

2016 LEGISLATIVE CANDIDATE QUESTIONNAIRE



Candidate Name: Madison Nguyen Position You Are Running For: Assembly District 27
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 member of the Franklin-McKinley Board of Education and then serving on the San Jose City Council, including four years as Vice Mayor, I have seen firsthand how important it is to involve localities in local problems. I support local control and am opposed to the State taking away local control of issues like land use, housing, finance, infrastructure, etc. I do realize that some issues need state intervention, and I would always work with the state to implement efficient, creative solutions. However, more often local problems need local solutions, and the state should not impede on that process.

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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)*

In regards to the additional state gas or other vehicle taxes, I would only support if the revenues from the taxes go to make improvements in our transportation infrastructure needs.

We need to look closely at our existing transportation revenue sources – and how that money is being spent – before we look to increase fees and taxes. I have concerns that given how many of our middle-income and low-income families are struggling to stay ahead of rising costs of living, we don't do anything that will further burden them financially. I feel strongly that we need to prioritize strategies that will help lessen commute times both to improve quality of life and reduce our vehicle emissions. We need to make sure our roads are well-maintained of course, but also need to invest in mass transit. As San Jose's representative to the Silicon Valley Rapid Transit Board (SVRT), I advocated for the BART expansion to San Jose. The project is on time and under budget – it's scheduled for completion in 2017. We now should look ahead at the next step: BART Around the Bay.

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)*

Affordable housing has long been a challenge for many Californians, and especially people in the 27th Assembly District. I have worked on housing policies that expand the pool of affordable housing through new developments and support for workforce housing that allows our public servants like police, firefighters and teachers to live in the communities they serve. And I will continue to advocate for solutions like these in the Assembly.

In San Jose, I supported an inclusionary fee on new developments because we faced a severe shortage in affordable housing. That bill created a per square foot fee on most new San Jose developments to fill the gap left by the expiration of state redevelopment funding and was passed by the Council in 2014. I think this approach made sense then and could work across the state but we need to make sure the fees are reasonable and affordable – we won't be able to fund any new affordable housing if we make construction unaffordable.

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)*

From growing up in Modesto and working in the fields of the Central Valley, I understand California's agricultural and urban water needs and the urgency of drought management firsthand. We need to support water conservation in California and implement creative, innovative solutions – such as public-private partnerships. We should also take the best ideas – whether home grown or from around the world – and put them to work here in California. In San Jose, for example, in addition to encouraging conservation, we invested in a new water recycling expansion that allows us to turn millions of gallons of highly purified wastewater into drinkable water. Previously, we had only used such water for landscaping or similar but with improvements in technology we'll be able to re-use that water much more effectively. The state can and should assist with opportunities for funding, provide oversight when necessary and trust localities to implement solutions to the water crisis that fits their needs.

Candidate Signature: 