



AzTA *ADVOCACY*

Weekly Legislative Report

April 6, 2018

The Arizona Legislature was quieter this week, with very little action in committees and relatively short floor calendars. Clearly budget negotiations are in full swing as leadership in both houses attempts to resolve their fiscal differences with each other, and with the Governor's Office. A similar level of activity is expected for at least the next two weeks.

Today was Day 89 of the session. We believe the Legislature should finish its work by the first week of May, though it remains to be seen if issues such as the Governor's school safety plan, a public school teachers pay raise or other items will slow down negotiations that, at this point, seem to have proceeded at a solid pace.

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

HB 2514 (HURF distribution; cities; towns; counties) states that the Department of Transportation would allocate \$18 million from revenues of the HURF fund to small counties and municipalities. Of the \$18 million, \$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 bill was approved by the full House with a significant amendment added that makes the \$18 million distribution a one-time event, repeals the law in 2020 and adds a legislative intent clause. The Senate Transportation and Technology Committee approved the bill, and last week the Senate Appropriations Committee also passed the bill 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.

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 on Tuesday. Both bills now move to the respective Rules Committees. Speaker J.D. Mesnard hosted a significant stakeholder meeting on SB 1147 yesterday, and it appears that bill will continue to move through the process, with additional amendments a strong possibility.

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.

HB 2243 (wrong-way driving; violation; DUI) establishes criminal penalties for driving the wrong way on a “controlled access highway” and for the same offense if the person is driving under the influence. The bill passed the Senate last week on a vote of 27-3 and was signed by Governor Ducey on March 27 (Chapter 81, Laws 2018).

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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AzTA is a non-profit statewide organization dedicated to improving public transportation in all Arizona communities.

