



AzTA *ADVOCACY*

Weekly Legislative Report

April 20, 2018

The Arizona Legislature slowed down in the last week, as a new proposal by Governor Doug Ducey for a 20 percent public school teacher pay raise by 2020 took center stage. The proposal, announced last week in a press conference by Gov. Ducey, would involve the shifting of various revenue streams and leans heavily on optimistic revenue projections for the state's General Fund. The proposal was met with significant concern from the Legislature, and the two branches are currently discussing the details and political viability of the Governor's plan.

Today was Day 103 of the session. The 100-day mark, the traditional target for adjournment, has obviously passed. The Governor's proposal on teacher pay raises, along with his plan for school safety, which was heard in the Senate yesterday, will clearly extend the session beyond when some predicted it would adjourn *sine die*. A walkout/strike of public school teachers, which appears on track to happen next Thursday, April 26, would seem to indicate the session will not be adjourning in the near future.

Several bills of interest to AzTA remain active in the process. A summary of some of the more noteworthy measures is as follows:

There has been no change to the status of SB 1146 and HB 2166 (vehicle fees; alternative fuel VLT), which would each allow the Director of ADOT to establish a per-vehicle fee to cover the cost of funding the Highway Patrol division of DPS, and would also repeal the VLT exemption for alternative fuel vehicles. The bills are designed to effectively eliminate the HURF "sweeps" that have been ongoing for a number of years. Both bills have stalled in the Senate, though there is speculation there is a plan to move the bills forward in some fashion prior to adjournment of the session.

SB 1147 (county excise tax for transportation), introduced by Sen. Bob Worsley (R-Mesa), Chair of the Senate Transportation and Technology Committee, states that the board of supervisors of any county would be permitted to submit to the voters a transportation plan

funded by an excise tax. SB 1147 passed the full Senate in late February with a strong vote of 24-6. The House Transportation and Infrastructure committee approved the bill on a unanimous 7-0 vote, and the House Ways and Means Committee approved the bill on a 5-4 vote, with numerous amendments. In addition, a strike everything amendment to HB 2162 on the same subject was approved by the Senate Transportation and Technology Committee. Both bills now move to the respective Rules Committees. SB 1147 still seems poised to move through the House Rules Committee and onto the House floor, with additional amendments a strong possibility. Discussions with various stakeholders and legislators have continued this week, though the difficult negotiations on the state's budget and teacher pay raises have clearly been dominant in members' minds this week.

HB 2514 (HURF distribution; cities; towns; counties) states that the Department of Transportation would allocate \$18 million from revenues of the HURF fund in the next fiscal year to small counties and municipalities. Of the \$18 million one-time transfer, \$9 million would be distributed to counties with a population of less than 250,000 persons and \$9 million would be distributed to municipalities with a population of less than 7,500 persons. The Senate Appropriations Committee passed the bill on March 29 on a party-line vote. It now heads to the Senate Rules Committee, though it has not yet appeared on an agenda for that committee, which could be a sign of disfavor from Senate leadership.

These issues are being tracked in our on-line legislative tracking service, which you can access [here](#) for automatically-updated AzTA bill information, with our comments in red.

If you have any questions, don't hesitate to contact me.

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