S T A T E O F N E W Y O R K

1854

2009-2010 Regular Sessions

I N A S S E M B L Y

January 12, 2009

Introduced by M. of A. NOLAN, MARKEY -- Multi-Sponsored by -- M. of A. COLTON -- read once and referred to the Committee on Corporations, Authorities and Commissions

AN ACT to amend the public authorities law, in relation to establishing reliability indicators for the purpose of evaluating the effectiveness of capital funds spent in relation to the metropolitan transportation authority

THE PEOPLE OF THE STATE OF NEW YORK, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Paragraph b of subdivision 1 of section 1269-d of the public authorities law, as amended by chapter 929 of the laws of 1986, is amended to read as follows:

b. Planned service and performance standards for each year of the period covered by the plan; including, in such plan submitted after July first, nineteen hundred eighty-eight, (a) standards for determining frequency of service at peak hours and off-peak hours, (b) frequency of service at peak and off-peak hours based on the application of such standards to the current period for each subway line, bus route or group of bus routes, and commuter rail lines, divisions or branches as appropriate, (c) projected performance for each subway line, bus route or group of bus routes, and commuter rail lines, divisions or branches as appropriate as measured by reliability indicators commonly utilized within the transit industry, including such measures as mean distance between failures for [subway cars] PASSENGER VEHICLES, planned number of vehicles with air conditioning and projected reliability of such equipment, planned standards for cleanliness of the interior and exterior of subway cars, commuter rail cars, buses, and passenger stations, and other appropriate measures of planned performance influencing the quality of services[;]. IN SUCH COMPONENT OF THE PLAN FOR THE BUS AND SUBWAY SERVICES OF THE NEW YORK CITY TRANSIT AUTHORITY AND ITS SUBSIDIARIES AND FOR THE STATEN ISLAND RAPID TRANSIT AUTHORITY SUBMITTED AFTER JULY

EXPLANATION--Matter in ITALICS (underscored) is new; matter in brackets [ ] is old law to be omitted.

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FIRST, TWO THOUSAND ELEVEN, THE RELIABILITY INDICATORS FOR PROJECTED PERFORMANCE OF EACH SUBWAY LINE, BUS ROUTE OR GROUP OF BUS ROUTES, SHALL INCLUDE, BUT NOT BE LIMITED TO:

(1) THE ESTIMATED NUMBER OF PASSENGERS DELAYED MORE THAN FIVE MINUTES AND LESS THAN TWENTY MINUTES AND, DELAYED MORE THAN TWENTY MINUTES. DELAYED PASSENGERS SHALL INCLUDE, BUT NOT BE LIMITED TO, PASSENGERS WAITING LONGER THAN THE SCHEDULED HEADWAY AT A BUS STOP OR RAPID TRANSIT STATION, AND DELAYED ENROUTE OR ON BOARD A TRANSIT VEHICLE;

(2) THE ESTIMATED NUMBER OF PASSENGERS THAT RIDE IN CROWDED VEHICLES. CROWDED SHALL BE DEFINED BY IN EXCESS OF STANDARDS DEVELOPED UNDER THIS PARAGRAPH; AND

(3) THE NUMBER OF RAPID TRANSIT VEHICLES THAT PASS INTO AND OUT OF THE CENTRAL BUSINESS DISTRICT ON-TIME AS A PERCENT OF THE TOTAL NUMBER OF VEHICLES SCHEDULED. FOR PURPOSES OF THIS PARAGRAPH THE CENTRAL BUSINESS DISTRICT SHALL BE DEFINED AS THE BOROUGH OF MANHATTAN SOUTH OF 60TH STREET. FOR THE STATEN ISLAND RAPID TRANSIT AUTHORITY THE CENTRAL BUSINESS DISTRICT SHALL BE DEFINED AS THE NORTHERN TERMINAL OF THAT LINE. ON-TIME SHALL BE DEFINED AS ARRIVING AT THE BORDER OF THE CENTRAL BUSINESS DISTRICT WITHIN THE TIME SCHEDULED FOR THE NEXT VEHICLE OR FOUR MINUTES, WHICHEVER IS LESS;

S 2. This act shall take effect immediately.