

MOTION BY DIRECTORS BURKE & FASANA TO AMEND ITEM #43

The MTA has now completed a comprehensive and compelling Rail Gating Analysis that addresses improving security, reducing fare evasion and increasing fare recovery on Metro's current rail system.

- At the inception of rail service nearly 2 decades ago, Metro adopted a "proof of payment" fare policy to operate a limited 4.4 mile segment of the Metro Red Line subway and 22 miles of Metro Blue Line.
- Metro has since completed a Rail/Fixed Guideway network that now totals 87.6 miles of route service in Los Angeles County that includes 17.4 miles of subway, 55.6 miles of light rail, and 14.6 miles of BRT.
- Ridership growth has witnessed more than 2.5 million rail riders each month and system-wide Metro Rail boardings that peak at 7.7 million per month.

While it was conceivable that an "honor system" was effective to control crowds, ensure public safety and security plus successfully enforce fare payment 20 years ago, such a system is simply inapplicable in Los Angeles County today and in the future, as evidenced by the gating and fare evasion studies just completed.

Current fare evasion costs have been identified at over \$5.5 million annually, yet Metro is completely reliant on expensive human fare enforcement that fiscally constrains the agency. As Metro continues to be the only public subway system in North America to remain un-gated, such a solution void of technology offers no advantages for alternative means of fare recovery nor for improved protection of public safety and security - issues which are major concerns facing all public transit agencies in our country today. The Gating Analysis has identified that evasion and fare recovery and savings from fare enforcement costs will significantly offset the cost of Metro Rail gating with a net decrease in annual operational expenditures.

While other major metropolitan transit agencies have introduced creative solutions using new technology to attract customers with convenient options to increase fare recovery, Metro will essentially be forced to maintain a "flat fee" rail fare structure at a time when the rail/fixed guideway network has increased 300% since the adoption of the paper "proof of payment" system. Distance based and congestion pricing structures, new bank card programs such as co-branding and pre-paid cards, and cell phone technology as a fare payment instrument all remain difficult or impossible to implement and present many unenforceable policies without gating Metro Rail. The most basic "debit card" application on TAP smart cards will continue to be unimplemented due to concerns relating to increased "fare evasion" on Metro's rail system in an un-gated environment.

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WE, THEREFORE MOVE that the CEO direct staff to:

- Immediately proceed with a plan to implement Option 2 described in the Rail Gating analysis and work with the current TAP equipment contractor to negotiate a contract modification to install fare gates as outlined in the analysis; and
- Work with current TAP consultant to negotiate a contract modification to provide technical oversight for design review, testing, and implementation oversight for an amount not to exceed \$1 million; and
- Return to this Board in 60 to 90 days for approval of both contracts.