

2016 LEGISLATIVE CANDIDATE QUESTIONNAIRE



Candidate Name: GABRIEL HYDRICK Position You Are Running For: ASSEMBLY 60TH DISTRICT
Political Party Affiliation: REPUBLICAN 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).*

THE SACRAMENTO AREA COUNCIL OF GOVERNMENT IS THE PERFECT EXAMPLE OF UNDERMINING THE PRINCIPLE OF LOCAL CONTROL. SACOG IS A STATE AND FEDERAL APM REACHING STRAIGHT DOWN TO AND CONTROLLING LOCAL GOVERNMENT, AND IT CONTINUES TO GROW AND EXPAND. SACOG IS BAD FOR LOCAL GOVERNANCE AND REPRESENTATIVE GOVERNMENT BECAUSE ELECTED OFFICIALS MAKE DECISIONS FOR JURISDICTIONS THEY ARE NOT ACCOUNTABLE TO. FURTHER, SACOG IS "PAY TO PLAY" GOVERNANCE. CITIES RISK LOSING FUNDING IF THEY DON'T PLAY BY SACOG RULES IN LAND USE PLANNING, HOUSING, TRANSPORTATION AND MORE. BUREAUCRATIC LEVELS OR LAYERS LIKE THIS MUST BE REMOVED, TAXES SHOULD STAY LOCAL AND STATE GOVERNMENT (AND FEDERAL) NEED TO BE CONTAINED AS ORIGINALLY INTENDED, THEREBY STRENGTHENING COMMUNITIES THROUGH STRONG, AUTONOMOUS AND ACCOUNTABLE LOCAL GOVERNMENT.

2016 LEAGUE OF CALIFORNIA CITIES LEGISLATIVE CANDIDATE QUESTIONNAIRE

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)

THE VERY FIRST APPROACH IS TO CUT EXPENDITURES. THEN CUT THEM AGAIN. CALIFORNIA HAS OVER 500 AGENCIES, MORE THAN WHAT IS NEEDED IN A 'FREE SOCIETY'. CAL TRANS, FOR EXAMPLE, HAS PLENTY OF FAT TO TRIM. ADDITIONALLY, REVENUES SHOULD BE KEPT AT LOCAL LEVELS SO TRANSPORTATION NEEDS CAN BE EFFECTIVELY MET. Siphoning local monies through state bureaucracies skims a lot of revenue off the top and then the redistribution doesn't match local needs. THE ENTIRE PROCESS NEEDS TO BE IMPROVED. ZERO EMISSION VEHICLES NEED TO STOP BEING SUBSIDIZED. INDIVIDUAL FAVORITISM BASED ON THE TYPE OF VEHICLE ONE DRIVES NEEDS TO STOP.

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

