

1 **Commuter Rail Amendments**

2026 GENERAL SESSION

STATE OF UTAH

**Chief Sponsor: Andrew Stoddard**

Senate Sponsor:

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3 **LONG TITLE**

4 **General Description:**

5 This bill requires the electrification of a commuter rail system.

6 **Highlighted Provisions:**

7 This bill:

- 8 ▶ defines terms;
- 9 ▶ requires the Department of Transportation to transition commuter rail vehicles to
- 10 hybrid-electric operation;
- 11 ▶ requires installation of electrification infrastructure for a commuter rail system; and
- 12 ▶ establishes a deadline for completion.

13 **Money Appropriated in this Bill:**

14 None

15 **Other Special Clauses:**

16 None

17 **Utah Code Sections Affected:**

18 ENACTS:

19 **72-21-101**, Utah Code Annotated 1953

20 **72-21-102**, Utah Code Annotated 1953

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

23 Section 1. Section **72-21-101** is enacted to read:

24 **CHAPTER 21. Commuter Rail System Electrification**

25 **72-21-101 . Definitions.**

26 *As used in this chapter:*

- 27 (1) "Commuter rail" means the same as that term is defined in Section 63N-3-602.
- 28 (2) "Electrification infrastructure" means overhead catenary systems, substations, and
- 29 related equipment necessary to supply electric power to commuter rail vehicles.
- 30 (3) "Hybrid-electric" means a commuter rail vehicle capable of operating using electric

31 power supplied by overhead catenary or third-rail infrastructure and onboard battery  
32 storage, without reliance on diesel propulsion during normal operations.

33 Section 2. Section **72-21-102** is enacted to read:

34 **72-21-102 . Commuter rail electrification -- Hybrid-electric transition.**

35 (1) The department shall lead and coordinate the statewide transition of commuter rail  
36 service to hybrid-electric operation.

37 (2) Before January 1, 2031, the department, in coordination with a large public transit  
38 district, shall:

39 (a) convert each existing commuter rail vehicle to hybrid-electric operation or replace  
40 each existing commuter rail vehicle with a hybrid-electric commuter rail vehicle; and

41 (b) install and operate the electrification infrastructure needed for hybrid-electric  
42 commuter rail vehicle operation.

43 (3) Beginning July 1, 2027, a large public transit district may not place a commuter rail  
44 vehicle into service unless the vehicle is hybrid-electric.

45 (4) The department may implement this section in phases by corridor or service segment to  
46 ensure continuity of commuter rail service.

47 Section 3. **Effective Date.**

48 This bill takes effect on May 6, 2026.