

**TICKET TO RIDE: EXPANDING FREE  
AND SUBSIDIZED SCHOOL-AGED  
YOUTH TRANSIT ACCESS TO  
REDUCE FRICTION, DISMANTLE  
POLICE-MINORITY YOUTH  
INTERACTIONS, AND  
DECRIMINALIZE LOW-LEVEL  
TRANSIT MISCONDUCT**

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In 2019, New York City announced a crackdown on transit crime, specifically fare evasion—despite the fact that such a measure was unlikely to recoup unrealized revenue, was certain to be detrimental to minority youth, and even had the potential to incite violent conflict between youth and police. The legacy of broken windows policing in New York City and the persistent and escalating surveillance of bodies of color provides critical context for problematizing this policy change. This Article identifies the problems with such an approach, focusing primarily on the historical and

contemporary context and ongoing detrimental impact of overpolicing on youth of color. It argues that education system-based reforms are an adept mechanism to mitigate these problems and further contends that expanding youth transit access has the potential to functionally decriminalize low-level youth transit crimes, such as turnstile jumping, by providing youth with unlimited free transit access and thus obviating the criminality of fare evasion among qualifying students. In proposing these reforms, this Article considers Boston's recent expansion of its youth transit access initiatives and identifies Boston's approach as a potential model for New York City.