



April 24, 2024

Metro Chair Karen Bass and Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Recommendation for Metro Annual Budget Investments through 2028

Dear Metro Chair Bass and Metro Board of Directors,

As ACT-LA, a coalition of 46 community organizations based in LA County, we envision Metro as a public service where people go to feel safe, access information, and receive a high level of service. We believe that by placing the interests of low-income communities and communities of color first, we can achieve a just and equitable transit system for all. As we approach the 2028 Olympics, Metro has a unique opportunity to transform public transportation to ensure long-term sustainability, safety, and economic prosperity for Angelenos.

Historically, the Games have been accompanied by significant economic and social costs when policymakers prioritize the event's infrastructure and optics over the needs of the local community. Excessive policing and surveillance have infringed on human rights and driven unhoused residents out of cities hosting the Games, all in the name of security and a sanitized vision of the global city. Games-related development has gentrified neighborhoods and displaced hundreds of thousands of residents while also saddling those who remain with high housing costs and taxpayer debt from unanticipated costs. Massive transit investments have been made only to be taken down immediately after.

Los Angeles and Metro have an opportunity to avoid this path, by implementing strategies now that both center equity and prepare the city for the Games:

- 1) Employ 2,028 green shirts, outreach workers, and restroom attendants by 2028:** Green-shirt ambassadors have proven to provide a welcoming presence to riders, enhancing both perceived and actual safety on transit. By expanding this program along with Metro's homelessness and outreach programs, Metro can ensure that all riders feel safe and taken care of.
- 2) Operate Universal Fareless Transit:** Fares and TAP infrastructure provide an undue burden for riders, including working-class riders who are disproportionately affected by these costs and new riders who are unfamiliar with navigating the system. By implementing universal fareless transit long-term, Metro, at minimal cost to the agency, can ease the economic burdens of the most vulnerable households and provide seamless and accessible public transit to all.
- 3) Install bus lane networks and other bus priority investments:** Investments in bus lanes and bus priority infrastructure are the cheapest and fastest way to improve service across the region. Networks of bus lanes lower transfer penalties on riders that use two or more bus lines per trip and improve transit dependability. By making these infrastructural changes permanent, Metro can deliver the frequency and reliability that Los Angeles riders need.

We look forward to working with you as we envision a better transit service for all.

Sincerely,

ACT-LA

Jobs to Move America (JMA)

Koreatown Immigrant Workers Alliance (KIWA)

People for Mobility Justice (PMJ)

American Civil Liberties Union of Southern California (ACLU SoCal)

Community Power Collective (CPC)

Strategic Actions for a Just Economy (SAJE)

American Friends Service Committee (AFSC)

Esperanza Community Housing