

Matt MacPherson proposes the following substitute bill:

Autonomous Vehicle Amendments

2026 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Matt MacPherson

Senate Sponsor: Kirk A. Cullimore

LONG TITLE

General Description:

This bill modifies provisions related to autonomous vehicles and directs a large public transit district and the Department of Transportation to request information related to autonomous vehicles.

Highlighted Provisions:

This bill:

- defines terms;
- provides and updates definitions related to automated driving systems, connected vehicle technology, and driverless operation;
- directs a large public transit district to request information related to implementing an autonomous vehicle public transit network;
- directs the Department of Transportation to request information related to autonomous vehicles; and
- makes technical changes.

Money Appropriated in this Bill:

None

Other Special Clauses:

None

Utah Code Sections Affected:

AMENDS:

41-26-102.1, as last amended by Laws of Utah 2022, Chapter 134

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

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

ENACTS:

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

29 **72-1-219**, Utah Code Annotated 1953

30

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

32 Section 1. Section **17B-2a-829** is enacted to read:

33 **17B-2a-829 . Information on autonomous vehicle transit.**

34 (1) A large public transit district shall complete a request for information in accordance
 35 with Section 63G-6a-409 to gather information regarding a large scale implementation
 36 of an autonomous vehicle network for public transit.

37 (2) A large public transit district shall coordinate the request for information described in
 38 Subsection (1) with relevant stakeholders.

39 (3) The request for information described in Subsection (1) shall include inquiries
 40 addressing:

41 (a) autonomous vehicle technology;

42 (b) timelines and feasibility for implementation of an autonomous vehicle public transit
 43 network;

44 (c) financial implications;

45 (d) benefits and drawbacks of different strategies; and

46 (e) other considerations relevant to autonomous vehicle public transit.

47 (4) On or before November 30, 2026, a large public transit district shall report to the
 48 Transportation Interim Committee regarding the information gathered under this section.

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

50 **41-26-102.1 . Definitions.**

51 **As used in this chapter:**

52 (1) "ADS-dedicated vehicle" means a vehicle;

53 (a) designed to be operated [~~exclusively~~]by a level four ADS or level five ADS for all
 54 trips within the given operational design domain limitations of the ADS, if any[-] ; and

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

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

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

61 (b) operation by an in-vehicle driver.

62 [~~(2)~~] (3)(a) "Automated driving system" or "ADS" means the hardware and software that

63 are:

64 (i) collectively capable of performing the entire dynamic driving task on a sustained
65 basis, regardless of whether the ADS is limited to a specific operational design
66 domain, if any[-] ; and

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

69 (b) "Automated driving system" or "ADS" is used specifically to describe a level three,
70 four, or five driving automation system.

71 [~~(3)~~] (4) "Commission" means the State Tax Commission as defined in Section 59-1-101.

72 [~~(4)~~] (5) "Conventional driver" means a human driver who is onboard the motor vehicle and
73 manually performs some or all of the following actions in order to operate a vehicle:

74 (a) braking;

75 (b) accelerating;

76 (c) steering; and

77 (d) transmission gear selection input devices.

78 [~~(5)~~] (6)(a) "Dispatch" means to place an ADS-equipped vehicle into service in driverless
79 operation by engaging the ADS.

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

85 [~~(6)~~] (7) "Division" means the Motor Vehicle Division of the commission, created in
86 Section 41-1a-106.

87 [~~(7)~~] (8) "Driverless operation" means the operation of an ADS-equipped vehicle in which:

88 (a) no on-board user is present; or

89 (b) no on-board user is a human driver with a valid driver license or fallback-ready user.

90 [~~(8)~~] (9) "Driverless operation dispatcher" means a user who dispatches an ADS-equipped
91 vehicle in driverless operation.

92 [~~(9)~~] (10) "Driving automation system" means the hardware and software collectively
93 capable of performing part or all of the dynamic driving task on a sustained basis.

94 [~~(10)~~] (11) "Driving automation system feature" means a specific function of a driving
95 automation system.

96 [~~(11)~~] (12)(a) "Dynamic driving task" means all of the real-time operational and tactical

97 functions required to operate a motor vehicle in on-road traffic, including:

98 (i) lateral vehicle motion control through steering;

99 (ii) longitudinal motion control through acceleration and deceleration;

100 (iii) monitoring the driving environment through object and event detection,
101 recognition, classification, and response preparation;

102 (iv) object and event response execution;

103 (v) maneuver planning; and

104 (vi) enhancing conspicuity with lighting, signaling, and gesturing.

105 (b) "Dynamic driving task" does not include strategic functions such as trip scheduling
106 and selection of destinations and waypoints.

107 [(12)] (13) "Engage" as it pertains to the operation of a vehicle by a driving automation
108 system means to cause a driving automation system feature to perform part or all of the
109 dynamic driving task on a sustained basis.

110 [(13)] (14) "External event" is a situation in the driving environment that necessitates a
111 response by a human driver with a valid driver license or driving automation system.

112 [(14)] (15) "Fallback-ready user" means the user of a vehicle equipped with an engaged
113 level three ADS who is:

114 (a) a human driver with a valid driver license; and

115 (b) ready to operate the vehicle if:

116 (i) a system failure occurs; or

117 (ii) the ADS issues a request to intervene.

118 [(15)] (16)(a) "Human driver" means a natural person who performs in real-time all or
119 part of the dynamic driving task.

120 (b) "Human driver" includes a:

121 (i) conventional driver; and

122 (ii) remote driver.

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

128 [(17) "Level four automated driving system" or "level four ADS" means an ADS feature
129 that, without any expectation that a human user will respond to a request to intervene,
130 has:]

- 131 ~~[(a) the capability to perform on a sustained basis the entire dynamic driving task within~~
132 ~~its operational design domain; and]~~
- 133 ~~[(b) the capability to perform any maneuvers necessary to achieve a minimal risk~~
134 ~~condition in response to:]~~
- 135 ~~[(i) an exit from the operational design domain of the ADS; or]~~
136 ~~[(ii) a system failure.]~~
- 137 [(18) "Level three automated driving system" or "level three ADS" means an ADS feature
138 that:]
- 139 ~~[(a) has the capability to perform on a sustained basis the entire dynamic driving task~~
140 ~~within its operational design domain; and]~~
- 141 ~~[(b) requires a fallback-ready user to operate the vehicle after receiving a request to~~
142 ~~intervene or in response to a system failure.]~~
- 143 (17) "Level five ADS" means a level five automated driving system as defined in SAE
144 International Standard J3016 202104, "Taxonomy and Definitions for Terms Related to
145 Driving Automation Systems for On-Road Motor Vehicles," April 2021 edition, as
146 adopted by the National Highway Traffic Safety Administration.
- 147 (18) "Level four ADS" means a level four automated driving system as defined in SAE
148 International Standard J3016 202104, "Taxonomy and Definitions for Terms Related to
149 Driving Automation Systems for On-Road Motor Vehicles," April 2021 edition, as
150 adopted by the National Highway Traffic Safety Administration.
- 151 (19) "Level three ADS" means a level three automated driving system as defined in SAE
152 International Standard J3016 202104, "Taxonomy and Definitions for Terms Related to
153 Driving Automation Systems for On-Road Motor Vehicles," April 2021 edition, as
154 adopted by the National Highway Traffic Safety Administration.
- 155 (20) "Level two DAS" means a level two driving automation system as defined in SAE
156 International Standard J3016 202104, "Taxonomy and Definitions for Terms Related to
157 Driving Automation Systems for On-Road Motor Vehicles," April 2021 edition, as
158 adopted by the National Highway Traffic Safety Administration.
- 159 [(19)] (21) "Minimal risk condition" means a condition to which a user or an ADS may
160 bring a motor vehicle in order to reduce the risk of a crash when a given trip cannot or
161 should not be completed.
- 162 [(20)] (22) "Object and event detection and response" means the subtasks of the dynamic
163 driving task that include:
- 164 (a) monitoring the driving environment; and

- 165 (b) executing an appropriate response in order to perform the dynamic driving task.
- 166 [(21)] (23) "On-demand autonomous vehicle network" means a transportation service
167 network that uses a software application or other digital means to dispatch or otherwise
168 enable the prearrangement of transportation with motor vehicles that have a level four or
169 five ADS in driverless operation for purposes of transporting persons, including for-hire
170 transportation and transportation for compensation.
- 171 [(22)] (24) "Operate" means the same as that term is defined in Section 41-1a-102.
- 172 [(23)] (25) "Operational design domain" means the operating conditions under which a
173 given ADS or feature thereof is specifically designed to function, including:
- 174 (a) speed range, environmental, geographical, and time-of-day restrictions; or
175 (b) the requisite presence or absence of certain traffic or roadway characteristics.
- 176 [(24)] (26) "Operator" means the same as that term is defined in Section 41-6a-102.
- 177 [(25)] (27) "Passenger" means a user on board a vehicle who has no role in the operation of
178 that vehicle.
- 179 [(26)] (28) "Person" means the same as that term is defined in Section 41-6a-102.
- 180 [(27)] (29) "Remote driver" means a human driver with a valid driver license who is not
181 located in a position to manually exercise in-vehicle braking, accelerating, steering, or
182 transmission gear selection input devices, but operates the vehicle.
- 183 [(28)] (30) "Request to intervene" means the notification by an ADS to a fallback-ready user
184 indicating that the fallback-ready user should promptly begin or resume operation of the
185 vehicle.
- 186 [(29)] (31) "Sustained operation of a motor vehicle" means the performance of part or all of
187 the dynamic driving task both between and across external events, including response to
188 external events and continued performance of part or all of the dynamic driving task in
189 the absence of external events.
- 190 [(30)] (32) "System failure" means a malfunction in a driving automation system or other
191 vehicle system that prevents the ADS from reliably performing the portion of the
192 dynamic driving task on a sustained basis, including the complete dynamic driving task[;
193 ~~that the ADS would otherwise perform~~].
- 194 [(31)] (33) "User" means a:
- 195 (a) human driver;
196 (b) passenger;
197 (c) fallback-ready user; or
198 (d) driverless operation dispatcher.

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

200 **63I-2-217 . Repeal dates: Titles 17 through 17D.**

- 201 (1) Subsection 17-79-804(4)(c), regarding an inspection fee on a qualified water
202 conservancy district, is repealed July 1, 2026.
- 203 (2) Subsection 17-62-102(3), regarding the process for changing a form of county
204 government, is repealed January 1, 2028.
- 205 (3) Subsections 17-62-203(10) through (12), regarding the process to create a districting
206 commission and implementing a district map, are repealed July 1, 2029.
- 207 (4) Section 17B-2a-829, regarding a request for information on autonomous vehicles, is
208 repealed July 1, 2027.

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

210 **63I-2-272 . Repeal dates: Title 72.**

- 211 (1) Subsection 72-1-213.1(13), regarding the road usage charge rate and road usage charge
212 cap, is repealed January 1, 2033.
- 213 (2) Subsection 72-1-219, regarding a request for information with autonomous vehicles, is
214 repealed July 1, 2028.

215 Section 5. Section **72-1-219** is enacted to read:

216 **72-1-219 . Information for autonomous vehicles.**

- 217 (1) The department shall complete a request for information in accordance with Section
218 63G-6a-409 to gather information regarding:
- 219 (a) large scale autonomous vehicle operation in the state; and
220 (b) safety considerations with the operation of autonomous vehicles.
- 221 (2) The department shall coordinate the request for information with stakeholders the
222 department determines are relevant.
- 223 (3) The request for information shall address:
- 224 (a) ways the state can encourage and facilitate the private sector to establish more
225 autonomous vehicle services in the state in advance of the 2034 Olympic and
226 Paralympic Winter Games;
- 227 (b) the potential of autonomous vehicle technology to positively impact the overall
228 safety of traveling on state highways; and
- 229 (c) identification of barriers that are impeding or may potentially impede the
230 establishment of autonomous vehicle services and business activities such as issues
231 related to insurance and liability, vehicle registration and identification, and public
232 safety.

233 (4) On or before November 30, 2027, the department shall report to the Transportation
234 Interim Committee regarding the information gathered under this section.

235 Section 6. **Effective Date.**

236 This bill takes effect on May 6, 2026.