



Warner Connects Annual Report 2025

LETTER FROM THE DIRECTOR



We would like to thank our Board of Directors, community partners, and members for their continued support of Warner Connects, the Warner Center Transportation Management Organization (TMO).

Established by the City of Los Angeles in January 2019, Warner Connects is committed to decreasing congestion and improving air quality by reducing single-occupancy vehicle trips and vehicle miles traveled. We support those who live, work, and play in Warner Center by connecting them to convenient transportation options, while also assisting new developments in meeting the Warner Center 2035 Specific Plan TDM requirements.

As we conclude our sixth year serving the Warner Center community and our 20 members, we are proud of our efforts and accomplishments in 2025. Warner Connects continues to provide meaningful support that lays the groundwork for a mobility resurgence across the community. Our team delivers up-to-date information on transportation options and offers resources designed to help travelers navigate safely and sustainably.

We look forward to expanding our membership base and strengthening partnerships with developers and businesses in the year ahead.

Sincerely,

Destree Bascas,

Interim Executive Director



Board of Directors

The Warner Connects Advisory Board represents the diverse interests of the Warner Center community and plays an essential role in guiding the organization's efforts to effectively serve residents, employees, and visitors alike.

Meet Our Board

Chris Leuffen
Chair
Toibb Enterprises

Shawn Evanheim
Secretary
Balaciano Group

Billy Rinker
Board Member
Jaguar Automobile

Tom Harrington
Board Member
Intuit

Member Recruitment and Services

Our Membership Structure

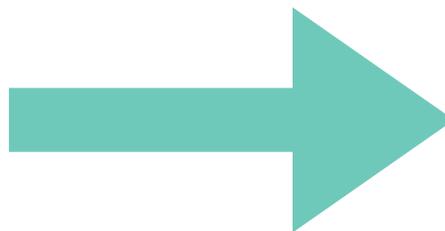
Warner Connects invites all developers, property owners/managers, and employers to join us as Members.

Membership provides access to all our services, including tailored outreach material for tenants and employees, on-site events, personalized travel planning assistance, parking demand and revenue management, and support for the annual commute survey process. Properties required to comply with the TDM portion of the Warner Center 2035 Specific Plan are required to join Warner Connects as a Member or provide similar services and undertake a sitewide survey on their own. Project teams can 'commit' to Warner Connects Membership prior to occupancy in order to be approved for their permits and become full Members when they receive their Certificate of Occupancy.

We continue to welcome new occupied and unoccupied members operating in Warner Center. Thank you to our members and future members for their continued support in our organization's success!

Committed Members:

Promise to join Warner Connects prior to occupancy



Full Members:

Fully occupied and received Certificate of Occupancy



Warner Connects Full Members

Member	Address
Allison Asset Management	5850 Canoga Ave
Balaciano Group	6200 Variel Ave & 6263 Topanga Cyn
Douglas Emmett	6300-6320 Canoga Ave
Greystar	6606 Variel Ave
Intuit	21650 W Oxnard #1910
PCG Woodland Hills Topanga	6245 Topanga Canyon
South Bay Ltd	6233 Variel Ave
Terasaki Institute	2111 Erwin St
Terry York Motor Cars	6134 N Glade Ave
Westfield	6600-6601 Topanga

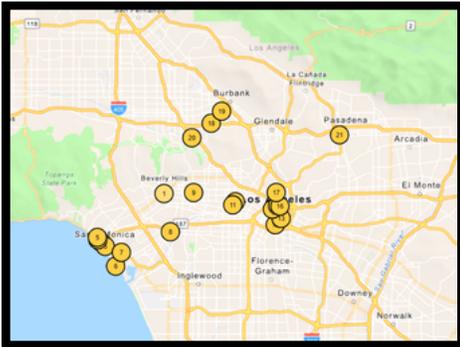
A photograph of a Warner Center Shuttle bus at a station. The bus is white with '601 WARNER CENTER SHUTTLE' on the front. A man in a suit and tie is standing in the foreground on the left, and another person is walking towards the bus. The background shows other buses and a traffic light.

Warner Connects Committed Members

Member	Address
Anthology Senior Living	6033 De Soto Ave
Douglas Emmett	21800 W Oxnard
Balaciano Group	6109 De Soto & 6160 Variel Ave
Kaplan Enterprises	6100 Canoga
Kids from the Valley VII LLC	21114 Vanowen St
Lyon Living/Variel Project Owner, LLC	6036 Variel Ave
Meta Housing	21300 Oxnard St
TKG Management	21555 Oxnard St & 5500 Canoga
Toibb Enterprises	6355 Topanga
Warner Gateway Company	5511 W Owensmouth Ave
Woodland Hills Industrial	21200 Victory Blvd
6330 Variel Avenue, LLC	6330-6340 Variel Ave
6801 Canoga LLC	6815 Canoga Ave

Programming

Snapshots in Motion



Snapshots in Motion is a collaborative campaign developed by Warner Connects in partnership with other Los Angeles-area TMOs, including Go Glendale and the Burbank Transportation Management Organization. The campaign showcases destinations throughout the Southern California region that are accessible by public transit, highlighting the region's transit connectivity. The end-product is highlighted on the Warner Connects [website](#) and provides an interactive, crowd-sourced map featuring locations submitted by community members. The campaign received a total of 22 community submissions, reflecting a diverse range of transit-accessible locations around Southern California and reinforcing the practicality of using transit for trips beyond the daily commute. Check out the [Snapshots in Motion](#) map on our website!

Updates to Website Mobility Resources

The Warner Connects updated the Warner Center Transit Map in 2025. In 2026, our team will be working on creating additional resources for the website, including a member resource kit with various transportation information for Warner Center. The Transit Map, included in the member kit and highlighted on the website, has been updated to reflect route and fare changes for the agencies that serve Warner Center and the surrounding communities. Please contact us at director@warnerconnects.org if there are specific materials that may be helpful to you.

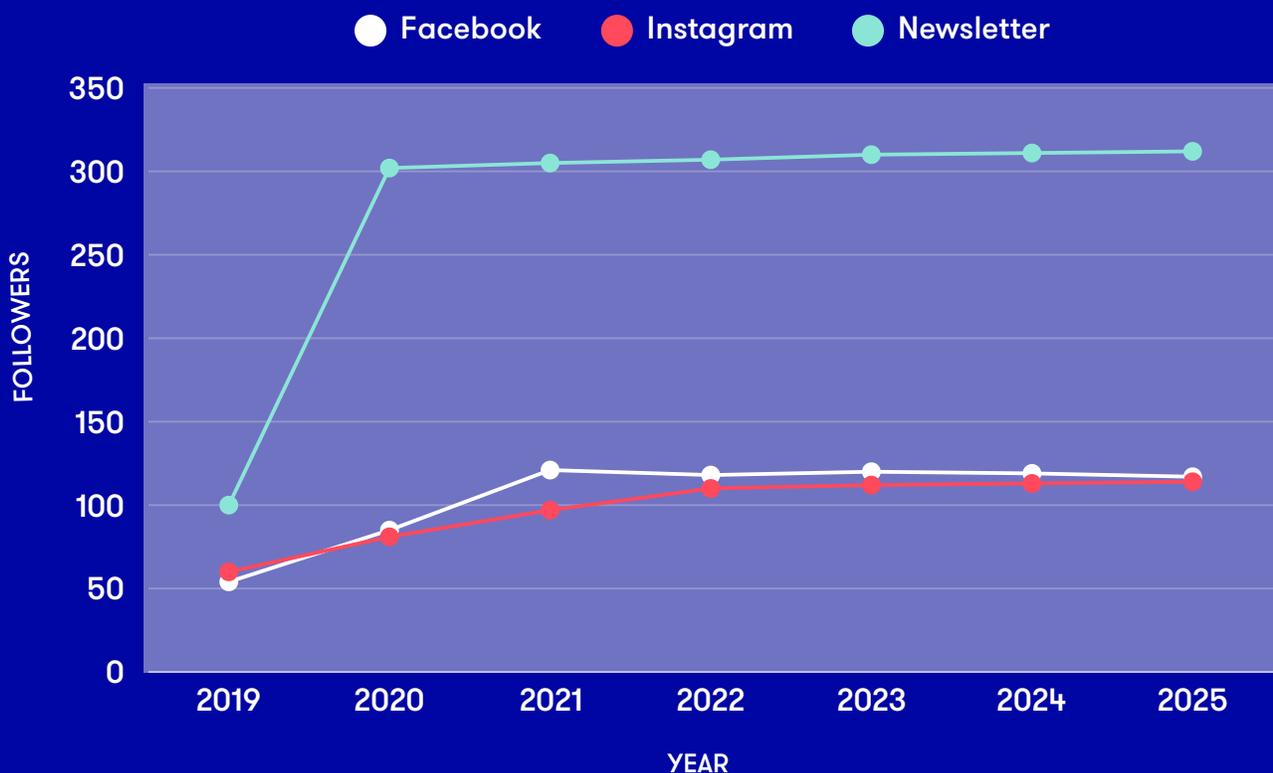


Digital Communications

Through our social media platforms and newsletters, we've grown our reach and connected with more commuters by sharing timely information and resources that support sustainable travel choices. This includes targeted social media posts for announcements and updates, along with a monthly newsletter that delivers a well-rounded overview of transportation news and resources relevant to Warner Center.

Warner Connects has 305 followers across social media platforms. The TMO's online audience also consists of more than 310 email subscribers – a 15% increase from the previous year. In addition to newsletter engagement, our social media presence has remained consistent, with an average of over 400 views per Instagram post. Facebook is the most popular social media platform, particularly with ages 45 to 65 and older.

Warner Connects Social Media Followers



Transportation Habits

Per the Warner Center Specific Plan, TMO members are required to survey their employees and/or tenants on an annual basis to obtain current information regarding members' travel behavior and preferences. The survey must ascertain commuters' and residents' travel patterns to calculate their cumulative Average Vehicle Ridership (AVR) and mode share. The survey not only allows the City to understand area-wide travel trends, but also allows individual members to understand how their employees get to work and what programs/benefits would be most helpful for their employees.

The 2025 Commute Survey asked respondents to log their mode of transportation to and from work and answer a number of other travel behavior questions. Employers assessed commute behavior during one of two weeks: September 22 to 26 or October 13 to 17. Warner Connects utilized Survey Monkey as its digital survey platform to collect responses. Warner Connects staff contacted member sites ahead of the survey to distribute unique survey links and answer any questions.

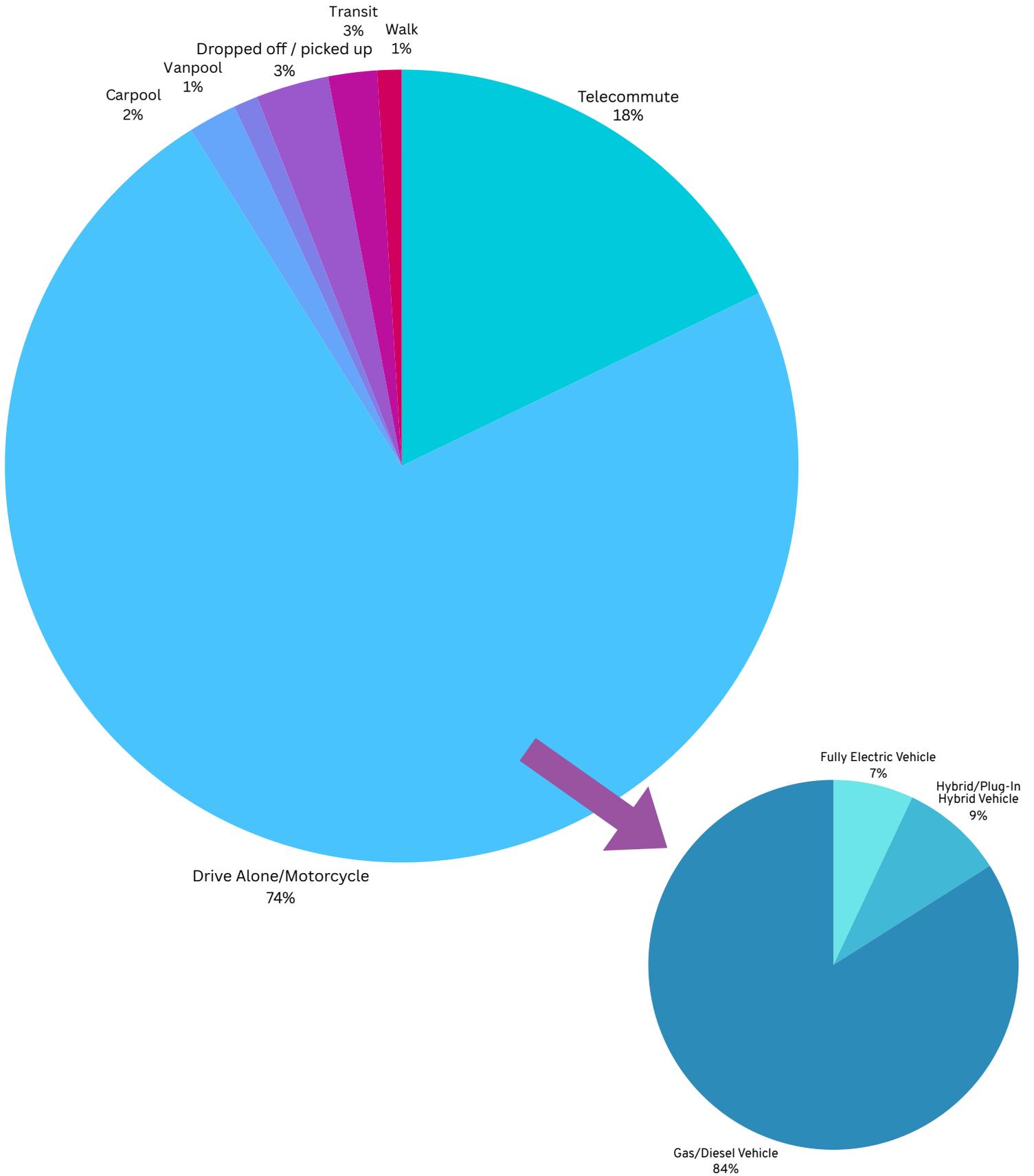
WARNER CENTER 2025 SURVEY STATISTICS SUMMARY

Total Number of Individual Surveys Received	175
Average Vehicle Ridership	1.30
Drive Alone Rate	74%
Total Weekly Vehicle Miles Traveled*	4137
Total Daily Vehicle Miles Traveled	827
Average Vehicle Miles Traveled Per Person	9.51

*VMT is estimated by summing the miles to work among employees driving or carpooling (adjusted) to work during the survey week and then dividing by 5 to output a daily rate

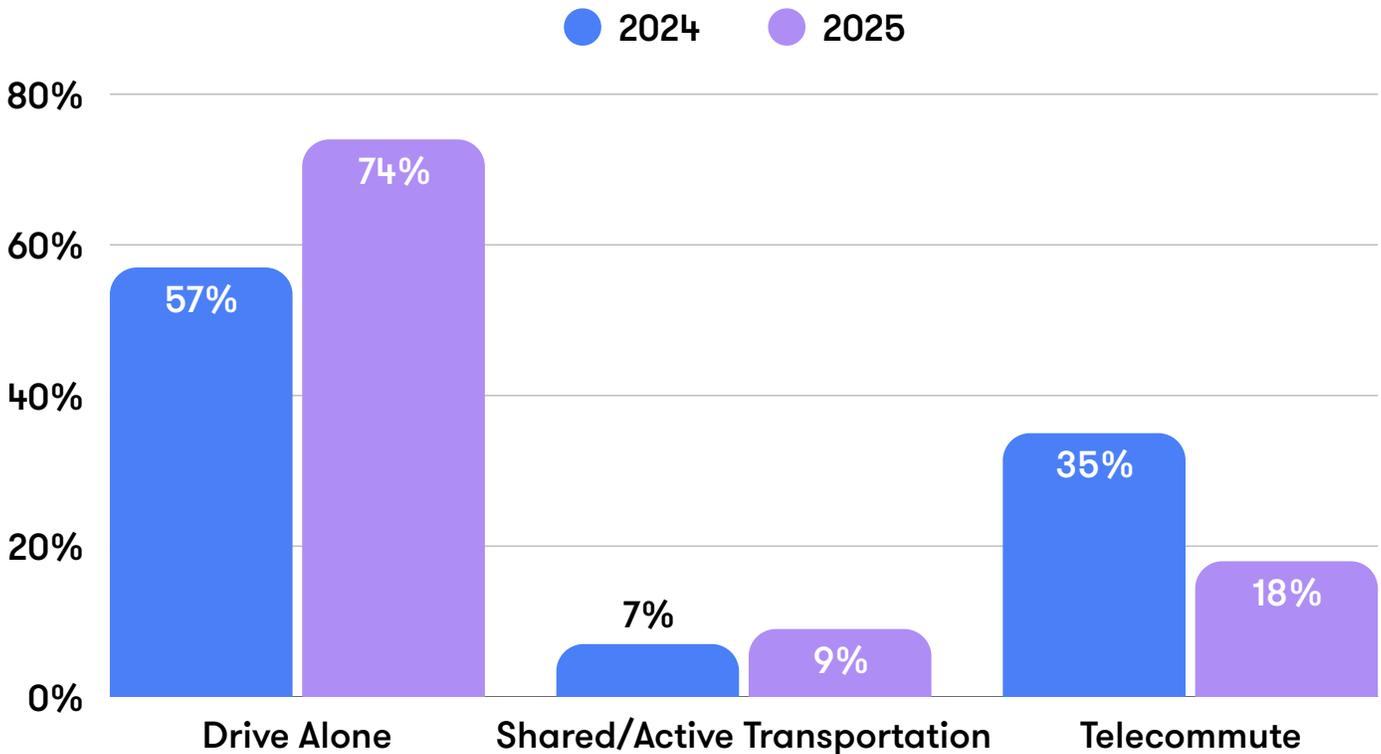
Mode Share

WARNER CENTER SITES MODE SHARE 2025



In 2025, drive alone trips accounted for 74% of commute trips at Warner Center sites, remaining the dominant travel mode. Of these driving trips, 7% were made using a fully electric vehicle - highlighting the increasing importance of infrastructure to support electric vehicles. Telecommuting represented the second most dominating mode, represented 18% of trips, while shared and active modes, together made up 9% of all trips.

WARNER CENTER SITES MODE SHARE 2024-2025 COMPARISON



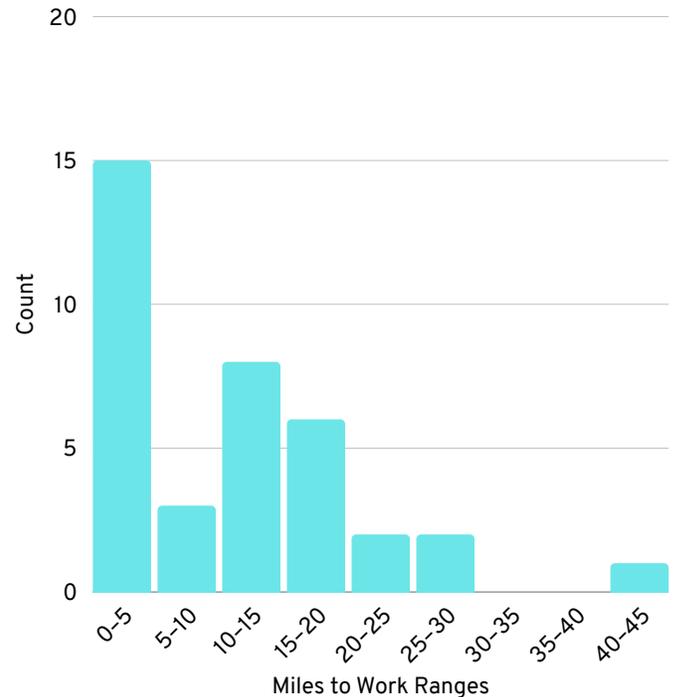
Compared to 2024, drive alone commuting increased, while telecommuting declined. Shared and active transportation modes saw a small uptick, though they remain a relatively small portion of overall commute behavior. The comparison suggests a noticeable shift back toward in-person commuting, with more employees returning to driving alone and fewer relying on telework than the previous year. Together, these trends point to a transitional moment, where hybrid work patterns are evolving and there is renewed opportunity to influence commute choices as employees reestablish their routines.

Miles to Work

A significant share of respondents live very close to their worksites. The largest concentration falls within the 0 to 5 mile range, indicating strong potential for walking, biking, and other active transportation strategies. This presents a clear opportunity to prioritize investments in bike infrastructure awareness, walking incentives, secure bike parking, and first mile support.

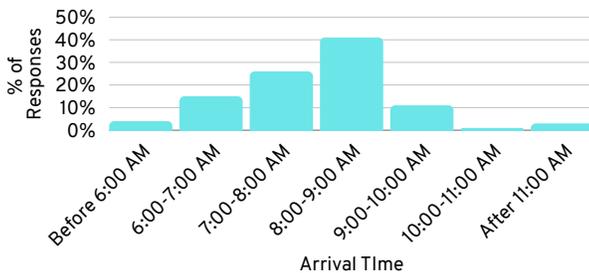
At the same time, there is a substantial group commuting in the 10 to 20 mile range, and a smaller but meaningful segment of respondents commute 20 miles or more, including a few long distance commuters beyond 30 miles. For this group, strategies such as vanpooling, park and ride coordination, and telecommuting options may be particularly effective in reducing drive alone trips and associated VMT.

Miles to Work Histogram

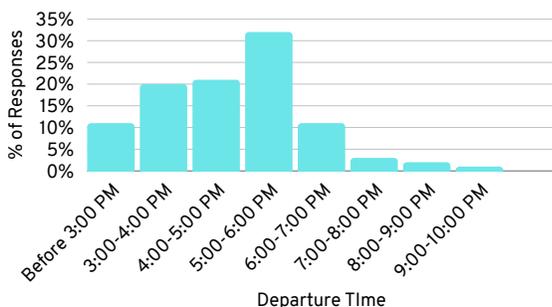


Travel Time

Arrival Time Distribution



Departure Time Distribution

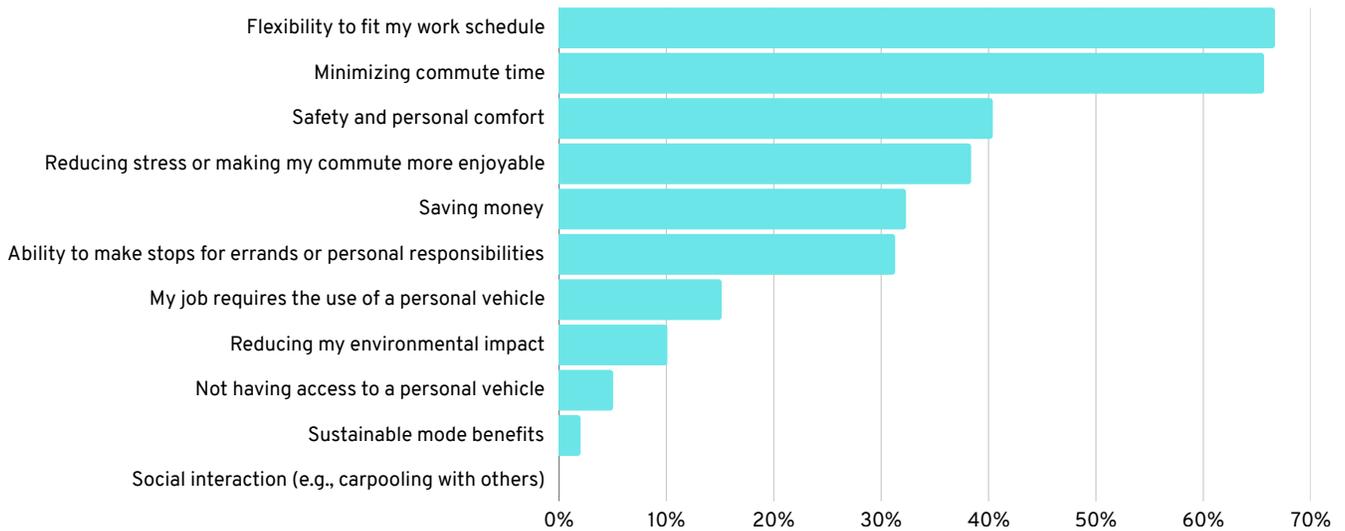


Arrival times are concentrated in the traditional morning commute window, with the highest number of employees arriving between 8:00 and 9:00 AM, followed by 7:00 to 8:00 AM. Similarly, departure times peak between 5:00 and 6:00 PM, indicating a largely standard daytime work schedule. These patterns reinforce the importance of targeting peak-hour commute strategies to reduce congestion and support alternative travel options during the busiest periods. Targeting these busiest hours will help commuters reduce their time sitting in traffic, reducing stress and travel time.

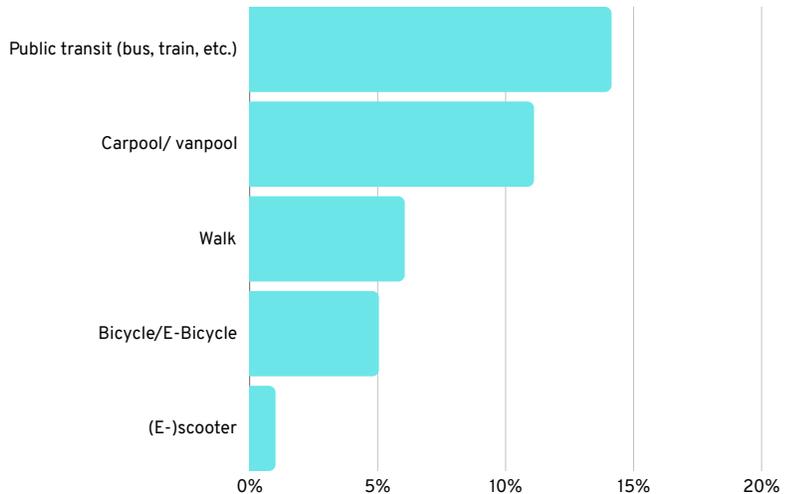
Factors Influencing Mode Choice

Survey results show that flexibility to fit work schedules and minimizing commute time are the most important factors influencing transportation choices, followed by safety, personal comfort, and reducing stress. Cost savings and the ability to make stops for errands also play a meaningful role in decision-making. These findings suggest that the TMO can be most effective by promoting convenient, time-efficient options such as express transit routes and carpooling/vanpooling, particularly those that take advantage of shared-ride priority lanes to reduce congestion and the stress of driving. Clearly communicating travel time comparisons, safety resources, and available cost-saving incentives can help position these alternatives not just as environmentally friendly, but as practical and lower-stress options for daily commuting.

What factors are most important to you when deciding what transportation mode to use to get to and from work?



What sustainable transportation modes are you interested in trying?



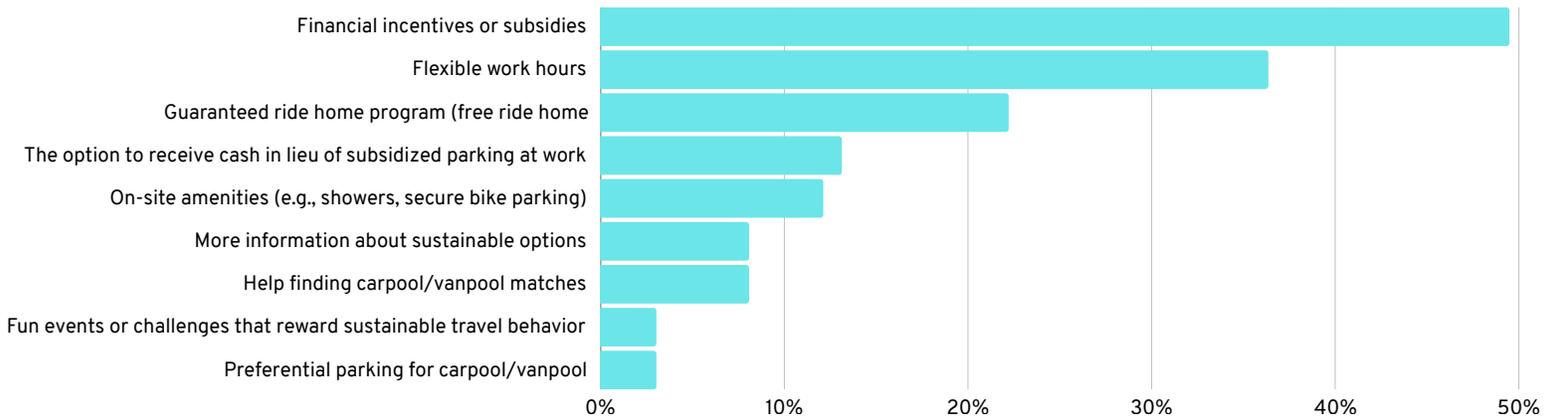
Interest in trying sustainable transportation modes is strongest for public transit, followed by carpooling and vanpooling. These results indicate meaningful opportunities to prioritize transit education and resources to convert interest into action.



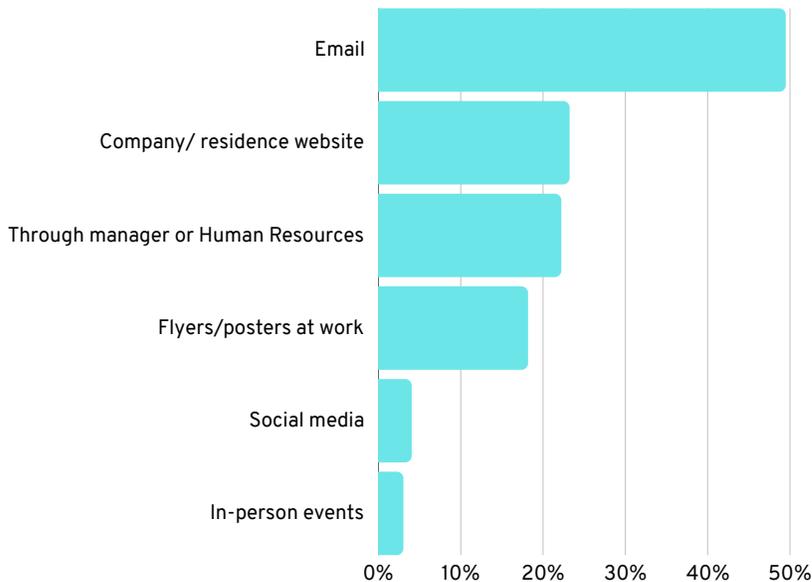
Future Programming

Financial incentives and flexible work hours emerge as the strongest motivators for increasing use of sustainable commute modes, followed by guaranteed ride home (GRH) programs and the option to receive cash in lieu of parking. Practical supports such as secure bike parking, carpool matching assistance, and clear information about available options also matter, though to a lesser extent. These findings suggest that prioritizing financial subsidies, expanding participation in GRH programs, and encouraging employers to implement or strengthen parking cash-out policies could be key focus areas for both worksites and the TMO.

What would encourage you to use a sustainable commute mode more often?



How do you prefer to receive updates about transportation options and programs?



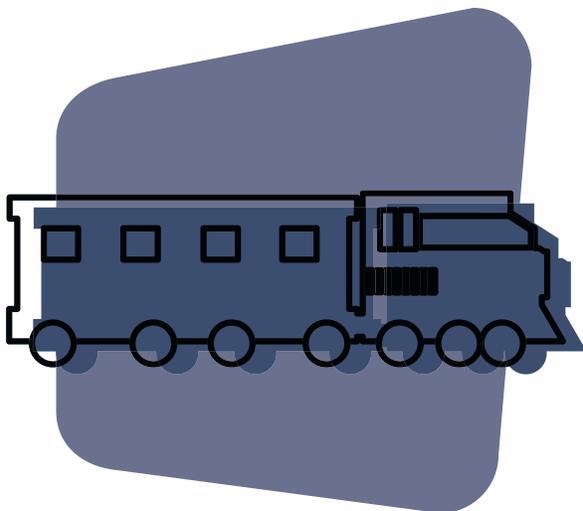
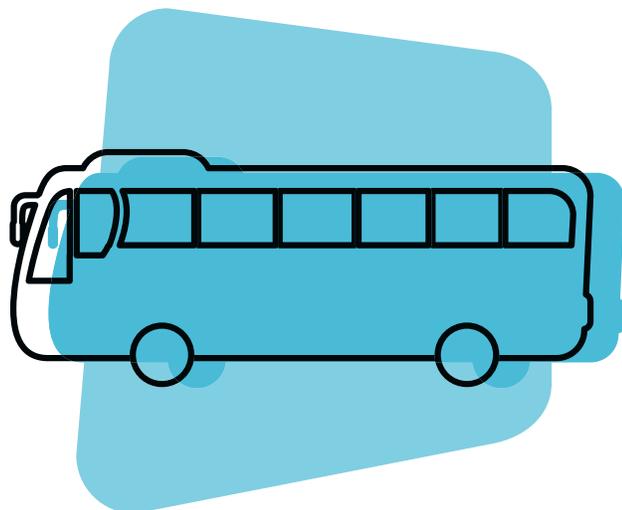
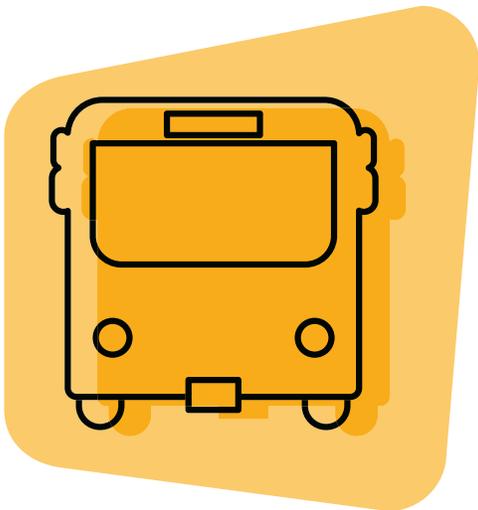
In terms of communication preferences, email is by far the most effective channel for receiving updates about transportation programs, followed by company or residential websites and manager or HR communications. Traditional flyers and social media play a smaller role, with in-person events ranking lowest. This indicates that direct, digital communication should remain the primary outreach strategy. A mix of different digital platforms, including email, member websites, and managerial channels should be used to maximize awareness-raising. Currently, the TMO has newsletters, print-out resources, and social media channels to disseminate information. Future efforts could focus more on digital resources and emails-tailored for managerial staff to distribute.



Warner Center Member Individual Reports

Individual reports are developed from the organization's AVR survey results to provide tailored transportation habit insights. These customized summaries highlight commute patterns and trends specific to their workforce and residents, helping identify opportunities and shape programming that aligns with unique transportation needs and goals.

Some sites have lower survey response rates, which may hinder the accuracy of information. Organizations with one response or less are not included in the individual report section.





2025 ANNUAL REPORT

The Q Variel

6200 Variel Ave.

Understanding Commutes

By reducing the number of trips and miles driven alone, we can help decrease traffic congestion and improve air quality in the Warner Center area. To accomplish this, Warner Connects Members have access to a wide range of resources including informative events, educational materials, incentives, and customized consultations. These resources can be used to encourage residents and employees to use alternatives to driving alone and reduce traffic demand during peak commuting hours.

Per the Warner Center Specific Plan, TMO members are required to survey their employees and/or tenants on an annual basis to obtain current information regarding members' travel behavior and preferences.

Methodology

An online survey tool approved by the South Coast AQMD was distributed to employees. The survey asked respondents to log their mode of transportation to and from work from Monday through Friday, among a number of other travel behavior questions to understand employees' reason for their commute mode choice and their appetite for TDM-related services.



Results Snapshot

1.2

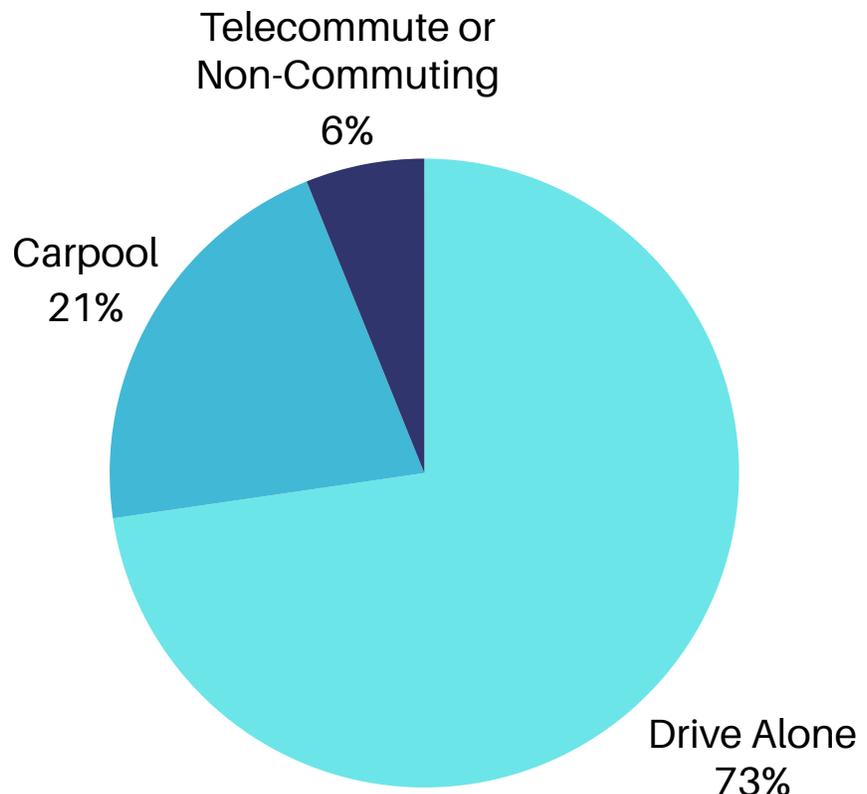
Average Vehicle Ridership*

56.0 mi

Vehicle Miles Traveled**

9.2 mi

Average Vehicle Miles Traveled



Mode Share Breakdown

*AQMD sets a 1.5 AVR target for all Rule 2202 affected employers in Performance Zone 2 which encompasses Warner Center

**VMT is estimated by summing the miles to work among employees driving or carpooling (adjusted) to work during the survey week and then dividing by 5 to output a daily rate



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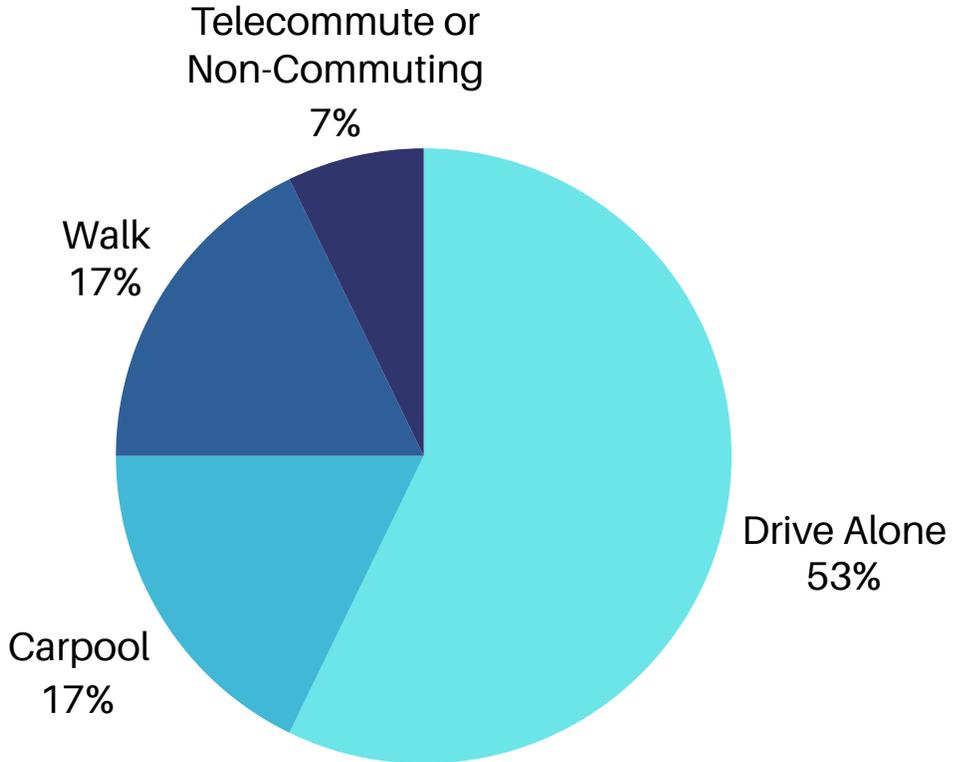


Results Snapshot

1.6
Average Vehicle Ridership*

59.0 mi
Vehicle Miles Traveled**

9.3 mi
Average Vehicle Miles Traveled



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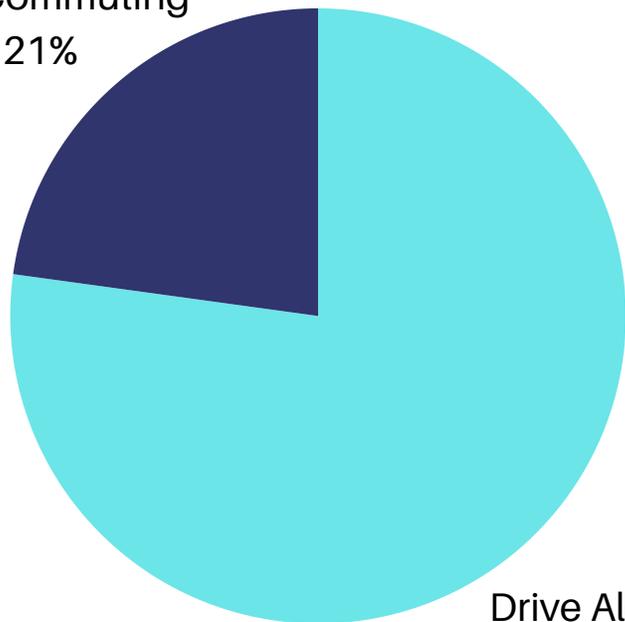
Results Snapshot

1.4
Average Vehicle Ridership*

45.0 mi
Vehicle Miles Traveled**

7.5 mi
Average Vehicle Miles Traveled

Telecommute or Non-Commuting
21%



Drive Alone
71%

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2025 ANNUAL REPORT

5850 Canoga Avenue

5850 Canoga Ave.

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2 Total Survey Responses

Results Snapshot

5.0

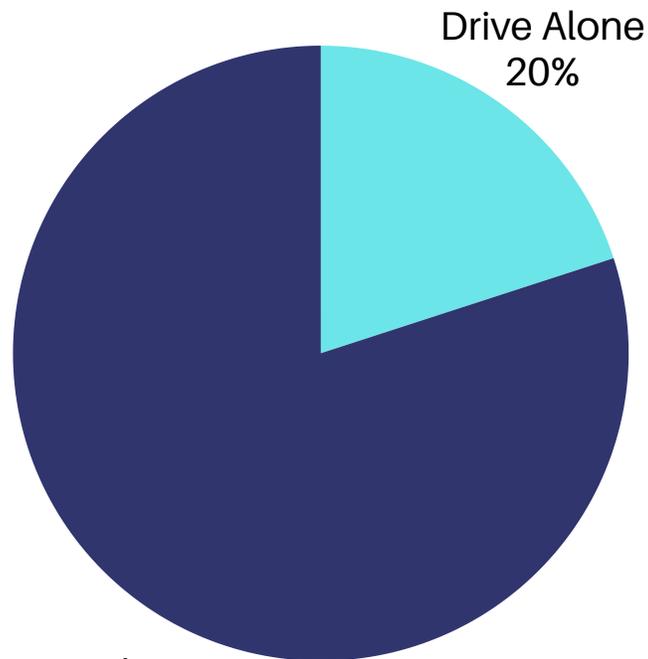
Average Vehicle Ridership*

5.2 mi

Vehicle Miles Traveled**

13.0 mi

Average Vehicle Miles Traveled



Telecommute or Non-Commuting

80%

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5 Total Survey Responses

Results Snapshot

1.6

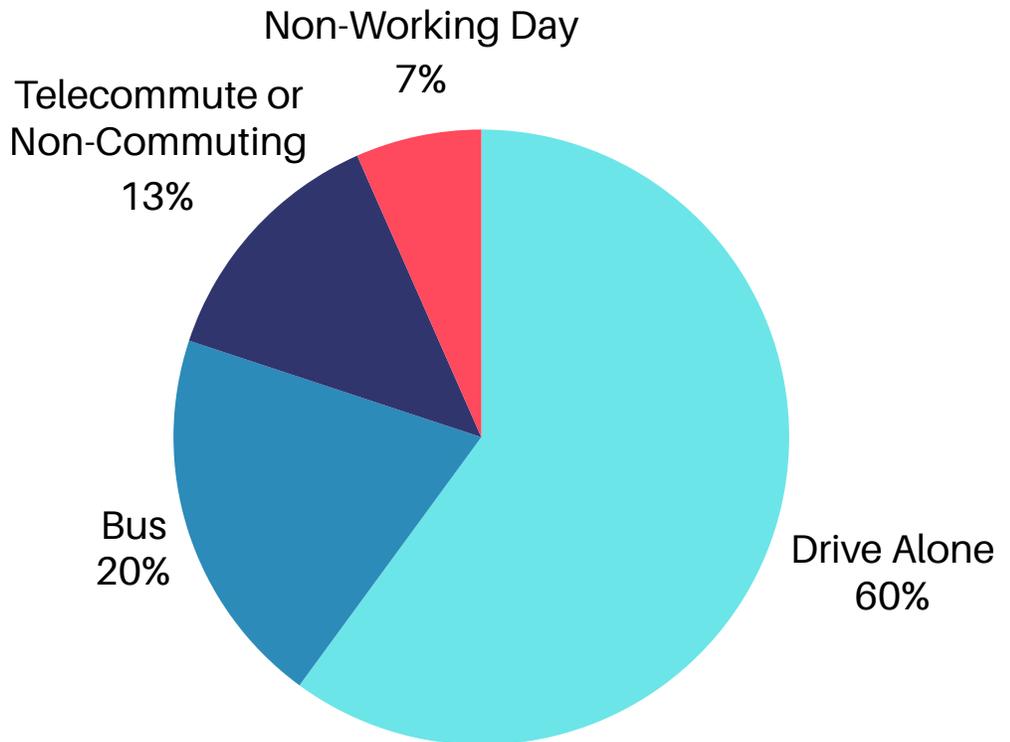
Average Vehicle Ridership*

21.4 mi

Vehicle Miles Traveled**

22.8 mi

Average Vehicle Miles Traveled



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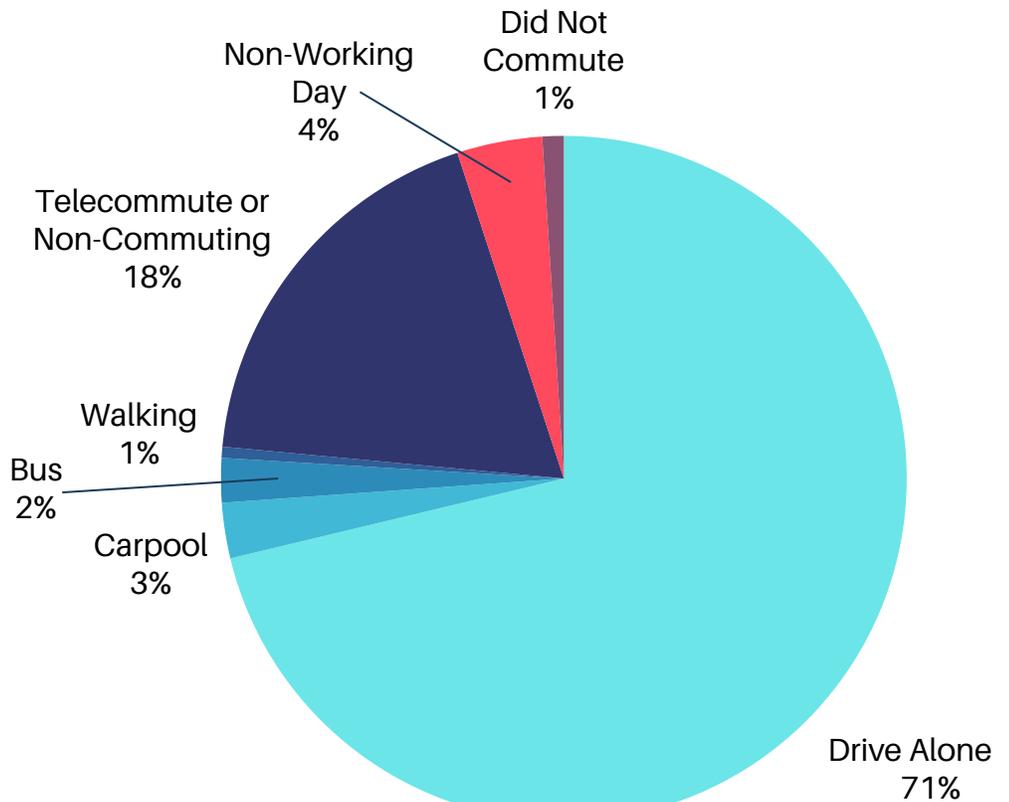


Results Snapshot

1.3
Average Vehicle Ridership*

733.7 mi
Vehicle Miles Traveled**

16.2 mi
Average Vehicle Miles Traveled



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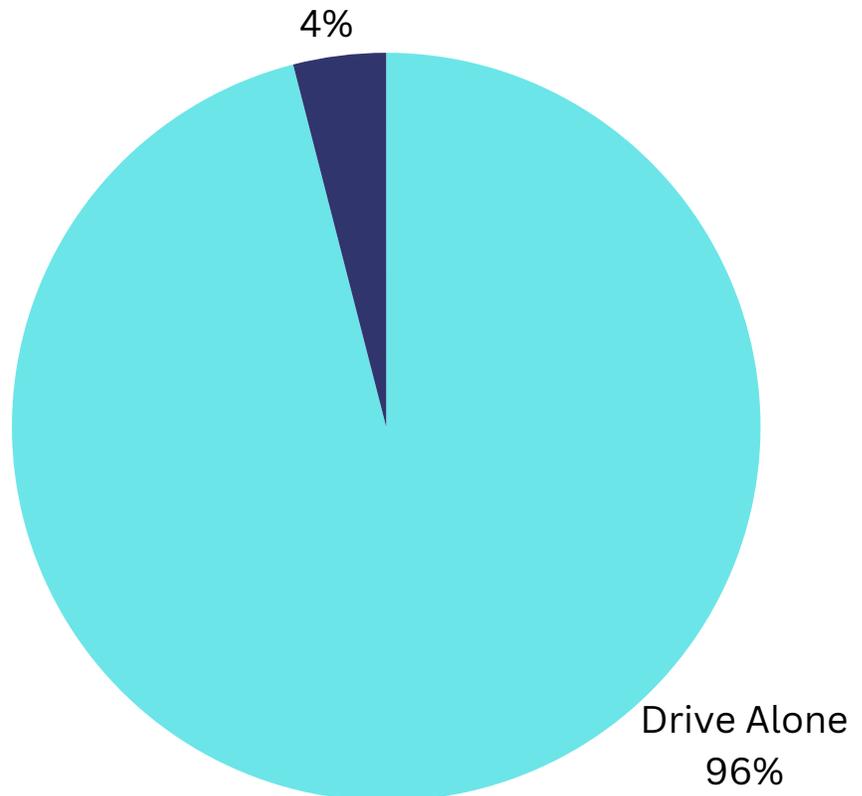
Results Snapshot

1.0
Average Vehicle Ridership*

12.2 mi
Vehicle Miles Traveled**

14.9 mi
Average Vehicle Miles Traveled

Telecommute or Non-Commuting



Mode Share Breakdown

*AQMD sets a 1.5 AVR target for all Rule 2202 affected employers in Performance Zone 2 which encompasses Warner Center; the AVR is also based on a lower sample size since respondents were able to skip this question in the survey

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Contact Us

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Socials: [@warnerconnects](#)

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Zoe Bertol-Foell

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Bailey Wong

Communications Coordinator