



Service Changes: Bus Service Enhancements

Christopher Pangilinan, Chief, Operations Planning

Service Issue

The implementation of Congestion Pricing presents the opportunity to attract riders to transit with additional options for travel that are affordable, fast, and convenient. To support the success of Congestion Pricing, the MTA reviewed the bus network and identified opportunities to improve service by increasing frequency and/or making running time adjustments on key bus routes.

Recommendation

Provide frequency increases and/or running time adjustments on eight express bus routes and 16 local bus routes/route combinations.

Impact on Funding

The net result of the recommended service revision is an annualized increase in operating cost of approximately \$8 million. The annual operating cost includes approximately \$1.38 million for express bus routes and \$6.6 million per year for local bus routes. In the first year there is an additional cost of approximately \$5 million to rehabilitate and extend the life of 29 local buses.

Approximately \$5.1 million per year of the \$8 million is for NYCT bus routes (including \$496,000 for the SIM23 and SIM24 funded by the City of New York) and approximately \$2.9 million per year is for MTA Bus Company bus routes.

Implementation Date

Express bus routes: Spring 2025

Local bus routes: Summer 2025


Staff Summary



Bus Company



New York City Transit

Subject	Bus Service Enhancements
Department	Operations Planning
Department Head Name	Christopher Pangilinan
Department Head Signature	
Project Manager Name	Robert Lai

Date	December 10, 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	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 enhance service on eight express bus routes, and 16 local bus routes/bus route combinations in support of Congestion Pricing (formally known as the Central Business District Tolling Program).

Discussion

The implementation of Congestion Pricing presents the opportunity to attract riders to transit with additional travel options that are affordable, fast, and convenient. To support the success of Congestion Pricing, the MTA reviewed the bus network and identified opportunities to improve service by increasing frequency and/or making running time adjustments on key current bus routes. Investing in bus service capacity that accommodates ridership demand at the advertised arrival times are principal elements of well-scheduled bus service.

Frequency increases add trips and passenger capacity to a bus route, helping to address ridership increases where utilization is high. Running time adjustments help to provide more reliable service to better ensure that bus service is operated as scheduled, which helps to reduce crowding associated with irregular service that is seen with bus bunching.

Express Bus Routes

For express bus routes, eight routes with high current utilization were selected for weekday frequency increases. Express bus routes provide one seat ride service at a premium fare between

the outer boroughs and the Central Business District in Manhattan and can be an attractive alternative for those who travel from the outer boroughs to Manhattan.

Routes with frequency increases include six express bus routes whose service had been increased in summer 2024 in anticipation of Congestion Pricing, and removed in fall 2024 as Congestion Pricing was paused. These trips will be added to the spring 2025 schedules utilizing coach buses from the current fleet.

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
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
7. X27 (NYCT): Brooklyn: Bay Ridge-Midtown/Downtown
 - 1 peak period, peak direction trip each in the AM and PM peaks
8. QM15 (MTABC): Queens: Lindenwood-Cross Bay Blvd-Woodhaven Blvd-Midtown
 - 1 peak period, peak direction trip each in the AM and PM peaks

Local Bus Routes

For local bus routes, 16 local bus routes/route combinations were identified for frequency and/or running time adjustments where utilization is high and/or on routes that have reliability issues as noted in the list below. Route combinations are bus routes that are scheduled together on shared corridors. An increase in the overall fleet by approximately 29 additional buses is needed to support these improvements. These buses will be secured by conducting rehabilitation work to extend the service life of buses that were being planned for retirement, which will take time to complete. The details of the frequency increases and running time adjustments are under development, and are planned for implementation in the summer 2025 schedule.

1. B17 (NYCT): Crown Heights-Canarsie
 - Running time adjustments
2. B26 (NYCT): Fulton St-Ridgewood
 - Frequency increases
3. B74 (NYCT): Sea Gate-Stillwell Avenue Station
 - Frequency increases
4. B103 (MTABC): Canarsie-Downtown Brooklyn
 - Running time adjustments

5. Bx10 (NYCT): Riverdale-Norwood
 - Running time adjustments
6. Bx17 (NYCT): Port Morris-Fordham Plaza
 - Frequency increases and running time adjustments
7. Bx23 (MTABC): Co-op City-Pelham Bay Park Station
 - Running time adjustments
8. Bx28/Bx38 (NYCT): Co-Op City-Fordham Center
 - Running time adjustments
9. Q13 (NYCT): Flushing-Ft. Totten
 - Running time adjustments
10. Q28 (NYCT): Bayside-Flushing
 - Running time adjustments
11. Q35 (MTABC): Rockaway Park-Midwood
 - Running time adjustments
12. Q43 (NYCT): Jamaica-Floral Park
 - Frequency increases and running time adjustments
13. Q66 (MTABC): Flushing-Long Island City
 - Frequency Increases and Running time adjustments
14. Q69 (MTABC): Long Island City-Astoria
 - Running time adjustments
15. S46/S96 (NYCT): Castleton Avenue
 - Frequency increases and running time adjustments
16. S79 SBS (NYCT): Staten Island Mall-Bay Ridge
 - Frequency increases and running time adjustments

Recommendation

Provide frequency increases and/or running time adjustments on eight express bus routes and 16 local bus routes/route combinations.

Alternatives

Do nothing. Retain the existing levels of service and schedules. However, with implementation of Congestion Pricing it is in public interest to increase bus service and attract additional riders to transit modes.

Impact on Funding

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