



Metro

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Metropolitan Transportation Authority

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July 21, 2016

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON PAW
CHIEF EXECUTIVE OFFICER

FROM: ALEX Z. WIGGINS W
CHIEF, SYSTEM SECURITY AND LAW ENFORCEMENT

SUBJECT: FARE ENFORCEMENT STATISTICS

ISSUE

Addressing disproportionality with regard to fare related arrests and citations.

BACKGROUND

On July 1 staff responded to a Freedom of Information Act request submitted by the Los Angeles Labor/Community Strategy Center. The request specifically asked for data summarizing fare related citations and arrests - 2014 to present.

The findings are as follows:

- From 2014 to present, African-Americans led in all categories (fare evasion, citations, fare related arrests, and boarding without proof of payment).
- Hispanics followed African Americans in all categories.
- Males led in all categories
- The most frequent interactions generally occurred at:
 - Imperial
 - Union Station
 - North Hollywood
 - 7th & Metro
 - Pershing Square
 - Hollywood/Highland
 - Wilshire/Vermont
 - Compton

According to a Spring 2016 Metro On Board Customer Survey, African-Americans make up 18% of Metro's Ridership. Data collected from 2014 to present shows that African-Americans account for 47% of citations and arrests; the data suggests that

African-Americans are disproportionately impacted. The fundamental question is why? While some community members have recently accused Metro of having a “Stop and Frisk” policy, this is not the case. Metro does not condone “Stop and Frisk” and would put an immediate end to such actions if they were to occur. As a matter of practice, Metro conducts 100% fare compliance checks on trains, at stations, and on buses. This means that no single individual is targeted – all passengers are checked without regard to status. Staff will work to ensure this practice is followed and take corrective action if warranted.

Metro addressed this matter head-on, with CEO Phil Washington speaking directly to local African-American media. The general message is that we need to learn more about the basis for the disproportionality, and most importantly explore options to address it.

As Metro reviews the statistics in greater detail, staff plans to implement a two-pronged strategy to educate the ridership. The first action is to launch a robust “Pay your Fare” campaign across the entire system, reminding patrons that a validated fare is required at all times. To support the larger media push, staff will engage in outreach to community organizations, youth groups, and schools.

The second action is subject to Board approval in the coming months. Consistent with a series of recommendations submitted by consultant BCA Watson Rice, as part of their Board requested analysis of Metro’s policing and security workload, Metro will delineate the tasks assigned to security and police personnel. Staff will recommend transferring the primary responsibility of fare enforcement from police personnel to unarmed Metro security staff (civilian, non-police).

Metro will gain greater value by emphasizing police resources on mitigating terrorism and addressing crime, blight and disorder. Metro’s unarmed fare enforcement team will concentrate their efforts exclusively on fare enforcement, increasing the frequency of random inspections and opportunities to educate the ridership. That said, police personnel will retain the authority to address and resolve fare enforcement matters whenever a patron refuses to comply with unarmed civilian staff.

Six months following the “Pay your Fare” campaign and the implementation of an unarmed civilian fare enforcement team, Metro will review the citation and arrest data to determine whether disproportionality still exists. Staff will present the findings to the Board for further discussion.

NEXT STEPS

- Develop and launch a “Pay your Fare” campaign within 90 days.
- Staff anticipates bringing a police and security deployment recommendation to the Board in September 2016.