

2018 185159



FILED

Jul 26 2018

Los Angeles County
Metropolitan Transportation Authority

ON July 26 2018

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UNTIL August 27 2018

REGISTRAR – RECORDER/COUNTY CLERK

Dean C. Logan, Registrar – Recorder/County Clerk



Electronically signed by TODD TRAN

Notice of Exemption

To:
County Clerk
County of Los Angeles
12400 Imperial Highway
Norwalk, CA 90650

From:
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Contact: Manjeet Ranu, Senior Executive Officer,
Countywide Planning and Development
213-922-3038

Project Title: Metro Orange Line Bus Rapid Transit (MOL BRT) Improvements Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority (LACMTA)

Public Agency Approving Project LACMTA

Project Location (include county): San Fernando Valley, Los Angeles; Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

This project involves improving the existing MOL BRT mass transit facility operating in a dedicated High Occupancy Vehicle (HOV) facility, a voter-approved transportation project (Attachment A). Improvements include these primary features (ancillary features may be included to effectuate these primary features):

- Four-quadrant railroad-type safety gating with audible alarms and visible warning lights at up to 35 at-grade crossings between the North Hollywood and Chatsworth Stations;
- Grade separation and MOL BRT aerial station (elevated structure) at Van Nuys Boulevard, with closure of Tyrone Avenue;
- Grade separation and MOL BRT aerial station at Sepulveda Boulevard; and
- Grade separated Class I bicycle/pedestrian overcrossings at Van Nuys and Sepulveda Boulevards, while maintaining an at-grade, Class I bicycle path facility with signalization across these streets.

Full or partial property acquisitions may be necessary. Cross traffic delay will generally increase because of this project. Notwithstanding this Statutory Exemption, LACMTA is committed to implementing measures, including design standards and best management practices, to reduce or eliminate potential new impacts, at its sole discretion. The addition of grade separations and gate systems would be consistent with the ultimate conversion of the MOL BRT corridor to light rail transit, but does not commit the LACMTA Board to doing so, as this project has independent utility because it improves the operation and capacity of MOL BRT, in accordance with Measure M of November 2016. This project will be designed to allow for potential future connections between MOL BRT and the planned East San Fernando Valley and Sepulveda Transit Corridor projects, but this action on the MOL BRT project does not commit the LACMTA Board to these connections, as the Board will separately decide these projects, each of which has independent utility as standalone Measure M projects. The project improves the operational safety of MOL BRT, allowing buses to travel faster. This also attracts additional riders, further improving this HOV-running mass transit facility. The MOL BRT project may be implemented in one or more phases. More information about the project and the reasoning for the LACMTA Board's July 26, 2018 decision in approving it, following a hearing at the Board's Planning and Programming Committee on July 18, 2018, is on file at LACMTA at the above address and online at <https://boardagendas.metro.net/>.



Exempt Status:

- Ministerial (Sec. 21080(b)(1); 15268).
- Declared Emergency (Sec. 21080(b)(3); 15269(a).
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c).
- Categorical Exemption: Click here to enter text.
- Statutory Exemption: PRC §21080 (b)(11)/CEQA Guidelines §15275 (a)

Reasons why project is exempt:

- The existing MOL BRT line is a "passenger or commuter service" because it is a public, passenger bus conveyance;
- The project would increase passenger service because travel times would be improved over the No Build condition and passenger capacity would be enhanced due to substantial user benefits, measured in in terms of "benefit hours," that would be achieved in both the peak and off-peak periods, with the faster travel times resulting in greater ridership;
- Buses are considered high occupancy vehicles (HOVs), are allowed to use HOV lanes and therefore, the MOL BRT is an HOV facility;
- The project improvements would occur within and/or adjacent to the existing MOL BRT facility right-of-way;
- The project would increase passenger service on the MOL by improving BRT operations reducing travel times and improving safety by avoiding vehicle/BRT conflicts;
- The project has independent utility and logical termini because the Technical Study and subsequent study demonstrates that the project improves MOL BRT operational and ridership performance; and
- This project is consistent with the intent of the legislature in establishing this Statutory Exemption to facilitate "passenger and commuter services" improvements to HOV lanes already in use.

If filed by the applicant:

1. Attach certified document of exemption finding
2. Has a Notice of Exemption been filed by the public agency approving the project?
 Yes No

Signature
(Public Agency):

Title:

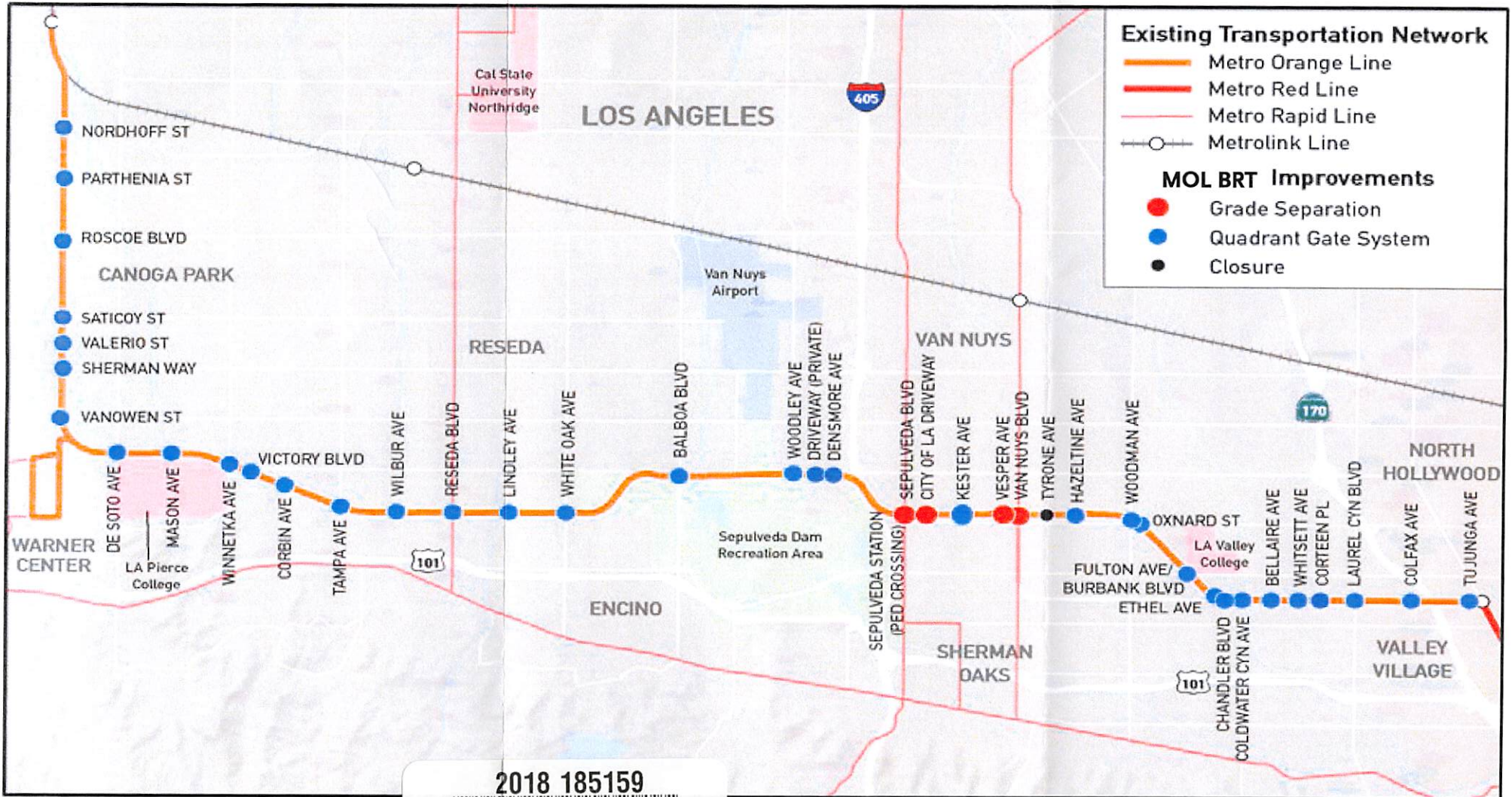
Senior Executive Officer,
Countywide Planning and
Development

Date: July 26, 2018

Date Received for filing at OPR not applicable

- Signed by Lead Agency
- Signed by Applicant

ATTACHMENT A: PROJECT MAP



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