

**Board Report**

File #: 2021-0147, **File Type:** Motion / Motion Response**Agenda Number:**

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 17, 2021****Motion by:****DIRECTORS BONIN, SOLIS, AND HAHN**

Related to Item 16: BRT Vision & Principles Study

Measure M catalyzed Metro's Bus Rapid Transit (BRT) network by funding multiple lines identified by subregions through a bottoms-up planning process and by creating a new countywide BRT program. The BRT Vision & Principles Study advances Measure M's commitment to build out a unified countywide BRT network. While ambitious, the proposed pace of one BRT project per decade is simply not fast enough to meet the region's mobility, sustainability, and equity goals. Bus riders stuck in traffic today deserve rapid transit now. Metro needs a BRT Early Action Program to accelerate the benefits of BRT to more corridors more quickly.

In parallel with the BRT Vision & Principles Study, Metro completed and has begun implementing the NextGen Bus Plan to realign and speed up bus service systemwide. NextGen's Tier 1 bus network provides high-frequency, all-day service along Metro's highest ridership routes. The NextGen Speed & Reliability Working Group has already begun delivering bus priority projects on particularly congested bus routes. These routes are also targeted for customer experience improvements, including bus stop amenities, real-time arrival information, and all-door boarding. These features are a core subset of the "BRT-Lite" standards in the Vision & Principles Study.

Metro should align its BRT work program with NextGen and the Better Bus Initiative to deliver bus improvements at scale as quickly as possible across the entire network. This approach should roll out BRT features systemwide whenever feasible, starting with high-ridership lines. Where there is alignment between the Vision & Principles strategic BRT network and NextGen's Tier 1 network, the BRT program should develop early action projects that can be delivered immediately by leveraging Measure M with other Metro and municipal funds. Metro should pilot this early action/quick build approach on the Top 7 Corridors identified in the Vision & Principles Study.

SUBJECT: AMENDMENT TO BRT VISION & PRINCIPLES STUDY**RECOMMENDATION**

We, therefore move, that the Board adopt the recommendations of the BRT Vision & Principles Study staff report (Item 16).

WE, FURTHER, MOVE that the Board direct the Chief Executive Officer to report back to the Board in June 2021 with a BRT Early Action Program that includes the following:

1. Advancing the Broadway corridor as a first decade Measure M project, as recommended by staff.
2. Identifying the essential elements of a “quick build” approach to BRT, based on the BRT Vision & Principles Study and experience from the NextGen Bus Speed & Reliability Working Group.
3. Consulting with Metro Operations, the Office of Equity and Race, local jurisdictions, and municipal operators to identify which of the Top 7 Corridors would be suitable for a quick build approach, including consideration of parallel NextGen Tier 1 corridors. **Hahn Amendment:** Additionally, evaluate extending the Western Ave BRT corridor to San Pedro.
4. Pursuing a near-term delivery strategy for each of the identified early action corridors, with emphasis on quick build transit priority improvements and leveraging city and county partnerships to provide BRT features, including pavement, striping, signal priority, and street furniture.
5. Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines.
6. Estimated costs and staffing needed and opportunities to leverage Measure M dedicated Countywide BRT funding to accomplish the above work.

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