



Service Changes: Express Bus Service Additions Summer 2024

Sarah Wyss, Interim Chief, Operations Planning

Service Issue

Congestion Pricing (formally known as the Central Business District Tolling Program) is planned to launch in June 2024. By charging vehicles a toll to enter the Congestion Relief Zone, defined as local streets and avenues in Manhattan at or below 60th Street, Congestion Pricing will encourage drivers to switch to transit (subways, buses, and railroads) into the Congestion Relief Zone and avoid the toll.

Detailed analysis has shown that all bus routes in the MTA network entering the Congestion Relief Zone have ample capacity to transport the additional passengers anticipated after Congestion Pricing goes live. Nonetheless, the implementation of Congestion Pricing also presents an opportunity to attract riders to transit with additional options for travel into the Congestion Relief Zone that are affordable, fast, and convenient. As such, the MTA is proposing to increase the frequency of express bus service on the routes with the highest utilization rates during any single hour of an average weekday. These routes are the BM2, BM5, SIM1C, SIM4C, SIM23 and SIM24.

The MTA will monitor ridership levels on these express bus routes after Congestion Pricing to assess whether the additional ridership justifies the additional service.

Recommendation

Add trips to the express bus routes with the highest utilization during any single hour of an average weekday. Trips would be added to the BM2, BM5, SIM1C, SIM4C, SIM23 and SIM24.

Impact on Funding

The net result of the recommended service revision would be an annualized increase in operating cost of approximately \$883,000 per year. \$629,000 per year would be on NYCT bus routes (including \$496,000 for the SIM23 and SIM24 funded by the City of New York) and \$254,000 per year would be on MTA Bus bus routes. Funding to support these service revisions would come from the Outer Borough Transportation Account (OBTA). The use of OBTA funding is the result of consultation with the houses of the legislature and is subject to the requirements of subdivision 3 of Section 1270-i of the Public Authorities law and MTA Approval.

Implementation Date

June 2024

Staff Summary



Bus Company



New York City Transit

Subject	Express Bus Service Additions Summer 2024
Department	Operations Planning
Department Head Name	Sarah Wyss
Department Head Signature	
Project Manager Name	Robert Lai

Date	April 26, 2024
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Committee			X	
3	Board			X	
4					

Internal Approvals			
Order	Approval	Order	Approval
		4	Chief Cust. Officer
7	President	3	General Counsel
6	Deputy CFO	2	Sr. Dir., External Relations
5	SVP, Buses	1	Interim Chief, OP

Purpose

The purpose of this staff summary is to gain presidential approval for, and to inform the New York City Transit/MTA Bus Committee of bus schedule changes to increase scheduled service levels of on six express bus routes in support of Congestion Pricing (formally known as the Central Business District Tolling Program).

Discussion

All bus routes in the MTA network entering the Congestion Relief Zone have ample capacity to transport the additional passengers anticipated after Congestion Pricing goes live. Nonetheless, the implementation of Congestion Pricing also presents an opportunity to attract riders to transit with additional options for travel into the Congestion Relief Zone that are affordable, fast, and convenient. To support the success of Congestion Pricing, the MTA reviewed utilization of the available capacity during the average weekday for all express bus routes, and identified opportunities to provide additional frequency on the express bus routes with the highest utilization during any single hour of an average weekday. Six express bus routes were selected for additional weekday trips at the times noted below.

1. BM2 (MTA Bus): Brooklyn: Canarsie-Avenue H-Midtown/Downtown
 - 1 Manhattan-bound trip in the AM peak
2. BM5 (MTA Bus): Brooklyn & Queens: Spring Creek-Linden Blvd-Woodhaven Blvd-Midtown
 - 1 Queens/Brooklyn-bound trip in the PM peak
3. SIM1C (NYCT): Staten Island: Eltingville-Hylan Blvd-Midtown/Downtown
 - 1 Manhattan-bound trip in the weekday afternoon

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4. SIM4C (NYCT): Staten Island: Huguenot-Richmond Av-Midtown/Downtown
 - 1 Staten Island-bound trip in the weekday afternoon
5. SIM23 (NYCT): Staten Island: Annadale-Arden Av-Midtown
 - 1 peak period, peak direction trip each in the AM and PM peaks
6. SIM24 (NYCT): Staten Island: Prince's Bay-Huguenot Av-Midtown
 - 1 peak period, peak direction trip each in the AM and PM peaks

See the attached maps (Map 1- Map 6) showing the service areas of each of these routes.

These express bus routes would be evaluated as part of the regular review of bus ridership levels to assess whether these added trips should continue to operate.

Recommendation

Add trips to the express bus routes with the highest utilization during any single hour of an average weekday. Trips would be added to the BM2, BM5, SIM1C, SIM4C, SIM23 and SIM24.

Alternatives

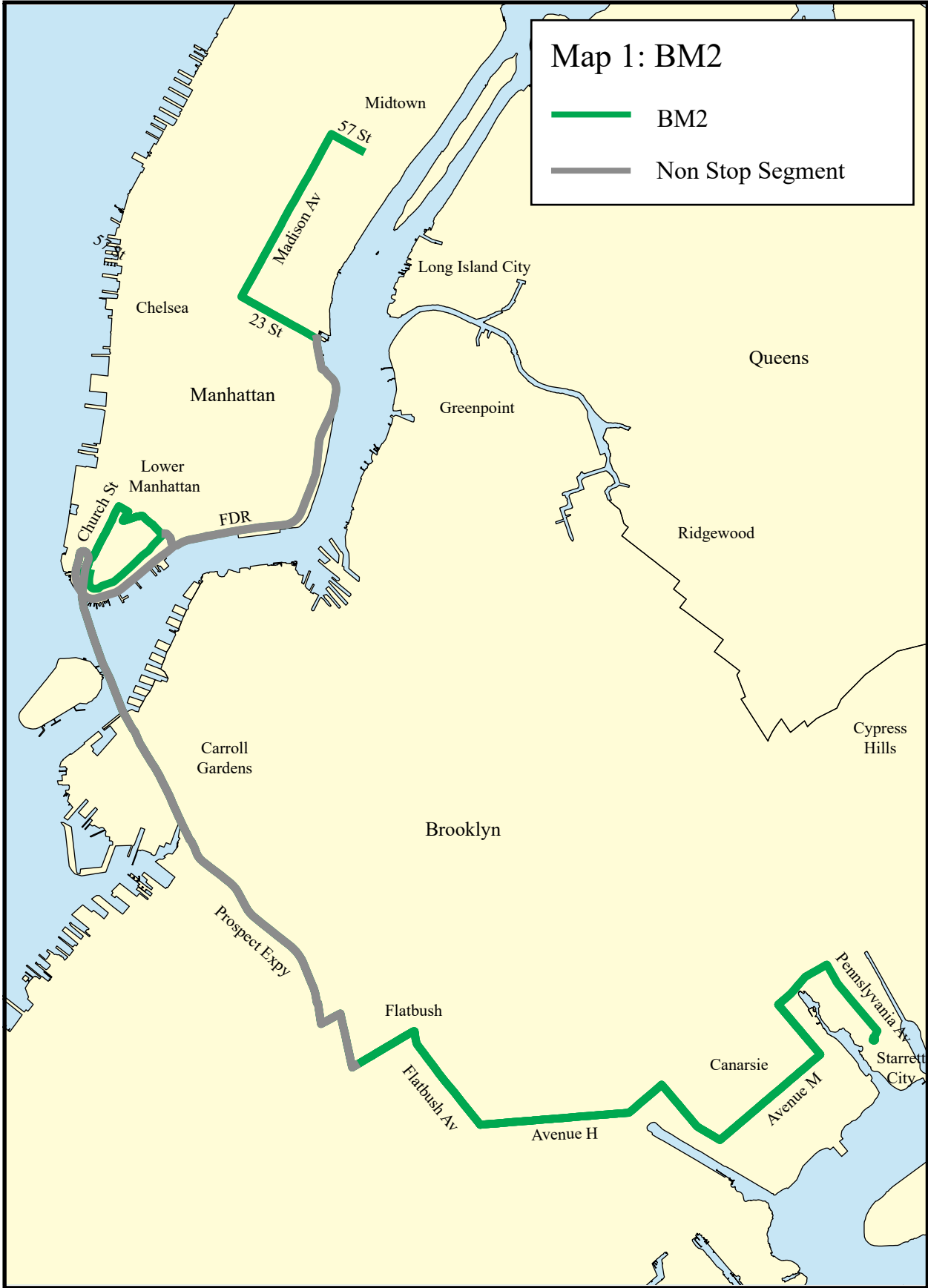
Do nothing. Retain the existing levels of service on the six express bus routes where ridership is highest. However, with implementation of Congestion Pricing it is in MTA's interests to attract additional riders to transit modes to travel to the Congestion Relief Zone.

Impact on Funding

The net result of the recommended service revision would be an annualized increase in operating cost of approximately \$883,000 per year. \$629,000 per year would be on NYCT bus routes (including \$496,000 for the SIM23 and SIM24 funded by the City of New York) and \$254,000 per year would be on MTA Bus bus routes. Funding to support these service revisions would come from the Outer Borough Transportation Account (OBTA). The use of OBTA funding is the result of consultation with the houses of the legislature and is subject to the requirements of subdivision 3 of Section 1270-i of the Public Authorities law and MTA Approval.

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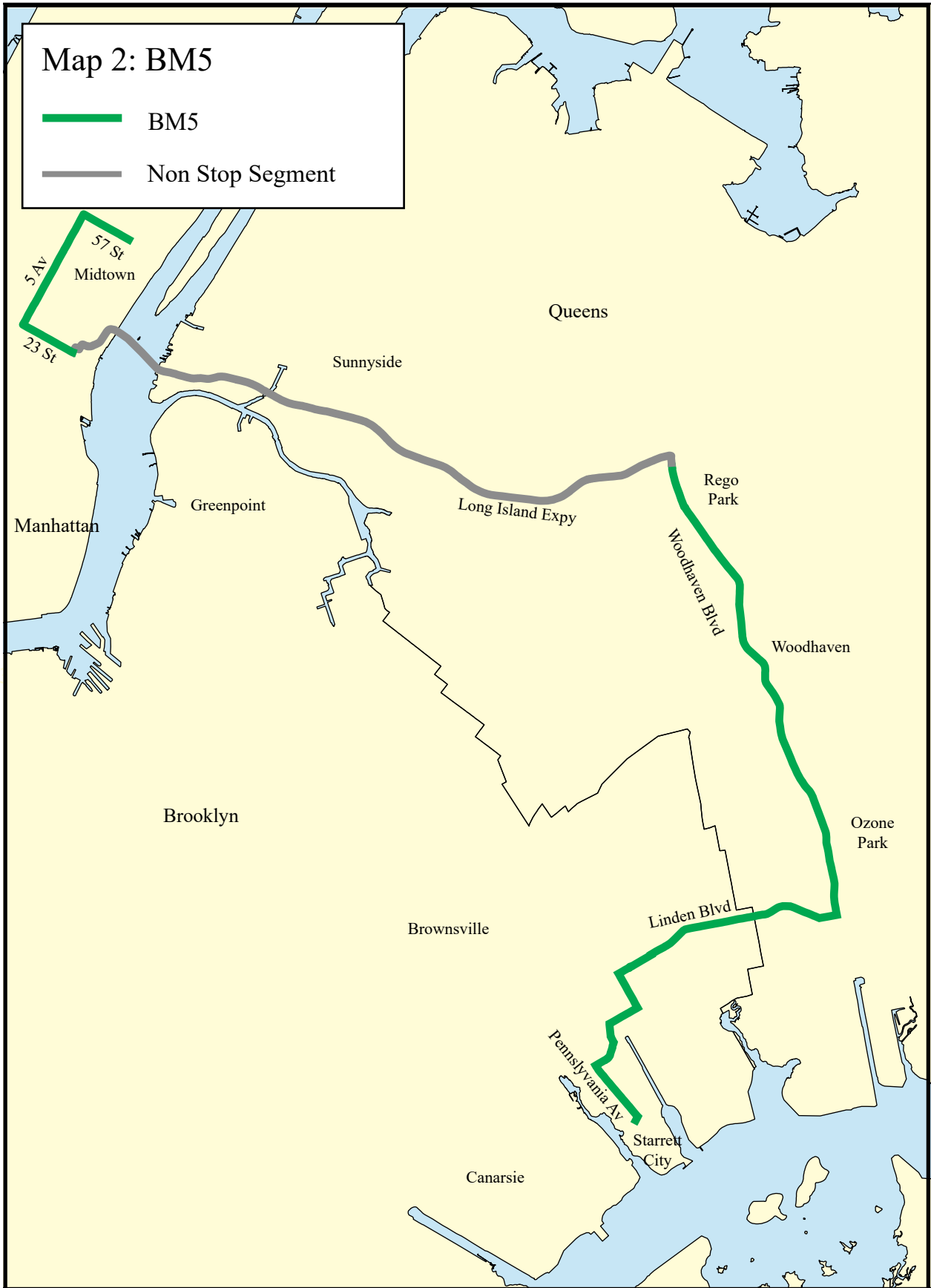


Map 1: BM2

- BM2
- Non Stop Segment



Map 2: BM5

-  BM5
-  Non Stop Segment




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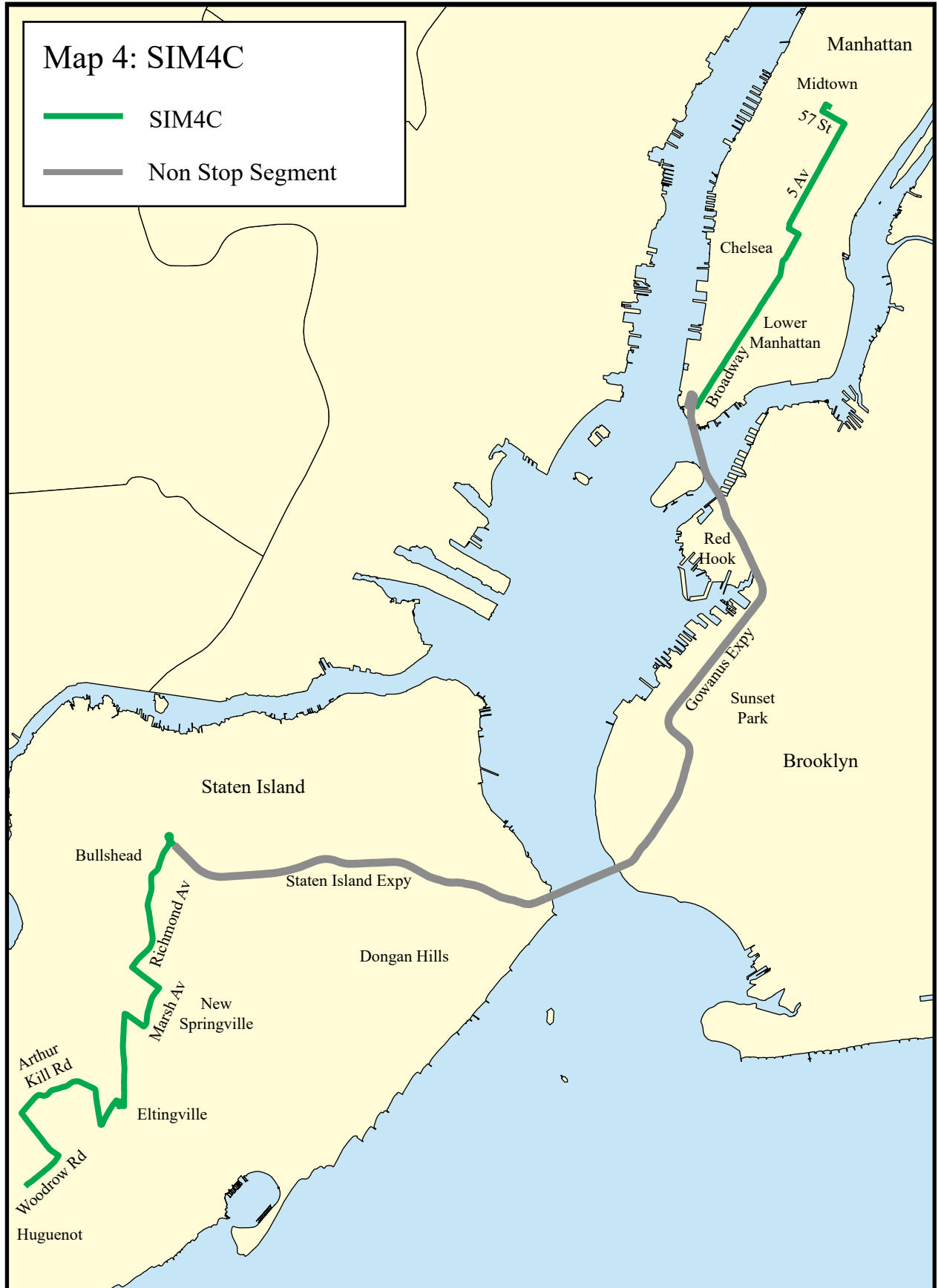
Map 3: SIM1C

-  SIM1C
-  Non Stop Segment





Map 4: SIM4C

-  SIM4C
-  Non Stop Segment





Map 5: SIM23

-  SIM23
-  Non Stop Segment



Map 6: SIM24

-  SIM24
-  Non Stop Segment

