



PARTNERSHIP
for New York City



**TRANSIT
COSTS
PROJECT**

MEMO OF OPPOSITION

[S9586 \(Parker\) / A10706 \(Chandler-Waterman\)](#)

Requires two-person crews on every NYC subway train

June 4, 2026

TITLE OF BILL

An act to amend the public authorities law, in relation to requiring the New York city transit authority [NYCTA] to have at least one conductor on board.

STATEMENT OF OPPOSITION

Our groups strongly oppose this bill because it would prevent the Metropolitan Transportation Authority (MTA) from using one-person train operation (OPTO), the industry standard, and realizing operational efficiencies that could be used to improve service and stabilize finances.

This bill requires that every NYC subway train have two staff on board: an operator and a conductor. The bill's supporters claim that it is necessary to ensure public safety, but what they neglect to mention is that [94% of trains in major transit systems around the world](#) have only a single operator on board – or zero.

The bill would also prevent the MTA from redirecting future efficiency savings for expenses to benefit riders and the general public by running more service or reducing out-year budget gaps. It also risks squandering the billions of dollars in MTA and NY State capital investment to modernize subway signals, including \$5.4 billion in the 2025-29 capital program, and \$5.0 billion in the 2020-24 program.

Governor Hochul rightly vetoed another version of this bill last year on the basis that it was unnecessary. We urge the Legislature to vote NO on this bill.

SUMMARY OF PROVISIONS

Section 1 provides the Legislature's findings.

Section 2 adds a new §1205-b to the Public Authorities Law stating that every subway train operated by NYCTA must have at least one conductor on board, and clarifies that the "conductor" is distinct from the "driver" of the train.

Section 3 states that the bill takes effect immediately.