

From: [Faraz Agil](#)
To: [Board Clerk](#)
Subject: (EXTERNAL) Item #1 General Comment - March 6 2026 LA Metro Special Board Member Workshop
Date: Thursday, March 5, 2026 6:57:41 AM

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Hello LA Metro. My name is Faraz, and I'm a resident of Downey who uses LA Metro buses and trains on a near daily basis for work.

Since it has been mentioned that in today's workshop one of the topics that will be discussed is about fares, I urgently ask that LA Metro **does not raise the fares at all!**

As mentioned in the LIFE program data and most recently with Board Supervisor Holly Mitchell, about 90% of all LA Metro riders have low incomes (low enough to qualify for the LIFE program, and they should be riding for free already). So increasing fares (even by a little bit) will be a burden for those that are struggling to survive in today's crazy world. And before you say "Oh those riders can just sign up to the LIFE program for 20 rides a month", please remember that according to LIFE's own data, only 7% of LA Metro are active in the LIFE program, and of those who sign up to LIFE, only 15% of them remain active after 6 months, and the LIFE program is bureaucratic enough that people aren't able to stay active in the program.

But you might a Board Member that thinks raising the fare will earn LA Metro more revenue to solve the fiscal cliff. But you need to know that fares only make up less than 2% of LA Metro budget (\$175 million out of \$9.5 billion). So even if you increase fares by 50%, that revenue (assuming fare evasion doesn't increase) will only generate 2.76% (\$262.50 million out of \$9.5 billion) which will only make up less than 3% of LA Metro's total budget. I should also mention that the \$262.50 million is an over estimation because by increasing fares, you will only incentivize even more riders to do fare evasion (example: tailgating fare payers through taller fare gates), and then you'll have to spend even more money on doing fare enforcement (which will drop the fare box recovery to lower than the current 6.5%).

If you are in need of a revenue generating source to close the incoming financial gap, my idea is for the LA County Supervisors to bring a County wide ½ Cent Tax Measure to the voters so that we can vote and approve more funding to help stop LA Metro's fiscal cliff. Currently, just 1 measure brings in \$1.1 billion annually to LA Metro (10.5% of the total budget), and currently all 4 Measures bring in \$4.4 billion annually (46.31% of the total budget). This is a much safer way to bring in revenue to LA Metro than focusing on fares. In fact, I fear that if you go on to the raise fares and then become too dependent on fares, you'll end up in BART's current situation with their financial apocalypse where they have to beg the Governor for loans and are now asking voters to pass a Measure Tax (or be forced to shut down many of their train stations). BART thought that by focusing on expensive taller fare gates and having distance based high fares they could earn enough revenue, but it ended up backfiring and now they are desperately looking for other non-fares generating sources.

If LA Metro can approve an additional \$1 billion burden for the Torrence K Line Extension and force LA Metro staff to spend additional time, resources, and delays because of the Hawthorne alignment, then I know that LA Metro can find a way to fund LA Metro without relaying on increasing fares.

Thank you for your time in reading this.

Sincerely,
Faraz Aqil