

Kromko gets 2 bills amended

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Provisions on buses, tropical hardwoods

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PHOENIX — Tucson Rep. John Kromko went two-for-three in amending legislation yesterday with provisions to require bus pullouts at Tucson and Phoenix bus stops and prohibit tropical hardwoods in new state buildings.

In addition, Rep. Bev Hermon, R-Tempe, managed to amend a drop-out-prevention bill to include the controversial "no school, no drive" provision.

The three Senate bills were tentatively approved by the House and probably will come up for a final vote today.

However, if the bills are passed by the House, the Senate then would have to concur with the amendments or form a conference committee with House members to iron out the differences, which could mean stripping the amendments.

Kromko, a sixth-term Democrat who has been pushing for public transit improvements in Tucson for years, said bus pullouts would ease traffic congestion, reduce traffic accidents and reduce air pollution.

Under his amendment, the cities of Phoenix and Tucson would be required to construct bus pullouts at 30 percent of the public bus stops by 1993, and at 80 percent of the stops by 1996.

Failure to meet the deadlines would disqualify those cities from receiving their share of the \$23 million in lottery revenue that is spread among Arizona municipalities for transportation needs. Tucson is to receive about \$3.5 million this year.

Kromko's amendment drew widespread support from House members, even though he said he did not know how much it would cost, but probably would require buying property to construct the pullouts.

"They can rip out 1,000 homes and businesses when they want to build a freeway," he said.

Rep. Jack Jewett, R-Tucson, chairman of the Transportation Committee, has been tangling with local officials for months over the structure of a regional transportation authority for Pima County. Jewett said that if his version of a regional authority becomes law, an increase in the vehicle license tax could help pay for the bus pullouts.

Mayor Tom Volgy said he agrees with the amendment's concept, but added that there are certain bus stops and city streets where bus pullouts would hinder, rather than help, public transportation.

"I've been asking for bus pullouts in Tucson for six years," Volgy said. "If we had a little flexibility about where to put them, then it's a good bill."

Bus pullouts on streets that have dedicated bus lanes, such as Broad-