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# New York City Independent Budget Office



## DOT Lacks Resources, Funding to Meet Mandated Bus Lane Goals. Who Loses? Bus Riders

**February 6, 2025** – The New York City Independent Budget Office (IBO) has confirmed what every New Yorker already knows: NYC’s buses are painfully slow. In fact, they are among the slowest in the country—despite serving the largest number of riders nationwide.

Over the past five years, the City has launched multiple initiatives aimed at increasing bus speeds, yet there has been little to no improvement between 2019 and 2024. The reasons for this failure include congested roadways, an insufficient bus lane network, and inconsistent enforcement of bus lane rules.

One major initiative the *NYC Streets Plan*, the City’s goal of building 150 miles of protected bus lanes by 2026, is already behind schedule. Since 2022 only 9.6 miles of protected bus lanes have been built, with most of the expansion consisting of regular bus lanes—which don’t count toward the City’s *Streets Plan* official target. Historically, the agency has built 150 miles of bus lanes within the last 50 years.

While DOT’s budget has grown alongside broader city spending, funding and staffing for LL195’s ambitious mandates have not kept pace. Without support from the local officials, targeted investment and strategic hiring, DOT’s ability to deliver remains severely limited. The consequences of DOT being underfunded and understaffed fall disproportionately on New Yorkers who rely on buses for daily commutes.

You can access:

- [The full report](#)
- [One page summary](#)
- [Explore bus routes and neighborhoods with this interactive report](#)
- [Explore bus speeds in this interactive map](#)
- [Explainer on Local Law 195](#)
- [Explainer on the NYC Streets Plan](#)
- [Explainer highlighting funding & staff challenges for DOT under LL195](#)



IBO’s mission is to enhance understanding of New York City’s budget, public policy, and economy through independent analysis.

