BOMA Greater Los Angeles

Position Statement

Electric Vehicle Infrastructure

POSITION

BOMA/GLA recognizes the need to expand electric vehicle (EV) infrastructure in office buildings to meet market demand and ambitious state and local goals.

We advocate for policymakers to consider the financial burden of building owners and prioritize the provision of rebates, subsidies, tax credits, and zero-interest loans tailored to meet new mandates.

Furthermore, policymaking should be focused on setting benchmarks over heavily detailed mandates whenever possible. This will enable building owners to meet state goals on terms that work best for their buildings.

We support the expansion of EV infrastructure in commercial corridors and on high-traffic transit routes.

We urge the government and utilities to prioritize upgrading the electric grid infrastructure to meet EV goals, and set benchmarks that parallel available infrastructure. Any new benchmark or mandate must come *after* accommodating infrastructure become operational and deferrals must be granted if infrastructure needs are not met.

We support a tripling of generation capacity by 2045 to meet EV demand and state-mandated goals.

We support adding six gigawatts of new energy resources each year to meet parallel EV and renewable goals.

We support expediting permitting for offshore wind farms to achieve necessary benchmark dates and meet EV demand.

We support state-subsidized investment in vehicle-to-grid technology research and infrastructure installation that will enable EVs to put energy back into the grid during non-peak hours.

BOMA/GLA also recommends that policymakers factor in the logistical challenges of implementing EV mandates, such as: ADA requirements, direct education on incentives, loss of EV spots while not in use, and the overall transition to EVs from current gas-powered vehicles.

BOMA/GLA believes that expanding EV infrastructure in office buildings will bring benefits to building owners, tenants, and the community at large. We urge policymakers to prioritize the provision of financial incentives, the expansion of infrastructure, and the consideration of logistical challenges to achieve the ambitious state and local EV goals.

Background

California's ambitious requirement of banning the sale of gas-powered vehicles by 2035 has increased the urgency to expand EV infrastructure across the state, including in office buildings. This has led to an increase in government mandates for EV and EV-ready spots in office buildings, presenting both opportunities and challenges for building owners.
Simultaneously, market demand for EV spots has grown as affordable EV options become available and gas prices soar across California.
One of the significant challenges facing building owners is the financial burden of expanding EV infrastructure in their buildings to meet tenant demand and new mandates. According to BOMA/GLA portfolio managers surveyed for this paper, the cost could range from $750,000 to $1 million per building. The cost is expected to increase as new mandates emerge, making extensive retrofits even more expensive.
While EV parking mandates are intended to address both market demand *and* drive the market, several logistical challenges remain: For example, state regulators are not sufficiently factoring in how to juggle EV mandates with federal ADA requirements. BOMA/GLA therefore advocates for EV mandates to factor in current overarching regulations, market data, and the real-life impact on parking lot operations provided by experts within the building management parking industries.

California has struggled to meet electric demand in recent years, including to some of LA County's main commercial corridors, which will only grow if the state moves toward broadening EV and building electrification mandates. BOMA/GLA believes that government and utilities should prioritize subsidizing upgrades to office buildings and commercial corridors to meet EV goals.

BOMA/GLA holds that office buildings cannot be the sole cornerstone of EV infrastructure, and expanding infrastructure along roadways and high-traffic transit routes should be the highest priority. By prioritizing EV infrastructure in office buildings, charging becomes more affordable while at work during non-peak hours than at home during peak hours. It would also be a cost-effective investment in building electrification to subsidize broader infrastructure in office buildings.