

Communication from Public

Name: Martin Makaryan

Date Submitted: 01/26/2026 09:55 AM

Council File No: 25-0029

Comments for Public Posting: Please vote NO on the proposed parking occupancy tax (POT) increase item. Please find the opposition letter on behalf of Metropolis, America's largest parking operator, attached.



Metropolis Technologies

3470 Wilshire Blvd., Suite 400
Los Angeles, CA 90010

Honorable Members of the Los Angeles City Council
Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012

RE: Opposition to Increasing the Parking Occupancy Tax—Council File Number 25-0029

Dear Councilmembers,

On behalf of Metropolis, a technology company native to the Los Angeles area, with over 115 parking locations in Los Angeles, and over 4,000 locations nationwide,, **I am writing to strongly urge you to vote NO on the 50% proposed Parking Occupancy Tax (POT) increase.**

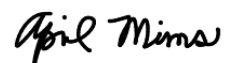
An increase to the POT will have a detrimental impact on an already challenging economic recovery from the pandemic and will hurt Angelenoes directly. The businesses and people of our City are already struggling with a volatile economy and soaring prices, with affordability having become the biggest political issue this year.

The parking industry already contributes well over \$100 million annually to the City's general fund. We are one of the City's most consistent and transparent revenue sources. Such a drastic increase in the price of parking will dissuade many Los Angeles residents, visitors, and workers from being able to afford to park in the urban areas where the greatest percentages of the POT revenues are collected.

With parking supply at a record high—many workers are still working remotely full or part time—parking operators cannot pass the cost of a tax increase through without losing customers. The current oversupply of parking makes major price increases impossible. **The practical result is simple: operators will have no choice but to reduce their workforce, which is composed of predominantly union workers.** As such, this policy will not only result in a higher price of parking for consumers, but it will also inevitably result in job loss for the working families of Los Angeles.

Vote NO on an increase to the Parking Occupancy Tax. While we understand that cities, including the City of Los Angeles, are under pressure to increase their revenues, we believe there are more responsible ways to do so without generating unintended negative consequences, such as those detailed in this letter. We look forward to working with the City to develop responsible and innovative ways to increase revenue, while also ensuring that union workers, customers and parking operators can continue to thrive in our City.

Sincerely,

A handwritten signature in black ink that reads "April Mims". The signature is written in a cursive, flowing style.

April Mims

Vice President, Government Affairs

Communication from Public

Name: Maura O'Neill
Date Submitted: 01/26/2026 03:57 PM
Council File No: 25-0029
Comments for Public Posting: BNLA opposes the inclusion of Section 5 (agenda item 17) of the Budget and Finance Committee Report. See attached letter.



@better_LA
betterneighborsla.org

January 26, 2026

Los Angeles City Council
200 N Spring St Room 435
Los Angeles, CA 90012

RE: Better Neighbors Comment Letter – Budget and Finance Committee Report (25-0029)

Dear Honorable Los Angeles City Councilmembers,

Better Neighbors LA (“BNLA”) is a coalition of tenants, housing advocates, and community members committed to protecting long-term housing by curbing illegal short-term rental (“STR”) activity. BNLA was founded following the passage of LA’s Home-sharing Ordinance (“HSO”) with the goal of using research and data analysis to mitigate the STR industry’s impact on affordable housing and neighborhood stability.

BNLA opposes the inclusion of Section 5 (agenda item 17) of the Budget and Finance Committee Report. This item threatens to resurrect the Vacation Rental Ordinance, which was voted down in 2023 because of the devastating impact it would have on LA’s long-term residents. The Vacation Rental Ordinance would undo the work of the HSO and hamper the city’s ability to properly enforce the current laws, a task the Council has been working on for years. The enormous increase in STR permits permitted by the Vacation Rental Ordinance—roughly 31,000 units—would effectively reverse the primary residency requirement provision of the HSO and prioritize the profit of multi-homeowners over the housing needs of Angelenos. Not only do STRs decrease housing supply, but they also have been shown to increase rents.¹ This will affect not only housing affordability for residents but also the scale of housing-related social services the city will need to provide.

The alleged merit of the Vacation Rental Ordinance is an increase in tourist revenue; however, by increasing tourist accommodation, the city is decreasing the number of long term-residents, who make up a significant source of tax revenue. Taking money out of one pot to put it in another will not achieve the intended goal of increasing the General Fund Revenue. While the Save Our Services Coalition claims the Vacation Rental Ordinance would bring in \$100 million in new tax revenue for the city,² evidence shows more STRs do not equate to more tax revenue. According to historical data compiled by BNLA in the 2019-2020 fiscal period prior to the HSO,

¹ <https://onlinelibrary.wiley.com/doi/abs/10.1111/1540-6229.12440>; https://upgo.lab.mcgill.ca/publication/strs-in-los-angeles-2022/Wachsmuth_LA_2022.pdf

² <https://www.saveourservicesla.com/>

there were roughly 34,000 STRs remitting \$42.4 million in Transient Occupancy Tax (“TOT”). Today, there are roughly 9,000 STRs remitting \$34.8 million in TOT. Simply adding more STRs will not increase TOT collection, because adding more STRs does not increase tourism generally. In fact, the city would have more success enforcing the already existing HSO and fining the more than five thousand illegal STRs in LA, instead of rewarding operators that are breaking the law by offering them legal sanction. If the city were to do this, it could bring in nearly \$300 million a year.³

Allowing the Vacation Rental Ordinance to go forward would be mortgaging our city’s future for an illusory short-term gain. We urge the Council to remove section 5 from the proposed reports in item 17 and focus on long-term housing solutions for LA’s residents. Should you have any questions, please contact Maura O’Neill at maura@betterneighborsla.org.

Sincerely,

/s/

Randy Renick

³ https://www.betterneighborsla.org/s/BNLA_Annual-Report_2022-web.pdf

Communication from Public

Name: Christopher Bowen

Date Submitted: 01/26/2026 05:39 PM

Council File No: 25-0029

Comments for Public Posting: Date: January 26, 2026 To: Los Angeles City Council From: Building Owners and Managers Association, Greater Los Angeles (BOMA/GLA) Re: Oppose Parking Occupancy Tax 2026 Increase Dear Los Angeles City Council, Founded in 1915, BOMA/GLA represents nearly 2,000 commercial real estate owners, managers, and service providers responsible for more than 135 million square feet of property across the City of Los Angeles. Our members help generate the economic activity and tax base that fund essential City services. We write to urge the Council not to advance an increase to the Parking Occupancy Tax (POT) from 10% to 15% or place this proposal on the June 2026 ballot. At a time when Los Angeles faces a nearly \$1 billion structural deficit, policies that further suppress economic activity in already fragile commercial districts risk worsening—not solving—the City’s long-term fiscal challenges. While the Parking Occupancy Tax currently generates approximately \$140 million annually, financial projections assume that increasing the rate from 10% to 15% would yield an additional \$70 million. That estimate is highly dependent on parking demand remaining stable, even as higher costs are passed directly to drivers, workers, and visitors—an assumption that is particularly risky in markets already experiencing depressed utilization. Los Angeles’s commercial real estate sector continues to face unprecedented headwinds driven by reduced office utilization, elevated operating costs, and cumulative tax burdens. Measure ULA, while intended to fund critical housing programs, has already reduced high-value commercial transaction activity according to UCLA’s “The Unintended Consequences of ULA” study, limiting reinvestment in the City’s urban core. Layering additional taxes on top of this environment further discourages the very activity needed to restore foot traffic, employment density, and revenue generation. A higher Parking Occupancy Tax would directly undermine efforts to reactivate downtowns and commercial corridors. In areas such as Downtown Los Angeles and Hollywood—where office vacancy rates exceed 35% and 25% respectively—parking demand is already depressed. Increasing the cost of parking disincentivizes return-to-office efforts, reduces retail and hospitality visits, and places additional strain on small businesses that depend on customer access. By contrast, markets like Century

City, with vacancy rates closer to 11%, demonstrate how safety, infrastructure investment, and accessibility—not higher taxes—drive utilization and recovery. We appreciate the opportunity to have met with each Budget and Finance Committee office in recent weeks and value the ongoing dialogue with almost all of the City Councilmembers. We respectfully urge the Council to pursue budget solutions that stabilize and grow the City's tax base, rather than policies that risk accelerating commercial decline. For these reasons, BOMA/GLA strongly opposes advancing a Parking Occupancy Tax increase or placing it before voters in 2026. Sincerely, Christopher Nikhil Bowen Director of Government and Public Affairs Building Owners and Managers Association of Greater Los Angeles



Date: January 26, 2026

To: Los Angeles City Council

From: Building Owners and Managers Association, Greater Los Angeles (BOMA/GLA)

Re: Oppose Parking Occupancy Tax 2026 Increase

Dear Los Angeles City Council,

Founded in 1915, BOMA/GLA represents nearly 2,000 commercial real estate owners, managers, and service providers responsible for more than 135 million square feet of property across the City of Los Angeles. Our members help generate the economic activity and tax base that fund essential City services.

We write to urge the Council **not to advance an increase to the Parking Occupancy Tax (POT) from 10% to 15% or place this proposal on the June 2026 ballot.** At a time when Los Angeles faces a nearly \$1 billion structural deficit, policies that further suppress economic activity in already fragile commercial districts risk worsening—not solving—the City’s long-term fiscal challenges.

While the Parking Occupancy Tax currently generates approximately \$140 million annually, financial projections assume that increasing the rate from 10% to 15% would yield an additional \$70 million. **That estimate is highly dependent on parking demand remaining stable, even as higher costs are passed directly to drivers, workers, and visitors—an assumption that is particularly risky in markets already experiencing depressed utilization.**

Los Angeles’s commercial real estate sector continues to face unprecedented headwinds driven by reduced office utilization, elevated operating costs, and cumulative tax burdens. Measure ULA, while intended to fund critical housing programs, has already reduced high-value commercial transaction activity according to UCLA’s [“The Unintended Consequences of ULA”](#) study, limiting reinvestment in the City’s urban core. Layering additional taxes on top of this environment further discourages the very activity needed to restore foot traffic, employment density, and revenue generation.



A higher Parking Occupancy Tax would directly undermine efforts to reactivate downtowns and commercial corridors. In areas such as Downtown Los Angeles and Hollywood—where office vacancy rates exceed 35% and 25% respectively—parking demand is already depressed. Increasing the cost of parking disincentivizes return-to-office efforts, reduces retail and hospitality visits, and places additional strain on small businesses that depend on customer access. By contrast, markets like Century City, with vacancy rates closer to 11%, demonstrate how safety, infrastructure investment, and accessibility—not higher taxes—drive utilization and recovery.

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For these reasons, BOMA/GLA strongly opposes advancing a Parking Occupancy Tax increase or placing it before voters in 2026.

Sincerely,

Christopher Nikhil Bowen

Director of Government and Public Affairs

Building Owners and Managers Association of Greater Los Angeles