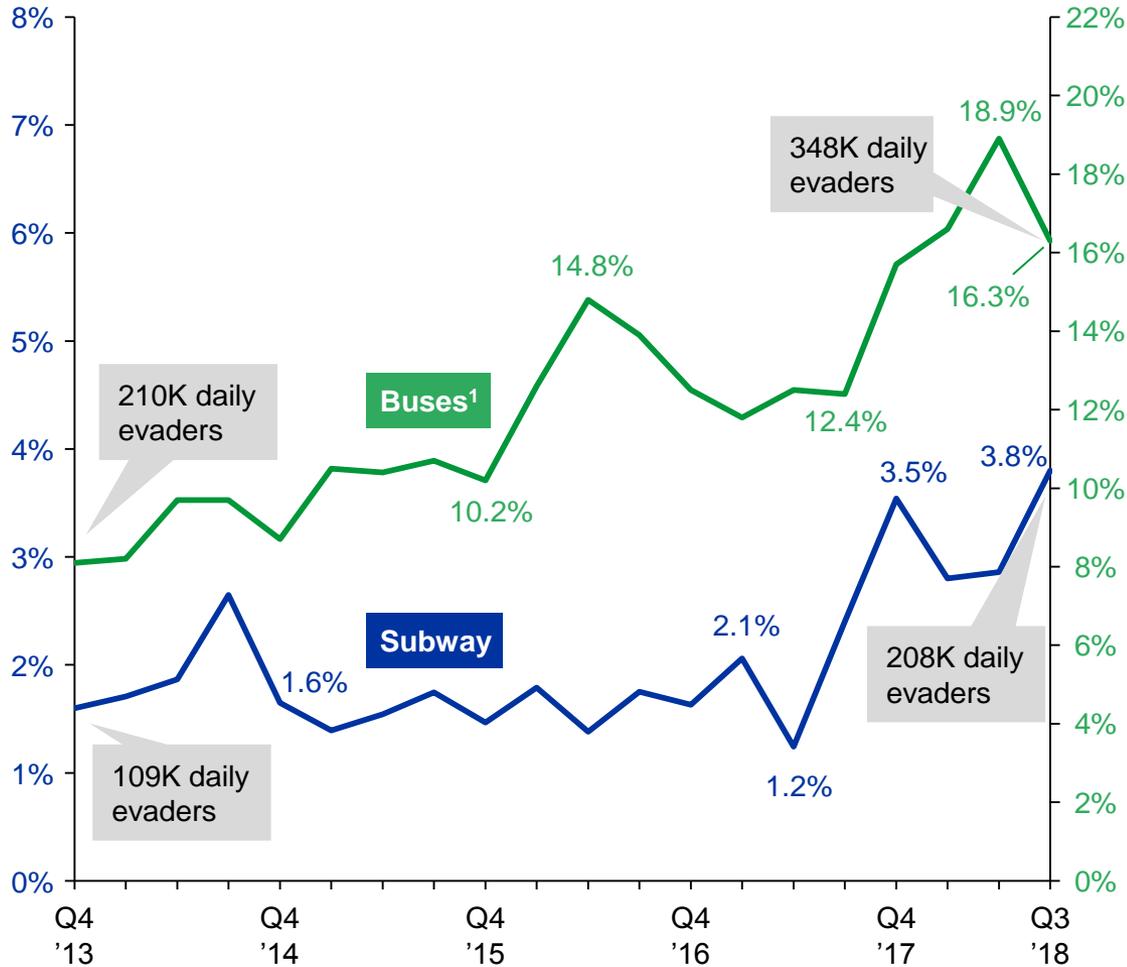# Fare evasion at NYCT

Fare evasion is up significantly in 2018

Evasion rates
Percent

- Estimated revenue lost to fare evasion in 2018 is $215 M
  - $96 M in subways and $119 M in buses
  - The estimated uncollected revenue is an increase of $110 M over 2015
- Evasion in buses was relatively stable until it rose in the first half of 2016, only to decline slightly over the following year
- However, buses saw evasion spike again in the past year
- Fare evasion in subways was low and stable for several years before also spiking in the past year

Note: Scaling is proportional to actual number of fare evaders in 2018

1.   Reflects fare evasion for all NYCT local bus routes, including Select Bus Service; excludes MTA Bus and express routes

1

# NYCT conducts observations to measure fare evasion on subways and buses

	Subway	Regular bus service[1]	Select Bus Service
Methods	• Staff visit several assigned subway stations / bus routes each day to observe and record evasion of different types, e.g. illegal turnstile / service gate entry, entering bus through back door, etc. • A randomized quarterly sample of observation surveys is generated; peak and non-peak, high and low volume stations, all boroughs represented • The sample consists of approximately 180 station control areas and 140 bus routes per quarter • Evasion rates are calculated against paid ridership figures		• Eagle teams conduct periodic "surge" exercises, where in addition to enforcement activity they count paid vs. unpaid passengers on board the bus
Limitations	• The sampling methodology produces fare evasion estimates at the system-wide level; the resulting data it returns cannot reliably be parsed to lower levels, e.g. individual routes and stations		

	• Observed evasion likely constitutes an undercount due to a variety of factors, such as:
	  – The inherent limits of human observers in a dynamic environment – some evaders will inevitably be missed, whereas paying customers are reliably recorded in the MetroCard database
	  – Staffers have to monitor multiple doors, turnstiles or gates at once
	  – The mere presence of field staff may limit evasion		

Increased fare evasion is a major factor in lost paid ridership and revenue

Change in paid ridership on the subway and bus since 2015
Thousands of daily weekday riders
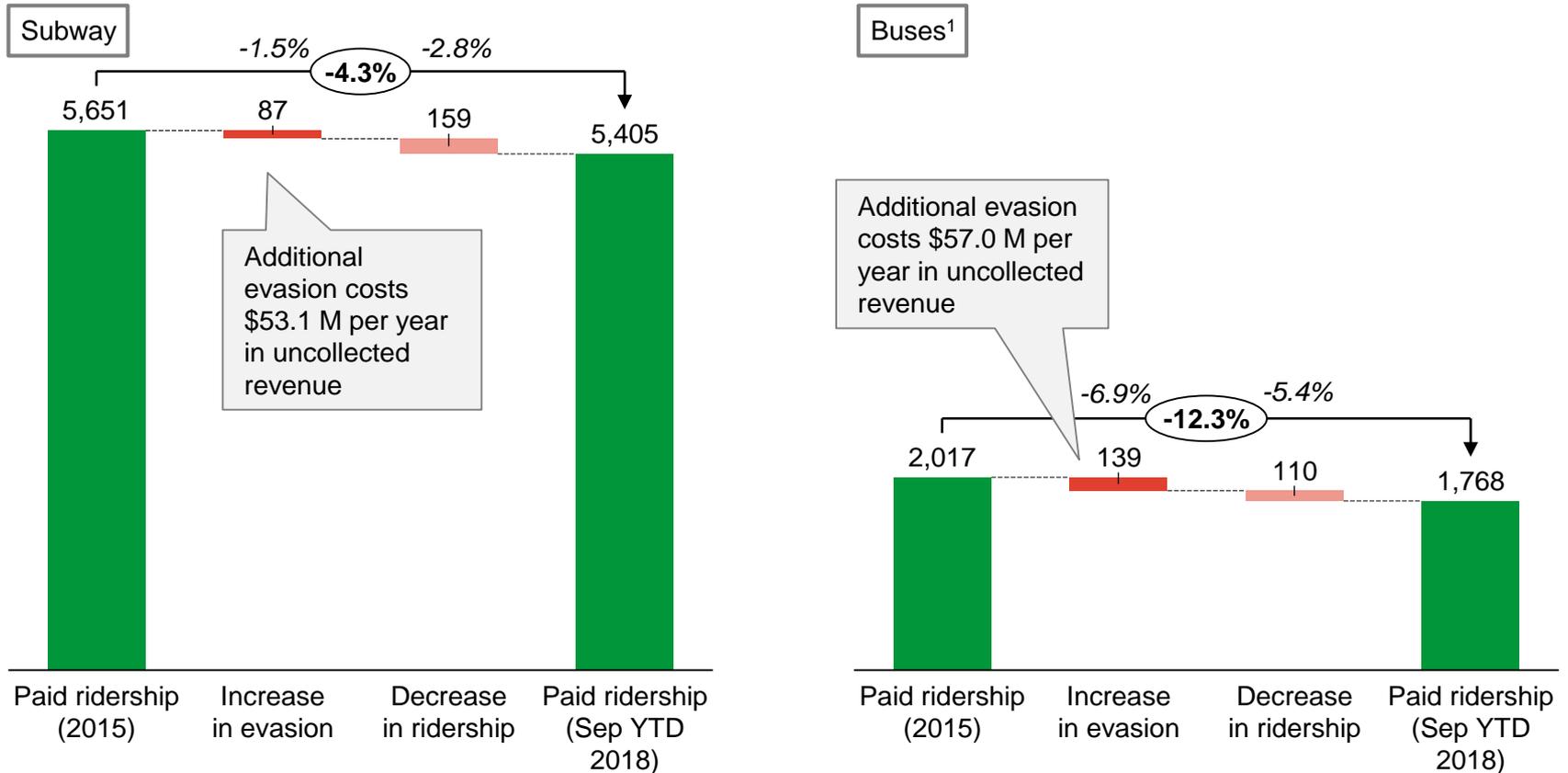
- Estimated revenue lost to fare evasion in 2018 is $215 M, an increase of $110 M over 2015
- Fare evasion is a significant factor in the paid ridership decline:
  - Subway: increased evasion accounts for approximately 35% of lost ridership
  - Buses: increased evasion accounts for approximately 56% of lost ridership

Comparison with other systems – Subways
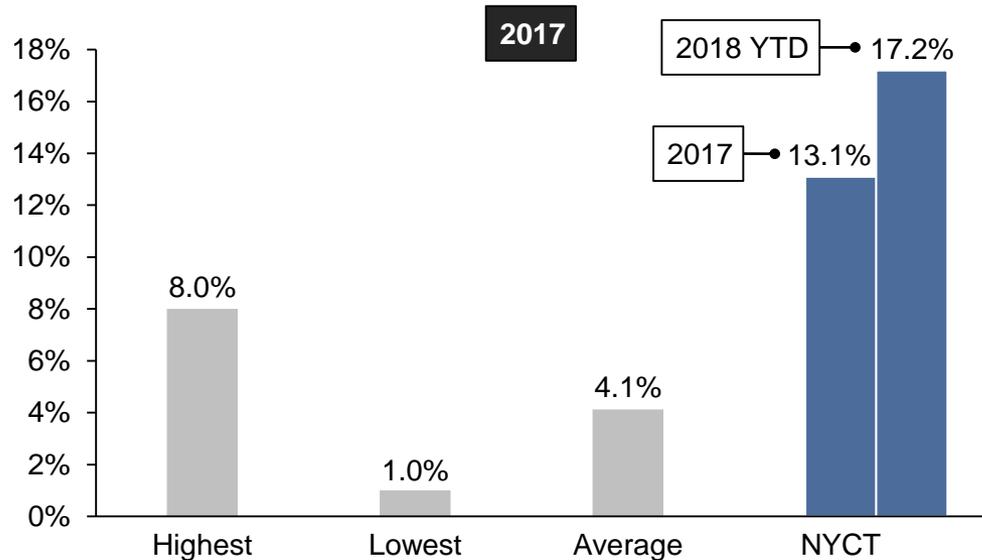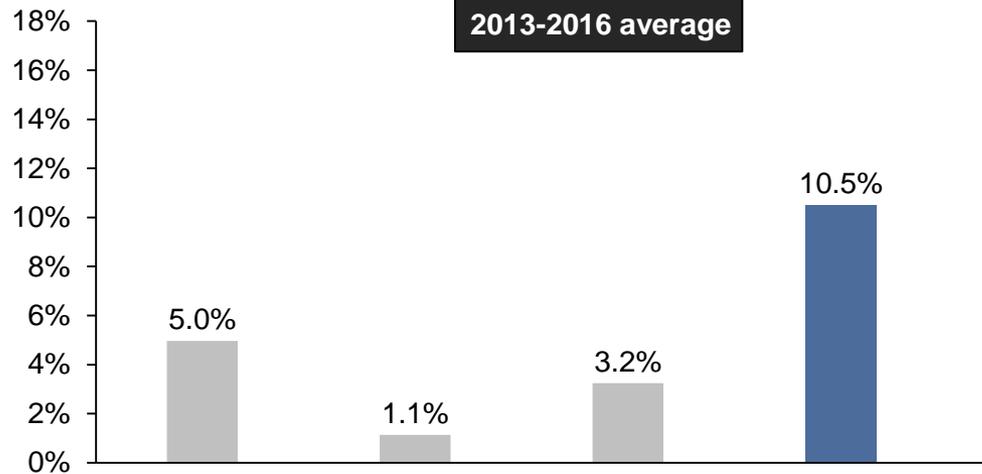
Peer metros' self-reported fare evasion rates
Percent[1]
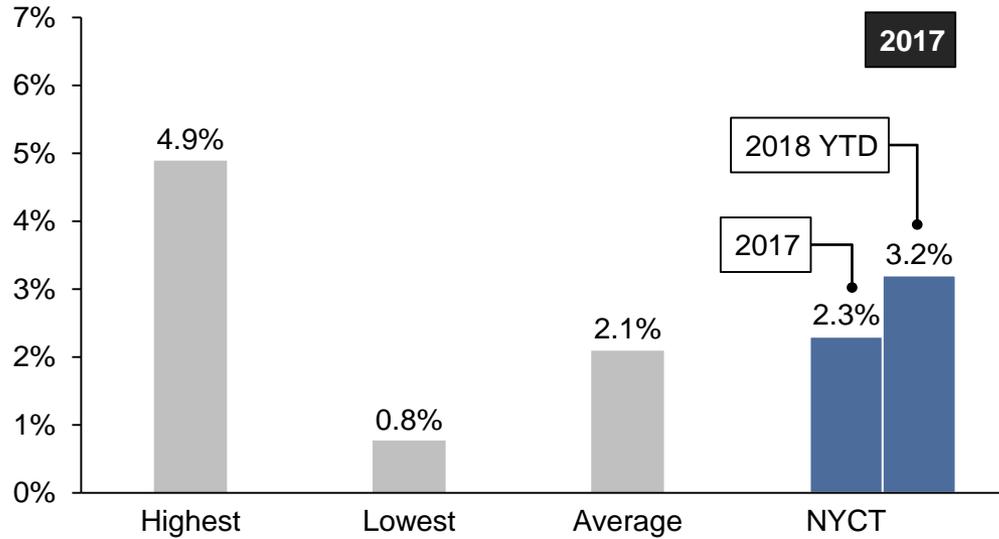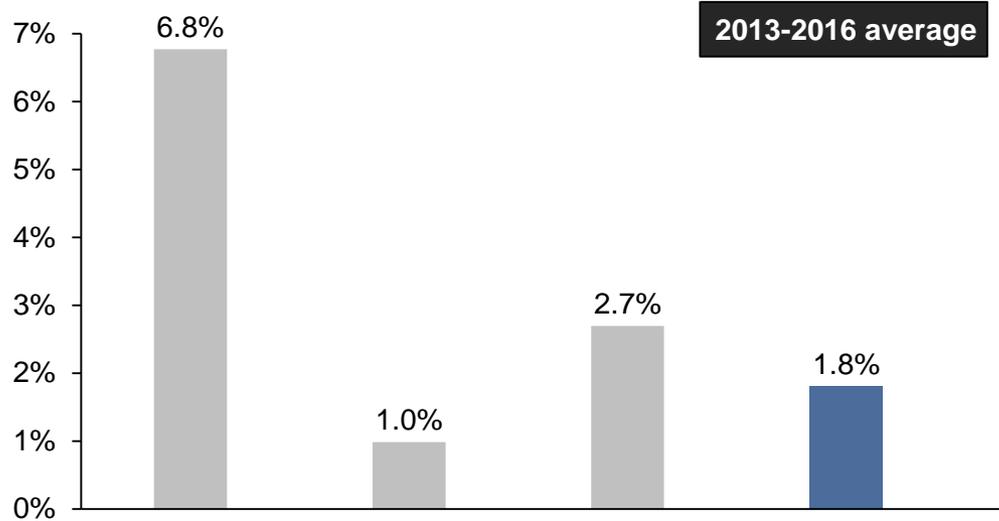
- Historically, NYCT has had relatively low fare evasion on subways when compared to peers
- NYCT's 2018 YTD numbers are above average

Comparison with other systems – Buses

Peer bus systems' self-reported fare evasion rates
Percent[1,2]

- Buses' level of fare evasion was already above that of peers
- While several peers have seen recent increases, NYCT's spike in fare evasion is significant

2013-2016 average

Highest	Lowest	Average	NYCT
5.0%	1.1%	3.2%	10.5%

2017

2018 YTD — 17.2%

2017 — 13.1%

Highest	Lowest	Average	NYCT
8.0%	1.0%	4.1%	13.1% / 17.2%

1. Based on self-reported responses to a global benchmarking survey
2. NYCT figures reflect local bus routes including SBS; excludes MTA Bus and express routes

Fare evasion through the subway service gate has increased 4x
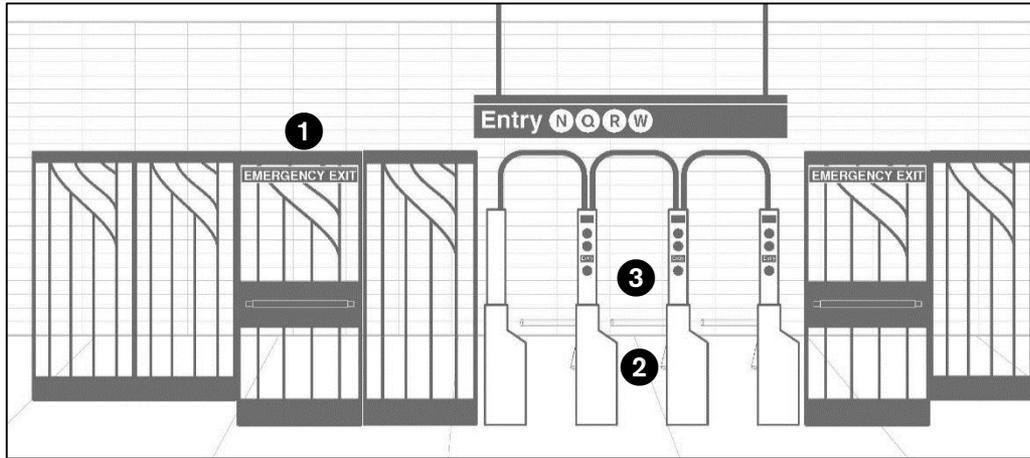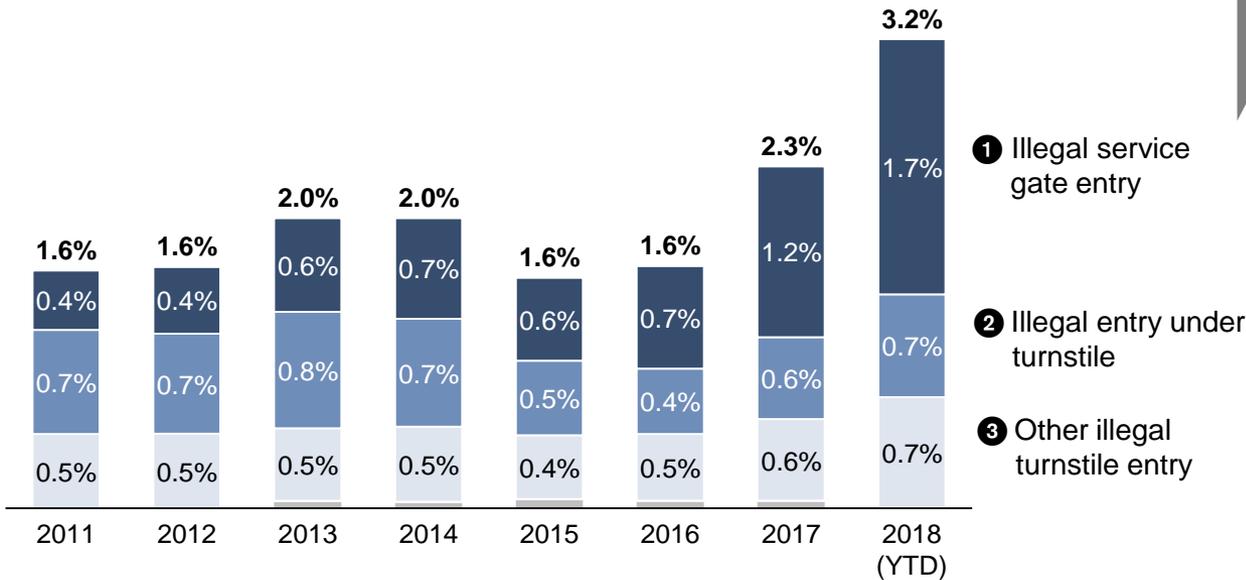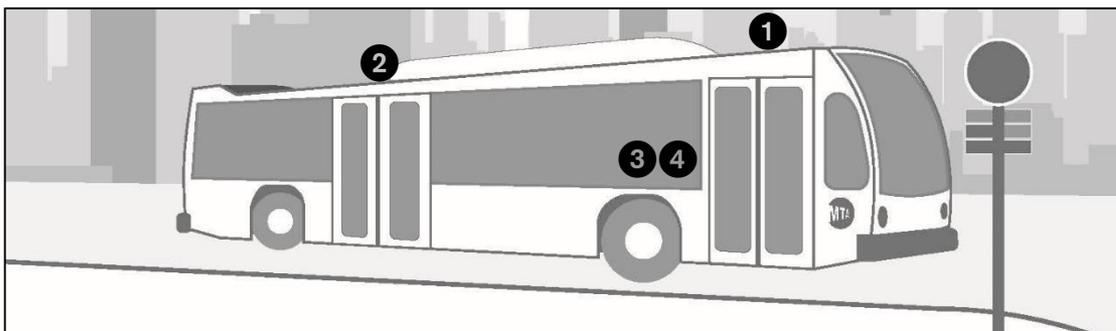

Subway fare evasion by category
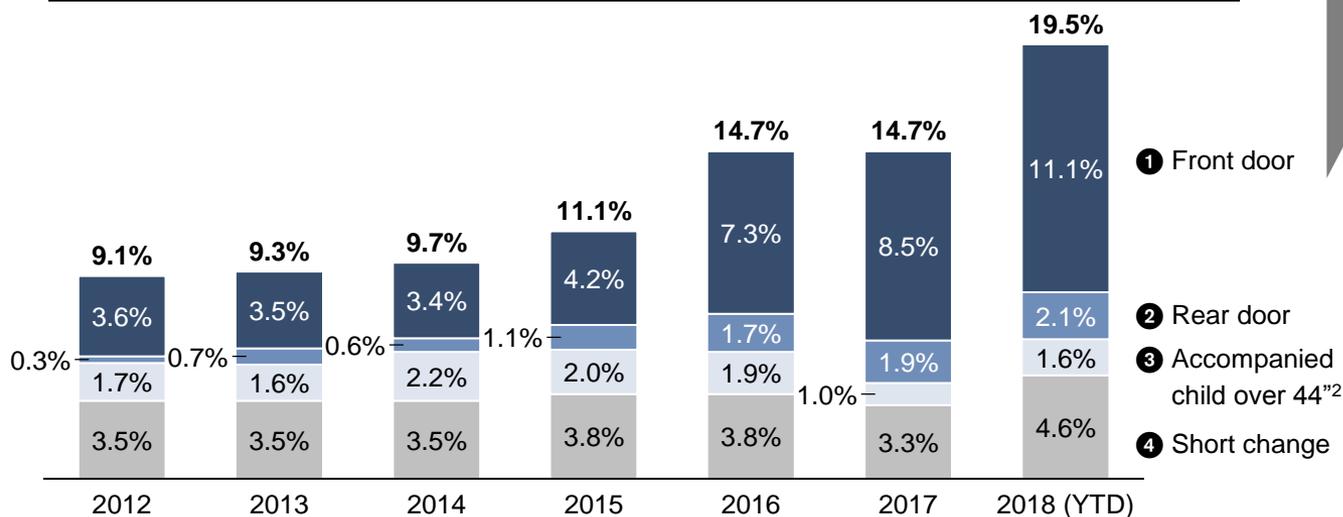Percent[1]

- Total fare evasion has doubled from 2011 to 2018 YTD
- The vast majority of the increase in fare evasion is due to entries through the service gate

❶ Illegal service gate entry

❷ Illegal entry under turnstile

❸ Other illegal turnstile entry

Fare evasion through the front door of buses has increased 3x

NYCT local bus (excluding SBS) fare evasion by category
Percent[1]

Category	2012	2013	2014	2015	2016	2017	2018 (YTD)
❶ Front door	3.6%	3.5%	3.4%	4.2%	7.3%	8.5%	11.1%
❷ Rear door	0.3%	0.7%	0.6%	1.1%	1.7%	1.9%	2.1%
❸ Accompanied child over 44"[2]	1.7%	1.6%	2.2%	2.0%	1.9%	1.0%	1.6%
❹ Short change	3.5%	3.5%	3.5%	3.8%	3.8%	3.3%	4.6%
Total	**9.1%**	**9.3%**	**9.7%**	**11.1%**	**14.7%**	**14.7%**	**19.5%**

- Total fare evasion has more than doubled from 2012 to 2018 YTD
- The majority of the increase is due to more front door evasion

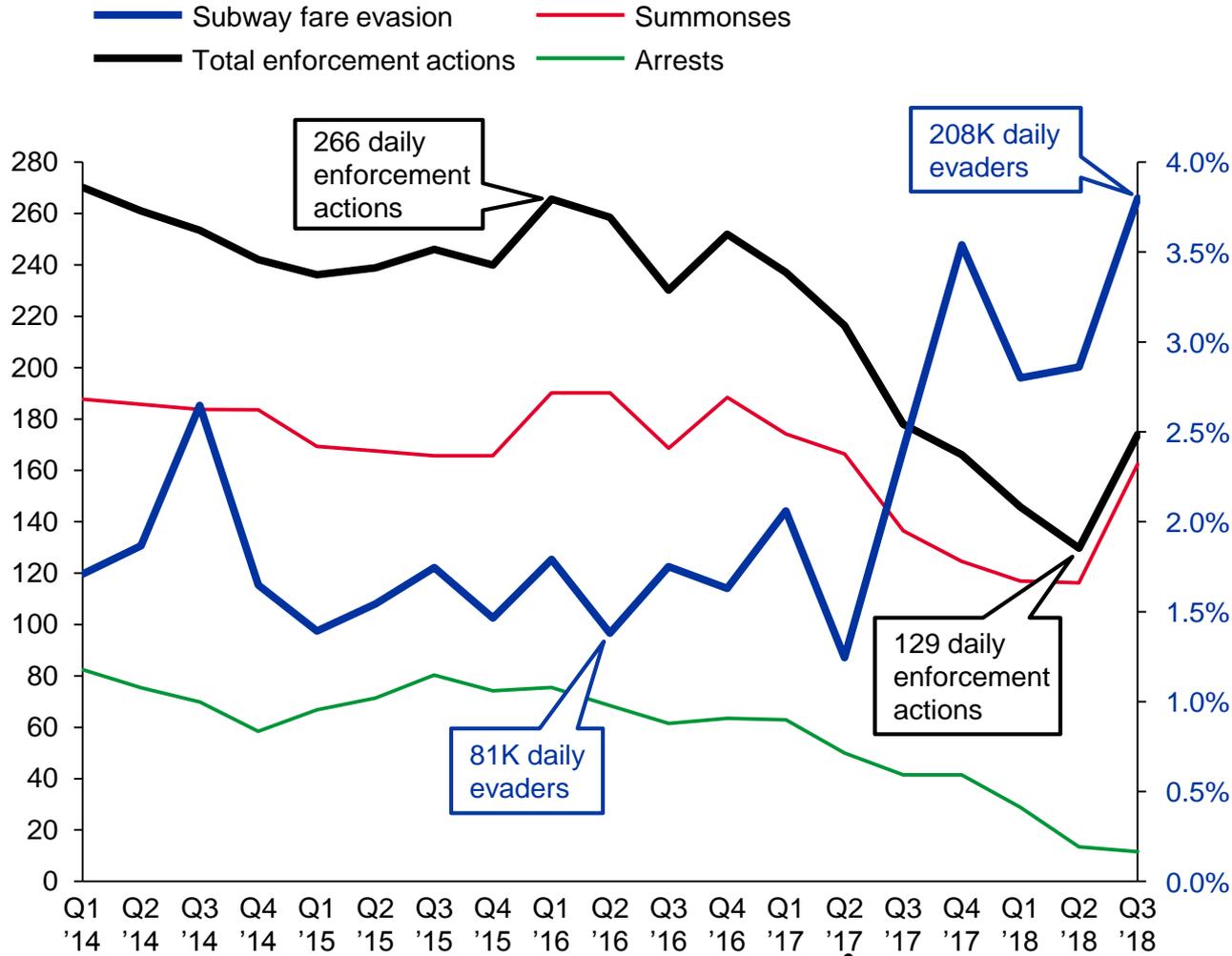|	2012	2013	2014	2015	2016	2017	2018 (YTD)
SBS fare evasion	3.0%	3.1%	3.0%	3.0%	2.4%	2.2%	2.2%
Local evasion including SBS	8.8%	9.0%	9.3%	10.5%	13.4%	13.1%	17.2%

1. Some sums are different due to rounding
2. Children over 44" are required to pay the fare. This category captures children over 44" who are riding with a parent / guardian who does not pay the fare on their behalf

Trends in subway fare enforcement actions

Theft of service (TOS) enforcement and subway fare evasion
Number of actions per day, percent fare evasion

Legend:
- Subway fare evasion
- Total enforcement actions
- Summonses
- Arrests

266 daily enforcement actions

208K daily evaders

129 daily enforcement actions

81K daily evaders

DA announces decision to end prosecution of fare evaders

- Arrests have declined steeply in 2018 – down 78% in Q2 '18 compared to Q1 '17
- Summonses were down 33% across the same periods, before recovering recently
- The period of reduced overall enforcement actions corresponds with the rise in fare evasion