

## House Transportation Committee

2/12/2025

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### **Bill: HB 407 – Use of Motorized Vehicles by Minors Amendments**

Sponsor: Representative Ashlee Matthews

Floor Sponsor:

**UASD Position: Support**

This Bill addresses the use of bicycles, electric assisted bicycles, mini-motorcycles, motor assisted scooters, and mopeds.

Discussion: The Mayor of Kearns, Kelly Bush, and Sergeant Fausett of the Unified Police Department (“UPD”) joined the sponsor in presenting the Bill. Representative Matthews highlighted a recent surge in speeding incidents involving children riding “mini motorcycles” on public roads. These children have been disregarding stop signs and cutting off other vehicles. Sergeant Fausett reported multiple incidents in Kearns where juveniles riding small, motorized vehicles have created unsafe conditions on public roads. Law enforcement officers have faced challenges with these juveniles fleeing from police, often using sidewalks, parks, or alleys, further increasing the risks.

The Bill stipulates that if an individual has not been issued a driver’s license, the division must deny their application for a driver’s license or learner’s permit for the longer of one year after conviction or one year after the individual becomes old enough to qualify for a driver’s license or learner’s permit. A child who violates this provision would be guilty of an infraction. The parent or guardian of a child would be guilty of a Class C misdemeanor if the child has previously violated this provision, and the parent or guardian had been notified of the prior violation. A Class B misdemeanor would apply if the parent or guardian was convicted, and the child commits another violation after the conviction. Law enforcement may impound a bicycle, electric-assisted bicycle, mini-motorcycle, motor-assisted scooter, or moped if the operator commits a violation. An impoundment is subject, with an administrative impound fee of \$50, which will be deposited into the Brain and Spinal Cord Injury Fund. Initially, police would issue a warning to parents of minors involved in operating non-street-legal vehicles and, if the violation recurs, issue a fine to the parents.

During the Committee discussion, it was clarified that current statutes already require permits for certain small, motorized vehicles. Representative M. Peterson inquired about the inclusion of bicycles in the Bill and expressed concern with the inclusion of bicycles. The sponsor explained that bicycles would only be impounded if the rider flees from law enforcement. Representative Sawyer raised a concern about what happens if a rented motorized vehicle is impounded. The sponsor acknowledged that the Bill does not currently address this scenario and agreed that an amendment would be necessary to address this and to exclude bicycles. The sponsor expressed her willingness to make revisions to the Bill. Representative Christofferson argued that children, not their parents, should be held accountable for their actions. No public comments were made on the Bill. The Committee voted to hold the Bill in Committee.

Yeas: 12

Nays: 0  
N/V: 0

**Outcome: HB 407 was held in the Committee.**

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**Bill: SB 96 – Advanced Air Mobility Amendments**

Sponsor: Senator Wayne A. Harper

Floor Sponsor: Representative Kay J. Christofferson

**UASD Position: Tracking**

This Bill addresses provisions related to advanced air mobility.

Discussion: The intent of the Bill is to ensure that the Code facilitates broad access to mobile air devices and services. A task force has spent the past two years assessing whether Utah is prepared for the integration of advanced mobile air devices and has concluded that the state is well-positioned to embrace this technology. The Bill is designed to support the growth of advanced air mobility for emerging industries, enabling the expansion of local airborne services, such as package delivery and taxi services. Specifically, the Bill directs the Department of Transportation to conduct a community outreach and education campaign to raise awareness and understanding of advanced air mobility. It also requires the Department to develop an advanced air mobility toolkit, which will provide essential resources and guidance for the implementation of these technologies. Additionally, the Bill defines and modifies key terms related to advanced air mobility to ensure consistency and clarity in the application of relevant regulations. Finally, the Bill includes various technical amendments to support the development and regulation of air mobility systems. The sponsor expressed a desire to leverage the technology being developed in Chicago and have these programs operational before the upcoming Salt Lake Olympic Games. Representative Chevrier inquired about privacy concerns related to the Bill, to which the sponsor responded that privacy protections have already been addressed through legislation from previous sessions. The Utah League of Cities and Towns expressed their support for the Bill.

Yeas: 12  
Nays: 0  
N/V: 0

**Outcome: SB 96 passed out of the Senate with a favorable recommendation.**

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