

NAIOP SoCal ~ Southern California Regional Talking Points

February 2019 Congressional Meetings

Realistic Approach to Federal Clean Air Standards Needed

Everyone admits that Southern California has made dramatic strides in cleaning up its air quality. The decrease in emissions is very impressive and obvious, and emissions are at an all-time low. Yet the South Coast Air Quality Management District (SCAQMD) staff has said we cannot achieve the current air quality standards. This is because nearly 90% of the emissions in our region come from mobile sources, (trains, planes, ships, cars and trucks) which are under the jurisdiction of the State and Federal governments. Yet, we are told we must achieve something that we cannot possibly accomplish. This is not realistic.

Southern California is committed to working to achieve cleaner air, but we cannot be held responsible for mobile sources. Changes are necessary.

1. Our region should be provided credit for the state and federal sources we do not control in analyzing our attainment issue.
2. The Clean Air Act should require State and local air quality regulatory agencies to prove the necessary technology is available to implement, and economic feasibility, of any rules or regulations. We currently face rules for which the technology does not exist and/or sufficient funding is not available. This is totally unrealistic.
3. The Clean Air Act should not allow State and local air quality regulatory agencies to use so-called Indirect Source Rules (ISRs) that attempt to make stationary sources, buildings, responsible for mobile source emissions. How can commercial PROPERTIES be responsible for something we do not have any control over?
4. The deadline to meet the new 70 ppb ozone attainment level should be extended for our region, and the standard should not be lowered any further.

California's Infrastructure • Transportation and Goods Movement

California's transportation infrastructure needs massive improvements to keep up with transporting the necessary goods to its growing population and the movement of goods through the state to the rest of the nation. Solely due to its location and large ports, Southern California is critical to moving the needed, and wanted, goods and supplies to the rest of the country. So, having an effective goods movement system is a national issue. In order to meet current and future transportation demands:

1. Southern California needs at the very least, its **fair share** of Federal transportation funds.
2. According to Caltrans, it currently takes 17 years to get a major infrastructure project completed. That cannot be allowed to continue. The California Environmental Quality Act (CEQA) is at least, if not more, stringent than the National Environmental Protection Act (NEPA) in environmental protection. Thus, California projects should be made exempt from NEPA. Also, we need to expedite Federal approvals and permitting of infrastructure projects. Federal agencies need prompt timelines to act on permit requests, and if they do not act, then the project should be deemed permitted.
3. Support the use of public-private partnerships, and new tax incentives that encourage private investments for infrastructure improvements.
4. Create a national infrastructure bank.

Poverty and Lack of Middle Class Jobs Must Be Made A Top Priority

California now has the highest poverty level of any State in the nation. Approximately Twenty Percent (20%) of the entire state population lives below the Federal poverty line. In just the four county Southern California area (Los Angeles, Orange, Riverside and San Bernardino Counties) the number of people living in poverty is staggering, nearly 3 million people and about 25% of all the children in the region are in poverty. It would seem the extent of poverty is something that should be viewed as a crisis. We believe the best way to reduce poverty is through developing good quality jobs, not more government programs.

While there has been a lot said about job growth, when one looks at the details it is clear the so-called job growth has been in the lowest paying jobs, not middle class jobs. The middle class jobs lost in the last recession have not returned, especially those that were being provided to people with a high school or less education level, which falls especially hard on the minority communities. So, creating quality middle class jobs is also a social justice issue.

At the Federal, State and local levels there needs to be a serious, realistic discussion about how to remove barriers to job growth, and incentivize the development of middle class jobs or the above facts will not change, except maybe to worsen for California.