

Welcome!

We will begin in a few moments.

**I-405 Comprehensive Multimodal Corridor Plan
Advisory Committee Meeting # 3**

December 1, 2021



Metro



We're working on solutions
for congested corridors.



Metro

I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Housekeeping



Today's meeting is being recorded



Please mute your mic when not speaking



Please sign into the chat box with your name and affiliation



During the meeting, questions can be submitted using the chat function



For technical support, please use the chat function. Please direct your tech support issues to the Meeting Host.

Discounted Fares/LIFE Program Bus Fare Collection Resumes January 2022

Fare collection and front door boarding resumes on buses on January 10, 2022

Discounted Pass Prices

- > **6 months of half price passes for all riders!**
- > 1-Day, 7-Day and 30-Day passes at half-price savings that riders can start using on Jan. 10.
 - \$3.50 for a day pass, \$12.50 for a weekly pass and \$50 for a 30-day pass if you are not enrolled in a discounted program.
- > Discount fares will be available for purchase on TAP vending machines, taptogo.net, and at Metro Customer Centers beginning Dec. 15 through July 20, 2022.

Low-Income Fare Is Easy (LIFE) Program

- > **6 months of discounted LIFE fares:**
 - New LIFE riders will get 90 days of free rides starting January 10, 2022, when fare collection restarts.
 - \$26 for a 30-day pass (regularly \$76)
 - \$6.50 for a 7-day pass (regularly \$19.50).
 - To sign up for the LIFE Program visit metro.net/riding/life/

Metro Announcements

Sepulveda Transit Corridor Project Public Scoping Period

- > Environmental review begins with project scoping
- > Public comment period now open through February 11, 2021
- > Public scoping meetings:
 - Tuesday, December 7, 2021, 11:30am to 1:30pm
 - Tuesday, January 11, 2022, 6pm to 8pm
 - Saturday, January 22, 2022, 10am to 12pm
- > Learn more: www.metro.net/sepulvedacorridor

I-710 Task Force Listening Sessions

- > Task Force will develop a more collaborative engagement process to guide investment strategy for the I-710 South Corridor that reflects the needs of impacted communities
- > Listening sessions announced to receive input into new I-710 Task Force process:
 - Wednesday, December 8, 2021, 5:30pm to 7pm
 - Thursday, December 9, 2021, 10am to 11:30am
- > I-710 Task Force Meeting #3
 - Monday, December 13, 2021, 5:00pm to 7:30pm
- > Learn more at <https://www.metro.net/projects/i-710-corridor/>

I-405 CMCP Advisory Committee Agenda

- > Welcome
- > Project Update
- > Interview/Focus Group Summary
- > Revised Evaluation Framework
- > Next Steps & Closing Remarks

Your input and partnership are vital

- > Goals for today...
 - Share findings from outreach to date
 - Confirm final evaluation framework
 - Discuss next steps

Overall Project Schedule

WE
ARE
HERE

2021

KEY TECHNICAL
CHECK POINT

2022

Winter 2021

Metro initiates Plan

Summer 2021-Fall 2021

Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

Spring 2022

Metro releases Draft Plan for public review and comment with improvement scenarios

Stakeholder Interviews and Focus Groups Conducted

Summer 2022

Metro Board to consider adoption of the Final Plan

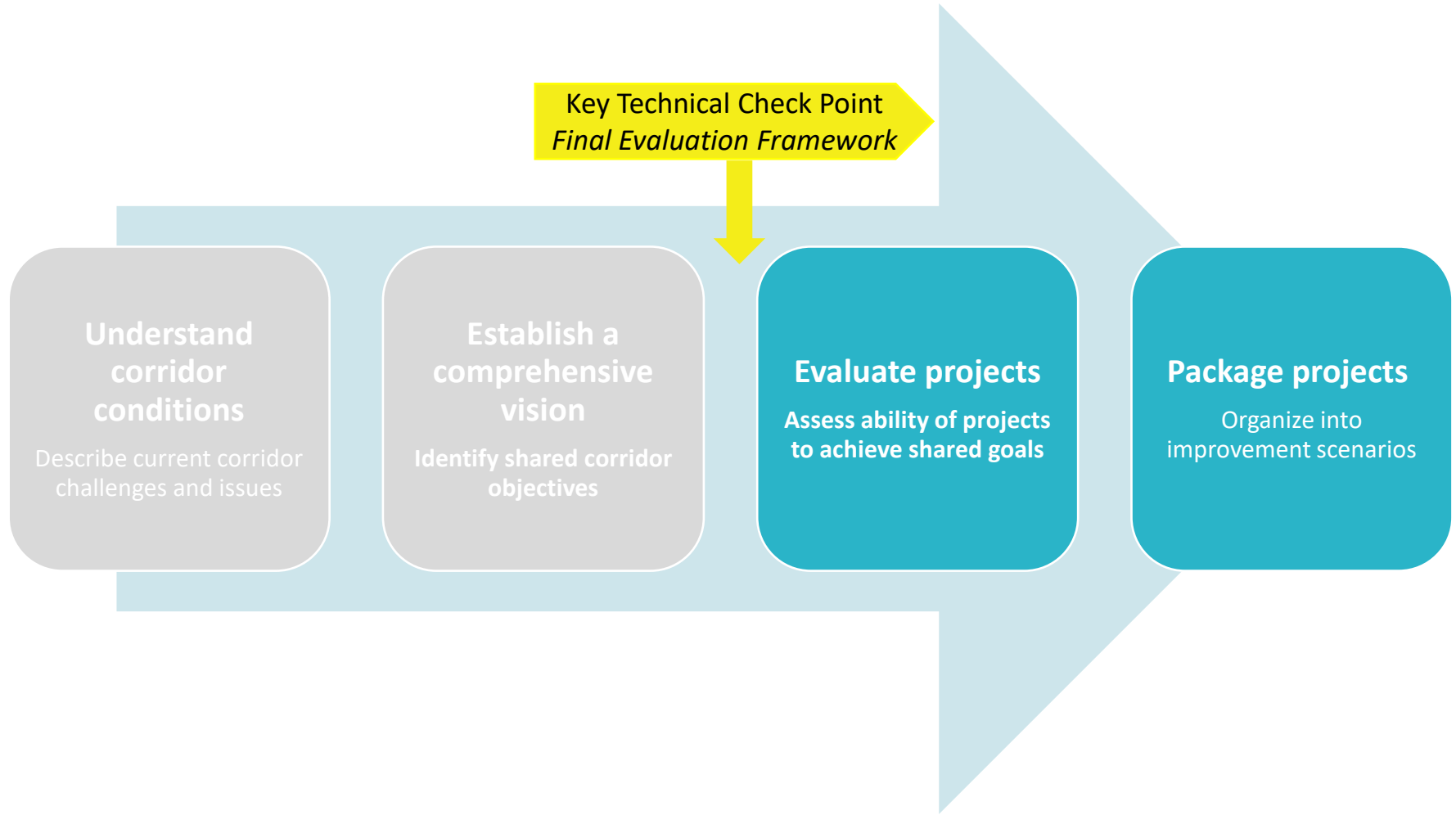
Summer 2022

Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Technical Workplan



Interview & Focus Group Summary

Who have we heard from so far?

Over 170 stakeholders have attended Advisory Committee Meetings #1 and #2, CBO and Transit Provider Focus Groups, and COG workshops/briefings. They come from:

- > Academic institutions
- > City/county elected officials and staff
- > Community Based Organizations
- > Healthcare facilities
- > Industry associations
- > Private sector
- > Regional transportation facilities (e.g., LAX, ports)
- > State and regional planning agencies
- > Transportation Management Associations/Organizations
- > Transit/transportation providers

What Have We Heard So Far?

Corridor Issues & Challenges



Strategy Ideas

Feedback on Metrics

- Unmet transit rider needs (speed, reliability, connectivity, first-last mile)
- Unsafe & disconnected active transportation facilities
- Lack of safe and convenient options within EFCs
- Challenges crossing the I-405
- Pressure on parallel & surrounding roadways
- Pressure on the curb due to rise in e-commerce

What Have We Heard So Far?

Corridor Issues
& Challenges

Strategy Ideas

Feedback on
Metrics

- Dedicated transit service
- Express lanes/tolled lane facilities
- Protected bicycle facilities & gap closure
- Telework & broadband investments
- Improved Valley-West Side connectivity
- Electrification

What Have We Heard So Far?

Corridor Issues
& Challenges

Strategy Ideas

Feedback on
Metrics



- Account for local vs. regional benefits
- Consider arterial and local roadway performance
- Focus on EFC trips, not just improvements within EFCs
- Increase throughput while reducing VMT
- Incorporate urban heat island effect and other climate change-related events

Checkpoint

Revised Evaluation Framework

Evaluation Framework

Overview

Develop Vision & Goals

What do we want to achieve?

- *Improve Mobility & Accessibility*
- *Support Economic Vitality*
- *Advance Equity*
- *Enhance Safety*
- *Achieve Sustainability*

No Changes

Compile & Categorize Projects

What is the universe of projects?

Derived from existing plans, studies, initiatives

Complete

Assess Projects

How do these projects/programs contribute to our goals?

Qualitative "Harvey Ball" rating informed by quantitative data

Changes to Metrics
(to be reviewed today)

Develop Improvement Scenarios

How do we package projects/programs and identify potential grant candidates?

Improvement "tiers" based on assessment and implementation readiness

No Changes

Evaluation Framework

Assess Projects - Revised Criteria

Improve Mobility & Accessibility

Initial Evaluation Criteria

- > Minimize vehicle miles traveled (VMT)
- > Reduce vehicle hours of delay (VHD)
- > Support transportation efficient land use principles
- > Improve person throughput
- > Increase travel time reliability and transit on-time performance
- > Encourage mode shift

No Changes

No Changes

No Changes

Refined

Refined

Refined

Added

Added

Added

Revised Evaluation Criteria

- > Minimize vehicle miles traveled (VMT)
- > Reduce vehicle hours of delay (VHD)
- > Support transportation efficient land use principles
- > Increase person throughput while reducing VMT
- > Reduce transit travel time, delay, and improve reliability
- > Encourage use of non-auto modes, particularly for short trips
- > Improve arterials and routes paralleling the I-405
- > Encourage telework and other trip reduction strategies
- > Close critical infrastructure gaps in the corridor and enhance multimodal connectivity

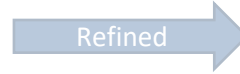
Evaluation Framework

Assess Projects - Revised Criteria

Support Economic Vitality

Initial Evaluation Criteria

- > Creates and retains jobs
- > Connections to jobs, major destinations



Revised Evaluation Criteria

- > Creates well-paying jobs and supports ladders of opportunity
- > Expands access to jobs and major destinations
- > Facilitates deliveries to local residents and businesses
- > Provides improvements along key goods movement corridors
- > Integrates elements of sustainable, low-carbon goods movement
- > Generates local, regional, and/or statewide economic benefits

Evaluation Framework

Assess Projects - Revised Criteria

Advance Equity

Initial Evaluation Criteria

- > Expands access to jobs, services, recreation, education in equity focused communities (EFCs)

Refined

Revised Evaluation Criteria

- > Expands safe and convenient mobility options for EFC trips
- > Improves health and air quality in EFCs and/or CalEnviroScreen Disadvantaged Communities
- > Reduces household transportation costs

Added

Added

Evaluation Framework

Assess Projects - Revised Criteria

Enhance Safety

Initial Evaluation Criteria

- > Reduce number & rate of fatalities and serious injuries
- > Reduce non-motorized fatalities and serious injuries

Refined

Refined

Added

Added

Revised Evaluation Criteria

- > Addresses collision hotspots, particularly for people biking, walking, and rolling
- > Includes safety components such as crosswalks, LPI, refuge islands, lighting, etc.
- > Includes educational elements that encourage safety for all users
- > Includes basic repairs, maintenance, and upkeep of transportation infrastructure

Evaluation Framework

Assess Projects - Revised Criteria

Achieve Sustainability

Initial Evaluation Criteria

- > Reduce greenhouse gas (GHG) and criteria pollutants
- > Balance transportation, environment, and community

No Changes

Refined

Revised Evaluation Criteria






- > Reduce greenhouse gas (GHG) and criteria pollutants
- > Encourages a shift to low-carbon modes of transportation
- > Addresses heat island effect, sea level rise, extreme weather, and other climate change-related events
- > Protects natural habitats and ecosystems

Next Steps and Closing Remarks

Evaluation Framework

Goal Evaluation

Each project will be evaluated for its ability to support each goal

Rating	Does the project....	Examples
	Significantly benefit goal?	A large-scale transit investment would score <i>Significant</i> in <i>Mobility & Accessibility</i> , and a wide-scale transit electrification project would score <i>Significant</i> in <i>Achieve Sustainability</i> .
	Somewhat benefit goal?	A municipal intersection improvement program or targeted first-last mile project would receive a <i>Somewhat</i> score in <i>Mobility & Accessibility</i> .
	Minimally benefit goal?	A transit agency on-time performance improvement program would receive a <i>Minimal</i> score for <i>Safety</i> .
	Have a Neutral impact?	Projects that have no cumulative positive or negative impact on a specific goal. A wide-scale transit electrification project would score <i>Neutral</i> in <i>Safety</i> .
	Have a Negative impact or require mitigation?	Projects that could negatively impact a goal and would require mitigation. A project that increases truck traffic through an EFCs would score <i>Negative</i> for <i>Lead with Equity</i> .

**We will group projects/programs into improvement “tiers”
based on two key elements**

“Shovel-worthiness”

**What is the contribution to our
shared goals?**

*Results of the Harvey Ball
analysis*

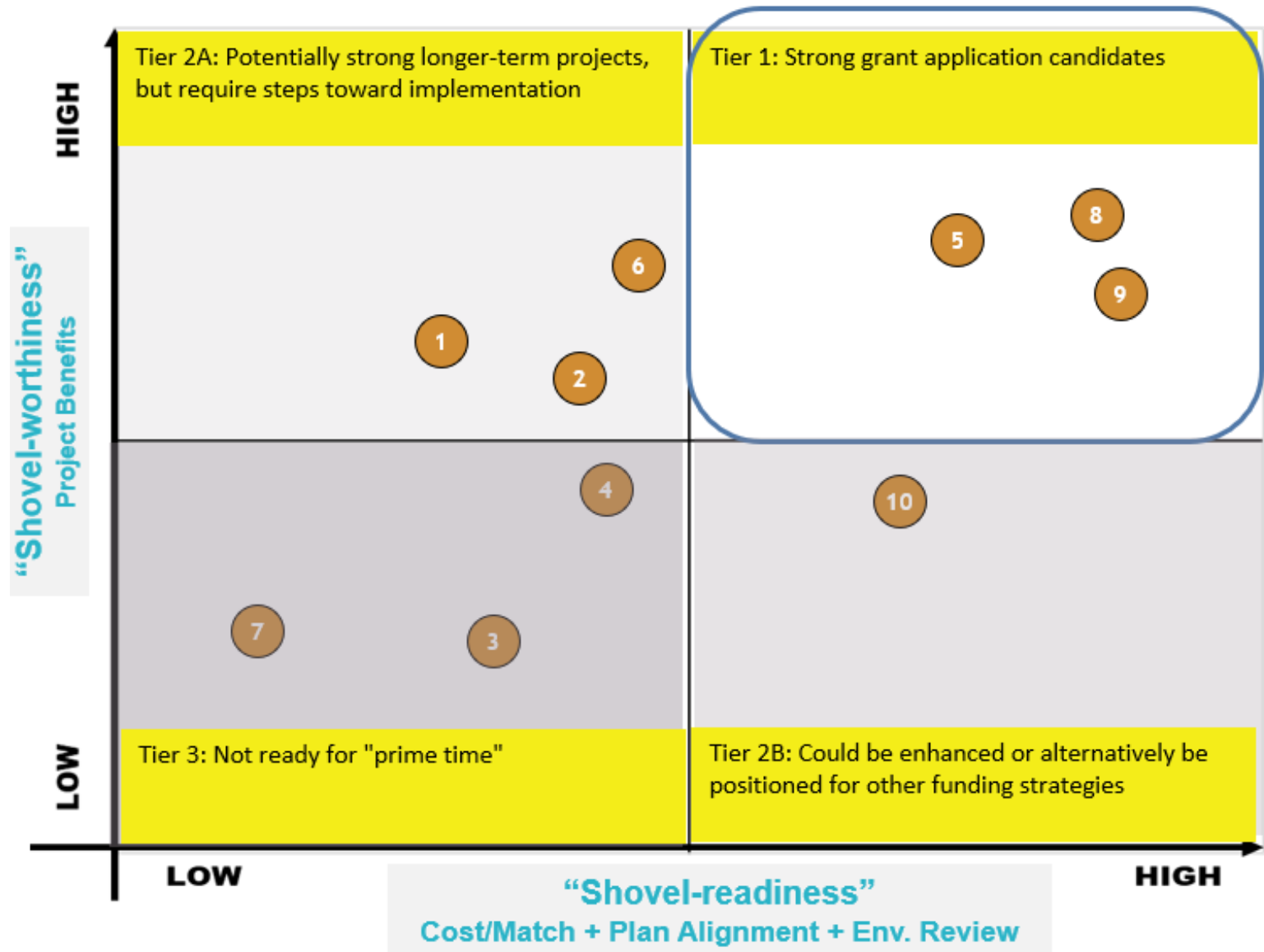
“Shovel-readiness”

**Is the project ready for
implementation?**

*In RTP/SCS?
Funded/match available?
Environmentally cleared?
Stakeholder supported?*

Evaluation Framework Next Steps

Tier Scenarios



Looking Forward

- > At our next meeting
 - Review initial evaluation results & draft improvement scenarios
 - Present draft CMCP outline
 - Summarize additional outreach results (spotlights)
 - Discuss potential implementation challenges & obstacles

QUESTIONS?

Stay connected to this project



Zoe Unruh, CMCP Project Manager
Metro
One Gateway Plaza, MS 99-23-3
Los Angeles, CA 90012



213.418.3319



405cmcp@metro.net



metro.net/1405-cmcp



@metrolosangeles



losangelesmetro