

FTIP ID# (required): LA9919435				
TCWG Consideration Date: October 28, 2025				
Project Description (clearly describe project)				
The Vermont Transit Corridor Project (Project) would provide a high-quality transit alternative along Vermont Avenue from 120th Street on the south to Sunset Boulevard on the north (approximately 12.4 miles) in Los Angeles County. The Project proposes side-running dedicated bus rapid transit (BRT) lanes and new bus stations along Vermont Avenue to accommodate the enhanced transit service. The Project would be constructed solely within the existing public right-of-way (ROW), meaning that no permanent ROW takings are anticipated to support Project implementation. Importantly, the buses will operate using compressed natural gas (CNG) or will be electric. CNG buses emit approximately 90% less diesel particulate matter emissions than diesel-powered buses. By 2040, the Los Angeles County Metropolitan Transportation Authority (Metro) is committed to replacing all CNG buses with zero-emission electric buses. The Project includes 13 station locations, each with two bus stops (one northbound and one southbound), for a total of 26 BRT stops. In addition to the 13 proposed BRT station locations, two existing bus layover facilities are proposed to continue to be used at both the northern and southern termini of the Project. All 26 BRT stop locations include platforms, canopies, lighting, signage, security systems, public art, and landscaping. Striping improvements are generally limited to the dedicated bus lane and station areas. This striping would include the use of shared bus and right-turn lanes at several locations throughout the corridor, both between stations and at specific station locations. Generally, civil improvements such as changes to sidewalk widths or realignments of existing curbs are not proposed between Project stations. Civil improvements are generally limited to station areas, such as the construction of station platforms, and are complemented by investments in transit-supportive infrastructure such as canopies, lighting, signage, security systems, public art, and landscaping. Figure 1 shows the Study Area, BRT corridor, and station locations.				
Type of Project (use Table 1 on instruction sheet)				
County Los Angeles	Narrative Location/Route & Postmiles: The Project alignment extends approximately 12.4-miles from 120 th Street, south of the Vermont/Athens Metro C Line Station, to Sunset Boulevard, at the Vermont/Sunset Metro B Line Station in Hollywood. The majority of the Study Area is in the City of Los Angeles with approximately 2.5 miles at the southern end (western side of Vermont Avenue only) in unincorporated Los Angeles County.			
	Caltrans Projects – EA# Not Applicable			
Lead Agency: Los Angeles County Metropolitan Transportation Authority				
Contact Person Rashanda Davis	Phone# (213) 922-4483	Fax#	Email DavisR4@metro.net	
Hot Spot Pollutant of Concern (check one or both) PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
☒ Categorical Exclusion (NEPA)	☐ EA or Draft EIS	☐ FONSI or Final EIS	☐ PS&E or Construction	☐ Other
Scheduled Date of Federal Action: 2025				
NEPA Assignment – Project Type (check appropriate box)				
☒ Exempt	Section 326 – Categorical Exemption		Section 327 – Non-Categorical Exemption	
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2024	2024	Not Applicable	2026
End	2025	2026	Not Applicable	2027

Project Purpose and Need (Summary):

The Project aims to address the mobility needs of communities along the Vermont Corridor by improving transit and, multimodal connectivity. The underlying need for transportation improvements within the Study Area is defined by several themes, including:

1. **Growing Travel Market:** There is a high number of daily transit trips accessing or using the corridor that is projected to increase over time. Transit usage is higher than the County average.
2. **Deteriorating Traffic Conditions:** Segments of the corridor have constrained public rights-of-way, resulting in competition between transportation modes, increased operating conflicts, inefficient movement of people and decreased safety. The constrained built environment needs help to effectively support high daily trip volumes into and within the corridor.
3. **Degrading Transit Network Reliability:** Transit travel times, service quality and reliability are significantly impacted by traffic congestion levels in the corridor at all times of the day. Congestion causes unreliable travel times in the corridor, making it challenging to improve frequency, degrading schedule reliability and decreasing rider confidence.
4. **Increasing Transit Dependency:** The corridor has a disproportionately high proportion of transit-dependent riders. Communities along the corridor are more likely to have limited access to personal transportation options and depend on transit for their everyday mobility needs.
5. **Poor Safety and Customer Experience Conditions:** The poor condition of transportation infrastructure (roadway, transit, bike and pedestrian) near transit stops discourages riders. Facilities are often absent, in poor condition or in disrepair, contributing to unsafe or uncomfortable waiting conditions and negative experiences or interactions.

The Project's purpose was developed to be responsive to these identified needs. The purpose of the Project is to provide a multimodal transit solution that improves transit service, enhances customer experience and supports community development in the corridor in alignment with Metro's strategic plans and policies.

Table 1 provides a summary of the volume-to-capacity (V/C) ratios and Level-of-Service (LOS) along the Project corridor under existing conditions.

Table 1: Volume-to-Capacity (V/C) Ratios and Level-of-Service (LOS) along the Project Corridor under Existing Conditions

Corridor Segment	Length (miles)	AM Peak Hour				PM Peak Hour			
		V/C NB	LOS NB	V/C SB	LOS SB	V/C NB	LOS NB	V/C SB	LOS SB
Hollywood Blvd to Washington Blvd	4.1	0.51	A	0.35	A	0.37	A	0.46	A
Washington Blvd to Martin Luther King Blvd	2	0.95	E	0.32	A	0.52	A	0.79	C
Martin Luther King Blvd to W. 51 st St	1	0.96	E	0.58	A	0.74	C	0.82	D
W. 51 st St to W. 69 th St	1.3	1.43	F	0.59	A	0.62	B	1.25	F
W. 69 th St to W. 92 nd St	1.7	0.93	E	0.84	D	0.95	E	1.02	F
W. 92 nd St to W. 124 th St	2.3	1.18	F	0.63	B	1.05	F	0.7	B

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The 12.4-mile Study Area includes several City of Los Angeles communities, including East Hollywood/Los Feliz, University Park/Exposition Park, Koreatown and South Los Angeles. The Study Area also includes the West Athens and Westmont communities in unincorporated Los Angeles County. These municipal areas are characterized by various types of land uses and traffic generators. The corridor includes areas of substantial residential, retail, commercial, medical, and industrial land uses.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The Project is anticipated to open for service in 2028. **Table 2** presents a summary of the AADT along Vermont Corridor segments adjacent to the Project BRT station locations under the No-Build Alternative and the Build Alternative in 2028. According to the SCAG RTP, the Vermont Avenue Corridor is not a freight corridor, and based on traffic volumes recorded by the Los Angeles Department of Transportation at the intersection of Vermont Avenue and Vernon Avenue in 2024, the truck percentage of the fleet mix in the Study Area is less than 2 percent. The area surrounding the Project corridor is a fully built-out urban

environment and it is not anticipated that substantial additional industrial land use will be developed in the future. Therefore, it is reasonable to assume that the fraction of AADT comprised by trucks will remain generally static between 2024 and the 2028 No-Build Alternative.

Table 2: Summary of the AADT along Vermont Corridor Segments adjacent to the Project BRT Station Locations under the No-Build Alternative and Build Alternative in 2028

Intersection	Segment Direction	2028 No-Build Alternative AADT	Truck %	Truck AADT	2028 Build Alternative AADT	Truck %	Truck AADT
Vermont Ave/ Sunset Blvd	North	23,363	2.0%	468	16,750	2.8%	468
	South	26,400	2.0%	528	19,788	2.7%	528
Vermont Ave/ Santa Monica Blvd	North	27,988	2.0%	560	18,713	3.0%	560
	South	27,425	2.0%	549	18,150	3.0%	549
Vermont Ave/ Beverly Blvd	North	38,275	2.0%	766	26,713	2.9%	766
	South	31,950	2.0%	639	20,413	3.1%	639
Vermont Ave/ 3 rd St	North	31,013	2.0%	621	21,213	2.9%	621
	South	29,475	2.0%	590	19,675	3.0%	590
Vermont Ave/ Wilshire Blvd	North	29,188	2.0%	584	19,738	3.0%	584
	South	29,013	2.0%	581	19,563	3.0%	581
Vermont Ave/ Pico Blvd	North	27,100	2.0%	542	17,988	3.0%	542
	South	26,275	2.0%	526	17,163	3.1%	526
Vermont Ave/ Adams Blvd	North	23,650	2.0%	473	16,225	2.9%	473
	South	25,200	2.0%	504	17,775	2.8%	504
Vermont Ave/ Exposition Blvd	North	28,200	2.0%	564	21,263	2.7%	564
	South	23,013	2.0%	461	15,588	3.0%	461
Vermont Ave/ Martin Luther King Jr. Blvd	North	22,888	2.0%	458	16,700	2.7%	458
	South	21,188	2.0%	424	15,488	2.7%	424
Vermont Ave/ Vernon Ave	North	20,425	2.0%	409	13,663	3.0%	409
	South	21,750	2.0%	435	14,725	3.0%	435
Vermont Ave/ Slauson Ave	North	27,100	2.0%	542	19,000	2.9%	542
	South	23,500	2.0%	470	15,925	3.0%	470
Vermont Ave/ Florence Ave	North	22,150	2.0%	443	15,713	2.8%	443
	South	22,150	2.0%	443	15,713	2.8%	443
Vermont Ave/ Manchester Ave	North	21,550	2.0%	431	15,575	2.8%	431
	South	23,525	2.0%	471	17,550	2.7%	471
Vermont Ave/ Century Blvd	North	27,325	2.0%	547	19,125	2.9%	547
	South	29,238	2.0%	585	21,038	2.8%	585
Vermont Ave/ 120 th St	North	20,575	2.0%	412	14,900	2.8%	412
	South	19,413	2.0%	389	13,388	2.9%	389

As shown above in **Table 2**, implementation of the Build Alternative would not increase the volume of trucks traveling throughout the corridor; the increase in truck percentage is caused by the AADT decrease. The decrease in AADT between the No-Build Alternative and Build Alternative would be attributed to increased transit ridership eliminating passenger vehicle trips and traffic diversions along intersecting roadways.

Table 3 presents a summary of the AM and PM Peak Hour LOS at station intersections along Vermont Avenue and at intersections to the east and west of the Project corridor at major cross streets. As shown in the table, the peak hour LOS with implementation of the Build Alternative would be largely consistent with conditions characterizing the No-Build Alternative.

Table 3: Summary of the LOS at Intersections in the Project Area under the No-Build Alternative and Build Alternative in the Opening Year of 2028

Intersection	2028 No-Build Alternative		2028 Build Alternative	
	AM Peak Hour LOS	PM Peak Hour LOS	AM Peak Hour LOS	PM Peak Hour LOS
Vermont Ave/Sunset Blvd	C	C	C	C
Vermont Ave/Santa Monica Blvd	B	B	B	B
Vermont Ave/Beverly Blvd	C	C	C	C
Vermont Ave/3rd Street	D	D	E	D
Vermont Ave/Wilshire Blvd	D	D	E	D
Vermont Ave/Pico Blvd	D	D	D	D
Vermont Ave/Adams Blvd	D	D	D	D
Vermont Ave/Exposition Blvd	D	D	D	D
Vermont Ave/Martin Luther King Jr. Blvd	D	D	D	D
Vermont Ave/Vernon Ave	C	C	C	C
Vermont Ave/Slauson Ave	D	D	D	D
Vermont Ave/Florence Ave	D	D	D	D
Vermont Ave/Manchester Ave	D	D	D	D
Vermont Ave/Century Blvd	D	D	D	D
Vermont Ave/120th Street	B	B	B	B
Hollywood Blvd & Virgil Ave/Sunset Blvd	E	E	E	E
Edgemont Street/Santa Monica Blvd	B	B	B	B
Virgil Ave/Santa Monica Blvd	D	D	D	D
Normandie Ave/3rd Street	B	B	B	B
Virgil Ave/3rd Street	C	C	C	C
Normandie Ave/Wilshire Blvd	C	C	C	C
Virgil Ave/Wilshire Blvd	B	B	B	B
Normandie Ave/Pico Blvd	B	C	B	C
Hoover Street/Pico Blvd	B	C	C	C
Normandie Ave/Exposition Blvd	D	D	D	D
Normandie Ave/Martin Luther King Jr. Blvd	D	D	D	D
Hoover Street/Martin Luther King Jr. Blvd	B	B	B	B
Normandie Ave/Vernon Ave	B	B	B	B
Hoover Street/Vernon Ave	D	D	D	D
Budlong Avenue/Slauson Ave	D	C	D	C
Hoover Street/Slauson Ave	C	C	C	C
Hoover Street/Manchester Ave	C	B	C	B
Hoover Street/Century Blvd	B	B	B	B

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 4 presents a summary of the AADT along Vermont Corridor segments adjacent to the Project BRT station locations under the No-Build Alternative and the Build Alternative in the Horizon Year of 2045. Similar to the Opening Year, overall AADT would decrease throughout the corridor, and no additional trucks would be introduced to the Study Area. The increase in truck percentage is attributed to the removal of passenger vehicle trips associated with increased transit ridership and traffic diversions along intersecting cross-streets.

Table 4: Summary of the AADT along Vermont Corridor Segments adjacent to the Project BRT Station Locations under the No-Build Alternative and Build Alternative in 2045

Intersection	Segment Direction	2045 No-Build Alternative AADT	Truck %	Truck AADT	2045 Build Alternative AADT	Truck %	Truck AADT
Vermont Ave/ Sunset Blvd	North	25,463	2.0%	510	18,263	2.8%	510
	South	28,763	2.0%	576	21,563	2.7%	576
Vermont Ave/ Santa Monica Blvd	North	30,438	2.0%	609	20,350	3.0%	609
	South	29,813	2.0%	597	19,725	3.0%	597
Vermont Ave/ Beverly Blvd	North	41,675	2.0%	834	29,075	2.9%	834
	South	34,788	2.0%	696	22,225	3.1%	696
Vermont Ave/ 3 rd St	North	33,738	2.0%	675	23,088	2.9%	675
	South	32,075	2.0%	642	21,425	3.0%	642
Vermont Ave/ Wilshire Blvd	North	31,775	2.0%	636	21,488	3.0%	636
	South	31,575	2.0%	632	21,288	3.0%	632
Vermont Ave/ Pico Blvd	North	29,488	2.0%	590	19,588	3.0%	590
	South	28,600	2.0%	572	18,700	3.1%	572
Vermont Ave/ Adams Blvd	North	25,738	2.0%	515	17,663	2.9%	515
	South	27,413	2.0%	549	19,338	2.8%	549
Vermont Ave/ Exposition Blvd	North	30,700	2.0%	614	20,100	3.1%	614
	South	25,050	2.0%	501	16,975	3.0%	501
Vermont Ave/ Martin Luther King Jr. Blvd	North	24,913	2.0%	499	18,213	2.7%	499
	South	23,050	2.0%	461	16,850	2.7%	461
Vermont Ave/ Vernon Ave	North	22,225	2.0%	445	14,875	3.0%	445
	South	23,675	2.0%	474	16,038	3.0%	474
Vermont Ave/ Slauson Ave	North	29,475	2.0%	590	20,663	2.9%	590
	South	25,588	2.0%	512	17,350	3.0%	512
Vermont Ave/ Florence Ave	North	24,100	2.0%	482	17,113	2.8%	482
	South	24,113	2.0%	483	17,125	2.8%	483
Vermont Ave/ Manchester Ave	North	23,425	2.0%	469	16,950	2.8%	469
	South	25,600	2.0%	512	19,125	2.7%	512
Vermont Ave/ Century Blvd	North	29,738	2.0%	595	20,813	2.9%	595
	South	31,825	2.0%	637	22,900	2.8%	637
Vermont Ave/ 120 th St	North	22,400	2.0%	448	16,200	2.8%	448
	South	21,125	2.0%	423	14,575	2.9%	423

Table 5 presents a summary of the AM and PM Peak Hour LOS at station intersections along Vermont Avenue and at intersections to the east and west of the Project corridor at major cross streets. As shown in the table, the peak hour LOS with implementation of the Build Alternative would be largely consistent with conditions characterizing the No-Build Alternative in the Horizon Year of 2045.

Table 3: Summary of the LOS at Intersections in the Project Area under the No-Build Alternative and Build Alternative in the Horizon Year of 2045

Intersection	2045 No-Build Alternative		2045 Build Alternative	
	AM Peak Hour LOS	PM Peak Hour LOS	AM Peak Hour LOS	PM Peak Hour LOS
Vermont Ave/Sunset Blvd	C	C	C	D
Vermont Ave/Santa Monica Blvd	B	C	B	C
Vermont Ave/Beverly Blvd	C	D	C	D
Vermont Ave/3rd Street	F	E	F	F
Vermont Ave/Wilshire Blvd	E	D	F	E
Vermont Ave/Pico Blvd	D	D	D	D
Vermont Ave/Adams Blvd	D	D	D	D
Vermont Ave/Exposition Blvd	E	D	E	E
Vermont Ave/Martin Luther King Jr. Blvd	D	D	D	D
Vermont Ave/Vernon Ave	C	C	C	C
Vermont Ave/Slauson Ave	D	D	D	D
Vermont Ave/Florence Ave	E	D	D	D
Vermont Ave/Manchester Ave	D	D	D	D
Vermont Ave/Century Blvd	D	D	D	D
Vermont Ave/120th Street	B	B	B	B
Hollywood Blvd & Virgil Ave/Sunset Blvd	F	F	F	F
Edgemont Street/Santa Monica Blvd	B	B	B	B
Virgil Ave/Santa Monica Blvd	D	D	D	D
Normandie Ave/3rd Street	B	B	B	B
Virgil Ave/3rd Street	C	C	C	C
Normandie Ave/Wilshire Blvd	C	C	C	C
Virgil Ave/Wilshire Blvd	B	C	B	C
Normandie Ave/Pico Blvd	C	C	C	C
Hoover Street/Pico Blvd	C	C	C	C
Normandie Ave/Exposition Blvd	D	E	E	E
Normandie Ave/Martin Luther King Jr. Blvd	D	E	D	E
Hoover Street/Martin Luther King Jr. Blvd	B	B	B	B
Normandie Ave /Vernon Ave	C	C	C	C
Hoover Street/Vernon Ave	D	D	D	D
Budlong Avenue/Slauson Ave	E	D	E	D
Hoover Street/Slauson Ave	C	C	C	C
Hoover Street/Manchester Ave	C	C	C	C
Hoover Street/Century Blvd	B	B	B	B

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The Project does not involve modifications or reconfigurations to any existing interchanges or intersections along Vermont Avenue.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The Project does not involve modifications or reconfigurations to any existing interchanges or intersections along Vermont Avenue.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The Project would improve overall performance and reduce congestion by providing a transportation mode alternative to passenger vehicles. The Project will encourage patrons to use the BRT service instead of operating passenger vehicles, thereby reducing traffic volumes throughout the project corridor. The Project will not result in additional diesel vehicle trips or passenger vehicle trips. Improved rapid transit along the Project corridor would enhance lifeline mobility and accessibility, improve transit operations, increase ridership, and improve corridor safety.

Comments/Explanation/Details

Under 40 Code of Federal Regulations 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern.

- (i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

The BRT would not result in a significant increase in the number of diesel vehicles in the Study Area. There is no increase in daily truck traffic associated with implementation of the BRT. Therefore, the Project would not result in a significant increase in the number of diesel vehicles and would not be considered a Project of Air Quality Concern under this criterion.

- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

The Project will not increase the number of diesel vehicles on the road. Therefore, the project would not be considered a Project of Air Quality Concern under this criterion.

- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The Project would not implement a new bus or retail terminal or transfer point at which diesel vehicles would be congregating. The buses would operate using CNG or would be electric. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

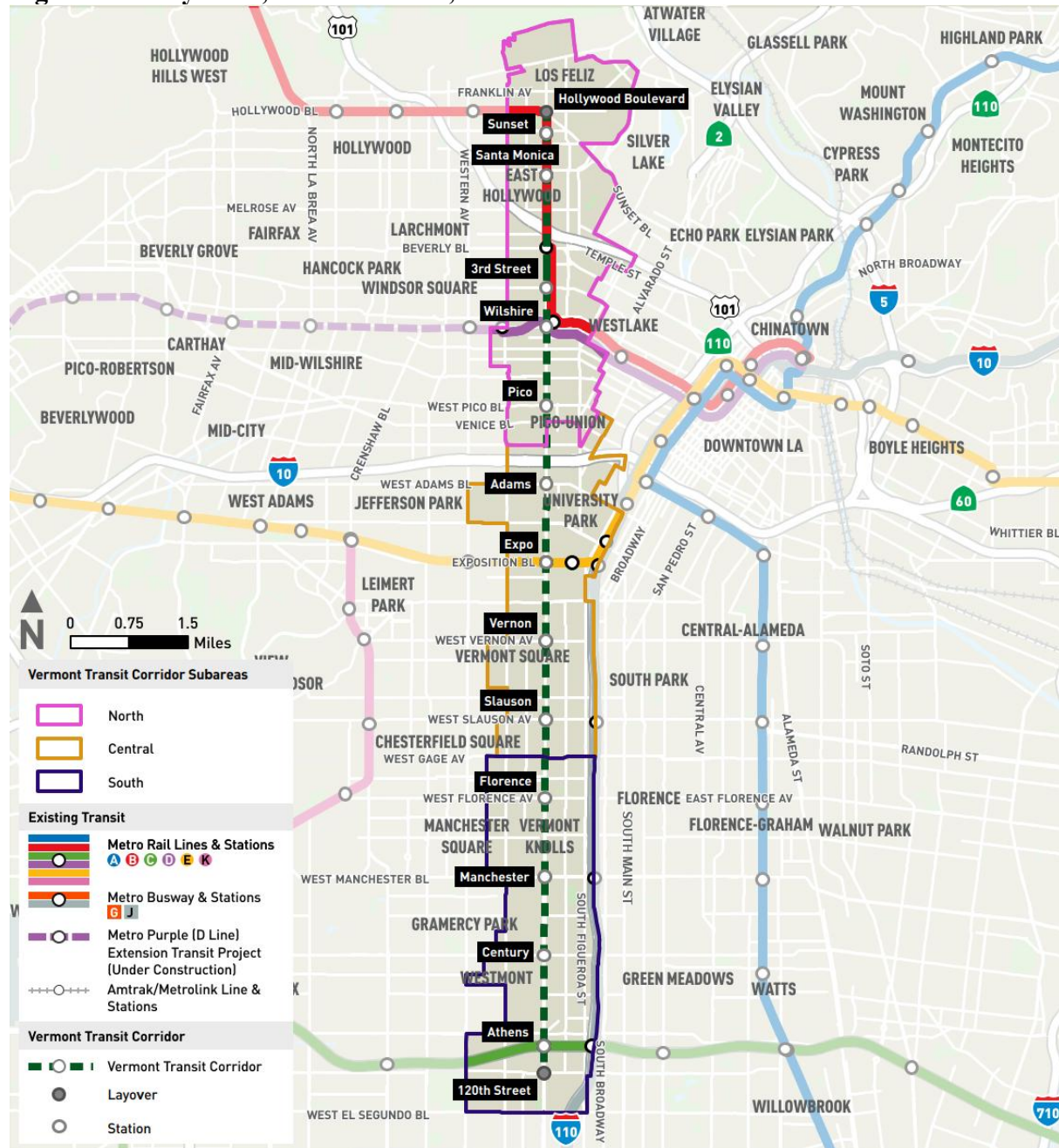
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

The Project would not implement a new bus or retail terminal or transfer point at which diesel vehicles would be congregating. The buses would operate using CNG or would be electric. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The Project is not in or affecting a site of PM₁₀ or PM_{2.5} air quality standard violation. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

Figure 1: Study Area, BRT Corridor, and Station Locations



Source: VCP, 2024.