

BERGEN **BUS RAPID TRANSIT STUDY** COUNTY

PREFERRED BRT NETWORK

The Bergen County Department of Planning & Economic Development, in coordination with NJ TRANSIT, initiated a study to determine how Bus Rapid Transit (BRT) can be used to improve the quality and attractiveness of public transit within Bergen County. Through a series of analyses, a robust public outreach process, and a screening process, the study team has developed a Preferred BRT Network, comprised of four proposed BRT routes (A, B, C and D).

BRT A is a north-south service that would serve stations from Paramus to Secaucus Junction, making local stops through Paramus and Hackensack, and serving Teterboro Airport before terminating in Secaucus. BRT B and BRT C routes are north-south services that would serve stops between Montvale Park and Ride to the north and Secaucus Junction Station to the south via the Meadowlands, and Harmon Meadow. BRT B would make local stops in Paramus and Hackensack, while BRT C would be a companion north-south express variant. BRT D is an east-west route between Broadway Bus Terminal in Paterson and Englewood Hospital, via downtown Hackensack.

RIDERSHIP + REVENUE

ROUTE	PROJECTED AVERAGE FARE	PROJECTED ANNUAL RIDERSHIP	PROJECTED ANNUAL REVENUE	NET ANNUAL OPERATING COST (O & M, 2015 \$)	PROJECTED FAREBOX RECOVERY RATIO
ROUTE A	\$1.50	0.74 M	\$1.11 M	\$7.9 M	14.0 %
ROUTE B	\$1.50	0.65 M	\$0.97 M	\$7.7 M	12.8 %
ROUTE C	\$1.50	0.83 M	\$1.24 M	\$6.4 M	19.4 %
ROUTE D	\$1.75	1.53 M	\$2.68 M	\$13.2 M	20.3 %
TOTAL	--	3.75 M	\$6.00 M	\$35.3 M	17.0 %

CAPITAL COST

ITEM:	Work Zone Traffic Control	Signal Work for TSP	BRT Vehicles	Stations	Lane Conversion Painting**	Misc. Pedestrian Improvements	Queue Jump	Soft Costs* and Design Contingency
DETAIL	3%	97 intersections	58 vehicles	34 stations	4.1 miles	1%	7 queue jumps	35% and 40%
COST	\$0.19 M	\$0.97 M	\$45.0 M	\$3.89 M	\$1.43 M	\$0.06 M	\$0.35 M	\$6.26 M

\$58.0 M TOTAL PROJECTED CAPITAL COST (2015 \$)**

*Includes Survey, Design, Mobilization, and Insurance

**Estimate does not include costs for bus-on-shoulder. Total capital cost for the network with bus-on-shoulder is \$156 M.

The acquisition by NJTRANSIT of an additional bus vehicle maintenance facility is required to advance the Bergen County Bus Rapid Transit service. Estimated Capital Cost \$50 Million (2015)

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