

2016 LEGISLATIVE CANDIDATE QUESTIONNAIRE



Candidate Name: Senator Bill Monning Position You Are Running For: 17th SD
Political Party Affiliation: Democratic Are You an Incumbent: Yes No

INTRODUCTION: Candidates for the state legislature in 2016 are respectfully requested to answer these questions relevant to the respective and often complementary roles of the state and city governments in California. While the League does not itself endorse candidates, the responses to this questionnaire will be shared with elected city officials in each legislative district for consideration in their own endorsement decisions as well as posted on the League website. Thank you for your participation. Please email your response to Bismarck@cacities.org or by fax to 916-658-8240 by no later than March 31. If you have any questions, please contact: League Public Affairs Director Bismarck Obando at Bismarck@cacities.org or 916-658-8273.

LOCAL CONTROL. The relationship between the state and cities functions best as a partnership where major policy issues are approached by the state with careful consideration of the varied conditions among the state's 482 cities and an appreciation of the importance of retaining local flexibility to tailor policies to reflect local needs and circumstances. Still, at times, cities have to respond to state legislation they believe undermines the principle of "local control" over important issues such as land use, housing, finance, infrastructure, elections, labor relations and other issues directly affecting cities. What is your perspective on local control and state preemption of local control? *(Please explain).*

As a general principle of state-city relations, I strongly favor and support local control and autonomy. The exceptions that believe are understood relate to certain declarations of disasters, statewide taxation issues, and certain uniformity in laws and regulations to protect the public health and safety. I currently represent 21 incorporated cities in the 17th Senate District and have met regularly with mayors, council members, and city managers throughout the district. I believe that strong and regular communications between elected city officials, League representatives, and the Legislature allow for important input to help shape legislation that is sensitive to, and responsive to, local government interests.

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TRANSPORTATION FUNDING. Cities and counties are struggling with a \$78 billion, 10-year maintenance funding deficit for the local streets and roads system. This amount is needed simply to maintain existing infrastructure; delaying these repairs by just 10 years would increase the deficit to \$99 billion. Meanwhile, millions of cars, trucks, busses and other vehicles have been added in California, utilizing our already over-burdened transportation network. At the same time, gas tax revenues (that benefit both the state and local system) have not been raised since 1994; they have been eroded by inflation, expanded use of electric and more efficient vehicles, and more recently declined 26% since Fiscal Year 2013-14. How would you support addressing this infrastructure funding deficit?

- Additional state gas or other vehicle taxes: Yes No
- Additional state user fees (similar to the vehicle registration fee): Yes No
- Expanded local authority to raise taxes and fees locally: Yes No
- Return transportation funding from General Fund (\$1 billion/yr.) and reform CalTRANS: Yes No
- Combination of approaches: Yes No
- Other approaches? *(Please explain)*

Regarding the return of transportation funding from General Fund (\$1 billion/year) and reform Cal Trans... I cannot answer that questions with a YES/NO answer. As a member of the Senate Budget Committee I do not make any commitments on budget allocations prior to seeing an entire and comprehensive budget proposal. We are currently in the process of reviewing the Governor's 2016-17 budget proposal and have not yet seen the May Revise which provides a better estimate of projected revenues. Reform of Cal Trans --- I would need more information as to what is meant by "reform" --- The operation could be streamlined and could also benefit from more funding for more road repair, maintenance, and expansion infrastructure. I have always prioritized safety first as a principle in allocation of limited Cal Trans resources, e.g., investment in improvement of safety conditions on highways.

AFFORDABLE HOUSING. With the loss of \$1 billion in redevelopment funding that previously went to affordable housing and the exhaustion of past state affordable housing bond funds, California has virtually no resources to construct affordable housing. Affordable units often require additional public subsidy so that rents and/or purchase prices can be made affordable to low and moderate income households. What is your solution to the affordable housing crisis?

- Allocate a portion of state general fund dollars for affordable housing: Yes No
- Establish a new permanent source of affordable housing funding from a new revenue source such as a recently contemplated \$75 state tax or fee on various real estate instruments: Yes No
- Establish a local-state matching program, where local funding commitments to affordable housing are matched dollar-for-dollar with a state contribution: Yes No
- Reduce the regulatory burden on housing production imposed by CEQA and other regulations: Yes No

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- Combination of these approaches: Yes No
- Other approaches? *(Please explain)*

I am unable to answer the question on waiver of CEQA for affordable housing without understanding what CEQA waivers would be considered and for what types of projects, investments, and existing use and location of property.

WATER CONSERVATION AND STORMWATER. Faced with the ongoing drought and increasing federal and state clean water regulations, local governments have struggled to enforce water conservation requirements and remove contaminants from stormwater and urban water runoff without reducing funding for public safety and other general fund commitments. How should the state assist cities with this challenge?

- Providing increased grants through state bonds financed from the state General Fund: Yes No
- Providing cities and other water agencies with increased flexibility to implement water conservation rate pricing and raise funds locally: Yes No
- Combination of these approaches: Yes No
- Some other approaches? *(Please explain)*

Clearly, the drought crisis has resulted in passage of the statewide water bond and the Governor's declaration of drought emergency which has allowed for the relaxation or waiver of some CEQA and other requirements. We need to work closely with cities, counties, and state agencies to maximize water conservation, storage, recycling, reuse, injection, and stormwater run off capture and re-use. I have also been a supporter of desalination projects in the 17th SD. There is no one remedy. We must work to advance a range of options and allow local governments the autonomy to be creative in development of water conservation options.

Candidate Signature: _____

Paul [Signature]
3-25-2016