



AzTA *ADVOCACY*

Weekly Legislative Report

March 16, 2018

The 2018 Arizona Legislature is close to completing its second phase of committee hearings, as bills moved through the process in anticipation of next week being the final opportunity for legislation to be heard in committees, except for the Appropriations Committees or those with special permission. Agendas were full, though next week is expected to be even more hectic.

By rule, the Arizona Legislature is to meet no more than 100 days in a session, and in recent history that timing has been more or less correct, with sessions in the last few years typically in the 90-100 day range. However, if more time is needed, the rule can be waived until the Legislature completes its business for the year.

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

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. The bill has been amended to address the specific circumstances present in both Pima County and Maricopa County, and to clarify certain provisions specific to rural counties. SB 1147 passed the full Senate three weeks ago with a strong vote of 24-6. The House Transportation and Infrastructure committee approved the bill on a unanimous 7-0 vote last week, and the bill now moves to the House Ways and Means Committee, which will hear the bill on Wednesday, March 21. In addition, a strike everything amendment will be offered in the Senate Transportation and Technology Committee on Tuesday, March 20 on the same subject.

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 three weeks ago on a vote of 36-20, 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 bill will be heard in the Senate Transportation and Technology Committee on Tuesday, and is also assigned to the Appropriations Committee, which has yet to schedule the bill for a hearing.

SB 1146 and HB 2166 (BOTH: vehicle fees; alternative fuel VLT) each would 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 bill is designed to effectively eliminate the HURF “sweeps” that have been ongoing for a number of years. SB 1146 has stalled in the Senate, while HB 2166 passed the House on a vote of 35-24 and is now ready for consideration by the Senate, though it has not advanced to a committee and seems to have an uncertain future.

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 full House three weeks ago, and was approved by the Senate Transportation Committee and the Judiciary Committee. It now awaits a final vote in the Senate.

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.

Becky Miller
AzTA Executive Director
602.550.3265
bmiller@azta.org