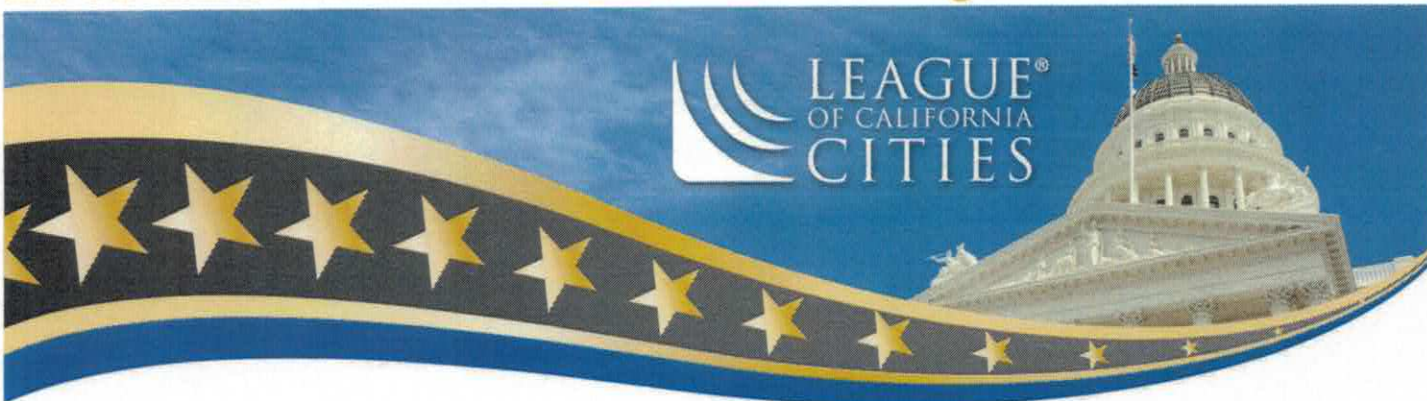


2016 LEGISLATIVE CANDIDATE QUESTIONNAIRE



Candidate Name: Greg Rodriguez Position You Are Running For: 42nd State Assembly
Political Party Affiliation: Democrat 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).*

In general, I am a supporter of local control for our municipalities. However, I also know that in some instances state-wide policies must be set to protect the citizens of California. As the District Director for Congressman Ruiz, I worked with all of our cities and chamber of commerce legislative committees to address municipal concerns and to approach issues on a local level.

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)*

We must look at all approaches when addressing out transportation funding. We must also utilize our advocacy as state legislators to encourage more funding from the federal government and ensure that funding is allocated long term to provide our transportation agencies the ability to plan projects.

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)*

Once again, we need to make sure we are looking at all approaches in addressing our affordable housing issues. We must also look at public and private partnerships to address affordable housing needs in our communities. In regards to CEQA I am not in favor of drastic changes and believe that we can look at how we can encourage, developers, housing advocates and municipalities to gather at the beginning of projects to maneuver through CEQA in a way that benefits all parties involved.

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)*

As in the case of transportation, we must also advocate for more federal resources to address our drought, water storage, recycling and conveyance. We must seriously look at the developing technologies around desalinization and smart farming irrigation.

Candidate Signature: _____

