

Arizona Trucking Association Candidate Survey 2018

Name: **Talonya Adams**

Office Sought: **Arizona House**

District: **27**

Status: **Open Seat**

Party: **Democratic**

Website: **www.adamsforarizona.com**

Previous Office(s):

Education: **B.A. Foster School of Business at University of Washington, J.D. Sandra Day O'Connor College of Law at Arizona State University; International M.B.A. at Thunderbird School of Global Management**

Occupation: **Attorney**

Accepting PAC Contributions: **No**

Are you interested in an endorsement: **Yes**

5. If elected, what are your top three priorities for 2019-2020?

Answer: 1. Education. Restorative and prioritized funding to Arizona's education system. Implementation of best practices to utilizing education as a economic development tool, from workforce training to entrepreneurship and small business creation, to public-private partnership retooling programs. 2. Jobs and local economic development (Focused on small business regulations reduction, better ROI incentives, entrepreneurship, innovation and economic development). 3. Protect and expand healthcare access, insurance and the continuity of both.

6. Do you support the continued use of bona fide independent contractors in the trucking industry and oppose efforts by state and local governments to reclassify owner-operators as employees?

Answer: Yes

Comments:

7. Do you support the conversion of our existing infrastructure into toll roads?

Answer: No

8. Do you support the use of toll roads for construction of new infrastructure?

Answer: Yes

9. On a scale of one to ten (one being low) how important do you believe transportation infrastructure (roads and highways) is to the success of the Arizona's economy?

Answer: 10

Comments: Interstate and intrastate commerce is a vital component to the success of Arizona's economy and transportation of goods across our state, our international border and throughout the nation.

10. Currently, alternative fuel vehicles (natural gas and electric) do not pay any taxes or fees for use of the roads. (i.e. a gas tax substitute) Do you believe that these vehicles should pay something for use of the roads, or do you believe that they should continue to get a discount for using alternative fuels?

Answer: I believe alternative fueled vehicles should pay something for use of the roads.

Comments: I believe that all road users need to contribute economically the maintenance our of roads, including alternative fueled vehicles that are beneficiaries of Arizona's transportation infrastructure and equally participate in our roads wear and tear. However, I do support an alternative fuel incentive, at time of purchase, based upon the ecological and environmental benefits AFVs contribute.

11. Currently, both the Department of Transportation and the Department of Public Safety have law enforcement officers that specialize in commercial vehicle enforcement. Do you believe Arizona should look at consolidating all truck enforcement activities under the Department of Public Safety?

Answer: No, I do not believe we should consolidate ADOT's law enforcement under DPS.

Comments: Regulation and enforcement of commercial vehicles at Arizona's ports of entry should be conducted skilled agents with the greatest level of efficacy and narrowly scoped to verify compliance and not hinder commerce or unnecessarily delay the flow and movement of goods.

12. Given the importance of transportation is to our economic success, how would you propose we solve the revenue shortfall needs for transportation?

Answer: It is imperative that Arizona evaluate sustainable models to preserve and enhance our transportation infrastructure. I believe the best revenue to pay for our pre-existing and proposed new infrastructure is a progressive tax that targets all road users and then dedicates and spends those monies on transportation infrastructure. I would support an inflationary (possibly tiered) increase in

Arizona's diesel and gas tax, as a revenue source to support and maintain Arizona's transportation infrastructure. As well as the evaluation of a periodic indexed model, a mixed fixed per gallon fee + percentage of sale, a straight percentage of sale fee and other viable models that increase a sustainable and reliable revenue for our transportation needs.