Senator **Wayne A. Harper** proposes the following amendments:

1. *Line 14 through 21:*

14 a conveyance of real property;
15 →provides a sales tax exemption for construction materials purchased by the Department of
16 Transportation for certain public transit capital development projects;
17 → {~~phases out~~} **amends** certain allowed uses of local option sales taxes for transportation {~~to direct the~~
18 ~~revenue to the respective county for public transit purposes~~} ;
19 →increases bonding authorization related to commuter rail expansion;
20 →defines the Utah trail network;
21 →delegates certain authority to the executive director of the Department of Transportation

2. *Line 1479 through 1511:*

1479 beginning on the day three years after the date on which at least three counties
1480 described in Subsections (4) and (5) have imposed a tax under this section, or
1481 beginning on July 1, 2030, whichever comes first, for revenue designated for
1482 public transit as described in Subsection (4)(a)[~~:~~] {~~, the revenue~~ Ŝ→ ~~shall be~~ }
1482a {~~transferred into the County of the First Class Highway Projects Fund created in~~ }
1482b {~~Section 72-2-121 and~~ ←Ŝ ~~shall be used for a~~ }
1483 {~~purpose described in Subsection (11)(a).~~} **:**
1484 {~~[~~} **(A)** {~~]~~ ~~[~~} **50% of the revenue from a sales and use tax imposed under this section in a**
1485 **county of the first class shall be transferred to the County of the First Class**
1486 **Highway Projects Fund created in Section 72-2-121 to be used for a purpose described in Subsection (11)(a); and** {~~]~~}
1487 {~~[~~} **(B)** {~~]~~ ~~[~~} **50% of the revenue from a sales and use tax imposed under this section in a**
1488 **county of the first class shall be transferred to the Transit Transportation**
1489 **Investment Fund Commuter Rail Subaccount created in Subsection** {~~72-2-124(9)~~} 72-2-124(13)**.** {~~]~~}
1490 (c) {~~[~~} **(i)** {~~]~~} If a county that is not a county of the first class for which the entire boundary
1491 of the county is annexed into a large public transit district imposes a sales and use
1492 tax described in this section, beginning on the date on which the county imposes
1493 the sales and use tax under this section {~~[~~} **, and for a three-year period following the**
1494 **date on which at least three counties described in Subsections (4) and (5) have**

imposed a tax under this section, or until June 30, 2030, whichever comes first, {~~]~~} revenue designated for public transit as described in Subsection (5)(a) shall be transferred to the relevant county legislative body to be used for a purpose {~~**described in Subsection (11)(a)**~~} **determined by the county legislative body**.

{~~[~~} **(ii)** {~~]~~ ~~[~~} **If a county that is not a county of the first class for which the entire boundary of the county is annexed into a large public transit district imposes a sales and use tax described in this section, beginning on the day three years after the date on which at least three counties described in Subsections (4) and (5) have imposed a tax under this section, or beginning on July 1, 2030, whichever comes first, for the revenue that is designated for public transit in Subsection (5)(a):** {~~]~~}

[~~(A)~~] {~~[~~} **50% shall be transferred to the Transit Transportation Investment Fund Commuter Rail Subaccount created in Subsection** {~~**72-2-124(9)**~~} **72-2-124(13); and** {~~]~~}

[~~(B)~~] {~~[~~} **50% shall be transferred to the relevant county legislative body to be used for a purpose described in Subsection (11)(a).** {~~]~~}

(d) Except as provided in Subsection [~~(13)(c)~~](14)(c), for a county that imposes a sales and use tax under this section, for revenue designated for public transit as described in Subsection (6)(b)(i), the revenue shall be transferred to the relevant county