(1) Except as otherwise provided in this part, a county, city, or town that imposes a local option sales and use tax under this part may expend the revenue generated from the local option sales and use tax for the following purposes:
   (a) the development, construction, maintenance, or operation of:
      (i) a class A road; state roads
      (ii) a class B road; county roads
      (iii) a class C road; city/town roads
      (iv) a class D road; rural non-paved roads
      (v) traffic and pedestrian safety infrastructure, including:
         (A) a sidewalk;
         (B) curb and gutter;
         (C) a safety feature;
         (D) a traffic sign;
         (E) a traffic signal; or
         (F) street lighting;
      (vi) streets, alleys, roads, highways, and thoroughfares of any kind, including
         connected structures;
      (vii) an airport facility; or
      (viii) an active transportation facility that is for nonmotorized vehicles and
         multimodal transportation and connects an origin with a destination;
      (b) a system for public transit;
      (c) all other modes and forms of conveyance used by the public;
      (d) debt service or bond issuance costs related to a project or facility described in
         Subsections (1)(a) through (c); or
      (e) corridor preservation related to a project or facility described in Subsections
         (1)(a) through (c).
(2) Any revenue subject to rights or obligations under a contract between a county, city, or town and a public transit district entered into before January 1, 2019, remains subject to existing contractual rights and obligations.

Emphasizes that 3rd quarter cent funding is capacity and congestion mitigation and prohibited from being used on maintenance

Allows COG to be part of nominating process for UTA Trustees