

**Board Report**

File #: 2015-1530, **File Type:** Informational Report**Agenda Number:** 7.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2015****SUBJECT: VERMONT AND NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT
CORRIDORS****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE update on the status of the **advanced Bus Rapid Transit (BRT) technical studies for the Vermont and North Hollywood to Pasadena corridors** in response to the July 24, 2014 and October 23, 2014 Board directives.

ISSUE

At the July 24, 2014 meeting, the Board approved a motion (Attachment A) directing staff to begin advanced technical work on the Vermont and North Hollywood to Pasadena corridors as a result of recommendations from the Los Angeles County BRT and Street Design Improvement Study. This was further supported through a subsequent motion approved by the Board at the October 23, 2014 meeting (Attachment B). This report updates the Board on the advanced technical work for the two corridors and addresses Board member Jacquelyn Dupont-Walker's request at the September 16, 2015 Planning and Programming Committee to expedite the studies' schedules to complete them in 12 months.

DISCUSSION**Background**

In December 2013, staff completed the Los Angeles County BRT and Street Design Improvement Study. Staff presented the study findings to the February 2014 Planning and Programming Committee which identified nine potential BRT candidate corridors.

Vermont

Since the last quarterly update, the project team has made significant progress. Several field reviews along the Vermont corridor were conducted to validate physical corridor characteristics and the operational performance of existing bus service. Based on these observations, the project team began identifying and analyzing where speed and capacity improvements are needed. The results of these field reviews were presented and discussed at the October 2015 Technical Advisory Committee (TAC) meeting. A preliminary list of BRT concepts was identified for further analysis and

consideration at a November 2015 TAC meeting.

North Hollywood to Pasadena

The project team conducted several field reviews of the North Hollywood to Pasadena corridor to validate physical corridor characteristics. Data collection was initiated in order to identify and analyze major employment and activity centers; populations underserved by transit; overall transit and vehicle trips; and travel behavior. The results of this analysis have informed potential BRT routes which were discussed at the October and November 2015 TAC meetings.

In October 2015, the Board approved a six-month new pilot express bus service that will operate from the North Hollywood Red/Orange Line Station to the Metro Gold Line Del Mar Station in Pasadena. The new pilot express service would mitigate some of the impact to travel delays caused by the Interstate 5 Construction project, as well as connect residents with the San Gabriel Valley and San Fernando Valley rail and BRT systems. The opening of the new pilot express service will coincide with the opening of the Gold Line Foothill Extension. As the technical study progresses, staff will continue to coordinate with Metro Operations to identify lessons learned and to incorporate relevant data into this study effort.

Schedule

Board member Jacquelyn Dupont-Walker asked staff to assess the feasibility of expediting each study's schedule from 18 to 12 months. Based on discussions with the project team, the study schedule will be shortened to 14 months, four months earlier than originally anticipated, without impacting the original scope of work and integrity of the analysis. Attachment C contains the 14 month schedule. As shown on the schedule, most of the technical analysis should be completed within 12 months, including alternatives screening, conceptual engineering, and cost/benefit estimates.

Outreach

During the study, the project team will coordinate closely with the Cities of Burbank, Glendale, Los Angeles, Pasadena, and unincorporated Los Angeles County on outreach activities to provide project updates and gather feedback. The Outreach Plan consists of engagement with multiple key corridor stakeholders, including City and County elected public officials, neighborhood councils, community groups, local businesses, major institutions, and Burbank Bob Hope Airport. Regular monthly meetings are also planned with each corridor's TAC members.

NEXT STEPS

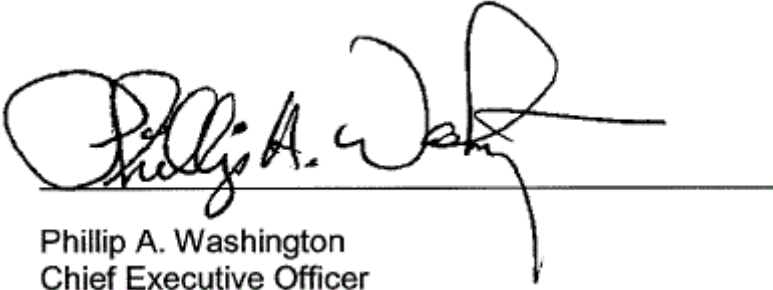
Staff will continue advancing work on the technical studies for both the Vermont and North Hollywood to Pasadena corridor studies and will provide quarterly updates to the Board.

ATTACHMENTS

Attachment A - July 24, 2014 Board Motion
Attachment B - October 23, 2014 Board Motion
Attachment C - 14 Month Project Schedule

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**MOTION BY DIRECTORS MICHAEL ANTONOVICH,
ARA NAJARIAN, MARK RIDLEY-THOMAS AND ERIC GARCETTI**

July 24, 2014

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

MOTION BY DIRECTORS ARA NAJARIAN, GARCETTI AND ANTONOVICH

Construction Committee

October 16, 2014

At the July 24, 2014 board meeting, the MTA board approved moving both the Vermont Avenue BRT and the North Hollywood to Pasadena BRT to the environmental phase in preparation and anticipation of future funding. Board Chair, Mayor Garcetti, amended the motion to direct that both BRT's should be MTA's top priority for federal small starts funds.

At the board staff briefing this week, MTA staff stated that a consultant was being procured only for the Vermont Avenue BRT, in direct contrast to the board's direction that both BRT projects move forward in tandem to be positioned for small starts funding. To support this motion,

WE THEREFORE MOVE that the consultant procurement for BRT advancement be amended to include the North Hollywood to Pasadena BRT.

