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Title: Resolution calling upon the appropriate committee of the Council to hold an oversight hearing on the implementation of a Communications Based Train Control system on the Canarsie Line and into the further intentions of the New York City Transit Authority regarding the continued assignment of trained conductors to trains in the City of New York.

Sponsors: Lewis A. Fidler, John C. Liu, Diana Reyna, Erik Martin Dilan, Margarita Lopez, Charles Barron, Christine C. Quinn, Gale A. Brewer, Allan W. Jennings, Jr., Melinda R. Katz, Michael C. Nelson, Annabel Palma, Larry B. Seabrook, Robert Jackson

Indexes:

Attachments: 1. Committee Report, 2. January 13

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Res. No. 323

Resolution calling upon the appropriate committee of the Council to hold an oversight hearing on the implementation of a Communications Based Train Control system on the Canarsie Line and into the further intentions of the New York City Transit Authority regarding the continued assignment of trained conductors to trains in the City of New York.

By Council Members Fidler, Liu, Reyna, Dilan, Lopez, Barron, Quinn, Brewer, Jennings, Katz, Nelson, Palma, Seabrook and Jackson

Whereas, The New York City Transit Authority is presently installing and testing a Communications Based Train Control (“CBTC”) system on the Canarsie Line; and

Whereas, Revenue service of the new system is scheduled to begin in the middle of 2004; and

Whereas, The CBTC system will cause trains on the Canarsie Line, more commonly known as the “L” train, to become computerized and communicate their position, speed and direction to wayside computers; and

Whereas, It is the intention of the New York City Transit Authority to expand the CBTC system to all trains in the City of New York if the system is successful on the Canarsie Line; and

Whereas, The people who will ride the Canarsie Line will effectively be an “experimental group” for the new system, as no matter how much it is tested in simulated environments, there is no substitute for its actual use; and

Whereas, Distinctions between the CBTC system for the Régie Autonome des Transports Parisiens (“RATP”) Meteor Line in Paris and the Canarsie Line, such as the Meteor Line’s use of inductive loop and the Canarsie Line’s use of radio frequency, make the performance and safety records of the Meteor Line inadequate indicators of the safety of the CBTC system for the Canarsie Line; and

Whereas, The future riders of the Canarsie Line need to be absolutely assured that the new system satisfies all existing and applicable safety requirements before they are asked to board a train that is operated by the new CBTC system; and

Whereas, Although present plans call for trains operated by the CBTC system to continue to be manned by trained conductors, there is no certainty that the New York City Transit Authority will not seek to remove trained conductors in the future; and

Whereas, Questions abound as to whether the public would be better served and better safeguarded by trains operating without trained conductors; and

Whereas, It is the duty of the City Council to protect the people of the City of New York from any potential danger, including riders of the city mass transit system and of the Canarsie Line; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the appropriate committee of the Council to hold an oversight hearing on the implementation of a Communications Based Train Control system on the Canarsie Line and into the further intentions of the New York City Transit Authority regarding the continued assignment of trained conductors to trains in the City of New York.

