



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

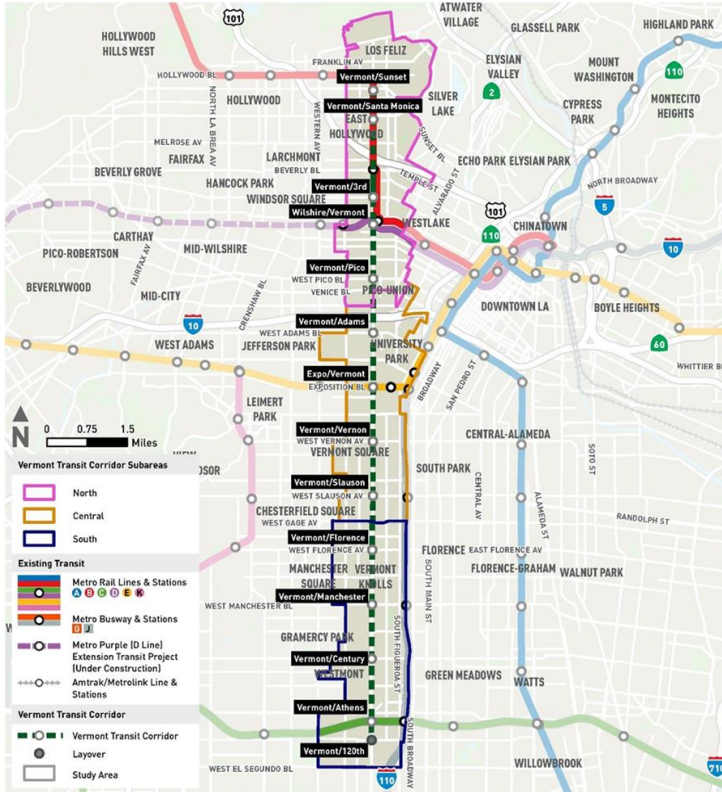
BRT Alternatives Studied

- 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



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

