



AzTA *ADVOCACY*

Weekly Legislative Report

March 9, 2018

The Arizona Legislature continued at a normal pace this week, with moderately full agendas in most committees. Floor action in the Senate and House was consistent, and the process is moving bills through at what seems to be historically average speed. There are only two weeks now left for bills to be heard in committee, except for the Appropriations committees or those with special permission, and committee agendas will tend to be substantially larger these next two weeks.

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 two weeks ago with a strong vote of 24-6. The House Transportation and Infrastructure committee approved the bill on a unanimous 7-0 vote this week, and the bill now moves to the House Ways and Means Committee.

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 is still awaiting a final Senate vote, while HB 2166 passed the House on a vote of 35-24 and is now ready for consideration by the Senate. A significant amendment has been added to each bill that makes changes relative to the VLT exemptions. It is notable that neither bill advanced forward 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 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 two 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 has been assigned to the Senate Transportation and Technology Committee and the Appropriations Committee, but has yet to be scheduled for a hearing.

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 two weeks ago, and was approved by the Senate Transportation Committee and the Judiciary Committee last week, and now awaits floor action by the full 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

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Our mailing address is: 3104 East Camelback Road #932, Phoenix, AZ 85016

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