Overview
Adds taxes on motor vehicle fuel, use fuel, natural gas, propane and electric and hybrid vehicles.

History
Pursuant to A.R.S. § 28-5606, a tax of 18 cents per gallon is imposed on motor vehicle fuel possessed, used or consumed in Arizona. Additionally, a tax is imposed on use fuel to partially compensate Arizona for the use of its highways, except that there is no use fuel tax on alternative fuels. For use fuel that is used in the propulsion of a light class motor vehicle on a highway in Arizona, the tax imposed is 18 cents per gallon. For use fuel that is used in the propulsion of a use class motor vehicle on a highway in Arizona, the tax imposed is 26 cents per gallon. Through December 31, 2024, a nine cent per gallon tax is imposed on use fuel used in the propulsion of a motor vehicle transporting forest products in compliance with statutory requirements on a highway in Arizona.

A.R.S. § 28-6501 requires monies collected from the motor vehicle and use fuel tax be deposited in the Highway User Revenues Fund (HURF). After initial distributions, the Arizona Department of Transportation (ADOT) is required to allocate, and the State Treasurer is required to distribute monies in HURF as follows: 1) 50.5% to the State Highway Fund; 2) 9% to counties; 3) 27.5% to incorporated cities and towns; and 4) 3% to incorporated cities with a population of 300,000 or more persons (A.R.S. § 28-6538).

Provisions

Flat Rate on Electric and Hybrid Vehicles
1. Imposes an annual tax on electric vehicles that access a street or highway at a flat rate as follows:
   a) For FY 2021, $111;
   b) For FY 2022, $139;
   c) For FY 2023, $166; and
   d) For FY 2024 and each FY thereafter, $166 per year as adjusted based on the GDP implicit price deflator of the prior year. (Sec. 3)
2. Imposes an annual tax on hybrid vehicles at a flat rate as follows:
   a) For FY 2021, $45;
   b) For FY 2022, $56;
   c) For FY 2023, $67; and
   d) For FY 2024 and each FY thereafter, $67 per year as adjusted based on the GDP implicit price deflator of the prior year. (Sec. 3)
3. Requires ADOT to study the feasibility of converting from a flat tax rate for electric vehicles to a kilowatt per mile, or egallon, tax rate equivalent. (Sec. 6)
4. Requires ADOT, by December 31, 2025, to submit a report on converting the electric vehicle tax rate to the Governor, President of the Senate (President), Speaker of the House of Representatives (Speaker) and Secretary of State (SOS). (Sec. 6)

5. Requires ADOT to consult representatives of the electric car industry, a statewide trucking association, an international registration plan, an international fuel tax agreement and other relevant stakeholders in developing the report. (Sec. 6)

6. Requires the report to:
   a) Outline the effectiveness of the flat tax on electric and hybrid vehicles; and
   b) Include any proposed legislation that may be required to implement the recommendations of ADOT. (Sec. 6)

7. States that the imposition of the subsequently outlined per unit tax rates (Provisions 8-14) are not effective until the repeal of the aforementioned flat tax rates on electric and hybrid vehicles (Provisions 1-2). (Sec. 3)

**Motor Vehicle and Use Fuel Per Unit**

8. Imposes an additional motor vehicle fuel tax and use fuel tax for light class motor vehicles at a rate as follows:
   a) For FY 2021, 24 cents per gallon;
   b) For FY 2022, 30 cents per gallon;
   c) For FY 2023, 36 cents per gallon; and
   d) For FY 2024 and each FY thereafter, 36 cents per gallon as adjusted to reflect the change in the GDP implicit price deflator of the prior year. (Sec. 3)

9. Imposes an additional use fuel tax on use class motor vehicles at a rate as follows:
   a) For FY 2021, 32 cents per gallon;
   b) For FY 2022, 38 cents per gallon;
   c) For FY 2023, 44 cents per gallon; and
   d) For FY 2024 and each FY thereafter, 44 cents per gallon as adjusted to reflect the change in the GDP implicit price deflator of the prior year. (Sec. 3)

**Natural Gas Per Unit**

10. Imposes a tax on natural gas including for light class motor vehicles at a rate as follows:
    a) For FY 2021, 24 cents per gasoline gallon equivalent (GGE);
    b) For FY 2022, 30 cents per GGE;
    c) For FY 2023, 36 cents per GGE; and
    d) For FY 2024 and each FY thereafter, 36 cents per GGE as adjusted to reflect the change in the GDP implicit price deflator of the prior year. (Sec. 3)

11. Imposes a tax on natural gas for use class motor vehicles at a rate as follows:
    a) For FY 2021, $32 per diesel gallon equivalent (DGE);
    b) For FY 2022, $38 per DGE;
    c) For FY 2023, $44 per DGE; and
    d) For FY 2024 and each FY thereafter, $44 per DGE as adjusted to reflect the change in the GDP implicit price deflator of the prior year. (Sec. 3)

**Propane Per Unit**

12. Imposes a tax on propane including for light class motor vehicles at a rate as follows:
    a) For FY 2021, 18 cents per gallon;
    b) For FY 2022, 23 cents per gallon;
    c) For FY 2023, 28 cents per gallon; and
    d) For FY 2024 and each FY thereafter, 28 cents per gallon as adjusted to reflect the change in the GDP implicit price deflator of the prior year. (Sec. 3)
13. Imposes a tax on propane for use class motor vehicles at a rate as follows:
   a) For FY 2021, $22 per gallon;
   b) For FY 2022, $26 per gallon;
   c) For FY 2023, $30 per gallon; and
   d) For FY 2024 and each FY thereafter, $30 cents per gallon as adjusted to reflect the change
      in the GDP implicit price deflator of the prior year. (Sec. 3)

Electricity Per Unit
14. Imposes a tax on electricity including for light class and use class motor vehicles at a rate as
    follows:
    a) For FY 2021 and FY 2022, two cents per kilowatt;
    b) For FY 2023, three cents per kilowatt; and
    c) For FY 2024 and each FY thereafter, three cents per kilowatt as adjusted at to reflect the change
       in the GDP implicit price deflator of the prior year. (Sec. 3)

The Arizona Road Use Account
15. Establishes the Arizona Road Use Account (Account) in the HURF administered by ADOT. (Sec. 4-5)
16. States that monies in the Account are continuously appropriated and derived from:
   a) The annual electric and hybrid tax or the imposition of additional per unit fuel taxes; and
   b) Appropriations from the Legislature. (Sec. 5)
17. Requires monies in the Account to be used exclusively for maintaining, preserving and
    constructing streets, roads and highways and administering such activities. (Sec. 5)
18. Prohibits monies in the Account from being used for any law enforcement activities, except
    enforcement by ADOT of vehicle weight and safety law. (Sec. 5)
19. Requires ADOT to monthly release monies in the Account to the HURF for distribution in the
    same manner as other monies in that fund except monies in the Account:
    a) Cannot be used for the Economic Strength Project Fund or for highway patrol cost; and
    b) Must be distributed exclusively to ADOT, counties and cities. (Sec. 5)

Plan and Review of Road User Fees
20. Requires the Board of Transportation, in consultation with the counties, cities and regional
    transportation planning agencies, to immediately develop a comprehensive plan for the use
    of anticipated monies in the Account. (Sec. 2)
21. Requires the plan to:
    a) Be updated, periodically but not less frequently than every five years, over the next 20
       years; and
    b) Include specific proposed projects for constructing, preserving and maintaining streets,
       roads and highways in Arizona to be funded by the Account. (Sec. 2)
22. Requires the plan to be submitted the Governor, the President, the Speaker and the SOS. (Sec. 2)
23. Requires the President and the Speaker to direct the appropriate standing committees to
    review the plan and conduct thorough public hearings on the plan. (Sec. 2)
24. Allows the standing committees, after review of the plan and public hearings, to recommend
    the termination of the fees and charges that provide monies to the Account. (Sec. 2)

Retail Dispensing of Natural Gas
25. Requires compressed natural gas to be dispensed either in:
    a) GGE units, initially set at 5.660 pounds unless changed by rule; or
b) DGE units, initially set at 6.384 pounds unless changed by rule. (Sec. 1)

26. Requires liquefied natural gas to be dispensed in DGE units, initially set at 6.059 pounds unless changed by rules. (Sec. 1)

27. States that taxes imposed on compressed and liquified natural gas are presumed to be direct taxes on the consumer or user but must be collected and remitted to ADOT by suppliers for the purpose of convivence and facility only. (Sec. 1)

28. States that compressed and liquified natural gas taxes that a supplier collect and pays to ADOT:
   a) Are advanced payments;
   b) Must be added to the priced of the natural gas; and
   c) Must be recovered from the consumer. (Sec. 1)

29. Requires the Department of Agriculture’s Weights and Measures Division (Division) to:
   a) Adopt rules for dispensing natural gas at retail sale for use as a motor vehicle fuel within 180 days of the effective date of this bill; and
   b) Establish procedures for carrying out all requirements relating to dispensing natural gas at retail sale. (Sec. 1)

30. Requires the Division, before any necessary revisions resulting from changes in the energy content of motor fuels, to take into consideration:
   a) Whether the National Institute of Standards and Technology (NIST) prescribes standards for dispensing natural gas; and
   b) Whether those standards use different values for GGE and DGE or allow sales in different units. (Sec. 1)

31. States that if NIST develops or adopts different standards for GGE and DGE units, the NIST standards must be adopted in Arizona unless good cause is shown otherwise. (Sec. 1)

Miscellaneous

32. Contains legislative findings. (Sec. 7)

33. Contains a Prop. 108 clause. (Sec. 8)
House Bill 2899 would add six cents on July 1 to the current 18-cents-a-gallon tax. That would go up an additional six cents every year until it hits 36 cents.

The Associated Press
HOENIX — State lawmakers took the first steps Wednesday to what could be a doubling of the state’s gasoline tax.

House Bill 2899, approved by the House Transportation Committee on a 6-0 vote, would add six cents on July 1 to the current 18-cents-a-gallon tax. That would go up an additional six cents every year until it hits 36 cents.

Potentially more significant, the levy would also increase annually after that to match inflation, under the measure being pushed by Rep. Noel Campbell, R-Prescott. That would preclude the need for future legislators to deal with the politically sensitive issue of voting for a tax hike.

Rep. Bob Thorpe, R-Flagstaff, said lack of political willpower is how Arizona got to the point where it is now, with road construction needs outstripping available revenues because the current tax has not increased since 1991.

“We haven’t had members with the backbone to adjust this,” he said.

But the inflation adjustment is giving heartburn to the Arizona Petroleum Marketing Association, which represents gasoline dealers. Lobbyist Mike Williams told lawmakers that if the 1991 legislation had an inflation index, Arizona now would have the highest gasoline tax in the Western states.

Campbell’s measure would not just hit up drivers of gas-driven vehicles to raise revenues. It also addresses diesel fuel.

Also, the bill would impose new taxes on hybrids and all-electric vehicles on the basis that they, too, use the roads but, from Campbell’s perspective, are not paying their fair share of construction and maintenance costs.
The move comes even as Gov. Doug Ducey has consistently said he does not believe the state needs additional gasoline taxes.

Campbell is counting on a rising public sentiment for better roads to get him the two-thirds margin he constitutionally needs in the Republican-controlled House and Senate for a tax increase, and to convince Ducey there is broad support for the plan. He got House Speaker Rusty Bowers, R-Mesa, to testify in favor.

And Tony Bradley, president of the Arizona Truckers Association, whose members would pick up a big share of the additional cost, added his voice.

He figured the delays for truckers due to traffic congestion currently cost more than $800 million a year. By contrast, Bradley estimated, the legislation would raise an additional $640 million a year with the higher fuel taxes on everyone.

“This bill would save us by paying more,” he said. “And we’re willing to pay more.”

But gubernatorial press aide Patrick Ptak said after the hearing that Ducey’s views have not changed.

Campbell’s bill would require the state transportation board to come up with a plan to use the new revenues and have it updated every five years to show the progress made.
That report would go to legislative leaders and committees to review, Campbell said if they were dissatisfied with how the money was being spent they could put a measure on the ballot recommending that voters rescind the additional taxes.

The proposed new taxes on electric vehicles drew opposition from Tesla.

Lobbyist Meghaen Dell’Artino said she believes the formula for the levy, based on electricity used, would have Tesla owners pay more than the owners of gasoline-powered vehicles.

Caryn Potter of the Southwest Energy Efficiency Project registered her own objections, saying higher taxes on all-electric vehicles could discourage people from buying them. That would harm the environment, particularly with some Arizona cities facing problems complying with ground-level ozone standards, she said.

Related to this story

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Dec 19, 2019

**Arizona lawmaker seeks doubling of state gas tax; Gov. Ducey not supportive**

Sep 27, 2019
Arizona House votes to cut new $32 vehicle registration fee to $18

Mar 12, 2019
HB 2899

Introduced by
Representatives Campbell: Bowers, Fernandez, Friese, Pierce, Thorpe.
Senators Bradley, Fann

AN ACT

AMENDING TITLE 3, CHAPTER 19, ARTICLE 3, ARIZONA REVISED STATUTES, BY ADDING SECTION 3-3438; AMENDING TITLE 28, CHAPTER 2, ARTICLE 1, ARIZONA REVISED STATUTES, BY ADDING SECTION 28-308; AMENDING TITLE 28, CHAPTER 16, ARTICLE 1, ARIZONA REVISED STATUTES, BY ADDING SECTIONS 28-5606.01 AND 28-5606.02; AMENDING SECTION 28-6533, ARIZONA REVISED STATUTES; AMENDING TITLE 28, CHAPTER 18, ARTICLE 2, ARIZONA REVISED STATUTES, BY ADDING SECTION 28-6535; RELATING TO HIGHWAY USER REVENUES.

(TEXT OF BILL BEGINS ON NEXT PAGE)
Be it enacted by the Legislature of the State of Arizona:

Section 1. Title 3, chapter 19, article 3, Arizona Revised Statutes, is amended by adding section 3-3438, to read:

3-3438. Standards; retail dispensing; natural gas

A. Within one hundred eighty days after the effective date of this section, the Division shall adopt rules requiring the retail sale of compressed natural gas and liquefied natural gas that are used as a motor vehicle fuel to be dispensed in the manner prescribed in this section.

B. Compressed natural gas shall be dispensed either in gasoline gallon equivalent units or diesel gallon equivalent units. A gasoline gallon equivalent of compressed natural gas shall initially be set at 5.660 pounds and shall remain at that level unless changed pursuant to rule. A diesel gallon equivalent of compressed natural gas shall initially be set at 6.384 pounds and shall remain at that level unless changed pursuant to rule.

C. Liquefied natural gas shall be dispensed in diesel gallon equivalent units. A diesel gallon equivalent of liquefied natural gas shall initially be set at 6.059 pounds and shall remain at this level unless changed pursuant to rule.

D. Taxes imposed on compressed natural gas and liquefied natural gas are presumed to be direct taxes on the consumer or user but shall be collected and remitted to the Department of Transportation by suppliers for the purpose of convenience and facility only. Compressed natural gas and liquefied natural gas taxes that a supplier collects and pays to the Department of Transportation are considered to be advance payments, shall be added to the price of compressed natural gas and liquefied natural gas and shall be recovered from the consumer.

E. The Division shall establish procedures to carry out this section. Before making necessary revisions resulting from changes in the energy contents of motor fuels, including compressed natural gas or liquefied natural gas, the Division shall take into consideration whether the National Institute of Standards and Technology prescribes standards for dispensing compressed natural gas and liquefied natural gas and whether those standards use different values for gasoline gallon equivalent and diesel gallon equivalent units or allow sales in different units. If the National Institute of Standards and Technology develops or adopts different standards than prescribed by subsection B of this section for gasoline gallon equivalent and diesel gallon equivalent units, the National Institute of Standards and Technology standards shall be adopted for this state unless good cause is shown otherwise.
Sec. 2. Title 28, chapter 2, article 1, Arizona Revised Statutes, is amended by adding section 28-308, to read:

28-308. Periodic plan and review of road use fees; potential termination of road use fees

A. The state transportation board, in consultation with county and municipal governments, and regional transportation planning agencies shall immediately develop a comprehensive plan for the use of anticipated monies in the Arizona road use account established by section 28-6535 over the next twenty years.

B. Periodically, but not less frequently than every five years, the state transportation board, in consultation with county and city governments, and regional transportation planning agencies shall update the prior comprehensive plan for the use of anticipated monies in the Arizona road use account over the next twenty years. The plan shall include specific proposed projects for constructing, preserving and maintaining streets, roads and highways in this state to be funded from the Arizona road use account.

C. The state transportation board and regional planning agencies shall submit the plan to the governor, the president of the senate and the speaker of the house of representatives and provide a copy of the plan to the secretary of state. The president of the senate and the speaker of the house of representatives shall direct the appropriate standing committees to review the plan and conduct thorough public hearings on the plan and the proposed specific plans and projects in the plan.

D. After review of the plan and the public hearings on the plan, the appropriate standing legislative committees may recommend the termination of all fees and other charges imposed by section 28-5606.01 or 28-5606.02 that provide monies for the Arizona road use account and the repeal of the account.

Sec. 3. Title 28, chapter 16, article 1, Arizona Revised Statutes, is amended by adding sections 28-5606.01 and 28-5606.02, to read:

28-5606.01. Imposition of additional motor fuel taxes; conditional enactment

A. In addition to the taxes imposed by section 28-5606, subsection A, the following taxes shall be imposed at the rates provided in this section in the same manner as the taxes imposed by section 28-5606, subsection A:

1. For motor vehicle fuel, the rate per gallon is:
   (a) For fiscal year 2020-2021, $.24.
   (b) For fiscal year 2021-2022, $.30.
   (c) For fiscal year 2022-2023, $.36.
   (d) For fiscal year 2023-2024 and each year thereafter, the rate prescribed in subdivision (c) of this paragraph shall be adjusted annually to reflect the change in the gross domestic product implicit price
DEFLATOR REPORTED BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020 TO DECEMBER 31 OF THE PRIOR YEAR.

2. FOR NATURAL GAS, THE RATE PER GASOLINE GALLON EQUIVALENT IS:
(a) FOR FISCAL YEAR 2020-2021, $.24.
(b) FOR FISCAL YEAR 2021-2022, $.30.
(c) FOR FISCAL YEAR 2022-2023, $.36.
(d) FOR FISCAL YEAR 2023-2024 AND EACH YEAR THEREAFTER, THE RATE PRESCRIBED IN SUBDIVISION (c) OF THIS PARAGRAPH SHALL BE ADJUSTED ANNUALLY TO REFLECT THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT PRICE DEFLATOR REPORTED BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020 TO DECEMBER 31 OF THE PRIOR YEAR.

3. FOR PROPANE, THE RATE PER GALLON IS:
(a) FOR FISCAL YEAR 2020-2021, $.18.
(b) FOR FISCAL YEAR 2021-2022, $.23.
(c) FOR FISCAL YEAR 2022-2023, $.28.
(d) FOR FISCIAL YEAR 2023-2024 AND EACH YEAR THEREAFTER, THE RATE PRESCRIBED IN SUBDIVISION (c) OF THIS PARAGRAPH SHALL BE ADJUSTED ANNUALLY TO REFLECT THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT PRICE DEFLATOR REPORTED BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020 TO DECEMBER 31 OF THE PRIOR YEAR.

4. FOR ELECTRICITY, THE RATE PER KILOWATT IS:
(a) FOR FISCIAL YEAR 2020-2021, $.02.
(b) FOR FISCIAL YEAR 2021-2022, $.02.
(c) FOR FISCIAL YEAR 2022-2023, $.03.
(d) FOR FISCIAL YEAR 2023-2024 AND EACH YEAR THEREAFTER, THE RATE PRESCRIBED IN SUBDIVISION (c) OF THIS PARAGRAPH SHALL BE ADJUSTED ANNUALLY TO REFLECT THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT PRICE DEFLATOR REPORTED BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020 TO DECEMBER 31 OF THE PRIOR YEAR.

B. IN ADDITION TO THE TAXES IMPOSED BY SECTION 28-5606, SUBSECTION B, THE FOLLOWING TAXES SHALL BE IMPOSED AT THE RATES PROVIDED IN THIS SECTION IN THE SAME MANNER AS THE TAXES IMPOSED BY SECTION 28-5606, SUBSECTION B:

1. FOR LIGHT CLASS MOTOR VEHICLES, AT THE SAME RATE AND IN THE SAME MANNER AS PRESCRIBED IN SUBSECTION A OF THIS SECTION.
2. FOR USE CLASS MOTOR VEHICLES, AT THE FOLLOWING RATES:
(a) FOR USE FUEL, THE RATE PER GALLON IS:
(i) FOR FISCIAL YEAR 2020-2021, $.32.
(ii) FOR FISCIAL YEAR 2021-2022, $.38.
(iii) FOR FISCIAL YEAR 2022-2023, $.44.
(iv) FOR FISCIAL YEAR 2023-2024 AND EACH YEAR THEREAFTER, THE RATE PRESCRIBED IN ITEM (iii) OF THIS SUBDIVISION SHALL BE ADJUSTED ANNUALLY TO REFLECT THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT PRICE DEFLATOR REPORTED BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020 TO DECEMBER 31 OF THE PRIOR YEAR.
(b) FOR NATURAL GAS, THE RATE PER DIESEL GALLON EQUIVALENT IS:
(i) FOR FISCAL YEAR 2020-2021, $32.
(ii) FOR FISCAL YEAR 2021-2022, $38.
(iii) FOR FISCAL YEAR 2022-2023, $44.
(iv) FOR FISCAL YEAR 2023-2024 AND EACH YEAR THEREAFTER, THE RATE
PRESCRIBED IN ITEM (iii) OF THIS SUBDIVISION SHALL BE ADJUSTED ANNUALLY TO
REFLECT THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT PRICE DEFLATOR
REPORTED BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020
TO DECEMBER 31 OF THE PRIOR YEAR.

(c) FOR PROPANE, THE RATE PER GALLON IS:
(i) FOR FISCAL YEAR 2020-2021, $22.
(ii) FOR FISCAL YEAR 2021-2022, $26.
(iii) FOR FISCAL YEAR 2022-2023, $30.
(iv) FOR FISCAL YEAR 2023-2024 AND EACH YEAR THEREAFTER, THE RATE
PRESCRIBED IN ITEM (iii) OF THIS SUBDIVISION SHALL BE ADJUSTED TO REFLECT
THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT PRICE DEFLATOR REPORTED
BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020 TO
DECEMBER 31 OF THE PRIOR YEAR.

(d) FOR ELECTRICITY, THE RATE PER KILOWATT IS:
(i) FOR FISCAL YEAR 2020-2021, $.02.
(ii) FOR FISCAL YEAR 2021-2022, $.02.
(iii) FOR FISCAL YEAR 2022-2023, $.03.
(iv) FOR FISCAL YEAR 2023-2024 AND EACH YEAR THEREAFTER, THE RATE
PRESCRIBED IN ITEM (iii) OF THIS SUBDIVISION SHALL BE ADJUSTED TO REFLECT
THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT PRICE DEFLATOR REPORTED
BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020 TO
DECEMBER 31 OF THE PRIOR YEAR.

C. THIS SECTION IS EFFECTIVE ONLY IF SECTION 28-5606.02 IS
REPEALED.

28-5606.02. Electric and hybrid vehicles tax
IN ADDITION TO ALL OTHER TAXES PROVIDED BY LAW, A TAX IS IMPOSED ON
A VEHICLE THAT ACCESSES A STREET OR HIGHWAY AND THAT IS PROPELLED BY
ELECTRICITY OR BY A COMBINATION OF ELECTRICITY AND ANY FUEL THAT IS TAXED
PURSUANT TO SECTION 28-5606 AS FOLLOWS:
1. FOR A VEHICLE THAT IS PROPELLED ONLY BY ELECTRICITY:
(a) FOR FISCAL YEAR 2020-2021, $111 PER YEAR.
(b) FOR FISCAL YEAR 2021-2022, $139 PER YEAR.
(c) FOR FISCAL YEAR 2022-2023, $166 PER YEAR.
(d) FOR FISCAL YEAR 2023-2024 AND IN EACH FISCAL YEAR THEREAFTER,
THE RATE PROVIDED IN SUBDIVISION (c) OF THIS PARAGRAPH SHALL BE ADJUSTED
ANNUALLY TO REFLECT THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT
PRICE DEFLATOR REPORTED BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM
JANUARY 1, 2020 TO DECEMBER 31 OF THE PRIOR YEAR.
2. FOR A VEHICLE THAT IS PROPELLED BY A COMBINATION OF ELECTRICITY AND OTHER FUELS:
   (a) FOR FISCAL YEAR 2020-2021, $45 PER YEAR.
   (b) FOR FISCAL YEAR 2021-2022, $56 PER YEAR.
   (c) FOR FISCAL YEAR 2022-2023, $67 PER YEAR.
   (d) FOR FISCAL YEAR 2023-2024 AND IN EACH FISCAL YEAR THEREAFTER, THE RATE PROVIDED IN SUBDIVISION (c) OF THIS PARAGRAPH SHALL BE ADJUSTED ANNUALLY TO REFLECT THE CHANGE IN THE GROSS DOMESTIC PRODUCT IMPLICIT PRICE DEFlator REPORTED BY THE UNITED STATES DEPARTMENT OF COMMERCE FROM JANUARY 1, 2020 TO DECEMBER 31 OF THE PRIOR YEAR.

Sec. 4. Section 28-6533, Arizona Revised Statutes, is amended to read:

28-6533. Arizona highway user revenue fund; reports

A. The officer collecting all highway user revenues, as defined in section 28-6501 and in article IX, section 14, Constitution of Arizona, and all fees, penalties and fines collected under sections 28-1101, 28-1103, 28-1105 and 28-1521 shall transfer the revenues to the department. After the deduction of all exemptions and refunds and after taking actions required under subsection C of this section, the department shall immediately deposit, pursuant to sections 35-146 and 35-147, the revenues in a fund designated as the Arizona highway user revenue fund EXCEPT THAT THE REVENUES COLLECTED PURSUANT TO SECTION 28-5606.01 OR 28-5606.02 SHALL BE DEPOSITED IN THE ARIZONA ROAD USE ACCOUNT ESTABLISHED BY SECTION 28-6535.

B. The revenues in the Arizona highway user revenue fund shall only be spent for the purposes prescribed in article IX, section 14, Constitution of Arizona. Counties and incorporated cities and towns shall not spend highway user revenue fund monies distributed to them pursuant to this article for enforcement of traffic laws or administration of traffic safety programs. If the auditor general reports to the state treasurer after conducting a performance audit pursuant to section 41-1279.03, subsection A, paragraph 7 that a jurisdiction has not used revenues as required by this subsection, the state treasurer shall withhold the noncomplying jurisdiction's revenues until the noncomplying jurisdiction presents evidence that is satisfactory to the auditor general and that shows that the jurisdiction has spent monies for purposes prescribed in this subsection from another general revenue source equal to the amount of the revenues diverted from the uses prescribed in this subsection.

C. If there is any default, the department shall deduct all amounts required by law or any resolution authorizing the issuance of bonds of the board to be placed in the principal funds, interest funds, reserve funds or sinking funds or any other funds established to service bonds issued or to be issued by the board before the revenues are deposited in the Arizona highway user revenue fund.
D. A county receiving monies pursuant to section 28-6538 shall publish an annual financial report for the prior fiscal year of funds received from motor vehicle fuel and use fuel taxes. The financial report shall contain budgeted and actual expenditures for the preceding fiscal year and shall be prepared and distributed by December 31 by the county.

Sec. 5. Title 28, chapter 18, article 2, Arizona Revised Statutes, is amended by adding section 28-6535, to read:

28-6535. Arizona road use account
A. The Arizona road use account is established in the Arizona Highway User Revenue Fund. The department shall administer the account. Monies in the account are continuously appropriated.
B. Monies in the account shall be derived from:
1. Fees and other charges on fuels or any other energy source used for the propulsion of vehicles on the public streets, roads and highways in this state imposed by section 28-5606.01 or 28-5606.02.
2. Any other monies appropriated by the legislature.
C. Monies in the account shall be used exclusively for maintaining, preserving and constructing streets, road and highways and administering such activities. Monies in the account may not be used for any law enforcement activities, except enforcement of vehicle weight and vehicle safety laws by the department.
D. The department shall monthly release monies in the account to the general Arizona highway user revenue fund and these monies shall be distributed in the same manner as other monies in that fund except that monies from the Arizona road use account:
1. May not be used for the economic strength project fund pursuant to section 28-6534 or for highway patrol costs pursuant to section 28-6537.
2. Shall be distributed exclusively to the department, counties and cities in the same manner as other monies in the Arizona highway user revenue fund pursuant to this article.

Sec. 6. Electric and hybrid vehicles tax report; delayed repeal
A. The department of transportation shall study the feasibility of converting from a flat tax rate for electric vehicles to a kilowatt per mile, or egallon, as defined by the United States department of energy, tax rate or equivalent. On or before December 31, 2025, the department of transportation shall submit a report to the governor, the president of the senate and the speaker of the house of representatives and provide a copy of this report to the secretary of state. The report shall outline the effectiveness of the electric and hybrid vehicles tax established in section 28-5606.02, Arizona Revised Statutes, as added by this act. The department of transportation shall consult with representatives from the electric car industry, a statewide trucking association, an international registration plan, an international fuel tax agreement and other relevant
stakeholders in developing the report. The report shall include any proposed legislation that may be required to implement the recommendations of the department of transportation.

B. This section is repealed from and after December 31, 2025.

Sec. 7. Legislative findings
The Legislature finds that:

1. Arizona's street, road and highway maintenance, preservation and construction are significantly underfunded. Statewide road use fees for Arizona's streets, roads and highways have not been significantly increased since the early 1980s, except for a $.01 increase in the fuel taxes in 1991.

2. The maintenance backlog for the cities, towns and counties and state highway system deficit is tens of billions of dollars and is increasing by more than $1,000,000,000 per year.

3. Arizona's economy and people rely on a safe, efficient and adequate statewide network of streets, roads and highways. Without long-term, ongoing funding, that system is in jeopardy and with it this state's future.

Sec. 8. Requirements for enactment; two-thirds vote
Pursuant to article IX, section 22, Constitution of Arizona, this act is effective only on the affirmative vote of at least two-thirds of the members of each house of the legislature and is effective immediately on the signature of the governor or, if the governor vetoes this act, on the subsequent affirmative vote of at least three-fourths of the members of each house of the legislature.