



AzTA *ADVOCACY*

Weekly Legislative Report

March 23, 2018

Regular committee hearings for the 2018 Arizona Legislature ended this week, with the Appropriations committees and those with special permission being the only committees to hear bills after this week. Most agendas were full this week, as budget discussions moved forward in small groups among members of both houses. The budget bills will eventually be introduced in the House and Senate, though that seems unlikely to happen until the first week of April, at the earliest.

Most observers believe the legislative session will come to an end within the next four weeks, which would give enough time to complete the budget negotiations and complete business on remaining bills still in the process. At this point, there doesn't appear to be an issue controversial enough to hold up progress toward *sine die* in a significant way. (But you never know.)

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. 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 this week 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.

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 in late February 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 Senate Transportation and Technology Committee approved the bill this week. It is also assigned to the Senate Appropriations Committee, which will consider the bill on Tuesday, March 27.

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. SB 1146 has stalled in the Senate, while HB 2166 passed the House and is now ready for consideration by the Senate, though it has not advanced to a committee.

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 this week on a vote of 27-3 and is now headed to the Governor’s desk.

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.

