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SPECIAL ELECTION EDITION!

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A Message from Dirk Geiger and Marty Stradtman

With November 7th imminent, it is imperative that you mark your calendar and exercise your privilege to influence key legislative mandates that can improve both the state's economy and your ability to conduct business in Southern California. The upcoming election is a crucial milestone in the chapter's efforts to boost the health of the state's economy. As a voter, your voice is critical in supporting the region's real estate industry and the business climate in California.

NAIOP SoCal supports the re-election of Governor Arnold Schwarzenegger and urges you to help us make his re-election a reality! In addition, there are a number of propositions and measures on the ballot that will impact local and regional issues. The Transportation Infrastructure Bonds, **Propositions 1A** and **1B**, must win voter approval in order to provide vital funding to alleviate the state's current transportation gridlock and to provide the infrastructure necessary to handle the anticipated growth while addressing environmental issues associated with traffic congestion and the movement of goods.

NAIOP SoCal also supports Orange County's continuance of **Measure M**, which ensures funding for countywide transportation improvement projects.

There are a number of other measures on the November ballot on which NAIOP SoCal has taken a position, and this special eNews edition highlights just a few. You will also find a link to our complete [Voter Guide](#), and we encourage you to share it with family, friends, colleagues, tenants and employees. **Remember to vote on November 7th!**

Warm regards,

Dirk Geiger
 Chairman
 Legislative Affairs Committee

Marty Stradtman
 Chairman
 Political Action Committee



Yes on Proposition 1A: Transportation Investment Fund

Your “yes” vote will ensure that state sales taxes paid at the pump go to fund vital transportation improvements. Prop. 1A closes a legal loophole that makes it easy for politicians to divert this money to non-transportation programs. It creates a stable source of ongoing funding for safety improvements, repair of dangerous roads and highways, carpool lane completion, improving public transit and reducing freeway congestion.

WITHOUT INCREASING TAXES, Prop. 1A will uphold Californians’ mandate (passed 4 years ago with overwhelming approval of Prop. 42) for improvement of crumbling roads, congested highways and hazardous corridors through use of existing state sales tax on gasoline.

Yes on Proposition 1B: Highway Safety, Traffic Reduction, Air Quality and Port Security Bond

“Yes” on Prop. 1B will support a \$19.9 billion bond to fund projects that will improve traffic safety, reduce congestion, repair local highways, expand public transit, reduce air pollution, and facilitate the movement of goods and services. Prop. 1B provides for fixing dangerous thoroughfares; improving seismic safety of local bridges, ramps and overpasses; synchronizing traffic lights to improve safety and the capacity of local streets; and widening freeways. To reduce air pollution and improve air quality, it will fund mass transit, carpool lane completion and projects to retrofit and replace older, polluting school buses and to reduce emissions from port operations and freight movement.

Prop. 1B provides for annual reports and fiscal audits, to ensure funds are spent responsibly. The bonds will be repaid out of existing state revenues and WILL NOT RAISE TAXES.

Yes on Measure M: Transportation Improvement Plan

“Yes” on Measure M will keep Orange County moving with \$11.8 billion in funding for local roads and transit, including added lanes on I-5, I-405, SR-55, SR-57, SR-91 and major renovation to the “Orange Crush” (SR-57, SR-22 and I-5). To accommodate an anticipated 24% increase in population, from 2.9 million in 2000 to 3.6 million in 2030, and a 31% increase in projected vehicle miles, it will provide for more than \$2.8 billion in Metrolink projects, \$237 million for environmental clean-up and \$3.6 billion for local street maintenance and pothole repair.

Originally approved by voters in 1990, Orange County’s half-cent transportation sales tax has already accomplished multiple lane additions on I-5, SR-55, SR-57 and SR-91, as well as the widening of the “El Toro Y” to 26 lanes. It has provided for more than \$1.5 billion in street and road improvements and has funded Metrolink commuter rail service now serving over 13,000 passengers daily in Orange and Los Angeles counties and the Inland Empire. Its renewal is vital for maintaining quality of life and sustaining economic growth in Orange County.

**No on Proposition 89: Political Campaigns, Public Financing, Corporate Tax Increase**

Proposition 89 would end the participation of businesses in the political process. Touted by its supporters as the "California Clean Money and Fair Elections Act," it would instead eliminate the ability of businesses to contribute to a person running for state elected office. It would discriminate against businesses, nonprofit organizations and organized labor groups that represent teachers, firefighters and law enforcement.

Proposition 89 would also raise taxes on all incorporated California businesses, including small business; and would create a public financing system for campaigns that could cost anywhere from \$200 million to \$500 million each election.

No on Proposition 90: Government Acquisition, Regulation of Private Property

California needs to reform eminent domain but Prop. 90 is a radical plan that goes too far and would cost taxpayers billions of dollars each year. Your "no" vote will prevent this needless expenditure any time a law is passed to protect neighborhoods, control development, safeguard air & water quality, restrict undesirable businesses or enact consumer protection. With a provision that allows virtually anyone to sue, claiming a new law or regulation has impacted the value of their property or business, this taxpayer trap will spawn thousands of frivolous lawsuits at taxpayers' expense.

Passage of Prop. 90 also will drive up the cost of schools, parks, traffic relief, flood control and other infrastructure projects. It will prevent voters and municipal agencies from enacting environmental protections and will jeopardize funds for police, fire and other critical services. By changing the current standard which requires compensation at "fair market value," this initiative disguised as eminent domain reform would result in windfall payments to a few property owners (with taxpayers footing the bill), or make infrastructure projects so prohibitively expensive that many will not be built.