



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Advisory Committee Meeting #3

December 1, 2021

Prepared by Metro



Introduction

The Interstate 405 (I-405) is a critical node in our regional transportation system connecting major gateways and trade hubs; however, the I-405 is also one of the top ten congested highways in the United States. Metro has initiated the I-405 Comprehensive Multimodal Corridor Plan (CMCP) to address the tremendous transportation demands in and around the corridor that experiences the worst congestion in the state. The intent of the CMCP is to develop a robust and efficient multimodal network that expands mobility opportunities, reduces disparities and supports greater sustainability with an emphasis on equity and accessibility for those who live, work and travel along the corridor.

The California Transportation Commission (CTC) administers the Senate Bill (SB) 1 Solutions for Congested Corridors Program (SCCP), which provides \$250M annually statewide for transformational projects that offer improvements for and alternatives to congested corridors. Adoption of the I-405 CMCP will enable LA Metro to position the I-405 Corridor for potential grant funding from the CTC's SCCP as early as Cycle 3 (2022) and allow the agency to pursue funding in other competitive programs to secure investment for priority corridor projects.

The third CMCP Advisory Committee was held on December 1, 2021 to provide an overview of the CMCP project and to share the refined evaluation framework criteria and goals. The meeting was structured to provide a recap of the study, share the refined evaluation framework, and collect feedback to ensure that it captures local and regional experiences and priorities.

Please see [**Appendix A**](#) for the Meeting Attendance, [**Appendix B**](#) for the Record of Meeting Questions and Responses and [**Appendix C**](#) for the Meeting Presentation.



Meeting Summary

1. Welcome (Matthew Marquez, Community Relations Officer, Metro & Shelly Quan, Deputy Project Manager, Metro)

- Matthew Marquez opened the meeting and thanked everyone for joining the third meeting of the I-405 CMCP Advisory Committee.
- He reviewed some housekeeping information related to Zoom features and asked that attendees introduce themselves in the chat box.
- Mr. Marquez shared several general Metro announcements related to resumed fare collection and the Low-Income Fare is Easy (LIFE) program, as well as meeting reminders for Sepulveda Transit Corridor scoping and the I-710 Task Force.
- Shelly Quan presented the meeting agenda which consisted of a brief project update, interview and focus group summary, revised evaluation framework, and the next steps in the Plan.
- Ms. Quan shared the presentation goals, which included sharing findings to date and the revised framework, as well as presenting the next steps.
- She outlined the project schedule and noted that the project team is on track to have the Final Plan adopted in Summer 2022.

2. Project Update and Overview (Jim Brogan, Project Manager, Cambridge Systematics)

- Jim Brogan provided a quick recap of the technical workplan and shared that the next steps will include project evaluation and packaging into improvement scenarios
- Mr. Brogan discussed the feedback provided by more than 170 stakeholders, including representatives from local academic institutions, CBOs, healthcare facilities, and transit/transportation providers, to name a few.
- He shared the various issues and challenges that stakeholders identified along the corridor, described ideas on how to address the challenges, as well as stakeholder feedback on the metrics.



Checkpoint #1 (Matthew Marquez)

- Mr. Marquez welcomed elected office and COG staff (Anissa Raja, Eric Bruins, Doug Mensman, Steve Lantz, Riley O'Brien, Yvette Kirrin) and did a checkpoint on what's been learned so far.
- He also posed two discussion questions to get the conversation started and encourage attendee participation.

3. Revised Evaluation Framework (Jim Brogan)

- Mr. Brogan continued the discussion about how they've taken the stakeholder feedback to-date and revised the criteria. He outlined the the evaluation framework criteria that have remained the same and the aspects that have been modified, which consisted of the metrics only.
- He discussed each of the five goals one at a time and noted the criteria that remained the same, those that have been refined, and the ones that have been added.
- Mr. Brogan provided a quick reminder of the goal evaluation with project examples.
- He shared the improvement tiers based on "shovel-worthiness," which is the contribution to the shared goals and "shovel-readiness," which indicates the project's readiness for implementation based on cost/match, plan alignment, and environmental review. He noted that no changes were made on the improvement tiers.
- The "Harvey-Ball" assessment was shared with attendees as a reminder outlining the process for evaluating projects for their ability to support each goal. He noted that no changes were made to the Harvey-Ball assessment.

4. Next Steps (Michael Cano, Deputy Executive Officer, Metro & Shelly Quan)

- Michael Cano thanked Shelly Quan for her support on the project and welcomed Zoe Unruh, the CMCP Project Manager, back from leave.
- Ms. Quan shared the goals of the next meeting, which will include the review of the initial evaluation results and draft scenarios, presentation of the draft CMCP outline, a summary of additional outreach results, and discussion of potential implementation challenges and obstacles. She closed by sharing project team contact info and thanking everyone for their feedback.



Appendices:

Appendix A: Meeting Attendance

Appendix B: Agenda

Appendix C: Record of Meeting Questions and Responses

Appendix D: Meeting Presentation



Appendix A: Meeting Attendance

PUBLIC SECTOR

Regional Agencies

Randy Johnson, Director of Government Relations and Outreach, Access LA
Geraldina Romo, Planning Manager, Antelope Valley Transportation Authority
James Shankel, Senior Environmental Planner, Caltrans District 7
Dan Kopulsky, Office Chief, Caltrans District 7
Paul Marquez, Deputy District Director, Planning, Goods Movement and Local Assistance, Caltrans District 7
Hina Chanchlani, Associate Regional Planner, Southern California Association of Governments (SCAG)
Lane Garcia, Program Supervisor, South Coast AQMD
Patricia Kwon, Program Supervisor, South Coast AQMD
Sam Cao, Air Quality Specialist, South Coast AQMD

Councils of Government

Yvette Kirrin, President/CEO, Gateway Cities Council of Governments
Terry Dipple, Executive Director, Las Virgenes Malibu Council of Governments
David Leger, Environmental Services Analyst, South Bay Cities Council of Governments
Steve Lantz, Transportation Director, South Bay Cities Council of Governments
Riley O'Brien, Project Analyst, Westside Cities Council of Governments



Local Government

Doug Mensman, Director of Transportation, Los Angeles Mayor Eric Garcetti

Eric Bruins, Transportation Deputy, Los Angeles City Councilmember and Metro Board Member Mike Bonin (District 11)

Jay Greenstein, Chief Field & Transportation Deputy, Los Angeles City Councilmember Paul Koretz (District 5)

Alex Naseef, Field Deputy, Los Angeles City Councilmember Nithya Raman (District 4)

Anissa Raja, Planning Deputy, Los Angeles City Councilmember Monica Rodriguez (District 7)

Ryan Hund for Diana Chang, Transportation Planning Manager, City of Culver City

Joyce Rooney, Transit Operations & Transportation Facilities Manager, City of Redondo Beach

Kim Turner, Transit Director, Torrance Transit

Nicholas Echeverri, Administrative Analyst, City of Santa Clarita

Airports

Juan Lopez-Rios, Deputy Director, Long Beach Airport

Tina Backstrom, Strategic Planning Manager, Los Angeles World Airports

Ports

Anna Moneymaker, Port of Long Beach

BUSINESS/PROFESSIONAL ASSOCIATIONS

Bill Allen, President & CEO, LA County Economic Development Corporation

PRIVATE SECTOR

Noe Solano, Senior Program Specialist, Playa Vista Compass TMO

Andy Meislin, Sustainability Supervisor, United Postal Service (UPS)

Matthew Garth, Northrop Grumman



ACADEMIC/RESEARCH INSTITUTIONS

Dave Karwaski, Senior Associate Director, UCLA Transportation Services
Juan Matute, Deputy Director, UCLA Institute of Transportation Studies
Sue Dexter, Ph.D. Candidate in Urban Planning and Development, USC
Thomas O'Brien, Executive Director, Center for International Trade and Transportation (CITT) at CSULB

NGOs/CBOs

Erika Pinto, Policy Analyst, Strategic Initiatives, Community Health Councils
Eli Lipmen, Director of Development and Programming, Move LA
Zachary Rynew, CiclaValley

PROJECT TEAM

Michael Cano, Deputy Executive Officer, State Policy and Programming, LA Metro
Zoe Unruh, Project Manager, State Policy and Programming, LA Metro
Shelly Quan, Principal Transportation Planner and Deputy Project Manager, LA Metro
Sona Babayan, Assistant Administrative Analyst, Grants Management and Funds Administration, LA Metro
Karen Swift, Community Relations Senior Manager, LA Metro
Matthew Marquez, Community Relations Officer, LA Metro

Jim Brogan, Executive Vice President and Project Manager, Cambridge Systematics
Sara Steinberger, Deputy Project Manager, Cambridge Systematics

Susan DeSantis, Senior Project Manager, Arellano Associates
Elisabeth Rosenson, Deputy Project Manager, Arellano Associates
Jennifer Velazquez, Assistant Project Coordinator, Arellano Associates



Appendix B: Agenda

December 1, 2021 1:00-2:00 PM

Agenda

I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Advisory Committee #3

Virtual Meeting – [Zoom Registration Link](#)

I.	Welcome/Overview	Matthew Marquez, Community Relations Office
II.	Metro Announcements	Matthew Marquez, Community Relations Office
III.	Project Update	Shelly Quan, Principal Transportation Planner
IV.	Interview & Focus Group Summary	Jim Brogan, Project Manager, Cambridge Systematics
V.	Revised Evaluation Framework	Jim Brogan, Project Manager, Cambridge Systematics
VI.	Next Steps & Closing Remarks	CMCP Project Team



Appendix C: Record of Meeting Questions and Responses

1. S. Lantz: Will these [criteria] be weighted?

J. Brogan: No weighting, just scored across all of them.

2. D. Karwaski: These are good, but so broad based. How do you get to more specific actions with metrics associated to them? Or when?

J. Brogan: That happens when we apply the metrics to the 1,300 projects we're looking at. Qualitative assessment based on quantitative data.

3. S. Dexter: To continue with David's note, words like "improve" are too vague. Improve what, how much, by when? Improving congestion? Improving vehicles used? What does it mean?

J. Brogan: For 1,300 projects, the amount of information will run the gamut, from very detailed, to not much data. The process is purposely broad, so we apply them as rigidly as we can. The next meeting is when we come back with the details on how we applied them to the different projects.

4. S. Lantz: Some of these projects have EIRs underway. I wonder how is this going to be coordinated with the other studies that are already underway?

J. Brogan: Where we have information coming from EIRs/models, we'll use that. We'll do that work over the next few months and bring back more meaty discussion about projects in the spring.

5. S. Lantz: Still not clear what we do with the analysis?

J. Brogan: The goal of the CMCP is to identify projects to move forward for grant applications under various programs. The evaluation facilitates the ability to understand what the highest-potential projects for grant funding are.

Z. Unruh: There is a slide later in the presentation that shows a matrix on how the metrics are used in improvement scenarios. It will help provide clarity.



6. N. Solano: How will these improvements work parallel with more local mobility initiatives (Move Culver City for example)

J. Brogan: All of the projects should be in a project list. And as we get into the results of the evaluations and tiering of projects, there may be some that may be even stronger if complemented by other projects.

7. E. Bruins: You have a universe of projects, but not a detailed description for all of them. How do you solve for the data gap for 1,300 projects?

J. Brogan: That's where this group comes in and has such an important role. After this meeting, we'll roll up our sleeves and analyze based on what we've got and then bring it back as a checkpoint to make sure we've incorporated as much as we can. We'll rely on your expertise to make course corrections as we go along.

8. S. Lantz: Would it be helpful to split the projects into those that are in planning vs. construction?

J. Brogan: That's a good point.

9. J. Lopez-Rios: Would it be possible to get the information for the next meeting in advance, so we can digest the information and come prepared with questions. Even if it's just a top list.

J. Brogan: Yes, good suggestion.

10. J. Matute: Make sure you don't lose resolution in how you prioritize projects for shovel-worthiness since criteria is evolving (CalEnviroScreen and Caltrans Disadvantaged Communities).

J. Brogan. That's a good reminder and we'll be sensitive to that. There will be other grant programs coming out of the infrastructure bill.

11. T. Backstrom: Say there are projects that are deemed shovel-ready and so forth, would there be an instance where one of those projects would move forward beyond whatever process we are doing here?

J. Brogan: It is possible, in a CMCP we want a wide net as possible. Projects could move tomorrow or in 30 years. We want to make sure we capture everything for funding opportunities or new bills. No one is waiting for finalization of CMCP.



12. S. Lantz: And no one will get unfunded or unprogrammed based on this process?

M. Cano: That's not the intent, but if something could be done better, we would coordinate with the jurisdiction.

13. J. Shenkel: In the context of "all things considered..." will this process make it possible for a smaller scale project that appears to bring substantial benefit to a specific disadvantaged community to be designated a higher priority than a regional scale project with less clear direct benefit to any specific disadvantaged community?

S. Steinberger: Short answer is - yes. This approach will allow us to identify projects with significant local benefits and package them in a way that makes them competitive for various state/federal funding programs.



Appendix D: Meeting Presentation

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

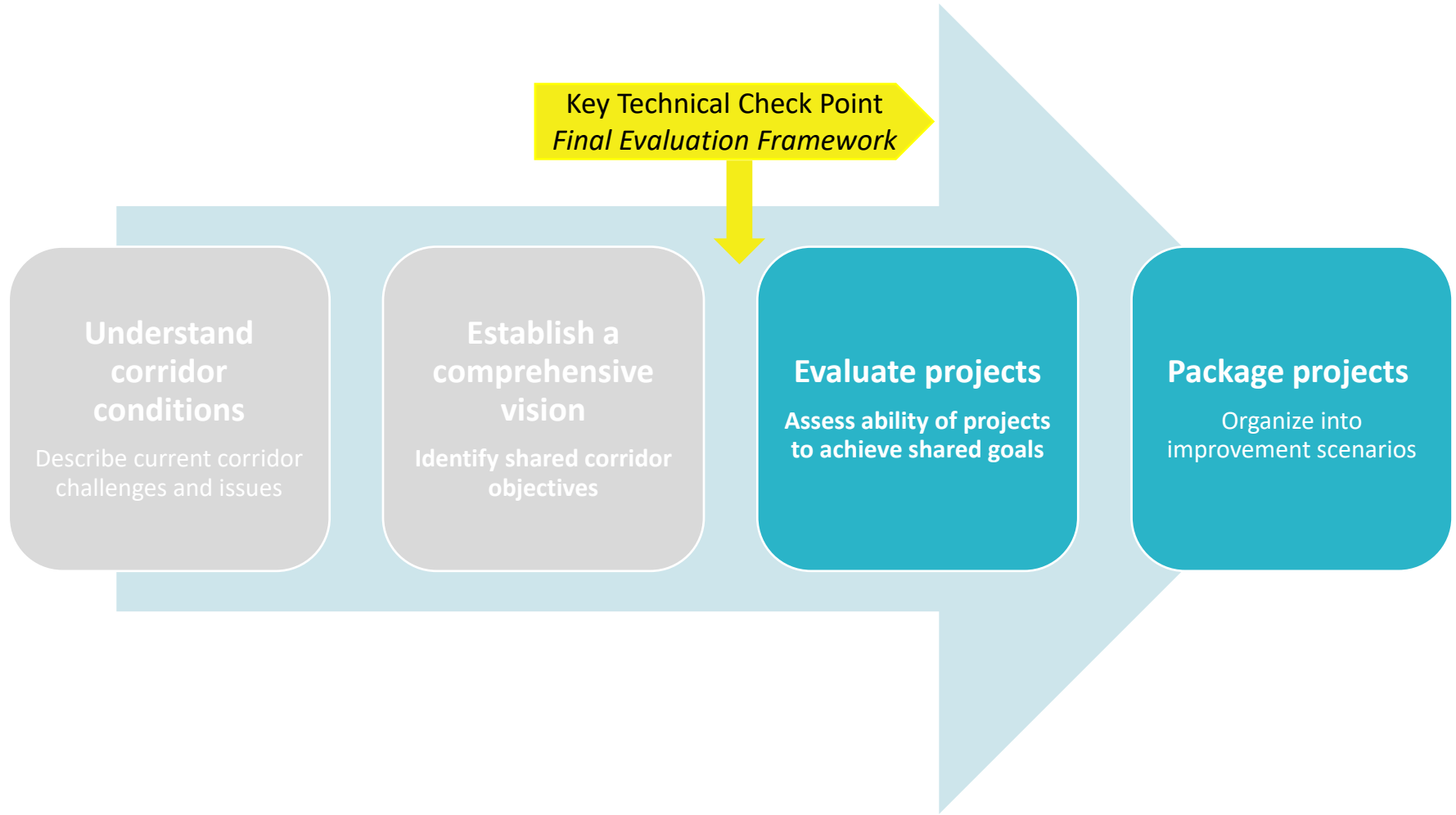
Summer 2022

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*

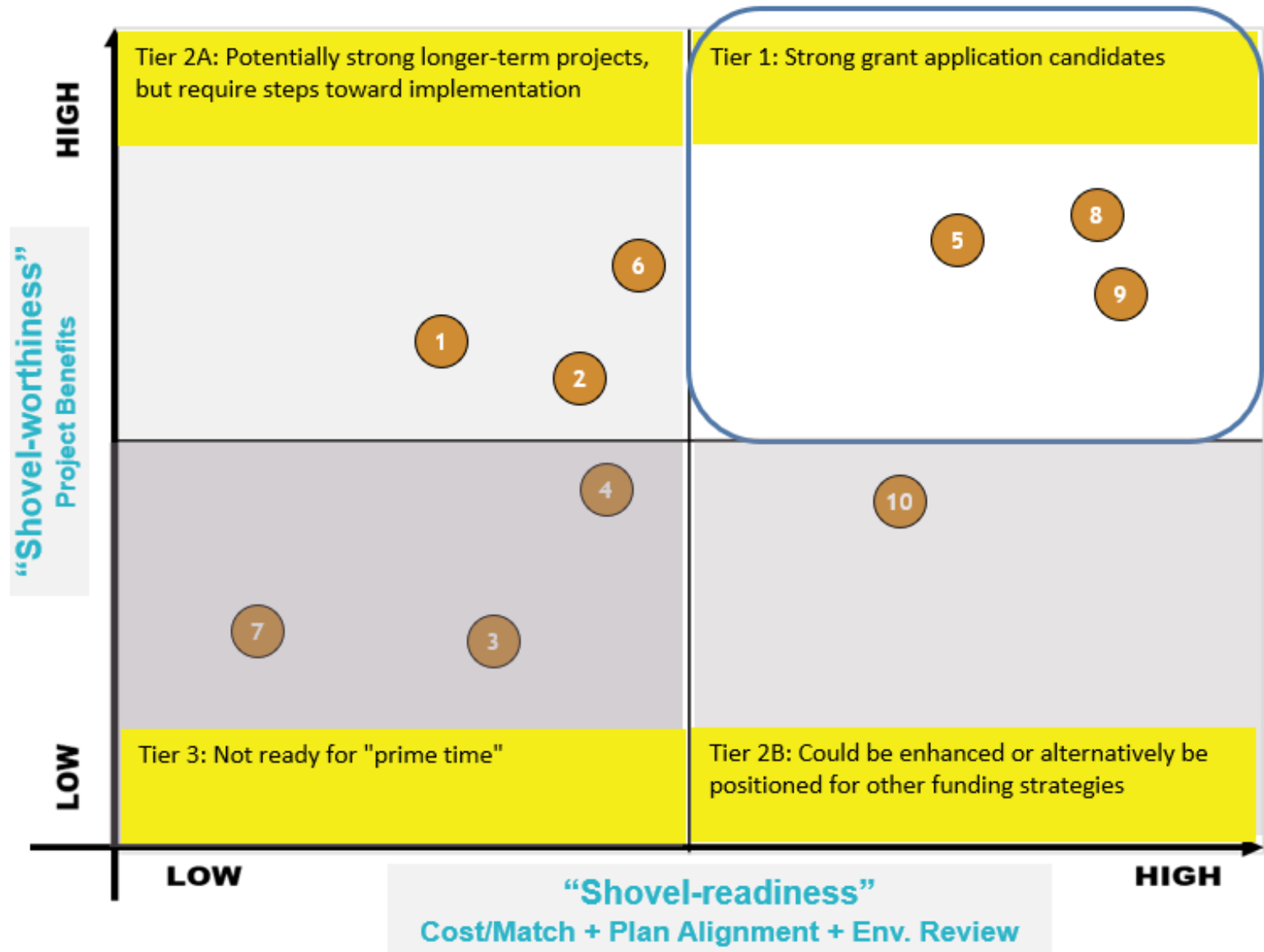
“Shovel-readiness”

**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