



## Legislation Details (With Text)

<b>File #:</b>	Res 1751-2013	<b>Version:</b>	*	<b>Name:</b>	MTA to amend its practice to use age rather than height in determining whether to permit children to ride for free on the NYC Transit system.
<b>Type:</b>	Resolution	<b>Status:</b>			Filed
		<b>In control:</b>			Committee on Transportation
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<b>Enactment date:</b>		<b>Enactment #:</b>			
<b>Title:</b>	Resolution calling on the Metropolitan Transit Authority (MTA) to amend its practice to use age rather than height in determining whether to permit children to ride for free on the New York City Transit system.				
<b>Sponsors:</b>	Deborah L. Rose, Maria Del Carmen Arroyo, Charles Barron, Margaret S. Chin, Inez E. Dickens, Sara M. Gonzalez, David G. Greenfield, Letitia James, Annabel Palma, Jumaane D. Williams, Ruben Wills				
<b>Indexes:</b>					
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Date	Ver.	Action By	Action	Result
5/8/2013	*	City Council	Introduced by Council	
5/8/2013	*	City Council	Referred to Comm by Council	
12/31/2013	*	City Council	Filed (End of Session)	

### Res. No. 1751

Resolution calling on the Metropolitan Transit Authority (MTA) to amend its practice to use age rather than height in determining whether to permit children to ride for free on the New York City Transit system.

By Council Members Rose, Arroyo, Barron, Chin, Dickens, Gonzalez, Greenfield, James, Palma, Williams and Wills

Whereas, Currently the MTA allows children under 44 inches who are accompanied by an adult to ride for free on buses and trains; and

Whereas, In 2009, the Community Advisory Board at Bellevue Hospital adopted a resolution calling on the MTA to change its policy of linking children riding free on New York City Transit's subways and buses to height; and

Whereas, The Community Advisory Board's resolution pointed to studies by the National Center for Health Statistics that indicate that the 44 inch requirement corresponds to children who are 4 years old; and

Whereas, According to a study released by the MTA in 2011, and quoted in the New York Daily News,

43 percent of fare evasion can be attributed to children over 44 inches not paying the fare; and

Whereas, According to the Wall Street Journal, in 2011 the MTA launched a pilot program at the Bowling Green station to remind parents about the agency's policy on height requirements; and

Whereas, According to a June 28, 2012, Wall Street Journal article in which a journalist was sent to the Bowling Green subway, many parents believe that the MTA bases its lack of fare for children on age and not on height; and

Whereas, The MTA utilizes age requirement for discounted and free fares for children on other public transportation systems that it operates, like Metro-North and the Long Island Railroad; and

Whereas, Other jurisdictions utilize age requirements in determining discounted or free transit fare for children; and

Whereas, In New York State, the Niagara Frontier Transportation Authority that services Buffalo utilizes an age requirement; and

Whereas, In Los Angeles and Washington, DC, two children up to the age of five and accompanied by an adult can ride for free; and

Whereas, In London, four children up to the age of five and accompanied by an adult can ride for free; and

Whereas, Also in London, children between the ages of five and ten and accompanied by an adult can ride for free if they have an "Oyster" smartcard, which is equivalent to the MetroCard; and

Whereas, By utilizing age instead of height to provide free rides to children, the MTA would reduce confusion and potentially increase fare revenue; now, therefore, be it

Resolved, That the Council of the City of New York calls on the Metropolitan Transit Authority (MTA) to amend its practice to use age rather than height in determining whether to permit children to ride for free on the New York City Transit system.

GZ/lf