

Finance and Capital Committee

Information Item IV-A

November 7, 2019

Fare Evasion Quarterly Update

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
202117

Resolution:
 Yes No

TITLE:

Fare Evasion - Quarterly Update, Q2 FY2020

PRESENTATION SUMMARY:

Management will present an update on the implications of fare evasion to the Board of Directors.

PURPOSE:

The Finance and Capital Committee will be provided information on the financial and operational impacts of fare evasion to Metro.

DESCRIPTION:

Key Highlights:

- Metro estimates a conservative \$40 million revenue loss in FY2019 and lower formula grant receipts due to undercounting of ridership
- Fare evasion on Metrobus has increased from 13% of boardings in Q1 of FY2019 to 16% in Q1 of FY2020
- Metrobus fare evasion is increasing while ridership is decreasing
- Fare evasion laws differ across the region's jurisdictions

Background and History:

Fare evasion is a long-standing issue imposing an increasing risk to WMATA's operating budget. The climbing number of fare evasions skews ridership metrics thereby reducing potential federal grant funding.

Discussion:

Metro's operating budget continues to be stifled by fare revenue loss on both Metrobus and Metrorail. The combined revenue loss attributed to fare evasion for both modes of transportation in FY2019 was a conservative \$40M.

Fare evasion laws vary across jurisdictions with the act carrying both civil and criminal penalties in the state of Maryland and the Commonwealth of Virginia.

Fare evasion is no longer considered a criminal offense in the District of Columbia. Metro Transit Police enforce applicable laws and provide training to bus operators to de-escalate fare-related conflicts.

Metro measures fare evasion through several means including automatic and manual passenger counts, electronic gate sensors and fine issuances. Technology on Metrobus and Metrorail will enable better measurement and reporting of fare evasion.

To date, the fare evasion project has deployed 11 electronic gate sensors at Gallery Place Metro Station. In addition, to improve customer service and prevent fare evasion, the design of upgraded faregates is underway to replace 30-year-old faregates systemwide.

Next Steps:

Management will provide quarterly reports to the Board on fare evasion, revenue impacts and enforcement initiatives.

FUNDING IMPACT:

This is an information item with no immediate impact on funding.	
Project Manager:	Dennis Anosike
Project Department/Office:	CFO/OMBS

TIMELINE:

Previous Actions	July 2019 – Fare evasion quarterly update, Q1 of FY2020
Anticipated actions after presentation	Continue quarterly reports to the Board on fare enforcement efforts, fare evasion and revenue impacts

Fare Evasion Update

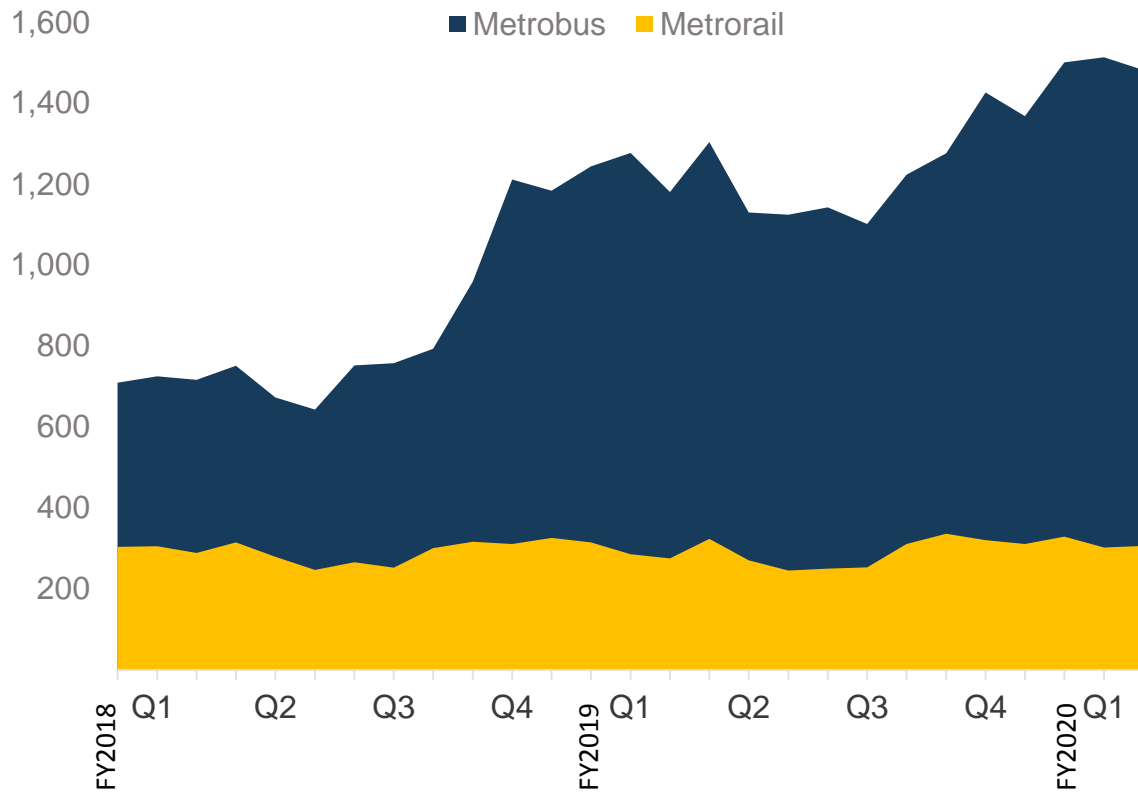
Finance and Capital Committee
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Fare Evasion Reduced Revenue by \$40M in FY2019¹

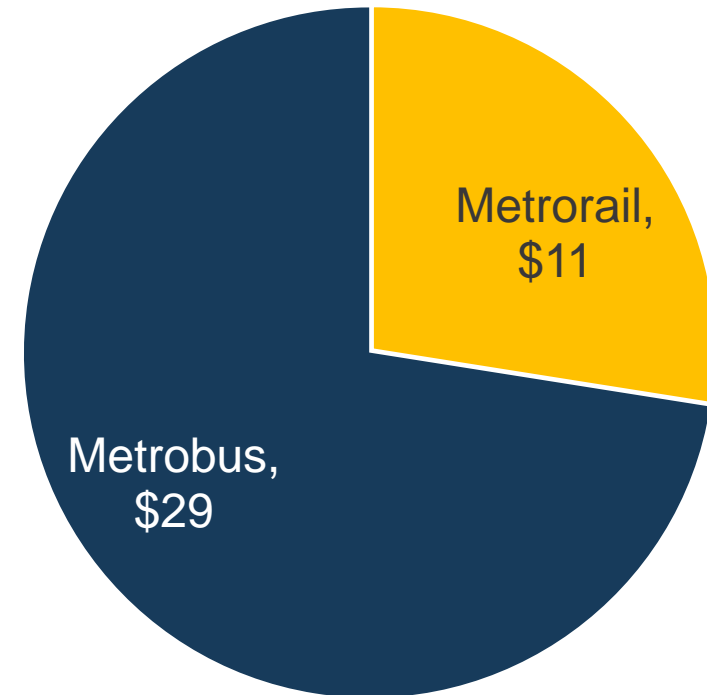
In thousands

Fare Evasion Incidents



Revenue Loss

In millions

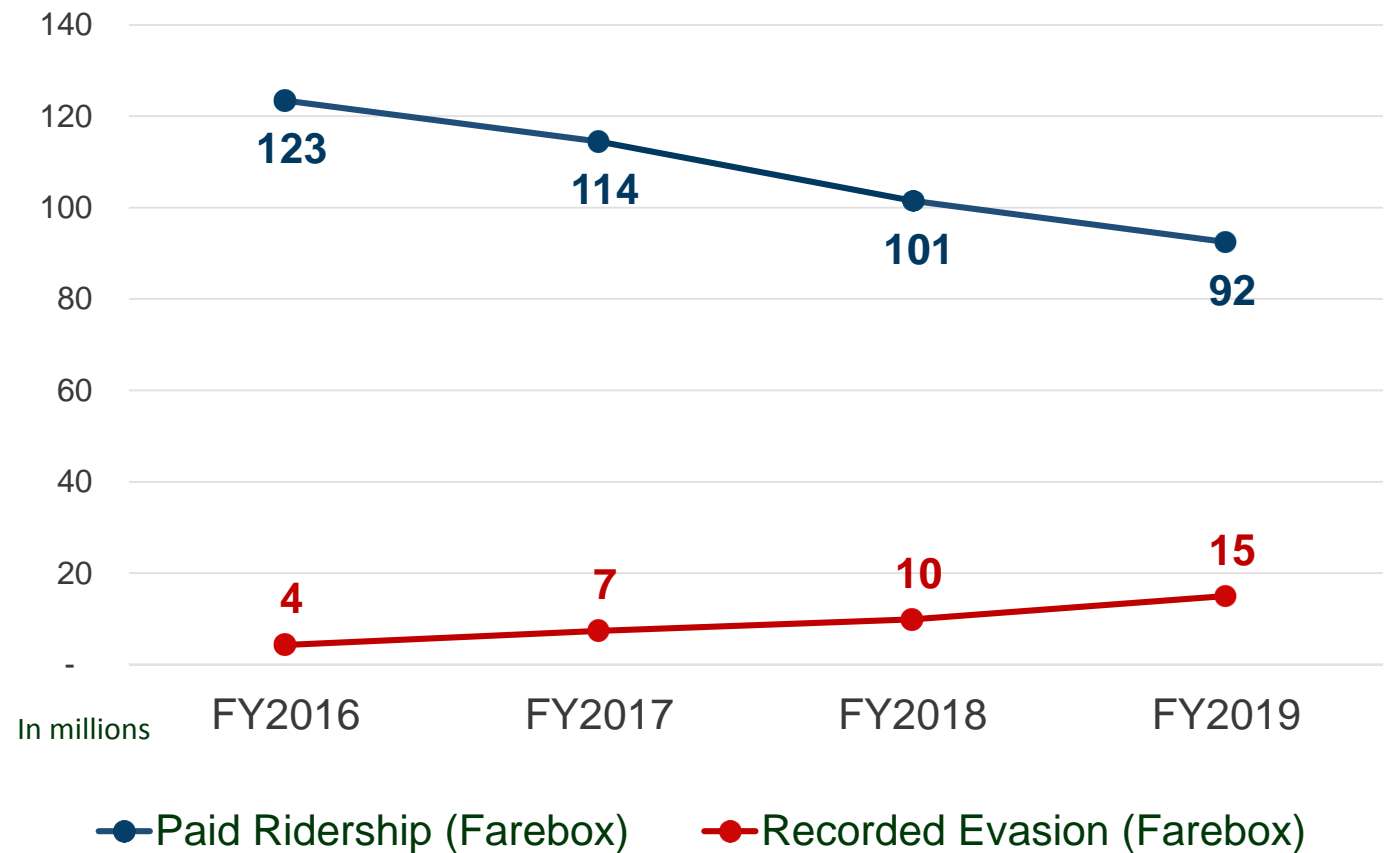


1. Eliminating fare evasion on Metrobus would increase Metrobus farebox recovery from 23% to 27%

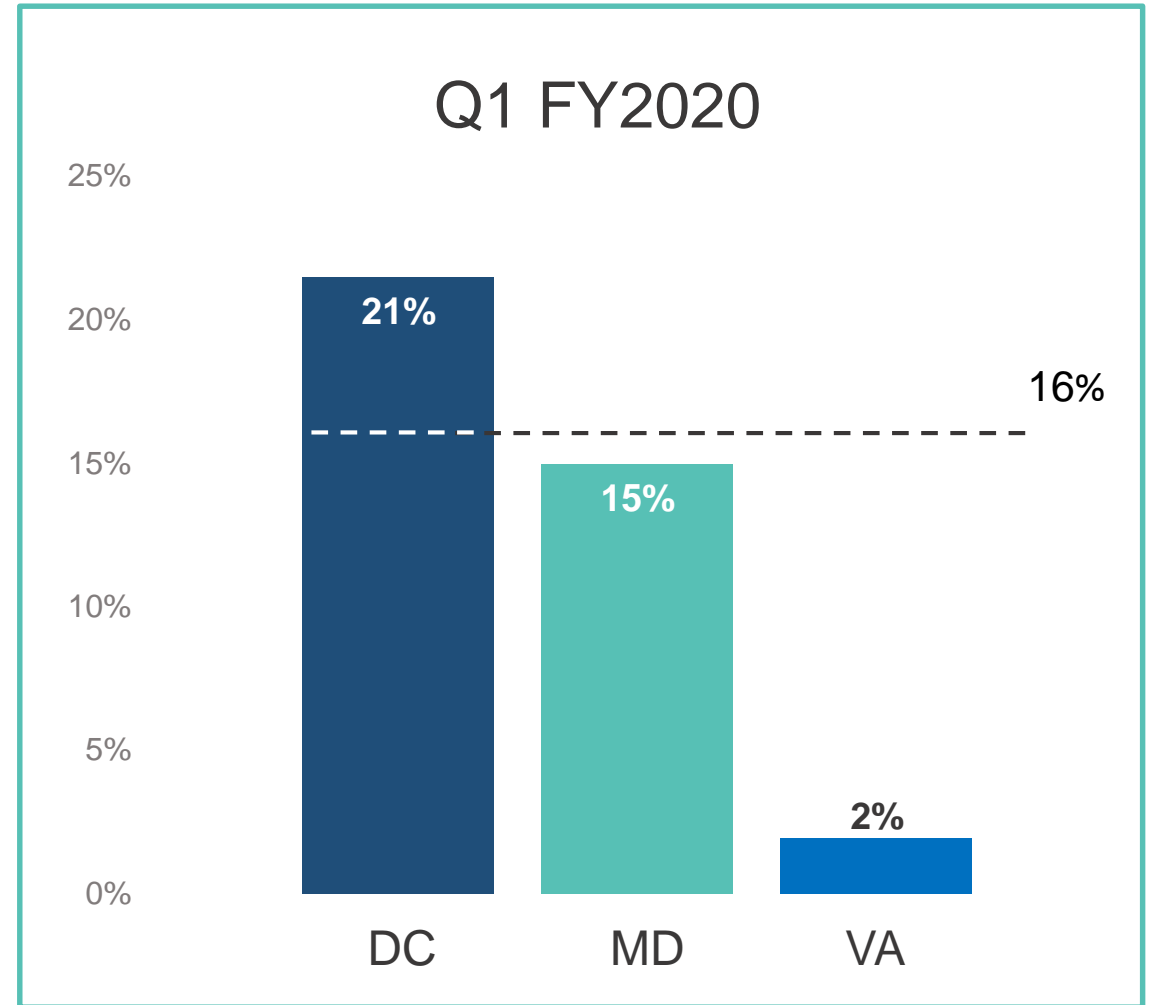
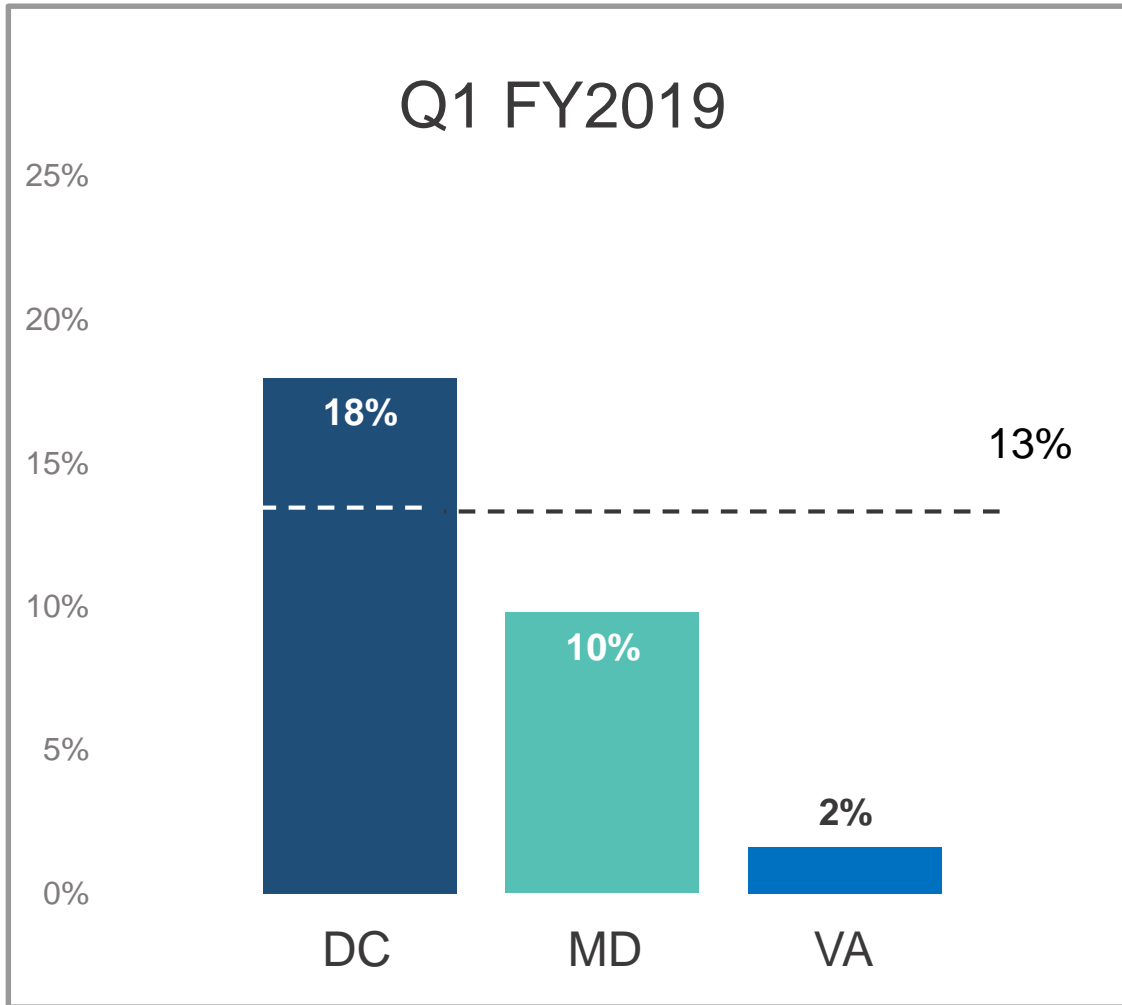
Growing Problem on Metrobus

Manual and automated counts show Metrobus fare evasion is increasing while ridership is falling

Paid Bus Trips & Fare Evasion Incident Actuals

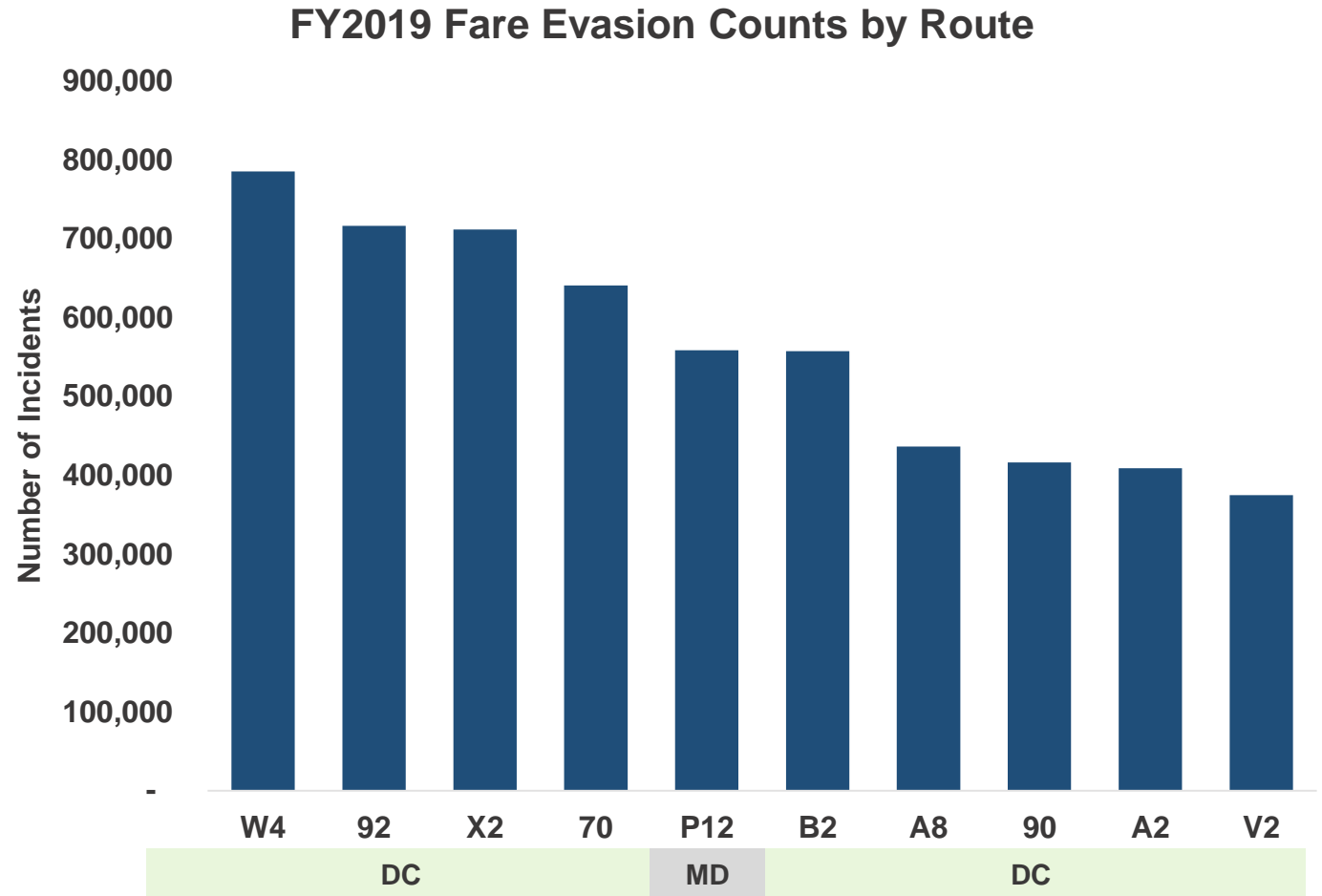


Metrobus Fare Evasion Rates by Jurisdiction



Metrobus Routes with the Highest Fare Evasion Counts

- Top 10 routes for fare evasion represent 38% of Metrobus fare evasion
- Top 10 routes represent 3.4% of Metrobus routes but 11.5% of Metrobus ridership
- Nine of the 10 routes are located in the District of Columbia



Fare Evasion Laws are different across Jurisdictions

District of Columbia

- Effective May 3, 2019
 - Civil
 - ≤\$50 Fine
 - No consequences or further proceedings for failure to pay or attend hearing

State of Maryland

- Montgomery County
 - Civil and Criminal
 - 1st - \$50 if paid; up to 10 days jail if not paid
 - 2nd & subsequent - \$75 if paid; up to 10 days jail if not paid
- Prince George's County
 - Criminal
 - 1st - \$10 - \$50
 - 2nd & subsequent - \$50 - \$100 if paid; up to 10 days jail if not paid

Commonwealth of Virginia

- City of Alexandria
 - Civil
 - \$100
- Arlington County
 - Civil and Criminal
 - 1st - \$10 - \$50
 - 2nd & subsequent - \$50 - \$100 and/or up to 10 days jail
- Fairfax County
 - Criminal
 - \$100 Fine

District of Columbia Infractions

Infraction	Civil or Criminal	Fine	Consequence for refusal to provide true name and address	Enforcement
Possession of Marijuana	Civil	\$25	\$100 upon conviction	OAH
Jaywalking	Civil	\$20	\$100-\$250 upon conviction	BTA
Fare Evasion	Civil	≤\$50	No	OAH

OAH – Office of Administrative Hearings

BTA – Bureau of Traffic Adjudication

Other Transit Agencies

- New York City, NY
- Civil – \$100 fine
- Criminal – penalties vary



- San Francisco, CA
- Civilian inspectors
- Civil – \$55 fine/juveniles - \$75 fine/adults
- Criminal – ≤ \$250



- Massachusetts Bay, MA
- Civil – ≤ \$600



- Atlanta, GA
- 12-hour expulsion from system
- 14/30/60-day system suspension
- Suspension violations
 - Additional 30-day suspension
 - Arrest for criminal trespass



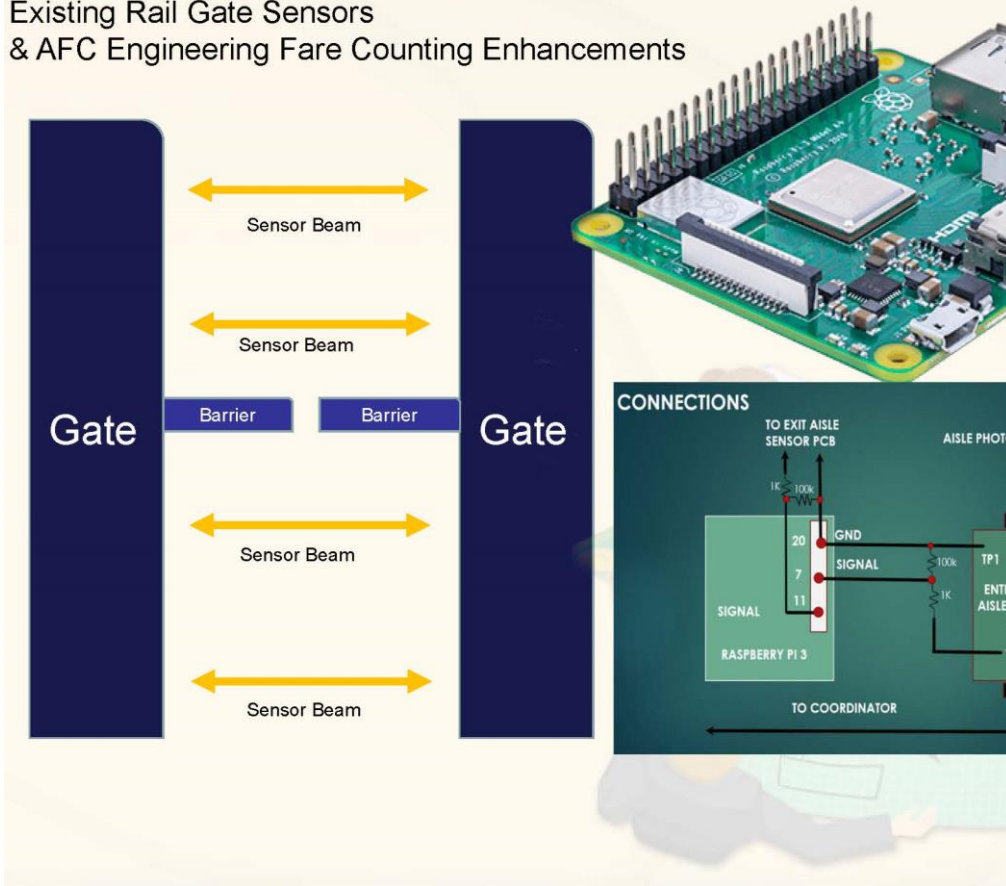
- Philadelphia, PA
- Issue \$25 citation
- Ban from system after 4 citations
- Arrest for misdemeanor trespass after 5 citations



Measuring Fare Evasion

- Electronic gate sensors
 - 13 mini-mezzanine areas by January 2020
 - Remainder installed by June 2020
- Next Steps
 - Data analysis per location
 - Dashboard development by May 2020
 - Targeted allocation based on MTPD recommendation

Existing Rail Gate Sensors
& AFC Engineering Fare Counting Enhancements



Transit Policing



- Maintain safety and security commitment to passengers and employees
 - Increased policing on station platforms and trains
 - Strategic deployment of after school details and High Intensity Targeted Enforcement (HITE)
- Continue de-escalation training for bus operators
- Started Station Manager Assault Reduction Training (SMART)