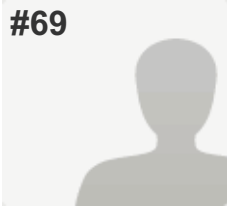


AZAGC 2014 Candidate Survey

#69



COMPLETE

Collector: Arizona Chapte...l Contractors (Web Link)

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Time Spent: Over a day

IP Address: 71.209.231.122

PAGE 2: Campaign Information

Q1: Please answer the following contact information

Candidate Name:	Judy M. Burges
Campaign Committee Name:	2014
Campaign Address:	12607 W Mesa Verde Dr.
Campaign Address 2:	P. O. Box 5361
City/Town:	Sun City West
State:	AZ
ZIP:	85376
Email Address:	burges@q.com
Phone Number:	602-214-3725

Q2: What elected office are you seeking? State Senator

Q3: What is your party affiliation? Republican

Q4: Campaign Manager and/or Consultant:

Consultant Constantin Querard

Q5: Press and/or Media contact: N/A

Q6: Name some of your key business organization endorsements?

I have not asked for any endorsements.

PAGE 3: Candidate Information

Q7: Current employment: Retired

Q8: Have you ever been elected or appointed to public office at the local, state or federal level?

Yes,
Election year and office(s):
House of Representatives 2005 State Senate 2012

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Q9: If elected, and you are running for the Arizona Legislature or United States Congress, which committees would you most like to serve (in order of preference) and why?

Government & Environment - This committee hears a wide variety of bills relating to a wide variety of issues. It keeps you busy studying issues.

Transportation - Always an important issue. When business looks at Arizona as a possible place to re-locate, easy access to transportation corridors is always near the top of their list.

Public Safety - I have a direct interest in supporting our policemen and firemen.

Appropriations - I have an accounting background, served on Appropriations, and created multi-million dollar budgets when working in private enterprise.

Q10: Would you like us to contact you to make an appointment for an interview to seek our support? Yes

Q11: Would you be interested in visiting AZAGC member project sites? Yes

PAGE 4: Policy Questions

Q12: What are the greatest challenges for Arizona over the next two to four years?

Keeping the budget under control, a lagging economy, job creation and bringing new business into the state by using the free market concept of less regulation, lower taxes, removing government interference and reducing the time it takes to get a business operational.

Q13: What would you do to overcome these challenges?

For the last 2 years, the legislature has produced a balanced budget without any new gimmicks such as roll over's, midnight reversions, and borrowing. The 2013 budget was balanced without cuts and the 2014 budget is also balanced even with the one-cent sales tax expiration.

New legislation ensures that manufacturing will not be paying sales tax on electricity and natural gas, and in 2015 income tax brackets will be indexed to inflation. Importantly HB2115 clarifies severance pay and helps prevent double dipping by determining access to unemployment insurance.

We need to keep focused on balancing multi-year budgets - not just the current budget, and pushing for legislation that would hold spending to the prior year's plus population growth and inflation increases. It is most definitely the legislature's responsibility to produce a budget that does not obligate future taxpayers.

Q14: Do you understand the relationship between infrastructure and the economy? Please explain.

Businesses looking to re-locate compare taxes, want low cost electricity, an adequate water supply, adequate land, and access to transportation.

It is the adequate level of infrastructure that creates a climate for business so they can hire workers and can produce a level of revenue that boosts our economy.

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Q15: Do you support or oppose government spending for the purposes of investment in public infrastructure (e.g., transportation, water resources, water infrastructure, public facilities, state/local buildings, etc.)?

Support,

Why?

The biggest problem with government spending is that it does not create new money. Private investment shrinks when government invests - solar industry is a prime example. My concerns would focus on accountability and avoiding fiascos such as the Rio Nuevo Project. There are inherently some projects that require taxpayer investment and such as transportation. Part of our transportation problem is this: Arizona yields 91.5 percent return on our tax dollars sent to Washington while smaller non-growth states such as West Virginia receive between 130 to 150 percent return on their fuel taxes paid to the federal government. Our state is not only one of the fastest growth states in the nation but can boast of having one of the largest geographical land masses. Therefore, it is imperative that our Congressmen fight bring our dollars back to Arizona.

Q16: Do you support or oppose raiding the Highway User Revenue Fund (HURF) and Vehicle License Tax (VLT) to balance the state budget?

Oppose,

Why?

Sweeping dedicated funds these past few years has been a real problem for me personally. This session's budget helps restore HURF funds.

Q17: Would you support or oppose a referendum that closes the loophole that allows the Arizona Legislature to raid the Highway User Revenue Fund (HURF) and Vehicle License Tax (VLT) to balance the budget?

Support,

Why? Same as below.

Q18: Would you support or oppose an initiative that closes the loophole that allows the Arizona Legislature to raid the Highway User Revenue Fund (HURF) and Vehicle License Tax (VLT) to balance the budget?

Support,

Why?

The HURF Funds are a dedicated funding source. Desperate times create desperate measures; however, that does not mean that robbing Peter to pay Paul should continue as an ongoing practice.

Q19: Would you support or oppose authorizing an additional revenue source for public infrastructure?

Why?

My support would depend on the nature of the revenue source. Public buildings and county roads have traditionally been paid for with tax revenues. I would certainly not have a problem with the federal government stepping up and spending money to hire Arizona contractors to do repair work on federal highways.

Q20: Would you support or oppose a referendum that authorizes an additional revenue source for public infrastructure?

Why? Same as above.

Q21: Would you support or oppose an initiative that authorizes an additional revenue source for public infrastructure?

Why? Same as above.

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Q22: Do you support or oppose streamlining environmental regulations while weighing the impacts to both the economy and the environment.

Support,

Why?

A lot of environmental regulation is based on emotionalism and scare tactics instead of sound science. An excellent example is the Navajo Generating Station. Closure would cost millions of dollars in revenue sharing to cities, counties and the state. It would create a \$74 million void in the Navajo and Hopi economy and hundreds of jobs. Rosemont and Resolution Copper are prime examples of jobs being put on hold and our economy being held back because of EPA overreach and regulation.

Q23: Some localities are passing ordinances that allow preferences for local contractors to get a bid advantage because of business location. In some cases the advantage to the "local" contractor is as much as 5%. Do you support or oppose these ordinances?

Why?

It is contrary to the free market concept; however, I can see why local communities want to keep revenues within the local jurisdiction - the economy is bad for all business right now and tax revenues are falling short. This would only work if the individuals awarding the contracts abide by the general rules of contract awards and do not award contracts based on nepotism.

Q24: Under the guise of promoting "local labor", unions are adding language to city contracts requiring contractors to have apprenticeship programs, health insurance, a living wage, etc. prior to qualifying to perform work for the city. Do you support or oppose these provisions in city contracts?

Oppose,

Why?

It interferes with private markets ability to conduct business and reduces competition. Restrictive policy in the free market just doesn't work because they are attempting redesign the makeup of private businesses and in essence determine their profit margin while driving up the cost of projects.