



## Bus Company

**Date** March 18, 2010  
**To** MTA Bus Company Committee Members  
**From** Joseph J. Smith, President  
**Re** **Modifications to Proposed MTA Bus Company 2010 Service Reductions in Response to Public Hearings**

The following presents our recommended modification to the MTA Bus Company (MTA Bus) 2010 Service Reductions, based on comments received at the public hearings. The modification affects the BxM7B express bus route. This modification, discussed below, would reduce the net service-related cost savings for MTA Bus from \$1.500 million to approximately \$1.425 million annually.

1. ***Current Change:* Discontinue the BxM7B City Island express bus route**  
***Modification:* Discontinue the BxM7B route and extend two BxM7A weekday peak period trips in each direction to/from City Island**

This modification would discontinue the BxM7B, but would maintain an express bus to City Island by extending two weekday peak period BxM7A trips in each direction to City Island, the same frequency and span of express bus service that currently exists. These BxM7A trips would be extended from the current terminus at nearby Pelham Bay Park, which is along the primary access road to/from access City Island. Net annual cost savings of the BxM7B service reduction would be reduced from approximately \$204,000 to \$129,000.

Please note that, as modified, the change to the BxM7B proposal (to extend select weekday peak period BxM7A trips to replace BxM7B service on City Island) is minor and does not require either public hearing or a vote of the Board. It is presented here for information only, but needs to be referenced in the list of discontinuations as a mitigation.

Thank you.

cc: J. H. Walder  
F. Cuenca  
N. Silverman  
T. Del Sorbo  
W. Wheeler