

House Transportation Committee

Prepared by the Utah Association of Special Districts

03/02/2026

Bill: 3rd substitute SB 242 - Transportation Amendments

Sponsor: Senator Harper

Floor Sponsor: Representative Christofferson

UASD Position: Track

This Bill amends provisions related to transportation, including road usage charge, towing dispatch, and local option sales tax use.

Discussion: The sponsor presented the 3rd substitute, which was adopted by the Committee. The 3rd substitute incorporates floor amendments previously adopted into the 2nd substitute, adds agreed-upon language related to towing, clarifies that a municipality may close a road to food trucks during large events under specified circumstances, and addresses two transportation projects in Salt Lake City funded with Salt Lake County highway funds.

The sponsor stated that the Bill addresses issues raised during the interim and revises provisions governing the distribution and allowable uses of certain local option sales tax revenues for transportation and transit. The Bill increases bonding authority for the Utah Transit Authority, including authorizing additional bonding capacity for FrontRunner projects if anticipated federal funding is not received. The Bill clarifies the use of corridor preservation funds and certain transportation infrastructure funds, defines and establishes the Utah Trail Network, and expands or clarifies eligibility for rail infrastructure funds, including repairs on railroad tracks owned by UDOT and the Utah Department of Natural Resources. The Bill provides a sales tax exemption for construction materials used in certain major transit capital development projects and clarifies that school buses and public transit vehicles may temporarily park in bike lanes for route management and passenger loading and unloading. The Bill includes provisions related to towing dispatch and enforcement, with additional stakeholder discussions anticipated. The Bill clarifies UDOT's role in distributing emergency transportation funding, adjusts road usage charge caps for certain heavyweight vehicles, and requires reporting by local governments that receive first-class county highway funds. The Bill establishes a coordination framework between UDOT and Salt Lake City regarding highway reduction, safety, and related strategies and repeals SB 195 (2025), replacing it with a requirement that Salt Lake City and UDOT enter into an interlocal agreement governing future coordination.

During Committee discussion, members asked about specific line references, towing penalties, park-and-ride facilities in Davis County, electric vehicle weight thresholds, mobile business permitting authority, and the impact on roads in Salt Lake City. The sponsor clarified that the electric vehicle weight provisions are intended to address vehicles such as delivery trucks rather than broadly applying to all commercial vehicles, that municipalities may regulate mobile businesses but are not required to do so, and that the 3rd substitute maintains the same language as the 2nd substitute regarding impacts to Salt Lake City roads.

Eight members of the public and Sweet Street City spoke in opposition. The Utah Professional Towers Alliance and the Ogden-Weber Chamber of Commerce expressed opposition, stating that certain required information input provisions conflict with federal law. The Utah Highway Patrol and Stafford Road Solutions spoke in support of the Bill.

Yeas: 4

Nays: 4

N/V: 4

Outcome: 3rd substitute SB 242 failed to pass out of Committee with a favorable recommendation.