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Global Warming and Transportation

1. Given that transportation causes 43% of global warming gases, how do you think recent state legislation on global warming should effect major transportation improvements at the state level? What will you do to make that happen, if elected? When? THE PASSAGE OF AB 32 SET GOALS AND OBJECTIVES TO REDUCE CALIFORNIA'S CO2 EMISSIONS. (to 1990 levels by 2020—unfortunately, green house gas emissions have increased to a level of 100 Metric Tons since 1990). TO ACHIEVE THESE GOALS, IT WILL BE NECESSARY FOR ALL CALIFORNIANS TO ASSUME RESPONSIBILITY TO REDUCE THEIR PRODUCTION OF GREENHOUSE GASES. A PARTNERSHIP AMONG INDIVIDUALS (STUDENTS, CHILDREN, FAMILIES, SENIORS, DISABLED, CIVIC ORGANIZATIONS, FAITH COMMUNITIES, BUSINESS OWNERS, CORPORATIONS, LOCAL GOVERNMENT, COUNTY GOVERNMENT, AND THE STATE) I WILL SUPPORT PROGRAMS THAT CREATE INCENTIVES FOR WORKERS, EMPLOYERS, AND RESIDENTS OF THE 27TH AD AND THE STATE OF CALIFORNIA TO:

- A. PROMOTE ALTERNATIVES TO FOSSIL FUEL BURNING VEHICLE USE (INCLUDING NON-POLLUTING VEHICLES, HYBRID VEHICLES, BICYCLES, RAIL, AND NON POLLUTING BUSES;
- B. PROVIDE TAX CREDITS AND INCENTIVES FOR EMPLOYERS WHO REWARD EMPLOYEES WHO USE CLEAN ALTERNATIVES FOR WORK RELATED TRANSPORTATION (SEE SECTION ON "PARKING CASH OUTS")
- C. FOCUS ON LAND USE PLANNING THAT PRIORITIZES REDUCTION OF VEHICLE MILES TRAVELED (VMT) IN RELATION TO PLANNED COMMUNITY DEVELOPMENT;
- D. PROMOTE ALTERNATIVE ENERGY RESOURCES (WIND, SOLAR, TIDES) INCLUDING TAX CREDITS AND NO-INTEREST LOANS FOR FAMILIES AND BUSINESSES.

WHEN? AS SOON AS POSSIBLE. THERE IS A STATEWIDE MANDATE TO REDUCE CO2 EMISSIONS. THE PUBLIC IS ON BOARD, THE LEGISLATURE NEEDS TO BE RESPONSIVE, CREATIVE, AND PERSISTENT.

THE STATE OF CALIFORNIA ALSO NEEDS TO CONTINUE (ALONG WITH THE CALIFORNIA CONGRESSIONAL DELEGATION) TO FIGHT WASHINGTON D.C. (EPA) TO APPROVE CALIFORNIA'S PROPOSED VEHICLE EMISSION STANDARDS.

How will the above effect the local jurisdictions? And Santa Cruz in particular? When?

ALL COMMUNITIES IN THE STATE MUST BE PART OF THE SOLUTION. SANTA

CRUZ IS UNIQUELY SITUATION BECAUSE OF A HIGH “ENVIRONMENTAL QUOTIENT” IN TERMS OF COMMUNITY AND GOVERNMENTAL SUPPORT FOR SUSTAINABLE AND SMART GROWTH, ESPECIALLY WITH RESPECT TO TRANSPORTATION ISSUES. THERE ARE REAL ISSUES THAT IMPACT NOT JUST SANTA CRUZ BUT THE ENTIRE MONTEREY BAY REGION. WE MUST APPROACH THIS PLANNING WITH EDUCATION AND INCLUSION OF ALL COMMUNITIES AS CO-ARCHITECTS OF THE SOLUTIONS. THIS WORK IS ALREADY UNDER WAY BY THOSE IN COMMUNITIES THROUGHOUT THE 27TH AD WHO ARE WORKING TO ADVANCE SUSTAINABLE TRANSPORTATION PLANNING COMBINED WITH LAND USE, AGRICULTURE, WATER, AND MARINE SUSTAINABILITY.

2. How do you feel about Attorney General Brown's attempts to sue local jurisdictions with regard to their transportation plans? Are you supportive? Is it effective?

3.

I AM FAMILIAR WITH ATTY.GEN. BROWN’S COMMITMENT TO LAW ENFORCEMENT THAT WILL ADVANCE ENVIRONMENTAL AND SUSTAINABILITY OBJECTIVES. I HAVE WORKED WITH MEMBERS OF HIS STAFF WHO ARE ENGAGED IN WORKING ON THESE INITIATIVES AND HAVE WORKED AT THE STATE LEVEL IN THE PAST ON ENFORCEMENT OF PESTICIDE SAFETY AND TOXIC EXPOSURE/WASTE ERADICATION.

4. Do you support SB375. When do you think it should take effect? If passed in its current form what impact would it have on major transportation plans for Santa Cruz County?

YES. AS REQUIRED BY SB 375 (STEINBERG), LOCAL TRANSPORTATION AGENCIES WILL BE REQUIRED TO DEVELOP ‘PREFERRED GROWTH SCENARIOS’ THAT WILL INCLUDING AN ASSESSMENT AND MONITORING OF VARIOUS GOALS INCLUDING:

- A. EXPANDED MASS TRANSIT (INCLUDING RAPID TRANSIT CORRIDORS)
- B. HIGHWAY DEVELOPMENT THAT LOOKS TO MINIMIZING VEHICLE TRAFFIC AND MAXIMIZING MASS TRANSIT, MULTIPLE OCCUPANCY VEHICLE TRAFFIC, AND PROTECTION OF OPEN SPACE;
- C. SUPPORT OF MARITIME, BICYCLE, AND PEDESTRIAN ALTERNATIVES;
- D. PARKING “CASH OUT” OPTIONS FOR COMMUTERS WHO DO NOT UTILIZE PARKING SPACES (FOR FOSSIL FUEL BURNING VEHICLES) AND DEMONSTRATE TO EMPLOYER RELIANCE ON MASS TRANSIT, BICYCLE OR OTHER ALTERNATIVE MEANS OF TRANSIT;
- E. PREFERRED GROWTH SCENARIOS SHOULD ALSO INCLUDE REQUIREMENTS AND INCENTIVES FOR:
 - a. SITING OF NEW DEVELOPMENT PROXIMATE TO EXISTING RAPID TRANSIT, BICYCLE PATH, AND PEDESTRIAN PATH INFRASTRUCTURE;
 - b. CITY CENTERED-GROWTH, UP NOT OUT, AND LOCATED NEAR EXISTING JOB AND EDUCATIONAL INSTITUTIONS.

LOCAL GOVERNMENTS ARE REQUIRED THROUGH LOCAL TRANSPORTATION COMMISSIONS AND AGENCIES TO MEET THE OBJECTIVES OF SB 375 IN CONNECTION WITH CITY AND COUNTY PLANNING.

Highways

1. Do you support plans to widen Highway One between Santa Cruz and Watsonville? What effect do you think widening the Highway would have on the social and physical geography of the county?

I DO NOT SUPPORT ANY OF THE HIGHWAY ONE WIDENING PROPOSALS. I FAVOR A CONCENTRATION ON EXPANDED RAPID TRANSIT INCLUDING EXPLORATION OF RAIL, EXPANDED COACH (BUS), BICYCLE PATHS, AND CAR POOL, MULTIPLE OCCUPANCY VEHICLE INCENTIVES. WITH RESPECT TO SANTA CRUZ COUNTY HIGHWAY WIDENING, I BELIEVE THAT PUBLIC HEALTH AND SAFETY SHOULD BE GIVEN FIRST PRIORITY. I FAVOR PLACEMENT OF DIVIDING BARRIERS AND BIKE PATHS ALONG SECTIONS OF HIGHWAY ONE BETWEEN PAJARO AND CASTROVILLE (BLOOD ALLEY) WHERE FATALITIES OCCUR ALMOST MONTHLY. SIMILARLY, ON HIGHWAY 156 FROM CASTROVILLE TO HIGHWAY 101. WE SHOULD CONCENTRATE HIGHWAY IMPROVEMENT TO PREVENT FATALITIES AS OUR # 1 PRIORITY.

2. If you don't think widening the Highway is a good idea, what are some of your strategies for stopping it, given that it is currently the Regional Transportation Commission's top priority? MY UNDERSTANDING IS THAT PLANS TO PROMOTE HIGHWAY ONE WIDENING HAVE BEEN SUSPENDED DUE TO THE LACK OF CONSENSUS AMONG COMMUNITY STAKEHOLDERS AND THE LIKELY DEFEAT OF A SALES TAX INITIATIVE. AS A CANDIDATE FOR STATE ASSEMBLY, I BELIEVE IT IS IMPORTANT TO DEFER TO LOCAL JURISDICTIONS AND PARTICULARLY TO VOTERS WHO MAY REGISTER A STRONG MAJORITY OPINION WITH RESPECT TO LOCAL TRANSPORTATION ISSUES.

3. How would you answer those who believe that widening the highway would solve problems with congestion? I WOULD LIKE TO SEE STUDIES THAT DEMONSTRATE ANYTHING BUT A TEMPORARY RELAXATION OF PROBLEMS WITH CONGESTION BASED ON CURRENT PROPOSALS FOR WIDENING. ALL PARTIES SHOULD FIRST ASSESS HOW CURRENT HIGHWAY MODIFICATION EFFORTS RESULT IN EASING OF TRAFFIC CONGESTION. ANY WIDENING PROPOSALS SHOULD ALSO BE ANALYZED WITH RESPECT TO AB 32 AND SB 375 MANDATES.

4. What do you think of the Attorney General's efforts to reign in freeway widening projects in San Bernardino and elsewhere? I SUPPORT.

Trains

1. Do you support buying the Union Pacific Rail Corridor from Davenport to Watsonville? If so, how can you help complete the purchase? YES. BONDS DESIGNED TO HELP CALIFORNIANS MEET AB 32 OBJECTIVES SHOULD BE CONSIDERED AS A MEANS OF PROMOTING SMART AND SUSTAINABLE RAIL OPTIONS. I WILL SUPPORT ISSUANCE OF STATE BONDS OR OTHER PUBLIC FINANCING OPTIONS BASED ON A THOROUGH ANALYSIS OF BUDGET, COSTS, AND PROJECT PLANS.

BUILDING PUBLIC SUPPORTED MASS TRANSIT RAIL OPTIONS AND OTHER MASS TRANSIT SYSTEMS CAN CREATE GREEN JOBS WHILE ACHIEVING GREEN GOALS.

2. Do you support a trail along the rail corridor from Davenport to Watsonville. If so, what is your plan for its completion? How long will it take? I SUPPORT. I AM FAMILIAR WITH FRIENDS OF THE RAIL TRAIL'S (FORT) EFFORTS TO INCLUDE BICYCLE AND PEDESTRIAN TRAIL ONCE THE RAIL CORRIDOR IS

PURCHASED. IT IS MY UNDERSTANDING, THAT THE BICYCLE AND PEDESTRIAN TRAIL SYSTEM CAN BE DEVELOPED INDEPENDENT OF FINAL DEVELOPMENT OF ANY RAIL TRANSIT SYSTEM. WHILE THE SALES TAX INITIATIVE DOES NOT APPEAR TO BE MOVING FORWARD AT THIS JUNCTURE (THE INITIATIVE THAT WAS TO BE LINKED TO HIGHWAY ONE WIDENING), I WILL SUPPORT TRANSPORTATION COMMISSION FUNDING, CITY CONTRIBUTIONS, AND NON-PROFIT SOURCES OF FUNDING TO ADVANCE FORT'S OBJECTIVES.

3. Could we run a passenger train along the corridor? If so, tell us what the service might be like in 10 years. What would you do to get it on track? TO GET IT "ON TRACK" I WOULD ENGAGE ENGINEERS, ENVIRONMENTAL ENGINEERS, AND RAIL EXPERTS TO DETERMINE HOW WE MOST EFFICIENTLY DEVELOP RAIL CORRIDORS. I BELIEVE RAIL CORRIDORS, TO BE EFFICIENT, SHOULD PROBABLY INCLUDE THE FOLLOWING:

- a. DUAL TRACKS TO ALLOW NORTH-SOUTH PASSING WITHOUT SIDE TRACKING;
- b. BICYCLE PATHS
- c. PEDESTRIAN PATHS
- d. ADEQUATE EMERGENCY PROVISIONS FOR FIRE AND POLICE
- e. ADEQUATE TRAFFIC DESIGN TO ALLOW FOR NON-STOP SERVICE BETWEEN DESTINATIONS.

4. What do you think about proposals for high-speed rail in California? Which alignment do you prefer? Will you support the project if it goes over Pacheco Pass? I SUPPORT PLANS FOR HIGH-SPEED RAIL IN CALIFORNIA. THE PROPOSED PRIMARY ROUTE FROM SACRAMENTO TO LONG BEACH WILL SUCCEED IN REDUCTION OF CO2 GAS EMISSIONS B REDUCING VMT IN FOSSIL BURNING VEHICLES. THE PACHECO PASS PROPOSAL PRESENTS CONCERNS REGARDING ENVIRONMENTAL IMPACTS. I WILL STUDY THOSE PROTENTIAL IMPACTS AND PROPOSED MITIGATION MEASURES BEFORE MAKING A FINAL DECISION ON THAT ROUTE'S VIABILITY. THE RESIDENTS OF SOUTHERN SANTA CLARA COUNTY AND TO SOME EXTENT, THE CENTRAL COAST REGION, WILL BENEFIT WITH TRACKING THAT SERVES GILROY/SAN JOSE. I WILL NOT SUPPORT THE PACHECO PASS OPTION, HOWEVER, UNTIL I AM CONVINCED THAT ENVIRONMENTAL IMPACTS ARE MITIGATED.

Bicycling and Walking

1. What will you do to make bicycling and walking more pleasant, safer, and more socially accepted in the State of California? How about walking? I WILL SUPPORT THE DEVELOPMENT OF MORE BICYCLE AND PEDISTRIAN PATHWAYS IN CALIFORNIA WITH AN EMPHASIS ON USER SAFETY: GOOD SURFACE, LIGHTING, AND AUTO TRAFFIC MITIGATIONS (ROAD UNDERPASSES/OVERPASSES) WALKERS SHOULD ENJOY SIMILAR SAFE HIKING AND WALK PATHS. DUAL USE PATHS SHOULD BE DESIGNED TO PROVIDE CLEAR DEMARCATION FOR BICYCLE USERS AND WALKERS.

2. Several bills that effect cyclists will be seen by the Legislature next year. What is your opinion on:

- AB 1358 The Complete Streets Act- SUPPORT (LENO) 4) Specifies that "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public

transportation, and seniors. I SUPPORT THIS BILL.

●AB 163 Bicycle Facilities Improvement Act of 2007- SUPPORT - This bill would enact the Green and Healthy Workplace Bicycle Facilities Act of 2007, which would require the department, in consultation with the State Architect and other state agencies, to adopt regulations establishing standards for bicycle facilities, including parking areas, showers, and lockers in state-owned and state-leased buildings. The bill would require each state agency to develop programs to promote and encourage bicycle commuting and use of bicycles for work-related trips, as well as to manage its bicycle facilities.

●AB 211 (formerly AB 437) Local Health Officers SUPPORT
●AB 1472 California Healthy Places Act of 2008 SUPPORT- AB 1472 WOULD ENCOURAGE LOCAL HEALTH OFFICERS TO ENGAGE IN EDUCATION AND ASSESSMENT OF THE LINKAGE BETWEEN PLANNING/DEVELOPMENT/LAND USE AND PUBLIC HEALTH INCLUDING BUT NOT LIMITED TO OBESITY, DIABETES, CARDIOVASCULAR HEALTH, ETC. SUCH LINKAGE IS AN APPROPRIATE AND DESIREABLE PUBLIC HEALTH FUNCTION TO EVALUATE THE NEGATIVE IMPACTS OF EXPANDED RELIANCE ON FOSSIL FUEL VEHICLE TRAVEL, LONG COMMUTE DISTANCES, AND OTHER CORRELATIONS BETWEEN PUBLIC HEALTH AND LAND-USE/DEVELOPMENT/TRANSPORTATION PLANNING.

Caltrans

The Santa Cruz City Council recently voted to ask Caltrans to put vertical and horizontal signs on Mission Street informing drivers to allow cyclists full use of the right lane. So far, Caltrans has refused to do so. How would you work with Caltrans to get them to support the City Council in making changes to Mission Street? I FAVOR THIS AS A SOUND PUBLIC SAFETY/PUBLIC HEALTH INITIATIVE. I WILL MEET WITH LOCAL RESIDENTS, LOCAL OFFICIALS, AND STATE OFFICIALS TO ACHIEVE THIS PUBLIC SAFETY SIGNAGE.

One for the Road

How do you get around? What form(s) of transportation do you use on a regular basis? How will you get to work if elected? To Sacramento? I DRIVE A HYBRID ELECTRIC/GAS VEHICLE FOR TRANSPORTATION AROUND THE ASSEMBLY DISTRICT AND FOR TRAVEL TO SACRAMENTO. I HAVE USED THE AMTRAK RAIL TO SACRAMENTO FROM SALINAS AND PREFER THIS MODE OF TRAVEL FOR PURPOSES OF SUPPORTING REDUCTION OF CO2 EMISSIONS, TRAFFIC CONGESTION, ETC.

I RIDE A BICYCLE AND WALK LOCALLY. I HAVE BICYCLED TO WORK FROM HOME (CARMEL TO MONTEREY, AND CARMEL TO SEASIDE). WHILE LONGER DISTANCE TRAVEL IS A REGULAR COMPONENT OF MY WORK WHICH OFTEN REQUIRES VEHICLE TRAVEL, I MAKE EVERY EFFORT TO CAR POOL BY INITIATING CAR POOLS WITH FRIENDS AND ASSOCIATES, ESPECIALLY DURING REGIONAL MEETINGS IN SALINAS, CASTROVILLE, WATSONVILLE, MARINA, MONTEREY, ETC.

Anything else you want to tell us:

I APPRECIATE AND RESPECT THE WORK OF PEOPLE POWER. I BELIEVE THAT THERE ARE STRONG LINKAGES BETWEEN AND AMONG BUILDING A SUSTAINABLE ECONOMY, BASED ON A PROTECTED ECOLOGY, AND LINKED TO SOUND PLANNING FOR DEVELOPMENT, LAND USE, TRANSPORTATION, WATER USE, AND FUEL DEPENDENCE/INDEPENDENCE.

I ALSO BELIEVE THAT MY EXPERIENCE AS AN ATTORNEY (TOXIC LITIGATION AND LEGISLATIVE ACTION), ACTIVIST, EDUCATOR, AND SPANISH-SPEAKING RESIDENT OF THE 27TH A.D. COMBINE TO MAKE ME THE BEST-QUALIFIED CANDIDATE TO ADDRESS THE ISSUES OF CONCERN TO PEOPLE POWER MEMBERS AND SUPPORTERS. I HAVE EXPERIENCE WORKING IN COALITION, AS AN ADVOCATE, NEGOTIATOR, MEDIATOR, AND EDUCATOR.

WHILE I DO NOT RESIDE IN SANTA CRUZ, I BELIEVE THAT MY ASSOCIATIONS WITH PEOPLE AND ORGANIZATIONS REFLECT MY STRONG COMMITMENT TO THE COMMUNITY OF SANTA CRUZ. I ALSO BELIEVE THAT IT IS INCUMBENT ON MEMBERS OF THE SANTA CRUZ COMMUNITY TO CONSIDER THEIR RESIDENCY IN THE BROADER REGION. WE NEED TO ENGAGE IN EFFECTIVE “BRIDGING” BETWEEN AND WITHIN COMMUNITIES TO FULLY SUCCEED IN ACHIEVING OUR ENVIRONMENTAL, SOCIAL, AND POLITICAL OBJECTIVES.

I BELIEVE THAT BICYCLES REPRESENT ONE OF THE MOST ENERGY EFFICIENT, HEALTHY, AND NON-POLLUTING FORMS OF TRANSPORTATION EVER INVENTED. I WILL PROUDLY ASSOCIATE WITH AND ADVANCE THE PRIORITIES OF THOSE WHO HAVE PROVEN THEIR COMMITMENT TO EXPANDING PUBLIC ACCEPTANCE AND ACCESSIBILITY TO BICYCLE TRANSPORTATION.

THANK YOU FOR YOUR CONSIDERATION OF MY RESPONSES.

Warm regards,

(submitted electronically, signature authorized)

Bill Monning

Candidate, 27th A.D.

2 April 2008