

Weekly 2015 Legislative Session Reports

Most recent Weekly Report, followed by earlier weekly reports:

Georgia Motorcoach Operators Association - 2015 General Assembly Session (Legislative Update #6 – FINAL)

Session Activities: The General Assembly wrapped up its activities Sine Die on Legislative Day #40 at Midnight, April 2.

Here's what GMOA watched this Session, and readers should refer to your weekly *Legislative Updates #1 - #5* [on the GMOA website under "Weekly Legislative Updates"] for future reference.

1. **HB 170 (Rep. Roberts) Transportation Funding** - The final Conference Committee legislation contains the following provisions:
 - Creation of a Special Joint Committee on the Georgia Revenue Structure (Tax Reform), which will report in a year on its findings.
 - 26 cents-per-gallon state excise tax on gasoline and a 29 cents-per-gallon state excise on diesel.
 - Indexing of the tax to include a variation of CAFÉ standards and Consumer Price Index (CPI) through July 1, 2018, with future indexing being tied only to the CAFÉ formula in the bill.
 - An annual highway impact fee for heavy vehicles at a rate of \$50 for vehicles weighing between 15,500-26,000 lbs. and \$100 for vehicles weighing more than 26,001 lbs.
 - A \$5 per night hotel/motel fee for each calendar day a room, lodging, or accommodations are rented or leased. There is an exception for extended stay rentals.
 - A stronger role for the General Assembly in transportation issues, by requiring GDOT to annually submit a 10-year strategic plan outlining the use of department resources for the upcoming fiscal years.
 - The Conference Committee bill leaves the current rate and sales tax base

for all *local sales taxes* alone but “caps” the average retail price for fuel that the local sales taxes can be collected upon at a rate of \$3.00 per gallon of motor fuel, including diesel.

- Two new provisions were also added to HB 170 from the original HB 106 to include the following:
- Authorizes a region to self-start the process for TIA by adopting a resolution from a majority of the counties located within the region and allows for the rate to be a fractional rate of .05 percent up to a max of 1 percent.
- Provides that beginning in July of 2017, any county not currently in a TIA region, may impose a single county TSPLOST for transportation purposes at a fractional rate of .05 percent up to a max of 1 percent for a period not to exceed 5 years.
- Allows counties in the metro Atlanta region to impose the single county TSPLOST beginning in July of 2015, and if the county fails to enter an agreement with the cities within the county, it can still impose the tax but at a max rate of .75 percent.
- NOTE: *GMOA worked with Senate Appropriations members to include language in Senate 2016 Appropriations bill to require that any bond funds for public transit must meet access requirements required under US Code s. 5323 regarding access by private motor coach vehicles to improve connectivity between private and public transportation entities. Conference committee on the budget failed to include this language in the final appropriations bill, but it remains an item GMOA can “call out on” when bonds are issued – since, if fed dollars are used and matched with state bond funds, these requirements must be met.*

2. **HB 225 (Rep. A. Powell) For-Hire Transportation Services** -The Conference Committee bill would impose regulatory requirements on “transportation service providers,” require insurance and background checks, and collection of sales taxes for fares or an alternative fee structure after 2016. The bill will help “level the playing field” for GMOA members offering similar services – primarily shuttle and limo services, and GMOA supported the bill.

3. **HB 190 (Rep. Golick) Insurance Requirements for Transportation Services Companies and Drivers** – Separates the issue of making sure

that For-Hire Transportation Service providers are adequately insured when transporting customers. Conference Committee bill requires primary insurance, both the underlying company and the transporter when carrying passengers from the time of pickup to dropoff, and notice to drivers for both their and their customers' protection.

4. **HB's 149 (Rep. T. Rogers) - Consolidation of Commercial Vehicle Weighing Function** - Consolidates this function into DPS and presents an opportunity for GMOA to work with the MCDD to clarify issues by future rule of the department on when motorcoaches can bypass pulling into weight stations. The bill transfers from GDOT the weigh station property and funding to DPS, and specifically authorizes rules in this functional area. The two departments are working on interagency understanding to smooth the way for this bill, if an interagency agreement on details cannot be resolved. *GMOA supports the bill, which is in House Transportation Committee.*
5. **HB 69 (Rep. Spencer) Motor Vehicle Event Data Recorder Use** - Regulates use and distribution of motor vehicle event data. Recorders are as defined in CFR s. 563.5, and can be used only under certain circumstances, e.g., when subject to discovery in criminal prosecution or motor vehicle accident. In House Rules, could be incorporated into another bill as a 'vehicle.' We are checking all bills to see if its provisions were incorporated into another bill.
6. **HB's 158 (Rep. Rice) - Modify Title Ad Valorem Tax** - Another year, another modification to the vehicle title ad valorem tax (TAVT), which includes motorcoaches. Makes numerous changes to the TAVT statute, including: revisions to determining the fair market value of vehicles; redefining trade-in value as fair market value rather than as stated in the bill of sale; requiring Dept. of Revenue to develop a standard form for use by dealers; providing for civil fines and dealer license revocation for failure to apply for title and remit the tax proceeds. In House Ways and Means, and if not passed this year would remain alive for next Session. We are checking on other tax measures to see if this was incorporated, as most work in all tax matters are done in the closing minutes of each Session.....

7. **SB 100 (Sen. Harper) - Intrastate Motor Carriers Oversight** - Specifically names intrastate motor carriers as subject to safety oversight of DPS for clarity in state law, and requires training for intrastate carriers' drivers. GMOA supports the bill. Passed both Chambers, with considerable interlock requirements' language requirements dealing with multiple alcohol-convictions.

8. **HB 213 (Rep. Jacobs) - MARTA 50-50% Rule** - The legislation permanently removes the requirement in MARTA law that one-half the funds from the one-cent MARTA sales tax in Fulton and DeKalb counties (and Atlanta) be spent for operations, the other one-half for capital improvements to the MARTA system. This would increase flexibility to spend in whichever of these areas the Authority's Board decides to do. Passed both Chambers.

Contact John Keys (404-486-3686) with questions or comments.

April 6, 2015

**Georgia Motorcoach Operators Association - 2015 General Assembly
Session (Legislative Update #5)**

Session Activities: Today is Legislative Day 29 of the forty-day legislative Session, and the pace of committee meetings is picking up as the General Assembly moves toward "Crossover Day," which is Friday, March 13.

Crossover Day is the 30th Legislative Day, the point at which a House or Senate bill must pass the chamber where introduced and have a chance of the opposite chamber's acting on it - thus becoming a law. The 2016 State Budget is also still under development in the Senate, and is the final budget bill needed to be done in this Session. A conference committee between both House and Senate will develop a consensus 2016 budget very late in the Session.

Here's what GMOA is watching this year. Please refer to your weekly *Legislative Updates #1 - #3* [on the GMOA website under "Weekly Legislative Updates"] for

key contact addresses and action steps throughout the Session for your follow up.

1. **HB 170 (Rep. Roberts) Transportation Funding** -House version exempts motor fuel from state sales tax and increases the state excise tax on motor fuel from 7.5 cents per gallon to 29.2 cents per gallon. The rate on diesel fuel is increased from 7.5 cents per gallon to 33 cents per gallon, and these rates are indexed to the CAFE standards that take into account fuel economy and CPI. Owners of vehicles fueled solely by electricity, natural gas or propane would pay an annual registration fee of \$200 for private vehicles and \$300 for commercial vehicles, and this fee would be indexed to CPI. It is the intent of the General Assembly to dedicate this money to funding public transit - though not specifically expressed. Local TSPLOSTS would apparently be the only state-authorized transit operations funds available, but \$100 M in state bond funds are in the House version of the 2016 state budget for transit capital facilities. Senate version passed last Friday, with significant changes to the House bill - lower gas taxes, user fees to be imposed on rental cars, credit to motor carriers registered under IFTA. Now in Conference Committee to resolve differences in versions. *GMOA has worked with Senate Appropriations members to include language in Senate 2016 Appropriations bill to require that any bond funds for public transit must meet access requirements required under USC s. 5323 regarding access by private motor coach vehicles to improve connectivity between private and public transportation entities. Conference committee will have to include this to make it effective.*
2. **HB 225 (Rep. A. Powell) For-Hire Transportation Services** -The bill would impose regulatory requirements on “transportation service providers,” and help “level the playing field” for GMOA members offering similar services - primarily shuttle and limo services. GMOA supports the bill. HB 225 is now in Senate Rules.
3. **HB 190 (Rep. Golick) Insurance Requirements for Transportation Services Companies and Drivers** - Separates the issue of making sure For-Hire Transp. Services providers are adequately insured when transporting customers. Passed House, now in Senate Industry and Labor. GMOA supports this measure for reasons set forth for HB 225 above.

4. **HB's 149 (Rep. T. Rogers) - Consolidation of Commercial Vehicle Weighing Function** - Consolidates this function into DPS and presents an opportunity for GMOA to work with the MCDD to clarify issues by future rule of the department on when motorcoaches can bypass pulling into weight stations. The bill transfers from GDOT the weigh station property and funding to DPS, and specifically authorizes rules in this functional area. The two departments are working on interagency understanding to smooth the way for this bill. *GMOA supports the bill, which is in House Transportation Committee.*
5. **HB 69 (Rep. Spencer) Motor Vehicle Event Data Recorder Use** - Regulates use and distribution of motor vehicle event data. Recorders are as defined in CFR s. 563.5, and can be used only under certain circumstances, e.g., when subject to discovery in criminal prosecution or motor vehicle accident. In House Rules, could be incorporated into another bill as a 'vehicle.'
6. **HB's 158 (Rep. Rice) - Modify Title Ad Valorem Tax** - Another year, another modification to the vehicle title ad valorem tax (TAVT), which includes motorcoaches. Makes numerous changes to the TAVT statute, including: revisions to determining the fair market value of vehicles; redefining trade-in value as fair market value rather than as stated in the bill of sale; requiring Dept. of Revenue to develop a standard form for use by dealers; providing for civil fines and dealer license revocation for failure to apply for title and remit the tax proceeds. In House Ways and Means, and if not passed this year would remain alive for next Session.
7. **SB 100 (Sen. Harper) - Intrastate Motor Carriers Oversight** - Specifically names intrastate motor carriers as subject to safety oversight of DPS for clarity in state law. GMOA supports the bill. Hearing in House Motor Vehicles Committee, March 23.
8. **HB 213 (Rep. Jacobs) - MARTA 50-50% Rule** - The legislation permanently removes the requirement in MARTA law that half the funds from the one-cent MARTA sales tax in Fulton and DeKalb counties (and Atlanta) be spent for operations, the other half for capital. This would increase flexibility to spend in whichever of these areas the authority's Board decides to do. Passed Senate Transportation, now in Senate Rules

Committee

Contact John Keys (404-486-3686) with questions or comments, and talk to your legislators!

March 23, 2015

Georgia Motorcoach Operators Association - 2015 General Assembly Session (Legislative Update #4)

Session Activities: Today is Legislative Day 29 of the forty-day legislative Session, and the pace of committee meetings is picking up as the General Assembly moves toward “Crossover Day,” which is Friday, March 13.

Crossover Day is the 30th Legislative Day, the point at which a House or Senate bill must pass the chamber where introduced and have a chance of the opposite chamber’s acting on it - thus becoming a law. The 2016 State Budget is also still under development in the Senate, and is the final budget bill needed to be done in this Session. A conference committee between both House and Senate will develop a consensus 2016 budget very late in the Session.

Here’s what GMOA is watching this year. Please refer to your weekly *Legislative Updates #1 - #3* [on the GMOA website under “Weekly Legislative Updates”] for key contact addresses and action steps throughout the Session for your follow up.

1. **HB 170 (Rep. Roberts) Transportation Funding** -Exempts motor fuel from state sales tax and increases the state excise tax on motor fuel from 7.5 cents per gallon to 29.2 cents per gallon. The rate on diesel fuel is increased from 7.5 cents per gallon to 33 cents per gallon, and these rates are indexed to the CAFE standards that take into account fuel economy and CPI. Boosts income into the Transportation Infrastructure Bank to make low-interest loans and grants to local governments, which money could fund transportation on local roads and bridges. Owners of vehicles fueled solely by electricity, natural gas or propane would pay an annual registration fee of \$200 for private vehicles and \$300 for commercial

vehicles, and this fee would be indexed to CPI. It is the intent of the General Assembly to dedicate this money to funding public transit – though not specifically expressed. Local TSPLOSTS would apparently be the only state-authorized transit operations funds available, but \$100 M in state bond funds are in the House version of the 2016 state budget for transit capital facilities. Passed House, now in Senate Transportation.

2. **HB 225 (Rep. A. Powell) For-Hire Transportation Services** – The result of a House Study Committee over the Interim which called for a number of steps for the state to take in order to ensure passenger safety over transportation service providers (Uber, Lyft, others). The bill would impose some regulatory requirements on these transportation providers and help “level the playing field” for GMOA members offering similar services – primarily shuttle and limo services. Affected service companies seem to object to criminal background checks. GMOA supports the bill. HB 225 has passed House Regulated Industries Committee, now in House Rules.
3. **HB 190 (Rep. Golick) Insurance Requirements for Transportation Services Companies and Drivers** – Separates the issue of making sure For-Hire Transp. Services providers are adequately insured when transporting customers. Passed House, now in Senate Industry and Labor. GMOA supports this measure for reasons set forth for HB 225 above.
4. **HB’s 149 (Rep. T. Rogers) - Consolidation of Commercial Vehicle Weighing Function** – Consolidates this function into DPS and presents an opportunity for GMOA to work with the MCDD to clarify issues by future rule of the department on when motorcoaches can bypass pulling into weight stations. The bill transfers from GDOT the weigh station property and funding to DPS, and specifically authorizes rules in this functional area. We are working with the Department to ensure their rulemaking function will allow them that flexibility to work with GMOA on this issue. *GMOA supports the bill, which is in House Transportation Committee.*
5. **HB 69 (Rep. Spencer) Motor Vehicle Event Data Recorder Use** – Regulates use and distribution of motor vehicle event data. Recorders are as defined in CFR s. 563.5, and can be used only under certain

circumstances, e.g., when subject to discovery in criminal prosecution or motor vehicle accident. In House Rules.

6. **HB's 158 (Rep. Rice) - Modify Title Ad Valorem Tax** - Another year, another modification to the vehicle title ad valorem tax (TAVT), which includes motorcoaches. Makes numerous changes to the TAVT statute, including: revisions to determining the fair market value of vehicles; redefining trade-in value as fair market value rather than as stated in the bill of sale; requiring Dept. of Revenue to develop a standard form for use by dealers; providing for civil fines and dealer license revocation for failure to apply for title and remit the tax proceeds. In House Ways and Means, and if not passed this year would remain alive for next Session.
7. **SB 100 (Sen. Harper) - Intrastate Motor Carriers Oversight** - Specifically names intrastate motor carriers as subject to safety oversight of DPS for clarity in state law. GMOA supports the bill. Passed Senate and is in House Motor Vehicles Committee.
8. **HB 213 (Rep. Jacobs) - MARTA 50-50% Rule** - The legislation permanently removes the requirement in MARTA law that half the funds from the one-cent MARTA sales tax in Fulton and DeKalb counties (and Atlanta) be spent for operations, the other half for capital. This would increase flexibility to spend in whichever of these areas the authority's Board decides to do. Passed House, now in Senate Transportation Committee.

Contact John Keys (404-486-3686) with questions or comments, and talk to your legislators!

March 11, 2015

**Georgia Motorcoach Operators Association - 2015 General Assembly
Session (Legislative Update #3)**

Recent Session Activities: The Session is nearing the point at which legislation must be passed by one legislative chamber in order to be heard in the other chamber of the General Assembly. If a bill doesn't meet this deadline, it's dead. ... unless, of course, it finds another 'vehicle' to attach itself to, which comes later.

Committee work is picking up and in addition to the 2015 Supplemental and 2016 State Budgets which are under consideration and actively being debated, 'regular' bills are also starting to move from committees to House and Senate Rules committees. This is the final step to move a bill to the House or Senate Floor, then moves on to the other side of the General Assembly - all of which is necessary to enact a bill into law. Budget and recesses attendant with budget work is the prime reason for a lack of weekly reports, since most activity was budget-focused, with not a lot of committee work underway.

Here's what GMOA is watching this year, with other issues of interest to come. Please refer to your weekly *Legislative Updates #1* and *#2* [*on the GMOA website under "Weekly Legislative Updates"*] for key addresses and action steps throughout the Session needed to take suggested action.

1. **HB 170 (Rep. Roberts) Transportation Funding** - Exempts motor fuel from state sales tax and increases the state excise tax on motor fuel from 7.5 cents per gallon to 29.2 cents per gallon. The rate on diesel fuel is increased from 7.5 cents per gallon to 33 cents per gallon, and these rates are indexed to the CAFE standards that take into account fuel economy and CPI. Boosts income into the Transportation Infrastructure Bank to make low-interest loans and grants to local governments, which money could fund transportation on local roads and bridges. Owners of vehicles fueled solely by electricity, natural gas or propane would pay an annual registration fee of \$200 for private vehicles and \$300 for commercial vehicles, and this fee would be indexed to CPI. It is the intent of the General Assembly to dedicate this money to funding public transit - though not specifically expressed. The bill is an outgrowth of the joint House-Senate Transportation Funding study committee over the summer and fall 2014, and has strong support in the General Assembly, although details are still being worked on. In House Transportation.
2. **HB's 224, 225, 226 (Rep. A. Powell) For-Hire Transportation Services** - The result of a House Study Committee over the Interim which

called for a number of steps for the state to take in order to ensure passenger safety over transportation service providers (Uber, Lyft, others), which the association supports. We testified at one of the committee meetings to this effect, and have discussed this issue at Board meetings and in past legislative reports. These bills would impose some regulatory requirements on these transportation providers and help level the playing field for GMOA members offering similar services - primarily shuttle and limo services. See especially HB 224, which moves the function of such regulation to the state level after July 2015 for companies obtaining licenses to operate after that date. In House Regulated Industries.

3. **HB's 149, SB 100 (Rep. T. Rogers, Sen. Harper - in House Transp. and Sen. Public Safety, respectively) Consolidation of Commercial Vehicle Weighing Function** - Consolidates this into DPS and presents an opportunity for GMOA to work with the MCDD to clarify issues by future rule of the department on when motorcoaches can bypass pulling into weight stations. We are working with the Department to ensure their rulemaking function will allow them that flexibility to work with GMOA on this issues. The bill transfers from GDOT weigh station property and funding to DPS, and specifically authorizes rules in this functional area. SB 100 specifically names intrastate motor carriers as subject to safety oversight for clarity in state law. *GMOA supports both bills.*
4. **HB 69 (Rep. Spencer) Motor Vehicle Event Data Recorder Use** - Regulates use and distribution of motor vehicle event data. Recorders are as defined in CFR s. 563.5, and can be used only under certain circumstances, e.g., when subject to discovery in criminal prosecution or motor vehicle accident. In House Motor Vehicles.
5. **HB's 159 (Rep. Rice) - Modify Title Ad Valorem Tax** - Another year, another modification to the vehicle title ad valorem tax (TAVT), which includes motorcoaches. Makes numerous changes to the TAVT statute, including: revisions to determining the fair market value of vehicles; redefining trade-in value as fair market value rather than as stated in the bill of sale; requiring Dept. of Revenue to develop a standard form for use by dealers; providing for civil fines and dealer license revocation for failure to apply for title and remit the tax proceeds. *In House Ways and*

Means, and GMOA members are urged to review!! Comments and your feedback are needed.

Contact John Keys with questions or comments, and talk to your legislators!

February 12, 2015

Georgia Motorcoach Operators Association - 2015 General Assembly
Session (Legislative Update #2)

The Week's Activities: The Session's weekly activity saw Governor Deal's Inaugural and Address to the new General Assembly, and presentation of the State's Budget recommendations. The week of January 20-23 will see joint budget hearings and reconvening of the Assembly on January 26. Of interest to GMOA is the attention on transportation, with comments during the week from all three of the state's leadership - the Governor, Lt. Governor and Speaker all focusing on the issue. Nothing "official" has come down, but talks are underway behind the scenes, to be sure.

Here's what GMOA will be watching this year, with other issues of interest soon to come.

1. **GMOA Members Should:** Refer to your weekly *Legislative Update #1* [on the GMOA website under "Weekly Legislative Updates"] for key addresses and action steps throughout the Session and take action as called for.
2. **Transportation Funding** - While all eyes are on transportation (and for the first time openly and widely discussed is non-road and bridge transportation, thus opening opportunities for GMOA to be partners in delivering transit service), there are no specifics on how to fund the \$1.5 billion/year needed to bring Georgia's infrastructure up to date in this area. The Governor in his Inaugural Address has called for increased transportation funding but was silent on how best to do this, leaving the

Numerous ideas are being floated, with the only bill introduced thus far (**HB 60 - Rep. Setzler**, in House Transportation Committee) - increasing the rate of motor fuel tax while reducing the state income tax and turning it into a flat rate tax, thus offsetting the tax increase on such fuels. This highlights the major issue facing the Assembly and Governor - should there be an increase in overall taxes to meet needs, while reducing taxes in other areas, with the result being no net increase in funds at the state level for budgetary needs. This sets the stage for considerable debate and politics (Tea Party, Republican and Democrat) playing a rather large part).

3. **For-Hire Transportation Services** - As noted in the past, a House Study Committee studied this issue (commonly referred to as "Uber" service) over the Interim and called for a number of steps for the state to take in order to ensure passenger safety, which the association supports. We testified at one of the committee meetings to this effect, and have discussed this issue at Board meetings and in past legislative reports.

January 19, 2015

Georgia Motorcoach Operators Association - 2015 General Assembly Session (Legislative Update #1)

Background and Legislative Outlook: This is the first year of the two-year term of the GA General Assembly. With Governor Deal's re-election, his agenda will be a primary focus for the next two years of the Session, with economic development, the state budget, and education being a strong focus. Additionally, the Joint House-Senate Transportation Infrastructure Study Committee report puts an additional spotlight on transportation funding needs over the next two years, as well. Much is anticipated in the way of revenue increases for this function of government, since transportation infrastructure is in considerable need for upgrading and maintenance.

Here's what GMOA will be watching this year, with other issues of interest always

a possibility.

1. **GMOA Members Should:**

- Read the summaries of legislation highlighted. We always seek to minimize any potential dangers to our industry, and you also need to review bills called to your attention. *Call John Keys @ 404-486-3686 if you have any questions or thoughts on items. You may also call Linda Morris @ 1-866-376-7770.*
- Contact your state senator and representative and ask them to support our GMOA position, when you're notified on it. Use this link to find your Member of the House or Senate: <http://www.legis.ga.gov/en-US/default.aspx>
- After contacting them, call John and let him know you've talked with them, so he can do a follow up visit with them to further discuss the bills and ensure their support of our GMOA position.
- Read your weekly Legislative Update sent out during the Session - and take action as called for.

2. **Legislation:**

- **Transportation Funding** - The joint study committee calls for \$1.5 billion - per year - to bring Georgia's highways, bridges and transit up to speed, with considerable documented needs present. Expect to see some action on this issue, as Georgia must address this issue to keep pace with other states in maintaining, let alone expanding, its transportation system. Here's the committee report (double click to open): http://www.house.ga.gov/Documents/CommitteeDocuments/2014/Critical_Trans_Infra_Funding/Transportation_Study_Committee_Final_Report_2014.pdf
- **For-Hire Transportation Services** - A House Study Committee studying this issue (commonly referred to as "Uber" service) has called for a number of steps for the state to take in order to ensure passenger safety, which the association supports. We testified at one of the committee meetings to this effect, and have discussed this issue at Board meetings and in past legislative reports.

3. **Other (Non-Legislative) News of Interest** - We have reported this

information in the past, and it remains important to GMOA members to get them more business and to be informed of other issues!!!

- **Transportation Business Opportunities**. You must register with the state to make money for your business through government contracting!

GMOA Operator members should first register to do business with the State of Georgia.

This will get you notices of business opportunities (this means “making money”!!), but **you must register to get these notifications**. See website below to get more information.

<http://doas.georgia.gov/TGM/Pages/TGMSuppliers.aspx>

- **Federal Charter Bus Requirements**. Stop complaining about public transit “taking your business” and learn the rules of the game, including getting notice of charter service trips which are being considered by public transit systems.

You must do this in order to have anything done about your complaint.

In order to get action on any “charter bus complaints” against a public transit operator you think has performed charter bus service, you **MUST REGISTER with the Federal Transit Administration (FTA), and follow the procedures which are required by law**.

Here’s everything you need to know on this subject with links to further information in detail:

http://www.fta.dot.gov/legislation_law/12922.html

- **Operating in HOV Lanes**. Some of you still are reporting issues involving traveling in HOV lanes. Some continue to experience encounters with law enforcement officials who tell you it’s illegal to travel in HOV lanes.

This was discussed at our Roadeo at Lake Lanier in December 2013 at length with both Federal and State enforcement officials in attendance. Let Linda Morris

know of instances where your coaches were involved in ticketing for operating in HOV or left-hand lanes. We can then follow up with the appropriate officials.

Here is the Georgia law on the subject:

- 40-6-53. Operation of buses and motorcoaches in left-hand lanes(a) On roads, streets, or highways with three or more lanes allowing for movement in the same direction, it shall be unlawful for any bus or motorcoach to operate in any lanes other than the two most right-hand lanes, except when the bus or motorcoach is preparing for a left turn, is moving to or from an HOV lane, or as otherwise provided by subsection (c) of this Code section.(b) On roads, streets, or highways with two lanes allowing for movement in the same direction, it shall be unlawful for any bus or motorcoach to operate in the left-hand lane, except when the bus or motorcoach is actually overtaking and passing another vehicle, preparing for a left turn, or as otherwise provided by subsection (c) of this Code section.(c) On interstate highways with four or more lanes allowing for movement in the same direction, the Department of Transportation may designate specific lanes that either prohibit or allow buses or motorcoaches. Where such usage has been so designated and indicated by signs erected by the Department of Transportation, it shall be unlawful for any bus or motorcoach to operate in any lanes other than those designated for its use except when moving to or from an HOV lane.(d) When moving to or from an HOV lane, a bus or motorcoach shall move to the proper lanes of travel expeditiously and in the shortest distance possible under the circumstances.

January 12, 2015

**John Keys, GMOA Lobbyist
Georgia Motorcoach Operators Association
2014 Session of the General Assembly**

GMOA Operator Members:

You will recall that at the 2013 Session of the General Assembly, GMOA supported moving the administration of the UCR Act from GA Department of Revenue to DPS.

The effective date of this change was set by law as July 1, 2014.

The law change would provide more necessary financial resources to the department and streamline registration procedures into one Georgia state agency.

1. Below is the write up from the our GMOA Final 2013 Weekly Legislative Update on the enabling legislation which implements this change, and a weblink to the legislation itself for your information.

HB 255 - Move Administration of Unified Carrier Registration to DPS:

Moves the administration of the federal UCR Act of 2005 from Department of Revenue to Dept. of Public Safety, with it will go \$2.7 M in federal funds, allowing DPS to beef up motor carrier safety enforcement, especially in Port of Savannah area, since increase of some 40% of motor carrier traffic will be generated when the Port is expanded. It has passed both chambers and its final version, as passed is below:

<http://www.legis.ga.gov/Legislation/20132014/135008.pdf>

2. **YOU NEED TO KNOW THAT ON JULY 1, 2014** the Department of Public Safety (DPS) will be taking over these registrations, and provided us with the following message today for your information.

Please retain this information for your future reference:

NOTICE TO ALL MOTOR CARRIERS: Effective July 1, 2014, the Unified Carrier Registration (UCR) (for Interstate motor carriers) and the Georgia Intrastate Motor Carrier (GIMC) Registration (UCR-GA for intrastate carriers) Programs are moving from the Georgia Department of Revenue (DOR) to the Georgia Department of Public Safety (DPS).

DPS is currently in the process of creating a new trucking portal website for customers to register and pay fees for both of these important

programs.

This website will be operational by July 1, 2014, and all registrations and renewals will be handled through the DPS Portal. In the interim, please visit our websites, www.dps.georgia.gov and www.gamccd.net, frequently for updates regarding UCR and GIMC.

Please feel free to contact the Department with questions, or call John Keys, GMOA Legislative Liaison, at 404-486-3686.