



## Legislation Details (With Text)

<b>File #:</b>	Res 0355-2006	<b>Version:</b>	*	<b>Name:</b>	Prohibiting the MTA from issuing guidelines that increase NYC's bus target capacity.
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<b>Enactment date:</b>		<b>Enactment #:</b>			
<b>Title:</b>	Resolution calling upon the New York State Legislature to adopt legislation prohibiting the Metropolitan Transportation Authority from issuing guidelines that increase New York City's bus target capacity.				
<b>Sponsors:</b>					
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Date	Ver.	Action By	Action	Result
6/13/2006	*	City Council	Introduced by Council	
6/13/2006	*	City Council	Referred to Comm by Council	
12/31/2009	*	City Council	Filed (End of Session)	

### Res. No. 355

Resolution calling upon the New York State Legislature to adopt legislation prohibiting the Metropolitan Transportation Authority from issuing guidelines that increase New York City's bus target capacity.

By Council Members Brewer, Comrie, Gonzalez, Liu, Mark-Viverito, Palma, Sanders Jr. and Stewart

Whereas, The New York City Transit ("NYCT") has plans to implement the "Off-Peak Bus 100% Seated Load Guideline," which is a newly-revised guideline of the Metropolitan Transportation Authority ("MTA") that would result in the operation of fewer buses based upon assumptions and targeted goals of 100% seating capacity during off-peak hours; and

Whereas, According to the MTA's 2006 Adopted Budget, February Financial Plan, 2006-2009 (the "2006 Adopted Budget"), the NYCT delayed the implementation of this program from 2006 to 2007; and

Whereas, The MTA projections indicate that the program would have saved the Authority \$18.2 million in 2006, and will save the Authority \$11.8 million in 2007; and

Whereas, In addition, according to the 2006 Adopted Budget, when implemented in 2007, there will be an increase in average ridership per bus ("passenger loads") and average lag time between bus arrivals ("trip headways"); and

Whereas, While the one-year delay in implementation restores bus operator, maintenance and fuel resources to current levels, the potential of crowded buses and increased wait time for buses from the revision of the MTA guidelines may become a detriment to

public safety, quality service delivery, and economic activity; and

Whereas, Such conditions would impose a great hardship on New Yorkers and other riders, and would discourage the use of mass transit, resulting in downward spiral of both bus ridership and revenue; and

Whereas, The 2005 Adopted Budget, February Financial Plan, 2005-2008 (the “2005 Adopted Budget”) stated that ridership will be affected by change in off-peak guidelines, declining by 9.3 million when the initiative is fully implemented; and

Whereas, This potential reduction in the use of mass transit would occur at a time when the use of mass transit should be promoted to reduce the vehicular congestion problems faced by the City; and

Whereas, In addition, the MTA projected in its 2005 Adopted Budget that the change in bus loading guidelines to allow for 100% seat loads is expected to reduce farebox revenue by \$1.2 million, and that the revenue reduction will reach \$9.0 million when this initiative is fully implemented; and

Whereas, Proper legislative action should be undertaken by the New York State Legislature to prohibit these MTA guidelines, based upon the harmful effects of increasing passenger loads; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the New York State Legislature to adopt legislation prohibiting the Metropolitan Transportation Authority from issuing guidelines that increase New York City’s bus target capacity.