



We're planning a new way to ride on Vermont.

Planning & Programming Committee

VERMONT TRANSIT CORRIDOR

Legistar File 2025-0044

March 19, 2025

Recommendation

CONSIDER:

- A. RECEIVING AND FILING the Vermont Transit Corridor environmental study findings as per Senate Bill 922 Statutory Exemption requirements;
- B. APPROVING the proposed Measure M Vermont Transit Corridor Project (a new 12.4-mile at-grade, side-running bus rapid transit (BRT) line with twenty-six (26) stations at thirteen (13) intersection locations);
- C. APPROVING the finding that the Project is statutorily exempt from CEQA under Section 21080.25(b); and
- D. AUTHORIZING the CEO to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk and the Governor's Office of Planning and Research

SB 922

- Metro is seeking a statutory exemption under CEQA through Senate Bill 922 (SB 922)
- SB 922 exempts active transportation projects, including BRT projects, from CEQA requirements
- To support the case for the statutory exemption under SB 922, Metro prepared the three (3) required analyses/reports:
 - Racial Equity Analysis
 - Residential Displacement Analysis
 - Business Case Analysis
- December 2024 - Metro held five (5) public meetings to present the findings of each report and solicit public comment

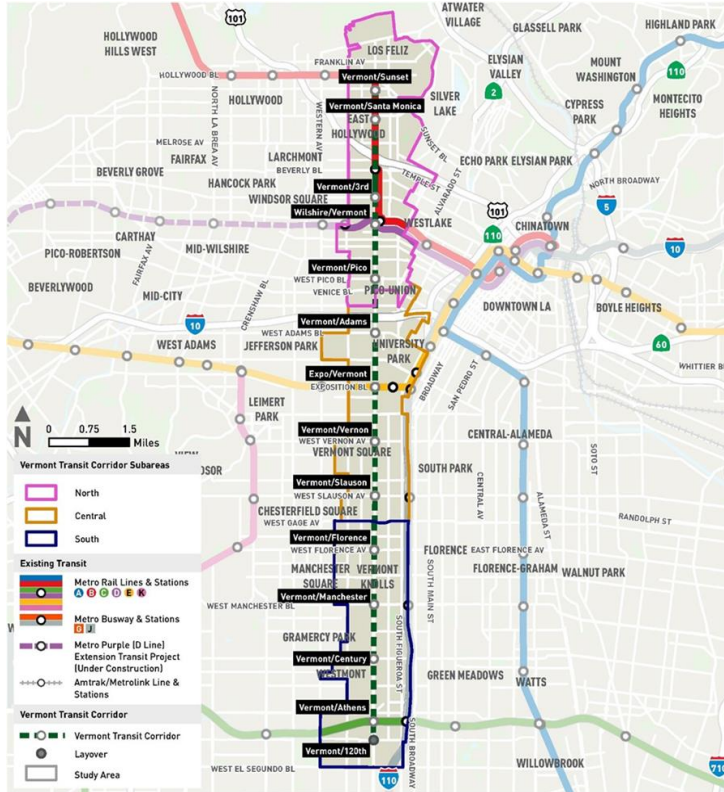
BRT Alternatives Studied

- November 2023 - staff initiated environmental clearance, design, and outreach including further study of two alternatives identified in earlier BRT feasibility studies on Vermont
 - An all-day end-to-end side running alternative
 - A combination side and median-running BRT
- Based on all public comments received over the last year and after further technical analysis of the two alternatives, staff is recommending an end-to-end, side-running BRT
- Some benefits of side-running bus lanes include:
 - Preserves more on-street parking (94%)
 - Local buses (Metro line 204 and Dash services) can use the bus lanes and stations providing more BRT benefits to more riders
 - Access to stations perceived by community as safer
 - Preserves trees valued by the community in center medians
 - Bulb-outs at stations increase pedestrian space and shorten crossing distances for pedestrian safety

Visual Simulation



Project Description



- Converts rightmost travel lanes to bus-only lanes
- Includes 12.4 miles of all-day dedicated side-running bus lanes from Sunset Bl to 120th St
- Includes 26 enhanced stations at 13 locations, with enhanced shelters and passenger amenities
- Other station area improvements include enhanced crosswalks and ADA-compliant curb ramps
- Bus bulbs at stations extend pedestrian area and shorten crossings for improved safety
- Restriping and/or bus lane pavement repair
- Other safety/security improvements include enhanced lighting and potential emergency call buttons/security cameras

Bike Lanes under Healthy Streets LA (HLA) Measure

- > The Project helps achieve partial build-out of the Transit Enhanced Network (TEN) in the City's Mobility 2035 Plan
- > Existing bike lanes on the corridor are maintained
- > Due to insufficient roadway widths, the addition of new Class II and Class IV bike lanes constitutes a betterment and is not included, however, the project would not preclude the City from pursuing the future implementation of bike infrastructure as per the City's Mobility 2035 Plan
- > Modifying the existing roadway widths to accommodate new bike lanes requires additional property acquisition (up to an est. 250-300 properties), parking loss (approx. 1,100 spaces), and additional civil work. NOTE: CEQA approval per SB 922 prohibits private property acquisition
- > Due to potential impacts of incorporating new bike lanes the project would experience delays of up to five years and significant cost impacts of up to \$400M beyond the identified funding
- > This week the Federal Transit Administration concurred with Metro's application into the Capital Investment Grant Small Starts program. The addition of new bike lanes would threaten this FTA concurrence, the viability of implementing the Measure M Vermont BRT Project, and would impact funding made available to other priority Metro projects in the pipeline

Next Steps

- Upon Board Approval, staff will:
 - File a CEQA NOE for the Project with LA County Clerk's office and the Governor's Office of Planning and Research
 - Continue Preliminary Engineering (PE) 30% design work
 - Continue coordination with FTA on environmental clearance under the National Environmental Policy Act (NEPA)
 - Continue to work with the City of Los Angeles on any needed agreements in support of a timely construction schedule to meet the 2028 timeline
- Additionally, staff will evaluate the potential extension of transit service south of 120th Street to El Segundo BI in the nearer term

