

MOTION

Systems like *TAP-to-Exit* are a common and proven practice throughout major public transit systems around the world, including systems in Washington D.C., The Bay Area Rapid Transit (BART), The Washington Metropolitan Area Transit Authority (WMATA), The Metropolitan-Atlanta Regional Transit Authority (MARTA), London, Tokyo, Singapore, Hong Kong, and many others. *TAP-to-Exit* has demonstrated effectiveness in improving safety, reducing unauthorized access, discouraging fare evasion, and promoting a cleaner and more secure transit environment for riders and employees.

The Los Angeles County Metropolitan Transportation Authority has reported substantial public safety improvements at the North Hollywood Station following the implementation and enforcement of *TAP-to-Exit* controls. Prior to enforcement, the station experienced a reported 67% increase in crime and nuisance activity. Since *TAP-to-Exit* enforcement began in late 2025, Metro has observed a sharp decline in criminal activity, encampments, graffiti, fighting, fare evasion, loitering, trespassing, and other quality-of-life issues impacting NoHo Station, riders of the B Line, employees, and surrounding communities.

Despite the demonstrated success of *TAP-to-Exit* enforcement, Metro has faced challenges expanding the program systemwide due to permitting and safety concerns related to station exit requirements. Numerous transit agencies throughout the United States and internationally have successfully implemented *TAP-to-Exit* infrastructure while complying with fire and life safety standards established by their respective fire authorities and building codes.

The City of Los Angeles must continue to prioritize public safety, transit reliability, and increased ridership across the Metro system. Riders are more likely to utilize public transportation when stations and trains are safe, orderly, clean, and well-maintained. *TAP-to-Exit* enforcement serves as an important operational tool that discourages misuse of transit facilities by non-riders and individuals engaging in criminal or nuisance behavior.

I THEREFORE MOVE that the City Council INSTRUCT the Los Angeles Fire Department (LAFD) to support Metro's authority and operational flexibility to install and enforce *TAP-to-Exit* infrastructure and policies across Metro rail and bus rapid transit stations within the City, as deemed necessary by Metro to enhance public safety, reduce crime, protect transit workers and passengers, and improve the overall rider experience.

I FURTHER MOVE that the City Council DIRECT the Los Angeles Fire Department (LAFD) to work collaboratively with Metro to develop, adopt, and promptly implement permitting and safety standards that would allow for the expansion of *TAP-to-Exit* infrastructure throughout the Metro system while ensuring compliance with fire and life safety requirements.

I FURTHER MOVE that the City Council INSTRUCT the Los Angeles Fire Department (LAFD) to evaluate and incorporate fire and life safety standards, best practices, and operational models successfully deployed by other major domestic and international transit agencies and fire departments with *TAP-to-Exit* systems.

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I FURTHER MOVE that the City Council INSTRUCT the Los Angeles Fire Department (LAFD), the Los Angeles Police Department (LAPD), and other relevant agencies to facilitate the timely installation and enforcement of *TAP-to-Exit* systems at stations identified as experiencing elevated crime, fare evasion, vandalism, trespassing, or persistent quality-of-life concerns.

I FURTHER MOVE that the City Council INSTRUCT the Los Angeles Police Department (LAPD) & Los Angeles Fire Department (LAFD) to report quarterly regarding the volume of service calls at Metro stations throughout the City to evaluate the effectiveness of the *TAP-to-Exit* program, ensuring continued progress in maintaining safe and accessible Metro stations.

PRESENTED BY: _____

ADRIN NAZARIAN
Councilmember, 2nd District

SECONDED BY: _____

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