TRANSPORTATION

BOMA/GLA POSITION

BOMA/GLA supports a comprehensive regional transportation plan that increases mobility for all Angelenos. We encourage balancing the maximization of service and alternative transportation options, while striving to cause minimal disruption to existing service areas. Business will flourish only if a wide range of transportation options allow the free flow of goods and customers. As the nation's second largest city and one projected to grow rapidly over the next 50 years, our local, state and federal representatives must work together to ensure that funds are directed to our area, and intergovernmental conflict is minimized.

BACKGROUND

BOMA/GLA has long understood the connection between efficient transportation and the success of commercial office buildings. We played an important role in the Metro Rail Property Assessment District negotiations in 1993, and worked closely with city officials to tailor mandatory rideshare requirements affecting downtown properties. We provided input to the Red and Expo Line developments, and to the operation of the Bus Rapid program from Downtown to Wilshire Center.

BOMA/GLA was an active supporter of the "30/10 plan", which leverages local Measure R funds to obtain federal loans for priority highway and rail projects. The program was so novel that it was renamed "America Fast Forward", and was supported by the federal Department of Transportation and the Obama Administration.

Other measures continue to surface to provide a stable financing stream for rail and highway projects throughout the LA region. We continue to support ways to move employees efficiently to and from their places of work, including office buildings.

It is important to the real estate industry that workers and customers be able to reach their destinations in a timely 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.