

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

2
 3 **LONG TITLE**

4 **General Description:**

5 This bill modifies provisions related to autonomous vehicles and creates a pilot program for
 6 autonomous public transportation.

7 **Highlighted Provisions:**

8 This bill:

- 9 ▶ defines terms;
- 10 ▶ provides and updates definitions related to automated driving systems, connected vehicle
 11 technology, and driverless operation;
- 12 ▶ authorizes the Governor's Office of Economic Opportunity to award autonomous vehicle
 13 industry incentive grants;
- 14 ▶ directs the Department of Transportation to study items related to autonomous vehicles
 15 and electric vehicles;
- 16 ▶ establishes an autonomous transportation pilot program to facilitate transit services in
 17 advance of the 2034 Olympic and Paralympic Winter Games;
- 18 ▶ amends provisions related to recovery of investment in utility-owned vehicle charging
 19 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27 **41-6a-102 (Effective 05/06/26) (Partially Repealed 07/01/27)**, as last amended by Laws
 28 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
 36 **72-1-217 (Effective 05/06/26) (Partially Repealed 07/01/29)**, as last amended by Laws of
 37 Utah 2025, Chapter 452

ENACTS:

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
 42 **63N-3-1801 (Effective 05/06/26)**, Utah Code Annotated 1953
 43 **72-1-219 (Effective 05/06/26)**, Utah Code Annotated 1953

REPEALS AND REENACTS:

45 **41-26-104 (Effective 05/06/26)**, as enacted by Laws of Utah 2019, Chapter 459

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

48 Section 1. Section **41-6a-102** is amended to read:

49 **41-6a-102 (Effective 05/06/26) (Partially Repealed 07/01/27). Definitions.**

50 As used in this chapter:

51 (1) "Automated driving system" or "ADS" means the same as that term is defined in
 52 Section 41-26-102.1.

53 [(+)] (2) "Alley" means a street or highway intended to provide access to the rear or side of
 54 lots or buildings in urban districts and not intended for through vehicular traffic.

55 [(2)] (3) "All-terrain type I vehicle" means the same as that term is defined in Section
 56 41-22-2.

57 [(3)] (4) "All-terrain type II vehicle" means the same as that term is defined in Section
 58 41-22-2.

59 [(4)] (5) "All-terrain type III vehicle" means the same as that term is defined in Section
 60 41-22-2.

61 [(5)] (6) "Authorized emergency vehicle" includes:

- 62 (a) a fire department vehicle;
- 63 (b) a police vehicle;
- 64 (c) an ambulance; and

65 (d) other publicly or privately owned vehicles as designated by the commissioner of the
66 Department of Public Safety.

67 [~~6~~] 7 "Autocycle" means the same as that term is defined in Section 53-3-102.

68 [~~7~~] 8(a) "Bicycle" means a wheeled vehicle:

69 (i) propelled by human power by feet or hands acting upon pedals or cranks;

70 (ii) with a seat or saddle designed for the use of the operator;

71 (iii) designed to be operated on the ground; and

72 (iv) whose wheels are not less than 14 inches in diameter.

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

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

75 [~~8~~] 9(a) "Bicycle lane" means a portion of a highway that has been designated by a
76 highway authority through striping, signage, pavement markings, or barriers for the
77 preferential or exclusive use of bicycle, electric assisted bicycle, and motor assisted
78 scooter traffic.

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

81 [~~9~~] 10(a) "Bus" means a motor vehicle:

82 (i) designed for carrying more than 15 passengers and used for the transportation of
83 persons; or

84 (ii) designed and used for the transportation of persons for compensation.

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

86 [~~10~~] 11(a) "Circular intersection" means an intersection that has an island, generally
87 circular in design, located in the center of the intersection where traffic passes to the
88 right of the island.

89 (b) "Circular intersection" includes:

90 (i) roundabouts;

91 (ii) rotaries; and

92 (iii) traffic circles.

93 [~~11~~] 12 "Class 1 electric assisted bicycle" means an electric assisted bicycle equipped
94 with a motor or electronics that:

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

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

97 [~~12~~] 13 "Class 2 electric assisted bicycle" means an electric assisted bicycle equipped
98 with a motor or electronics that:

- 99 (a) may be used exclusively to propel the bicycle; and
100 (b) is not capable of providing assistance when the bicycle reaches the speed of 20 miles
101 per hour.
- 102 ~~[(13)]~~ (14) "Class 3 electric assisted bicycle" means an electric assisted bicycle equipped
103 with a motor or electronics that:
- 104 (a) provides assistance only when the rider is pedaling;
105 (b) ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour;
106 and
107 (c) is equipped with a speedometer.
- 108 ~~[(14)]~~ (15) "Commissioner" means the commissioner of the Department of Public Safety.
- 109 ~~[(15)]~~ (16) "Controlled-access highway" means a highway, street, or roadway:
- 110 (a) designed primarily for through traffic; and
111 (b) to or from which owners or occupants of abutting lands and other persons have no
112 legal right of access, except at points as determined by the highway authority having
113 jurisdiction over the highway, street, or roadway.
- 114 ~~[(16)]~~ (17) "Crosswalk" means:
- 115 (a) that part of a roadway at an intersection included within the connections of the lateral
116 lines of the sidewalks on opposite sides of the highway measured from:
- 117 (i)(A) the curbs; or
118 (B) in the absence of curbs, from the edges of the traversable roadway; and
119 (ii) in the absence of a sidewalk on one side of the roadway, that part of a roadway
120 included within the extension of the lateral lines of the existing sidewalk at right
121 angles to the centerline; or
122 (b) any portion of a roadway at an intersection or elsewhere distinctly indicated for
123 pedestrian crossing by lines or other markings on the surface.
- 124 ~~[(17)]~~ (18) "Department" means the Department of Public Safety.
- 125 ~~[(18)]~~ (19) "Direct supervision" means oversight at a distance within which:
- 126 (a) visual contact is maintained; and
127 (b) advice and assistance can be given and received.
- 128 ~~[(19)]~~ (20) "Divided highway" means a highway divided into two or more roadways by:
- 129 (a) an unpaved intervening space;
130 (b) a physical barrier; or
131 (c) a clearly indicated dividing section constructed to impede vehicular traffic.
- 132 ~~[(20)]~~ (21) "Echelon formation" means the operation of two or more snowplows arranged

133 side-by-side or diagonally across multiple lanes of traffic of a multi-lane highway to
134 clear snow from two or more lanes at once.

135 [~~(21)~~] (22)(a) "Electric assisted bicycle" means a bicycle with an electric motor that:

- 136 (i) has a power output of not more than 750 watts;
- 137 (ii) has fully operable pedals;
- 138 (iii) has permanently affixed cranks that were installed at the time of the original
139 manufacture;
- 140 (iv) is fully operable as a bicycle without the use of the electric motor; and
- 141 (v) is one of the following:
 - 142 (A) a class 1 electric assisted bicycle;
 - 143 (B) a class 2 electric assisted bicycle;
 - 144 (C) a class 3 electric assisted bicycle; or
 - 145 (D) a programmable electric assisted bicycle.

146 (b) "Electric assisted bicycle" does not include:

- 147 (i) a moped;
- 148 (ii) a motor assisted scooter;
- 149 (iii) a motorcycle;
- 150 (iv) a motor-driven cycle; or
- 151 (v) any other vehicle with less than four wheels that is designed, manufactured,
152 intended, or advertised by the seller to have any of the following capabilities or
153 features, or that is modifiable or is modified to have any of the following
154 capabilities or features:
 - 155 (A) has the ability to attain the speed of 20 miles per hour or greater on motor
156 power alone;
 - 157 (B) is equipped with a continuous rated motor power of 750 watts or greater;
 - 158 (C) is equipped with foot pegs for the operator at the time of manufacture, or
159 requires installation of a pedal kit to have operable pedals; or
 - 160 (D) if equipped with multiple operating modes and a throttle, has one or more
161 modes that exceed 20 miles per hour on motor power alone.

162 [~~(22)~~] (23)(a) "Electric personal assistive mobility device" means a self-balancing device
163 with:

- 164 (i) two nontandem wheels in contact with the ground;
- 165 (ii) a system capable of steering and stopping the unit under typical operating
166 conditions;

- 167 (iii) an electric propulsion system with average power of one horsepower or 750
168 watts;
- 169 (iv) a maximum speed capacity on a paved, level surface of 12.5 miles per hour; and
170 (v) a deck design for a person to stand while operating the device.
- 171 (b) "Electric personal assistive mobility device" does not include a wheelchair.
- 172 [~~(23)~~] (24) "Electric unicycle" means a self-balancing personal transportation device that:
173 (a) has a single wheel;
174 (b) is powered by an electric motor that utilizes gyroscopes and accelerometers to
175 stabilize the rider; and
176 (c) is designed for the operator to face in the direction of travel while operating the
177 device.
- 178 [~~(24)~~] (25) "Explosives" means a chemical compound or mechanical mixture commonly
179 used or intended for the purpose of producing an explosion and that contains any
180 oxidizing and combustive units or other ingredients in proportions, quantities, or
181 packing so that an ignition by fire, friction, concussion, percussion, or detonator of any
182 part of the compound or mixture may cause a sudden generation of highly heated gases,
183 and the resultant gaseous pressures are capable of producing destructive effects on
184 contiguous objects or of causing death or serious bodily injury.
- 185 [~~(25)~~] (26) "Farm tractor" means a motor vehicle designed and used primarily as a farm
186 implement, for drawing plows, mowing machines, and other implements of husbandry.
- 187 [~~(26)~~] (27) "Flammable liquid" means a liquid that has a flashpoint of 100 degrees F. or less,
188 as determined by a Tagliabue or equivalent closed-cup test device.
- 189 [~~(27)~~] (28) "Freeway" means a controlled-access highway that is part of the interstate system
190 as defined in Section 72-1-102.
- 191 [~~(28)~~] (29)(a) "Golf cart" means a device that:
192 (i) is designed for transportation by players on a golf course;
193 (ii) has not less than three wheels in contact with the ground;
194 (iii) has an unladen weight of less than 1,800 pounds;
195 (iv) is designed to operate at low speeds; and
196 (v) is designed to carry not more than six persons including the driver.
- 197 (b) "Golf cart" does not include:
198 (i) a low-speed vehicle or an off-highway vehicle;
199 (ii) a motorized wheelchair;
200 (iii) an electric personal assistive mobility device;

- 201 (iv) an electric assisted bicycle;
- 202 (v) a motor assisted scooter;
- 203 (vi) a personal delivery device, as defined in Section 41-6a-1119; or
- 204 (vii) a mobile carrier, as defined in Section 41-6a-1120.
- 205 ~~[(29)]~~ (30) "Gore area" means the area delineated by two solid white lines that is between a
- 206 continuing lane of a through roadway and a lane used to enter or exit the continuing lane
- 207 including similar areas between merging or splitting highways.
- 208 ~~[(30)]~~ (31) "Gross weight" means the weight of a vehicle without a load plus the weight of
- 209 any load on the vehicle.
- 210 ~~[(31)]~~ (32) "Hi-rail vehicle" means a roadway maintenance vehicle that is:
- 211 (a) manufactured to meet Federal Motor Vehicle Safety Standards; and
- 212 (b) equipped with retractable flanged wheels that allow the vehicle to travel on a
- 213 highway or railroad tracks.
- 214 ~~[(32)]~~ (33) "Highway" means the entire width between property lines of every way or place
- 215 of any nature when any part of it is open to the use of the public as a matter of right for
- 216 vehicular travel.
- 217 ~~[(33)]~~ (34) "Highway authority" means the same as that term is defined in Section 72-1-102.
- 218 ~~[(34)]~~ (35) "Interdicted person" means the same as that term is defined in Section 32B-1-102.
- 219 ~~[(35)]~~ (36)(a) "Intersection" means the area embraced within the prolongation or
- 220 connection of the lateral curb lines, or, if none, then the lateral boundary lines of the
- 221 roadways of two or more highways that join one another.
- 222 (b) Where a highway includes two roadways 30 feet or more apart:
- 223 (i) every crossing of each roadway of the divided highway by an intersecting
- 224 highway is a separate intersection; and
- 225 (ii) if the intersecting highway also includes two roadways 30 feet or more apart, then
- 226 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
- 229 vehicle movements or for pedestrian refuge designated by:
- 230 (a) pavement markings, which may include an area designated by two solid yellow lines
- 231 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
237 autocycle, the act of overtaking and passing another vehicle that is stopped in the
238 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
241 autocycle, the act of riding a motorcycle between clearly marked lanes for traffic
242 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
245 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
249 persons have any right or easement, or have only a limited right or easement of
250 access, light, air, or view.

251 [(41)] (42) "Local highway authority" means the legislative, executive, or governing body of
252 a county, municipal, or other local board or body having authority to enact laws relating
253 to traffic under the constitution and laws of the state.

254 [(42)] (43)(a) "Low-speed vehicle" means a four wheeled motor vehicle that:

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

256 (ii) has a capacity of not more than six passengers, including a conventional driver or
257 fallback-ready user if on board the vehicle, as those terms are defined in Section
258 41-26-102.1.

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

260 [(43)] (44) "Metal tire" means a tire, the surface of which in contact with the highway is
261 wholly or partly of metal or other hard nonresilient material.

262 [(44)] (45)(a) "Mini-motorcycle" means a motorcycle or motor-driven cycle that has a
263 seat or saddle that is less than 24 inches from the ground as measured on a level
264 surface with properly inflated tires.

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

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

267 (i) designed for off-highway use; and

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

- 269 [(45)] (46) "Mobile home" means:
- 270 (a) a trailer or semitrailer that is:
- 271 (i) designed, constructed, and equipped as a dwelling place, living abode, or sleeping
- 272 place either permanently or temporarily; and
- 273 (ii) equipped for use as a conveyance on streets and highways; or
- 274 (b) a trailer or a semitrailer whose chassis and exterior shell is designed and constructed
- 275 for use as a mobile home, as defined in Subsection [(45)(a),] (46)(a), but that is
- 276 instead used permanently or temporarily for:
- 277 (i) the advertising, sale, display, or promotion of merchandise or services; or
- 278 (ii) any other commercial purpose except the transportation of property for hire or the
- 279 transportation of property for distribution by a private carrier.
- 280 [(46)] (47) "Mobility disability" means the inability of a person to use one or more of the
- 281 person's extremities or difficulty with motor skills, that may include limitations with
- 282 walking, grasping, or lifting an object, caused by a neuro-muscular, orthopedic, or other
- 283 condition.
- 284 [(47)] (48)(a) "Moped" means a motor-driven cycle having:
- 285 (i) pedals to permit propulsion by human power; and
- 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
- 289 on level ground.
- 290 (b) If an internal combustion engine is used, the displacement may not exceed 50 cubic
- 291 centimeters and the moped shall have a power drive system that functions directly or
- 292 automatically without clutching or shifting by the operator after the drive system is
- 293 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;

- 303 or
- 304 (B) handlebars and a seat designed for a person to sit, straddle, or stand while
- 305 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
- 312 propelled by electric power obtained from overhead trolley wires, but not operated
- 313 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;
- 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
- 324 and designed to travel with not more than three wheels in contact with the ground; or
- 325 (b) an autocycle.
- 326 [~~51~~] (52)(a) "Motor-driven cycle" means a motorcycle, moped, and a motorized bicycle
- 327 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
- 335 under Section 41-22-2.
- 336 [~~53~~] (54) "Off-highway motorcycle" means the same as that term is defined in Section

- 337 41-22-2.
- 338 [~~(54)~~] (55) "Off-highway vehicle" means the same as that term is defined under Section
- 339 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
- 344 vehicle.
- 345 [~~(57)~~] (58) "Other on-track equipment" means a railroad car, hi-rail vehicle, rolling stock, or
- 346 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
- 348 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
- 351 engaged in loading or unloading property or passengers; or
- 352 (ii) a motor vehicle with an engaged automated driving system that has achieved a
- 353 minimal risk condition, as those terms are defined in Section 41-26-102.1.
- 354 [~~(59)~~] (60) "Peace officer" means a peace officer authorized under Title 53, Chapter 13,
- 355 Peace Officer Classifications, to direct or regulate traffic or to make arrests for
- 356 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
- 361 pedestrians.
- 362 [~~(62)~~] (63) "Person" means a natural person, firm, copartnership, association, corporation,
- 363 business trust, estate, trust, partnership, limited liability company, association, joint
- 364 venture, governmental agency, public corporation, or any other legal or commercial
- 365 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
- 368 of a reach, or pole, or by being boomed or otherwise secured to the towing vehicle;
- 369 and
- 370 (b) that is ordinarily used for transporting long or irregular shaped loads including poles,

371 pipes, or structural members generally capable of sustaining themselves as beams
372 between the supporting connections.

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

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

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

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

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

388 [(69)] (70) "Restored-modified vehicle" means the same as the term defined in Section
389 41-1a-102.

390 [(70)] (71) "Right-of-way" means the right of one vehicle or pedestrian to proceed in a
391 lawful manner in preference to another vehicle or pedestrian approaching under
392 circumstances of direction, speed, and proximity that give rise to danger of collision
393 unless one grants precedence to the other.

394 [(71)] (72)(a) "Roadway" means that portion of highway improved, designed, or
395 ordinarily used for vehicular travel.

396 (b) "Roadway" does not include the sidewalk, berm, or shoulder, even though any of
397 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
399 highway includes two or more separate roadways.

400 [(72)] (73) "Safety zone" means the area or space officially set apart within a roadway for
401 the exclusive use of pedestrians and that is protected, marked, or indicated by adequate
402 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

- 405 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
- 408 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
- 413 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;
- 416 and
- 417 (ii) constructed so that some part of its weight and that of its load rests on or is
- 418 carried by another vehicle.
- 419 (b) "Semitrailer" does not include a pole trailer.
- 420 [~~(76)~~] (77) "Shoulder area" means:
- 421 (a) that area of the hard-surfaced highway separated from the roadway by a pavement
- 422 edge line as established in the current approved "Manual on Uniform Traffic Control
- 423 Devices"; or
- 424 (b) that portion of the road contiguous to the roadway for accommodation of stopped
- 425 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
- 427 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
- 429 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
- 432 federal law, regulation, or rule; or
- 433 (ii) located in whole or in part on land granted to the state or a political subdivision
- 434 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
- 436 depend on compressed air for the support of the load.
- 437 [~~(80)~~] (81) "Stand" or "standing" means the temporary halting of a vehicle, whether
- 438 occupied or not, for the purpose of and while actually engaged in receiving or

- 439 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
- 442 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
- 446 vehicle, all-terrain type II vehicle, or all-terrain type III vehicle, or an off-highway
- 447 motorcycle, that is modified to meet the requirements of Section 41-6a-1509 to operate
- 448 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
- 450 Section 41-27-201 that is modified to meet the requirements of Section 41-6a-1509 to
- 451 operate on highways in the state in accordance with Section 41-6a-1509.
- 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
- 454 72-9-102.
- 455 ~~[(87)]~~ (88) "Traffic" means pedestrians, bicyclists, ridden or herded animals, vehicles, and
- 456 other conveyances either singly or together while using any highway for the purpose of
- 457 travel.
- 458 ~~[(88)]~~ (89) "Traffic signal preemption device" means an instrument or mechanism designed,
- 459 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
- 461 with this chapter placed or erected by a highway authority for the purpose of regulating,
- 462 warning, or guiding traffic.
- 463 ~~[(90)]~~ (91) "Traffic-control signal" means a device, whether manually, electrically, or
- 464 mechanically operated, by which traffic is alternately directed to stop and permitted to
- 465 proceed.
- 466 ~~[(91)]~~ (92)(a) "Trailer" means a vehicle with or without motive power designed for
- 467 carrying persons or property and for being drawn by a motor vehicle and constructed
- 468 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
- 471 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
 475 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
 480 markings.

481 [(95)] (96) "Urban district" means the territory contiguous to and including any street, in
 482 which structures devoted to business, industry, or dwelling houses are situated at
 483 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
 485 transported or drawn on a highway, except a mobile carrier, as defined in Section
 486 41-6a-1120, or a device used exclusively on stationary rails or tracks.

487 [(97)] (98) "Wheelie" means a maneuver performed while operating a motorcycle whereby
 488 the front 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 (Effective 05/06/26). Left lane restrictions -- Exceptions -- Other lane**
 491 **restrictions -- Penalties.**

- 492 (1) As used in this section and Section 41-6a-704, "general purpose lane" means a highway
 493 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
 496 off-ramp.
- 497 (2) On a freeway or section of a freeway which has three or more general purpose lanes in
 498 the same direction, ~~[a person]~~ an individual may not operate a vehicle in the left most
 499 general purpose lane if the ~~[person's]~~ individual's vehicle or combination of vehicles has
 500 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
 505 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
 508 of vehicle on a highway or portion of a highway under [its] the highway authority's
 509 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
 514 roadway markings giving notice are erected on the highway or portion of the
 515 highway.

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

521 [~~(b)(i) In accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking~~
 522 ~~Act, the Department of Transportation may make rules to allow a vehicle with a~~
 523 ~~clean fuel vehicle decal to travel in lanes designated for the use of high occupancy~~
 524 ~~vehicles regardless of the number of occupants as permitted by federal law or~~
 525 ~~federal regulation.]~~

526 [(ii) Except as provided in Subsection (5)(b)(iii), the Department of Transportation
 527 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
 529 (5)(b)(i), increase the number of clean fuel vehicle decals issued in accordance
 530 with Section 72-6-121 beyond the minimum described in Subsection (5)(b)(ii) if
 531 the increased issuance will allow the Department of Transportation to continue to
 532 meet its goals for operational management of the lane designated under
 533 Subsection (4)(a)(iii).]

534 [(6)] (5) A public transportation vehicle may operate in a lane designated under Subsection
 535 (4)(a)(iii) regardless of the number of occupants as permitted by federal law and
 536 regulation.

537 [(7)] (6) [A person] An individual who operates a vehicle in violation of Subsection (2) or in
 538 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 (Effective 05/06/26). Careless driving.**

- 541 (1) ~~[A person]~~ An individual operating a motor vehicle is guilty of careless driving if the [
542 ~~person]~~ individual:
- 543 (a) commits two or more moving traffic violations under this chapter in a series of acts
544 within a single continuous period of driving covering three miles or less in total
545 distance; or
- 546 (b) commits a moving traffic violation under this chapter other than a moving traffic
547 violation under Part 6, Speed Restrictions, while being distracted by one or more
548 activities ~~[taking place]~~ occurring within the vehicle that are not related to the
549 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
553 use, or steering control, a peace officer may not stop or cite an operator based solely on
554 the operator's non-driving activity, including handheld device use or lack of manual
555 contact with the steering wheel, if:
- 556 (a) the vehicle is equipped with a level two, three, four, or five ADS feature as described
557 in Section 41-26-102.1;
- 558 (b) the ADS is engaged and performing a dynamic driving task or lateral and
559 longitudinal vehicle control; and
- 560 (c) the vehicle is maintaining lane position, reasonable speed, and responding safely to
561 traffic conditions.
- 562 (3) A human occupant of an ADS-equipped vehicle is not guilty of careless driving if:
- 563 (a) the ADS is actively engaged and functioning as designed; and
564 (b) the human driver has engaged the ADS in accordance with the ADS manufacturer's
565 instructions.
- 566 (4) A human occupant is not guilty of careless driving if the vehicle is equipped with level
567 two or level three ADS and the human occupant immediately resumes manual control if:
- 568 (a) the ADS issues a takeover request;
569 (b) the ADS disengages or malfunctions; or
570 (c) traffic conditions require intervention.
- 571 (5) If an ADS is engaged and performing a dynamic driving task:
- 572 (a) liability for a crash, traffic violation, or other unlawful conduct shall be determined
573 according to Section 41-26-104 and Section 41-26-109;
574 (b) a human occupant is not liable for ADS operational decisions unless the human

- 575 occupant:
 576 (i) engages the ADS outside the ADS's operational design domain;
 577 (ii) fails to respond to a takeover request from a level two or level three ADS;
 578 (iii) disables required safety systems; or
 579 (iv) otherwise operates the vehicle in violation of Section 41-26-109; and
 580 (c) the ADS manufacturer remains liable for system malfunction, design defects, and
 581 inadequate warnings, regardless of human occupant behavior.

582 [~~2~~] (6) A violation of this section is a class C misdemeanor.

583 [~~3~~] (7) In addition to the penalty provided under this section or any other section, a judge
 584 may order the revocation of the convicted [person's] individual's driver license if the
 585 violation causes or results in the death of another [person] individual in accordance with
 586 Subsection 53-3-218(7).

587 Section 4. Section **41-6a-1716** is amended to read:

588 **41-6a-1716 (Effective 05/06/26). Prohibition on using a wireless communication**
 589 **device while operating a motor vehicle -- Exceptions -- Penalties.**

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
 599 image; or
 600 (viii) a substantially similar communication device used to initiate or receive
 601 communication, information, or data.

602 (b) "Wireless communication device" does not include a two-way radio device described
 603 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
 605 communication device while operating a moving motor vehicle on a highway in this
 606 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 (3) Subsection (2) does not prohibit an individual from using a wireless communication
 622 device while operating a moving motor vehicle:
 623 (a) when using a wireless communication device for voice communication;
 624 (b) to view a global positioning or navigation device or a global positioning or
 625 navigation application;
 626 (c) during a medical emergency;
 627 (d) when reporting a safety hazard or requesting assistance relating to a safety hazard;
 628 (e) when reporting criminal activity or requesting assistance relating to a criminal
 629 activity;
 630 (f) when used by a law enforcement officer or emergency service personnel acting
 631 within the course and scope of the law enforcement officer's or emergency service
 632 personnel's employment; or
 633 (g) to operate:
 634 (i) hands-free or voice operated technology; or
 635 (ii) a system that is physically or electronically integrated into the motor vehicle.
- 636 (4) A human occupant of an ADS-equipped vehicle is not guilty of using a wireless
 637 communication device while operating a vehicle if:
 638 (a) the ADS is actively engaged and functioning as designed; and
 639 (b) the human occupant has engaged the ADS in accordance with the ADS
 640 manufacturer's instructions.
- 641 (5) A human occupant is not guilty of using a wireless communication device while
 642 operating a vehicle if the vehicle is equipped with level two or level three ADS and the

- 643 human occupant immediately resumes manual control if:
- 644 (a) the ADS issues a takeover request;
- 645 (b) the ADS disengages or malfunctions; or
- 646 (c) traffic conditions require intervention.
- 647 (6) Liability for a crash, traffic violation, or other unlawful conduct occurring while an
- 648 ADS is engaged shall be determined according to:
- 649 (a) Section 41-26-104 regarding responsibility for compliant operation; and
- 650 (b) Section 41-26-109 regarding liability framework for ADS-equipped vehicles.
- 651 ~~[(4)]~~ (7) An individual convicted of a violation of this section is guilty of a:
- 652 (a) class C misdemeanor with a maximum fine of \$100; or
- 653 (b) class B misdemeanor if the individual:
- 654 (i) has also inflicted serious bodily injury upon another as a proximate result of using
- 655 a wireless communication device in violation of this section while operating a
- 656 moving motor vehicle on a highway in this state; or
- 657 (ii) has a prior conviction under this section, that is within three years of:
- 658 (A) the current conviction under this section; or
- 659 (B) the commission of the offense upon which the current conviction is based.

660 Section 5. Section **41-26-102.1** is amended to read:

661 **41-26-102.1 (Effective 05/06/26). Definitions.**

- 662 (1) ~~["ADS-dedicated vehicle-"]~~ "ADS-equipped vehicle" means a vehicle designed to be
- 663 operated ~~[exclusively]~~ by a level four ADS or level five ADS for all trips within the
- 664 given operational design domain limitations of the ADS, if any.
- 665 (2)(a) "Automated driving system" or "ADS" means the hardware and software that are
- 666 collectively capable of performing the entire dynamic driving task on a sustained
- 667 basis, regardless of whether the ADS is limited to a specific operational design
- 668 domain, if any.
- 669 (b) "Automated driving system" or "ADS" is used specifically to describe a SAE
- 670 International J3016 level two, three, four, or five driving automation system.
- 671 (3) "Commission" means the State Tax Commission as defined in Section 59-1-101.
- 672 ~~[(4) "Conventional driver" means a human driver who is onboard the motor vehicle and~~
- 673 ~~manually performs some or all of the following actions in order to operate a vehicle:]~~
- 674 ~~[(a) braking;]~~
- 675 ~~[(b) accelerating;]~~
- 676 ~~[(c) steering; and]~~

- 677 ~~[(d) transmission gear selection input devices.]~~
- 678 (4) "Connected vehicle technology" means communication technology enabling motor
679 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)(a) "Dispatch" means to place an ADS-equipped vehicle into service in driverless
684 operation by engaging the ADS.
- 685 (b) "Dispatch" includes software-enabled dispatch of multiple ADS-equipped motor
686 vehicles in driverless operation that may complete multiple trips involving pick-up
687 and drop-off of passengers or goods throughout a day or other pre-defined periods of
688 service, and which may involve multiple agents performing various tasks related to
689 the dispatch function.
- 690 (6) "Division" means the Motor Vehicle Division of the commission, created in Section
691 41-1a-106.
- 692 (7) "Driverless operation" means the operation of an ADS-equipped vehicle in which:
693 (a) no on-board user is present; or
694 (b) no on-board user is a human driver with a valid driver license or fallback-ready user.
- 695 (8) "Driverless operation dispatcher" means a user who dispatches an ADS-equipped
696 vehicle in driverless operation.
- 697 (9) "Driving automation system" means the hardware and software collectively capable of
698 performing part or all of the dynamic driving task on a sustained basis.
- 699 (10) "Driving automation system feature" means a specific function of a driving automation
700 system.
- 701 (11)(a) "Dynamic driving task" means all of the real-time operational and tactical
702 functions required to operate a motor vehicle in on-road traffic, including:
- 703 (i) lateral vehicle motion control through steering;
704 (ii) longitudinal motion control through acceleration and deceleration;
705 (iii) monitoring the driving environment through object and event detection,
706 recognition, classification, and response preparation;
707 (iv) object and event response execution;
708 (v) maneuver planning; and
709 (vi) enhancing conspicuity with lighting, signaling, and gesturing.
- 710 (b) "Dynamic driving task" does not include strategic functions such as trip scheduling

- 711 and selection of destinations and waypoints.
- 712 (12) "Engage" as it pertains to the operation of a vehicle by a driving automation system
713 means to cause a driving automation system feature to perform part or all of the dynamic
714 driving task on a sustained basis.
- 715 (13) "External event" is a situation in the driving environment that necessitates a response
716 by a human driver with a valid driver license or driving automation system.
- 717 (14) "Fallback-ready user" means the user of a vehicle equipped with an engaged level
718 three ADS who is:
- 719 (a) a human driver with a valid driver license; and
720 (b) ready to operate the vehicle if:
- 721 (i) a system failure occurs; or
722 (ii) the ADS issues a request to intervene.
- 723 (15)(a) "Human driver" means a natural person who performs in real-time all or part of
724 the dynamic driving task.
- 725 (b) "Human driver" includes a[~~±~~]
726 [~~(i) conventional driver; and~~]
727 [~~(ii)~~] ~~_~~remote driver.
- 728 (16) "Level five automated driving system" or "level five ADS" means an ADS feature that
729 has the capability to perform on a sustained basis:
730 (a) the entire dynamic driving task under all conditions that can reasonably be managed
731 by a human driver[~~, as well as any maneuvers necessary to respond to a system~~
732 ~~failure, without any expectation that a human user will respond to a request to~~
733 ~~intervene.] ; 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 driving system" or "level four ADS" means an ADS feature
738 that, without any expectation that a human [~~user~~] driver will respond to a request to
739 intervene, has:
- 740 (a) the capability to perform on a sustained basis the entire dynamic driving task within
741 its operational design domain; [~~and~~]
- 742 (b) the capability to perform any maneuvers necessary to achieve a minimal risk
743 condition in response to:
- 744 (i) an exit from the operational design domain of the ADS; or

- 745 (ii) a system failure[-] ; and
- 746 (c) if a human driver is present, a requirement that a human driver:
- 747 (i) is responsible for object and event detection; and
- 748 (ii) supervises the ADS feature while the ADS feature is engaged.
- 749 (18) "Level three automated driving system" or "level three ADS" means an ADS feature
- 750 that:
- 751 (a) has the capability to perform on a sustained basis the entire dynamic driving task
- 752 within its operational design domain; [~~and~~]
- 753 (b) requires a fallback-ready user to operate the vehicle after receiving a request to
- 754 intervene or in response to a system failure[-] ; 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
- 760 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)] (20) "Minimal risk condition" means a condition to which a user or an ADS may
- 765 bring a motor vehicle [~~in order~~]to reduce the risk of a crash when a given trip cannot or
- 766 should not be completed.
- 767 [(20)] (21) "Object and event detection and response" means the subtasks of the dynamic
- 768 driving task that include:
- 769 (a) monitoring the driving environment; and
- 770 (b) executing an appropriate response in order to perform the dynamic driving task.
- 771 [(21)] (22) "On-demand autonomous vehicle network" means a transportation service
- 772 network that uses a software application or other digital means to dispatch or otherwise
- 773 enable the prearrangement of transportation with motor vehicles that have a level four or
- 774 level five ADS in driverless operation for [purposes of]transporting persons, including
- 775 for-hire transportation and transportation for compensation.
- 776 [(22)] (23) "Operate" means the same as that term is defined in Section 41-1a-102.
- 777 [(23)] (24) "Operational design domain" means the operating conditions under which a
- 778 given ADS or feature thereof is specifically designed to function, including:

- 779 (a) speed range, environmental, geographical, and time-of-day restrictions; or
780 (b) the requisite presence or absence of certain traffic or roadway characteristics.
- 781 ~~[(24)]~~ (25) "Operator" means the same as that term is defined in Section 41-6a-102.
- 782 ~~[(25)]~~ (26) "Passenger" means a user on board a vehicle who has no role in the operation of
783 that vehicle.
- 784 ~~[(26)]~~ (27) "Person" means the same as that term is defined in Section 41-6a-102.
- 785 ~~[(27)]~~ (28) "Remote driver" means a human driver with a valid driver license who is not
786 located in a position to manually exercise in-vehicle braking, accelerating, steering, or
787 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
789 indicating that the fallback-ready user should promptly begin or resume operation of the
790 vehicle.
- 791 ~~[(29)]~~ (30) "Sustained operation of a motor vehicle" means the performance of part or all of
792 the dynamic driving task both between and across external events, including response to
793 external events and continued performance of part or all of the dynamic driving task in
794 the absence of external events.
- 795 ~~[(30)]~~ (31) "System failure" means a malfunction in a driving automation system or other
796 vehicle system that prevents the ADS from reliably performing the portion of the
797 dynamic driving task on a sustained basis, including the complete dynamic driving task,
798 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 (Effective 05/06/26). Operation of motor vehicles equipped with an**
806 **automated driving system.**
- 807 (1) A motor vehicle equipped with a level two or level three ADS may operate on a
808 highway in this state if:
- 809 (a) the motor vehicle is operated, whether by the ADS or human driver with a valid
810 driver license, in compliance with the applicable traffic and motor vehicle safety laws
811 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~~
814 ~~standards; and]~~
- 815 ~~[(ii) bears the required certification label, including reference to any exemption~~
816 ~~granted under federal law;]~~
- 817 ~~[(e)] (b)~~ when operated by an ADS, if a system failure occurs that renders the ADS
818 unable to perform the entire dynamic driving task relevant to the intended operational
819 design domain of the ADS, the ADS will achieve a minimal risk condition or make a
820 request to intervene; and
- 821 ~~[(d)] (c)~~ the motor vehicle is titled and registered in compliance with Section 41-26-107.
- 822 (2) A motor vehicle equipped with a level four or level five ADS may operate in driverless
823 operation on a highway in this state if:
- 824 (a) the ADS is capable of operating in compliance with applicable traffic and motor
825 vehicle laws and regulations of this state, unless an exemption has been granted;
- 826 ~~[(b) when required by federal law, the motor vehicle:]~~
- 827 ~~[(i) has been certified as being in compliance with all applicable Federal Motor~~
828 ~~Vehicle Safety Standards and regulations; and]~~
- 829 ~~[(ii) bears the required certification label including reference to any exemption~~
830 ~~granted under federal law;]~~
- 831 ~~[(e)] (b)~~ a system failure occurs that renders the ADS unable to perform the entire
832 dynamic driving task relevant to the intended operational design domain of the ADS,
833 a minimal risk condition will be achieved; and
- 834 ~~[(d)] (c)~~ the motor vehicle is titled and registered in compliance with Section 41-26-107
835 and Section 41-1a-202.
- 836 (3) A vehicle being operated by ~~[an]~~ a level four or level five ADS or a remote driver is not
837 considered unattended.
- 838 (4) For a vehicle equipped with a level two or level three ADS:
- 839 (a) a human driver remains the operator for purposes of:
- 840 (i) monitoring the roadway and traffic conditions;
841 (ii) responding to system alerts and takeover requests;
842 (iii) maintaining compliance with traffic laws; and
843 (iv) civil and criminal liability if the human driver:
- 844 (A) fails to maintain required attention;
845 (B) fails to respond to system warnings; or
846 (C) engages the system improperly; and

- 847 (b) an ADS manufacturer remains liable for:
- 848 (i) system malfunctions that cause or contribute to violations or crashes;
- 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
- 853 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
- 864 an ADS to operate on a highway of the state if the Department of Transportation or the
- 865 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
- 869 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
- 877 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;
- 880 (iii) if a system malfunction occurred;

- 881 (iv) if the vehicle was being operated within the vehicle's operational design domain;
 882 (v) if required maintenance and updates were performed; and
 883 (vi) the reasonableness of the ADS performance under the circumstances.

884 [(6)] (9) Nothing in this chapter prohibits or restricts a human driver with a valid driver
 885 license from operating a vehicle equipped with an ADS and equipped with controls that
 886 allow for the human driver to perform all or part of the dynamic driving task.

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

888 **41-26-104 (Effective 05/06/26). Licensing -- Responsibility for compliant**
 889 **operation of ADS-equipped vehicles.**

890 (1) When an ADS is engaged and performing the dynamic driving task:

- 891 (a) the ADS is considered to be the operator for purposes of traffic law compliance;
 892 (b) the ADS manufacturer is responsible for the ADS's compliance with traffic laws; and
 893 (c) the human driver is not liable for ADS driving decisions unless the human driver:
 894 (i) engages the ADS outside the ADS's operational design domain;
 895 (ii) for level two or level three systems, fails to respond to a request to intervene; or
 896 (iii) disables required safety monitoring systems.

897 (2)(a) If a level two or level three ADS issues a takeover request, the ADS remains
 898 responsible for the dynamic driving task until:

- 899 (i) the human driver acknowledges the takeover request; or
 900 (ii) a reasonable time for takeover has elapsed based on system design and
 901 circumstances.
 902 (b) If a level two or level three ADS fails to provide adequate warning or time for a
 903 human driver to resume control, the manufacturer remains liable for an incident that
 904 occurs during the transition period.

905 (3) If a level four or level five ADS is operating in driverless mode:

- 906 (a) the ADS manufacturer is fully responsible for compliant operation; and
 907 (b) the vehicle owner or occupant is responsible only for:
 908 (i) proper maintenance;
 909 (ii) system updates; and
 910 (iii) operating within the operational design domain.

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

914 Section 8. Section **41-26-109** is enacted to read:

915 **41-26-109 (Effective 05/06/26). Monitoring standards.**

- 916 (1) A manufacturer of a vehicle equipped with a level two or level three ADS may not:
- 917 (a) require specific steering inputs, steering wheel torque, or steering patterns that cause
- 918 or are reasonably likely to cause:
- 919 (i) unintended lane departure;
- 920 (ii) vehicle deviation from safe trajectory;
- 921 (iii) unsafe steering corrections; or
- 922 (iv) interference with the ADS's safe operation of the vehicle;
- 923 (b) permanently disable, restrict, or degrade ADS functionality based on suspected
- 924 driver inattention;
- 925 (c) implement a penalty system for driver monitoring alerts;
- 926 (d) design monitoring systems that require more frequent driver interaction than is
- 927 reasonably necessary for safety; or
- 928 (e) make material changes to monitoring requirements through software updates that
- 929 make the system significantly more restrictive without:
- 930 (i) advance notice to the vehicle owner;
- 931 (ii) documented safety justification;
- 932 (iii) opportunity for the owner to decline the update; and
- 933 (iv) an option to revert back to previous monitoring standards.
- 934 (2) A manufacturer that implements driver monitoring for a level two or level three ADS
- 935 shall:
- 936 (a) use the least intrusive monitoring method that achieves legitimate safety objectives;
- 937 (b) provide clear, accessible information to the driver about:
- 938 (i) what the monitoring system detects;
- 939 (ii) what driver behaviors will trigger alerts or restrictions;
- 940 (iii) how warnings escalate;
- 941 (iv) how restrictions are imposed and removed;
- 942 (v) how to appeal a restriction; and
- 943 (vi) how monitoring data is used and stored; and
- 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
- 951 when an ADS is engaged;
- 952 (b) require a driver to maintain continuous visual attention to the roadway when a level
- 953 two, level three, level four, or level five ADS is engaged within the ADS's
- 954 operational design domain;
- 955 (c) prohibit a driver from engaging in activities consistent with the ADS level and
- 956 operational design domain;
- 957 (d) create liability for a driver who uses a level two, level three, level four, or level five
- 958 ADS as designed and documented by the manufacturer; or
- 959 (e) authorize a manufacturer to impose requirements on a driver beyond what is
- 960 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
- 962 operational design domain:
- 963 (i) a manufacturer may not require continuous monitoring when the ADS is
- 964 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
- 967 continuous attention.
- 968 (b) For a vehicle equipped with a level four or level five ADS operating within the
- 969 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;
- 976 (iii) public criticism;
- 977 (iv) participation in a legal proceeding; or
- 978 (v) reporting a safety concern to a government agency;
- 979 (b) use monitoring data for a purpose other than safety and system improvement without
- 980 express consent from the driver; or
- 981 (c) share monitoring data with a third party without driver consent, except:
- 982 (i) as required by law;

983 (ii) in response to a valid legal process; or

984 (iii) for warranty or safety recall purposes.

985 Section 9. Section **53-6-110** is enacted to read:

986 **53-6-110 (Effective 05/06/26). Autonomous vehicle training.**

987 (1)(a) As used in this section, "autonomous vehicle training" means instruction,
988 approved by the council, that includes the identification, operation, and safe
989 interaction with autonomous vehicles.

990 (b) "Autonomous vehicle training" includes instruction on laws, technology, highway
991 safety considerations, and other items described in Title 41, Chapter 26, Autonomous
992 Vehicles.

993 (2) Beginning January 1, 2027, all law enforcement officers shall complete autonomous
994 vehicle training annually.

995 (3) The council shall:

996 (a) establish the curriculum for autonomous vehicle training;

997 (b) approve qualified instructors; and

998 (c) maintain records of law enforcement personnel who have completed autonomous
999 vehicle training.

1000 (4) The council may make rules in accordance with Title 63G, Chapter 3, Utah
1001 Administrative Rulemaking Act, to implement and enforce the requirements of this
1002 section, including updating curriculum as autonomous vehicle technology evolves.

1003 Section 10. Section **54-4-41** is amended to read:

1004 **54-4-41 (Effective 05/06/26). Recovery of investment in utility-owned vehicle**
1005 **charging infrastructure.**

1006 (1) As used in this section, "charging infrastructure program" means the program described
1007 in Subsection (2).

1008 (2) The commission shall authorize a large-scale electric utility program that:

1009 (a) allows for funding from large-scale electric utility customers for a maximum of
1010 \$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
1014 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

- 1017 recover, through charges to utility vehicle charging service customers, the
 1018 large-scale electric utility's full cost of service for utility-owned vehicle charging
 1019 infrastructure and utility vehicle charging service over a reasonable time frame
 1020 determined by the commission; and
- 1021 (iii) may allow different rates for large-scale electric utility customers to reflect
 1022 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
 1025 interest; and
- 1026 (ii) the availability of utility vehicle charging service.
- 1027 (3) Before submitting a proposed charging infrastructure program to the commission for
 1028 commission approval under Subsection (2), a large-scale electric utility shall seek and
 1029 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,
 1038 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
 1042 if the commission finds that the charging infrastructure program:
- 1043 (a) increases the availability of electric vehicle battery charging service in the state;
 1044 (b) enables the significant deployment of infrastructure that supports electric vehicle
 1045 battery charging service and utility-owned vehicle charging infrastructure in a
 1046 manner reasonably expected to increase electric vehicle adoption;
 1047 (c) includes an evaluation of investments in the areas of the authority jurisdictional land,
 1048 as defined in Section 11-58-102, and the point of the mountain state land, as defined
 1049 in Section 11-59-102;
 1050 (d) enables competition, innovation, and customer choice in electric vehicle battery

- 1051 charging services, while promoting low-cost services for electric vehicle battery
1052 charging customers; and
- 1053 (e) provides for ongoing coordination with the Department of Transportation, created in
1054 Section 72-1-201.
- 1055 (5) The commission may, consistent with Subsection (2), approve an amendment to the
1056 charging infrastructure program if the large-scale electric utility demonstrates that the
1057 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
1062 utility-owned vehicle charging infrastructure through a balancing account or other
1063 ratemaking treatment that reflects:
- 1064 (a) charging infrastructure program costs associated with prudent investment, including
1065 the large-scale electric utility's pre-tax average weighted cost of capital approved by
1066 the commission in the large-scale electric utility's most recent general rate
1067 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
1070 infrastructure is prudently made if the large-scale electric utility demonstrates in a
1071 formal adjudicative proceeding before the commission that the investment can
1072 reasonably be anticipated to:
- 1073 (a) result in one or more projects that are in the public interest of the large-scale electric
1074 utility's customers to reduce transportation sector emissions over a reasonable time
1075 period as determined by the commission;
- 1076 (b) provide the large-scale electric utility's customers significant benefits that may
1077 include revenue from utility vehicle charging service that offsets the large-scale
1078 electric utility's costs and expenses; and
- 1079 (c) facilitate any other measure that the commission determines:
- 1080 (i) promotes deployment of utility-owned vehicle charging infrastructure and utility
1081 vehicle charging service; or
- 1082 (ii) creates significant benefits in the long term for customers of the large-scale
1083 electric utility.
- 1084 (8) A large-scale electric utility that establishes and implements a charging infrastructure

1085 program shall annually, on or before June 1, submit a written report to the Public
 1086 Utilities, Energy, and Technology Interim Committee of the Legislature about the
 1087 charging infrastructure program's activities during the previous calendar year, including
 1088 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
 1094 May 6, 2026, as part of the charging infrastructure program shall:

- 1095 (a) transfer ownership of all utility-owned vehicle charging infrastructure deployed
 1096 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
 1098 large-scale electric utility as part of the charging infrastructure program.

1099 Section 11. Section **63A-5b-1110** is enacted to read:

1100 **63A-5b-1110 (Effective 05/06/26). Electric vehicle charging infrastructure**
 1101 **standards -- State buildings.**

1102 (1) As used in this section:

- 1103 (a) "Electric vehicle charger" means equipment used to deliver electricity to charge a
 1104 battery of an electric motor vehicle.
- 1105 (b) "NACS fast charger" means electric vehicle supply equipment that meets the North
 1106 American Charging Standard and is capable of delivering a direct current at a rate of
 1107 at least 250 kilowatts to an electric vehicle.
- 1108 (c) "State-owned building" means a facility and surrounding property owned, leased, or
 1109 operated by an executive branch agency, department, board, commission, or
 1110 institution of the state, including higher education institutions.

1111 (2) Beginning January 1, 2027, a majority of all new electric vehicle charging infrastructure
 1112 installed on or in a state-owned building shall be NACS fast chargers.

1113 (3) The division may allow installation of an electric vehicle charger other than a NACS
 1114 fast charger if installation of a NACS fast charger is not technically feasible due to
 1115 electrical capacity or site constraints.

1116 (4) The division may make rules in accordance with Title 63G, Chapter 3, Utah
 1117 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

1119 Energy Development to ensure installation aligns with the state electric vehicle charging
 1120 network plan as described in Section 72-1-216.

1121 Section 12. Section **63I-1-272** is amended to read:

1122 **63I-1-272 (Effective 05/06/26). Repeal dates: Title 72.**

1123 (1) Subsection 72-1-217(4), regarding highway reduction strategies within Salt Lake City,
 1124 is repealed July 1, 2029.

1125 (2) Subsection 72-1-217(5), regarding a study on electric and autonomous motor vehicles,
 1126 is repealed July 1, 2029.

1127 [~~2~~] (3) Section 72-2-134, Transportation Infrastructure General Fund Support Subfund, is
 1128 repealed July 1, 2028.

1129 [~~3~~] (4) Title 72, Chapter 4, Part 3, Utah State Scenic Byway Program, is repealed January
 1130 2, 2030.

1131 [~~4~~] (5) Title 72, Chapter 10, Part 13, Spaceport Exploration Committee, is repealed July 1,
 1132 2027.

1133 Section 13. Section **63N-3-1801** is enacted to read:

1134 **63N-3-1801 (Effective 05/06/26). Autonomous Innovation Grant Program.**

1135 (1) There is created the Autonomous Innovation Grant Program to be administered by the
 1136 office.

1137 (2)(a) Subject to availability of funds, the office may award a grant or an incentive to a
 1138 private entity to support autonomous vehicle research, testing, deployment, and
 1139 operations in the state.

1140 (b) In addition to the items described in Subsection (2)(a), the office may award a grant
 1141 to an entity for the purpose of building and operating electric vehicle charging
 1142 infrastructure.

1143 (3) The office shall:

1144 (a) publicly advertise the availability of grants;

1145 (b) solicit and evaluate proposals;

1146 (c) prioritize projects that create economic opportunity, workforce development, and
 1147 long-term industry presence in the state; and

1148 (d) prioritize research and testing projects that support advanced air mobility, connected
 1149 vehicle technology, and connected platooning systems as described in Section
 1150 41-6a-711.

1151 (4)(a) An entity that submits a proposal for a grant to the office shall include details in
 1152 the proposal regarding:

- 1153 (i) the entity's plan to use the grant to fulfill the purposes described in Subsection (2);
1154 and
1155 (ii) any existing or planned partnerships between the entity and another individual or
1156 entity to implement the proposal.
- 1157 (b) In evaluating a proposal for a grant, the office shall consider:
- 1158 (i) the likelihood the proposal will accomplish the purposes described in Subsection
1159 (2);
- 1160 (ii) the extent to which any additional funding sources or existing or planned
1161 partnerships will benefit the proposal; and
- 1162 (iii) the viability and sustainability of the proposal.
- 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
1165 office that specifies:
- 1166 (a) the grant amount;
- 1167 (b) the time period and structure for distribution of the grant, including any terms and
1168 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
1176 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
1178 (2), the office shall prioritize projects that:
- 1179 (i) include fast-charging stations, capable of delivering at least 350 kilowatts of
1180 direct-current charging per charging port;
- 1181 (ii) are in a geographic area with fewer than 3 electric vehicle chargers within 100
1182 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
1186 prioritize projects that coordinate with the Department of Transportation in

- 1187 implementing the 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
 1189 newly created initiative.
- 1190 (8) A recipient of a grant as described in this section is eligible to use technical assistance
 1191 from the Utah Office of Regulatory Relief as described in Title 63N, Chapter 16, Utah
 1192 Office of Regulatory Relief to:
- 1193 (a) navigate regulatory requirements;
- 1194 (b) identify and resolve compliance barriers; and
- 1195 (c) coordinate with one or more state agencies involved in autonomous vehicle
 1196 deployment.
- 1197 (9) The office may, in accordance with Title 63G, Chapter 3, Utah Administrative
 1198 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 (Effective 05/06/26) (Partially Repealed 07/01/29). Department of**
 1201 **Transportation study items.**
- 1202 (1) The department shall carry out transportation studies described in this section as
 1203 resources allow.
- 1204 (2)(a) The department shall study items related to advanced air mobility as described in
 1205 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
 1208 infrastructure for vertiports in metropolitan areas;
- 1209 (ii) identification of commuter rail stations that may be suitable for vertiport
 1210 placement; and
- 1211 (iii) identification of underutilized parking lots and parking structures for vertiport
 1212 infrastructure placement.
- 1213 (c) The department shall study best practices and implementation of advanced air
 1214 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,
 1220 including:

- 1221 (i) unmanned aircraft system traffic management development, implementation,
1222 procedures, policies, and infrastructure; and
- 1223 (ii) obtaining a full understanding of unmanned aircraft system traffic management,
1224 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
1228 sensors; and
1229 (D) other state specific details regarding unmanned aircraft system traffic
1230 management.
- 1231 (e) The department shall study the creation of an advanced air mobility sandbox,
1232 including:
- 1233 (i) potential locations for the sandbox testing area and desirable attributes of a
1234 suitable sandbox location;
- 1235 (ii) requirements to create a geographical advanced air mobility testing area and the
1236 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
1238 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
1244 Transportation Interim Committee of the department's findings from the study items
1245 described in Subsections (2)(b) through (2)(e).
- 1246 (g) The department may only use existing funds to cover the expenses incurred from the
1247 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
1249 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

1255 boundary of the large public transit district, including those involving the
1256 department, a large public transit district, local governments, or other government
1257 agencies and nonprofit entities that provide similar services.

1258 (b) The study shall evaluate strategies to consolidate the transportation services
1259 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
1262 on or before November 1, 2025; and

1263 (ii) prepare and present recommendations to the Transportation Interim Committee
1264 on or before November 1, 2026, for the consolidation of the services described in
1265 Subsection (3)(a).

1266 (4)(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
1269 permanently decrease the number of vehicles that can travel on an arterial or a
1270 collector highway per hour, including:

1271 (A) reducing the number of motorized vehicle travel lanes on an arterial or
1272 collector highway;

1273 (B) narrowing existing motorized vehicle travel lanes on an arterial or collector
1274 highway; or

1275 (C) any other strategy that when implemented may increase congestion or impede
1276 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
1278 impacts within the study area of implementing a highway reduction strategy on
1279 arterial or collector highways, including the impacts to other state and local
1280 highways, mobility, traffic flow, pedestrian and nonmotorized vehicle flow, the
1281 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,
1283 north of 2100 South, east of I-15, and south of 600 North.

1284 (b)(i) Except as described in Subsection (4)(c), a city may not implement or begin a
1285 project as part of a highway reduction strategy on an arterial or a collector
1286 highway within the study area unless the project is part of a mobility plan
1287 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
1290 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
1294 highway reduction strategies, including the cumulative impact from previous
1295 highway reduction strategies implemented over the previous five years;
- 1296 (E) provide options to mitigate negative impacts to vehicle traffic, vehicle trip
1297 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
1300 business owners, commuters, and residents impacted by the mobility plan and
1301 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
1304 regarding the impacts of the mobility plan;
- 1305 (J) present the plan to the membership of the city's chamber of commerce and
1306 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
1309 Subsection (4)(b)(ii), the department shall determine if the mobility plan and
1310 each project included in the mobility plan meet the requirements of this section
1311 and shall approve or reject the plan within two months of receiving the
1312 mobility plan.
- 1313 (B) As part of the mobility plan, the city shall demonstrate to the department the
1314 manners in which the city involved and received input from the business
1315 community, the public, and other stakeholders as required in Subsection
1316 (4)(b)(ii).
- 1317 (c)(i) The city may begin or continue construction on an arterial or collector highway
1318 project related to any reduction strategy within the study area if the project has
1319 been advertised on or before February 25, 2025.
- 1320 (ii)(A) For a project related to any highway reduction strategy that was
1321 programmed by the department on or before July 1, 2024, but has not been
1322 advertised on or before February 25, 2025, the department may conduct an

- 1323 expedited review of the project.
- 1324 (B) If the department approves a project after an expedited review as described in
1325 Subsection (4)(c)(ii)(A), the city may begin or continue construction on the
1326 project.
- 1327 (d) The department shall, in partnership with the city, conduct a mobility and
1328 environmental impact analysis to determine the impacts of highway reduction
1329 strategies within the study area that the city has implemented on or after July 1, 2015,
1330 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
1333 area that the city has implemented or has plans to implement between July 1,
1334 2015, and July 1, 2035; and
1335 (ii) consult with relevant stakeholders, including business owners, commuters, and
1336 residents impacted by the highway reduction strategy.
- 1337 (f) A city subject to a mobility and environmental impact analysis under this Subsection
1338 (4) shall provide to the department any information the department determines
1339 necessary for conducting the mobility and environmental impact analysis, including
1340 any plans that city has adopted or discussed with regards to a highway reduction
1341 strategy.
- 1342 (g)(i) The department shall provide the mobility and environmental impact analysis
1343 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
1345 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
1347 review by the Transportation Interim Committee during the 2028 interim.
1348 (ii) The Transportation Interim Committee may also evaluate the mobility plan
1349 process described in this Subsection (4) during the 2027 interim.
- 1350 (5)(a) The department, in conjunction with other stakeholders, shall study items relating
1351 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
1354 incurred by owners of other motor vehicles;
1355 (iii) rates, fees, and taxes collected by utility companies for at-home charging of
1356 electric vehicles;

- 1357 (iv) traffic accidents involving autonomous vehicles;
 1358 (v) the tax burden on the state of electric and autonomous electric vehicles;
 1359 (vi) an analysis of trends comparing electric vehicle registration and use against the
 1360 registration and use of other motor vehicle types from 2015 to the latest available
 1361 data;
 1362 (vii) a comparison of fuel efficiency trends from 2015 to the latest available data; and
 1363 (viii) other comparisons of total money spent by an owner of an electric vehicle
 1364 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)
 1366 to the Transportation Interim Committee on or before November 1, 2026.

1367 Section 15. Section **72-1-219** is enacted to read:

1368 **72-1-219 (Effective 05/06/26). Autonomous innovation pilot program.**

1369 (1)(a) Subject to legislative funding, the department shall establish an autonomous
 1370 innovation pilot program.

1371 (b) The purpose of the pilot program described in Subsection (1)(a) is to facilitate the
 1372 testing, deployment, and operation of autonomous transportation and transit services
 1373 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
 1376 period of three years; and

1377 (b) prioritize scalable deployment on or before December 31, 2030.

1378 (3) The department shall administer the pilot program in coordination with:

1379 (a) a large public transit district;

1380 (b) the Department of Public Safety; and

1381 (c) other stakeholders the department determines are relevant.

1382 (4) The pilot program shall include parameters addressing:

1383 (a) public safety performance metrics;

1384 (b) insurance, liability, and financial responsibility requirements;

1385 (c) vehicle registration and identification;

1386 (d) law enforcement and emergency responder training;

1387 (e) transit integration, including first-mile and last-mile connections; and

1388 (f) data collection, privacy, and technology gaps.

1389 (5) Subject to legislative funding, a large public transit district is authorized to purchase or
 1390 lease autonomous buses or vehicles to:

- 1391 (a) operate shuttle services for first-mile and last-mile connections;
1392 (b) supplement existing on-demand transit services;
1393 (c) expand bus routes;
1394 (d) utilize existing authority to contract or expand to meet rural and urban, major event,
1395 and other special needs; and
1396 (e) implement other uses deemed important by a large public transit district.
- 1397 (6) Subject to legislative funding, the department is authorized to purchase or lease:
1398 (a) air taxis; and
1399 (b) necessary hardware associated with the pilot program.
- 1400 (7) The department may transfer funds to a large public transit district for the purposes
1401 described in Subsection (5), including:
1402 (a) vehicle purchase;
1403 (b) vehicle leasing;
1404 (c) operations; and
1405 (d) infrastructure.
- 1406 (8) The department may make rules, in accordance with Title 63G, Chapter 3, Utah
1407 Administrative Rulemaking Act, as necessary to implement the pilot program.
- 1408 (9) The department is authorized to seek funding from federal grant programs and other
1409 grant programs to implement the pilot program.
- 1410 Section 16. **Effective Date.**
1411 This bill takes effect on May 6, 2026.