

Fact vs. Fiction
SB 1102 (Proposition 400)

Fiction	Fact
This is the Green New Deal.	Wrong. SB 1102 has the exact same provisions as SB 1246 (unanimously passed by Republicans) to curtail leftist environmental policies. MAG originally had wide discretion on air quality projects. Republicans strictly limited the programs to only paving unpaved roads and purchasing street sweepers (pg 3, lines 23-25). MAG has more limitations on Green New Deal policies than they currently have under the existing Prop 400. SB 1102 also protects driver freedoms, prohibiting California-style combustion engine bans by the state, cities, towns and counties. (pg 1, lines 6-11). Republicans scored protections against future efforts to implement any Green New Deal policies. In addition to allowing citizens to drive the vehicle of their choosing, Republicans ensured they can get where they're going on time. requiring a minimum speed limit of 65 mph on all Maricopa County interstates (pg 3, lines 3-12)
This will allow road diets.	Absolutely not. Under the Prop 400 passed by voters in 2004, MAG currently has the ability to implement road diets. Under SB 1102, Republicans have taken away that ability. SB 1102 prohibits any lane restrictions that will increase vehicle congestion on highways (pg 23 lines 10-11) or arterial streets (pg 23, lines 15-16).
MAG is full of leftists.	We agree. That's why Republicans adding 4 more legislative appoints to MAG's transportation committee, including representatives for taxpayers and homeowners.
The definitions for highways and arterials allow MAG to implement Vision Zero.	Wrong. The definitions of both highways and arterial streets are the exact same as the bill passed by all Republicans. In SB 1102, we actually narrowed the definition of intersection improvements from the Republican only bill to prioritize decreasing vehicle congestion and improving travel times (pg 4, lines 18-19).
This gives too much money to transit.	The opposite is true. The allocations to transit in SB 1102 are the exact same allocations supported by all Republicans in SB 1246. Republicans have increased total road funding from 54% in MAG's plan to 63% in SB 1102. This moves up to \$2B from transit to actual road projects. SB 1102 also adds government accountability to transit funding that does not exist in the current Prop 400. Under SB 1102, cities with underperforming transit systems will have to pick up the tab for inefficiencies from their own budgets (pg 16, lines 1-42).

<p>Too few people rely on transit.</p>	<p>Everyone would drive to work if they could afford a car. Unfortunately, many citizens trying to earn a living must use take the bus. Businesses throughout the valley rely on a workforce that uses the bus to get to work. Without a bus system, Arizona's economic competitiveness would plummet, and many businesses would move to states with an accessible workforce. SB 1102 ensures cities must be efficient with transit dollars in a way they do not have to be under the current Prop 400.</p>
<p>These dollars will be used to expand lightrail.</p>	<p>No. SB 1102 bans the use of Prop 400 monies on any new lightrail, commuter rail, streetcar or trolley projects. The bill also blocks Valley Metro's proposed route to the West Valley by creating a barrier around the Capitol. In the current Prop 400, 14.4% of revenues go to lightrail. Under SB 1102, only 3.5% of revenues go to maintaining the current lightrail so that neighbors already burdened by the rail down have a dangerous, dilapidated road feature impacting their daily lives.</p>
<p>Cities will use their own money to expand lightrail.</p>	<p>Phoenix is the only city with their own voter approved tax that could be directed to lightrail. They could have used these funds under the SB 1246 passed by all Republicans. Because Republicans secured passage of a rental tax repeal alongside SB 1102, the City of Phoenix's budget will be reduced by \$100M that they could have directed to lightrail. Republicans also made the cost of expanding lightrail extremely more expensive by taking away Phoenix's path west through the Capitol Complex. We have more protections against lightrail expansion in SB 1102 then in SB 1246 (Republican only).</p>
<p>This adds a new tax.</p>	<p>No. SB 1102 allows Maricopa County voters to decide if they want to continue current tax exactly as it is levied now. When voters approved the current tax in 2004, voters did not know where the money was going in the ballot question. SB 1102 requires the County to specify the exact allocations in the ballot question. (pg 26, lines 37- 41). Further, SB 1102 prevents any taxpayer funds from being used to influence an election (pg 23, lines 22-23)</p>
<p>The question should be bifurcated.</p>	<p>If there was a Republican in the Governor's Office, we absolutely would have. The current Prop 400 was a single question on the ballot. Republicans have secured a responsible product for the citizens of Arizona to consider in 2024, giving voters the option to enhance critical infrastructure that our entire state relies upon. Without SB 1102, voters would not have the choice to continue funding that shields Arizona from California-gridlock on our freeways and streets.</p>

Fact Sheet: The Smart Growth & Rent Relief Deal

SB1102 Prop 400 Continuation & SB1131 Rental-Tax Elimination

Maricopa County is one of the fastest growing counties in the U.S. thanks to our history of proactive road improvements and highway expansions, we've avoided the out-of-control congestion of many large cities. But that proactive approach must continue. We're also seeing residents squeezed out of Maricopa County and replaced by Californians due to rising rental costs. We need to offer relief.

Our Republican leadership negotiated with the Governor to get "The Smart Growth & Rent Relief Deal." The deal consists of two bills. SB1131 eliminates the rental tax so the average Arizonan can afford to remain in Maricopa County, work, raise a family, and contribute to our community. SB1102 gives voters, not politicians, the say to continue Prop 400 – a half-cent transportation sales tax first passed in 2004.

The Prop 400 ballot question will make spending allocations clear, prioritize highways and roads, eliminate vague environmental projects, rehabilitate the existing light rail but prohibit expansion, and ensure bus lines are meeting efficiency markers. Our Majority leadership is committed to accountable governing, smart spending, and protecting taxpayers. We're confident that the "Smart Growth & Rent Relief Deal" fulfills that commitment.

Facts:

- **Maricopa County is the largest growing county in the U.S.** (Source: U.S. Census, 2022)
- **Prop 400 was a half-cent sales tax increase** passed by Maricopa County voters in 2004 to finance transportation projects. It was set to expire in 2026 unless extended.
- **The Maricopa Association of Governments (MAG) proposed their own plan** that lacked accountability, prioritized light rail *expansion*, deprioritized roads and highways, hid details from voters, and wasted money on vague environmental projects.
- **House & Senate leadership successfully negotiated a better deal for Maricopa County residents & Republicans.** The deal is a package that would include two bills...
 - **Eliminates the rental tax in Arizona** (SB1131)
 - **Prop 400 continuation** (SB1102):
 - **Transparency:** Shows voters where the money is going in the ballot question
 - **Prioritizes roads and highways**
 - Raises the allocation for highways and roads for a total of 63%
 - Lowers the allocation for transit to 37%
 - **Removes vague environmental projects**
 - Requires "air quality" allocations to be defined as paving roads and purchasing street sweepers
 - **Requires all intersection projects to improve safety and decrease congestion or travel times**
 - **Prohibits any lane restrictions that increase congestion or travel times**
 - **Prohibits light rail *expansion***
 - Also applies to expansion of commuter rail, trolleys, and streetcars
 - Only allows *rehabilitation* of the existing light rail
 - No wasteful 'Capitol loop'