/26)}}{Autonomous innovation pilot program} Information for**
autonomous vehicles.
- 1369 {(1) }
- {(a) {Subject to legislative funding, the department shall establish an autonomous innovation pilot
program.}}
- 1371 {(b) {The purpose of the pilot program described in Subsection (1)(a) is to facilitate the testing,
deployment, and operation of autonomous transportation and transit services in the state in advance
of the 2034 Olympic and Paralympic Winter Games.}}
- 1374 {(2) {The pilot program described in Subsection (1)(a) shall:}}
- 1375 {(a) {prepare the state for implementation of autonomous transportation services for a period of three
years; and}}
- 1377 {(b) {prioritize scalable deployment on or before December 31, 2030.}}
- 1378 (3){(1)} The department shall {administer the pilot program} complete a request for information in
{coordination} accordance with Section 63G-6a-409 to gather information regarding:
- 1379 {(a) {a large public transit district;}}
- 1380 (b){(a)} large scale autonomous vehicle operation in the {Department of Public Safety} state; and
288 (b) safety considerations with the operation of autonomous vehicles.
- 1381 (c){(2)} {other} The department shall coordinate the request for information with stakeholders the
department determines are relevant.
- 1382 (4){(3)} The {pilot program} request for information shall {include parameters addressing} address:
1383 {(a) {public safety performance metrics;}}
- 1384 {(b) {insurance, liability, and financial responsibility requirements;}}
- 292

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- 295 (a) ways the state can encourage and facilitate the private sector to establish more autonomous vehicle services in the state in advance of the 2034 Olympic and Paralympic Winter Games;
- 1385 (b) the potential of autonomous vehicle technology to positively impact the overall safety of traveling on state highways; and
- 1386 (c) identification of barriers that are impeding or may potentially impede the establishment of autonomous vehicle services and business activities such as issues related to insurance and liability, vehicle registration and identification{;}, and public safety.
- 1387 {(d) {~~law enforcement and emergency responder training;~~}}
- 1388 {(e) {~~transit integration, including first-mile and last-mile connections; and~~}}
- 1389 {(f) {~~data collection, privacy, and technology gaps.~~}}
- 1391 {(5) {~~Subject to legislative funding, a large public transit district is authorized to purchase or lease autonomous buses or vehicles to;~~}}
- 1392 {(a) {~~operate shuttle services for first-mile and last-mile connections;~~}}
- 1393 {(b) {~~supplement existing on-demand transit services;~~}}
- 1394 {(c) {~~expand bus routes;~~}}
- 1396 {(d) {~~utilize existing authority to contract or expand to meet rural and urban, major event, and other special needs; and~~}}
- 1397 {(e) {~~implement other uses deemed important by a large public transit district.~~}}
- 1398 {(6){(4)} {~~Subject to legislative funding~~} On or before November 30, 2027, the department {is authorized to purchase or lease;} shall report to the Transportation Interim Committee regarding the information gathered under this section.
- 1399 {(a) {~~air taxis; and~~}}
- 1400 {(b) {~~necessary hardware associated with the pilot program.~~}}
- 1402 {(7) {~~The department may transfer funds to a large public transit district for the purposes described in Subsection (5), including;~~}}
- 1403 {(a) {~~vehicle purchase;~~}}
- 1404 {(b) {~~vehicle leasing;~~}}
- 1405 {(c) {~~operations; and~~}}
- 1406 {(d) {~~infrastructure.~~}}
- 1407 {(8) {~~The department may make rules, in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, as necessary to implement the pilot program.~~}}

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1408 {~~(9) {The department is authorized to seek funding from federal grant programs and other grant~~
programs to implement the pilot program.}}

303 Section 7. **Effective date.**

Effective Date.

This bill takes effect on May 6, 2026.

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