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September 7, 2018

Chairman Evans, WMATA Board members, and WMATA staff:

The RAC's meeting and thoughts from this month are described in the following letter.

Ashton Rohmer (member of the public) requests bike storage opportunities in the 8000 series vehicles. Pat Sheehan reminded RAC members that the AAC has requested three things in the 8000 series design: between-car barriers, better no-slip floors, and a handrail for the front priority seats for those who need assistance to get up. The RAC itself would like a chance to hear more about and weigh in on the modifications for the new designs of the train cars.

George Carlisle (member of the public) pointed out that transit is deteriorating across the region, not just with WMATA, with service being particularly bad between 8 and 10pm. Many of the surrounding counties are transit deserts and in need of service, and he believes WMATA could coordinate and integrate more closely with other regional transit systems.

#### **RAC Operational Review**

We continue to wait for the completion of the RAC's operational review. The RAC also continues to shrink as members move away from DC. Since our July meeting, we have lost three additional members (to jobs or graduate programs in Cleveland, Los Angeles, and Shanghai). Bob Fogel (MD Vice Chair) and I met with Christian Dorsey on August 2 and are in general agreement about operating principles for the future RAC. We are aware that the RAC is a subject for discussion at a retreat on September 13, and remain hopeful that the review can be complete shortly after the retreat.

#### **Fare Evasion**

Captain Pete Sepulveda of the Metro Transit Police Department came to speak to us about fare evasion and crime on the metro. 50% of stations have secured swing gates, and Metro Transit PD hopes to have them all secured by the end of the calendar year. By Aug 31, 2018, Metro Police have issued over 5,000 rail citations and 3,000 citations on bus, with 500 of those rail citations leading to arrests and 300 of the bus citations. The first step in an incident is always to provide a citation, but depending on the circumstances, sometimes it escalates into an arrest. HITE is high intensity target enforcement, putting both uniformed and casual police officers where data shows that the crime is; this occurs especially at the top 10 evasion stations. Gallery Place is #1 in fare evasions, and Anacostia is #2. Deanwood used to be near the top of the list, but it now has a 24/7 police presence so its crime and fare evasion problems have dropped significantly. For buses, Route 90 sees the greatest number of fare evasions.

Money received through fines and citations go to the jurisdictions, not WMATA, and they generally range from \$50 to \$250 to the fare itself, depending on the jurisdictional judge. The cost of fare evasion details and manpower comes out of the Metro Transit PD budget. Casual clothes officers are sent out in at least pairs because their radios are off and they are thus more vulnerable than uniformed officers. Bus drivers and station managers are trained not to confront people about fare evasions.

Mr. Sepulveda will follow up with demographic and other data on those who have been arrested, along with how many of the total crimes in the system start with or involve fare evasion.

Sincerely,

Katherine Kortum  
Chair, Riders' Advisory Council