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Date: April 7, 2022

Nancy Felix
Los Angeles County Metropolitan Transportation Authority
Via email to felixN@metro.net

Subject: Oppose Metro's Proposed Policing Contract

We are writing in opposition to the proposed increases to police funding under Metro's contract. Metro's proposal appears to be a status quo approach that does little to improve the overall safety, comfort and wellbeing for Metro's transit riders and workers.

To date, there has been no documentation of the proven value of the existing policing contract. We have not seen data such as: does this existing contract provide Metro with a faster response time to reported crime, or whether there are any indicators to support moving ahead on a contract that uses up a significant amount of transit operations resources.

Relying on heavier policing instead of immediate investments in community-based safety solutions with a commitment to transparency, community input, and oversight moves us away from what advocates, riders, PSAC and the Board have been working tirelessly towards.

We advocate instead for the divestment of funds away from policing and profiling, to be used instead for evidence-based safety programs and resources. These may include:

- Mental health and substance abuse professionals are needed throughout Metro's systems;
- Better lighting at train stations and bus stops, more bus shelters, as well as more reliable service that would help riders feel safer;
- Advocates and case managers to help unhoused people seeking shelter gain access to resources;
- Unarmed Transit Ambassadors trained in conflict resolution who are easily accessible for riders experiencing any issue;
- Public bathrooms, that include changing tables, that are staffed and maintained at every rail, bus rapid transit, and bus station;

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- Increased cleaning staff, as well as more frequent trash collection;
- Allowing for street vendors and local businesses at Metro stations, whose presence increases feelings of safety;
- and unarmed elevator attendants at transit stations to provide safety for riders.

The resources that are allocated for policing could be better used elsewhere, in areas like:

- Increasing funding for more bus revenue service hours (RSH). Metro is running 6.2 million revenue service hours (RSH) after service cuts were implemented in February due to the bus operator shortage crisis, which many speculate is caused in large part by the low pay for Metro bus operators. Metro is running the same amount of bus service as it was in 1998;
- Increasing funding for bus operators and staff to address the operator shortage crisis;
- Increasing funding for bus only lanes, all door boarding, signal priority and other solutions to increase the speeds of Metro's bus service, the key strategies adopted from the NextGen Bus Plan;
- and ensuring that transit is fare-free for all to increase Metro's ridership, while easing financial burdens on existing riders.

Sincerely,

Jessica Meaney



Executive Director

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