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New York City Transit

June 18, 2012

Ms. Latha Thompson
District Manager - Community Board No. 8
505 Park Avenue, Suite 620 Suite 620
New York, NY 10022

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BY COMMUNITY BOARD 8

Re: Bus Schedule Revisions Effective September 2012

Dear Ms. Thompson:

As you know, MTA New York City Transit reviews, evaluates and revises bus schedules on a regular basis to ensure that they comply with MTA Board approved guidelines for operations and accurately meet current customer demand. The bus schedule changes designated for implementation in September 2012 are a product of this ongoing effort and also address the need for running time adjustments that reflect observed operating conditions. Under the bus schedule review program, all of the weekday NYC Transit express bus route schedules; approximately 50 percent of the weekday local bus route schedules; and approximately 25 percent of the weekend local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time that has elapsed since the previous review. In addition, we review schedules for routes on which destinations have changed or route paths have been significantly modified as soon as practicable after implementing the change, in order to determine whether any follow-up adjustments are warranted.

Seventy-three bus schedule changes (on 59 routes) are proposed for implementation in July 2012. Thirty-three of the 73 bus schedule changes represent increases in service frequency and/or include modifications in running time to meet established bus loading guidelines and improve reliability. The remaining forty of the 73 bus schedule changes reflect reductions in service frequencies to more closely align service with customer demand, to meet MTA loading guidelines for bus operation, and to concurrently improve reliability through running time modifications where needed. Attachment 1 provides a listing of all of the bus schedule changes that are planned for implementation in September 2012.

The implementation of these bus schedule revisions is estimated to cost \$1.7 million annually. These costs are incorporated into the 2012 operating budget.

Bus Schedule Revisions Effective April 2012

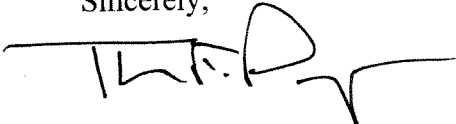
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The schedule revision plan will be presented for informational purposes to the NYC Transit Committee of the MTA Board at a meeting scheduled for Monday, June 25, 2012 at 10:00 a.m. in the fifth floor boardroom of MTA Headquarters, 347 Madison Avenue. These bus schedule changes will also be presented at the MTA Bus Operations Committee meeting which will immediately follow. Interested parties are invited to comment on the planned schedule revisions during the public session at the opening of each meeting. Speaker registration will commence 15 minutes prior to each meeting.

If you have questions, require any additional information, or if you would like to confirm the date of the meeting at which this matter will be reviewed, please have a member of your staff contact Lois H. Tendler, Vice President for Government and Community Relations, at 646-252-2660.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Prendergast', with a horizontal line extending to the left and a vertical line extending downwards from the end.

Thomas F. Prendergast
President

Attachment

cc: Robert Bergen
Darryl Irick
Lois H. Tendler
Paul Fleuranges
Peter G. Cafiero

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	Route	Schedul		Percent of Guideline Capacity (%)		Schedul		Percent of Guideline Capacity (%)		Schedul		Percent of Guideline Capacity (%)		Rev Miles Change				
		Headway In Minutes (*)		Capacity (%)		Headway In Minutes (*)		Capacity (%)		Headway In Minutes (*)		Capacity (%)						
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed					
	B11	7	6	105%	94%	12	10	108%	90%	7	8	74%	83%	15	15	75%	97%	+2.8%
	B26	7	6	107%	96%	10	10	98%	98%	7	7	101%	89%	10	9	113%	97%	+3.3%
	B35	2	2.5	78%	84%	5	4.5	110%	99%	2.5	3	86%	91%	3.5	4	76%	89%	-0.9%
	B36	4	3.5	104%	98%	10	9	100%	86%	7	7	97%	97%	12	15	69%	86%	-2.7%
	B38	2	2.5	73%	79%	4	4.5	71%	77%	4	4.5	70%	83%	5.5	8.5	54%	94%	-9.0%
	B41	2.5	2.5	91%	91%	3.5	4	73%	80%	3	3	89%	89%	4	4.5	82%	91%	-1.2%
	B49	4	4.5	89%	98%	8	8	91%	91%	5.5	5.5	88%	88%	12	12	99%	99%	-3.5%
	B65	9	9	81%	81%	20	20	75%	75%	10	12	63%	82%	15	20	58%	78%	-5.3%
	B74	9	8	110%	96%	12	12	74%	74%	7	7	95%	95%	15	12	106%	84%	+0.1%
	Bx3	5	5	91%	91%	8	8	98%	98%	6	5.5	97%	89%	10	10	115%	96%	+1.7%
	Bx5	4	4.5	76%	87%	9	10	61%	72%	6	6	76%	85%	10	10	90%	90%	-9.7%
	Bx7	10	9	114%	98%	10	10	88%	88%	9	7	111%	86%	20	15	108%	81%	+1.7%
	Bx8	10	10	93%	93%	15	15	88%	88%	12	10	102%	80%	30	30	61%	61%	+0.6%
	Bx10	5	5.5	85%	92%	15	10	138%	92%	10	9	105%	90%	12	10	119%	99%	+5.4%
	Bx12	7	8	68%	77%	10	10	79%	79%	7	7	92%	92%	12	15	41%	81%	-5.8%
	SBS 12	4	3.5	107%	94%	8	6	123%	79%	6	5	108%	90%	8	5	141%	92%	+11.9%
	Bx16	7	8	71%	80%	20	20	89%	89%	8	8	85%	85%	20	20	94%	94%	-0.4%
	Bx22	8	7	103%	90%	10	12	70%	84%	8	7	96%	84%	10	10	77%	77%	+0.4%
	M100	10	8	115%	86%	10	9	98%	98%	9	7	118%	92%	12	12	66%	66%	+3.7%
	M101	9	9	80%	80%	9	9	109%	93%	8	8	84%	96%	9	10	53%	59%	-0.9%
	M102	12	12	77%	77%	12	15	51%	100%	10	10	64%	78%	12	15	46%	90%	-10.3%
	M103	12	12	67%	67%	12	15	43%	83%	12	12	75%	75%	12	15	30%	58%	-8.1%
	Q46	2	1.5	106%	97%	5	6	83%	99%	2.5	2	106%	96%	4.5	3.5	125%	95%	+0.6%
	Q55	7.5	5.5	125%	91%	15	7	84%	84%	7	4	96%	96%	12	12	76%	76%	+2.2%
	Q58	3	3	96%	96%	8	15	120%	84%	5	4	106%	85%	15	20	108%	89%	+8.1%
	SE2/92	8	8	89%	89%	15	12	109%	87%	8	8	69%	69%	15	20	63%	84%	-4.0%
	S89	12	15	62%	89%	-	-	-	61%	4.5	4.5	98%	98%	7	9	72%	77%	-5.1%
	X1	5	5.5	81%	88%	30	20	103%	61%	10	9	108%	93%	15	15	78%	78%	0.0%
	X2	6	5.5	102%	93%	-	-	-	-	9	9	98%	93%	15	15	79%	79%	-8.4%
	X3	7	8	73%	83%	-	-	-	-	20	20	72%	72%	-	-	-	-	-
	X5	7	6	102%	92%	-	-	-	-	8	7	103%	92%	20	20	91%	91%	+5.4%
	X7	5	5	89%	89%	-	-	-	-	9	8	112%	98%	20	15	113%	57%	+10.0%
	X8	8	9	81%	93%	-	-	-	-	10	10	88%	88%	30	30	58%	58%	-2.9%
	X9	8	8	95%	95%	-	-	-	-	10	9	102%	88%	15	15	73%	73%	+6.6%
	X10	8	8	96%	96%	30	30	65%	65%	15	10	117%	78%	12	15	44%	61%	+0.9%
	X11	9	9	82%	82%	-	-	-	-	8	9	82%	94%	-	-	-	-	-3.2%
	X12	5	5.5	83%	90%	-	-	-	-	10	9	102%	87%	20	20	71%	71%	+1.8%
	X14	9	10	81%	95%	-	-	-	-	10	9	105%	90%	-	-	-	-	0.0%
	X17A/C	5	5.5	83%	90%	30	30	70%	70%	7	6	108%	97%	12	10	111%	92%	+1.3%
	X17J	4.5	4	104%	90%	-	-	-	-	6	6	98%	98%	-	-	-	-	+3.0%
	X22	5.5	6	81%	89%	-	-	-	-	12	10	104%	86%	30	30	95%	95%	+2.1%
	X31	12	10	100%	84%	-	-	-	-	15	15	82%	82%	30	30	83%	83%	+4.5%
	X42	10	12	72%	87%	-	-	-	-	12	12	94%	94%	-	-	-	-	-6.6%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday and evening headways and percent of guideline capacity are based on a representative hour during the time periods described in the headings.

Route	Saturday				Late Morning				Midday				Late Afternoon				Evening				Rev Miles Change
	Sched Headway		Percent of Guideline		Sched Headway		Percent of Guideline		Sched Headway		Percent of Guideline		Sched Headway		Percent of Guideline		Sched Headway		Percent of Guideline		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
B1	12	9	129%	92%	10	8	130%	95%	10	8	118%	86%	10	10	85%	85%	10	10	85%	85%	+12.5%
B6	4.5	5	73%	79%	4.5	4.5	79%	79%	4.5	4	99%	92%	4.5	5	75%	81%	4.5	5	75%	81%	-1.4%
B64	15	20	49%	65%	9	12	60%	84%	10	12	71%	85%	15	15	71%	71%	15	15	71%	71%	-11.4%
Bx11	12	15	71%	89%	10	10	89%	89%	9	9	88%	88%	10	10	67%	81%	12	12	67%	81%	-5.3%
Bx19	10	12	74%	89%	8	9	75%	86%	9	10	88%	87%	10	12	78%	93%	12	12	78%	93%	-10.0%
Bx33	20	30	33%	50%	20	30	31%	47%	20	20	74%	87%	10	12	92%	92%	30	30	26%	26%	-12.1%
Bx36	9	10	81%	94%	7	8	88%	99%	7	7	93%	93%	10	10	92%	92%	10	10	92%	92%	-3.3%
M72	20	20	50%	50%	15	20	72%	95%	15	12	104%	83%	20	20	73%	73%	20	20	73%	73%	+4.7%
M101	8	10	35%	46%	10	10	85%	85%	10	12	77%	93%	10	12	60%	60%	12	12	60%	60%	-5.1%
M102	15	15	65%	62%	10	12	52%	63%	8	9	69%	79%	12	15	45%	45%	15	15	45%	45%	-10.3%
M103	12	15	27%	53%	10	12	52%	63%	9	10	73%	85%	12	15	36%	70%	15	15	36%	70%	-15.3%
Q4	12	12	77%	77%	10	10	73%	97%	10	10	80%	80%	12	12	73%	73%	12	12	73%	73%	-7.2%
Q5	9	10	71%	83%	9	8	104%	89%	8	7	103%	85%	9	10	76%	88%	9	10	76%	88%	+1.5%
Q28	12	10	103%	78%	12	10	101%	76%	12	10	104%	78%	12	12	75%	75%	12	12	75%	75%	+4.1%
Q85	10	9	111%	95%	10	9	112%	96%	8	9	84%	99%	12	12	88%	88%	12	12	88%	88%	+0.9%
S53	12	10	103%	86%	10	10	99%	99%	10	10	98%	98%	15	20	69%	93%	15	20	69%	93%	0.0%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Route	Sunday				Monday				Tuesday				Wednesday				Rev Miles Change
	Late Morning		Midday		Late Afternoon		Evening		Late Morning		Midday		Late Afternoon		Evening		
	Scheduled Headway In Minutes (*)	Percent of Guideline Capacity (%)	Scheduled Headway In Minutes (*)	Percent of Guideline Capacity (%)	Scheduled Headway In Minutes (*)	Percent of Guideline Capacity (%)	Scheduled Headway In Minutes (*)	Percent of Guideline Capacity (%)	Scheduled Headway In Minutes (*)	Percent of Guideline Capacity (%)	Scheduled Headway In Minutes (*)	Percent of Guideline Capacity (%)	Scheduled Headway In Minutes (*)	Percent of Guideline Capacity (%)	Scheduled Headway In Minutes (*)	Percent of Guideline Capacity (%)	
B1	20	108%	10	99%	9	93%	12	88%	12	88%	12	88%	12	88%	12	88%	+2.1%
B6	8	76%	7	76%	8	101%	6	70%	7	70%	7	78%	7	78%	7	78%	-5.5%
B38	12	101%	8	81%	8	93%	12	56%	15	56%	15	69%	15	69%	15	69%	-3.5%
B64	20	59%	10	43%	15	64%	15	80%	20	43%	20	58%	20	58%	20	58%	-21.9%
B82	10	76%	9	72%	10	79%	10	80%	12	71%	12	86%	12	86%	12	86%	-8.2%
Bx5	20	89%	12	47%	15	58%	12	70%	15	51%	15	99%	15	99%	15	99%	-5.9%
M11	20	33%	12	59%	15	74%	15	87%	20	39%	20	52%	20	52%	20	52%	-5.3%
M100	15	62%	10	80%	10	79%	12	79%	15	68%	15	85%	15	85%	15	85%	-8.1%
M101	15	72%	12	80%	12	76%	15	76%	20	71%	20	94%	20	94%	20	94%	-3.3%
M102	15	54%	15	88%	12	74%	15	74%	20	62%	20	83%	20	83%	20	83%	-8.6%
M103	15	29%	15	97%	12	88%	12	88%	15	31%	15	61%	15	61%	15	61%	-5.9%
Q54	20	68%	20	85%	15	60%	20	80%	20	55%	20	55%	20	55%	20	55%	-4.1%
Q55	20	74%	15	66%	20	67%	20	89%	20	79%	20	79%	20	79%	20	79%	-6.1%
Q58	7	97%	7	116%	7	111%	8	91%	8	88%	8	88%	8	88%	8	88%	+11.2%

(*) Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.