



## Legislation Text

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**File #:** Res 0796-2005, **Version:** A

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### Res. No. 796-A

Resolution calling upon the New York State Legislature to amend the public authorities law to provide for a minimum staffing level of one conductor and one operator on trains operated in passenger service on lines in the New York City transit system that travel through tunnels, under a body of water, or over a bridge; or during instances when trains in passenger service are composed of more than four cars, or are greater than three hundred sixty feet in length, or are able to carry a passenger load of more than 750 persons.

By Council Members Liu, Fidler, Dilan, Reyna, Addabbo Jr., Avella, Barron, Clarke, Comrie, Foster, Gennaro, Gentile, Gerson, Gonzalez, James, Jennings, Martinez, McMahon, Monserrate, Nelson, Palma, Quinn, Recchia Jr., Vann, Weprin, Sears, Brewer, Vallone Jr., The Public Advocate (Ms. Gotbaum) and Oddo

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

Whereas, The CBTC is a computerized control system in which a train’s position, speed, and direction is controlled by computers; and

Whereas, Revenue service of the new system is projected to begin on the Canarsie Line during the first six months of 2005; and

Whereas, It is the long-term 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, Although present plans call for trains operated by the CBTC system to continue to be manned by trained conductors, the MTA plans to eliminate conductors on CBTC-controlled trains on the Canarsie line and elsewhere; and

Whereas, If conductors are eliminated from CBTC-controlled trains, only the operator of the train will be present to dispatch passengers, monitor obstructions of the doors or track, and tend to situations such as the needs of a sick passenger and any emergency circumstance that would require an entire train to be evacuated, especially in an underwater tube or tunnel; and

Whereas, It is the duty of the City Council to protect the people of the City of New York, including riders of the city mass transit system from any potential danger, and

Whereas, The New York State Legislature should pass Assembly bill A0354 in order to amend the Public Authorities to provide minimum staffing of trains operating passenger service; and

Whereas, Through the passage of this amendment, the New York State Legislature would ensure that at least one operator and one conductor would be deployed on each train in passenger service operated by the New York City Transit Authority in areas

where or during periods when emergencies might arise; and

Whereas, Example of such instances include when trains regularly travel through tunnels under bodies of water or on bridges; or when trains are greater than three hundred sixty feet in length or composed of more than four cars; or when there is heavy passenger volume; and

Whereas, Such an amendment should take effect immediately upon its enactment; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the New York State Legislature to amend the Public Authorities Law to provide for a minimum staffing level of one conductor and one operator on trains operated in passenger service on lines in the New York City transit system that travel through tunnels under a body of water, or over a bridge; or during instances when trains in passenger service are composed of more than four cars, or are greater than three hundred sixty feet in length, or are able to carry a passenger load of more than 750 persons.