

Motion by Directors O'Connor, Yaroslavsky and Najarian**Amendment to Construction Committee Item No. 41****Gate Latching Feasibility Studies**

This past January, staff presented a Receive and File report at the Systems, Safety and Operations Committee which addressed the criteria for designing at-grade stations with gates, and the feasibility of implementing fare/security gate latching at all stations, including at-grade stations.

In the report, staff broke down the costs associated with (a) detailed engineering analysis for Expo Phase 1 and 2, Foothill Extension, Crenshaw/LAX, Blue Line and Gold Line to implement gating for at-grade stations and (b) cost of implementing installation of fare gates at existing aerial stations.

In its conclusion, staff recommended that the Board of Directors initiate the detailed engineering analysis through the Board Motion Process.

In light of the most recent information regarding the high rate of fare evasion and the success of latching those stations with gates, it is important that we pursue staff's recommendation and prepare the necessary feasibility studies.

We, therefore Move that the Metro Board of Directors authorize the CEO to include in the FY 14-15 Metro Budget the funding to perform the following staff recommendations consistent within the NFPA Section 130 guidelines and requirements:

1. Expo Phase 1: perform detailed engineering analysis (Physical Layout, Quantities Analysis, Queuing Analysis, and Exit calculations) for eight at-grade stations.
2. Expo Phase 1: re-evaluate the proposed cost of implementing fare gates at three aerial stations and look for ways to reduce those cost. Return to the board with a revised budget.
3. Expo Phase 2: initiate detailed engineering analysis (Physical Layout, Quantities Analysis, Queuing Analysis, and Exit Calculations) for three at-grade stations.
4. Foothill Extension: initiate detailed engineering analysis (Physical Layout, Quantities Analysis, Queuing Analysis, and Exit Calculations) for eight at-grade stations.
5. Crenshaw /LAX: Complete a detailed engineering analysis (Physical Layout, Quantities Analysis, Queuing Analysis, and Exit Calculations) for four at-grade stations.

6. Blue Line: initiate detailed engineering analysis (Physical Layout, Quantities Analysis, Queuing Analysis, and Exit Calculations) for 17 stations. Update the Board during the June 2014 Board meeting.
7. Gold Line: initiate detailed engineering analysis (Physical Layout, Quantities Analysis, Queuing Analysis, and Exit Calculations) for 16 stations. Update the Board during the June 2014 Board meeting.

WE FURTHER MOVE that staff conduct a fare evasion analysis similar to the one recently completed along the Orange Line, which used TAP data and boarding data to determine the level of evasion, for the Blue, Gold, and Expo lines and return to this committee in the May, 2014 Board cycle.