

# HB0481S01 compared with HB0481

~~{Omitted text}~~ shows text that was in HB0481 but was omitted in HB0481S01

inserted text shows text that was not in HB0481 but was inserted into HB0481S01

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**Transportation Modifications**  
2026 GENERAL SESSION  
STATE OF UTAH  
**Chief Sponsor: Kay J. Christofferson**  
Senate Sponsor: Wayne A. Harper



2

3 **LONG TITLE**

4 **General Description:**

5 This bill repeals the clean vehicle program, amends distribution frequency for class B and  
6 class C road funding, and amends provisions related to local corridor preservation fund  
7 administration.

8 **Highlighted Provisions:**

9 This bill:

- 10 ▶ amends provisions related to local jurisdiction over real property as pertaining to  
commuter rail property;
- 10 ▶ repeals the clean vehicle program;
- 13 ▶ amends certain duties of the Department of Transportation;
- 14 ▶ enacts provisions related to privileged information pertaining to rail road safety  
responsibilities and coordination;
- 11 ▶ provides flexibility in distribution frequency of class B and class C road funding;
- 12 ▶ directs local corridor preservation funds to go directly to the relevant local government instead of  
passing through the Transportation Fund;

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- 14 † modifies certain uses for local corridor preservation funds; and
- 15 † 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 **10-20-305** , as renumbered and amended by Laws of Utah 2025, First Special Session,  
Chapter 15

29 **17-79-306** , as renumbered and amended by Laws of Utah 2025, First Special Session,  
Chapter 14

31 **41-6a-702** , as last amended by Laws of Utah 2020, Chapter 74

32 **72-1-201** , as last amended by Laws of Utah 2025, Chapters 393, 452

33 **72-2-107** , as last amended by Laws of Utah 2023, Chapter 22

34 **72-2-117.5** , as last amended by Laws of Utah 2025, Chapter 373

35 ENACTS:

36 **72-1-219** , Utah Code Annotated 1953

37 REPEALS:

38 **72-6-121** , as last amended by Laws of Utah 2024, Chapter 517

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

41 Section 1. Section 10-20-305 is amended to read:

42 **10-20-305. State and federal property.**

43 (1) As used in this section, "commuter rail" means the same as that term is defined in Section  
63N-3-602.

45 (2) Unless otherwise provided by law, nothing contained in this chapter or Chapter 21, Municipalities  
and Housing Supply, may be construed as giving a municipality jurisdiction over:

48 (a) real property or an interest in real property owned by the state or the United States[-] ; or

50 (b) except as provided by Subsection (3), over other real property necessary for the construction of a  
commuter rail project for which the Department of Transportation has oversight and supervision.

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53 (3) Upon completion of a commuter rail project described in Subsection (2), including any performance  
of work related to warranties and latent defects, a municipality retains the jurisdiction and land use  
54 authority provided by law over the completed commuter rail facilities, including a station, parking  
55 facility, or maintenance facility.

57 Section 2. Section 17-79-306 is amended to read:

### 58 **17-79-306. State and federal property.**

59 (1) As used in this section, "commuter rail" means the same as that term is defined in Section  
60 63N-3-602.

61 (2) Unless otherwise provided by law, nothing contained in this chapter or Chapter 80, Counties and  
62 Housing Supply, may be construed as giving a county jurisdiction over:

63 (a) real property or an interest in real property owned by the state or the United States[-] ; or

64 (b) except as provided by Subsection (3), over other real property necessary for the construction of a  
65 commuter rail project for which the Department of Transportation has oversight and supervision.

66 (3) Upon completion of a commuter rail project described in Subsection (2), including any performance  
67 of work related to warranties and latent defects, a county retains the jurisdiction and land use  
68 authority provided by law over the completed commuter rail facilities, including a station, parking  
69 facility, or maintenance facility.

70 Section 3. Section **41-6a-702** is amended to read:

### 71 **41-6a-702. Left lane restrictions -- Exceptions -- Other lane restrictions -- Penalties.**

72 (1) As used in this section and Section 41-6a-704, "general purpose lane" means a highway lane open to  
73 vehicular traffic but does not include a designated:

74 (a) high occupancy vehicle (HOV) lane; or

75 (b) auxiliary lane that begins as a freeway on-ramp and ends as part of the next freeway off-ramp.

76 (2) On a freeway or section of a freeway which has three or more general purpose lanes in the same  
77 direction, a person may not operate a vehicle in the left most general purpose lane if the person's  
78 vehicle or combination of vehicles has a gross vehicle weight rating of 18,001 or more pounds.

79 (3) Subsection (2) does not apply to a person operating a vehicle who is:

80 (a) preparing to turn left or taking a different highway split or an exit on the left;

81 (b) responding to emergency conditions;

82 (c) avoiding actual or potential traffic moving onto the highway from an acceleration or merging lane;  
83 or

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46 (d) following direction signs that direct use of a designated lane.

47 (4)

(a) A highway authority may designate a specific lane or lanes of travel for any type of vehicle on a highway or portion of a highway under its jurisdiction for the:

49 (i) safety of the public;

50 (ii) efficient maintenance of a highway; or

51 (iii) use of high occupancy vehicles.

52 (b) The lane designation under Subsection (4)(a) is effective when appropriate signs or roadway markings giving notice are erected on the highway or portion of the highway.

55 [~~5~~]

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

60 [(b)

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

65 [(ii) ~~Except as provided in Subsection (5)(b)(iii), the Department of Transportation may not issue more than 6,000 clean fuel vehicle decals under Section 72-6-121.]~~

67 [(iii) ~~The Department of Transportation may, through rules made under Subsection (5)(b)(i), increase the number of clean fuel vehicle decals issued in accordance with Section 72-6-121 beyond the minimum described in Subsection (5)(b)(ii) if the increased issuance will allow the Department of Transportation to continue to meet its goals for operational management of the lane designated under Subsection (4)(a)(iii).]~~

73 [(6)] (5) A public transportation vehicle may operate in a lane designated under Subsection (4)(a)(iii) regardless of the number of occupants as permitted by federal law and regulation.

76 [(7)] (6) A person who operates a vehicle in violation of Subsection (2) or in violation of the restrictions made under Subsection (4) is guilty of an infraction.

121 Section 4. Section 72-1-201 is amended to read:

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122           **72-1-201. Creation of Department of Transportation -- Functions, powers, duties, rights, and**  
123           **responsibilities.**

124           (1) There is created the Department of Transportation which shall:

125           (a) have the general responsibility for planning, research, design, construction, maintenance, security,  
126           and safety of state transportation systems;

127           (b) provide administration for state transportation systems and programs;

128           (c) implement the transportation policies of the state;

129           (d) plan, develop, construct, and maintain state transportation systems that are safe, reliable,  
130           environmentally sensitive, and serve the needs of the traveling public, commerce, and industry;

131           (e) establish standards and procedures regarding the technical details of administration of the state  
132           transportation systems as established by statute and administrative rule;

133           (f) advise the governor and the Legislature about state transportation systems needs;

134           (g) coordinate with utility companies for the reasonable, efficient, and cost-effective installation,  
135           maintenance, operation, relocation, and upgrade of utilities within state highway rights-of-way;

136           (h) in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, make rules for the  
137           administration of the department, state transportation systems, and programs;

138           (i) jointly with the commission annually report to the Transportation Interim Committee, by November  
139           30 of each year, as to the operation, maintenance, condition, mobility, safety needs, and wildlife and  
140           livestock mitigation for state transportation systems;

141           (j) ensure that any training or certification required of a public official or public employee, as those  
142           terms are defined in Section 63G-22-102, complies with Title 63G, Chapter 22, State Training and  
143           Certification Requirements, if the training or certification is required:

144           (i) under this title;

145           (ii) by the department; or

146           (iii) by an agency or division within the department;

147           (k) study and make recommendations to the Legislature on potential managed lane use and  
148           implementation on selected transportation systems within the state;

149           (l) before July 1 of each year, coordinate with the Utah Highway Patrol Division created in Section  
150           53-8-103 regarding:

151           (i) future highway projects that will add additional capacity to the state transportation system;

152           (ii) potential changes in law enforcement responsibilities due to future highway projects; and

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- 159 (iii) incident management services on state highways;
- 160 (m) provide public transit services, in consultation with any relevant public transit provider; [and]
- 162 (n) implement a public service campaign as described in Section 72-2-135, in coordination with relevant stakeholders including permitted landfills and transfer stations, to generate public awareness regarding the importance of proper transportation and disposal of waste and maintaining clean roads and highways[-] ; and
- 166 (o) provide for leasing and other services that generate revenue in connection with public transit facilities and services that serve the Cottonwood Canyons area of Salt Lake County.
- 169 (2) For a proposed transportation project that includes a gondola in the Cottonwood Canyons area of Salt Lake County for which the department has completed an environmental impact statement, the department may only construct the project in the phasing sequence as provided in the record of decision associated with the environmental impact statement.
- 174 (3)
- (a) The department shall exercise reasonable care in designing, constructing, and maintaining a state highway in a reasonably safe condition for travel.
- 176 (b) Nothing in this section shall be construed as:
- 177 (i) creating a private right of action; or
- 178 (ii) expanding or changing the department's common law duty as described in Subsection (3)(a) for liability purposes.
- 180 Section 5. Section 5 is enacted to read:
- 181 **72-1-219. Discovery and admission as evidence of certain reports and surveys.**
- 182 (1) Subject to Subsection (2), and notwithstanding any other provision of law, the following materials are privileged, are not subject to discovery or admissible in evidence in a proceeding before a federal or state court, and may not be considered for any other purpose in an action for damages arising from an occurrence at a location described in the materials:
- 187 (a) a report;
- 188 (b) a survey;
- 189 (c) a schedule;
- 190 (d) a list; or
- 191 (e) data compiled or collected.
- 192 (2) The privilege described in Subsection (1) applies only if the materials were created or collected:

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- 194 (a) pursuant to 23 U.S.C. Sec. 409;
- 195 (b) under federal or state law for the purpose of identifying, evaluating, or planning the safety  
enhancement of:
- 197 (i) a potential crash site;
- 198 (ii) a hazardous highway condition; or
- 199 (iii) a railway-highway crossing; or
- 200 (c) for the purpose of developing a highway or railway safety construction improvement project,  
regardless of the funding source.

202 Section 6. Section **72-2-107** is amended to read:

203 **72-2-107. Appropriation from Transportation Fund -- Apportionment for class B and class**  
**C roads.**

- 81 (1) There is appropriated to the department from the Transportation Fund annually an amount equal to  
30% of an amount which the director of finance shall compute in the following manner: The total  
revenue deposited into the Transportation Fund during the fiscal year from state highway-user taxes  
and fees, minus those amounts appropriated or transferred from the Transportation Fund during the  
same fiscal year to:
- 86 (a) the Department of Public Safety;
- 87 (b) the State Tax Commission;
- 88 (c) the Division of Finance;
- 89 (d) the Utah Travel Council;
- 90 (e) except as provided in Section 72-1-213.2, the road usage charge program created in Section  
72-1-213.1; and
- 92 (f) any other amounts appropriated or transferred for any other state agencies not a part of the  
department.
- 94 (2)
- (a) Except as provided in Subsections (2)(b) and (c), all of the money appropriated in Subsection (1)  
shall be apportioned among counties and municipalities for class B and class C roads as provided in  
this title.
- 97 (b) The department shall annually transfer \$500,000 of the amount calculated under Subsection (1) to  
the State Park Access Highways Improvement Program created in Section 72-3-207.

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(c) Administrative costs of the department to administer class B and class C roads shall be paid from funds calculated under Subsection (1).

102 (3) ~~[Each quarter of every year]~~ At least quarterly the department shall make the necessary accounting entries to transfer the money appropriated under this section for class B and class C roads.

105 (4) The funds appropriated for class B and class C roads shall be expended under the direction of the department as the Legislature shall provide.

231 Section 7. Section **72-2-117.5** is amended to read:

232 **72-2-117.5. Definitions -- Local Highway and Transportation Corridor Preservation Fund --**  
**Disposition of fund money.**

110 (1) As used in this section:

111 (a) "Council of governments" means a decision-making body in each county composed of membership including the county governing body and the mayors of each municipality in the county.

114 (b) "Metropolitan planning organization" has the same meaning as defined in Section 72-1-208.5.

116 (2) There is created the Local Highway and Transportation Corridor Preservation Fund~~[within the Transportation Fund]~~.

118 (3) The fund shall be funded from the following sources:

119 (a) a local option highway construction and transportation corridor preservation fee imposed under Section 41-1a-1222;

121 (b) appropriations made to the fund by the Legislature;

122 (c) contributions from other public and private sources for deposit into the fund;

123 (d) all money collected from rents and sales of real property acquired with fund money;

124 (e) proceeds from general obligation bonds, revenue bonds, or other obligations issued as authorized by Title 63B, Bonds; and

126 (f) sales and use tax revenues deposited into the fund in accordance with Title 59, Chapter 12, Part 22, Local Option Sales and Use Taxes for Transportation Act.

128 (4)

~~[(a) The fund shall earn interest.]~~

129 ~~[(b) All interest earned on fund money shall be deposited into the fund.]~~

130 ~~[(e)]~~ (a) The State Tax Commission shall allocate and distribute the revenues:

131 (i) provided under Subsection (3)(a) to each county imposing a local option highway construction and transportation corridor preservation fee under Section 41-1a-1222;

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- 133 (ii) provided under Subsection 59-12-2217(2) to each county imposing a county option sales and use tax  
for transportation; and
- 135 (iii) provided under Subsection (3)(f) to each county of the second class or city or town within a county  
of the second class that imposes the sales and use tax authorized by Section 59-12-2218.
- 138 ~~[(d) The department shall distribute the funds allocated to each county, city, or town under Subsection  
(4)(e) to each county, city, or town.]~~
- 140 ~~[(e)]~~ (b) The money allocated and distributed under this Subsection (4):
- 141 (i) shall be used for the purposes provided in this section for each county, city, or town;
- 143 (ii) is allocated to each county, city, or town as provided in this section with the condition that the state  
will not be charged for any asset purchased with the money allocated and distributed under this  
Subsection (4), unless there is a written agreement in place with the department prior to the purchase  
of the asset stipulating a reimbursement by the state to the county, city, or town of no more than the  
original purchase price paid by the county, city, or town; and
- 149 (iii) is considered a local matching contribution for the purposes described under Section 72-2-123 if  
used on a state highway.
- 151 ~~[(f) Administrative costs of the department to implement this section shall be paid from the fund.]~~
- 153 (5)
- (a) A highway authority may acquire real property or any interests in real property for state, county, and  
municipal transportation corridors subject to:
- 155 (i) money available in the fund to each county under Subsection (4); and
- 156 (ii) the provisions of this section.
- 157 (b) Fund money may be used to pay interest on debts incurred in accordance with this section.
- 159 (c)
- (i)
- (A) Fund money may be used to pay maintenance costs of properties acquired under this section but  
limited to a total of 5% of the purchase price of the property.
- 162 (B) Any additional maintenance cost shall be paid from funds other than under this section.
- 164 (C) Revenue generated by any property acquired under this section is excluded from the limitations  
under this Subsection (5)(c)(i).
- 166 (ii) Fund money may be used to pay direct costs of acquisition of properties acquired under this section.
- 168

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- (d) Fund money allocated and distributed under Subsection (4) may be used by a county highway authority for countywide transportation or public transit planning if:
- 170 (i) the county's planning focus area is outside the boundaries of a metropolitan planning organization;
- 172 (ii) the transportation planning is part of the county's continuing, cooperative, and comprehensive process for transportation or public transit planning, transportation corridor preservation, right-of-way acquisition, and project programming;
- 175 (iii) no more than four years allocation every 20 years to each county is used for transportation planning under this Subsection (5)(d); and
- 177 (iv) the county otherwise qualifies to use the fund money as provided under this section.
- 179 (e)
- (i) Subject to Subsection (11), fund money allocated and distributed under Subsection (4) may be used by a county highway authority for transportation corridor planning that is part of the transportation corridor elements of an ongoing work program of transportation or public transit projects.
- 183 (ii) The transportation corridor planning under Subsection (5)(e)(i) shall be under the direction of:
- 185 (A) the metropolitan planning organization if the county is within the boundaries of a metropolitan planning organization; or
- 187 (B) the department if the county is not within the boundaries of a metropolitan planning organization.
- 189 (f)
- (i) A county, city, or town that imposes a local option highway construction and transportation corridor preservation fee under Section 41-1a-1222 may elect to administer the funds allocated and distributed to that county, city, or town under Subsection (4) as a revolving loan fund.
- 193 (ii) If a county, city, or town elects to administer the funds allocated and distributed to that county, city, or town under Subsection (4) as a revolving loan fund, a local highway authority shall repay the fund money authorized for the project to the fund.
- 197 (iii) A county, city, or town that elects to administer the funds allocated and distributed to that county, city, or town under Subsection (4) as a revolving loan fund shall establish repayment conditions of the money to the fund from the specified project funds.
- 201 (g)
- (i) Subject to the restrictions in Subsections (5)(g)(ii) and (iii), fund money may be used by a county of the third, fourth, fifth, or sixth class or by a city or town within a county of the third, fourth, fifth, or sixth class for:

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- 204 (A) the construction, operation, or maintenance of a class B road or class C road; or  
206 (B) the restoration or repair of survey monuments associated with transportation infrastructure.
- 208 (ii) A county, city, or town may not use more than 50% of the current balance of fund money allocated  
to the county, city, or town for the purposes described in Subsection (5)(g)(i).
- 211 (iii) A county, city, or town may not use more than 50% of the fund revenue collections allocated to a  
county, city, or town in the current fiscal year for the purposes described in Subsection (5)(g)(i).
- 214 (6)  
(a)  
(i) The Local Highway and Transportation Corridor Preservation Fund shall be used to preserve  
transportation corridors, promote long-term statewide transportation planning, save on  
acquisition costs, and promote the best interests of the state in a manner which minimizes  
impact on prime agricultural land.
- 218 ~~[(ii) The Local Highway and Transportation Corridor Preservation Fund shall only be used to  
preserve a transportation corridor that is right-of-way:]~~
- 220 ~~[(A) in a county of the first or second class for:]~~  
221 ~~[(I) a state highway;]~~  
222 ~~[(II) a principal arterial highway as defined in Section 72-4-102.5;]~~  
223 ~~[(III) a minor arterial highway as defined in Section 72-4-102.5;]~~  
224 ~~[(IV) a collector highway in an urban area as defined in Section 72-4-102.5; or]~~  
225 ~~[(V) a transit facility as defined in Section 17B-2a-802; or]~~  
226 ~~[(B) in a county of the third, fourth, fifth, or sixth class for:]~~  
227 ~~[(I) a state highway;]~~  
228 ~~[(II) a principal arterial highway as defined in Section 72-4-102.5;]~~  
229 ~~[(III) a minor arterial highway as defined in Section 72-4-102.5;]~~  
230 ~~[(IV) a major collector highway as defined in Section 72-4-102.5;]~~  
231 ~~[(V) a minor collector road as defined in Section 72-4-102.5; or]~~  
232 ~~[(VI) a transit facility as defined in Section 17B-2a-802.]~~
- 233 (ii) In a county of the first or second class, the Local Highway and Transportation Corridor  
Preservation Fund shall only be used to preserve a transportation corridor that is right-of-way  
for:
- 236 (A) a state highway;

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- 237 (B) a principal arterial highway as defined in Section 72-4-102.5;  
238 (C) a minor arterial highway as defined in Section 72-4-102.5;  
239 (D) a collector highway in an urban area as defined in Section 72-4-102.5; or  
240 (E) a transit facility as defined in Section 17B-2a-802.
- 241 (iii) In a county of the third, fourth, fifth, or sixth class, the Local Highway and Transportation  
Corridor Preservation Fund shall only be used to preserve a transportation corridor that is right-  
of-way for:
- 244 (A) a state highway;  
245 (B) a principal arterial highway as defined in Section 72-4-102.5;  
246 (C) a minor arterial highway as defined in Section 72-4-102.5;  
247 (D) a major collector highway as defined in Section 72-4-102.5;  
248 (E) a minor collector road as defined in Section 72-4-102.5; or  
249 (F) a transit facility as defined in Section 17B-2a-802.
- 250 [~~(iii)~~] (iv) The Local Highway and Transportation Corridor Preservation Fund may not be used for a  
transportation corridor that is primarily a recreational trail as defined under Section 79-5-102.
- 253 (b) A highway authority shall authorize the expenditure of fund money after determining that the  
expenditure is being made in accordance with this section from applications that are:
- 256 (i) endorsed by the council of governments; and  
257 (ii) for a right-of-way purchase for a transportation corridor authorized under Subsection (6)(a)(ii) or  
(iii).
- 259 (7)  
(a)  
(i) A council of governments shall establish a council of governments endorsement process which  
includes prioritization and application procedures for use of the money allocated to each county  
under this section.  
262 (ii) The endorsement process under Subsection (7)(a)(i) may include review or endorsement of the  
preservation project by:  
264 (A) the metropolitan planning organization if the county is within the boundaries of a metropolitan  
planning organization; or  
266 (B) the department if the county is not within the boundaries of a metropolitan planning organization.  
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- (b) All fund money shall be prioritized by each highway authority and council of governments based on considerations, including:
- 270 (i) areas with rapidly expanding population;
- 271 (ii) the willingness of local governments to complete studies and impact statements that meet department standards;
- 273 (iii) the preservation of transportation corridors by the use of local planning and zoning processes;
- 275 (iv) the availability of other public and private matching funds for a project;
- 276 (v) the cost-effectiveness of the preservation projects;
- 277 (vi) long and short-term maintenance costs for property acquired; and
- 278 (vii) whether the transportation corridor is included as part of:
- 279 (A) the county and municipal master plan; and
- 280 (B)
- (I) the statewide long range plan; or
- 281 (II) the regional transportation plan of the area metropolitan planning organization if one exists for the area.
- 283 (c) The council of governments shall:
- 284 (i) establish a priority list of transportation corridor preservation projects within the county;
- 286 (ii) submit the list described in Subsection (7)(c)(i) to the county's legislative body for approval; and
- 288 (iii) obtain approval of the list described in Subsection (7)(c)(i) from a majority of the members of the county legislative body.
- 290 (d) A county's council of governments may only submit one priority list described in Subsection (7)(c)
- (i) per calendar year.
- 292 (e) A county legislative body may only consider and approve one priority list described in Subsection (7)(c)(i) per calendar year.
- 294 (8)
- (a) Unless otherwise provided by written agreement with another highway authority or public transit district, the highway authority that holds the deed to the property is responsible for maintenance of the property.
- 297 (b) The transfer of ownership for property acquired under this section from one highway authority to another shall include a recorded deed for the property and a written agreement between the highway authorities or public transit district.

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- 300 (9)
- (a) The proceeds from any bonds or other obligations secured by revenues of the Local Highway and Transportation Corridor Preservation Fund shall be used for the purposes authorized for funds under this section.
- 303 (b) The highway authority shall pledge the necessary part of the revenues of the Local Highway and Transportation Corridor Preservation Fund to the payment of principal and interest on the bonds or other obligations.
- 306 (10)
- (a) A highway authority may not expend money under this section to purchase a right-of-way for a state highway unless the highway authority has:
- 308 (i) a transportation corridor property acquisition policy or ordinance in effect that meets department requirements for the acquisition of real property or any interests in real property under this section; and
- 311 (ii) an access management policy or ordinance in effect that meets the requirements under Subsection 72-2-117(8).
- 313 (b) The provisions of Subsection (10)(a)(i) do not apply if the highway authority has a written agreement with the department for the department to acquire real property or any interests in real property on behalf of the local highway authority under this section.
- 317 (11) The county shall ensure, to the extent possible, that the fund money allocated and distributed to a city or town in accordance with Subsection (4) is expended:
- 319 (a) to fund a project or service as allowed by this section within the city or town to which the fund money is allocated;
- 321 (b) to pay debt service, principal, or interest on a bond or other obligation as allowed by this section if that bond or other obligation is:
- 323 (i) secured by money allocated to the city or town; and
- 324 (ii) issued to finance a project or service as allowed by this section within the city or town to which the fund money is allocated;
- 326 (c) to fund transportation planning as allowed by this section within the city or town to which the fund money is allocated; or
- 328 (d) for another purpose allowed by this section within the city or town to which the fund money is allocated.

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330 (12) Notwithstanding any other provision in this section, any amounts within the fund allocated to a  
public transit district or for a public transit corridor may only be derived from the portion of the fund  
that does not include constitutionally restricted sources related to the operation of a motor vehicle on  
a public highway or proceeds from an excise tax on liquid motor fuel to propel a motor vehicle.

459 Section 8. **Repealer.**

This Bill Repeals:

460 This bill repeals:

461 Section **72-6-121, Clean fuel vehicle decal.**

462 Section 9. **Effective date.**

Effective Date.

This bill takes effect on May 6, 2026.

2-10-26 6:22 PM