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After several years of evaluation, MTA staff developed a list of eligible corridors for additional bus rapid transit (BRT) projects based on, among other things, ridership potential and net savings of operations funding. Two of the corridors hit upon unmet transit needs, which would greatly relieve congestion and link major transit centers.

The first corridor, Vermont Avenue, has long been recognized as one of the most congested streets in Los Angeles. According to MTA statistics, the Vermont Avenue corridor has among the most daily bus boardings in all of LA County. The bus system is unable to accommodate commuter demands without service improvements.

The second corridor between the North Hollywood Red/Orange Lines and the Pasadena Gold Line, by all accounts, has huge ridership potential and would connect the San Fernando and San Gabriel Valleys. Metro, in collaboration with Bob Hope Airport, is providing an important plane-to-train connection through improvements to the Metrolink Antelope Valley and Ventura County Lines. The Airport recently opened its Regional Intermodal Transit Center that provides seamless connectivity from trains to buses to planes. An additional connection through enhanced BRT is warranted to increase mobility.

I THEREFORE MOVE that the CEO direct staff to advance these projects and provide the Board with a report back in September on an implementation plan to include:

- A. Operations requirements
- B. Funding requirements
- C. Implementation timelines

I FURTHER MOVE that the CEO:

- A. Immediately initiate the hiring process for the Bus Rapid Transit planning position included in the Board-approved MTA Fiscal Year 2014-15 budget
- B. Dedicate additional staff to the aforementioned projects and the Countywide BRT Study as needed