

## Transportation and Mobility

### POSITION

As a result of economic growth, population increase, and sprawl, residents around Los Angeles County require diverse transportation options to commute to key commercial corridors and beyond. Business will flourish only if a wide range of transportation options allow the free flow of goods, workers, and customers.

As such, we are in favor of a comprehensive regional transportation strategy that aims to increase mobility for all county residents. BOMA/GLA encourages a balance between maximizing service and alternative transportation options while minimizing disruption to existing service areas. We endorse efficient processes to expand the regional transportation infrastructure, including reforms to the California Environmental Quality Act (CEQA) to streamline the environmental review process.

BOMA/GLA opposes road diets that inhibit regional accessibility and damage business operations. However, BOMA/GLA will not oppose road diets that prioritize physical safety concerns. We look critically at policies that seek to incentivize or coerce new commuting behavior that is not based on real regional demand. Therefore, we appeal for a data-driven policy for parking maximums and minimums that allows market demand to lead inventory creation and retention with regard to new and existing developments.

BOMA/GLA seeks to aid policies and private-public partnerships that mitigate traffic while considering realistic commuter behavior, such as improving the last mile for commuters, mobility around the region, and carpool incentives. We also support tight coordination between the Department of Transportation and developers to streamline approval processes for dedicated loading zones and ride-share drop-off areas.

Furthermore, BOMA/GLA supports data-driven transportation and mobility enhancement that enables multimodal transportation along commercial corridors. BOMA/GLA supports the full enforcement of laws requiring mobility providers to ensure that mobility devices are legally parked, with building owner input as to the location of those parking spots. Simultaneously, we support the development of regulations that create universal standards for mobility riders to adhere to, which will ensure their safety, pedestrian safety, and prevent tragic accidents at major thoroughfares and driveways.

Finally, BOMA/GLA calls for Metro's support and leadership in ensuring our most vulnerable workers, customers, and families are protected during the use of public transportation. Current efforts to ensure the safety, health, and comfort of all riders must be buttressed with added actions to ensure the viability and usefulness of this service for all. In addition, we support planning based on proven regional trends and completion of the light-rail expansion in time for the 2028 Olympics to the benefit of building



# Position Statement

owners and the county's commercial corridors. However, BOMA/GLA will challenge efforts to rush these projects in ways that are damaging to mobility within the county's commercial corridors.

## BACKGROUND

BOMA/GLA has long understood the connection between efficient transportation and the success of commercial office buildings. We played a significant role in negotiating the Metro Rail Property Assessment District in 1993 and worked closely with city officials to implement mandatory rideshare requirements. BOMA/GLA also provided input on various transportation developments, including the Red and Expo Line, and the Bus Rapid program. Additionally, we supported the "30/10 plan" that leverages local funds to obtain federal loans for prioritized highway and rail projects, later renamed "America Fast Forward" and backed by the Obama Administration and the federal Department of Transportation.

Measure M continues to provide a stable financing stream for rail and highway projects throughout the LA region. We continue to support public-private partnerships that help mitigate traffic while accounting for realistic commuter behavior. We desire tight coordination between DOT and developers to streamline approval processes for dedicated loading zones and ride share drop of areas.

BOMA/GLA strongly encourages full enforcement of laws requiring mobility providers to ensure that mobility devices, such as scooters and bikes, are legally parked with building owner input as to the location of those parking spots. Simultaneously, we support the development of regulations that create universal standards for mobility riders to adhere to, which will ensure their safety, pedestrian safety, and prevent tragic accidents at major thoroughfares and driveways.

It is important to the real estate industry that transportation systems are in place and safe for workers, customers, and goods to be able to reach their destinations in a timely, efficient, and inexpensive manner. By pooling local, state, and federal funds, our region can invest in bold projects that will reduce congestion and commute times, lower air pollution, and increase worker productivity.

Simultaneously, BOMA/GLA recognizes that rapid changes in our transit systems are creating pressure for building owners to adapt. Whether it is the rise of ridesharing/TNC services, electric vehicles that require charging stations in our parking lots, mobility devices (such as bikes or scooters), or the dramatic expansion of Metro's light-rail system, building management is often required to react to these changes after they already occur.

BOMA/GLA will therefore work as a bridge between government officials who craft policies to address these changes and our members to ensure that their voices are heard, and that commercial real estate will be as proactive as possible in addressing these changes.