Amendment by Supervisor Yvonne B. Burke November 16, 2006

Item No. 25 (EMAC) and 42 (OPS) **25**

It is clear from this preliminary gating analysis that staff has identified a number of key issues which require further substantial technical evaluation and appraisal by fare collection specialists. Such an analysis will serve to help us better determine how the MTA's rail and bus systems should address fare evasion, distance based fares, and assess the regional impacts from policies that will govern these matters.

Of particular importance is the major capital investment in the UFS which has already been made for the region to replace obsolete fare collection equipment that allow for efficiencies and improvements to potentially increase revenue collection and the farebox recovery ratio; while also offering opportunities to explore new fare products and fare structures that were not possible in the former "cash and paper" fare collection system.

Lastly, in the era of increased public safety and security required to protect public transit riders, the MTA continues to be the only major subway system in the country that remains "ungated".

I, THEREFORE, MOVE, that this Board authorize the CEO to engage the professional services of a fare collection expert, through an expedited competitive procurement, to complete a comprehensive, detailed analysis of Metro's smart card based automated fare collection system (UFS), and return to the Board with a study that addresses the following issues:

1. A detailed assessment of implementing MTA's Red Line barrier gates, including a comprehensive cost analysis for the acquisition of capital equipment, i.e. gates, station booths and ticket offices, the cost of recurring maintenance and operations; costs for infrastructure and civil engineering requirements, and the impacts such barrier gates will have to all regional public transit customers including ADA and ASI riders, Municipal bus, Local Transit Service Systems (LTSS) and Metrolink patrons;

2. A detailed assessment of MTA's Light Rail fare system to potentially reduce fare evasion by utilizing UFS technology and infrastructure enhancements;

3. A comprehensive assessment of new transit projects as projected in the Long Range Plan, Metro Connections, and Metro Rapid, etc. to explore all options to implement distance based fares using smart card based fare collection on bus and rail systems including opportunities to deploy off-board fare payments;

4. Include a study of infrastructure and UFS compatible equipment for MTA parking lots and structures adjacent to MTA Rail stations as a means to further increase the farebox recovery ratio; and

5. To fully investigate limited-use paper smart-card technology to permit the cash paying, or occasional rider ingress and egress through barrier gates, and to transfer onto bus or rail lines deploying distance based fares; and to use this technology as a viable alternative to reduce fraud from paper interagency transfers and day passes.