



## I-405 Comprehensive Multimodal Corridor Plan (CMCP)

### Advisory Committee Meeting #4

March 8, 2022

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 fourth CMCP Advisory Committee was held on March 8, 2022, to provide the project update, share the preliminary project evaluation results, and upcoming outreach and engagement opportunities.

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



## Meeting Summary

### 1. Welcome (Matthew Marquez, Principal Community Relations Officer, Metro)

- Matthew Marquez opened the meeting and thanked everyone for joining the fourth 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 then launched an initial poll to gauge how many of those in attendance had reviewed the preliminary project assessment document sent in the meeting invitation.
- Mr. Marquez identified stakeholders introducing themselves in the chat and then closed the poll. Poll results were then discussed and opportunities to provide future feedback were stated.
- He reviewed the agenda of the meeting, introduced Cambridge Systematics and transitioned into the project update portion of the meeting, facilitated by Michael Cano.

### 2. Project Update (Michael Cano, Executive Officer (Interim), Metro, Zoe Unruh, Project Manager, State Policy and Programming, Metro)

- Michael Cano opened the meeting with a thank you to the Advisory Committee for their feedback and participation and expressed the importance of the project and future benefits.
- He then introduced Zoe Unruh, Project Manager, to lead the project update and overview section of the presentation.
- Ms. Unruh opened with a thank you message to the Advisory Committee as well.
- She reviewed the project schedule, updates since the third Advisory Committee meeting in December, and the role the Advisory Committee has played in shaping the development of the plan to-date.
- Ms. Unruh introduced Sara Steinberger from Cambridge Systematics to review the preliminary evaluation results.



### 3. Preliminary Evaluation Results (Sara Steinberger, Deputy Project Manager, Cambridge Systematics, Gary Hamrick, Principal, Cambridge Systematics & Zoe Unruh, Project Manager, State Policy and Programming, Metro)

- Sara Steinberger opened with a thank you message and then reviewed the evaluation framework to further discuss where the project is in the technical process.
- She then provided insight on the project tiers based on the two key elements: shovel-worthiness and shovel-readiness, which she then explained in greater detail.
- Ms. Steinberger provided a quick review of the rating scale used to assess individual project performance against the Plan's goals and the metrics for those goals, also known as the Harvey-Ball rating.
- She explained how projects are sorted into four different tiers based on shovel-worthiness and shovel-readiness while noting that they are still gathering data for shovel-readiness.
- She paused for questions about the technical framework review, and Mr. Marquez reminded participants of the raise hand/chat function to ask future question.
- Ms. Steinberger shared a few examples of the projects that are located within the study area and provided a breakdown of the general composition of each project type through graphics.
- She also provided a breakdown of the overall geographic distribution of the projects across the corridor.
- She then addressed questions that might be of greatest interest to the Advisory Committee and transitioned into questions/comments.
- Ms. Steinberger continued to review the project tiering system by providing examples of the project evaluation and scoring process, as well as how the evaluation scores apply to project goals.
- After a brief Q&A, Mr. Marquez introduced Gary Hamrick from Cambridge Systematics to continue the presentation.
- Mr. Hamrick introduced himself and the evaluation framework findings by providing examples of high, moderate, and low performing projects and their components.



- The team then reviewed the project scoring process to address questions and comments, offering further opportunities for feedback after the meeting.
- Mr. Hamrick discussed the projects and their prospective scores, then introduced a poll.
- Once the second poll was complete, the results were shared and the floor was opened for the participants' discussion.
- After a brief discussion, Mr. Hamrick continued the presentation, including shovel readiness scoring criteria as well as project preliminary tiering results and examples.
- He then moved into the next steps section of the preliminary evaluation, led by Ms. Unruh.
- She explained that inclusion in a plan is the first step in being eligible for funding in the Solutions for Congested Corridors Program.
- She then explained how the methods previously discussed will be used to determine project eligibility for grants and be utilized as a framework for future cycles, relying on this process as a starting point.
- She stated that from this assessment, complementary project packages will be developed to produce improvement strategies that will help support planned projects transition into implementation.

#### **4. Next Steps and Closing Remarks (Zoe Unruh, Project Manager, State Policy and Programming, Metro & Matthew Marquez, Community Relations Officer, Metro)**

- After discussing the preliminary evaluation next steps, Ms. Unruh expressed the need for Advisory Committee feedback on project-specific information and how to further refine the team's evaluation approach.
- She provided a brief discussion of comments and questions regarding next steps.
- Ms. Unruh offered information on how to provide further feedback, noting that the online comment form will be available until March 15.
- Mr. Marquez discussed the draft plan release date and future engagement methods. Additionally, he announced that there will be a 30-day public comment period for the draft plan release in May, during which public meetings will be held, as well as an



anticipated Advisory Committee meeting in the summer and Metro Board consideration for final plan adoption in September 2022.

- He thanked participants again, and Ms. Unruh closed the meeting with the project contact information.

## 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

Geraldina Romo, Planning Manager, Antelope Valley Transportation Authority

James Shankel, Senior Environmental Planner, Caltrans District 7

Dan Kopulsky, Office Chief, Caltrans District 7

Hina Chanchlani, Associate Regional Planner, Southern California Association of Governments (SCAG)

#### Councils of Government

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

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

Jane Chan, Transportation Planner, City of Culver City

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

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

Eddie Guerrero, Los Angeles Department of Transportation

Eduardo Hermoso, City of Los Angeles

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

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**

Harry Semerdjian, Los Angeles Area Chamber of Commerce

## **PRIVATE SECTOR**

Karen Swift, Associate Director, Government & Industry Relations, Cedars-Sinai

Noe Solano, Senior Program Specialist, Playa Vista Compass TMO

Matthew Garth, Northrop Grumman

Mario Archaga, UPS

## **ACADEMIC/RESEARCH INSTITUTIONS**

Juan Matute, Deputy Director, UCLA Institute of Transportation Studies

Genevieve Giuliano, Director, USC Metrans Consortium

## **NGOs/CBOs**

Eric Tate, Brotherhood of Teamsters, Local Union 8

Kevin Shin, Los Angeles County Bike Coalition

## **INTERESTED PARTIES**

Faramarz Nabavi



## PROJECT TEAM

Michael Cano, Executive Officer (Interim), State Policy and Programming, LA Metro

Zoe Unruh, Project Manager, State Policy and Programming, LA Metro

Sona Babayan, Assistant Administrative Analyst, Grants Management and Funds Administration, LA Metro

Matthew Marquez, Principal Community Relations Officer, LA Metro

Gary Hamrick, Principal, Cambridge Systematics

Sara Steinberger, Deputy Project Manager, Cambridge Systematics

Jessica Harleaux, Senior Project Manager, Arellano Associates

Elisabeth Rosenson, Deputy Project Manager, Arellano Associates

Jennifer Velazquez, Project Coordinator, Arellano Associates



## Appendix B: Agenda



March 8, 2022  
1:00–2:30 PM

### Agenda

I-405 Comprehensive Multimodal Corridor Plan (CMCP)  
Advisory Committee Meeting #4 – Virtual Meeting - [Zoom Link](#)

- I. Welcome
- II. Project Update
- III. Preliminary Project Evaluation Results
- IV. Upcoming Outreach & Engagement
- V. Next Steps & Closing Remarks



## Appendix C: Record of Meeting Questions and Responses

**1. D. Kopulsky: I noticed there were projects in North County, away from 405, how are they tied into the corridor?**

S. Steinberger: Great question, through the baseline conditions assessment, we found there is travel activity from the central city area to and from the corridor from EFC communities, one of the focuses is making sure we serve trips within the corridor as well as those using the corridor outside study area boundaries, thinking about their mobility needs. We also want to think about continuity between some of the major infrastructure and community outside the county and how the corridor serves them. That's why you see projects on the list further from the corridor.

**2. G. Giuliano: Could you say more about how if most of these projects are in a plan somewhere, and whether they are judged to be the best for this particular project, they would still remain in whatever plan they are on? Wondering then what is the main objective here? Are we trying to reshuffle the priority of investments?**

Z. Unruh: Thank you for that question. The call to action on preparing a comprehensive multi-modal corridor plan stems from a requirement to be responsive to the solutions for congested corridors program and eligible for Solutions for CCongested CCorridors funding. We recognize that is one funding program out of many and it funds very specific projects at a certain scale, but there is a greater interest to see that we are thinking about the vast number of investments planned throughout corridor area and thinking about their relationship to one another and how together they can provide more mobility options. The way we have approached this planning effort is to pull projects in from different plans, the tiering is an initial guide specific to SCCP criteria that we would want to put into a visioning document around future mobility for the 405. It does not reshuffle prioritization; it is intended to be responsive to Solutions to Congested Corridors, and also gives us a picture to how we think of different mobility needs and the vast solutions available.



**3. J. Lopez-Rios: Regarding the equity criteria could you expand upon the sub-criteria looked at for equity?**

S. Steinberger: We weren't distinguishing the scale of benefits in the first pass through. There are three sub-criteria that make up this equity goal, the first one is that does it serve an equity focused community? Also, does a project serve an equity-focused trip. Maybe it connects to a job center or important location. The second criteria are if there are environmental justice and health impacts on equity focused communities in the study area. The third criteria is about reducing household transportation costs and supporting affordable mobility options for EFCs, general population, and visitors throughout the corridor.

M. Marquez: There's also been a comment in the meeting chat from Eric Bruins that Equity Focused Communities are defined by different factors including income, race, vehicle access, and that they are not jurisdictions or designated census tracts.

**4. J. Shankel: The projects that are identified as lower performing, is it because in the context of the scope identified, they do not incorporate any other features that were associated with high and medium performing projects?**

G. Hamrick: Projects that are more fully defined, that have a shorter time frame, or similar characteristics that cause it to rise higher in the ranking, not every project is the same.

Z. Unruh: We were working with the limitations of how projects were defined in project list, feedback we are looking for is feedback for a better understanding of these projects, that exactly the kind of information we want to know.

G. Hamrick: Even though we put them in project type categories, there are many other factors, one may have clear advantages over others in the ability to improve traffic conditions and attract riders. We want to identify how projects are unique and different, comments are accepted.

**5. E. Bruins: I noticed some quality control issues with project list, also trying to understand the source material, are you trying to pull out pieces of city-wide plans that are particularly relevant and may score better as portions of projects?**

G. Hamrick: Hard to look into other jurisdictions' plans, we are looking to the Advisory Committee for more information and feedback.



Z. Unruh: We do not want to be gatekeepers, we recognize being eligible for this plan is the first step, we took a broad call to bring a lot of different projects in, we are looking for more detailed project information, particularly for those programs, as we look to what is strategic for this funding opportunity and to inform us as we think about other funding opportunities.

**6. F. Nabavi: I suggest that the team engage with transportation deputies from the various council members and the mayor's office. Additionally, to what extent were recreational bike facilities and protected bike lanes evaluated?**

G. Hamrick: We are not targeting purely recreational routes. In the case of bike facilities, that would shift the people from cars to bikes or walking. There is benefit in projects that reduce congestion over purely recreational.

S. Steinberger: That said, there were some recreational projects and multi-use paths that were evaluated.

G. Hamrick: None were eliminated since some have some benefit in reducing congested corridors.

**7. F. Nabavi: Is the list and analysis posted online, or only available by email?**

M. Marquez: The Advisory Committee is a selected group, so nothing is on the website just yet. It will be made available to the public when the Draft Plan is released. This is a preliminary look before we release to the wider public.

**8. G. Giuliano: I may have missed it, but were there other pricing projects beyond managed lanes?**

S. Steinberger: There are others. One that comes to mind is the regional corridor congestion pricing program that is on the Metro strategic list. There is nothing specific on freeway tolling or cordon pricing.

**9. G. Giuliano: It struck me that managed lanes were in the middle category when we know that pricing has more effect than any of the things that were listed on highest level. If objective is to meet the goals, then there should be more discussion in pricing.**

G. Hamrick: They scored high in many areas, but in equity they didn't score as high. In other categories they scored a bit lower, but still fell into the moderate category. If you think they should score higher, we'd like to hear your feedback.

S. Steinberger: That is a good example of a project that is good in many areas, but needs to be packaged with other areas.



G. Hamrick: Managed lane projects that include conversions and lane additions to be more effective, but some times dual lanes are not as feasible . They are also longer term because they take some time to get through planning and environmental.

**10. D. Kopulsky: Projects seem to be transportation projects, but what about land use, infill development, and mobility hub coordination projects? Were there any? Do these projects promote infill development?**

S. Steinberger: That was one of our criteria for mobility and accessibility. It is a factor that we folded into this.

G. Hamrick: SCCP does not fund land use projects, but we have considered as a criterion the impacts and benefits of certain types of projects that may result in higher density around transit stations.

Z. Unruh: In statute, for eligibility in SCCP is the consideration of what is the nexus between a transportation improvement and land use, a being supportive of efficient land uses. That is something we are required to assess and it is a criteria.

**11. E. Bruins: Will there be additional opportunities for feedback once the strategies are put together?**

Z. Unruh: Yes, those are part of the next steps and this committee is where we want to do some of the strategic thinking together.

**12. F. Nabavi: How were the members of this committee chosen and which transit justice groups from Metro Equity Focused Communities were invited to participate?**

M. Marquez: We developed a robust list of groups that were invited as we formed it a year ago. We invited local transit agencies, transportation planning agencies, COGs, elected officials, transportation facilities, and local CBOs from the areas. We tried to take a holistic approach to hear from different voices around the I-405 corridor area. We will also engage the larger public as a future effort during the draft plan where you will see us more active with the public. We also want to get an opportunity to hear from local neighborhood councils. We also had focus group discussions with local CBOs. We want to hit several touch points while recognizing and being mindful of people’s time.



## Appendix D: Meeting Presentation

# Welcome!

*We will begin in a few moments.*

**I-405 Comprehensive Multimodal Corridor Plan  
Advisory Committee Meeting # 4**

**March 8, 2022**





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 Co-host (Elisabeth Rosenson).

# Poll



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# I-405 CMCP Advisory Committee Agenda

- > Welcome
- > Project Update
- > Preliminary Project Evaluation Results
- > Upcoming Outreach & Engagement
- > Next Steps & Closing Remarks

# Project Update

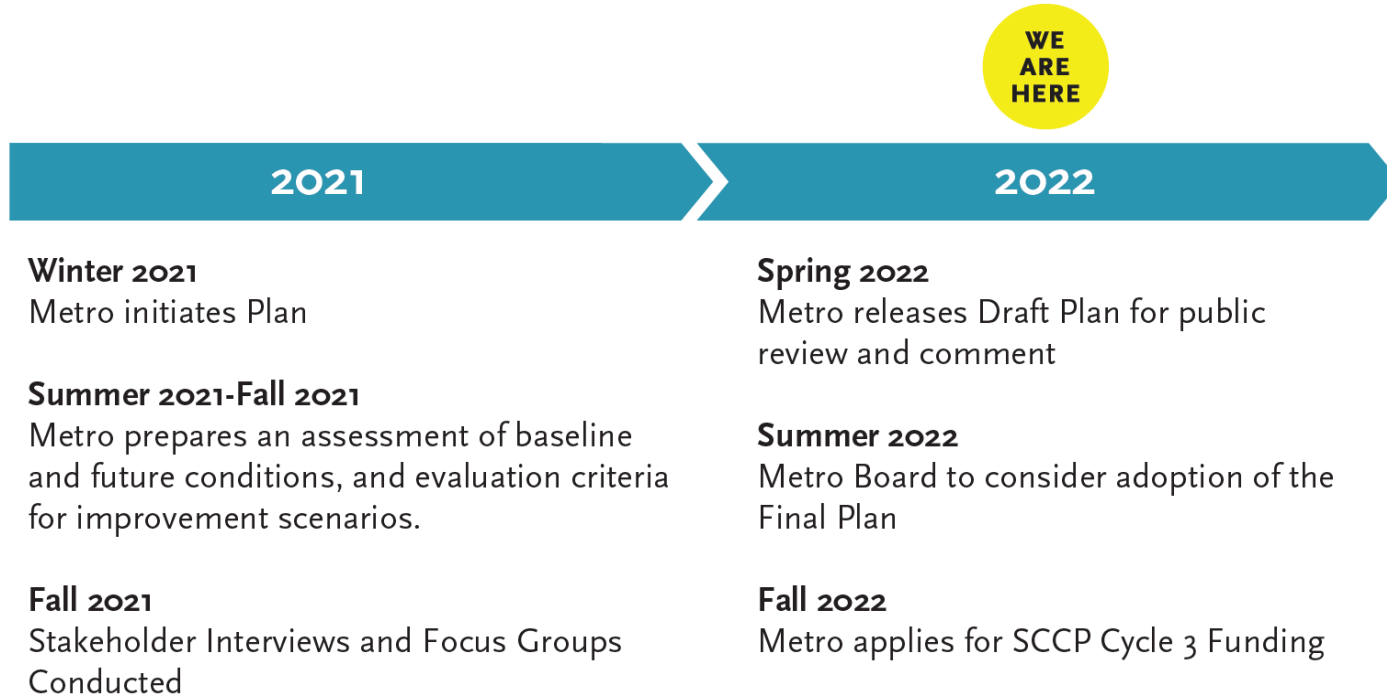


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# Your input and partnership are vital

- > Goals for today...
  - Get your feedback on the project list
  - Ground-truth preliminary evaluation results
  - Discuss upcoming outreach and next steps

# Project Schedule



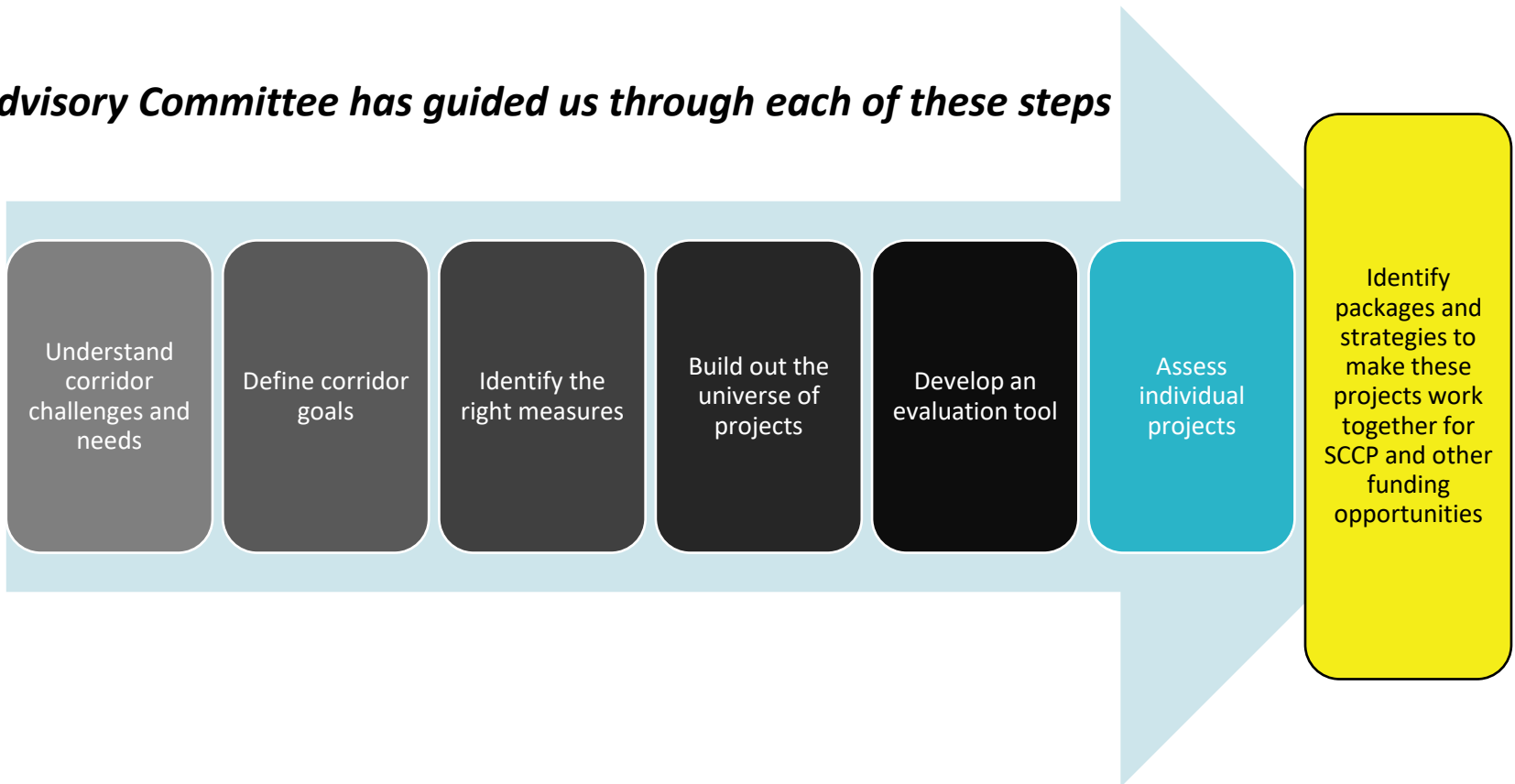
**ONGOING PUBLIC PARTICIPATION**

# Project Update

- > Since we last met....
  - Finalized evaluation framework based on input from AC Meeting #3
  - Refined project list and conducted preliminary evaluation
  - Reviewed preliminary evaluation with stakeholders
  - Developed outreach plan

# Where we have been and where we are going

*This Advisory Committee has guided us through each of these steps*



*You will help inform how we strategize around aligning projects together to deliver robust, multimodal improvements.*

# Preliminary Evaluation Results

# Evaluation Framework

## Review – Technical Approach

### Develop Vision & Goals

What do we want to achieve?

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

### Compile & Categorize Projects

What is the universe of projects?

*Derived from existing plans/studies/initiatives*

### Assess Projects

How do these projects/programs contribute to our goals? Are they ready for implementation?

*Qualitative “Harvey Ball” rating informed by quantitative data; project readiness criteria*

### Develop Improvement Strategies

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

*Based on assessment and project readiness*

# Evaluation Framework

## *Review – Applying the Framework*

Projects/programs grouped into “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

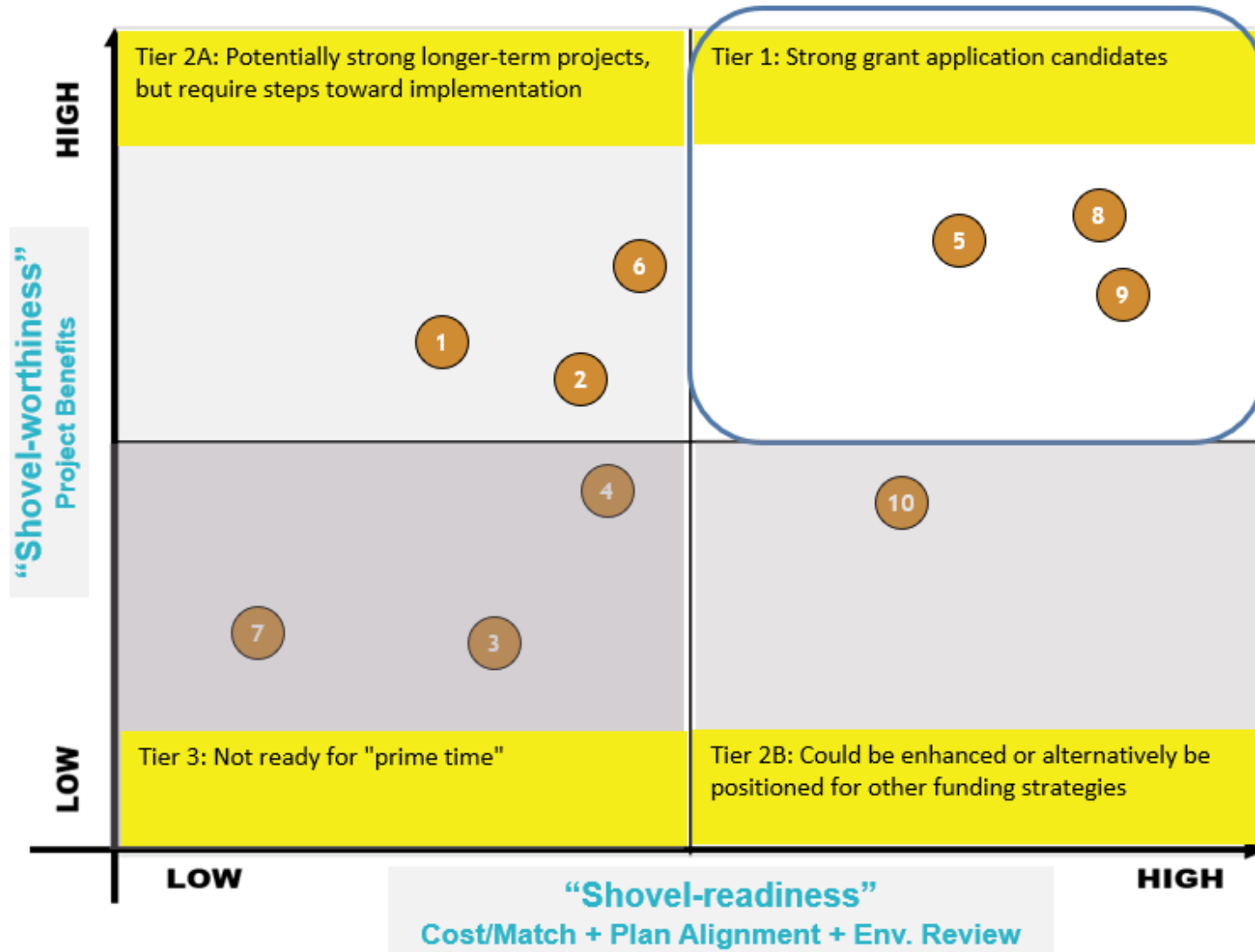
## Review – *Shovel Worthiness Assessment*

***Each project was evaluated for its ability to support each goal***

Rating	Does the project....	Examples
	<b>Significantly</b> benefit goal?	A large-scale transit investment would score <i>Significant</i> in <i>Mobility &amp; Accessibility</i> , and a wide-scale transit electrification project would score <i>Significant</i> in <i>Achieve Sustainability</i> .
	<b>Somewhat</b> benefit goal?	A municipal intersection improvement program or targeted first-last mile project would receive a <i>Somewhat</i> score in <i>Mobility &amp; Accessibility</i> .
	<b>Minimally</b> benefit goal?	A transit agency on-time performance improvement program would receive a <i>Minimal</i> score for <i>Safety</i> .
	Have a <b>Neutral</b> 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 <b>Negative</b> 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> .

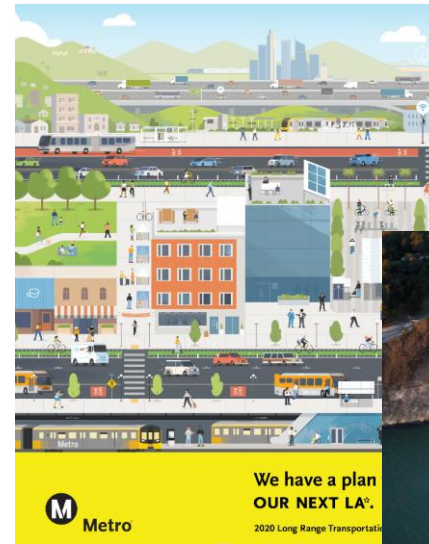
# Evaluation Framework

## Review – *Project Tiering Approach*



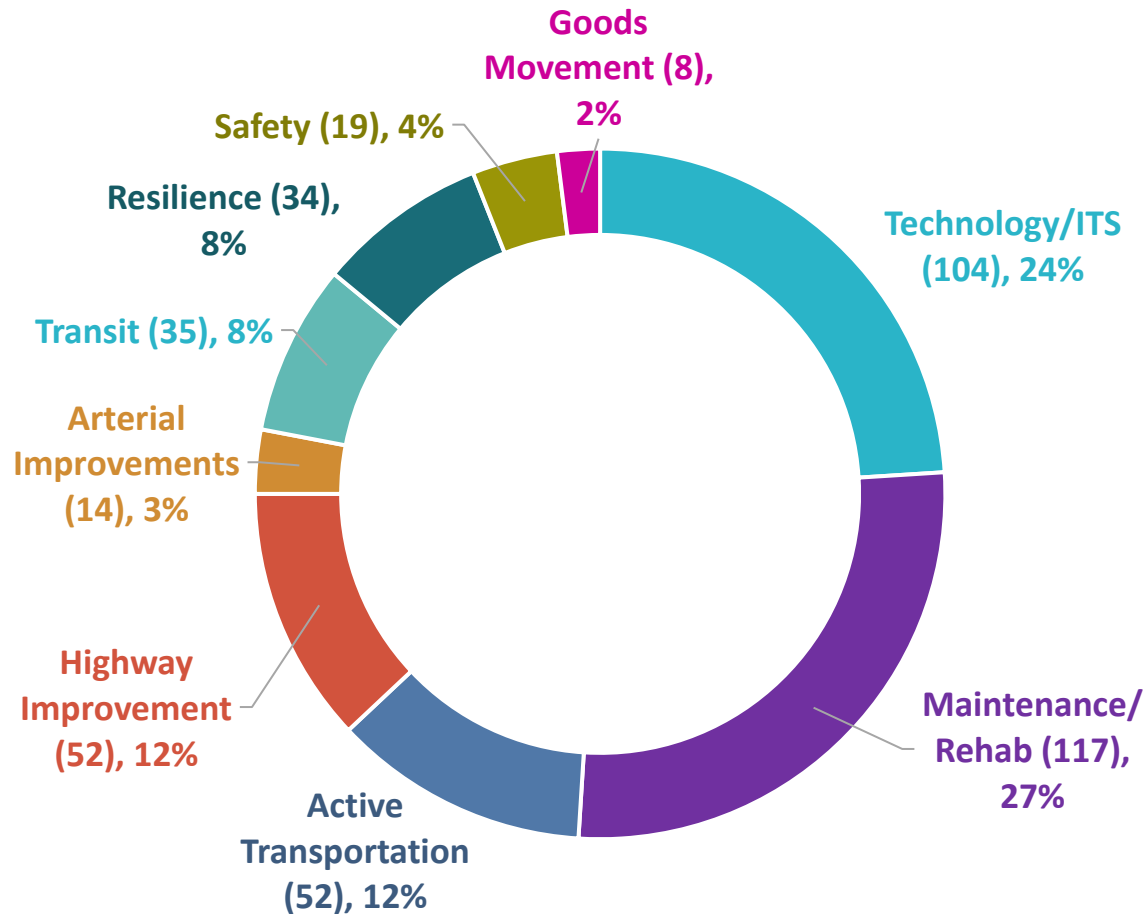
# Preliminary Evaluation Project List

- > We evaluated nearly 450 projects sourced from....
  - Metro Long-Range Transportation Plan (LRTP)
  - Metro Measure M and R
  - Metro Strategic Project List (SPL)
  - SCAG Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS)
  - Caltrans Multimodal Operations non-State Highway Operations and Protection Program Transportation Equity Report (MONSTER)
  - Caltrans State Highway Operations and Protection Program (SHOPP)



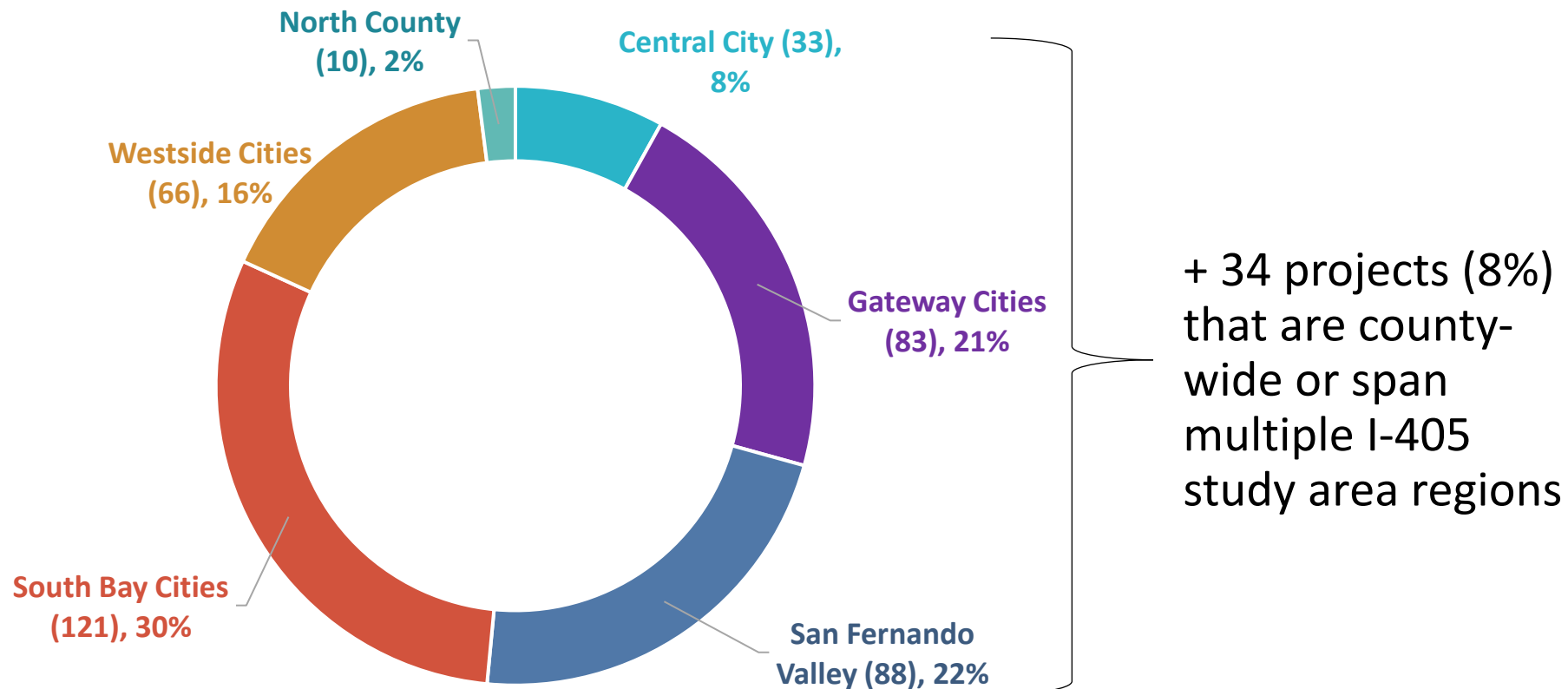
# Preliminary Evaluation Project List

> There are many different types of projects



# Preliminary Evaluation Project List

> Projects were distributed across the corridor



# Preliminary Evaluation

## *Questions you may have*

- > Why would a given project not be on the list?
- > What about strategies that are important but are not reflected in any existing project lists?
- > What were the main limitations to the assessment?
- > Were different modes evaluated differently?
- > How does the assessment account for project scale?
- > If a project does not score as well according to the evaluation methodology, will it impact future eligibility for funding?

# Preliminary Evaluation

## Applying the Framework

1. Shovel Worthiness

2. Shovel Readiness

3. Project Tiering

> Example project evaluation:

Sustainability criteria →

Rolled up into goal rating ↓

Example Project	Reduce GHG and Criteria Air Pollutants	Encourage a Shift to Low-Carbon Modes	Address Heat Island, Sea Level Rise, and other Disruptions	Protect Natural Habitats and Ecosystems	Sustainability Rating
North San Fernando Valley Bus Rapid Transit	●	●	○	○	●
I-710 Complete Streets Improvements	●	●	○	○	●
Inglewood Signal Synchronization	◐	○	○	○	◐
New and Retrofit Wildlife Crossings	○	○	○	●	●

# Preliminary Evaluation

## Applying the Framework

1. Shovel Worthiness

2. Shovel Readiness

3. Project Tiering

> Example project evaluation:

Example Project	Mobility & Accessibility	Equity	Economic Vitality	Sustainability	Safety	Shovel-Worthiness
North San Fernando Valley Bus Rapid Transit						High
I-710 Complete Streets Improvements						High
Inglewood Signal Synchronization						Mid
New and Retrofit Wildlife Crossings						Low

# Preliminary Evaluation

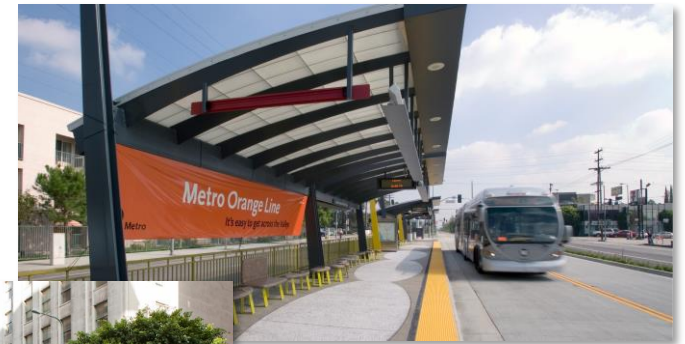
## Key Findings

1. Shovel  
Worthiness

2. Shovel  
Readiness

3. Project  
Tiering

- > **HIGH Performing Projects**  
(scored well across all goals):
- **Protected bicycle facilities**
  - **Complete streets**
  - **High-capacity transit (rail & BRT)**
  - **Transit operational improvements**



# Preliminary Evaluation

## Key Findings

1. Shovel  
Worthiness

2. Shovel  
Readiness

3. Project  
Tiering

> **MODERATELY** Performing Projects  
(scored well in some goals):

- **Unprotected bike lanes**
- **Pedestrian focused improvements**
- **Stand-alone safety projects**
- **Managed lanes**
- **Technology**
- **Grade separations and crossings**



# Preliminary Evaluation

## Key Findings

1. Shovel  
Worthiness

2. Shovel  
Readiness

3. Project  
Tiering

> **LOWER** Performing Projects  
(not fully aligned with goals):

- **Capacity enhancements**
- **Auxiliary lanes**
- **Ramp/Interchange projects**
- **Maintenance/Rehab**



# Preliminary Evaluation

## Key Findings

1. Shovel  
Worthiness

2. Shovel  
Readiness

3. Project  
Tiering

<b>HIGH</b>	<ul style="list-style-type: none"><li>➤ Protected bicycle facilities</li><li>➤ Complete streets</li><li>➤ High-capacity transit (rail &amp; BRT)</li><li>➤ Transit operational improvements</li></ul>
<b>MEDIUM</b>	<ul style="list-style-type: none"><li>➤ Unprotected bike lanes</li><li>➤ Pedestrian focused improvements</li><li>➤ Stand-alone safety projects</li><li>➤ Managed lanes</li><li>➤ Technology</li><li>➤ Grade separations and crossings</li></ul>
<b>LOW</b>	<ul style="list-style-type: none"><li>➤ Capacity enhancements</li><li>➤ Auxiliary lanes</li><li>➤ Ramp/Interchange projects</li><li>➤ Maintenance/Rehab</li></ul>

# Discussion

1. Shovel  
Worthiness



2. Shovel  
Readiness

3. Project  
Tiering

- > What surprised you about how projects performed?
- > Are there any projects that you did not see on the list and would have liked to see? Were there any types of projects you expected to see but did not?
- > For those of you who had a chance to look at the detailed project list, did you notice any geographic gaps?
- > Other thoughts or questions?

# Preliminary Evaluation

## *Applying the Framework*

1. Shovel  
Worthiness

2. Shovel  
Readiness



3. Project  
Tiering

- > Projects that scored “high” in shovel-readiness are:
  - ✓ Included in the RTP/SCS
  - ✓ Have begun or completed the environmental review process
  - ✓ For Caltrans projects, must have approved Project Report
  - ✓ Are on a short- or mid-time frame (< 15 years to complete)
  - ✓ Do not **require** matching funds, but it is desirable
  - ✓ SCCP will only fund the construction component of a capital project

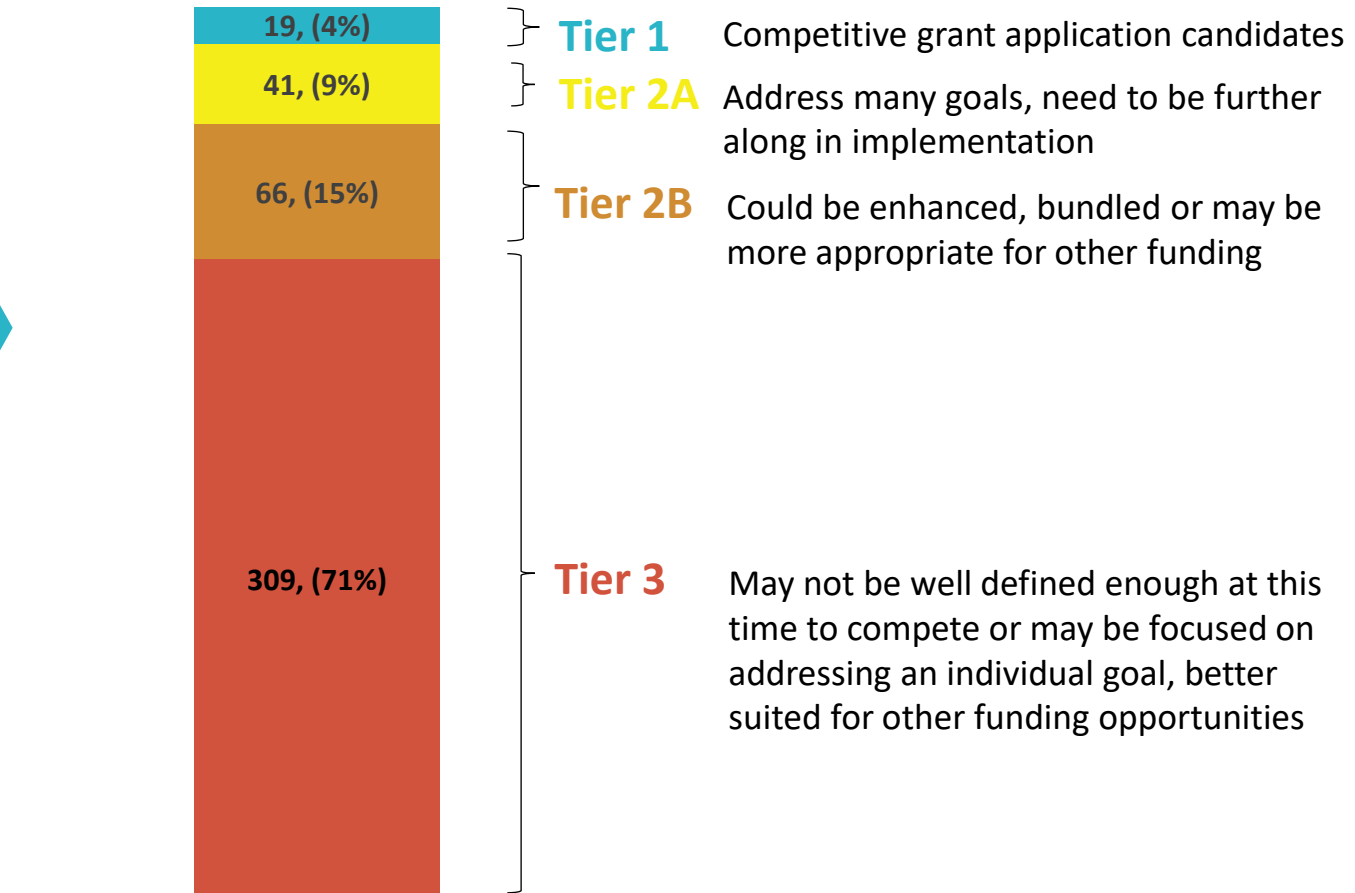
# Preliminary Evaluation

## Project Tiering

1. Shovel Worthiness

2. Shovel Readiness

3. Project Tiering



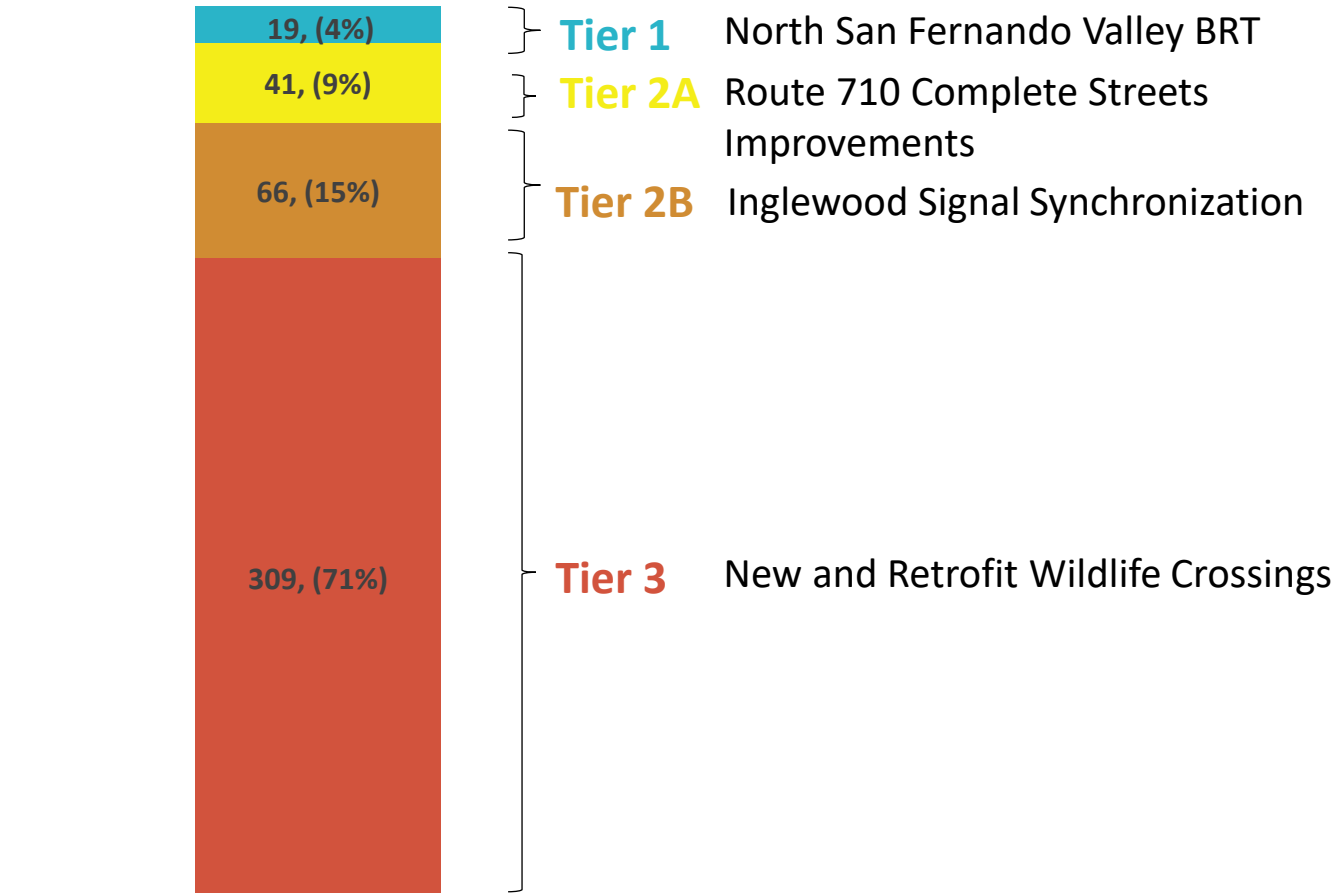
# Preliminary Evaluation

## Project Tiering Example

1. Shovel Worthiness

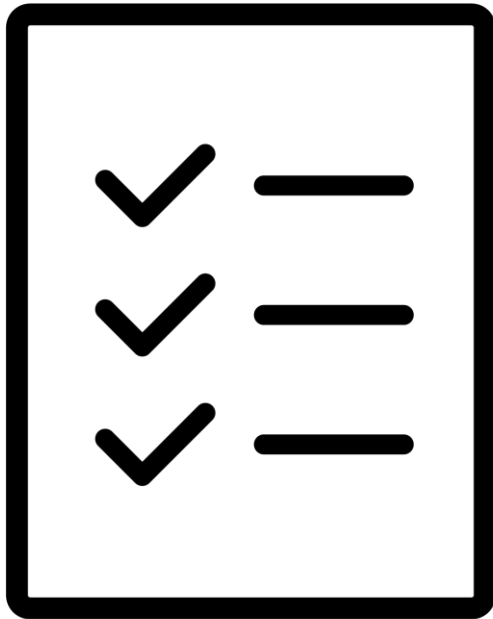
2. Shovel Readiness

3. Project Tiering



# Preliminary Evaluation

## *Next Steps – Developing Strategies*

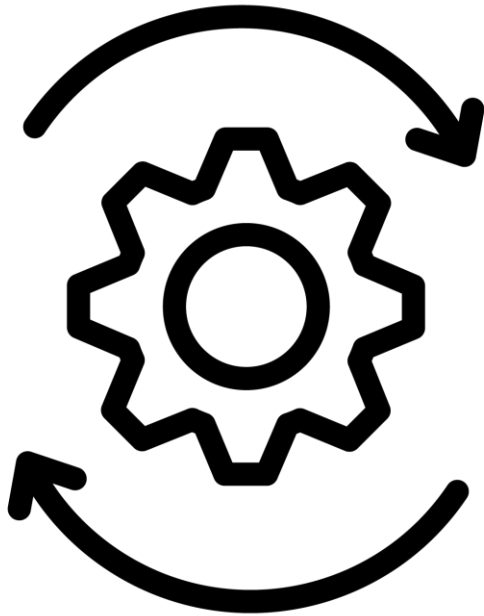


### What does this mean?

- > Being included the CMCP is the first step for eligibility
- > Improving our project information will allow us to complete this assessment of stand-alone projects.

# Preliminary Evaluation

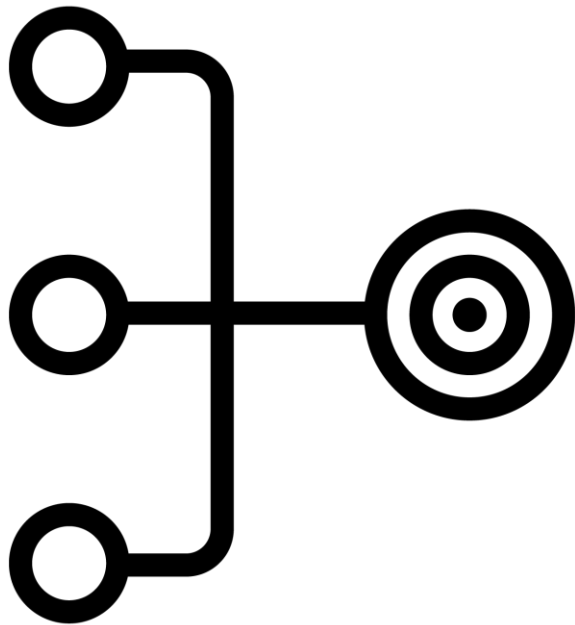
## *Next Steps – Developing Strategies*



### **Where do we go from here?**

- > Develop complementary packages of projects that work together to form improvement strategies.
- > SCCP is one funding tool
- > We will look at other funding to help deliver the numerous and diverse improvements planned

# Advisory Committee Next Steps



## How do we get there?

- > Feedback on this initial Evaluation (due March 15<sup>th</sup>)
- > Package projects and improvements into draft CMCP “strategies”
- > SCCP grant strategy

# Initial Project Evaluation List Review

## > **Review Objectives**

- Help us improve our understanding of the projects
- Allows us to complete second step of evaluation process

## > **We are looking to obtain feedback on the following:**

- Project-specific information to make the evaluation as effective as possible
- How we can further refine our approach
- Questions regarding the evaluation mechanics and outcomes

## > **How to provide feedback**

- Online Comment Form: [tinyurl.com/cmcpprojectlist](https://tinyurl.com/cmcpprojectlist)
- Comments due by **Tuesday, March 15th**

# Draft Plan Release and Engagement

## > Public Comment Period

- Public release anticipated in early May 2022
- 30-day public review period to provide feedback on the Draft Plan
- (2) Virtual Community Meetings and (1) Telephone Town Hall
- Anticipated to be scheduled in mid-May 2022

## > Outreach and Engagement

- Email Campaign
- The Source/El Pasajero
- Bilingual Interactive StoryMap
- Project Survey
- Social Media Campaign
- Outreach Toolkit

## > After the Public Comment Period

- Future CMCP Advisory Committee Meeting(s) anticipated Summer 2022
- Final Plan for Metro Board consideration anticipated September 2022

# Questions?



Metro

# Stay Connected



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