

Appendix C – Stakeholder Engagement

Metro



Appendix C.1: Advisory Committee 3
Appendix C.2: Focus Groups 273
Appendix C.3: COG Coordination 318
Appendix C.4: Survey 384
Appendix C.5: Draft CMCP Public Review Notification 388
Appendix C.6: Public Meetings Overview 400
Appendix C.7: Public Comment Matrix 444

Metro



Appendix C.1: Advisory Committee

Metro



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Advisory Committee Meeting #1

May 25, 2021

Prepared by Metro

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 inaugural meeting of the CMCP Advisory Committee was held on May 25, 2021 to provide an overview of the CMCP project, as well as the preliminary baseline conditions analysis conducted to-date and lay out the process for the public outreach and development of the evaluation framework that will inform the prioritization of potential projects.

California Transportation Commission (CTC) Chairwoman Hilary Norton and California Department of Transportation (Caltrans) District 7 Director and Metro Board Member Tony Tavares provided the keynote addresses and their vision for developing a CMCP through a collaborative, integrated planning approach.

Advisory Committee members received an agenda packet with the agenda, committee charter and bios for the key speakers prior to the inaugural meeting.

*Please see **Appendix A** for the Meeting Attendance, **Appendix B** for the Agenda Packet, **Appendix C** for the Meeting Presentation, **Appendix D** for the Record of Meeting Questions and Responses and **Appendix E** for the Summary of Engagement Activities.*



Meeting Summary

1. Welcome (Michael Cano, Deputy Executive Officer, State Policy and Programming, Metro)

- Michael Cano opened the webinar and thanked everyone for joining the inaugural meeting of the I-405 CMCP Advisory Committee. He emphasized that Metro was very pleased to have everyone in attendance.
- Mr. Cano introduced himself and explained his role overseeing the CMCP process and reviewed the meeting agenda.
- He presented the first poll to test the participants' knowledge of the I-405 corridor, including questions on the percentage of daily trips, the length of typical trip, etc.
  NOTE: See Appendix E for detailed results.

2. Introductory Remarks (James de la Loza, Chief Planning Officer, Metro)

- James de la Loza provided introductory remarks, noting that this plan is a "first of its kind" approach by Metro to integrate multiple modes and efforts to move people and goods through the corridor.
- He gave a quick overview of Metro's 13-member board governance structure and various roles the agency plays as the transportation planner, funder, builder and operator for Los Angeles County's transportation system, including roads, rail and buses and noted that Measure M will generate $40 billion over the next 40 years. The implementation of these roles is guided by a strategic vision (Vision 2028) and a 30-year Long Range Transportation Plan (2020 LRTP).
- He emphasized the importance of partnerships with other public agencies, the private sector, community groups, as well as with the state, including Caltrans and the CTC. He thanked Tony Tavares and Hilary Norton for their tireless advocacy and underscored the necessity of the CMCP to position the corridor for CTC funding to further the goal of increasing mobility, accessibility and equity along the corridor.
- He then introduced Tony Tavares, who was appointed in Nov. 2020 and previously served as District Director for Caltrans District 4 in the Bay Area.



3. Caltrans Remarks (Tony Tavares, Caltrans District 7 Director)

- Mr. Tavares underscored Caltrans' commitment to this process and to being inclusive in the planning of the corridor to ensure that all stakeholders are engaged in creating a new vision that promotes a multimodal approach to move people and goods safely and efficiently.
- He noted that the California Transportation Plan (CTP) 2050 focuses on climate change and equity and incorporates multiple modes.
- Mr. Tavares concluded his remarks by emphasizing Caltrans' commitment to working together to re-imagine the 405 corridor and secure funding in Cycle 3 of the SCCP.

4. I-405 CMCP Overview (Michael Cano, Zoe Unruh, Project Manager, Metro)

- Mr. Cano provided an overview of the I-405 Comprehensive Multimodal Corridor Plan, including the process and need for it.
- He noted Metro's keenness to go beyond the requirements in the CTC's Comprehensive Multimodal Corridor Plan Guidelines with a holistic planning process that will align the CMCP and included projects with other funding opportunities at the state and federal levels that will allow projects to seeking funding beyond what's available through the CTC.
- He explained that the I-405 Corridor was chosen due to its important role in our county's transportation system and noted that it was specifically included in SB1 for this reason.
- Mr. Cano noted that investment in the corridor has transitioned from paving the I-405 to a more robust set of multimodal solutions to figure out how to move more people and goods safely and efficiently. He also reviewed Metro's definition of multimodalism, including highways and major roadways, also referred to as arterials, transit, goods movement, active modes such as biking and walking, shared mobility including bike share and carpooling/vanpooling and clean technology.
- Ms. Unruh reviewed the project schedule, which is focused on plan adoption by Summer 2022 to be timely for the SCCP Cycle 3 application process and emphasized the importance of the Advisory Committee in meeting that goal.



- Mr. Cano discussed the broader policy framework and outlined the key goals, including promoting various mobility options, accessibility, equity, sustainability, the environment, economic vitality and quality of life.

Poll #1

Mr. Cano presented the first poll, asking participants to choose their top three goals for the CMCP from among the following:

a. Efficiently move goods and more people
b. Ease congestion
c. Increase accessibility
d. Advance sustainability and equity
e. Support our communities and our economy

The team presented the results of the first poll later in the meeting, which indicated that the top priority was to efficiently move goods and more people, followed by advance sustainability and equity, and support our communities and our economy goals.

NOTE: See Appendix E for detailed results.

5. What We Have Learned So Far About the Corridor (Jim Brogan, Cambridge Systematics)

- Jim Brogan began by noting that the project is in the first phase and the work to-date has been focused on developing the baseline conditions for I-405, including its performance, understanding the people that live around and those that depend on the corridor and their needs as well as identifying gaps.
- He gave an overview of the study area and explained that the detailed analysis of trips using the location-based data provided insight into trip origins/destination, start/end time, as well as trips and locations that might be better served by non-auto modes.
- Mr. Brogan explained that the volume of short trips could be indicative of transit as a competitive alternative mode for the 7.2 million trips that stay within the corridor. As of now, only 2.5% of trips and 5% of commute trips are via transit.



- There is also the potential to rebalance active transportation investments, particularly in places with high rates of active transportation, but less-developed infrastructure, such as in Van Nuys.
- Mr. Brogan concluded by noting that the next step will be to start identifying solutions, including those that may already exist (infrastructure, operations, policy, technology). As part of that process, it will be important to think about how to measure impacts to identify those with the greatest potential, think through implementation challenges, who else needs to be involved and then how to pay for it. This will be accomplished through development of an evaluation framework that will guide the Plan's identification of solutions that align with/advance goals, are eligible for and aligned with funding opportunities. Of course, feedback from the Advisory Committee will play an important role in the formulation of that framework.

Poll #2

Ms. Unruh presented the question and results from the second poll:

From your perspective, what are the top three challenges facing the I-405 Corridor?

a. Freeway congestion
b. Arterial congestion
c. Availability of transit, bike/pedestrian, and other non-auto mobility options
d. Unpredictable travel times
e. Safety (i.e., collisions, transit safety, bike/ped safety)
f. Mobile source emissions and air quality impacts

The top three responses were freeway congestion, arterial congestion, and a tie for the third challenge between availability of non-auto mobility options and mobile source/air quality impacts.

NOTE: See Appendix E for detailed results.



6. **Keynote Address (Hilary Norton, Chairwoman, California Transportation Commission)**

- Hilary Norton began her address by explaining that Governor Gavin Newsom is highly focused on a multimodal approach to improving air quality and mobility, and SB1 created the SCCP grant program to help achieve that goal. Ms. Norton also emphasized that the CTC develops its guidelines in conjunction with Metro and other agencies.
- Ms. Norton underscored the importance of the I-405 Corridor and the CTC's focus on aligning funding with the goals of improving mobility and enhancing access in a sustainable way.
- She emphasized the importance of supporting equity-focused communities (EFCs) and ensuring an ecosystem of mobility options. She noted that transportation and land use are interrelated, and it's crucial to keep all options open, including managed lanes, to help maximize funding and incentivize carpooling.
- She also underscored the need to position the I-405 to leverage funding at the federal level.
- Ms. Norton concluded her remarks by expressing her hope that this vision will become a model for other agencies.

7. **Guiding Principles for an Evaluation Framework (Jim Brogan)**

- Mr. Brogan outlined the purpose of the evaluation framework, which is to assess the "universe" of projects within the corridor study area; screen current and potential projects to identify top performers, based on a common set of criteria; and isolate top performing projects for grant consideration.
- He also reviewed the purpose and the draft guiding principles of the evaluation framework and indicated that the team will return to the Advisory Committee to help inform and finalize this framework.

8. **Wrap Up (Michael Cano)**

- Mr. Cano wrapped up the presentation by reviewing the schedule and thanked everyone for their attendance.
- Ms. Norton also encouraged attendees to provide input throughout the process.



Appendices



Appendix A: Meeting Attendance

Appendix B: Agenda Packet

Appendix C: Meeting Presentation

Appendix D: Record of Meeting Questions and Responses

Appendix E: Summary of Engagement Activities



Appendix A: Meeting Attendance

PUBLIC SECTOR

State Transportation Agencies
Hilary Norton, Chairwoman, California Transportation Commission/Fixing Angelenos Stuck in Traffic (FAST)
Tony Tavares, Caltrans District 7 Director, Metro Board of Directors Member

Regional Agencies
Matt Miyasato, Deputy Executive Director, AQMD
Hina Chanchlani, Associate Regional Planner, Southern California Association of Governments (SCAG)
Naresh Amatya, Transportation Planning Manager, SCAG
Michael Leue, Alameda Corridor Transportation Authority (ACTA)

Councils of Government
Nancy Pfeffer, Executive Director, Gateway Cities Council of Governments
Terry Dipple, Executive Director, Las Virgenes Malibu Council of Governments
Arthur Sohikian, Executive Director, North Los Angeles County Transportation Coalition JPA
David Leger, Environmental Services Analyst, South Bay Cities Council of Governments
Riley O'Brien, Project Analyst, Westside Cities Council of Governments

Local Government
Kristen Torres Pawling, Los Angeles County Chief Sustainability Office
Luke Klipp, Transportation Deputy, Supervisor and Metro Board Member Janice Hahn
Madeleine Moore, Deputy for Special Projects, Supervisor and Metro Board Member Sheila Kuehl



Doug Mensman, Director of Transportation, Office of Los Angeles Mayor and Metro Board Chair Eric Garcetti
Jay Greenstein, Transportation Deputy, LA Councilmember Paul Koretz
Eric Bruins, Transportation Deputy, LA Councilmember and Metro Board Member Mike Bonin
Anissa Raja, Planning Deputy, LA Councilmember Monica Rodriguez
Alexandria Naseef, Field Manager, LA Councilmember Nithya Raman
Tomas Carranza, Los Angeles City Department of Transportation
Artie Fields, City Manager, City of Inglewood

Airports
Juan Lopez-Rios, Deputy Director, Long Beach Airport
Samantha Bricker, Chief Sustainability and Revenue Management Officer, Los Angeles World Airports

Transit Agencies
Randy Johnson, Director Government Affairs & Outreach, Access Services
Geraldina Romo, Transit Analyst, Antelope Valley Transit Authority
Joyce Rooney, Transit Manager, City of Redondo Beach - Beach Cities Transit
Timothy McCormick, Manager of Planning and Performance, Big Blue Bus
Kim Turner, Director, Torrance Transit
Rahul Simlote, Systems Analyst, Torrance Transit

BUSINESS/PROFESSIONAL ASSOCIATIONS

Marnie Primmer, Executive Director, FuturePorts
Weston LaBar, CEO, Harbor Trucking Association
Maria Salinas, President and CEO, Los Angeles Area Chamber of Commerce
Michele Grubbs, Vice President, Pacific Merchant Shipping Association
Matt Petersen, Los Angeles Cleantech Incubator/Transportation Electrification Partnership



PRIVATE SECTOR

Gaby Flores, Associate Director of Government & Industry Relations, Cedars-Sinai
Karina Macias, Senior Associate, Nelson\Nygaard Consulting
Matthew Garth, Public Affairs, Northrop Grumman
Bruce Mac Rae, Vice President, United Parcel Service
Lori Cardle, SVP Operations, Chief Operating Officer, Valley Presbyterian Hospital

ACADEMIC/RESEARCH INSTITUTIONS

Mason Stockstill, Assistant Director, Communications and Media Relations, Loyola Marymount University (LMU)
Tom O'Brien, Executive Director, California State University, Long Beach (CSULB) CiTTI/METRANS
Renee Fortier, Executive Director, Events & Transportation, University of California, Los Angeles (UCLA)
Juan Matute, Director, UCLA Institute of Transportation Studies
Marcos Fuentes, Mobility Planning & Traffic Systems, UCLA Transportation
Brian Taylor, Professor of Urban Planning and Public Policy, and Director of the Institute of Transportation Studies, UCLA
Genevieve Giuliano, Director of METRANS, University of Southern California (USC)
Tony Mazza, Director of Transportation, USC

NGOs/CBOs

Kendra Jones, Sr. Program Manager, Chrysalis
Erika Pinto, Policy Analyst, Strategic Initiatives, Community Health Councils
Douglas Arnot, Games Manager, LA 28
Karen Reside, Long Beach Gray Panthers
Veronica Padilla, Executive Director, Pacoima Beautiful
Robert A. Ringler, West Los Angeles Police Advisory Board



METRO STAFF

James de la Loza, Chief Planning Officer, Countywide Planning & Development
Laurie Lombardi, Senior Executive Officer, Financial Planning, Programming and Grants
William Ridder, Executive Officer, State/Federal Policy and Programming
Michael Cano, Deputy Executive Officer, State Policy and Programming
Zoe Unruh, Project Manager, State Policy and Programming
Sona Babayan, Assistant Administrative Analyst, Grants Management and Funds Administration
Karen Swift, Senior Manager, Community Relations
Matthew Marquez, Community Relations Officer, Community Relations
Patrick Chandler, Manager, Community Relations

CONSULTANTS

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, Senior Project Coordinator, Arellano Associates
Celeste Milam, Senior Project Coordinator, Arellano Associates
Sohrab Mikanik, Senior Project Coordinator, Arellano Associates
Jennifer Velazquez, Assistant Project Coordinator, Arellano Associates



Appendix B: Agenda Packet



Metro I-405 CMCP Advisory Committee Meeting #1

May 25, 2021 11:00 AM – 12:30 PM

Agenda

I-405 Comprehensive Multimodal Corridor Plan (CMCP)
Advisory Committee Meeting #1 - Virtual Meeting - Zoom Link

I.	Welcome	Michael Cano, Deputy Executive Officer State Policy and Programming, Metro
II.	Introductory Remarks	James de la Loza, Chief Planning Officer Countywide Planning & Development, Metro
III.	Caltrans Remarks	Tony Tavares, District 7 Director, Caltrans, Metro Board Member
IV.	I-405 CMCP Overview	Michael Cano, Deputy Executive Officer State Policy and Programming, Metro Zoe Unruh, CMCP Project Manager State Policy and Programming, Metro
		Poll #1
V.	What We Have Learned So Far About the Corridor - Q&A	Jim Brogan, Project Manager, Cambridge Systematics
		Poll #2
VI.	Keynote Address - Q&A	Hilary Norton, Chair, California Transportation Commission
VII.	Guiding Principles for an Evaluation Framework	Jim Brogan, Project Manager, Cambridge Systematics
VIII.	Wrap Up	CMCP Project Team



I-405 CMCP Advisory Committee Charter

Background	Metro must prepare qualifying comprehensive multimodal corridor plans to compete for and secure a portion of the $250 million in state funding that is made available through the Senate Bill (SB) 1 Solutions for Congested Corridors Program (SCCP). This funding is vital to Metro's ability to deliver the commitments of Measures R and M.
Purpose	I-405 is a critical corridor in our regional transportation system connecting major gateways, trade hubs, airports, and communities. Metro will lead the development of a comprehensive planning vision for the I-405 Corridor in LA County to define shared mobility goals that are responsive to community needs while addressing regional congestion on one of the top ten most congested highways in the country. The purpose of the CMCP Advisory Committee is to engage in dialogue on key issues and provide guidance to help Metro build an inclusive vision that balances the unique and diverse needs of the corridor stakeholders.
Desired Goals	Metro's goal is to enhance communities and lives through mobility and access to opportunity. Transportation plays an integral role in supporting vibrant, prosperous communities and in enabling individuals and families to access jobs, essential services, education, and other social, cultural, and recreational opportunities. Through active collaboration with public and private sector partners and community-based organizations, Metro is working to make LA County's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves by: • Recognizing the broad range of users and communities relying on and impacted by the I-405 Corridor • Soliciting their feedback • Identifying multimodal improvements that ease congestion, move more people, increase accessibility for all users, advance equitable outcomes for historically disadvantaged communities, and support state and local sustainability and climate action goals
Members	Metro is committed to genuine public and community engagement to achieve better mobility outcomes for the people of LA County. Using its Equity Platform as a guide, Metro has invited a broad and diverse range of participants to serve on the CMCP Advisory Committee to have a voice in decision-making about infrastructure investments. Members include representatives from public agencies, private industry and community-based organizations with an interest and stake in the I-405 Corridor. Members will attend CMCP Advisory Committee meetings and may designate up to two alternates if the primary representative is not available to attend a meeting.
Frequency of Meetings	There will be five (5) meetings of the CMCP Advisory Committee held from May 2021 through June 2022 to coincide with key milestones in the CMCP development process. Initial meetings will be virtual using Zoom software platform. Future meetings will be planned with the CMCP Advisory Committee in line with public health guidelines. The duration of the meetings will not exceed two hours (see schedule on the next page).



I-405 CMCP Advisory Committee Charter

Roles and Responsibilities	The CMCP Advisory Committee will provide a forum for dialogue, discussion, review and comment on key issues and strategies and offer insight on improvement scenarios, evaluation criteria and priority projects. The Committee will also serve as a conduit for engaging a wide range of stakeholders and distributing information to their constituencies/member agencies. Metro will assume the following roles and responsibilities in supporting the CMCP Advisory Committee: • Function as the convening agency for the CMCP Advisory Committee meetings • Distribute agendas and agenda packages one week prior to the meeting dates • Document the meetings, record meeting notes, memorialize meeting outcomes and distribute to the CMCP Advisory Committee Members within one week following the meeting • Serve as the primary facilitator for meetings to encourage meaningful dialogue and opportunities for input from all Advisory Committee Members
Decision Process	The CMCP Advisory Committee will consider and evaluate technical data and public input to guide their recommendations. While not a formal voting body, the CMCP Advisory Committee's dialogue and guidance will help Metro build an inclusive vision that balances the unique and diverse needs of the corridor stakeholders.

WE ARE HERE

2021	2022
Winter 2021 Metro initiates Plan	**Winter 2022-Spring 2022** Metro releases Draft Plan for public review and comment with improvement scenarios
Summer 2021-Fall 2021 Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.	Public meetings and surveys conducted
Stakeholder interviews and public surveys conducted	**Spring 2022-Summer 2022** Metro Board to consider adoption of the Final Plan
	Summer 2022 Metro applies for SCCP Cycle 3 Funding

ONGOING PUBLIC PARTICIPATION

Contact:
Zoe Unruh, I-405 CMCP Project Manager
405cmcp@metro.net
www.metro.net/projects/i405-cmcp/



Metro I-405 CMCP Advisory Committee Meeting



James L. de la Loza

Chief Planning Officer, Metro Countywide Planning & Development

Mr. de la Loza has over 34 years of experience in the design, planning and implementation of major transportation infrastructure projects. His background includes transportation multi-modal corridor analysis and planning, operations service planning, development and coordination of funding strategies, policy development, environmental impact analysis and alternative delivery for large multi-modal projects.

Mr. de la Loza has a strong commitment to community engagement in the project development process. He has an in-depth understanding of mobility analysis, the relationship of transportation to how we grow our region and the importance of designing a system which is sustainable. He has a proven ability to implement agency goals and objectives in some of the most challenging environments.

His transportation career has steadily increased in responsibility and includes the position of Chief Planning Officer for Metro from 2019 to current and 1996 to 2005. As the CPO for LA Metro he oversees the expansion of the Metro Light and Heavy Rail program, Highway/HOV system, and the development of Metro's Rapid Bus and BRT program.

Over the last 15 years he has served at executive level positions at three major National and Global transportation companies. In these capacities he has led the successful pursuit and delivery some of the regions' most complex transportation projects and programs including the Regional Connector Project, Eastside Phase 2 Extension, CHSR EIS for 2 segments, West Santa Ana Branch AA Study, and the SCAG Cordon Study among others.



Metro I-405 CMCP Advisory Committee Meeting



Tony Tavares, PE, PMP

Caltrans District 7 Director, Metro Board Member

Tony Tavares was appointed in November 2020 as Director of the California Department of Transportation (Caltrans) District 7, which encompasses Los Angeles and Ventura counties. As District 7 Director, he oversees transportation systems in a dynamic region that boasts 25% of California's population; an annual construction program of more than $2 billion; and some of the most innovative solutions to help move people and goods through Southern California (part of the 5th largest economy in the world) throughout the rest of the world.

Mr. Tavares' vision is a modern multimodal transportation system that builds on strong local partnerships and works together with all stakeholders to achieve a shared goal toward zero deaths (Vison Zero). He believes that all local communities and organizations must be heard and share in the development of Caltrans projects, and he encourages a Caltrans culture of creative thinking, innovation, and stakeholder engagement in delivering transportation solutions.

Most recently, he served as Caltrans Bay Area Director (District 4) where he was instrumental in implementing California's landmark Senate Bill 1 (SB1), the Road Repair and Accountability Act. Tavares also led Caltrans' visions as he served on several boards of regional transportation planning agencies, joint powers authorities and transit development.

From 2010 to 2018, Mr. Tavares served as the statewide Division Chief for Maintenance. There, he directed 7,000 multi-disciplinary professional employees with an annual budget allocation of almost $2.2 billion. In the first year of SB 1, he also delivered over $1 billion in pavement, bridge and culvert projects.

Mr. Tavares is a member of AASHTO, WASHTO-SCOM, TRB and NCHRP, and he has chaired several task groups to implement innovative strategies at the national level. Mr. Tavares has also held executive leadership roles at Caltrans as the Division Chief for Right of Way and Land Surveys, North Region Deputy Director for Structure Construction, Deputy Division Chief for Construction, and District 10 Director. In 2013, Tony was awarded the Pavement Pioneer Award from the National Asphalt Pavement Association for his contribution in perpetual pavement projects.

Mr. Tavares is a graduate of University of California, Davis, with a Bachelor of Science degree in Civil Engineering. He is a Professional Engineer (PE) and a Project Management Professional (PMP).



Metro I-405 CMCP Advisory Committee Meeting



Hilary Norton

Chair, California Transportation Commission

Hilary Norton is the Chairwoman of the California Transportation Commission (CTC). Hilary was appointed to the CTC by Governor Gavin Newsom in September 2019, and elected Chair of the CTC in August 2020. She brings over 29 years of experience in transportation and community development to her Commission role. Ms. Norton's primary goals as CTC Chair include investing over $5 billion in annual SB1 gas tax and other funds into California's transportation infrastructure system in order to improve outcomes in equity, mobility across numerous modes, safety, environment/climate change resilience, and economic growth.

As the Executive Director of FASTLinkDTLA – a new Transportation Management Organization (TMO) for Downtown LA (DTLA)– with a goal of reducing single occupant vehicle (SOV) trips in DTLA by 75% by 2030. To achieve this goal, FASTLinkDTLA TMO connects employers and residents to transit, micro-transit and on-demand shuttles, AVP parking, walking and biking options and advocates for new mobility options to be funded to travel to and within DTLA. Through FASTLinkDTLA, Ms. Norton launched one of the first ever in LA County micro-transit systems, connecting travelers through the flexLA multi-mobility app, and connecting new on-demand wheelchair accessible vehicles (WAV), transit, vanpools, carpools, scooters, bike share, biking and walking. FASTLinkDTLA enthusiastically supports the proposed LA Streetcar for DTLA, as well as new Metro rail and bus service planned for DTLA such as the Regional Connector, West Santa Ana Branch and Sixth Street/Arts District Station on the Metro Red/Purple Line.

As Fixing Angelenos Stuck in Traffic (FAST)'s founding Executive Director since 2008, Ms. Norton has mobilized a diverse coalition of business, labor, civic groups, educational institutions and transit organizations to support policy and infrastructure improvements to LA's mobility, livability and economic prosperity. FAST's primary focuses were: 1) Mobility Hubs – carshare, bikeshare, bike parking, EV charging and traveler services at transit stations, job and education centers; 2) comprehensive arterial improvements to improve travel time, encourage mode shift, and promote safety and transit connectivity; 3) Metro ExpressLanes implementation throughout LA County, creating the Metro ExpressLanes Business Roundtable to support the I-110/I-10 pilot corridors and expand them into a network; 4) Expanding LA County's bus rapid transit (BRT) network, especially in her neighborhood of Eagle Rock; and 5) Revitalizing the Arts District in DTLA with new mobility options: the Sixth



Street/ Arts District Metro Station, and Sixth Street Viaduct / Sixth Street Park -- the largest bridge reconstruction project in LA's history, adding bicycle and pedestrian lanes, and connections to the LA River and the Metro Red/Purple Line.

Ms. Norton served as 2018 Chairwoman of the Los Angeles County Business Federation (BizFed), and is on the Board of Directors of the Central City Association. She co-chairs the Transportation Committees for BizFed, the LA Chamber of Commerce, and the LA Business Council (LABC).

Ms. Norton is a member of the UCLA Institute for Transportation Studies (ITS) Advisory Board and a member of SCAG's GLUE Council and its TDM Working Group.

Ms. Norton served as the Business Representative on LA County Metro's Policy Advisory Committee and was a member of the Advisory Boards for Metro's Office of Extraordinary Innovation and Metro's Next Gen Bus Study.

Ms. Norton holds a BA from Wellesley College and a Master in Public Policy from Harvard University's John F. Kennedy School of Government. She is the mother of two adults, Xavier and Eva Orozco.



Appendix C: Presentation

Welcome!

We will begin in a few moments.

I-405 Comprehensive Multimodal Corridor Plan
Advisory Committee Meeting

Tuesday, May 25, 2021

Metro



We're working on solutions for congested corridors.

Metro

I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Housekeeping

Today's meeting is being recorded

Attendee videos are off and mics are muted



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.

Metro

Welcome Remarks and Introductions



Michael Cano
Metro
Deputy Executive Officer
State Policy and Programming

I-405 CMCP Advisory Committee Agenda

I. **Welcome**
Michael Cano, Metro Deputy Executive Officer, State Policy and Programming

II. **Introductory Comments**
James de la Loza, Metro Chief Planning Officer, Countywide Planning and Development

III. **Caltrans Remarks**
Tony Tavares, Caltrans District 7 Director and Metro Board Member

IV. **I-405 CMCP Overview**
Michael Cano, Metro Deputy Executive Officer, State Policy and Programming

Zoe Unruh, Metro I-405 CMCP Project Manager, State Policy and Programming

Poll #1

V. **What We Have Learned So Far About the Corridor and Q&A**
Jim Brogan, Cambridge Systematics Project Manager

Poll #2

VI. **Keynote Address and Q&A**
Hilary Norton, California Transportation Commission Chair

VII. **Guiding Principles for an Evaluation Framework**
Jim Brogan, Cambridge Systematics Project Manager

VIII. **Wrap Up**

Metro

Our Team

Plan Development

James de la Loza
Chief Planning Officer

Wil Ridder
EO, Fed/State Policy & Programming

Michael Cano
DEO, Goods Movement, State Policy & Programming

Zoe Unruh
Project Manager

Sona Babayan
Project Staff

Stakeholder Engagement

Karen Swift
Senior Manager

Matthew Marquez
Community Relations Officer

Cambridge Systematics
Jim Brogan

Arellano Associates
Susan DeSantis

Metro

How well do you know the I-405 Corridor?

Metro

How well do you know the I-405 Corridor?

1. **What percentage of the county's daily trips occur in the corridor?**

   - 18%
   - 27%
   - 34%
   - 41%

Metro

How well do you know the I-405 Corridor?

2. **How long is the "typical" trip on the corridor?**

   - 1-5 miles
   - 5-10 miles
   - 10-15 miles
   - More than 15 miles

Metro

How well do you know the I-405 Corridor?

3. **What percentage of trips within the corridor use non-auto modes?**

   - 1-5%
   - 5-10%
   - 10-20%
   - More than 20%

How well do you know the I-405 Corridor?

4. **What percentage of trips in the corridor area are due to commuting to work or school?**

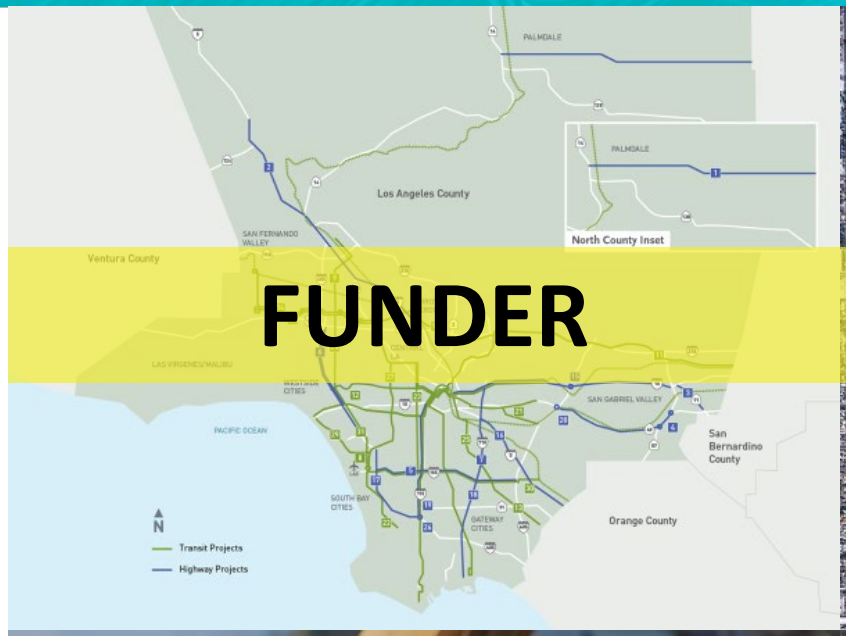
   - 5-10%
   - 10-20%
   - 20-30%
   - More than 30%

Introductory Remarks



James de la Loza
Metro
Chief Planning Officer
Countywide Planning & Development

Metro's Role



FUNDER



PLANNER



BUILDER



OPERATOR

Metro's Strategic Plan Guides Our Work

We're guided by our *Strategic Plan* goals.

Vision 2028 Strategic Plan

We're creating

1 *Faster Travel Options*

Better Transit

Providing more transit options with improved quality and service

- *Transit Projects*
- *Bus Improvements*
- *New Mobility Options*

Less Congestion

Managing the transportation system to reduce the amount of time spent in traffic

- *Roadway Improvements*
- *Congestion Management*
- *Improved and Efficient Goods Movement*

2 *Better Trips*

Complete Streets

Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods

- *Bike and Pedestrian Projects*
- *Local Street Improvements*
- *Station and Stop Access Enhancements*

3 *Thriving Communities*

Access to Opportunity

Investing in communities to expand access to jobs, housing and mobility options

- *Workforce Initiatives*
- *Support for Local Businesses*
- *Transit Oriented Communities*

Long Range Transportation Plan

Metro's Strategic Plan Guides Our Work

We're guided by our *Strategic Plan* goals.

Vision 2028 Strategic Plan

We're committed to

4 *Leadership* **5 *Accountability***

Collaboration | Continuous Improvement

Customer Focus | Innovation | Inspired and Inclusive Workforce | Safety

Customer Experience Plan | *COVID-19 Recovery Plan*

We're intentionally focused on *eliminating racial and socioeconomic disparities* and *advancing sustainable practices* in everything we do.

Equity | Sustainability

Equity Plan | *Moving Beyond Sustainability Plan*

Caltrans Remarks



Tony Tavares
Caltrans
District 7 Director
Metro Board Member

I-405 CMCP Overview

Metro

I-405 CMCP Overview



Michael Cano
Metro
Deputy Executive Officer
State Policy & Programming



Zoe Unruh
Metro
I-405 CMCP Project Manager
State Policy & Programming

Metro

Why a Comprehensive Multimodal Corridor Plan?

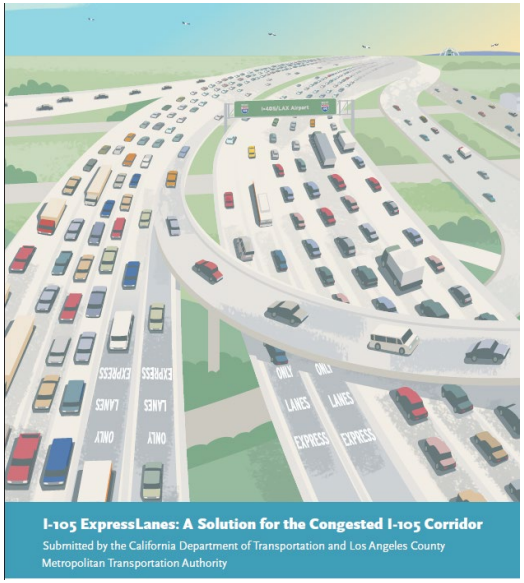
- The California Transportation Commission (CTC) administers the SB1 Solutions for Congested Corridors Program (SCCP).
- SCCP provides $250 M annually statewide for projects that offer improvements and alternatives to highly congested, highly traveled corridors.
- SCCP requires candidate projects be included in a qualifying CMCP
- Metro has successfully secured $300 M in past SCCP funding cycles

Airport Metro Connector / 96th St. Station



Awarded $150 M

I-105 ExpressLanes

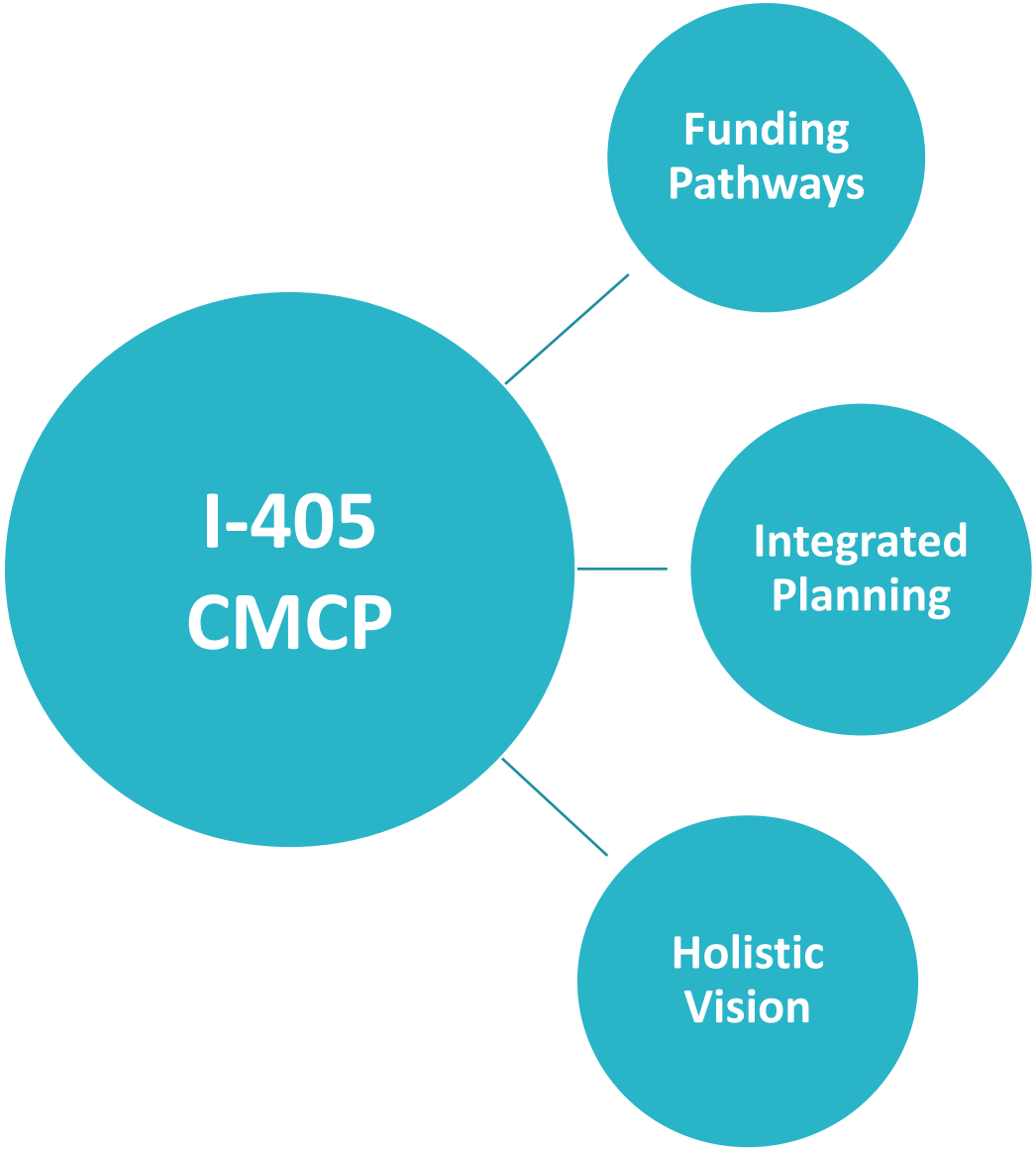


Awarded $150 M

Why a Comprehensive Multimodal Corridor Plan?

Metro's successful delivery of Measure M depends on securing SB 1 and other discretionary funding.

What Are the Opportunities with a CMCP Approach?



Metro

We are Starting with the I-405

- As a critical node in our transportation system, the I-405 Corridor study area handles an excessive share of trips within the county.
  - *10.6 million daily trips start or end within the study area, making up 41% of the daily trips in LA County.*
- Outsized travel demand equals supersized congestion.
  - *Highway corridor travelers experience 13 million annual hours of delay.*
- Corridor demands today and in the future require robust, multimodal solutions.



***Key Fact*:**
Senate Bill 1 specifically identifies the "Route 405 Corridor in the County of Los Angeles" as one of five examples of California's highly congested highly traveled corridors. *(SB 1 Chapter 2 SEC 43. (a) (5))*

How Do We Define Multimodal?

Highways and Major Roadways







How Do We Define Multimodal?

Transit







Metro

How Do We Define Multimodal?

Goods Movement







How Do We Define Multimodal?

Active & Shared Transportation







How Do We Define Multimodal?

Clean Technology







Project Schedule

WE ARE HERE

2021

Winter 2021
Metro initiates Plan

Summer 2021-Fall 2021
Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

Stakeholder interviews and public surveys conducted

2022

Winter 2022-Spring 2022
Metro releases Draft Plan for public review and comment with improvement scenarios

Public meetings and surveys conducted

Spring 2022-Summer 2022
Metro Board to consider adoption of the Final Plan

Summer 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

Stakeholder Engagement



> Stakeholder engagement will help Metro build an inclusive vision that balances the unique and diverse needs of the corridor stakeholders.

I-405 CMCP Advisory Committee

> Metro regularly consults with advisory committees and councils to solicit a broad range of experience and expertise to guide Metro staff and our Board.

- Service Councils, Community Advisory Council, Policy Advisory Council, Public Safety Advisory Committee

We have a plan for
OUR NEXT LA*.
2020 Long Range Transportation Plan

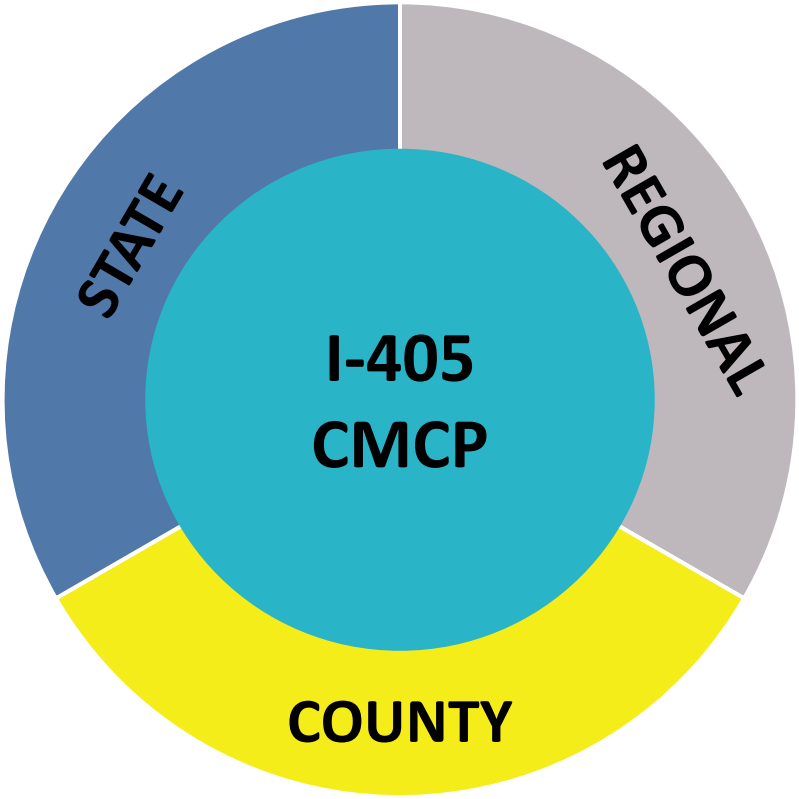


NEXTGEN
Bus Plan

> Your insights into important considerations and constituencies will help ground-truth this plan, build consensus, and support our ability to develop a truly stakeholder-driven CMCP.

Policy Framework

- Climate Action Plan for Transportation Infrastructure (CAPTI)
- California Transportation Plan 2050 (CTP 2050)
- California Freight Mobility Plan (CFMP)
- Other State Plans

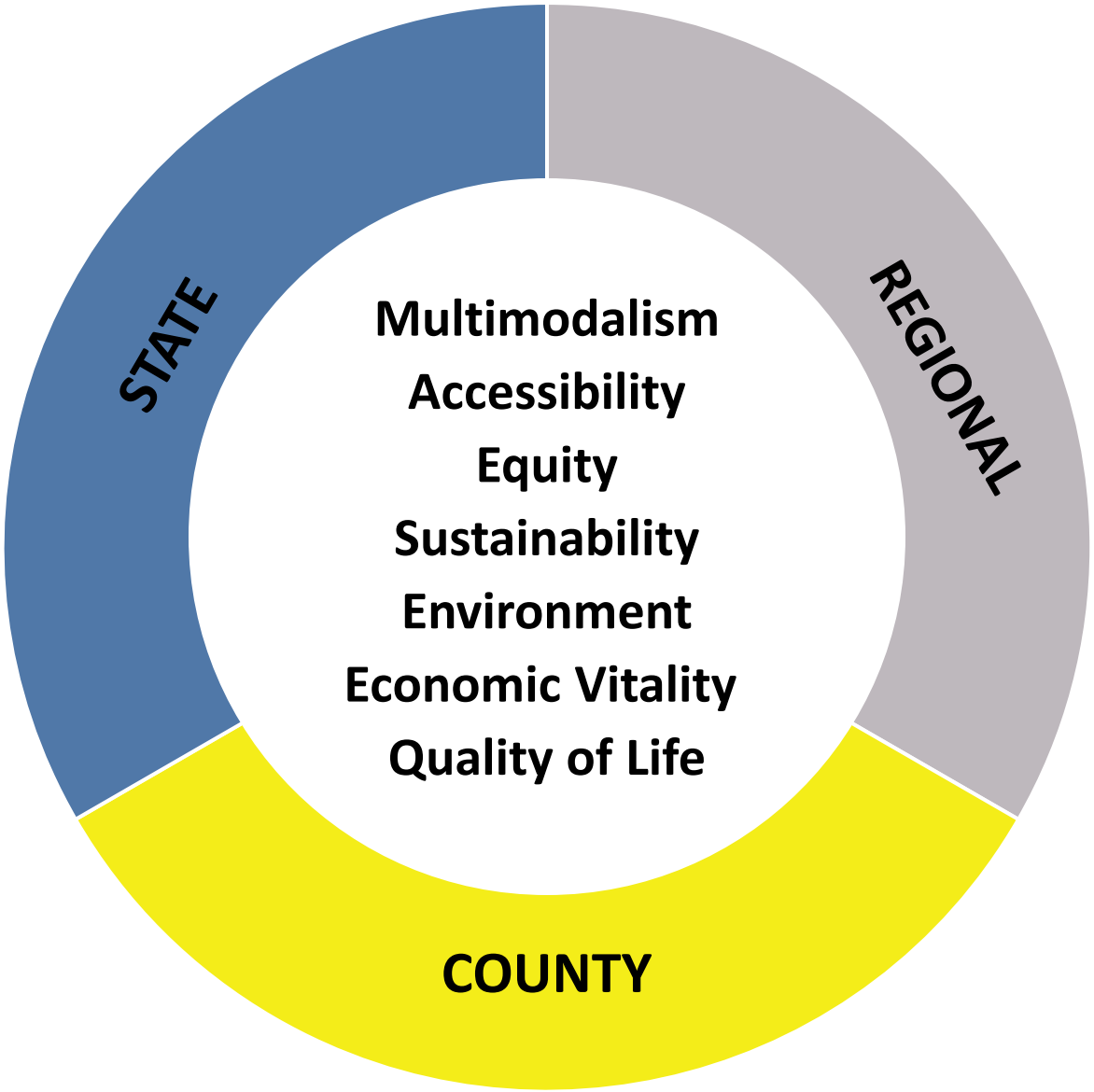


- Connect SoCAL 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

- Equity Platform
- Goods Movement Strategic Plan (GMSP)
- Long Range Transportation Plan (LRTP)
- Moving Beyond Sustainability Strategic Plan (MBS)
- Vision 2028 Strategic Plan

Metro

Goal Alignment— Common Themes



Metro

I-405 CMCP Goals

The CMCP aims to identify corridor improvements that:

> Efficiently move goods and more people

> Ease congestion

> Increase accessibility

> Advance sustainability and equity

> Support our communities and our economy

…with Multimodal Solutions

Desired Outcomes

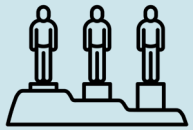
Deliver a qualifying CMCP that:



Responds to community needs as well as existing and anticipated regional corridor deficiencies;



Identifies opportunities to expand mobility options;



Offers solutions that reduces disparities;



Includes strategies that bolster our communities and our economy; and



Supports greater sustainability with an emphasis on equity and accessibility for those who live, work and travel along the corridor.

Poll #1

Metro

Poll #1

1. **From your perspective, what are your top 3 goals for the CMCP from the list below?**

    - Efficiently move goods and more people
    - Ease congestion
    - Increase accessibility
    - Advance sustainability and equity
    - Support our communities and our economy

What We Have Learned So Far About the Corridor and Q&A

Metro

What We Have Learned So Far About the Corridor and Q&A



Jim Brogan
Cambridge Systematics
Project Manager

Metro

I-405 Baseline Conditions - *Approach*

> Utilize the ample amount of “source material” available from previous and on-going plans & studies

> Couple with analysis of corridor users driven by location-based services (LBS) data

> Focus on:

- Trip making & travel patterns
- Effect of demographics, land use, trip patterns on corridor use and performance
- Multimodal issues
- Impacts on equity communities

Metro

I-405 Baseline Conditions - *Summary of Findings*

> The I-405 Corridor handles more than **40% of all trips in LA County**

> About **70% of these trips (7 million) remain in the Corridor**
  - These trips tend be very short (80% are < 5 miles)

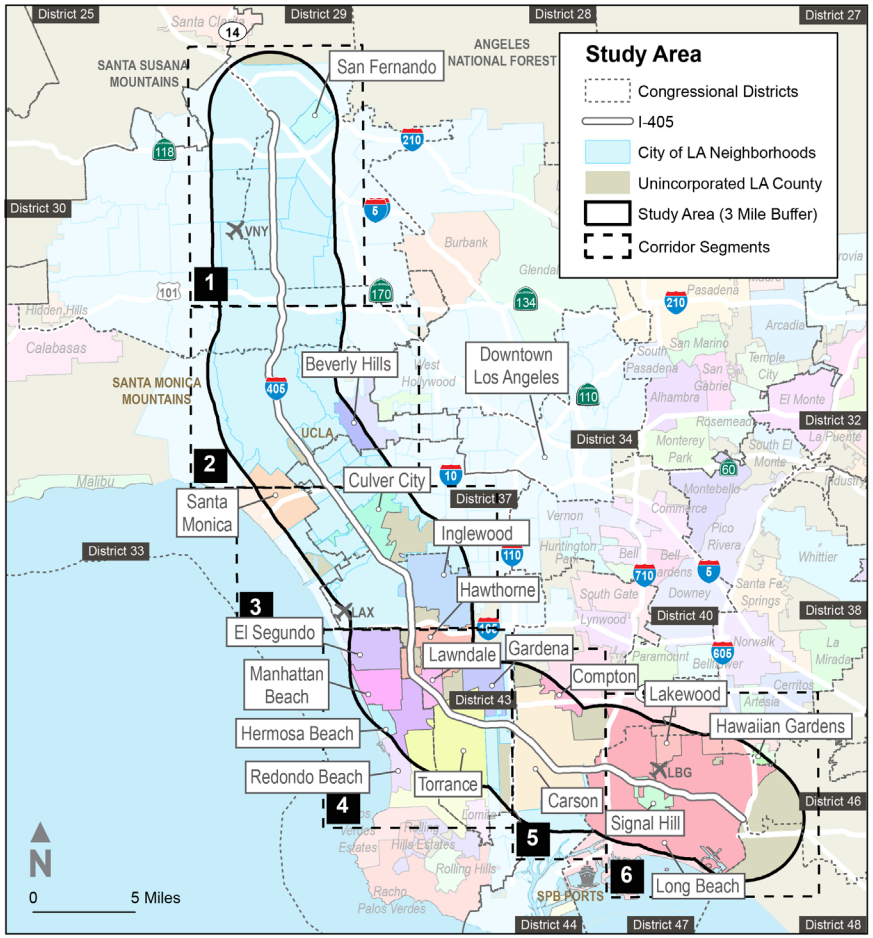
> Inbound/outbound trips account for about **30% of travel**
  - But they tend to be long (over 10 miles) and are heavily EFC-focused

> Regular/commute trips make up a **very small percentage of overall travel (18%)**
  - Well over half are longer than 10 mi; 30% are over 15 mi

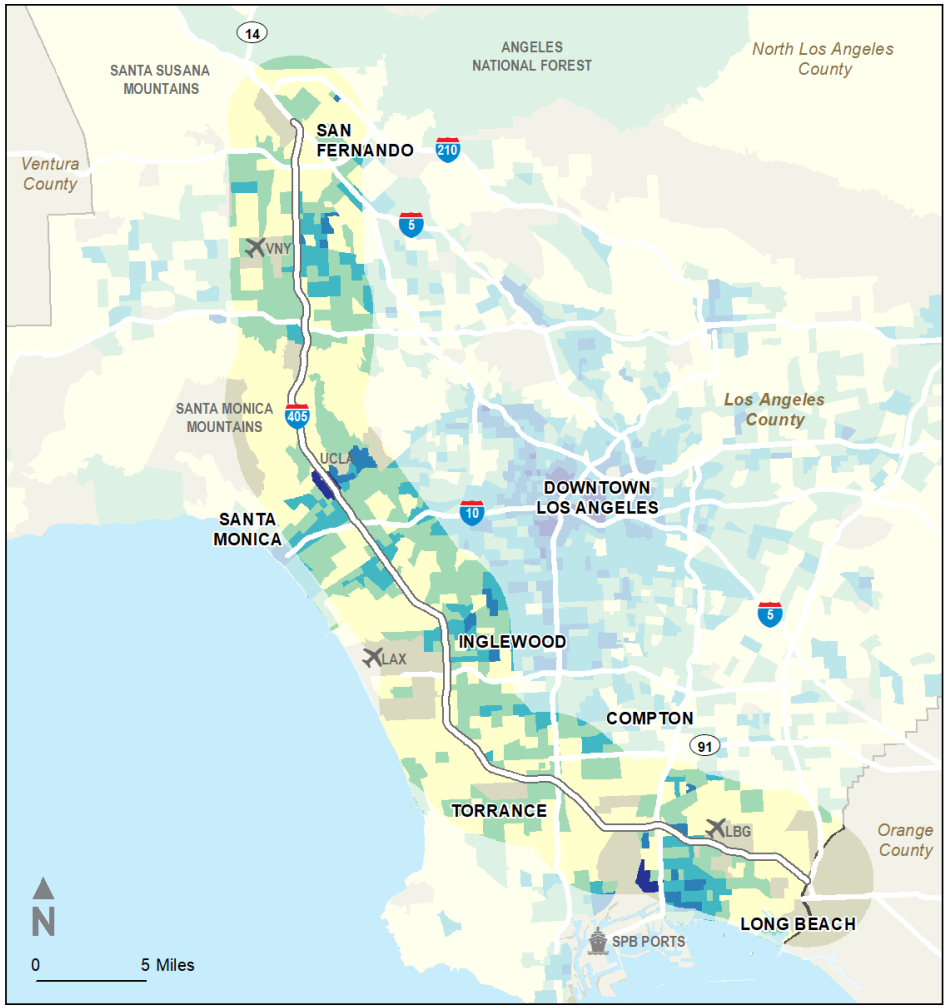
> **Very few of these trips (< 6%)** use non-auto modes (transit, bike, walk)

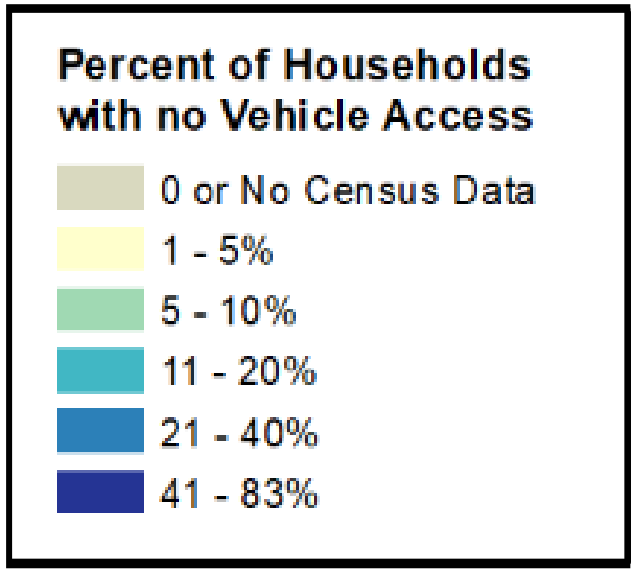
I-405 Baseline Conditions - *Study Area Overview*

- **25%** of LA County population (2.8M residents)
- **28%** of LA County jobs (1.4M)
- **41%** of total trips in LA County (10.6M)
- But only **29%** of total lane miles



I-405 Baseline Conditions - *Demographics Overview*



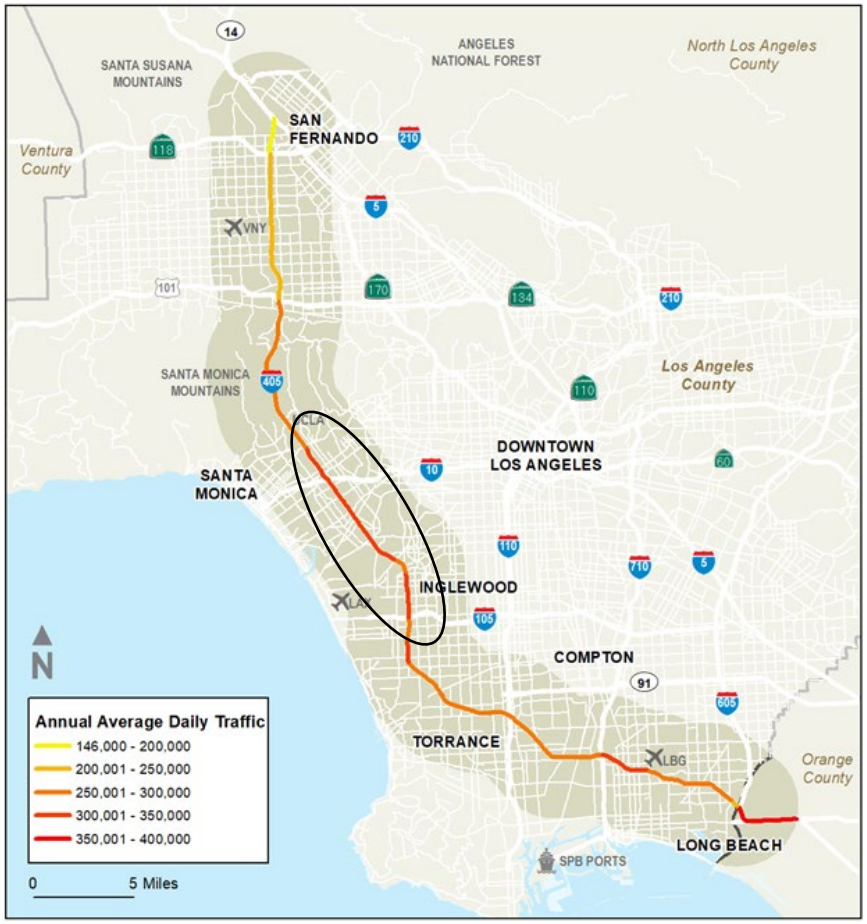


Metro

I-405 Baseline Conditions - *Auto-Oriented, Severely Congested*

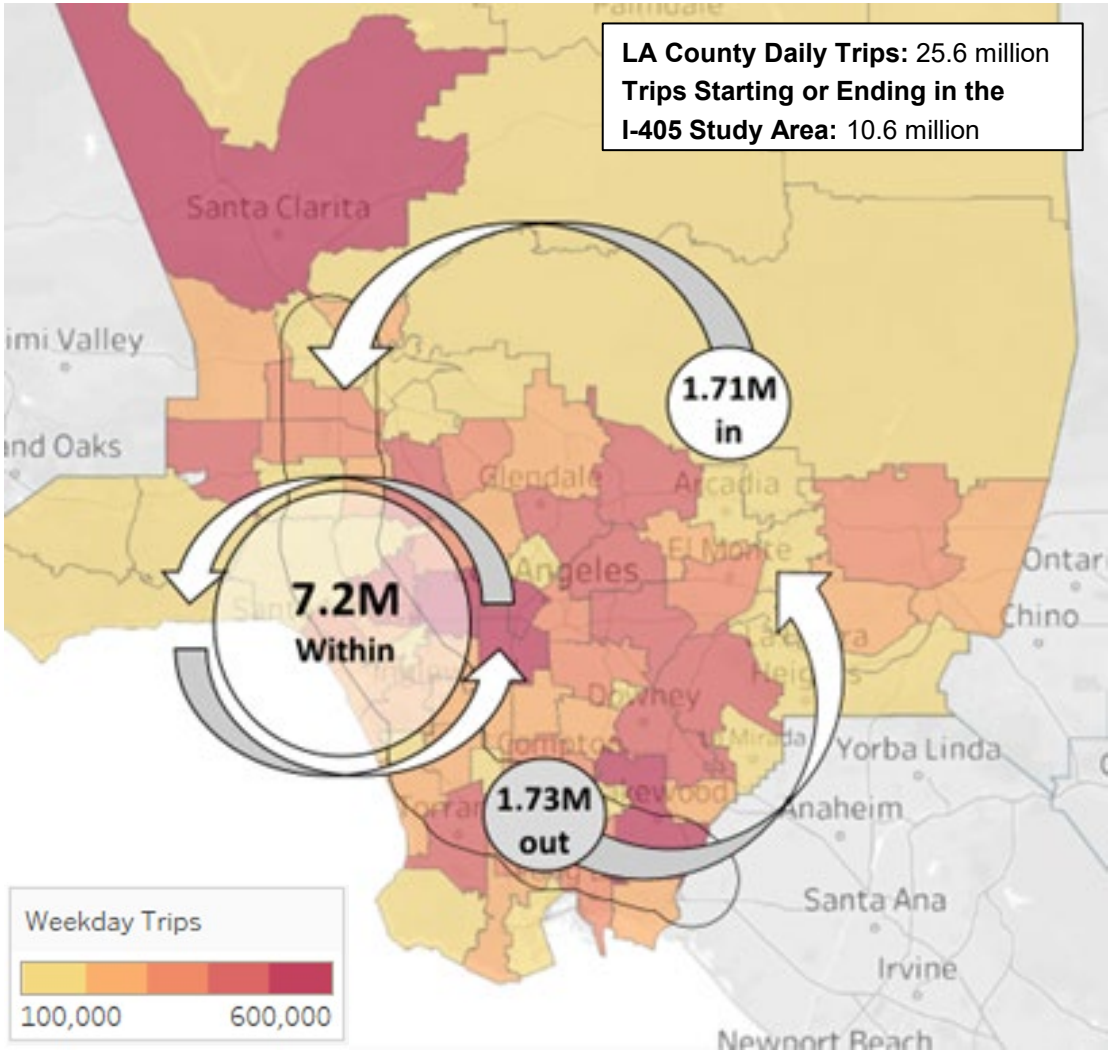
- I-405 between I-105 & US-101 is the **9th most congested** freeway segment in the US
- About **6.5% of all miles driven (VMT) in CA** occur within the study area every day, yet the study area makes up only 2% of lane miles in CA





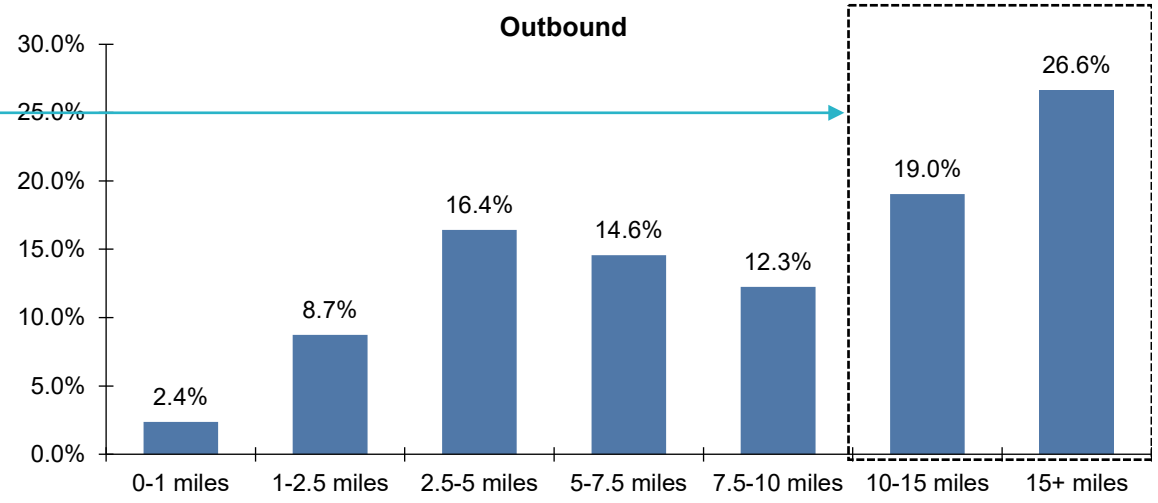
Metro

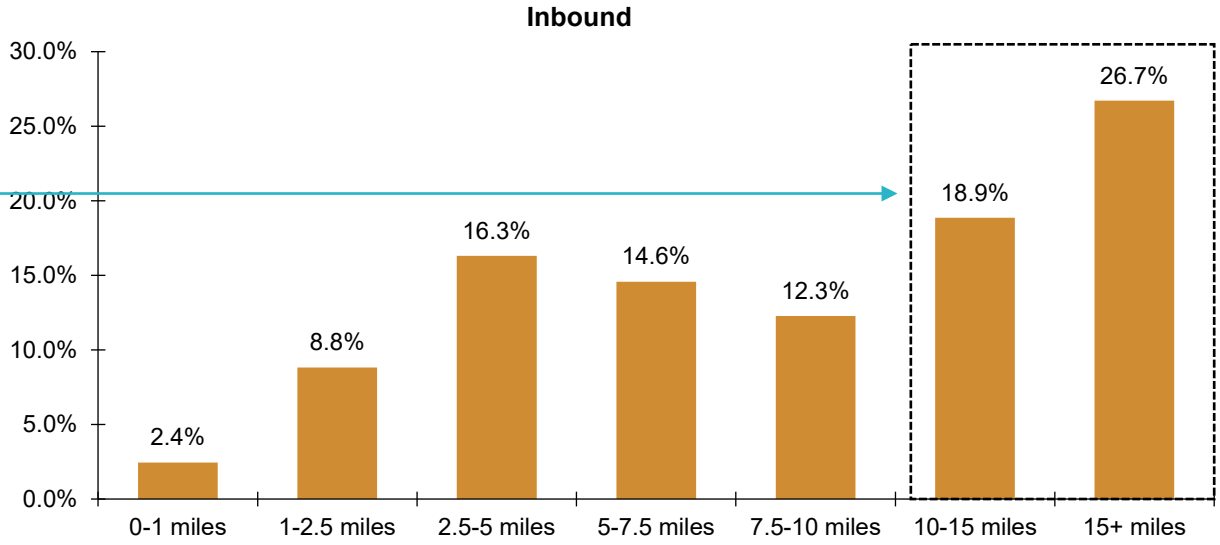
I-405 Baseline Conditions - *Trips & Travel Patterns*



I-405 Baseline Conditions - *Inbound & Outbound Trips*

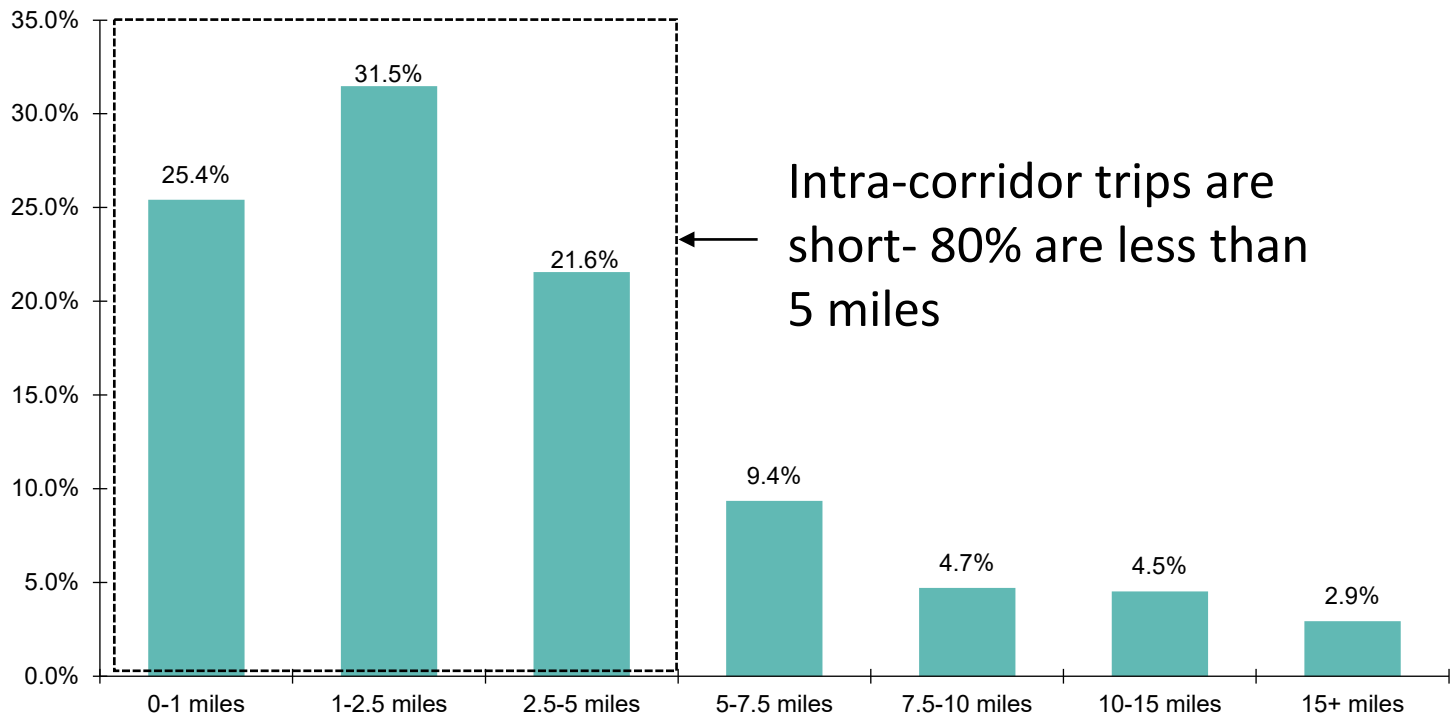
Inbound/outbound trips are long- nearly 50% are longer than 10 miles





Metro

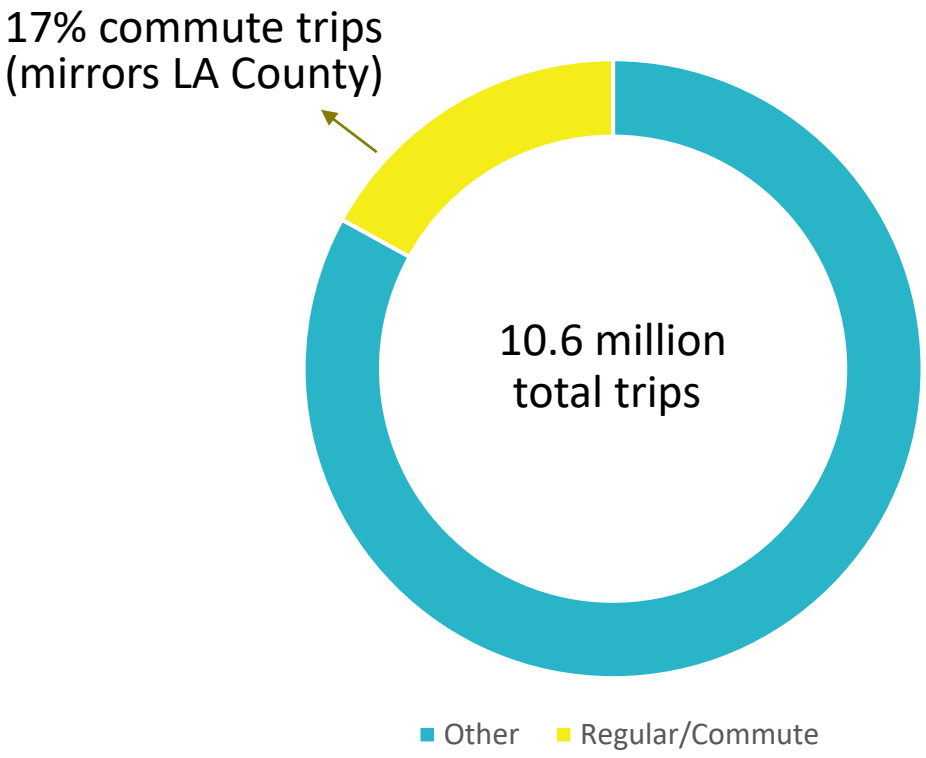
I-405 Baseline Conditions - *Trips within the Corridor*



Metro

I-405 Baseline Conditions - *Regular/Commute Trips*

Regular/Commute trips include trips to work, school, shopping, recreation, or other purposes that occur on a regular basis



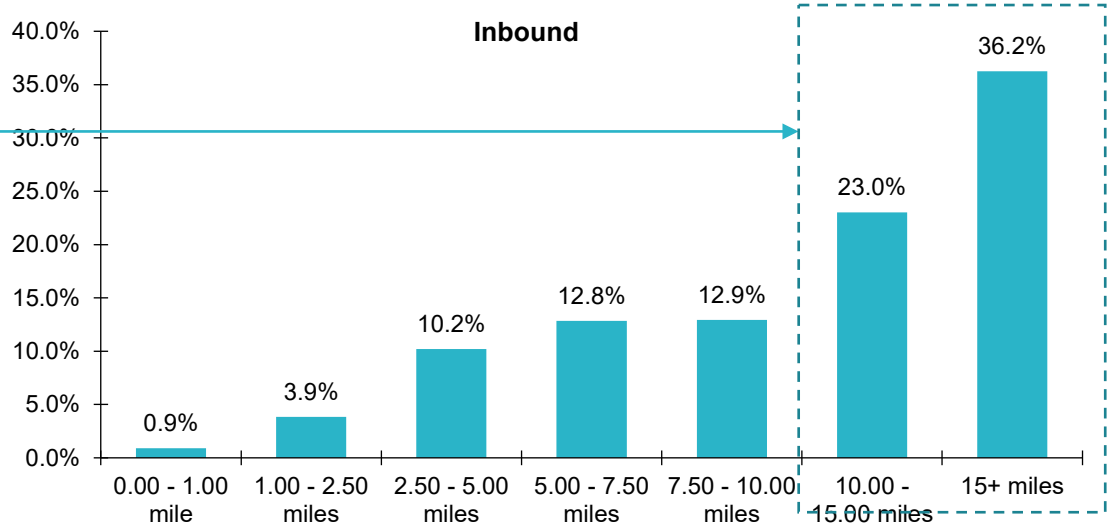


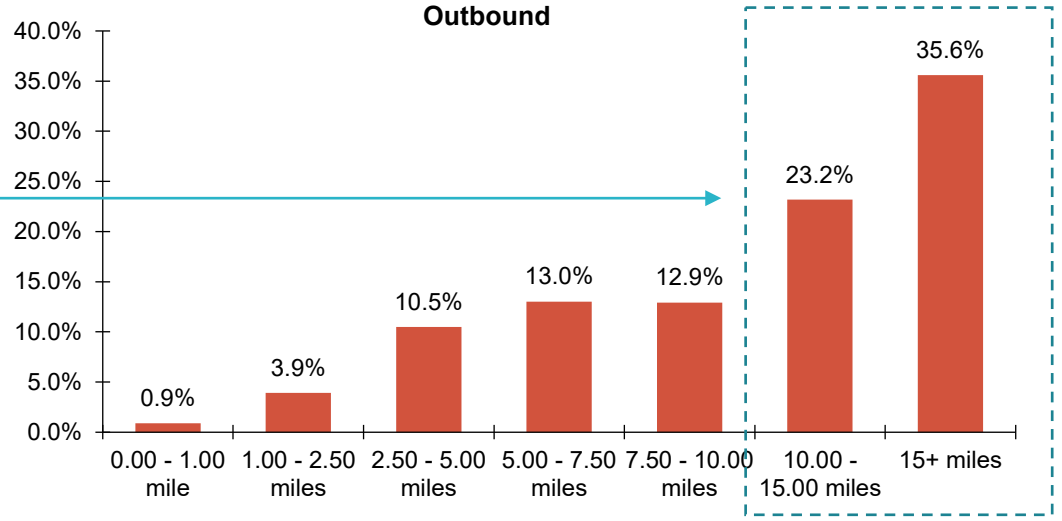


Metro

I-405 Baseline Conditions - *Regular/Commute Trips*

- Corridor commuting trips are even longer
  - more than 1/3 are over 15 miles, and
  - well over 50% are longer than 10 miles





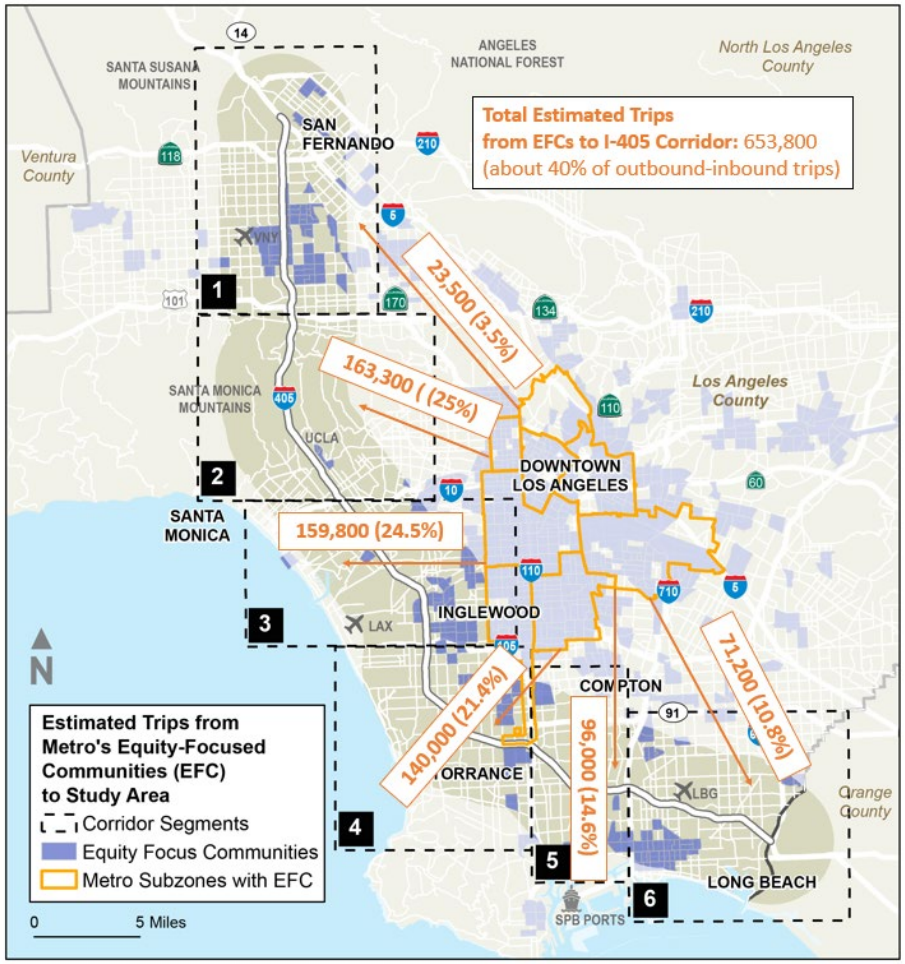
Metro

I-405 Baseline Conditions - *Equity Focus Community Trips*

How are Equity Focused Communities (EFCs) Defined?

- Low-income
- Non-white
- Limited vehicle access

- **40% of inbound trips start in EFCs** outside the study area
- Three-quarters of these end up in Segments 2, 3, and 4



I-405 Baseline Conditions - *Transit Usage*

- Only about **2.5% of all trips** and **about 5% of commute trips** are taken **on transit**
  - Uncompetitive travel times
  - Car ownership trends
  - Network gaps





I-405 Baseline Conditions - *Active Transportation Usage*



6% of commute trips bike or walk

Van Nuys- high bike usage despite network gaps, unsupportive land uses

Westside Cities- high bike usage with supportive network and land uses

Long Beach- low bike usage despite extent of network, supportive land uses

Metro

I-405 Baseline Conditions - *Areas of Opportunity*

Short trips (< 5 miles)	• 80% of overall travel in study area	• Potential targets for shared and active modes? • Can we better balance investments with observed behavior?
Regular/ commute trips	• Only 17% of all trips, but significantly longer	• Opportunities to reduce overall VMT?
Inbound/ outbound trips	• Only 30% of all trips, but heavily EFC-focused	• Focus investments on strategies to better serve these trips?

I-405 Baseline Conditions - *Moving Forward*

- What **solutions** to these issues already exist?
  - Infrastructure
  - Operational
  - Policy
  - Technology

- How do we **measure impacts** and evaluate potential to improve mobility, mitigate environmental impacts, address community needs?
  - What measures are most important and impactful?

- How do we **implement**?
  - What funding sources are available?
  - What partners need to be engaged?

Poll #2

Metro

Poll #2

2. From your perspective, what are the top 3 challenges affecting the I-405 corridor?

- Freeway congestion
- Arterial congestion
- Availability of transit, bike/pedestrian, and other non-auto mobility options
- Unpredictable travel times
- Transportation safety (i.e. collisions, transit safety, bike/ped safety)
- Mobile source emissions and air quality impacts

Keynote Address and Q&A

Metro

Keynote Address and Q&A



Hilary Norton
California Transportation Commission
Chair

The Role of the CTC

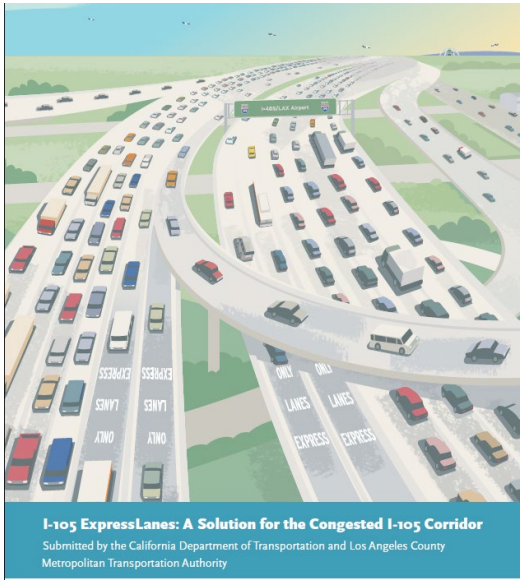
- The California Transportation Commission (CTC) administers the SB1 Solutions for Congested Corridors Program (SCCP).
- SCCP provides $250 M annually statewide for projects that offer improvements and alternatives to highly congested, highly traveled corridors.
- SCCP requires candidate projects be included in a qualifying CMCP

Airport Metro Connector/96th St. Station



Awarded $150 M

I-105 ExpressLanes

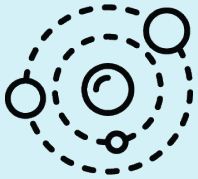


Awarded $150 M

I-405 CMCP
Evaluation Framework

Metro

I-405 CMCP Evaluation Framework - *Purpose*



Assess the “universe” of projects within the corridor study area



Screen current and potential projects to identify top performers, based on a common set of criteria



Isolate top performing projects for grant consideration

I-405 CMCP Evaluation Framework - *Draft Guiding Principles*

> The evaluation framework should:



Be aligned with goals and emphasis areas within existing plans, programs, and frameworks



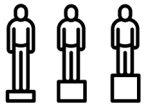
Consider multimodal projects and programs that address the variety of challenges facing the corridor



Reflect performance criteria included in state and federal funding programs



Incorporate both quantitative and qualitative measures, where appropriate



Reflect equity considerations

Wrap up and Next Steps

Metro

Next Steps

- Finalize Baseline Conditions Report
- Develop draft Evaluation Framework
- Schedule and conduct stakeholder interviews

WE ARE HERE

2021

Winter 2021
Metro initiates Plan

Summer 2021-Fall 2021
Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

Stakeholder interviews and public surveys conducted

2022

Winter 2022-Spring 2022
Metro releases Draft Plan for public review and comment with improvement scenarios

Public meetings and surveys conducted

Spring 2022-Summer 2022
Metro Board to consider adoption of the Final Plan

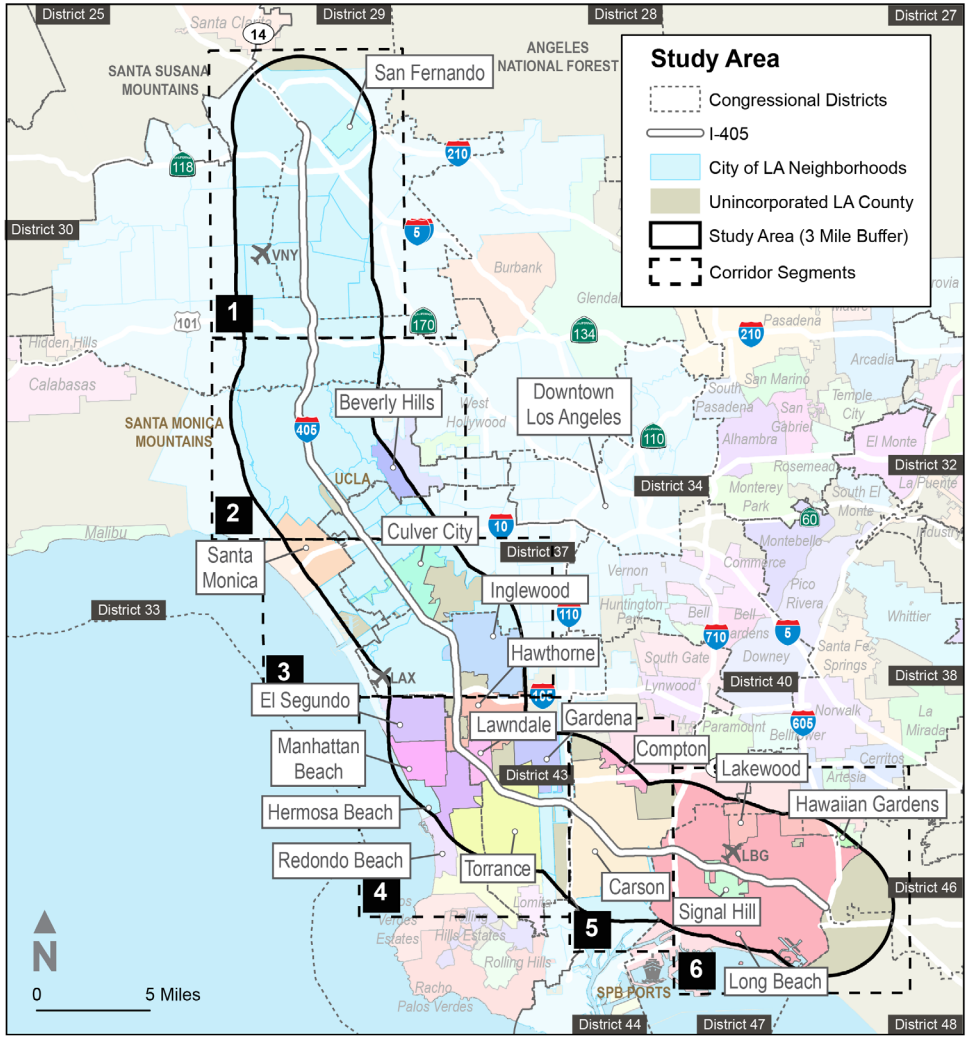
Summer 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

Looking Ahead



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/I405-cmcp



@metrolosangeles



losangelesmetro



Appendix D: Record of Meeting Questions and Responses

1. **G. Giuliano: Is there any data on goods movement in the corridor?**
   J. Brogan – There is some data, but not a lot; it tends to cross the corridor and go elsewhere; only 5% truck traffic. It's likely more consumer goods movement (UPS trucks, compared to 53-footers), but it's hard to pin that down.

2. **N. Pfeffer: Anecdotal observation is that there's some port-related traffic down in the Long Beach area. On the Equity-Focused Communities, you went through the criteria, but how do they apply? Any one at census tract, two out of three or all three?**
   J. Brogan: It's all three (40% low-income, 80% non-white, and car-less households).
   M. Cano: Yes, in the LRTP, all three are required to be met.

3. **N. Pfeffer: Down at the end of the study area, it extends into Orange County, what coordination are you doing with OCTA?**
   J. Brogan: None yet, but we'll be pivoting towards interview/focus groups with stakeholders, including them.

4. **K. Pawling: Question for Hilary. You see a lot of things statewide, is there anything you're seeing elsewhere that we might be able to apply? Are there any out-of-the box solutions?**
   H. Norton: Not a new solution, but used well, is bus-only lanes, people are really seeing the success of those and connections with other modes of travel (be it other transit, active transportation, technology to help with that).
   M. Cano: That's a good point. The speed of the bus is important to incentivize bus over cars. We're looking at that as part of the LRTP.

5. **R. O'Brien: Westside Cities Council of Governments is interested in dedicated bus lanes on parallel corridors (Sepulveda) and dedicated bikeways. Is there an indication of which mode seems more feasible or is that jumping ahead?**
   J. de la Loza: It's important to look at the corridor comprehensively. And speed is critical (transit has lost a lot of longer trips, probably due to longer trip times). When we implemented rapid bus, we saw a 30% increase in speed with signal prioritization and fewer

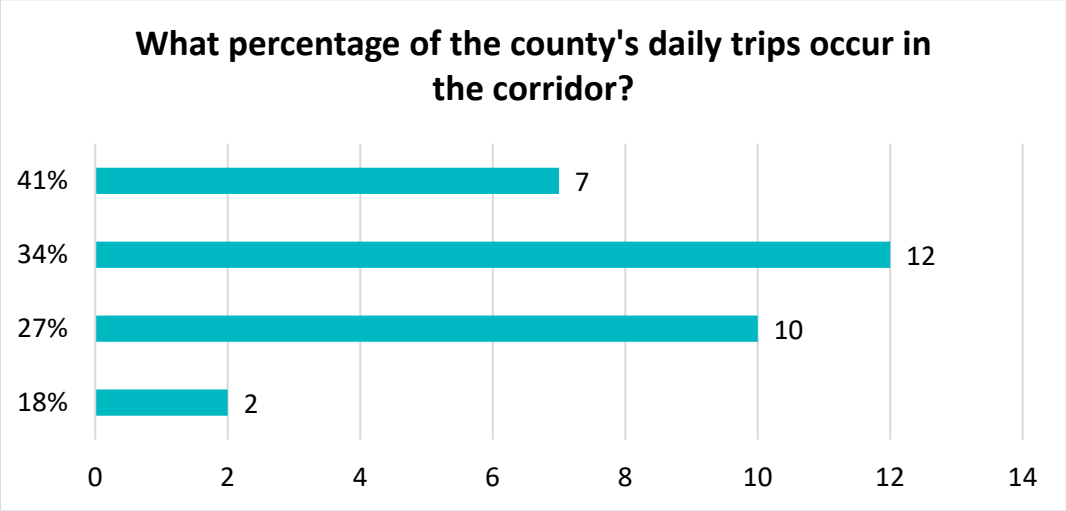


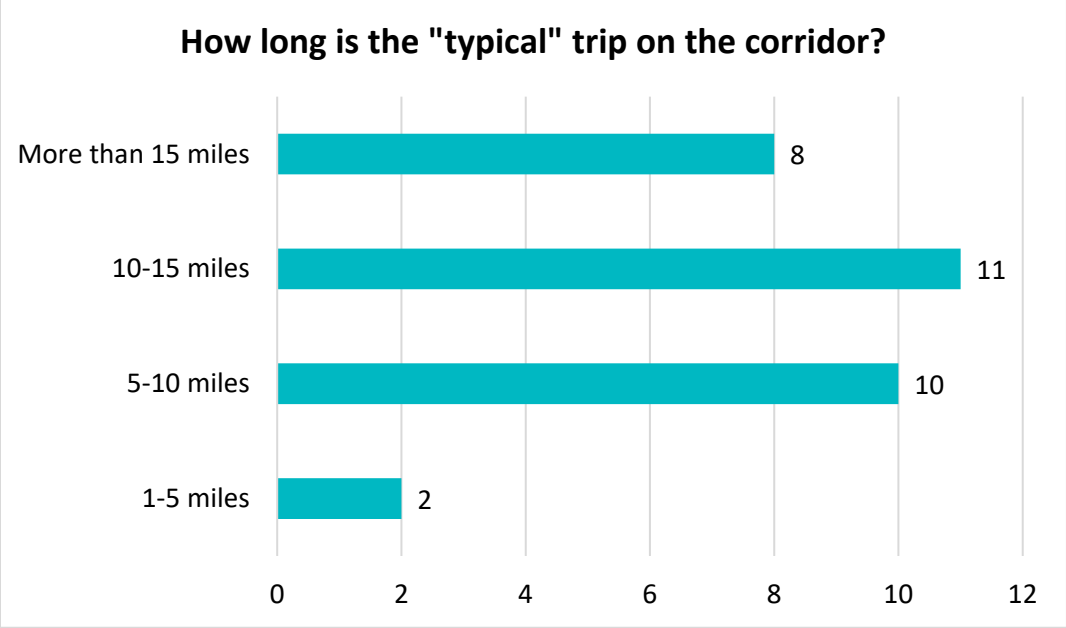
stops, which led to 45% increase in ridership and a third were new riders. Looking at the corridor comprehensively with other ongoing projects including Sepulveda Transit Corridor, ExpressLanes, and first/last mile pedestrian improvements will be important.



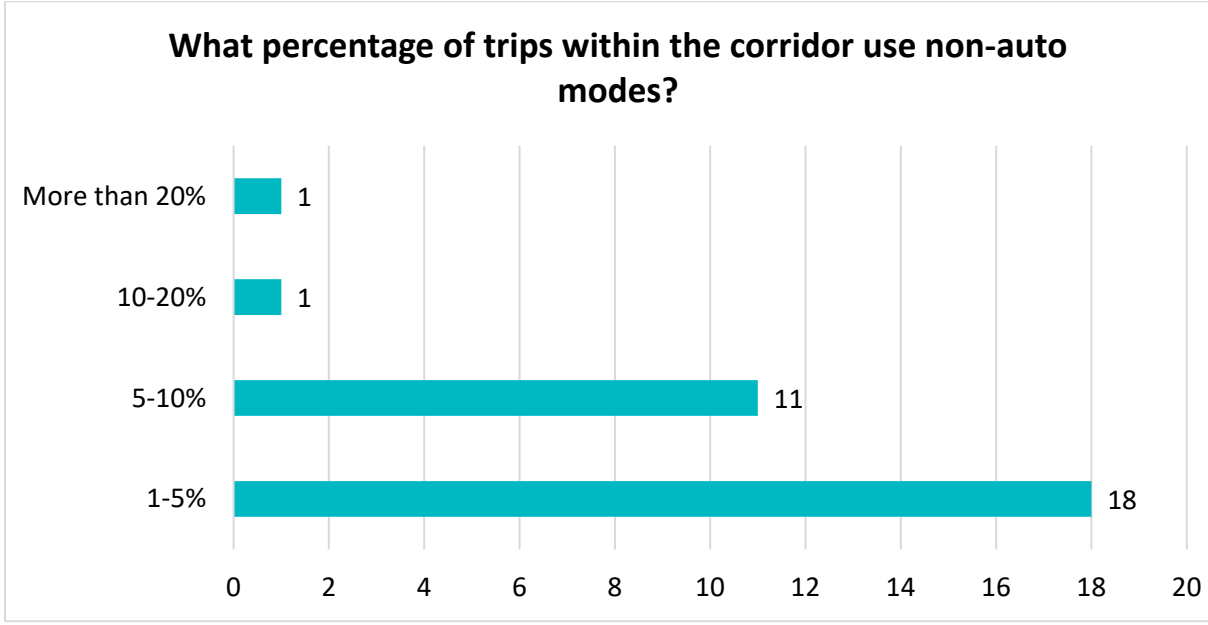
Appendix E: Summary of Engagement Activities

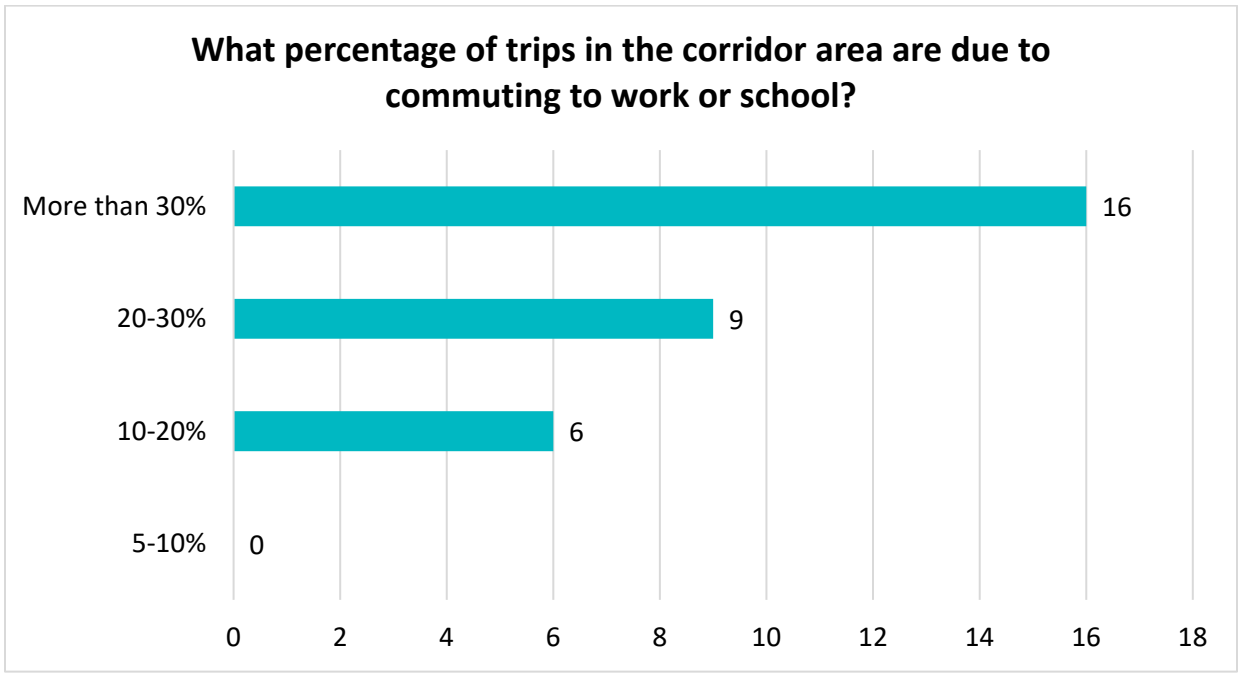
Background Questions





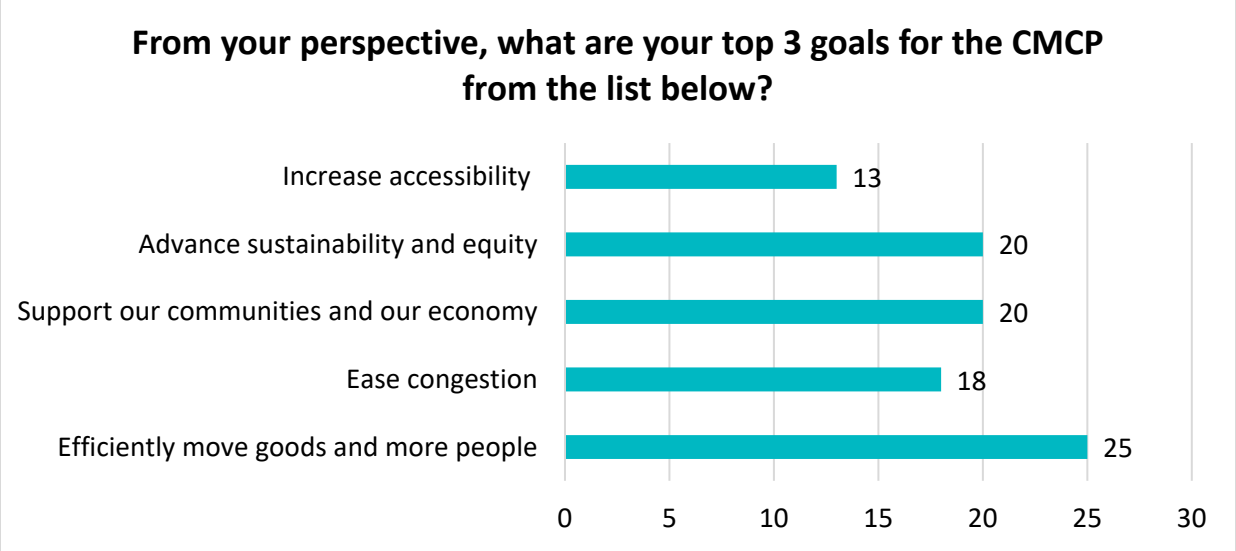

405
Metro
Metro


What percentage of trips within the corridor use non-auto modes?
More than 20%
1
10-20%
1
5-10%
11
1-5%
18
0
2
4
6
8
10
12
14
16
18
20

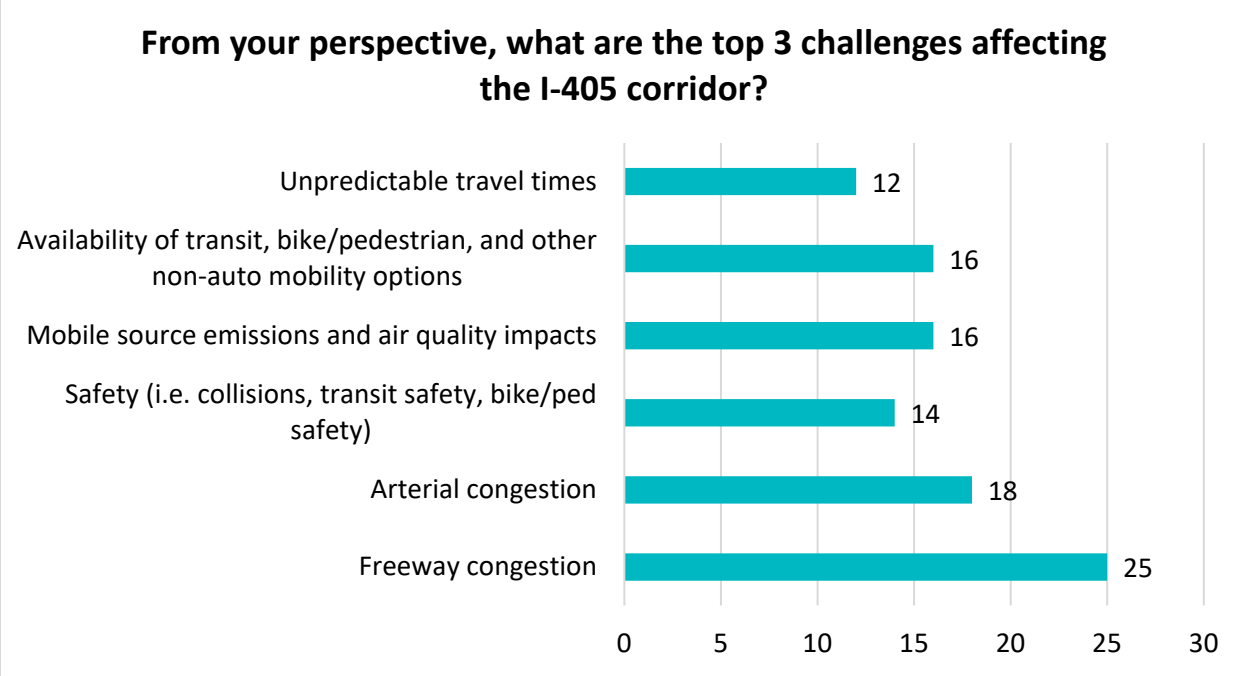

What percentage of trips in the corridor area are due to commuting to work or school?
More than 30%
16
20-30%
9
10-20%
6
5-10%
0
0
2
4
6
8
10
12
14
16
18


405
Metro
Metro

Poll 1


From your perspective, what are your top 3 goals for the CMCP from the list below?
Increase accessibility
13
Advance sustainability and equity
20
Support our communities and our economy
20
Ease congestion
18
Efficiently move goods and more people
25
0
5
10
15
20
25
30

Poll 2


From your perspective, what are the top 3 challenges affecting the I-405 corridor?
Unpredictable travel times
12
Availability of transit, bike/pedestrian, and other non-auto mobility options
16
Mobile source emissions and air quality impacts
16
Safety (i.e. collisions, transit safety, bike/ped safety)
14
Arterial congestion
18
Freeway congestion
25
0
5
10
15
20
25
30



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Advisory Committee Meeting #2

August 31, 2021

Prepared by Metro

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 second CMCP Advisory Committee was held on August 31, 2021 to provide an overview of the CMCP project and to share the preliminary evaluation framework criteria and goals. The meeting was structured to introduce the evaluation framework and gather feedback on the criteria for each of the five goals to ensure that the plan's evaluation of potential projects is guided by a comprehensive set of criteria that addresses local and regional experiences and priorities.

Advisory Committee members received an agenda and discussion materials prior to the meeting.

*Please see **Appendix A** for the Meeting Attendance, **Appendix B** for the Agenda, **Appendix C** for the Discussion Materials, **Appendix D** for the Miro Board Breakout Rooms, **Appendix E** for the Record of Meeting Questions and Responses and **Appendix F** for the Meeting Presentation.*



Meeting Summary

1. **Welcome (Matthew Marquez, Community Relations Officer, Metro)**
   - Matthew Marquez opened the webinar and thanked everyone for joining the second meeting of the I-405 CMCP Advisory Committee.
   - Mr. Marquez introduced himself and the project team, and asked attendees to leave their contact information in the chat box.
   - He reviewed some housekeeping notes related to Zoom features, including instructions on how to ask questions.
   - Mr. Marquez presented the meeting agenda which consisted of a brief project update since the first Advisory Committee, review of the goals and evaluation framework, Q&A sessions, an open discussion in breakout room format, and the next steps in the Plan.

2. **Project Update and Overview (Michael Cano, Deputy Executive Officer, LA Metro)**
   - Michael Cano shared a brief update on the progress of the Plan. Since the first Advisory Committee meeting, the project goals and objectives have been revised, the draft evaluation framework has been developed, and the team will continue to meet with COGs to further develop the criteria for each goal.
   - Mr. Cano noted that input and partnerships from the COGs is vital to understand the conditions of the corridor and to identify shared objectives to further refine the goals.
   - He shared the goals for the meeting and emphasized the need to have an open discussion to understand the stakeholders' vision for the Plan.

3. **Revised Goals & Draft Evaluation Framework Overview (Shelly Quan, Deputy Project Manager, LA Metro & Jim Brogan, Project Manager, Cambridge Systematics)**
   - Shelly Quan handed over the review of the goals and evaluation framework to Jim Brogan.
   - Jim Brogan provided an overview of the proposed goals for the evaluation framework, which include: improve mobility and accessibility, advance equity, support economic vitality, achieve sustainability, and enhance safety.



- Mr. Brogan requested that attendees share their initial thought of the revised goals to date and welcomed suggestions to understand if they align with their organization's priorities.
- He discussed the importance of the evaluation framework as it is a required element of the Plan. It will also assess multimodal projects using common criteria, which would align existing plans and priorities, and would link technical analysis to decision-making.
- Mr. Brogan shared the three main elements of the evaluation framework, which are to compile and categorize projects, assess projects, and develop improvement scenarios. These three elements will help determine the contribution of projects/programs to the overall goals and how they will package the projects/programs and identify potential grant candidates.
- He shared the required Solutions for Congested Corridors Program (SCCP) criteria for each goal and emphasized the need to continue to identify additional criteria to go above and beyond to meet the needs of the local community and stakeholders.
- The "Harvey-Ball" assessment was shared with attendees to understand how each project will be evaluated for its ability to support each goal.
- The projects would be grouped into improvement tiers based on "shovel-worthiness," which is the contribution to the shared goals and "shovel-readiness," which indicates if the project is ready for implementation based on cost/match, plan alignment, and environmental review.
- The final step in the framework includes packaging the projects into improvement scenarios based on geographic area, timeframe, function, and goal areas.

4. Miro Board

- Mr. Marquez introduced the interactive activity via Miro Board. This platform was utilized to visually record attendees' thoughts and to capture their input on the performance criteria. Attendees were assigned to one of two breakout rooms based on their preference on the Zoom registration poll. The two breakout rooms focused on 1) Improve Mobility and Accessibility and 2) Advance Equity. The key takeaways from the breakout rooms are included later in this report.



5. **Next Steps (Shelly Quan)**
    - Shelly Quan thanked everyone for their comments and shared that the feedback will be utilized to refine the framework.
    - The next steps in the project include compiling and conducting the draft project evaluation, developing draft improvement scenarios, and continuing stakeholder engagement.
    - Ms. Quan closed the meeting with the project schedule, which is focused on adoption by Summer 2022 to be timely for the SCCP Cycle 3 application process.



Appendices:

Appendix A: Meeting Attendance

Appendix B: Agenda

Appendix C: Discussion Materials

Appendix D: Miro Board Breakout Rooms

Appendix E: Record of Meeting Questions and Responses

Appendix F: Meeting Presentation



Appendix A: Meeting Attendance

PUBLIC SECTOR

Regional Agencies

Hina Chanchlani, Associate Regional Planner, Southern California Association of Governments (SCAG)
James Shankel, Senior Environmental Planner, Caltrans District 7
Dan Kopulsky, Office Chief, Caltrans District 7
Mine Struhl, Branch Chief, Environmental Planning Division, Caltrans District 7

Councils of Government

Yvette Kirrin, President/CEO, Gateway Cities Council of Governments
Arthur Sohikian, Executive Director, North Los Angeles County Transportation Coalition JPA
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

Kristen Torres Pawling, Sustainability Program Director, Los Angeles County Chief Sustainability Office
Eric Bruins, Transportation Deputy, Los Angeles City Councilmember and Metro Board Member Mike Bonin
Anissa Raja, Planning Deputy, Los Angeles City Councilmember Monica Rodriguez
Tomas Carranza, Principal Transportation Engineer, Los Angeles City Department of Transportation
Artie Fields, City Manager, City of Inglewood
Diana Chang, Transportation Planning Manager, City of Culver City



Airports
Juan Lopez-Rios, Deputy Director, Long Beach Airport

Ports
Anna Moneymaker, Port of Long Beach

BUSINESS/PROFESSIONAL ASSOCIATIONS

Erin Gardner, FuturePorts

PRIVATE SECTOR

Gaby Flores, Associate Director of Government & Industry Relations, Cedars-Sinai
Michelle Kinman, Senior Director of Transportation, Los Angeles Cleantech Incubator (LACI)
Puja Thomas-Patel, Executive Director, GoSaMo TMO
Noe Solano, Senior Program Specialist, Playa Vista Compass TMO
Mario Archaga, Multi-State Director Government Affairs, United Postal Service (UPS)

ACADEMIC/RESEARCH INSTITUTIONS

Dave Karwaski, Senior Associate Director, UCLA Transportation Services
Sue Dexter, Ph.D. Candidate in Urban Planning and Development, USC

NGOs/CBOs

Erika Pinto, Policy Analyst, Strategic Initiatives, Community Health Councils
Carter Rubin, Transportation Technical Strategist, Natural Resources Defense Council (NRDC)



PROJECT TEAM

William Ridder, Executive Officer, State/Federal Policy and Programming, LA Metro

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

Michael Cano, Deputy Executive Officer, State Policy and Programming, LA Metro

Shelly Quan, Senior Transportation Planner & Deputy Project Manager, LA Metro

Karen Swift, Community Relations Senior Manager, LA Metro

Mark Dierking, Community Relations, 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

August 31, 2021 1:00–2:30 PM

Agenda

I-405 Comprehensive Multimodal Corridor Plan (CMCP)
Advisory Committee Meeting #2 – Virtual Meeting - Zoom Link

I.	Welcome/Overview	Matthew Marquez, Community Relations Officer
II.	Project Update	Michael Cano, Deputy Executive Officer
		Shelly Quan, Senior Transportation Planner
III.	Revised Goals & Draft Evaluation Framework	Jim Brogan, Project Manager, Cambridge Systematics
IV.	Q&A	CMCP Project Team
V.	Breakout Groups	CMCP Project Team
VI.	Report-Out	CMCP Project Team
VII.	Next Steps & Closing Remarks	CMCP Project Team



Appendix C: Discussion Materials

Advisory Committee #2 Discussion Materials

What? I-405 Comprehensive Mutlimodal Corridor Plan Evaluation Framework

Why? The California Transportation Commission's Comprehensive Mutlimodal Corridor Plan (CMCP) Guidelines require these plans to include an evaluation of projects. The purpose of the Plan's evaluation is to illustrate how projects align with the CMCP and state goals. As a reminder, a CMCP is needed to qualify projects for competing for Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP) funding.

As a part of the I-405 CMCP, we aim to develop an evaluation framework and apply it to our list of projects in order to 1) Identify eligible and competitive projects 2) Demonstrate how projects advance state, regional and local goals and 3) Convey an array of multimodal strategies that will make the I-405 Corridor work better for corridor communities and travelers of all modes.

How? We have an initial draft of our methodology for this Evaluation Framework that follows this process illustrated below.

Evaluation Framework Process





What we will look to discuss with you – Plan Goals and Evaluation Criteria:

A critical element of this approach is first to ensure the Plan's goals are clear and distill state, regional and local goals and tie back the SCCP. Secondly, the criteria identified for each goal accurately capture the intent of the goal and can help appropriately assess a wide-ranging set of projects against the specified goals.

At a minimum, our I-405 CMCP will need to consider the required SCCP Criteria as follows:

Draft I-405 CMCP Goals and Required SCCP Criteria

Goal	Required SCCP Criteria
Improve Mobility & Accessibility	• Minimize vehicle miles traveled (VMT) • Improve person throughput • Reduce vehicle hours of delay (VHD) • Increase travel time reliability and transit on-time performance • Encourage mode shift • Support transportation efficient land use principles
Advance Equity	• Expands access to jobs, services, recreation, education in equity focused communities (EFCs)
Support Economic Vitality	• Creates and retains jobs • Connections to jobs, major destinations
Achieve Sustainability	• Reduce greenhouse gas (GHG) and criteria pollutants • Balance transportation, environment, and community
Enhance Safety	• Reduce number & rate of fatalities and serious injuries • Reduce non-motorized fatalities and serious injuries

Some questions we'll explore:

- Do these goals make sense?
- Do these goals resonate with you?
- What other criteria should the evaluation include?
- Are there other criteria that align with these goals?
- How can we ensure the evaluation framework supports a regional, corridor-wide planning effort while balancing local and subregional mobility objectives?



Appendix D: Miro Board Breakout Rooms

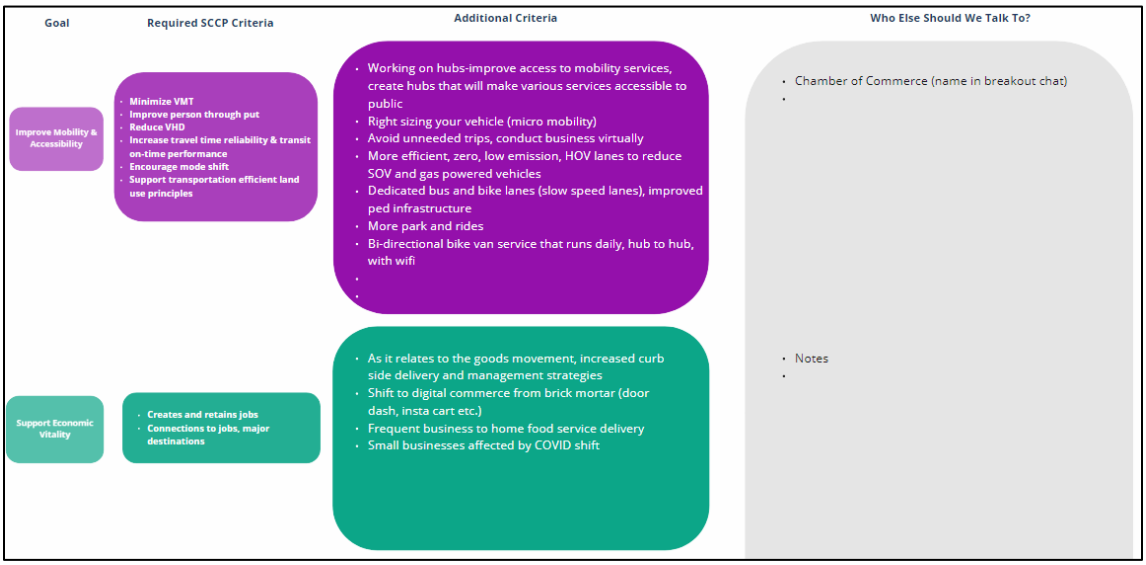
Room 1: Improve Mobility & Accessibility

Improve Mobility and Accessibility:

- Working on hubs improves access to mobility services; create hubs that will make various services accessible to the public.
- Right sizing your vehicle (micro mobility).
- Avoid unneeded trips, conduct business virtually.
- More efficient, zero, low emission, HOV lanes to reduce SOV and gas-powered vehicles.
- Dedicated bus and bike lanes (slow speed lanes), improved pedestrian infrastructure.
- More park and rides.
- Bi-directional bike van service that runs daily, hub to hub, with wifi.

Support Economic Vitality:

- As relates to the goods movement, increased curb side delivery/management strategies.
- Shift to digital commerce from brick mortar (door dash, Instacart, etc.).
- Frequent business to home food service delivery.
- Small businesses affected by COVID shift.





Room 2: Advance Equity

Advance Equity:

- There are other ways to determine EFCs. How to determine equity other than where they are on a map.
- EFCs definition works for long-range planning, but corridor is much narrower area. Legacy communities are in the Westside and other affluent areas near the 405. How to identify their needs? Need a qualitative approach.
- Important to work with organizations that are engaging directly with these communities.
- Need to keep in mind those commuting into the corridor from EFCs.
- Reducing travel time of bus service.
- 405 corridor is critical for transportation - commuting from the valley is difficult. Employee advancement made more difficult.
- We need to focus on the equity tradeoffs between moving people and moving products. Bicyclists vote, bus riders vote, but boxes don't. So we need to have sensitivity to the benefits and challenges of all users of the curb.

Achieve Sustainability:

- Lowering temperatures (cool paving, depaving).
- Making non-auto options more appealing/easy to use (better sidewalks/freeway crossings).
- Encourage zero emission solutions (car sharing, bus fleets).

Enhance Safety:

- I-405 is very important. The Westside COG unfunded project list includes bike improvements on Ohio Ave and bus improvements on Wilshire Blvd, Santa Monica Blvd, Venice Blvd, and Washington Blvd which could improve pedestrian safety and accessibility as well.



Support Economic Vitality:

- This goal overlaps with equity. Connections between equity, business, new ventures.
- Economic: How does this program affect new ventures and business in the corridor?

Advance Equity Group

Goal	Required SCCP Criteria	Additional Criteria	Who Else Should We Talk To?
Advance Equity	• Expands access to jobs, service, recreation, education in EFCs	• There are other ways to determine EFCs. How to determine equity other than where they are on a map. • EFCs definition works for long-range planning, but corridor is much narrower area. Legacy communities are in the Westside and other affluent areas near the 405. How to identify their needs? Qualitative approach. • Important to work with organizations that are engaging directly with these communities. • Also need to keep in mind those commuting into the corridor from EFCs • Reducing travel time of bus service • 405 corridor critical for transportation - commuting from the valley is difficult. Employee advancement made more difficult. • We need to focus on the equity tradeoffs between moving people and moving products. Bicyclists vote, bus riders vote, but boxes don't. So we need to have sensitivity to the benefits and challenges of all users of the curb.	• Educational institutions (teachers unions?), hospitality sector • Labor Unions, worker organizations, UFCW, Unite Here, LA Black Workers Center,
Achieve Sustainability	• Balance transportation, environment and community • Reduce GHG & criteria pollutants	• Lowering temperatures (cool paving, depaving) • Making non-auto options more appealing/easy to use (better sidewalks/freeway crossings) • Encourage zero emission solutions (car sharing, bus fleets	
Enhance Safety	• Reduce number & rate of fatalities & serious injuries • Reduce non-motorized fatalities & serious injuries	• I-405 are very important. The Westside COG unfunded project list includes bike improvements on Ohio Ave and bus improvements on Wilshire Blvd, Santa Monica Blvd, Venice Blvd, and Washington Blvd which could improve pedestrian safety and accessibility as well.	
Support Economic Vitality	• Creates and retains jobs • Connections to jobs, major destinations	• This goal overlaps with equity. Connections between equity, business, new ventures, etc. • Economic: How does this program affect new ventures and business in the corridor?	



Appendix E: Record of Meeting Questions and Responses

1. **S. Lantz: Are the proposed goals equal in importance/weight?**
   J. Brogan: They are not prioritized and will not be prioritized. They are equally weighted.

2. **K. Torres-Pawling: What was revised to better reflect CAPTI?**
   J. Brogan: Most of the CAPTI changes will show up in the performance metrics.

3. **S. Lantz: Are the Harvey-Balls weighted for each category?**
   J. Brogan: They are not weighted by goal area, but they are weighted by how full/strong the Harvey Ball is. Most of the assessment is qualitative and based on the benefits of the project.

4. **C. Rubin: Is there an opportunity to look back at previous projects in the corridor and mitigate their impacts? UC Davis researchers estimate the Sepulveda Pass carpool lane has induced around 80 million VMT/year that wasn't accounted for in the EIR. https://escholarship.org/uc/item/14b0x0nm**
   M. Cano: The Plan is not only looking at capacity projects, but management projects as well to discourage single occupancy vehicles and encourage more transit. Some projects will be supported through this Plan.

5. **R. O'Brien: Will the universe of projects automatically include subregional MSP projects or unfunded projects in the LRTP Strategic Project Lists we've recently submitted?**
   J. Brogan: We are working with Metro to ensure that it is in the project list.



Appendix F: Meeting Presentation

Welcome!

We will begin in a few moments.

I-405 Comprehensive Multimodal Corridor Plan
Advisory Committee Meeting # 2

August 31, 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.

Metro

I-405 CMCP Advisory Committee Agenda

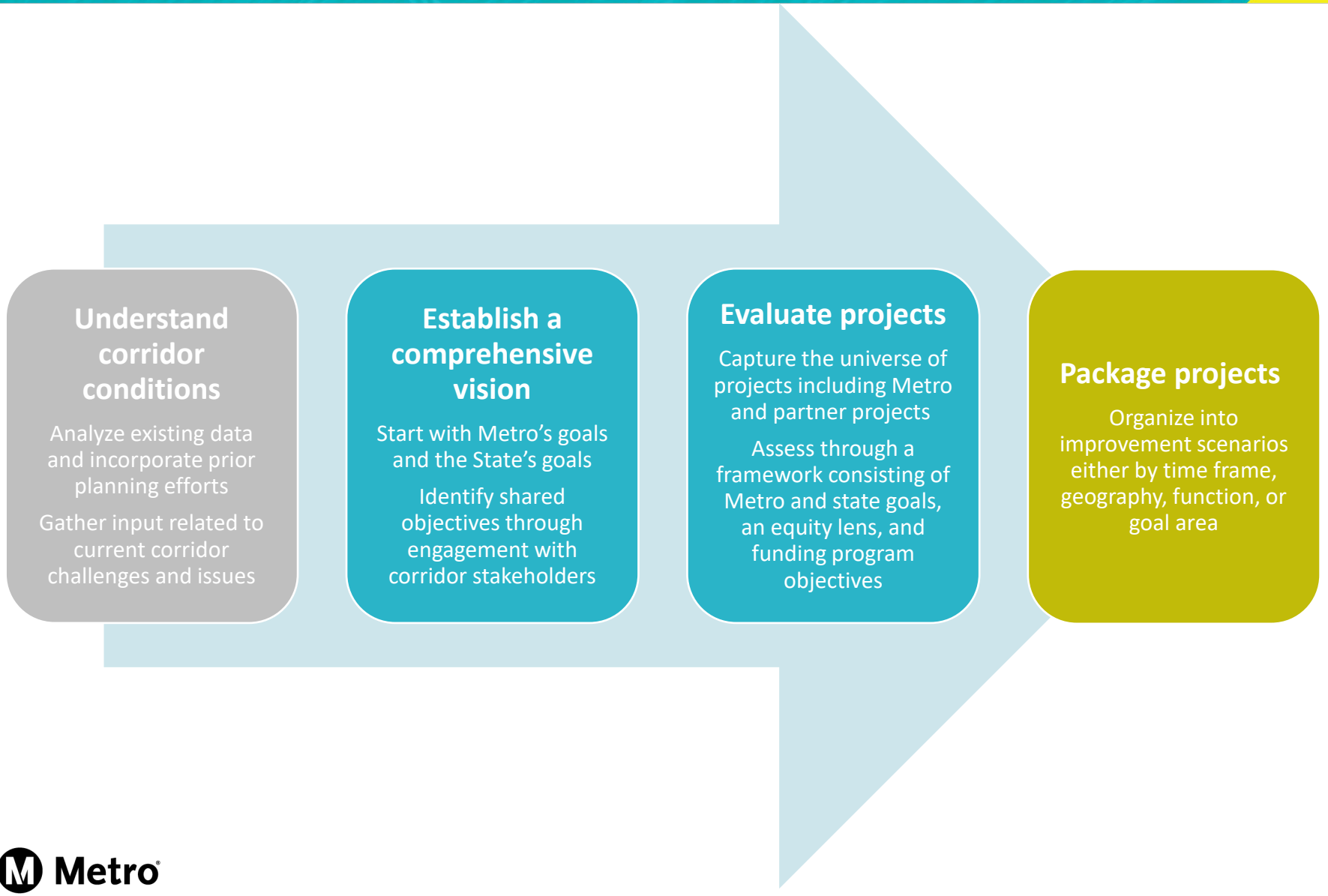
- Welcome/Overview
- Project Update
- Revised Goals & Draft Evaluation Framework
- Q&A
- Breakout Groups
- Report-Out
- Next Steps & Closing Remarks

Project Update

> Since we last met….

- Revised project goals and objectives
- Developed a draft evaluation framework methodology
- Met with COGs (in progress)
- Began assessment of future corridor conditions

Your input and partnership are vital



Metro

Meeting Objectives

> Goals for today…
  - Discuss and obtain feedback on:
    - Revised goals
    - Draft evaluation methodology and criteria
  - Provide next steps for technical analysis and outreach

Revised Goals & Draft Evaluation Framework Overview

Evaluation Framework
Assess Projects- Proposed Goals

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

Metro

Why an Evaluation Framework?

- *Required element* of Comprehensive Multimodal Corridor Plans
- Assesses *multimodal* projects and programs using a *common process and criteria*
- Aligns *existing plans, programs, and priorities*
- Links *technical analysis to decision-making* to ensure we are addressing the most critical needs

Evaluation Framework
Overview



What is the universe of potential projects?

Derived from existing plans, studies, initiatives

How do these projects/programs contribute to our goals?

Qualitative "Harvey ball" rating informed by quantitative data

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

Improvement "tiers" based on assessment & implementation readiness

Questions for Today

- **Do the proposed goals and draft performance measures align with your priorities?**
- **Does the draft evaluation process make sense?**

Metro

Evaluation Framework
Overview

Goal	Required SCCP Criteria
Improve Mobility & Accessibility	• Minimize vehicle miles traveled (VMT) • Improve person throughput • Reduce vehicle hours of delay (VHD) • Increase travel time reliability and transit on-time performance • Encourage mode shift • Support transportation efficient land use principles
Advance Equity	• Expands access to jobs, services, recreation, education in equity focused communities (EFCs)
Support Economic Vitality	• Creates and retains jobs • Connections to jobs, major destinations
Achieve Sustainability	• Reduce greenhouse gas (GHG) and criteria pollutants • Balance transportation, environment, and community
Enhance Safety	• Reduce number & rate of fatalities and serious injuries • Reduce non-motorized fatalities and serious injuries

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 *Significant* in *Mobility & Accessibility*, and a wide-scale transit electrification project would score *Significant* in *Achieve Sustainability*.
	**Somewhat** benefit goal?	A municipal intersection improvement program or targeted first-last mile project would receive a *Somewhat* score in *Mobility & Accessibility*.
	**Minimally** benefit goal?	A transit agency on-time performance improvement program would receive a *Minimal* score for *Safety*.
	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 *Neutral* in *Safety*.
	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 *Negative* for *Lead with Equity*.

Determined by ability to support criteria

Metro

Evaluation Framework
Goal Evaluation Example

Fictional Project	Improve Mobility & Accessibility	Lead with Equity	Support Economic Vitality	Achieve Sustainability	Increase Safety
Traffic Signal Synchronization Along a Major Arterial					
Protected Bicycle Facility Gap Closure in an EFC					

Metro

Evaluation Framework
Improvement Scenarios

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?

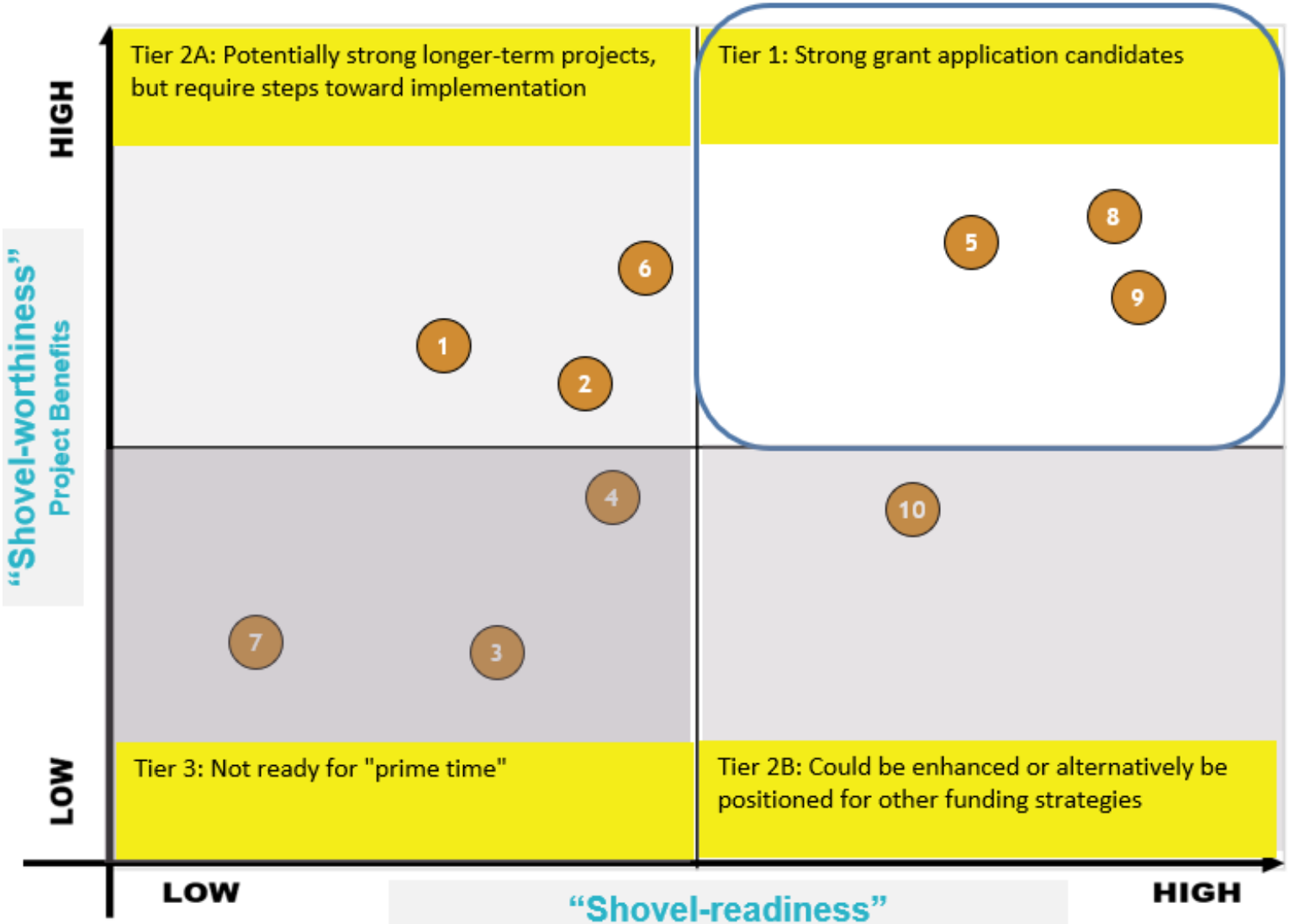
Funded/match available?

Environmentally cleared?

Stakeholder supported?

Metro

Evaluation Framework
Improvement Scenarios



Metro

Evaluation Framework
Improvement Scenarios

Geographic	Timeframe	Function	Goal Area
• **Segment 1:** I-5 to US-101 • **Segment 2:** US-101 to I-10 • **Segment 3:** I-10 to I-105 • **Segment 4:** I-105 to I-110 • **Segment 5:** I-110 to I-710 • **Segment 6:** I-710 to I-605	• Short (<5 years) • Medium (5-15 years) • Long (>15 years)	• Highway • Active Transportation • Transit • Goods Movement • Technology	• Improve Mobility and Accessibility • Advance Equity • Support Economic Vitality • Achieve Sustainability • Increase Safety

Breakout Groups – Performance Criteria

> Two breakout groups to review performance criteria specific to each goal:
  - Improve mobility and accessibility
  - Advance equity

> Discussion of additional goals as time permits:
  - Support economic vitality
  - Achieve sustainability
  - Enhance safety



Metro

Report-Out/Wrap-Up

> Designated speakers from each breakout group will report out on their group's discussion and criteria

Next Steps

- Refine Evaluation Framework based on today's input and discussion
- Complete future conditions assessment
- Compile and conduct draft project evaluation
- Develop draft improvement scenarios
- Continue stakeholder engagement

Project Schedule

2021

Winter 2021
Metro initiates Plan

Summer 2021-Fall 2021
Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

Stakeholder interviews and public surveys conducted

2022

Winter 2022-Spring 2022
Metro releases Draft Plan for public review and comment with improvement scenarios

Public meetings and surveys conducted

Spring 2022-Summer 2022
Metro Board to consider adoption of the Final Plan

Summer 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

Stay connected to this project



Shelly Quan, CMCP Deputy Project Manager
Metro
One Gateway Plaza, MS 99-23-3
Los Angeles, CA 90012



213.922.3075



405cmcp@metro.net



metro.net/I405-cmcp



@metrolosangeles



losangelesmetro



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Advisory Committee Meeting #3

December 1, 2021

Prepared by Metro

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

Metro

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

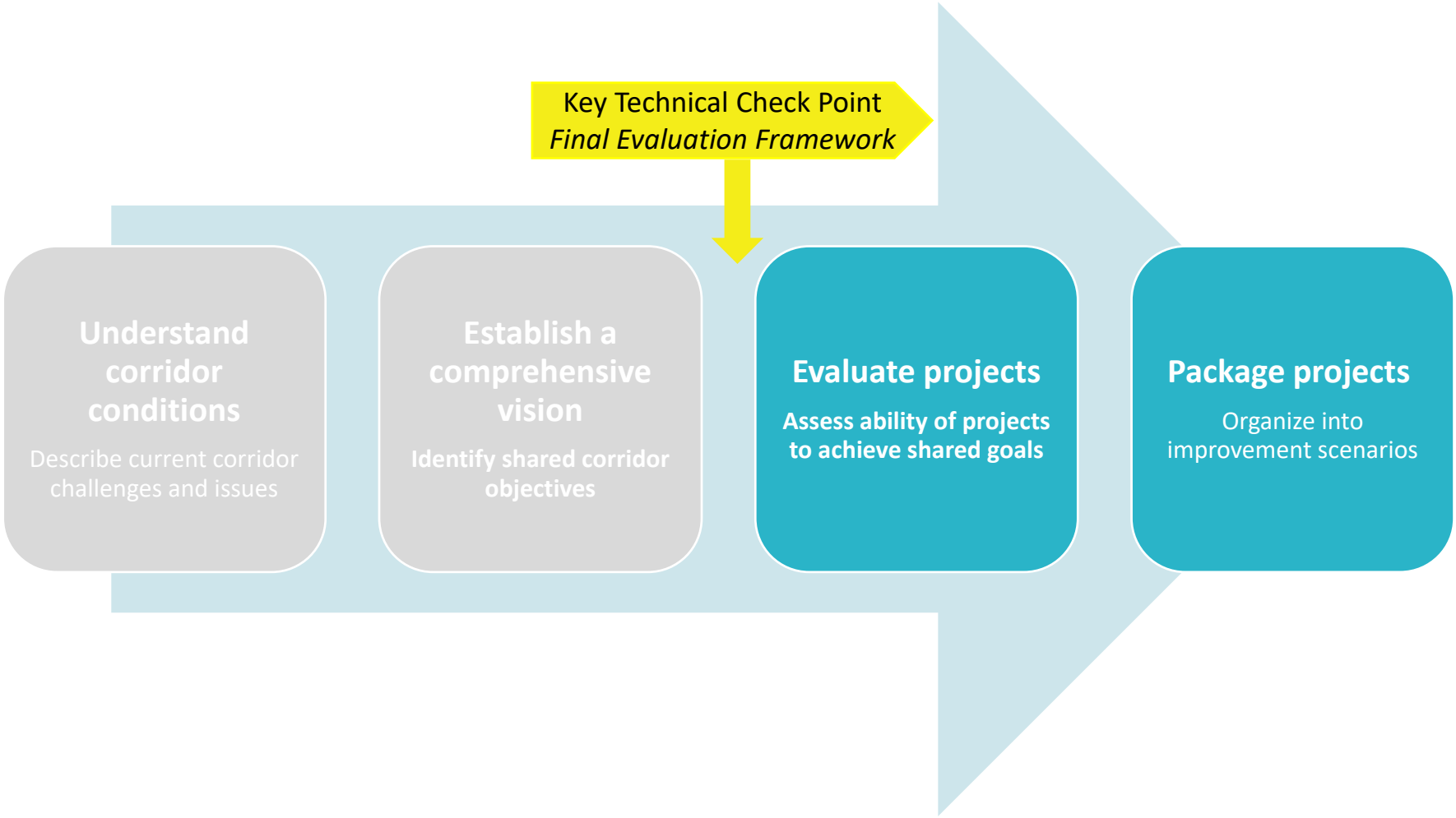
Summer 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

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

Metro

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

Metro

Evaluation Framework
Assess Projects - Revised Criteria

Improve Mobility & Accessibility

Initial Evaluation Criteria		Revised Evaluation Criteria
> Minimize vehicle miles traveled (VMT)	No Changes	> Minimize vehicle miles traveled (VMT)
> Reduce vehicle hours of delay (VHD)	No Changes	> Reduce vehicle hours of delay (VHD)
> Support transportation efficient land use principles	No Changes	> Support transportation efficient land use principles
> Improve person throughput	Refined	> Increase person throughout while reducing VMT
> Increase travel time reliability and transit on-time performance	Refined	> Reduce transit travel time, delay, and improve reliability
> Encourage mode shift	Refined	> Encourage use of non-auto modes, particularly for short trips
	Added	> Improve arterials and routes paralleling the I-405
	Added	> Encourage telework and other trip reduction strategies
	Added	> Close critical infrastructure gaps in the corridor and enhance multimodal connectivity

Metro

Evaluation Framework
Assess Projects - Revised Criteria

Support Economic Vitality

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

Metro

Evaluation Framework
Assess Projects - Revised Criteria

Advance Equity

Initial Evaluation Criteria		Revised Evaluation Criteria
> Expands access to jobs, services, recreation, education in equity focused communities (EFCs)	Refined	> Expands safe and convenient mobility options for EFC trips
	Added	> Improves health and air quality in EFCs and/or CalEnviroScreen Disadvantaged Communities
	Added	> Reduces household transportation costs

Evaluation Framework
Assess Projects - Revised Criteria

Enhance Safety

Initial Evaluation Criteria		Revised Evaluation Criteria
> Reduce number & rate of fatalities and serious injuries	Refined	> Addresses collision hotspots, particularly for people biking, walking, and rolling
> Reduce non-motorized fatalities and serious injuries	Refined	> Includes safety components such as crosswalks, LPI, refuge islands, lighting, etc.
	Added	> Includes educational elements that encourage safety for all users
	Added	> Includes basic repairs, maintenance, and upkeep of transportation infrastructure

Evaluation Framework
Assess Projects - Revised Criteria

Achieve Sustainability

Initial Evaluation Criteria		Revised Evaluation Criteria
> Reduce greenhouse gas (GHG) and criteria pollutants	No Changes	> Reduce greenhouse gas (GHG) and criteria pollutants
> Balance transportation, environment, and community	Refined	> 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

Metro

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 *Significant* in *Mobility & Accessibility*, and a wide-scale transit electrification project would score *Significant* in *Achieve Sustainability*.
	**Somewhat** benefit goal?	A municipal intersection improvement program or targeted first-last mile project would receive a *Somewhat* score in *Mobility & Accessibility*.
	**Minimally** benefit goal?	A transit agency on-time performance improvement program would receive a *Minimal* score for *Safety*.
	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 *Neutral* in *Safety*.
	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 *Negative* for *Lead with Equity*.

Metro

Projects that contribute at a larger scale will generally receive a higher rating

Evaluation Framework
Develop Improvement Scenarios – Revised element

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?

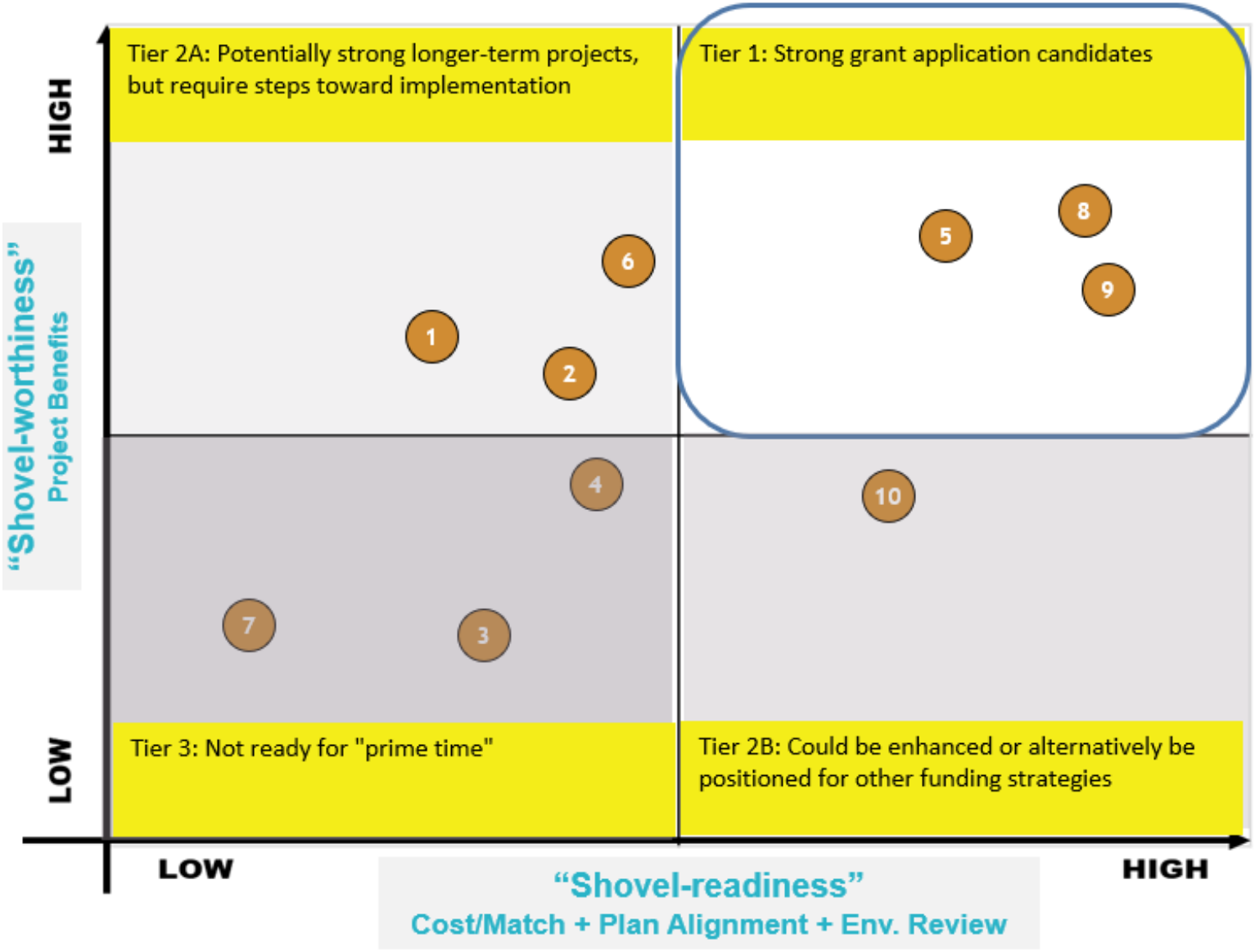
In RTP/SCS?

Funded/match available?

Environmentally cleared?

Stakeholder supported?

Evaluation Framework Next Steps
Tier Scenarios



Metro

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/I405-cmcp


@metrolosangeles


losangelesmetro



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Advisory Committee Meeting #4

March 8, 2022

Prepared by Metro

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 Systemics 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 preforming 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

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 Co-host (Elisabeth Rosenson).

Poll

Metro

I-405 CMCP Advisory Committee Agenda

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

Project Update

Metro

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

Metro

Project Schedule

WE ARE HERE

2021

Winter 2021
Metro initiates Plan

Summer 2021-Fall 2021
Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

Fall 2021
Stakeholder Interviews and Focus Groups Conducted

2022

Spring 2022
Metro releases Draft Plan for public review and comment

Summer 2022
Metro Board to consider adoption of the Final Plan

Fall 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

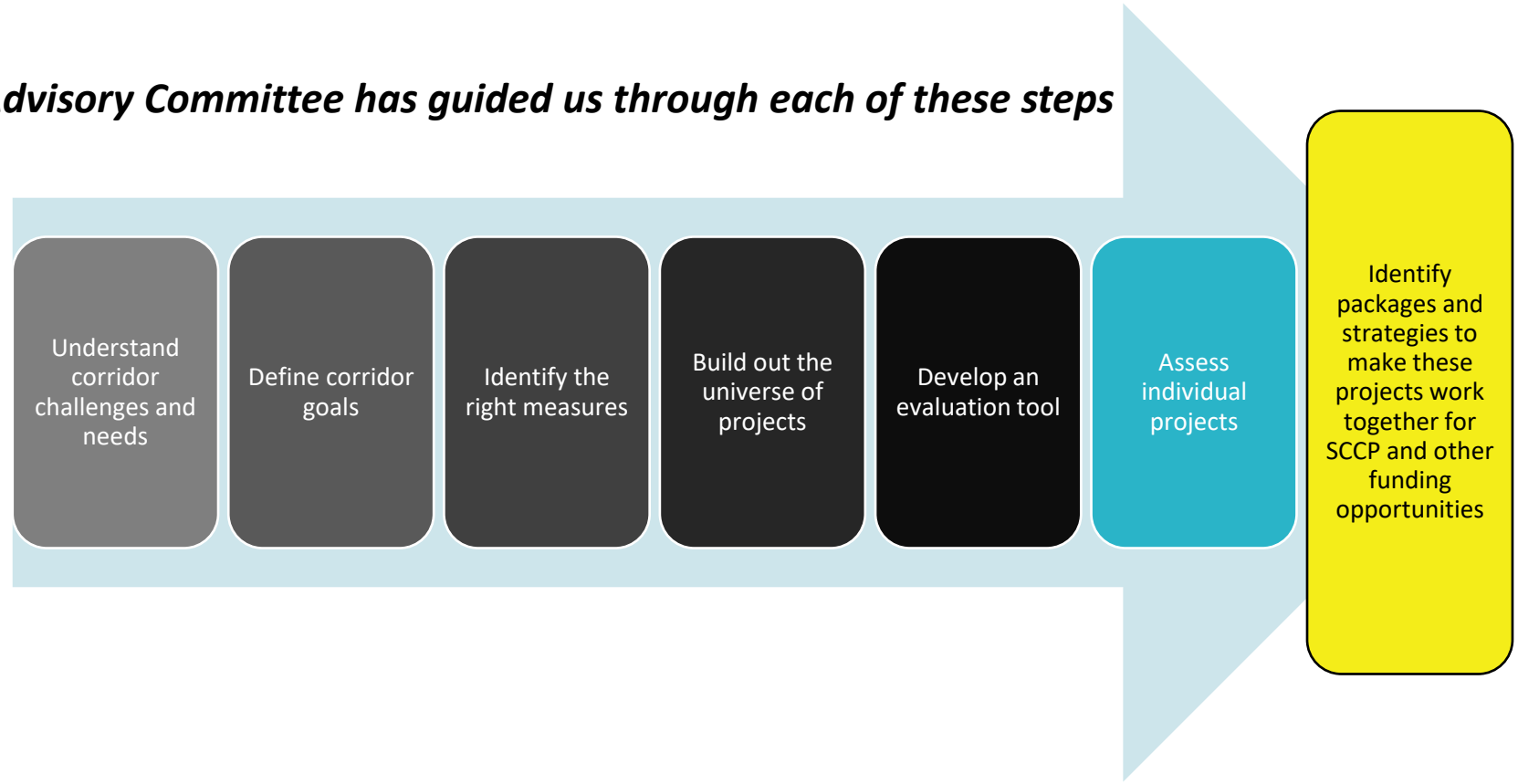
Project Update

> 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.

Metro

Preliminary Evaluation Results

Metro

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

Metro

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?

Metro

Evaluation Framework Review – *Shovel Worthiness Assessment*

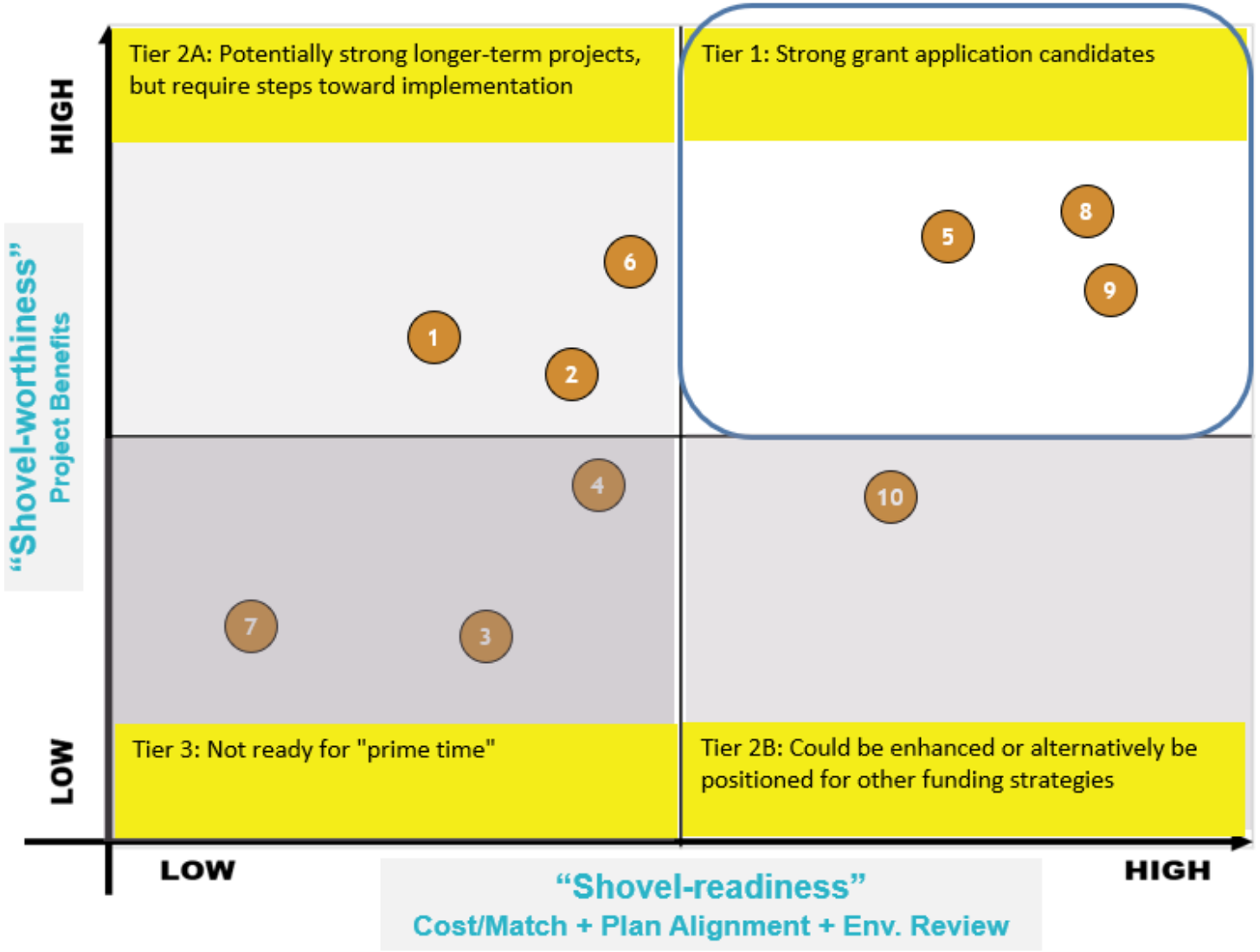
Each project was evaluated for its ability to support each goal

Rating	Does the project….	Examples
	**Significantly** benefit goal?	A large-scale transit investment would score *Significant* in *Mobility & Accessibility*, and a wide-scale transit electrification project would score *Significant* in *Achieve Sustainability*.
	**Somewhat** benefit goal?	A municipal intersection improvement program or targeted first-last mile project would receive a *Somewhat* score in *Mobility & Accessibility*.
	**Minimally** benefit goal?	A transit agency on-time performance improvement program would receive a *Minimal* score for *Safety*.
	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 *Neutral* in *Safety*.
	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 *Negative* for *Lead with Equity*.

Determined by ability to support evaluation criteria

Metro

Evaluation Framework Review – *Project Tiering Approach*



Metro

Preliminary Evaluation
Project List

> We evaluated nearly 450 projects sourced from….

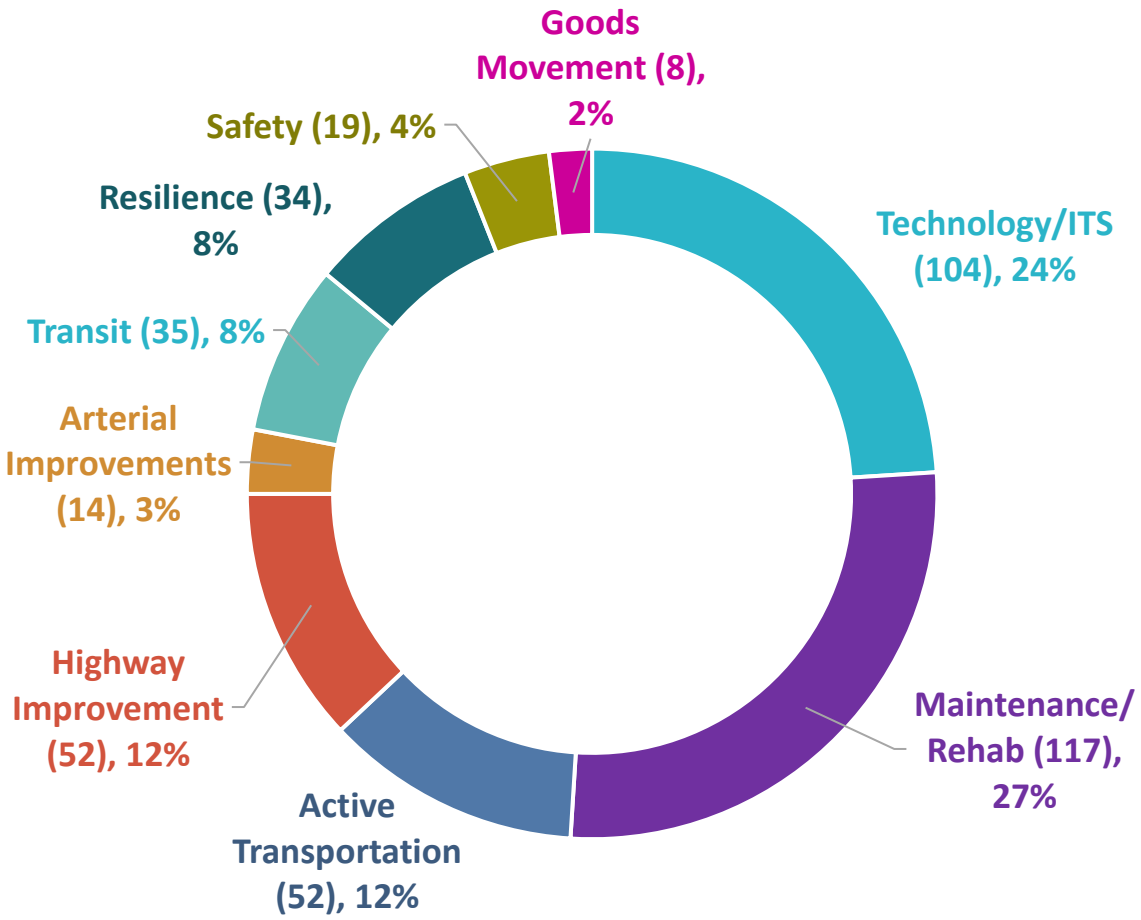
- Metro Long-Range Transportation Plan (LRTP)
- Metro Measure M and R
- Metro Strategic Project List (SPL)
- SCAG Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS)
- Caltrans Multimodal Operations non-State Highway Operations and Protection Program Transportation Equity Report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



Metro

Preliminary Evaluation
Project List

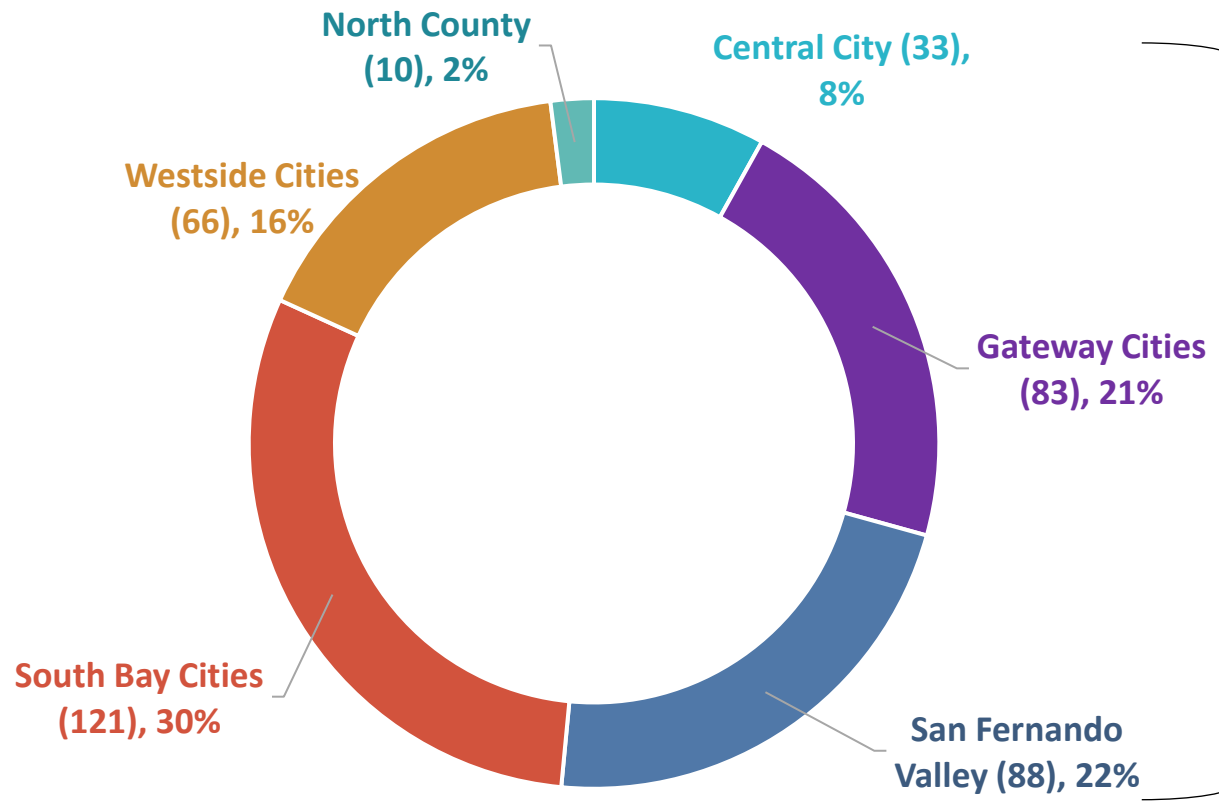
> There are many different types of projects



Metro

Preliminary Evaluation
Project List

> Projects were distributed across the corridor



+ 34 projects (8%) that are county-wide or span multiple I-405 study area regions

Metro

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	○	○	○	●	●

Metro

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

Metro

Preliminary Evaluation
Key Findings

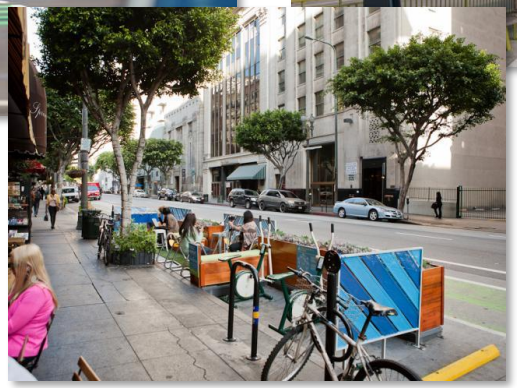
1. Shovel Worthiness
2. Shovel Readiness
3. Project Tiering

> **HIGH Performing Projects**
> (scored well across all goals)**:**

- **Protected bicycle facilities**
- **Complete streets**
- **High-capacity transit** (rail & BRT)
- **Transit operational improvements**







Metro

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**







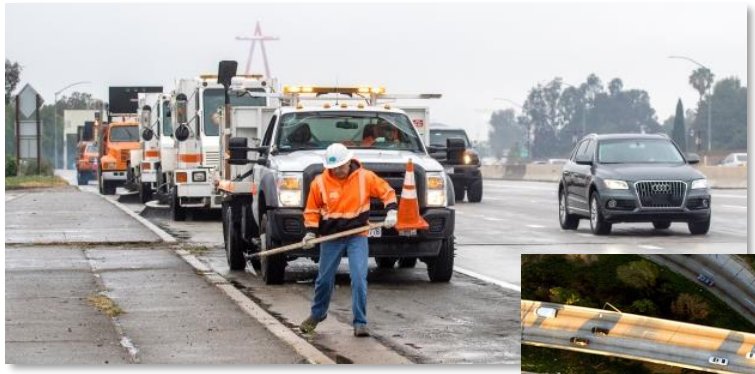
Metro

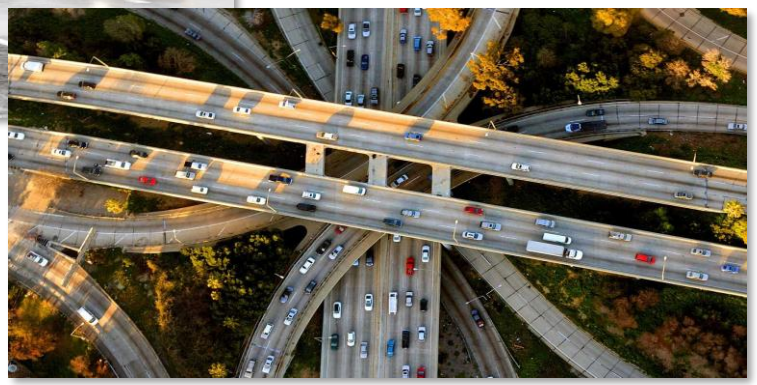
Preliminary Evaluation
Key Findings

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**





Metro

Preliminary Evaluation
Key Findings

1. Shovel Worthiness
2. Shovel Readiness
3. Project Tiering

HIGH	➢ **Protected bicycle facilities** ➢ **Complete streets** ➢ **High-capacity transit** (rail & BRT) ➢ **Transit operational improvements**
MEDIUM	➢ **Unprotected bike lanes** ➢ **Pedestrian focused improvements** ➢ **Stand-alone safety projects** ➢ **Managed lanes** ➢ **Technology** ➢ **Grade separations and crossings**
LOW	➢ **Capacity enhancements** ➢ **Auxiliary lanes** ➢ **Ramp/Interchange projects** ➢ **Maintenance/Rehab**

Metro

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?

Metro

Preliminary Evaluation
Applying the Framework

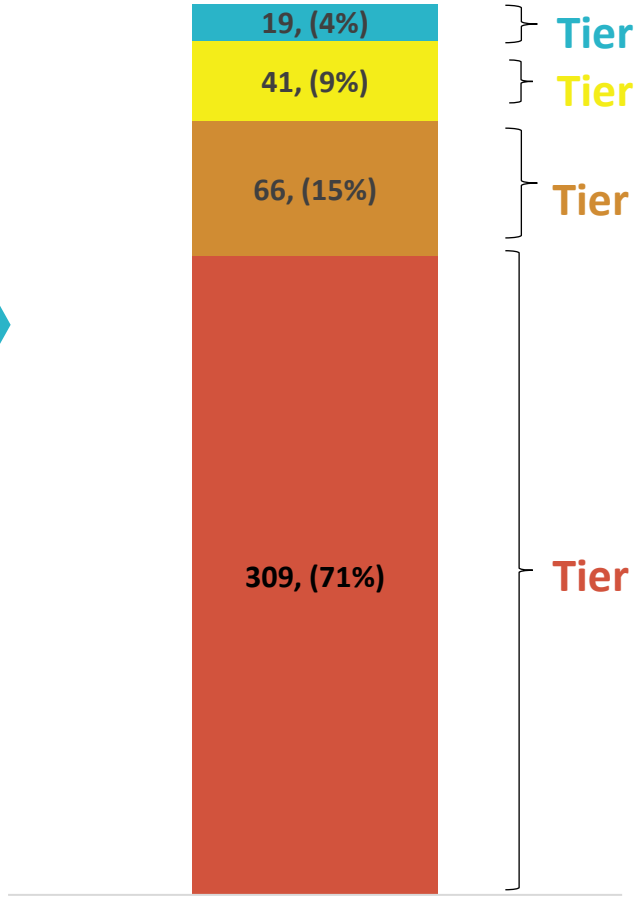
1. Shovel Worthiness
2. Shovel Readiness
3. Project Tiering

> 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

Metro

Preliminary Evaluation
Project Tiering

1. Shovel Worthiness
2. Shovel Readiness
3. Project Tiering



Tier 1 Competitive grant application candidates

Tier 2A Address many goals, need to be further along in implementation

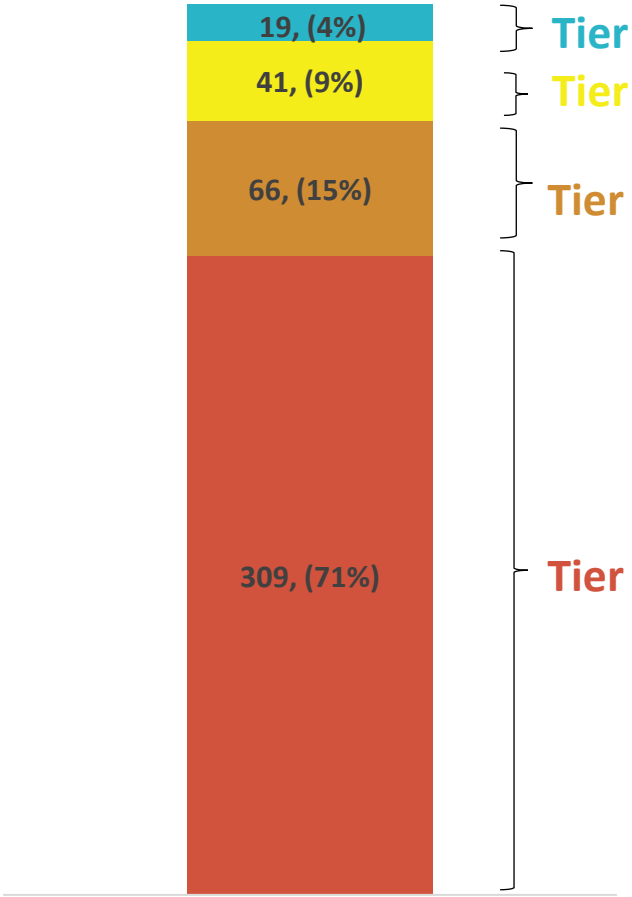
Tier 2B Could be enhanced, bundled or may be more appropriate for other funding

Tier 3 May not be well defined enough at this time to compete or may be focused on addressing an individual goal, better suited for other funding opportunities

Metro

Preliminary Evaluation
Project Tiering Example

1. Shovel Worthiness
2. Shovel Readiness
3. Project Tiering



Tier 1 North San Fernando Valley BRT

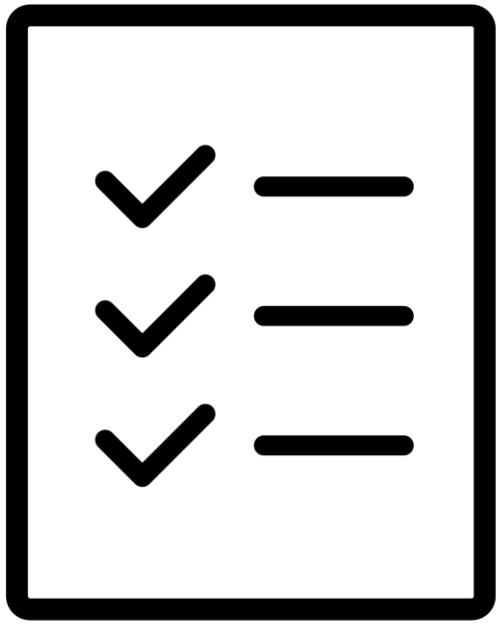
Tier 2A Route 710 Complete Streets Improvements

Tier 2B Inglewood Signal Synchronization

Tier 3 New and Retrofit Wildlife Crossings

Metro

Preliminary Evaluation
Next Steps – Developing Strategies



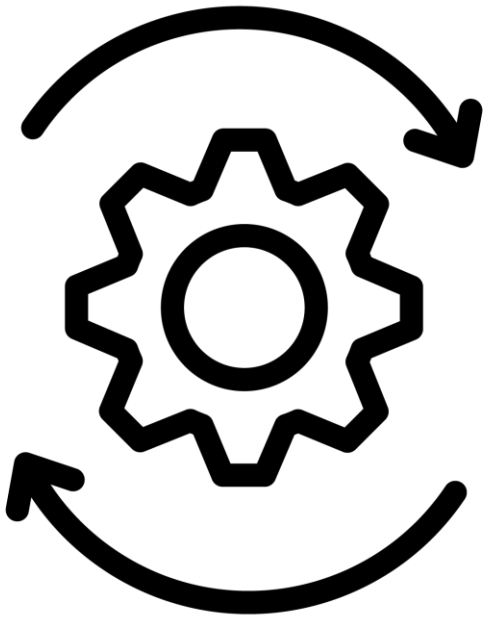
What does this mean?

> Being included the CMCP is the <u>first step for eligibility</u>

> Improving our project information will allow us to complete this assessment of stand-alone projects.

Metro

Preliminary Evaluation
Next Steps – Developing Strategies



Where do we go from here?

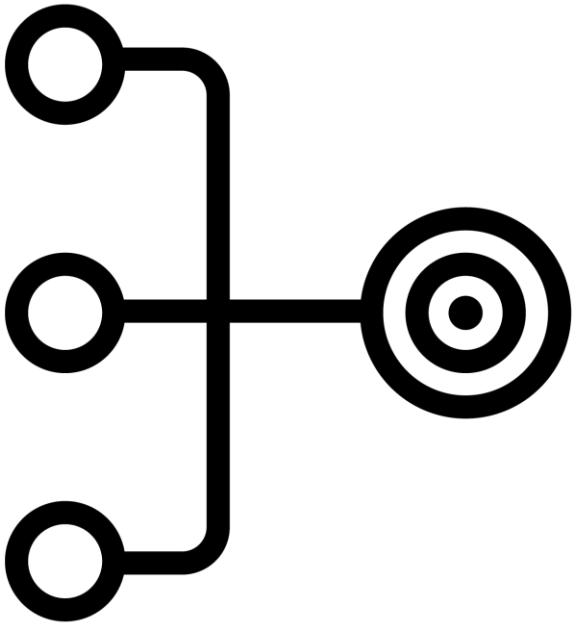
> Develop complementary packages of projects that work together to form improvement strategies.

> SCCP is one funding tool

> We will look at other funding to help deliver the numerous and diverse improvements planned

Metro

Advisory Committee Next Steps



How do we get there?

> Feedback on this initial Evaluation (due March 15th)

> 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*
  - 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


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


213.418.3319


405cmcp@metro.net


metro.net/405cmcp


@metrolosangeles


losangelesmetro



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Advisory Committee Meeting #5

August 4, 2022

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 identify how transportation investments can work together 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 fifth CMCP Advisory Committee was held on August 4, 2022, to share the comments received on the Draft Plan and Project List and provide an overview of the proposed improvement strategies and next steps.

*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.*

Metro



Meeting Summary

1. **Welcome (Matthew Marquez, Principal Community Relations Officer, Metro; Michael Cano, Executive Officer, Federal and State Policy and Programming (interim), Metro)**
   - Matthew Marquez opened the meeting and thanked everyone for joining the fifth meeting of the I-405 CMCP Advisory Committee.
   - He informed the meeting attendees that the team is moving towards finalizing the CMCP, and it is expected to come before the Metro Board in September 2022.
   - He reviewed housekeeping information related to the Zoom features and asked that attendees introduce themselves and share their affiliation in the chat box.
   - Mr. Marquez outlined the meeting agenda and provided a preview of next steps following the adoption of the CMCP. This consists of reviewing Metro's strategy and process for selecting grant candidates for the upcoming *Solutions for Congested Corridors Program (SCCP)* grant cycle taking place this fall.
   - Michael Cano kicked off the presentation by introducing the project schedule.
   - He shared that the project had a very successful comment period in Spring 2022 and noted that the comments will be critical in finalizing the CMCP.
   - He expressed gratitude to the Advisory Committee members for supporting the team throughout the CMCP's development and emphasized that the CMCP reflects the Advisory Committee's feedback.

2. **CMCP Feedback (Matthew Marquez and Sona Babayan, Federal and State Policy and Programming, Metro)**
   - Mr. Marquez opened this portion of the presentation by sharing several updates on what has occurred since the last Advisory Committee meeting in March 2022, including the public survey in April 2022.
   - He also discussed the Draft I-405 CMCP comment period that ran between May 11, 2022 and June 10, 2022.
   - Mr. Marquez described the project resources that were created and shared and noted that stakeholder briefings were held to increase project awareness.



- He reviewed the ways in which comments were submitted and provided an overview of who submitted comments
- Sona Babayan from Metro's Federal and State Policy and Programming team continued this section of the presentation by stating the number of comments received and provided a brief breakdown of the comments received by category.
- She also noted that some of the feedback received prompted changes within the CMCP.

3. **Improvement Strategies (Zoe Unruh, Transportation Planning Manager, Federal and State Policy and Programming)**
   - Zoe Unruh provided a breakdown of the CMCP development process which helped in the identification of the proposed improvement strategies that will guide plan implementation.
   - She then focused on the nine improvement strategies which reflect the recurring themes heard around corridor concerns and needs and are also reflective of the CMCP goals, as well as goals that have been set forth for the transportation system at large.
   - To prompt discussion, Ms. Unruh reviewed each of the nine improvement strategies in more detail and paused for questions.
   - She explained how the improvement strategies align with CMCP goals by sharing a matrix indicating which goals are being met.
   - The team encouraged meeting attendees to provide their comments on the Improvement Strategies by August 11.

4. **CMCP Adoption and SCCP Grant Strategy (Michael Cano/Zoe Unruh)**
   - Mr. Cano informed attendees that the I-405 CMCP is the first of its kind in terms of addressing equity, climate and sustainability issues in a holistic framework and explained the process for formal adoption of the I-405 CMCP.
   - Ms. Unruh described the criteria assessment that will be used by Metro to make determinations on SCCP grant candidates for the upcoming funding cycle and reviewed the project timeline and upcoming milestones, including the Metro Board consideration and adoption of the Final I-405 CMCP in September 2022.



Appendices:

Appendix A: Meeting Attendance

Appendix B: Meeting Questions and Responses

Appendix C: Meeting Presentation

Metro



Appendix A: Meeting Attendance

PUBLIC SECTOR

Regional Agencies

Hina Chanchlani, Associate Regional Planner, Southern California Association of Governments (SCAG)
Dan Kopulsky, Office Chief, Caltrans District 7
James Shankel, Senior Freight Planning Specialist, Caltrans District 7
Geraldina Romo, Planning Manager, Antelope Valley Transportation Authority
Patricia Kwon, Program Supervisor, South Coast AQMD

Councils of Government

Steve Lantz, Transportation Director, South Bay Cities Council of Governments
Betsy Aguilera, Community and Public Affairs Specialist, San Fernando Valley Council of Governments

Local Government

Larissa Hogan, Transportation Planner, City of Culver City
Ryan Hund, Transportation Planner, City of Culver City
Ara An, Deputy Constituent Engagement, Office of 2nd District Los AngelesCounty Supervisor Holly J. Mitchell
Karishma Shamdasani, Transportation Deputy, Office of 2nd District Los Angeles County Supervisor of Holly J. Mitchell
Luke Klipp, Senior Transportation Deputy, Office of 4th District Los Angeles County Supervisor Janice Hahn
Viviana Gomez, Transportation Deputy, Office of 4th District Los Angeles County Supervisor Janice Hahn
Eric Bruins, Office of Los Angeles Councilmember Mike Bonin
Nick Echeverri, Administrative Analyst – Transit, City of Santa Clarita

Airports

Juan Lopez-Rios, Deputy Director, Long Beach Airport

Transit Agencies

Randy Johnson, Director Government Affairs & Outreach, AccessLA

Metro



Schools
Daniel Urrutia, Experience Director, Safety & Communications Lawndale Elementary School District

PRIVATE SECTOR

Karen Swift, Associate Director, Government & Industry Relations, Cedars-Sinai
Marnie Primmer, Executive Director, FuturePorts
Eli Lipmen, Executive Director, MoveLA
Noe Solano, Senior Program Specialist, Playa Vista Compass TMO

ACADEMIC/RESEARCH INSTITUTIONS

Larry Johnson, Director of Center for Strategic Corporate Development, El Camino College

OTHER INTERESTED STAKEHOLDERS

Jamie Auton
Gloria Esqueda
Anne Karimalis
Faramarz Nabavi
Cristina Navarro-Aguirre
Nathan Owen
Eddie Urenda

PROJECT TEAM

Sona Babayan, Assistant Administrative Analyst, Grants Management and Funds Administration, LA Metro
Michael Cano, Executive Officer (interim), Federal and State Policy and Programming, LA Metro
Matthew Marquez, Principal Community Relations Officer, LA Metro
Zoe Unruh, Project Manager, Federal and State Policy & Programming, LA Metro
Jon Overman, Executive Vice President and Project Manager, Cambridge Systematics
Anna Geannopolous, Deputy Project Manager, Cambridge Systematics
Jessica Harleaux, Project Manager, Arellano Associates
Elisabeth Rosenson, Deputy Project Manager, Arellano Associates
Sasha Cheechov, Tech Coordinator, Arellano Associates
Monica Paderanga Project Coordinator, Arellano Associates

Metro



Appendix B: Meeting Questions and Responses

1. **S. Lantz: When is the deadline to submit comments?**
   M. Marquez: Comments are due by August 11, 2022.

2. **N. Owens: I want to better understand the community impacts side from a construction or quality of life standpoint. Where can I find more specific information on this?**
   M. Marquez: We want to clarify that this plan is looking at how we can strategically align projects to provide investment in transportation projects. Because there are 400+ projects, it is difficult to navigate but I want to emphasize that construction decisions will not be made within this plan.

3. **C. Navarro-Aguirre: I would like to know more about the community impacts because there are a lot of community members who use the walking paths and sidewalks consistently. If the project does not address these elements, then what is the project doing?**
   M. Marquez: This project does not approve of any projects proposed by other agencies and/or Metro. Approving the CMCP does not green light any of the widening or auxiliary lane projects along the I-405 freeway. Those projects have to go through their due diligence. If there are specific concerns for certain projects, we can support in researching how we can connect you and the Wiseburn community to the right contacts.



4. **F. Nabavi: Is there a site or link where we can view where Metro is making updates to the Draft CMCP?**
   M. Marquez: We are still working on making those changes from the comments we received. Sona alluded to what sort of changes will be included within the plan. The updated plan will be a part of the September Board item and available when the board report is released.

5. **S. Lantz: Within the corridor, there's the 91 Freeway and you've focused on at least a stretch of it and a lot of arterials that go west of the end of the freeway there, and I wonder how you have addressed that freeway when you're focused on the 405? And how do you deal with intersecting freeways like the 105 and the 91?**
   That's why we have a study area that reaches beyond just the 405 right-of-way (three miles in either direction of the corridor to think about that connectivity) and really the system more broadly, which is reflected in our project list. We know the 405 doesn't exist in a vacuum, it's part of a larger transportation system, it's reached by people coming into it from other parts of the study area (and also includes the 110 freeway).

6. **C. Navarro: This project doesn't include the expansion of the 405, correct?**
   Z. Unruh: We're not making any decisions or clearing any projects through this plan. Those processes have been separate from this plan. This plan is aligned with the SCCP program, which looks at projects that looks at solutions for congested corridors, but doesn't look at projects that expand general-purpose lanes on the highways, which is reflected in the metrics we included; to emphasize increase in person throughput while reducing vehicle miles traveled (VMT). All of the projects were evaluated and the evaluation reflects the SCCP priorities. Anything that would focus on general lane widening was scored in a lower tier.

7. **S. Lantz: But you do have ExpressLanes, and that may expand within the existing right-of-way?**
   Z. Unruh: Yes, we're looking at how to do that within the existing envelope of the freeway.



8. **D. Kopulsky: The plan has individual projects, but the key is about connectivity; it can be challenging, but it's been done in the corridor before between agencies (K Line connection to the LAX People Mover and the CONRAC). That's our goal is to make the trips seamless.**

9. **F. Nabavi: I noticed that strategy 5.7 (providing fare-free transit) isn't reflected in the project list. Is there any way Metro is looking at incorporating its existing plans to implement a pilot program or expand the program as a project to be submitted for the SCCP as part of the CMCP?**
   Z. Unruh: That strategy is currently aligned with Metro's fare-less system initiative. That is a strategy that is treated more like a policy program. If turned into a pilot, it turns into a project, but the CMCP project list focuses more on capital improvements. That's the distinction and that's what the improvement strategies offers – a bridge to round out infrastructure investments with larger thinking around coupling of policies, programs and initiatives.

10. **F. Nabavi: What is the bridge that you are talking about?**
    Z. Unruh: If you look at the improvement strategies, you will see the individual actions that are listed as near, mid, or long-term actions. Some of those actions are recommendations on pursuing transportation investments. Other strategies like the fare-less initiative fall within the policy/program vein to be coupled with the capital projects to really deliver on that strategy. The improvement strategies are where the Plan considers both capital infrastructure improvements as well as policies needed.

11. **F. Nabavi: So, does that mean Metro could submit a proposal to the SCCP program based on its fare-less system initiative, since it's not a capital project per se?**
    Z. Unruh: There's emphasis in SCCP on the implementation of capital improvements, so it's not an SCCP candidate, but the Plan was really intended to think collectively about corridor needs and how we address our goals, but one project that's funded through SCCP isn't going to be sufficient to addressing the larger need.



12. **F. Nabavi: Regarding improvement strategy 1.4, which is related to raising the number of people that qualify for an HOV. That is one of the strategies that is listed as a project in the spreadsheet. Why is it that project ranks lower on economic vitality versus direct connectors when direct connectors will be much more expensive to implement?**
    Z. Unruh: Strategy 1.4 is one of those policy considerations and we have an example project, but it's a strategic project at this point, so it doesn't meet the readiness criteria at this time in the same way as those direct connector projects do in terms of being in the RTP or SCS. Our analysis was two-fold in terms of looking at compatibility with our goals

13. **H. Chanchlani: Is there a way to quantify multimodal features around this corridor in terms of the dollar amount?**
    Z. Unruh: Cost estimating for these different improvements is challenging due to limitations on where the projects are in their development. It's also challenging because the list includes not only Metro projects, but those being implemented by other entities. Cost estimating would come after the EIR process is completed for each project.

14. **H. Chanchlani: Is there a way to get in touch with someone at Metro on who is leading this multimodal highway investment effort?**
    M. Cano: Please reach out to me.



Appendix C: Meeting Presentation

Metro

Welcome!

We will begin in a few moments.

I-405 Comprehensive Multimodal Corridor Plan
Advisory Committee Meeting #5

August 4, 2022

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 Co-host (Elisabeth Rosenson).

I-405 CMCP Advisory Committee Agenda

- Welcome
- Project Update
- Public Survey Results & Draft I-405 CMCP Comment Period Overview
- Improvement Strategy Discussion
- CMCP Adoption & SCCP Grant Strategy
- Closing Remarks

Project Schedule

WE ARE HERE

2021

Winter 2021
Metro initiated Plan

Summer 2021-Fall 2021
Metro assessed current and future corridor conditions and developed an evaluation framework for assessing projects

Fall 2021
Conducted stakeholder interviews and focus groups and performed the preliminary project evaluation

2022

Spring 2022
Metro released Draft Plan for public review and comment

September 2022
Metro Board to consider adoption of the Final Plan

Fall 2022
Metro applies for SCCP Cycle 3 Funding

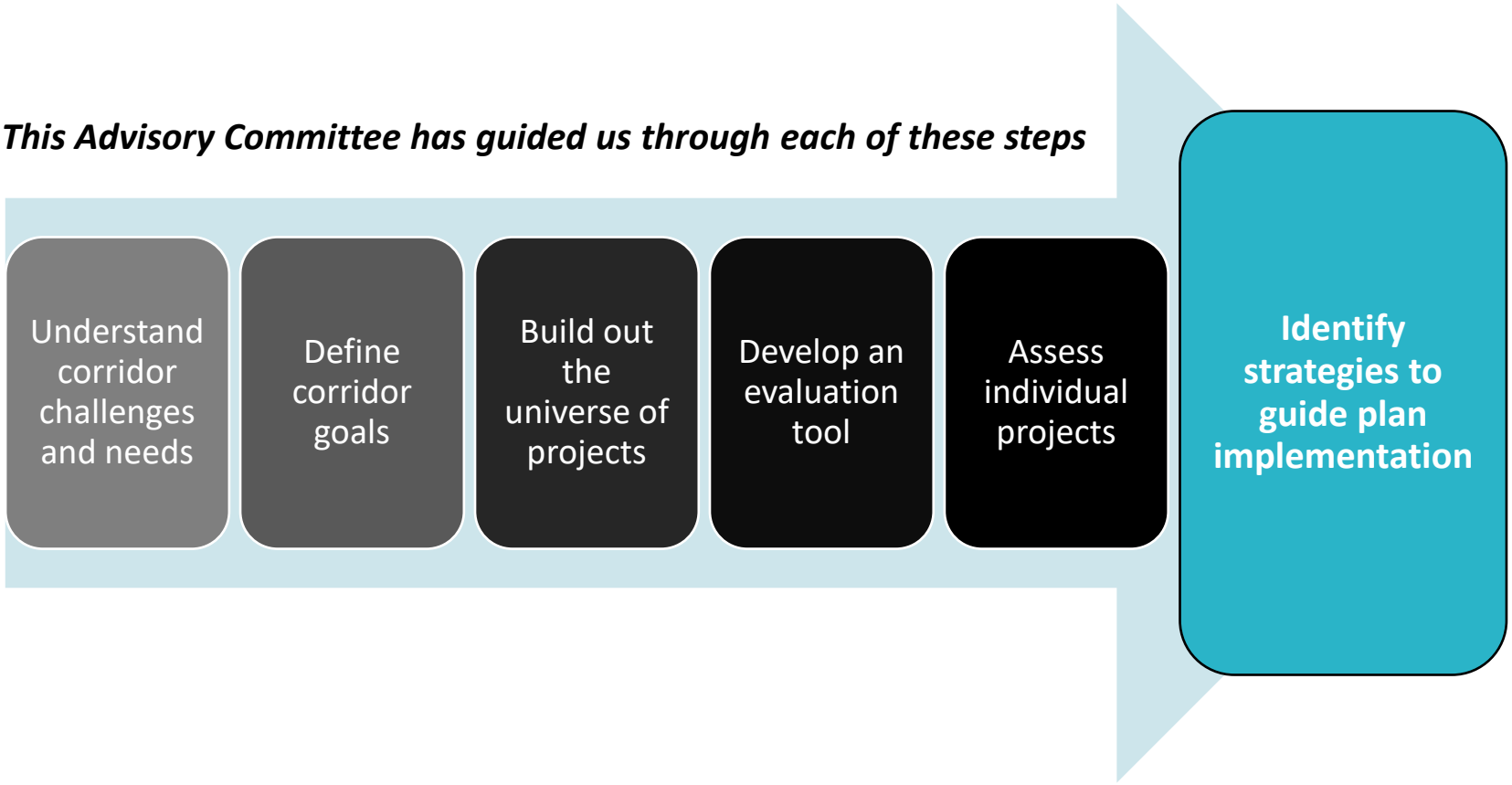


ONGOING PUBLIC PARTICIPATION

Metro

CMCP Development Process

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.

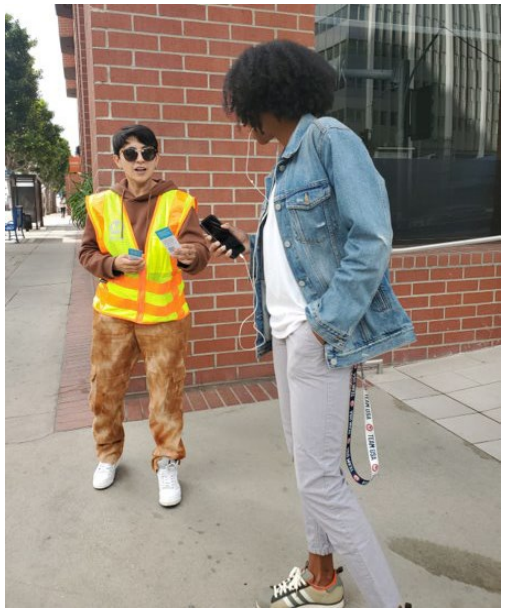
Metro

Public Survey Results & Draft I-405 CMCP Comment Period Overview

Metro

Public Survey

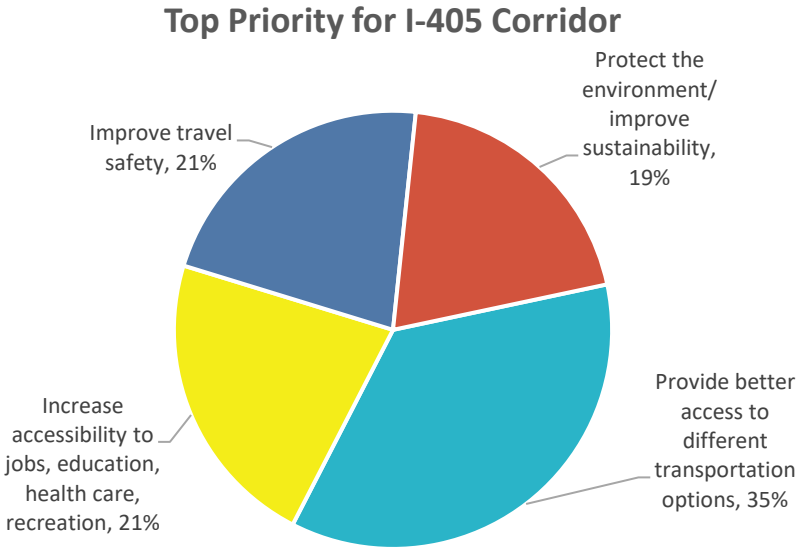
- Designed to elicit key mobility challenges from transit riders, pedestrians, bicyclists and drivers along the corridor
- Transit intercepts at eight locations in the study area focused on Equity Focus Communities (two per sub-region)
  - Engagement with approximately 300 transit users
  - Locations included:
    - Van Nuys/Victory
    - Van Nuys/G Line
    - Westwood/Lindbrook
    - Expo/Sepulveda
    - Aviation/LAX Station
    - Harbor Gateway Transit Center
    - Willow Street Station (A Line)
    - Cal State Long Beach
- Geo-targeted advertising to more than 40,000 social media users

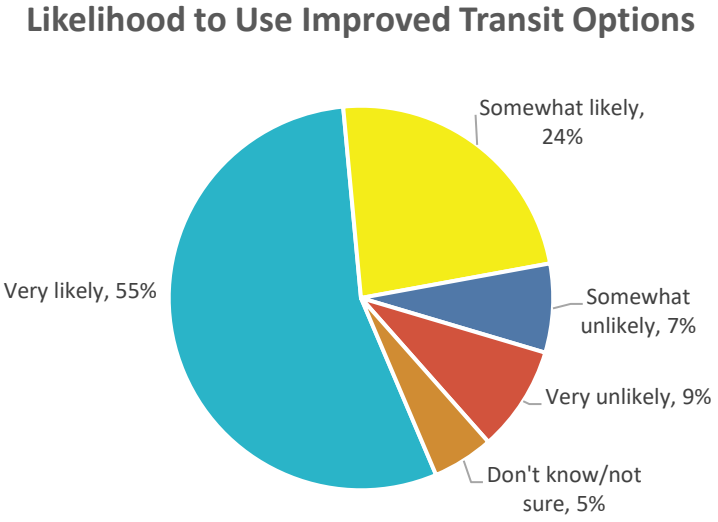




Survey Results

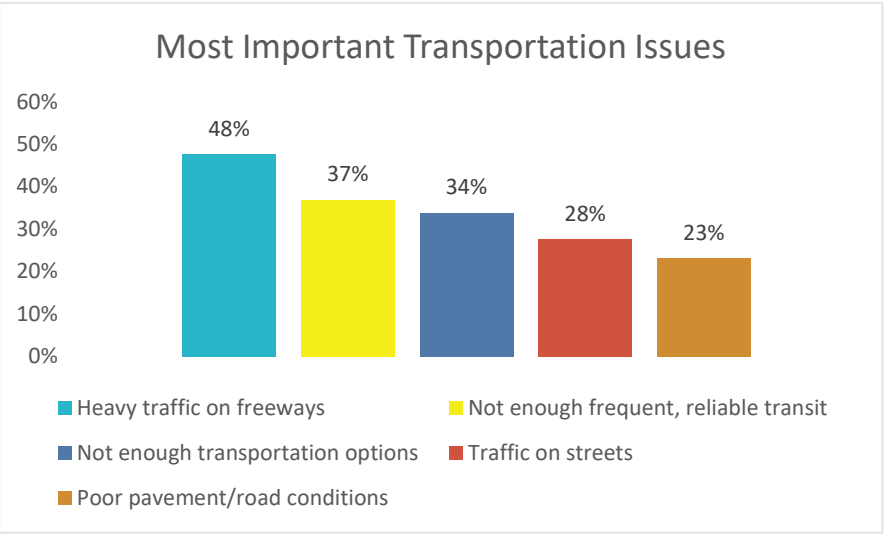
- 428 completed surveys, of which 30% were in Spanish
- Participants were asked to share:
  - Most important transportation issues in their community
  - Top three factors to improve public transit, car and biking/walking trips in/near the 405 corridor
  - How likely they would be to use improved transit options
  - Top priority for I-405 corridor
- Highest priority is to provide better access to different transportation options (35%)
- Strong likelihood to use improved transit options (79% very or somewhat likely)

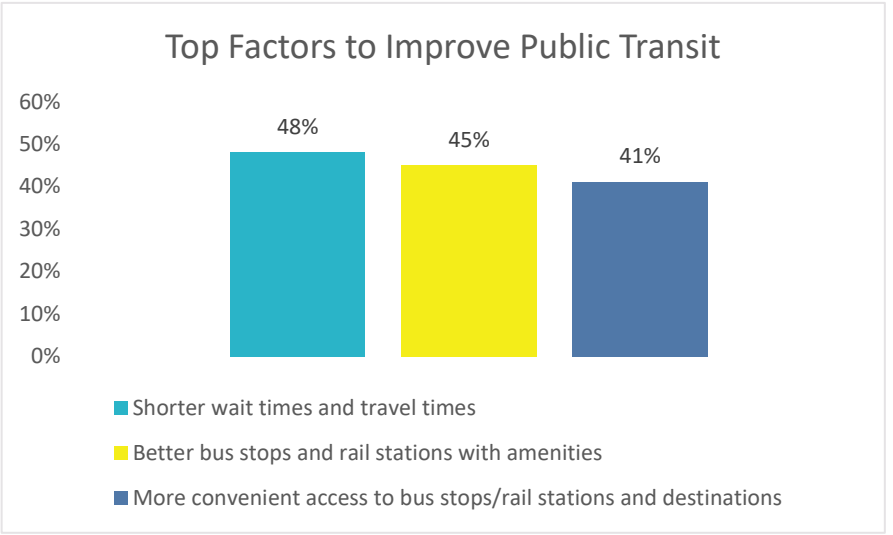


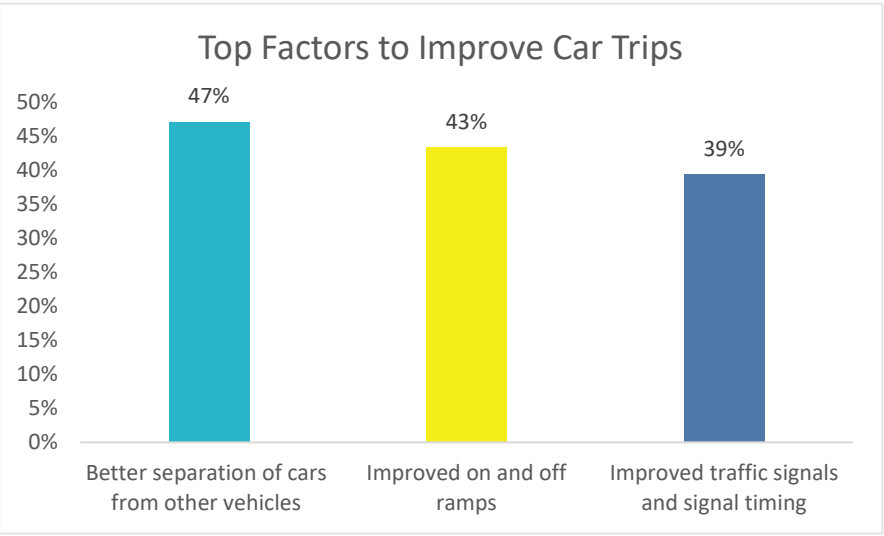


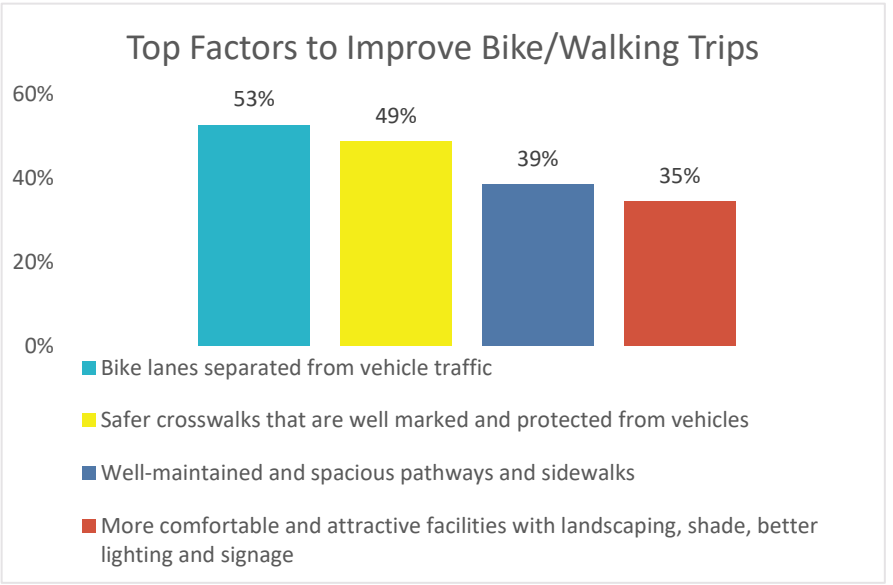
Metro

Survey Results (cont'd)









Metro

Draft I-405 CMCP Comment Period Overview
Community Engagement and Notification

> **Draft CMCP Public Comment Period**
  - Conducted between May 11, 2022 and June 10, 2022
  - Comments accepted via online comment form, phone, mail

> **Public Meetings**
  - Two virtual community meetings held (May 25, 2022 and June 1, 2022)

> **Community Notification Process**
  - Phone and text campaign to over 88,000 landline and mobile phones within Equity Focus Communities (EFCs)
  - Press release and posts on Metro's *The Source* and *El Pasajero* blogs
  - Geotargeted social media advertising campaign
  - Eblast campaign
  - Outreach toolkit for use by local partners



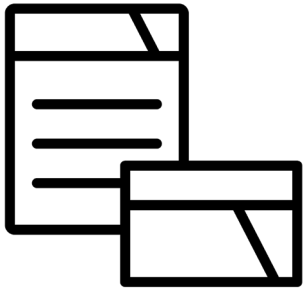
Metro

Draft I-405 CMCP Comment Period Overview
Community Engagement

> **Project Resources**
  - Bilingual Interactive StoryMap
  - Project website

> **Stakeholder Briefings**
  - Metro Service Councils (Gateway Cities, South Bay Cities, Westside Cities, SFV)
  - Info session for elected offices, city, and COG staff
  - Updates to Westside Cities and SFV COG Transportation Committees
  - FuturePorts, VICA

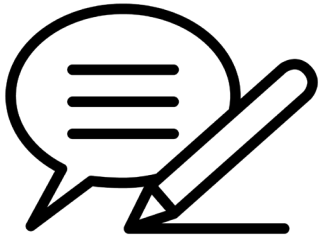
> **Results**



35% Eblast open rate



160 attendees at the community meetings

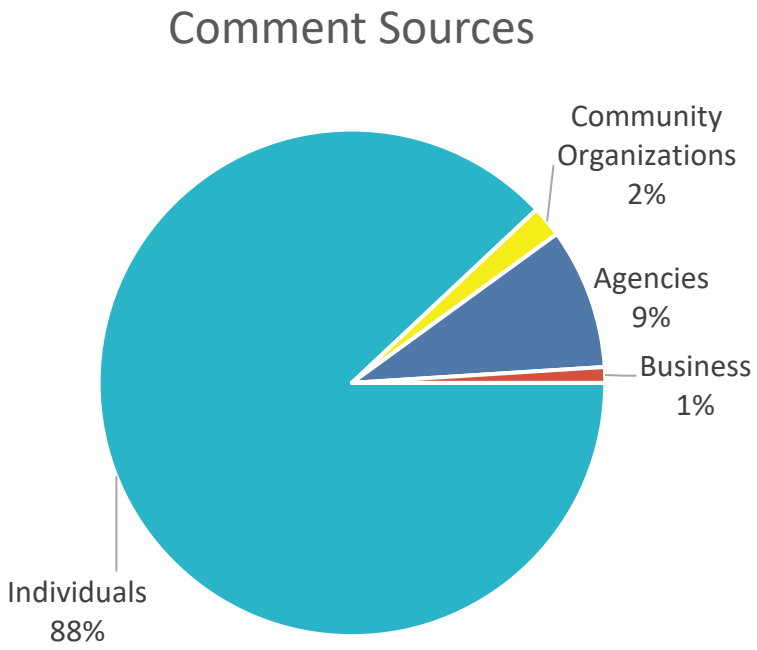


115 comment submissions received

Metro

Draft I-405 CMCP Comment Period Overview
Community Feedback

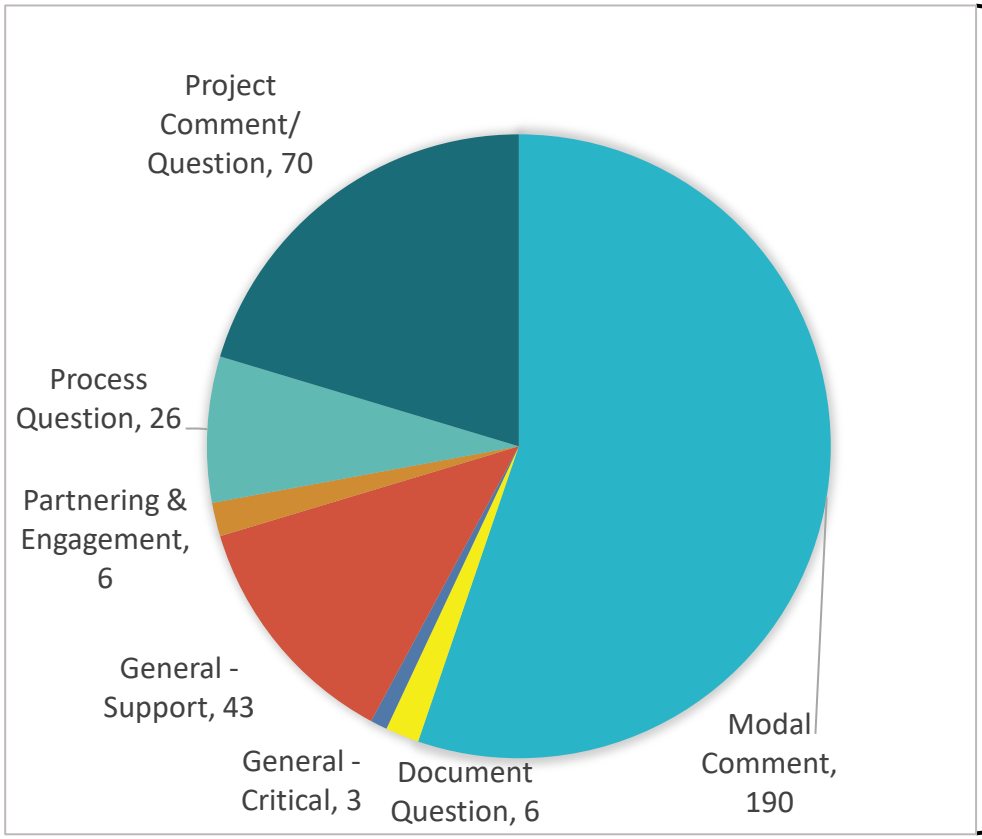
- Metro received 115 comments
- Comments were submitted via:
  - Online comment form (36%),
  - Q&A function at the meetings (34%)
  - Email (30%).
- Comments were received primarily from the study area along the I-405, but there were also comments from Downtown Los Angeles, Burbank and Glendale and elsewhere throughout Los Angeles County.



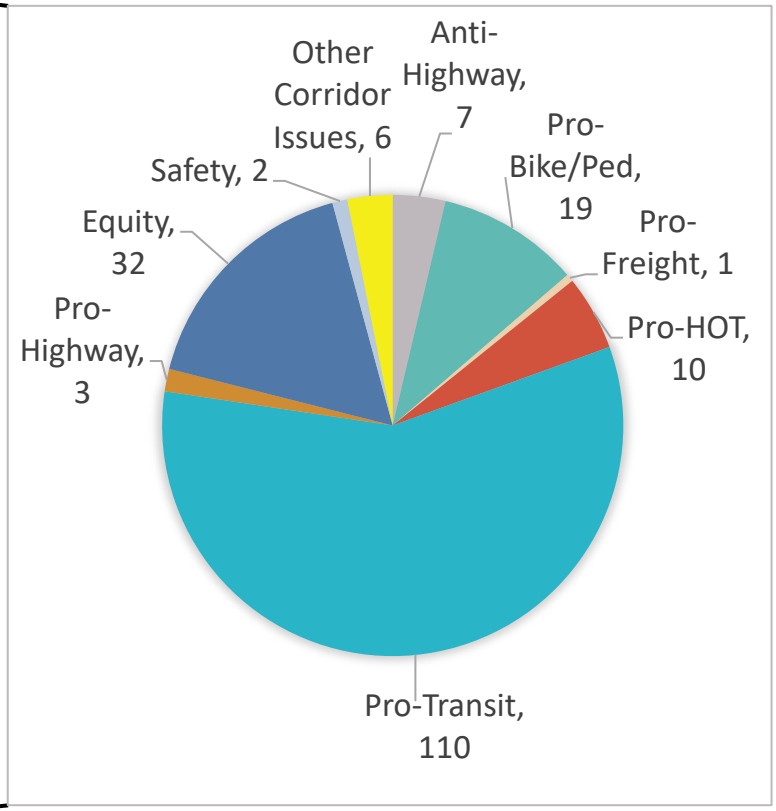
Metro

Draft I-405 CMCP Comment Period Overview
Community Feedback (cont'd)

- Of the 115 submissions, 85 were unique and 30 were form letters.
- The 115 submissions were reviewed and categorized into more than 344 comment components.



All Comments (344)



Modal Comments (190)

Metro

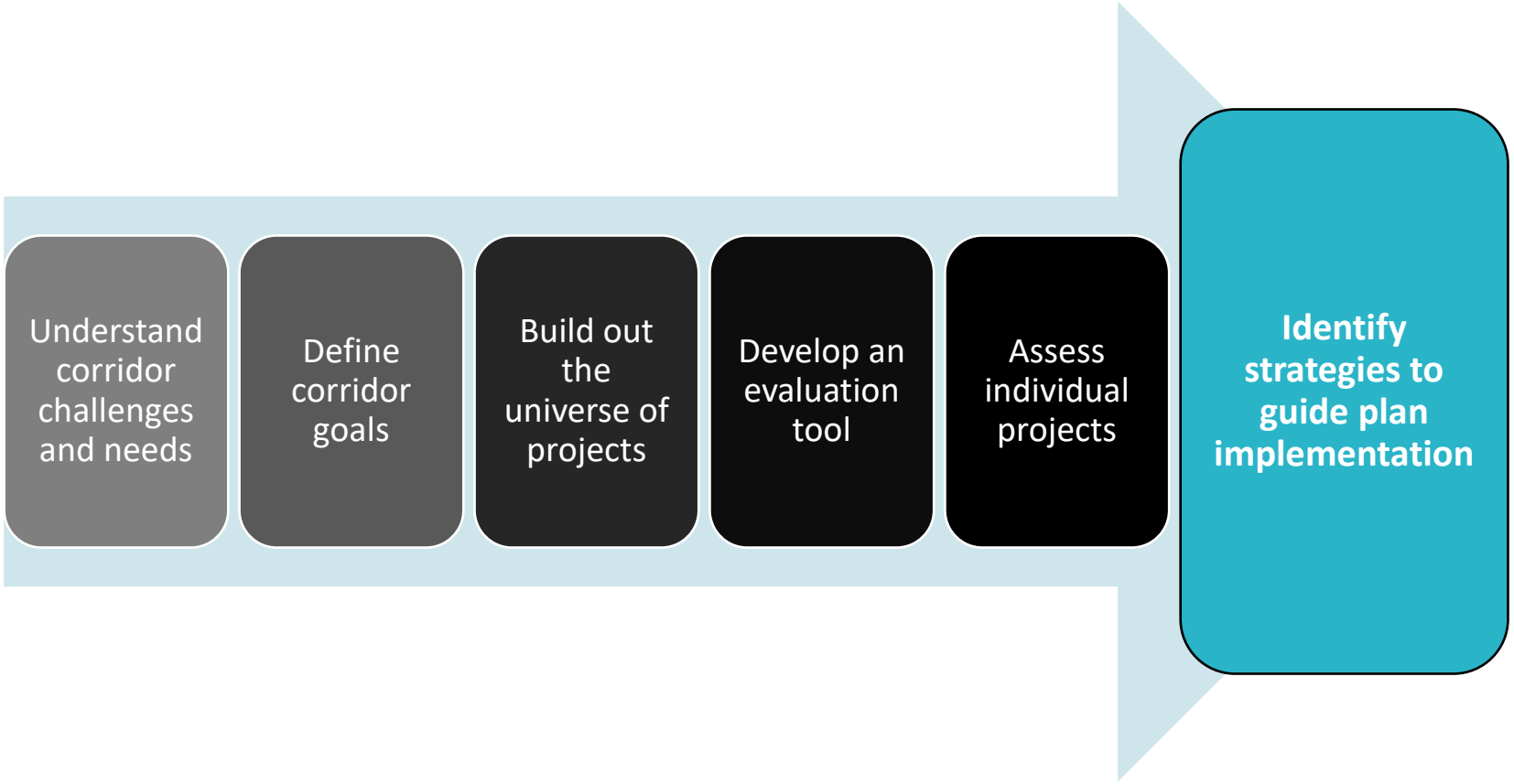
Draft I-405 CMCP Comment Period Overview
CMCP Revisions

> In addition to reviewing and categorizing comments, some of the feedback received resulted in changes to the plan, as follows:
  - Missing projects added
  - Projects that are already in construction or are not moving forward were removed
  - Additional language inserted to clarify plan next steps
  - Additional tactics and specific examples include in the improvement strategies

Improvement Strategies

Metro

Improvement Strategies – How we got here



Metro

Improvement Strategies Overview

Strategies

1. Manage demand on the I-405 freeway and surrounding arterials
2. Connect communities along the corridor
3. Invest in high-quality transit options
4. Expand the active transportation network
5. Reduce racial and economic disparities in transportation benefits and burdens
6. Decarbonize mobility options
7. Facilitate efficient and sustainable goods movement and local deliveries
8. Leverage emerging technologies
9. Provide a safe, resilient, and well-maintained multimodal transportation system

Improvement Strategies (1-3)

1. Managing the demand on the I-405 Freeway and surrounding arterials	• How can we effectively manage auto trips without expanding the freeway? • How do we optimize the roadway system to move more people while reducing Vehicle Miles Traveled (VMT)?
2. Connecting communities along the corridor	• How can we address or remedy existing barriers? • What local transportation solutions can help reconnect communities?
3. Invest in high quality transit options	• How can we make transit more plentiful, useful and convenient?

Improvement Strategies (4-6)

4. Expand the active transportation network	• How can we close key gaps and address existing barriers to bicycling and walking? • What solutions would make using active modes safe and convenient?
5. Reduce racial and economic disparities in transportation benefits and burdens	• How can we improve outcomes by investing where there is greatest need? • How can we address burdens to lead to more equitable outcomes?
6. Decarbonize mobility options	• How can we reduce the environmental footprint of our transportation system? • How can we incentivize the adoption of low-carbon and sustainable technologies?

Improvement Strategies (7-9)

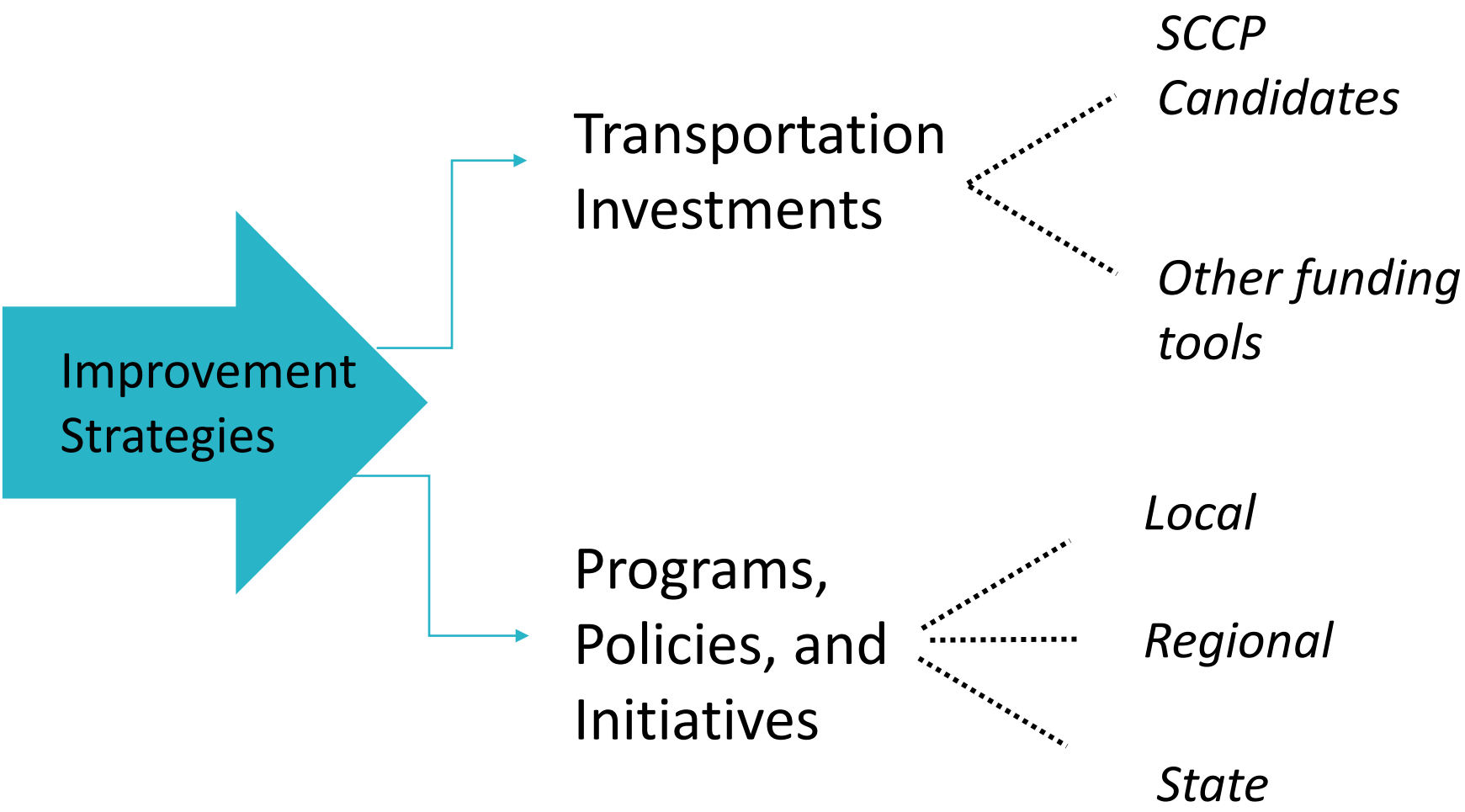
7. Facilitate efficient and sustainable goods movement	• How can we keep our economy vibrant, competitive, and sustainable?
8. Leverage emerging technologies	• How can we embrace technology to transform our transportation system?
9. Provide a safe, resilient, and well maintained multimodal transportation system.	• How can we prioritize safety and resiliency on our transportation system? • How might we account for the full lifecycle when we develop transportation projects?

Improvement Strategies and CMCP Goals

Strategies & Goals	Improve mobility & accessibility	Advance equity	Support economic vitality	Achieve sustainability	Increase safety
1 Manage demand on the I-405 freeway and surrounding arterials	✓		✓		✓
2 Connect communities along the corridor	✓	✓	✓	✓	✓
3 Invest in high-quality transit options	✓	✓	✓	✓	✓
4 Expand the active transportation network	✓	✓		✓	✓
5 Reduce racial and economic disparities in transportation benefits and burdens	✓	✓			✓
6 Decarbonize mobility options		✓		✓	
7 Facilitate efficient and sustainable goods movement and local deliveries	✓		✓	✓	
8 Leverage emerging technologies	✓		✓	✓	✓
9 Provide a safe, resilient, and well-maintained multimodal transportation system	✓	✓		✓	✓

Metro

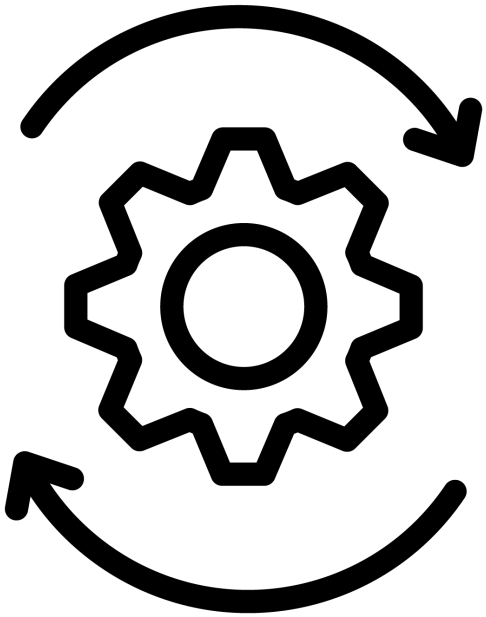
A road map for reaching outcomes



Implementation and Collaboration

Transportation Investments *(SCCP Candidates)*	Lead: *Metro and Caltrans apply* Support: *Corridor Stakeholders*
Transportation Investments *(Non-SCCP)*	Lead: *Local Jurisdictions, Transit Agencies, Caltrans, Metro* Support: *Corridor Stakeholders, Subregions*
Programs, Policies, and Initiatives	Lead: *Local Jurisdictions, Transit Agencies, Metro, Caltrans, State* Support: *Local Jurisdictions, Transit Agencies, Metro, Corridor Stakeholders*

Delivering Improvement Strategies



Where do we go from here?

- Pursue SCCP in cycle 3 and future cycles
- Explore other funding tools for the numerous and diverse improvements planned
- Work in parallel and collaboratively to implement the recommended actions to provide holistic, multimodal solutions

Metro

Feedback on Improvement Strategies

- We want your input to strengthen these and get them right
- We welcome your questions and feedback
- Comments on the Improvement Strategies are due by **August 11, 2022**

Metro

CMCP Adoption and SCCP Grant Strategy

Metro

Up Next: Adoption of I-405 CMCP

- The Metro Board of Directors will consider adoption of the I-405 CMCP during the September 2022 board cycle.
- Public comments will be received by the Metro Board of Directors.
- Important dates to remember:
  - **Metro Planning and Programming Committee (virtual)**
    - Wednesday, September 14th at 10:30am
  - **Metro Board of Directors Meeting (virtual)**
    - Thursday, September 22nd at 10am
- Board agendas and reports to be released no later than 72 hours in advance of the start of each meeting.
- You can expect email reminders to provide information on the board report, how to attend the upcoming board meetings and provide public comment.

How Metro identifies SCCP grant candidates

1

CMCP

- Multi-year plan for qualifying in multiple funding cycles
- Tiers organized by goal alignment and readiness
- Near-term based on project readiness criteria and not schedule alone

2

Metro's Evaluative Criteria Framework

- Used for each new funding cycle to guide decisions on the upcoming state and federal funding programs
- Includes 6 parameters:
  1. Sustain Measure M and other Pre-Measure M/LRTP Priorities and Schedules
  2. Consistency with Board Policies and Directives
  3. Consistency with Metro LRTP and SCAG Regional Transportation Plan
  4. Geographic (Subregional) Balance
  5. Competitiveness with New/Expanded Programs Criteria
  6. Certainty (Formula) vs. Risk (Competitive/Discretionary)

3

SCCP Cycle 3 Candidates

- Environmental Clearance by December 2023
- Entering construction (or initiating DB) in FY24 and FY25
- Broad modal eligibility, but no GP lanes
- Must have some nexus to existing congestion

Looking Ahead

> **September 2022**

- Metro Board to consider adoption of the Final I-405 CMCP.

> **Fall 2022**

- Staff to run grant candidates through Metro's Evaluative Criteria Framework to select the projects/packages Metro will submit for Cycle 3 funding.
- Advisory Committee SCCP Grant Discussion
- Metro to prepare SCCP application
- Grant candidates to be confirmed by October 17, 2022

> **December 2, 2022**

- SCCP application deadline

> **June 2023**

- CTC staff to release grant recipient recommendations
- CTC to adopt 2022 Solutions for Congested Corridors Program

Questions?

Metro

Stay Connected


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


213.418.3319


405cmcp@metro.net


metro.net/405cmcp


@metrolosangeles


losangelesmetro



Appendix C.2: Focus Groups

Metro



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Focus Group Meeting

October 20, 2021

Prepared by Here LA

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.

A focus group meeting was held with CiclaValley and Los Angeles Bike Coalition (LACBC) on November 1, 2021 to provide an overview of the CMCP project. The meeting included a brief presentation about the CMCP, where Michael Cano discussed the goals of the project, the source of future funding for projects, and the strategy behind combining impactful projects into competitive grant-ready packages to help improve livability around the 405 corridor. The meeting then shifted to a set of questions that were posed to attendees, Zachary Rynew (CiclaValley) and Kevin Shin (LACBC). The aim of this discussion was to understand CiclaValley and LACBC's visions and priorities for the 405 CMCP.

Focus group members received an agenda and discussion materials prior to the meeting.



Themes, Comments, and Ideas from the Focus Group

Prioritize Transit

- Existing transit lanes should be transformed into bus-only lanes
- In the context of the Purple Line Extension and the Green Line Extension, there is a need for dedicated bus facilities to close the north/south transportation gap
- Support for a dedicated bus lane on the 405 itself should be considered, to be able to compete with the ease of using a single-occupancy vehicle
- The Express Lanes on the 110 are a good example of how express lanes could be applied to the 405

East/West Movements

- Crossing the 405 presents significant challenges for both non-motorized and motorized users
- Limited lighting and signage, coupled with lack of visible 405 crossings create a difficult environment for those on foot or riding bikes
- Corridors mentioned that have difficult east/west crossings include:
    - Olympic
    - Generally corridors between Long Beach and Carson
    - Although it is hard to pinpoint a single intersection, all 405 east/west crossings should be improved

Hubs and Areas of Interest

- Job centers: the Westside, Long Beach, Venice, Silicon Beach
- Recreational destinations: Getty Museum, Mulholland Drive
- Key corridors: Vista del Mar, PCH, La Cienega, Vermont, Sepulveda

Active Transportation Integration

- As mentioned above, east/west crossings need significant design improvements to be safe and inviting for active transportation users along the corridor
- Transportation options such as ride share, bike share, scooters, etc. need to be better marketed in this area
- Utilize existing/old rail corridors to create off-street bicycle paths
- Incorporate more protected bike lanes
- Provide secure bike facilities
- Add lighting along bike routes
- Prioritize closing gaps in bike infrastructure
- Add bike signals throughout the project area
- Incorporate bike leading intervals at intersections
- Encourage facilities where e-bikes can also ride

Miscellaneous Comments

- Toll lanes could be a big win in this area



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Focus Group Meeting

November 1, 2021

Prepared by Here LA

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.

A focus group meeting was held with MoveLA on November 1, 2021 to provide an overview of the CMCP project. The meeting included a brief presentation about the CMCP, where Shelly Quan discussed the goals of the project, the source of future funding for projects, and the strategy behind combining impactful projects into competitive grant-ready packages to help improve livability around the 405 corridor. The meeting then shifted to a set of questions that were posed to Move LA attendee, Eli Lipman. The aim of this discussion was to understand Move LA's visions and priorities for the 405 CMCP.

Move LA received an agenda and discussion materials prior to the meeting.



Themes, Comments, and Ideas from the Focus Group

Overarching Goals

- Improve multi-modal options in the project area and provide high-quality, safe, free, clean, and affordable public transit that encourages people to get out of their cars
- Incentivize transit and active transportation, while disincentivizing single-occupancy motor vehicle travel

Prioritize Transit

- Identify opportunities to quickly deploy BRT throughout the corridors in the study area
- Explore express lanes
- It is time to move beyond a 2+ person carpool policy; should be 3+
- Encourage collaboration between multiple transit operators that currently have overlapping services (e.g. Santa Clarita Transit, AVTA, BBB, LADOT) and work with them to create a consolidated, more effective system in the project area
- Introduce a bus-only lane to exit the 405 in specific areas
- Consider improved bus operations in the context of the Purple Line Extension and the Sepulveda Pass Line
- Consider 'other' forms of transportation, such as aerial transit, gondolas, etc.
- LAWA introduced a bus-only lane, but does not run enough service
- Give signal priority to buses, as this is a low-cost solution

Hubs and Areas of Interest

- Westwood
- Getty Museum
- Skirball Cultural Center
- LAX
- SOFI Stadium
- Inglewood Aerial Transit
- East San Fernando Valley
- Culver City
- LMU
- Long Beach Airport

Active Transportation Integration

- Support Rail to River projects that go through warehouse areas, e.g. in Vernon
- Collaborate with warehouses along the corridor who may be supporters of active transportation projects

Miscellaneous Comments

- Extend Metro Micro to the Getty and Skirball
- Integrate future transit recommendations with locations where affordable housing is planned
- Consider interviewing LAX air quality groups, faith-based groups, LAUSD, and labor unions along the corridor



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Transit Providers Focus Group Summary

October 21, 2021

Prepared by Nelson\Nygaard

Metro



Introduction

Project Background

The Interstate 405 (I-405) is a critical link 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 and the most congested in the State. Metro has initiated the I-405 Comprehensive Multimodal Corridor Plan (CMCP) to address the tremendous transportation demands. 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. A key component of plan development is engaging stakeholders impacted by corridor congestion.

Transit Providers Focus Group

On October 12, 2021, the project team held a two-hour Transit Providers Focus Group meeting to provide an overview of the CMCP project, share the preliminary evaluation framework criteria and goals, and gather input on key priorities, projects, and programs for transit providers within the Plan area. The focus group included representation from 10 transit providers, including LA Metro. Transit provider representatives received an agenda, discussion prompts, and a project focus group overview sheet prior to the meeting.

*Please see **Appendix A** for Meeting Attendance, **Appendix B** for the Agenda, **Appendix C** for the Project Focus Group Overview/Format Sheet, **Appendix D** for the Mentimeter Poll Questions and Responses, **Appendix E** for the Record of Meeting Comments, Questions and Responses in Zoom Meeting Chat and **Appendix F** for the Meeting Presentation.*



Meeting Summary

1. Welcome & Introductions (Matthew Marquez, Community Relations Officer, Metro)
Matthew Marquez launched the virtual meeting by introducing himself and thanking participants for joining the Transit Providers Focus Group meeting for the I-405 CMCP project.

Mr. Marquez reviewed meeting objectives and agenda, which included a project overview, review of baseline conditions, plan goals, and project evaluation framework, an open discussion to gather feedback from transit providers in the Plan area using real-time Mentimeter polls, and next steps in the Plan.

He provided meeting participant guidance, including notification that the virtual meeting would be recorded and provided instructions on how to use Zoom features, including instructions to use the chat feature to pose comments and questions throughout the meeting.

Finally, Mr. Marquez asked participants to self-introduce by sharing their name, organizational affiliation, role at organization, and what services their organization provides along the I-405 corridor.

2. Project Update and Overview (Michael Cano, Deputy Executive Officer, LA Metro)
Michael Cano shared that the I-405 CMCP project seeks to identify multimodal solutions to reduce congestion through modal shift away from single occupant vehicle trips within the Plan area and will integrate other LA Metro planning projects and studies currently underway.

Mr. Cano emphasized input and partnerships from transit providers in the Plan area is vital to understand the conditions of the corridor, identify shared objectives to further refine the goals, and gather project proposals and priorities for inclusion in the Plan's evaluation process.

He presented the Plan's study area and shared highlights from baseline conditions in the study area, including that 40% of inbound trips originate from areas of the County identified by LA Metro as Equity Focus Communities.



3. Baseline Conditions, Revised Goals, & Draft Evaluation Framework Overview (Karina Macias, Nelson\Nygaard)

Karina Macias shared highlights from the baseline conditions study including that the Corridor handles more than 40% of all trips in LA County, about 70% of trips remain in the Corridor, and most trips are less than 5 miles in length. This signals major potential to shift trips from drive alone to non-driving modes.

Next, Karina provided an overview of the proposed goals for the evaluation framework, which include: Improve mobility and accessibility, lead with equity, support economic vitality, achieve sustainability, and enhance safety. She discussed the importance of the evaluation framework as it is a required element of the Plan. It will also assess multimodal projects using common criteria, which would align existing plans and priorities, and would link technical analysis to decision-making.

Karina then shared the three main elements of the evaluation framework, which are to compile and categorize projects, assess projects, and develop improvement scenarios. These three elements will help determine the contribution of projects/programs to the overall goals and how they will package the projects/programs and identify potential grant candidates.

She shared the required Solutions for Congested Corridors Program (SCCP) criteria for each goal and emphasized the need to continue to identify additional criteria to go above and beyond to meet the needs of the local community and stakeholders.

The planned qualitative project assessment using “Harvey balls” was shared with participants to illustrate how each project will be evaluated for its ability to support each goal. The projects will be grouped into tiers based on their “shovel-worthiness,” which is their anticipated contribution to advancing shared goals and “shovel-readiness,” which indicates if the project is ready for implementation based on cost/match, plan alignment, and environmental review. The final step in the framework includes packaging the projects into improvement scenarios based on geographic area, timeframe, function, and goal areas.



4. Mentimeter Poll and General Discussion (Nina Harvey and Karina Macias, Nelson\Nygaard)

Nina Harvey introduced the interactive poll question activity using Mentimeter. This web-based platform was used to visually record participants' poll question responses and capture their contributions to needs, project proposals, and priorities for the study area. Participants were asked four Mentimeter poll questions to solicit feedback on findings from existing conditions and goals, discussion of mobility challenges, and identify specific needs in the Plan area. Mentimeter poll questions, responses, and detailed notes are in Appendix D of in this report.

The key takeaways from transit providers' general discussion include:

- On proposed Plan goals, "Enhance safety" is the highest priority, then "Improve mobility and accessibility" and "Lead with equity" are equally important and interconnected.
- Key challenges and issues in Plan area mentioned include transit travel speeds affected by congestion on the Corridor and in the surrounding area, lack of park-and-ride facilities, freeway slope, geometry, and entrance/exits, and low occupancy minimum to use high occupancy vehicle lanes on the Corridor.
- Suggested focus areas for Plan investments and solutions are transit priority interventions on major arterial streets in Plan area to improve transit travel speeds and areas where commercial, residential, and educational activities intersect.
- Unmet needs of transit riders in the Plan area mentioned include seamless transit transfers and multimodal connections, a Transit Center/Mobility Hub in Westwood, shared regional bus charging facilities, and Metro Rail service expansion.
- Common priorities mentioned by transit providers include transit vehicle electrification, capital improvements to improve transit speed and reliability, new transit/multimodal customer centers, and new transit service models.

5. Closing and Next Steps (Shelly Quan, LA Metro)

Shelly Quan thanked everyone for their comments and shared that the feedback will be utilized to refine the framework. She indicated that the next steps in the project include compiling and conducting the draft project evaluation, developing draft improvement scenarios, and continuing stakeholder engagement. Ms. Quan closed the meeting with the project schedule, which is focused on adoption by Summer 2022 to be timely for the SCCP Cycle 3 application process.



List of Appendices

Appendix A: Meeting Attendance

Appendix B: Agenda

Appendix C: Project Focus Group Overview/Format Sheet

Appendix D: Mentimeter Poll Questions and Responses

Appendix E: Record of Meeting Questions and Responses

Appendix F: Meeting Presentation



Appendix A: Meeting Attendance

PUBLIC SECTOR

Transit Providers

- Geraldina Romo, Planning Manager, Antelope Valley Transit Authority
- Grace Ferguson, Santa Clarita Transit
- Randy Johnson, Director of Government Affairs, Access Services
- Shirley Hsiao, Service Development Manager, Long Beach Transit
- Alfredo Torales, Strategic Transit Planner, Big Blue Bus
- Brian Lee, Head of Procurement and Operations, LADOT Transit
- David Huang, Planning Manager, Metrolink
- Diana Chang, Transportation Planning Manager, City of Culver City Bus
- Jane Chang, Management Analyst & Transportation Planner, City of Culver City
- Joyce Rooney, Transit Manager, Beach Cities Transit

LA Metro Service Planning

- Joe Forgiarini, Service Performance & Analysis Senior Director, LA Metro
- Carl Torres, Westside Service Planning Manager, LA Metro
- Stewart Chesler, Operations Service Planning Specialist, LA Metro
- Israel Marin, San Fernando Valley Service Planning Manager, LA Metro
- Scott Green, South Bay Service Planning Manager, LA Metro
- Chad Kim, Gateway Cities/Central Service Planner, LA Metro

PROJECT TEAM

- Michael Cano, Deputy Executive Officer, State Policy and Programming, LA Metro
- Shelly Quan, Senior Transportation Planner & 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
- Nina Harvey, Principal, Nelson\Nygaard
- Karina Macias, Senior Associate, Nelson\Nygaard
- Jennifer Velazquez, Assistant Project Coordinator, Arellano Associates



Appendix B: Agenda

Metro I-405 Comprehensive Multimodal Corridor Plan (CMCP)

October 12, 2021 1PM – 3PM

Agenda

Transit Providers Virtual Meeting

https://nelsonnygaard.zoom.us/meeting/register/tZ0udeuprDItG9zIAfEDNYsUvqwc-OXgDomk

I.	Welcome/Introductions	Matthew Marquez, Community Relations Officer, Metro
II.	Project Overview	Michael Cano, Deputy Executive Officer, Metro
III.	General Discussion	Nelson Nygaard
IV.	Next Steps	Shelly Quan, Senior Transportation Planner, Metro
V.	Closing Remarks	Nelson Nygaard



Appendix C: Project Focus Group Overview/Format Sheet



I-405 Comprehensive Multimodal Corridor Plan (CMCP)
Focus Group Overview/Format

Project Overview

Metro must prepare qualifying comprehensive multimodal corridor plans to compete for and secure a portion of the $250 million in state funding that is made available through the Senate Bill (SB) 1 Solutions for Congested Corridors Program (SCCP). Metro will lead the development of a comprehensive planning vision for the I-405 Corridor in LA County to define shared mobility goals that are responsive to community needs while addressing regional congestion on one of the top ten most congested highways in the country.

Using its Equity Platform as a guide, Metro is reaching out to a wide range of stakeholders to have a voice in decision-making about infrastructure investments. These include representatives from public agencies, private industry and community-based organizations with an interest and stake in the I-405 Corridor.

Metro is working to make LA County's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves by:

- Recognizing the broad range of users and communities relying on and impacted by the I-405 corridor
- Soliciting their honest feedback and fostering collaboration with stakeholders
- Ensuring equity and consistency in outreach and engagement activities
- Identifying multimodal improvements that ease congestion, move more people, increase accessibility for all users, advance equitable outcomes for historically disadvantaged communities, and support state and local sustainability and climate action goals

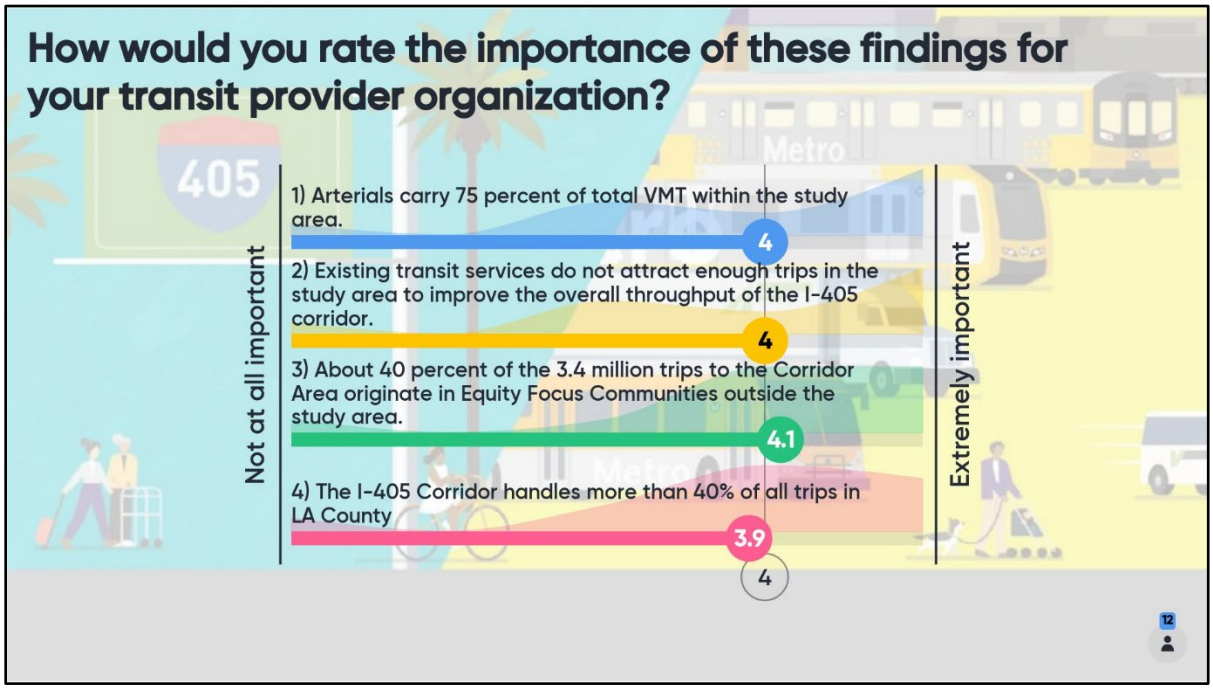
Purpose/Objective

- Ground truth key findings from the baseline conditions assessment
- Understand the core issues, trends, and challenges facing the I-405 corridor
- Understand community perspective and sentiment around the project
- Understand goals/vision for the future I-405 corridor (evaluation framework)
- Identify critical projects, strategies, policies, and solutions that may be most effective in addressing these issues and challenges and/or achieving the vision



Appendix D: Mentimeter Poll Questions and Responses

Input on Baseline Conditions

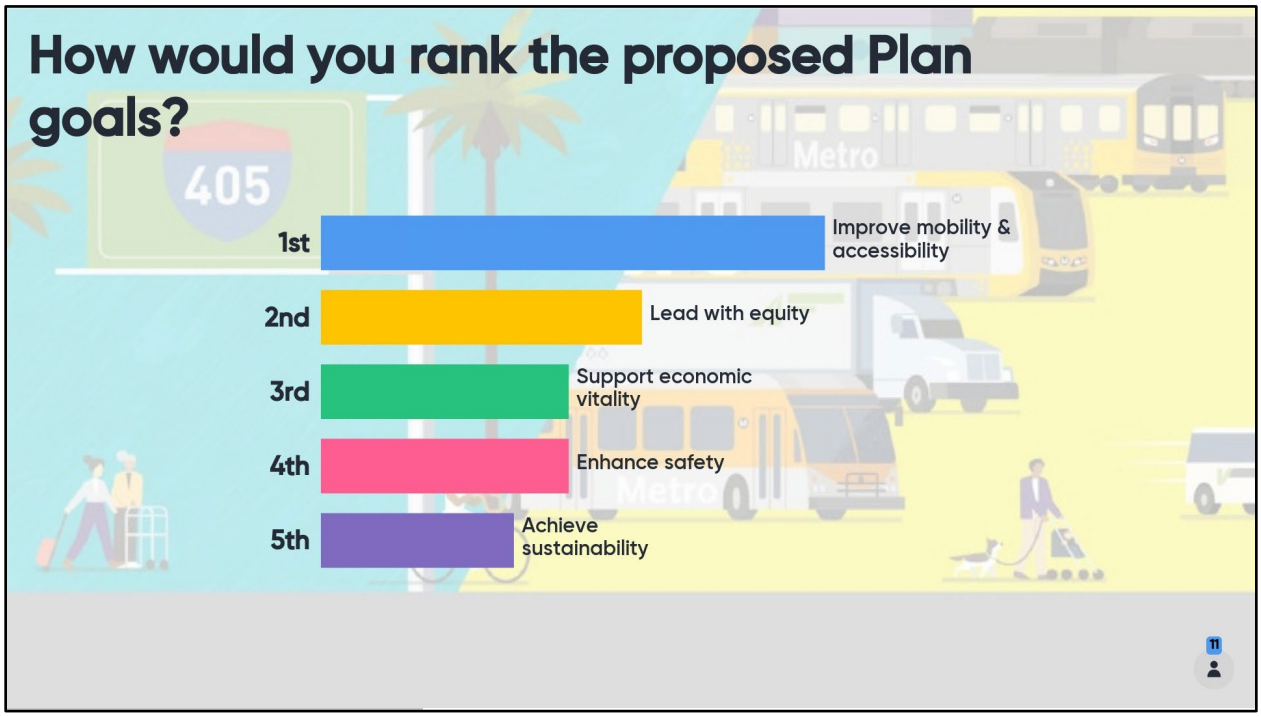


General Feedback:

- There aren't very many transit services on the corridor now, so the finding [#2] is misleading; How can we attract transit riders on the Corridor without providing transit services?
- (K. Macias clarified that the finding refers to trips and associated congestion made within the Plan study area, not just trips made directly on the I-405 corridor.)
- There is currently a lack of choice for traveling on the I-405; There are few transit options available to make not driving a viable option.



Input on Plan Goals



Detailed Feedback:

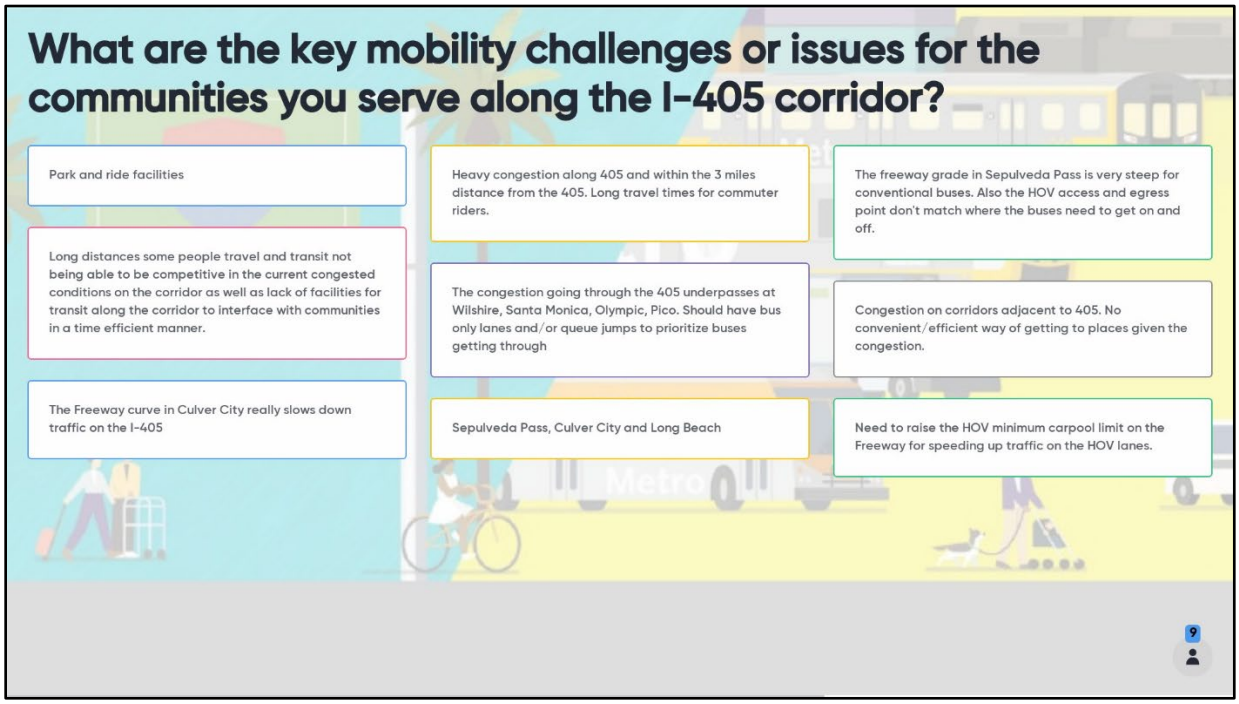
- **Proposed Plan goal "Enhance safety" is always the #1 priority for transit providers.**
  - It should go without saying that safety is the priority always
- **"Improve mobility and accessibility" and "lead with equity" are equally important and interconnected for transit providers.**
  - Though "Improve mobility & accessibility" and "lead with equity" are both equally important, unemployment and lack of access to destinations are major issues for our [paratransit] service riders so I ranked "improve mobility & accessibility" as my #1

- **Transit providers support investments that benefit people who rely on transit.**
  - I imagine that the purpose for leading with equity is that you would focus on communities who lack access to opportunities and have fewer transit services;



Beach Cities Transit riders tend to be affluent and not depend on transit (expect for high school students); I would encourage investments benefit people who rely on transit, are most likely to use it, and need better options to reach places to shop, work, etc.

Input on Key Challenges and Issues in Plan Area



Detailed Feedback:

- **More park-and-ride facilities near the Corridor may attract transit riders in the Corridor who have cars.**
    - The type of riders that use Commuter Express services along the I-405 are higher clientele of folks, the fares are higher [than our other services], they tend not to give up their car, to use our [Commuter Express] services we tend to get the highest ridership on routes near park-and-ride facilities; Having more of those available is something that would help our services

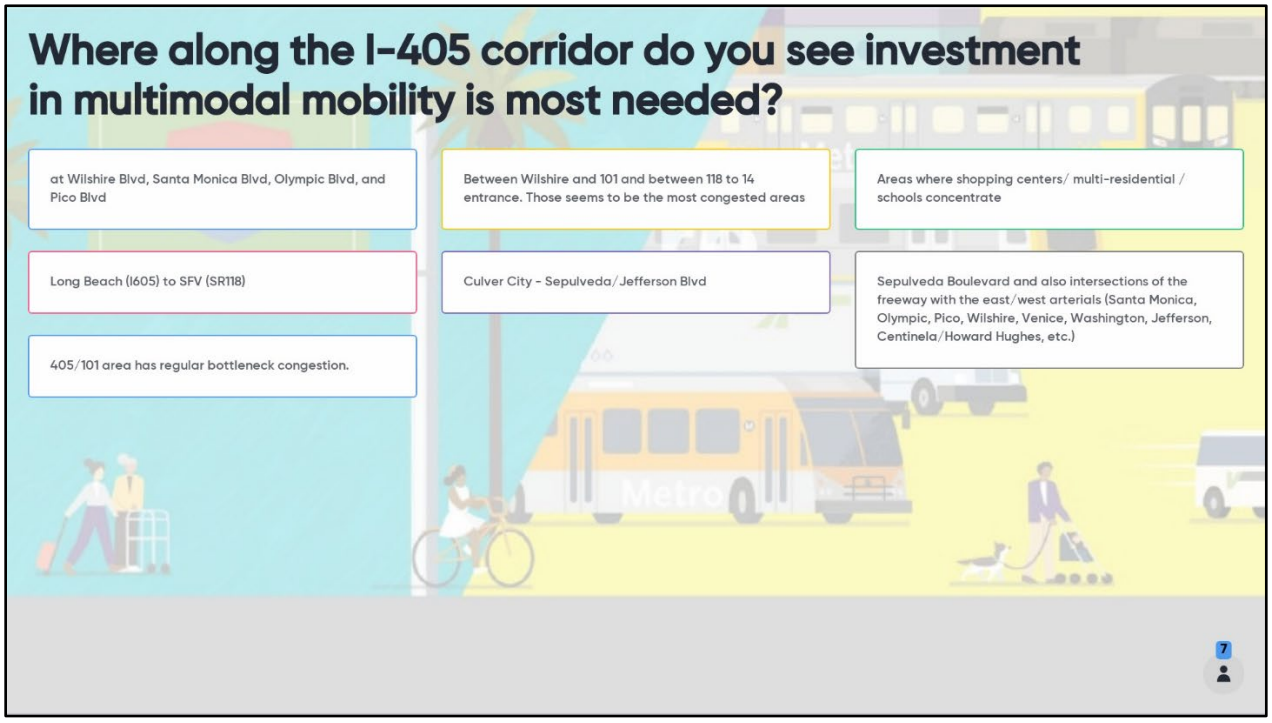


- Heavy congestion along 405 and within the 3 miles distance from the 405.
- Long travel times for commuter riders; Long distances some people travel and transit not being able to be competitive in the current congested conditions on the corridor as well as lack of facilities for transit along the corridor to interface with communities in a time efficient manner
- The congestion going through the 405 underpasses at Wilshire, Santa Monica, Olympic, Pico. Should have bus only lanes and/or queue jumps to prioritize buses getting through
- Congestion on corridors adjacent to 405. No convenient/efficient way of getting to places given the congestion.

- **Freeway slope, geometry, and entrance/exits are challenging for transit vehicle operations.**
  - The freeway grade in Sepulveda Pass is very steep for conventional buses. Also, the HOV access and egress point don't match where the buses need to get on and off.
  - The Freeway curve in Culver City really slows down vehicle speeds on the I-405, regardless of the type of vehicle operated
  - I-405 lanes are narrow to maximize capacity, 1-105 and I-110 freeway demands feed into the I-405 corridor
- **The high occupancy vehicle requirement on the Corridor should be raised to prioritize vehicles moving more people.**
  - Need to raise the HOV minimum carpool limit on the Freeway for speeding up traffic on the HOV lanes.
- **Specific places were identified to be within the transit providers' service area.**
  - Sepulveda Pass, Culver City and Long Beach



Input on Focus Areas for Plan Investments and Solutions



<u>Detailed Feedback:</u>

- **Focus on transit priority interventions on major arterial streets in Plan area to improve transit travel speeds.**
    - At Wilshire Blvd, Santa Monica Blvd, Olympic Blvd, and Pico Blvd; We have bus routes that travel along these segments
    - Would like to see transit-priority interventions (bus only lanes, bus queue jumpers, bus rider amenities); During rush hour, our buses get backed up far and its brutal for those riders
    - Culver City - Sepulveda/Jefferson Blvd

- **Focus on areas where commercial, residential, and education activities intersect.**



- Areas where shopping centers/ multi-residential / schools concentrate
- Between Wilshire and 101 and between 118 to 14 entrances [Sherman Oaks – Sepulveda Pass – Westwood]. Those seems to be the most congested areas; near UCLA it gets very congested
- 405/101 area has regular bottleneck congestion [in Sherman Oaks]

- **Focus on the entire I-405 corridor.**
  - Long Beach (I605) to SFV (SR118)

Input on Transit Services Provided in the Plan Area

- AVTA operates commuter bus service on the I-405
- Santa Clarita Transit operates commuter bus service on the I-405
- Long Beach Transit operates commuter bus service between the City and Long Beach Airport and to / from UCLA
- LADOT Transit operates Commuter Express bus service along the I-405 corridor
- Beach Cities Transit operates two service routes within study area; one that circulates within Redondo Beach and another that connects people between LAX and Redondo Beach, along the coast not on the I-405
- City of Culver City operates bus services within the Plan area, service a lot of trips by people transferring from bus services that travel along the I-405
- Big Blue Bus operates bus services within the Plan area, service a lot of trips by people transferring from bus services that travel along the I-405 to reach Westwood
- Access Services provides paratransit service on behalf of all transit providers in Los Angeles County
- Metrolink would like to see trips within the Plan area shift from cars onto transit

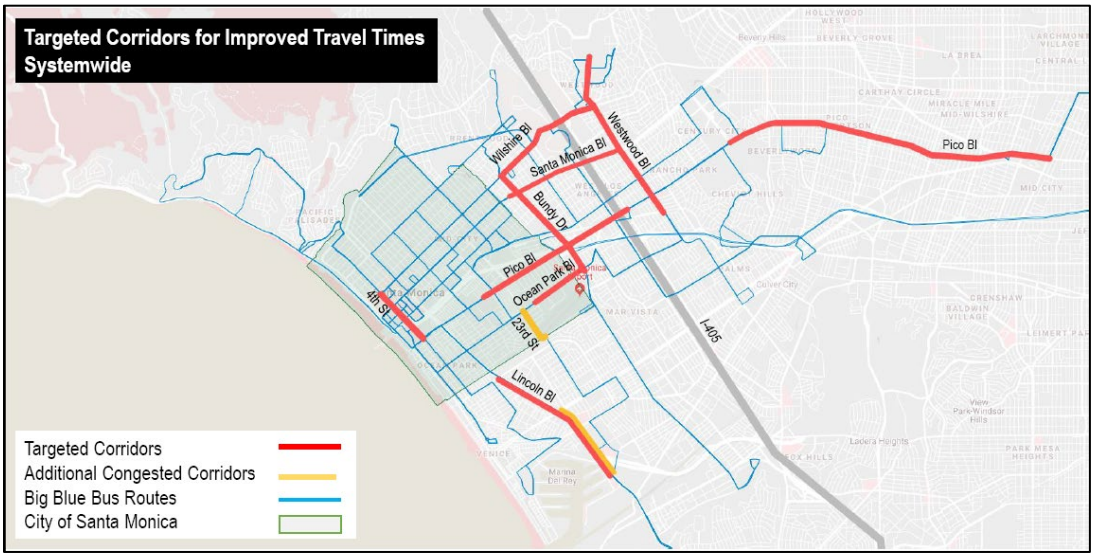
Input on Current Transit Provider Major Projects and Priorities

- **Beach Cities Transit**
  - In the process of building a Transit Center due to open February 2022 to host Beach Cities Transit, LA Metro, and Gardena Transit operations
  - Planning to relocate existing bus stops at LAX, update bus service planning, and potentially procure new vehicles to align with the Automated People Mover (APM) currently under construction



- **Access Services**
  - Experiencing a shortage of ADA paratransit drivers associated with taxi industry struggling; ADA paratransit service currently operating at 60% capacity
  - Focused on electrification and using electric vehicles for paratransit service
  - Secured grant funding to be the first paratransit service to use autonomous vehicles, looking at service areas in the San Fernando Valley
- **AVTA**
  - Converted 100% of local bus fleet to electric vehicles (57 vehicles in fleet)
  - Plan to convert MCI commuter bus to be electric but need to gather more in-field data to understand battery range and impacts for vehicle charging logistics
  - Recognize need for bus charging facilities along at least three routes to maintain transit service levels and efficiency (such as minimizing dead-heading) including the I-405 corridor
  - Considering installing induction plates at stops for fast charging
- **Santa Clarita**
  - Finished 2nd Vista Canyon Multi-Modal Center
  - Working to provide connecting services at 4th Metrolink station by 2023
- **Long Beach Transit**
  - At the end of September 2021, Long Beach Transit expanded eastbound transit service to Caron and wants to see greater capacity for operations and riders at the Harbor Gateway Transit Center
  - Harbor Gateway Transit Center needs more space for transfers between service providers
- **Big Blue Bus**
  - Have identified a network of transit priority improvements along major arterials to enhance transit travel times along routes where buses are consistently overcrowded and experience recurring congested conditions
    - Targeted corridors for the City of Santa Monica include Pico Blvd, Bundy Dr, Westwood Blvd, Lincoln Blvd, 4th St, Ocean Park Blvd (see map below)





  - Have made some progress in partnership with Caltrans on corridors operated by the State agency: Lincoln Blvd and Santa Monica Blvd west of 405 to install peak hour bus only lanes
  - Plan to expand Playa Vista to Inglewood bus service to connect Santa Monica to the Westchester/Veterans Center station of the Crenshaw/LAX light rail line, when the service is opened
- **Metrolink**
  - Focused on increasing travel speeds and capacity along the Ventura County Line by delivering SCORE projects, this would relieve pressures from trips to and from northern parts of the County
- **LADOT Transit**
  - Commuter Express bus operators along the I-405 would like to see transit-priority improvements that would improve circulation and travel times
  - Plan to re-launch LA Now microtransit service in Mar Vista and will invest CARB STEP grant funding to expand LA Now microtransit service into South LA
- **Culver City**
  - Started construction Move Culver City project will implement bus/bike lanes along three corridors that would connect Downtown Culver City – Metro E light



rail station – Culver City's Arts District along Culver Blvd low-cost, temporary materials tactical mobility lanes
  - The next Move Culver City mobility lane projects would be along Jefferson Blvd and Sepulveda Blvd
  - Launch new School circulator service that would connect Move Culver City project extends, planning to launch a community circulator service between La Cienega Station and Westfield Transit Center

Input on Unmet Needs of Transit Riders in the Plan Area

- **Seamless transit transfers and multimodal connections.** People would like more seamless connections to local Metro and transit services to take them closer to their final destinations as well as new extensions
- **Transit Center/Mobility Hub in Westwood.** AVTA, Big Blue Bus, and LA Metro support a Transit Center/Mobility Hub at the Metro Purple Line Westwood station to improve seamless transfers, offer layovers, and provide fast-charging facilities for multiple transit providers to use
- **Shared regional bus charging facilities.** AVTA, Beach Cities Transit, Big Blue Bus, and LADOT Transit would support shared regional bus charging facilities within the Plan area and across the county
- **Rail service expansion.** High-capacity rail service along the corridor is desired

Input on How Transit Providers are Advancing Equity

- **Access Services:** Service prioritizes underserved riders to advance equity and are developing a DEI strategy
- **Big Blue Bus:** By virtue of delivering service to transit-dependent riders we are advancing equity. We also help sign people up for Metro LIFE passes because there are too few Customer Service Centers in the Westside



Appendix E: Record of Meeting Comments, Questions and Responses in Zoom Meeting Chat

1. **J. Rooney: What percentage of 405 corridor trips are to LAX? Travel vs Employee?**
   The project's baseline conditions assessment is based on trip data analyses designed to better understand overall travel patterns in the Plan area. In future analyses, the project team can analyze trip data to assess trip purposes to and from major destinations and origin locations in the Plan area.
2. **J. Forgiarini: Consider using user benefits from the Metro Travel Demand Model for assessing major highway and transit projects.**
3. **M. Cano: What about Harbor Gateway facility or other facilities that serve regional municipal operations? Question for the group. [No responses from transit providers]**
   Transit provider participants did not respond to this question.
4. **J. Forgiarini: The I-405 HOV lanes are heavily used. Need to raise the minimum carpool lane limit.**
5. **J. Forgiarini: A transit center in Westwood would be very useful.**
6. **D. Chang: Curious about the status of the Sepulveda Transit Corridor Project. Sorry if this was discussed previously.**
   M. Marquez: The Sepulveda Transit Corridor Project is in the early phases of project development and environment review that is required has not been started yet. LA Metro will be hosting a Community Update Webinar on 10/26 and invites attendees to participate: https://www.metro.net/calendar/stcp_october26/]
7. **S. Hsiao: Will inter-county trips along I-405 Corridor be addressed in this study?**
   N. Harvey: We are looking to improve the whole corridor condition and that would include trips that start outside the Corridor area and County.
   S. Quan: Metro is also trying to identify how to work with OCTA to address that inter-county transition.



Appendix F: Meeting Presentation

The 18-slide PowerPoint presentation deck used during the meeting starts on the next page,



We're working on solutions for congested corridors.

Metro

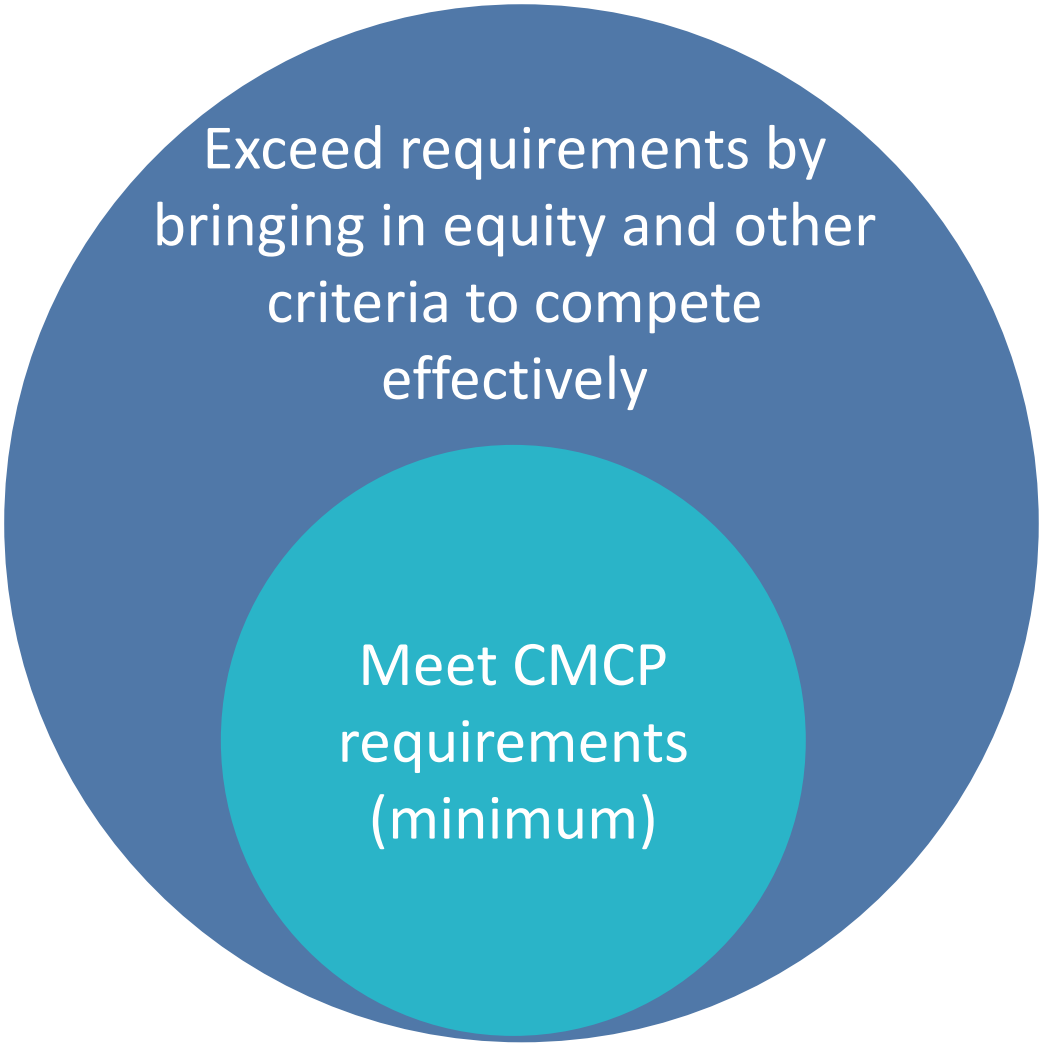
I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Agenda

- Welcome and Introductions
- Project Overview
- Baseline Conditions
- Plan Goals and Evaluation Framework
- General Discussion
- Next Steps and Closing Remarks

Project Overview
Why a Comprehensive Multimodal Corridor Plan?

- $250 M per year for the highly competitive Solutions for Congested Corridors Program (SCCP)
- SCCP **requires** projects be included in a qualifying CMCP
- “Qualifying” won’t cut it
- Must stay ahead of the curve and be positioned to secure critical investment in the evolving funding and policy landscape



Metro

How this Plan relates to other corridor projects

The I-405 CMCP is a comprehensive, multimodal approach to addressing congestion and quality-of-life issues within and along the I-405 Corridor.

It will serve as the overarching transportation planning vision for the I-405 Corridor.

Each of these projects has its own individual project development process and outcome independent of the I-405 CMCP.

The **I-405 CMCP** will:

> capture these projects as part of the *universe* of planned transportation improvements in the corridor

> look at the linkages between all projects

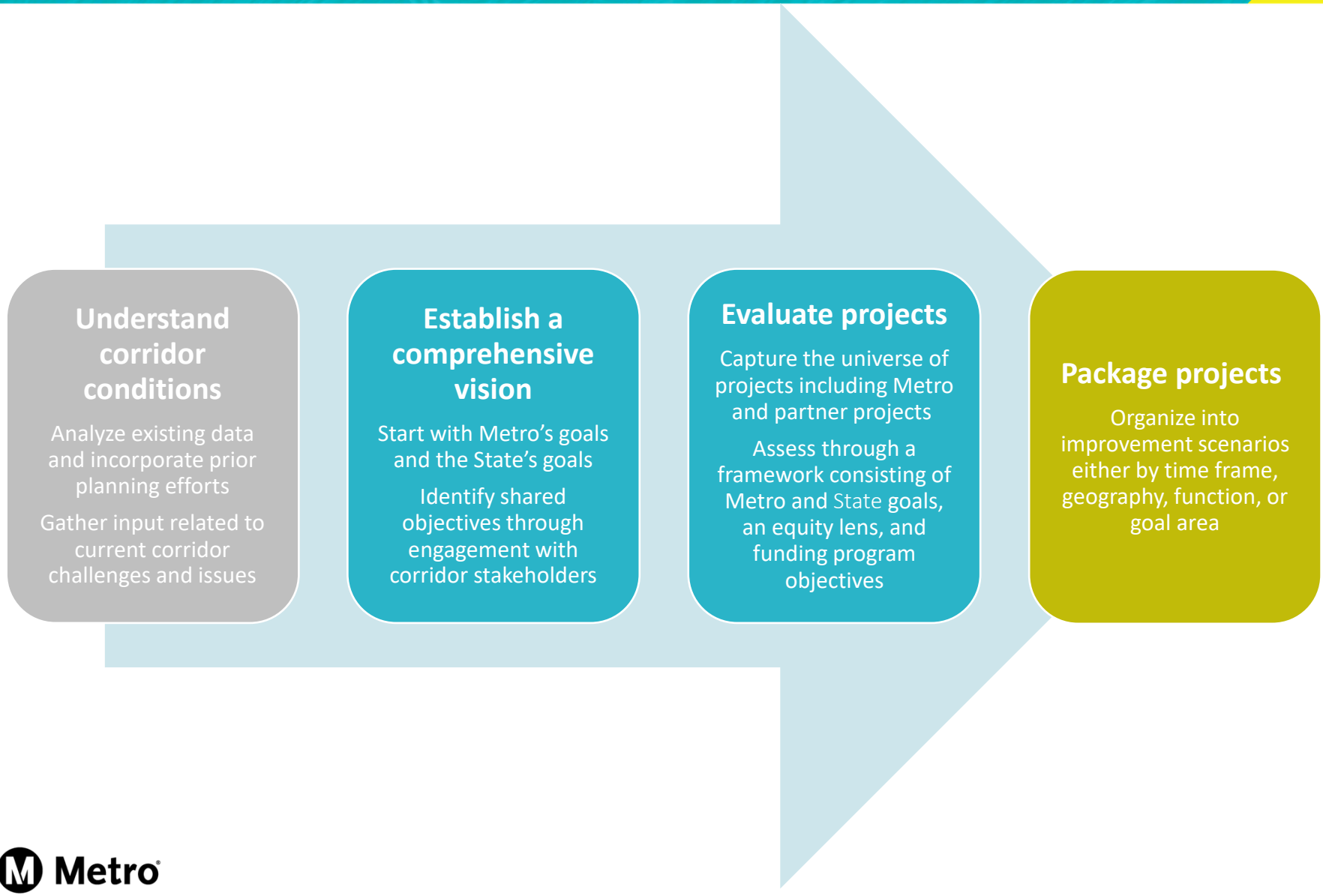
> identify equity considerations, gaps, and connectivity issues to improve corridor multi-mobility

Other corridor projects:

- *AMC/96th Street Station*
- *C Line (Green) Extension to Torrance*
- *D Line (Purple) Extension*
- *I-405 Auxiliary Lanes*
- *I-405 Sepulveda Pass ExpressLanes*
- *LA River Bike Path*
- *Metrolink SCORE*
- *Sepulveda Transit Corridor*
- *Traffic Reduction Study*

Metro

Pathway to Cycle 3 of the State's Solutions for Congested Corridors Program



Metro

Baseline Conditions
Our I-405 Corridor study area

I-405 in LA County (48 miles) + 3 miles in every direction

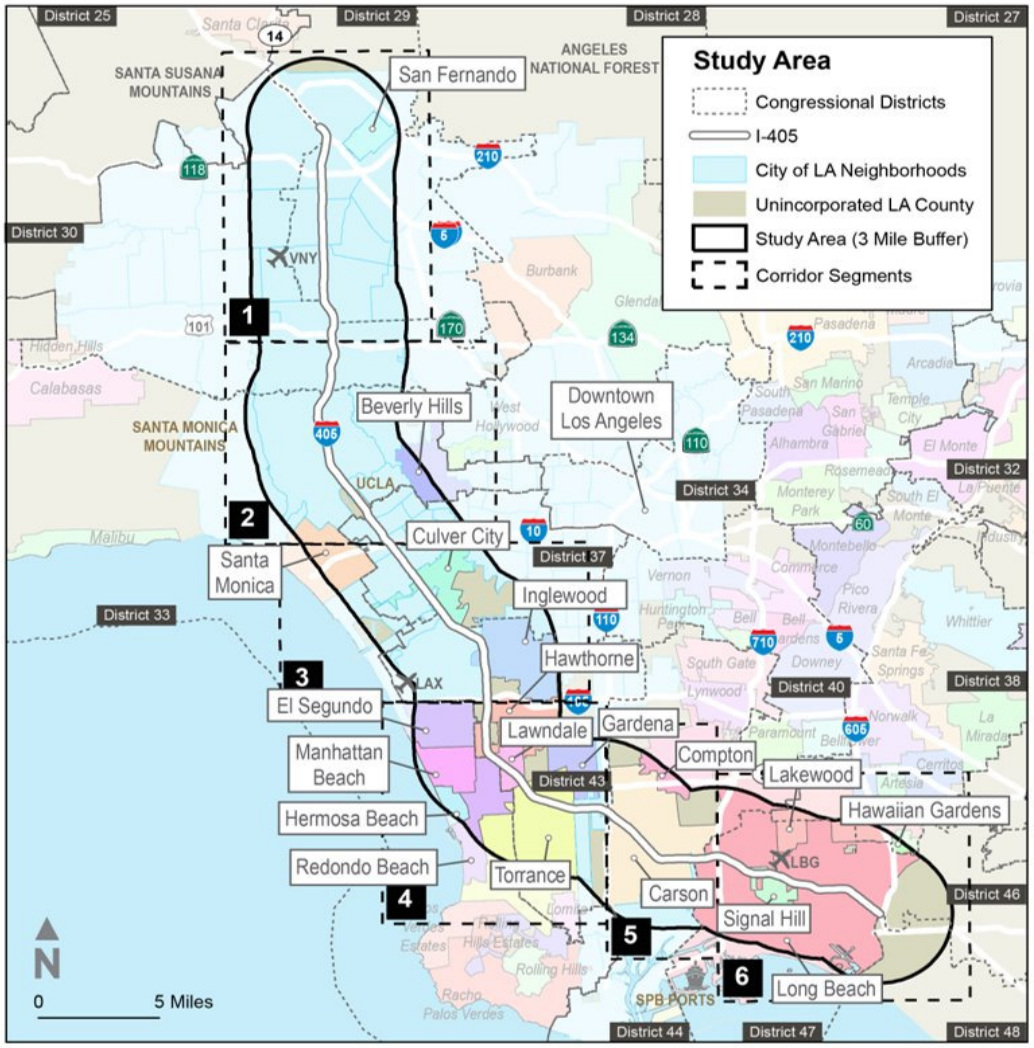
> **40%** of inbound trips originate from Metro Equity Focus Communities

> **25%** of LA County population
- 2.8 M residents

> **28%** of LA County jobs
- 1.4 M jobs

> **29%** of LA County lane miles

> **41%** of total LA County trips
- 10.6 M trips



I-405 Baseline Conditions - *Summary of Findings*

> The I-405 Corridor handles more than **40% of all trips in LA County**

> About **70% of these trips (7 million) remain in the Corridor**

- These trips tend be very short (80% are < 5 miles)

> Inbound/outbound trips account for about **30% of travel**

- But they tend to be long (over 10 miles) and are heavily EFC-focused

> Regular/commute trips make up a **very small percentage of overall travel (18%)**

- Well over half are longer than 10 mi; 30% are over 15 mi

> **Very few of these trips (< 6%)** use non-auto modes (transit, bike, walk)

Plan Goals

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

Evaluation Framework
Overview



What is the universe of potential projects?

Derived from existing plans, studies, initiatives

How do these projects/programs contribute to our goals?

Qualitative "Harvey ball" rating informed by quantitative data

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

Improvement "tiers" based on assessment & implementation readiness

Metro

Evaluation Framework
Overview

Goal	Required SCCP Criteria
Improve Mobility & Accessibility	• Minimize vehicle miles traveled (VMT) • Improve person throughput • Reduce vehicle hours of delay (VHD) • Increase travel time reliability and transit on-time performance • Encourage mode shift • Support transportation efficient land use principles
Lead with Equity	• Expands access to jobs, services, recreation, education in equity focused communities (EFCs)
Support Economic Vitality	• Creates and retains jobs • Connections to jobs, major destinations
Achieve Sustainability	• Reduce greenhouse gas (GHG) and criteria pollutants • Balance transportation, environment, and community
Enhance Safety	• Reduce number & rate of fatalities and serious injuries • Reduce non-motorized fatalities and serious injuries

Metro

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 *Significant* in *Mobility & Accessibility*, and a wide-scale transit electrification project would score *Significant* in *Achieve Sustainability*.
	**Somewhat** benefit goal?	A municipal intersection improvement program or targeted first-last mile project would receive a *Somewhat* score in *Mobility & Accessibility*.
	**Minimally** benefit goal?	A transit agency on-time performance improvement program would receive a *Minimal* score for *Safety*.
	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 *Neutral* in *Safety*.
	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 *Negative* for *Lead with Equity*.

Determined by ability to support criteria

Metro

Evaluation Framework
Goal Evaluation Example

Fictional Project	Improve Mobility & Accessibility	Lead with Equity	Support Economic Vitality	Achieve Sustainability	Increase Safety
Traffic Signal Synchronization Along a Major Arterial					
Protected Bicycle Facility Gap Closure in an EFC					

Metro

Evaluation Framework
Improvement Scenarios

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?

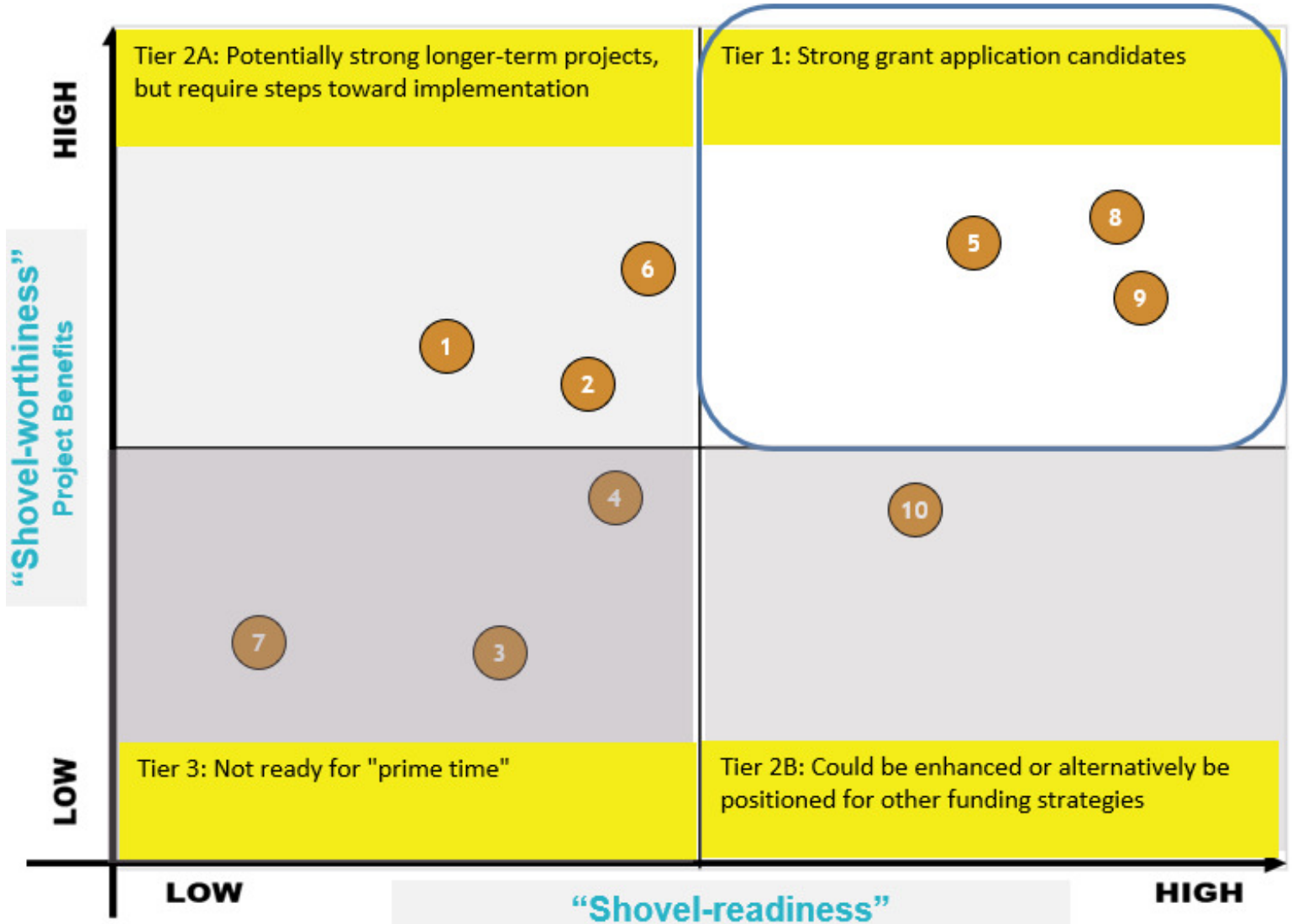
Funded/match available?

Environmentally cleared?

Stakeholder supported?

Metro

Evaluation Framework
Improvement Scenarios

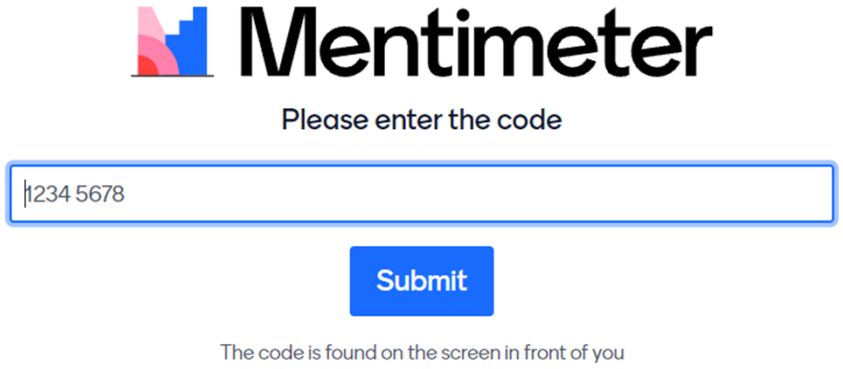


Metro

Let's take a poll!

Two ways to participate in the Mentimeter poll:

1. Click on the link in the Zoom chat
2. Go to www.menti.com and use the code **4911 8850**



Metro

Closing Remarks: What's Next

2021

Winter 2021
Metro initiates Plan

Summer 2021-Fall 2021
Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

Stakeholder interviews and public surveys conducted

2022

Winter 2022-Spring 2022
Metro releases Draft Plan for public review and comment with improvement scenarios

Public meetings and surveys conducted

Spring 2022-Summer 2022
Metro Board to consider adoption of the Final Plan

Summer 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

Closing Remarks: Immediate Next Steps

- Refine Evaluation Framework based on today's input and discussion
- Compile and conduct draft project evaluation
- Develop draft improvement scenarios
- Continue stakeholder engagement

Stay connected to this project

Shelly Quan, CMCP Deputy Project Manager
Metro
One Gateway Plaza, MS 99-23-3
Los Angeles, CA 90012

213.922.3075

405cmcp@metro.net

metro.net/I405-cmcp

@metrolosangeles

losangelesmetro

Thank you!



Appendix C.3: COG Coordination

Metro



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

San Fernando Valley COG Workshop

September 2, 2021

Metro



Introduction

The San Fernando Valley Council of Governments Workshop was held on September 2, 2021 to provide an overview of the CMCP project, share the preliminary baseline conditions analysis conducted to-date, and gain feedback from the COG members on the draft goals and evaluation framework.

COG members received an agenda prior to the meeting.

*Please see **Appendix A** for the Agenda Packet and **Appendix B** for the Meeting Presentation.*

Meeting Summary

1. **Welcome (Matthew Marquez, Community Relations Officer, Metro)**
   - Matthew Marquez welcomed everyone and quickly reviewed the agenda.

2. **I-405 CMCP Project Overview (Michael Cano, Deputy Executive Officer, LA Metro)**
   - Michael Cano then gave an overview of the project area and key features
   - He reviewed the need for a CMCP and how important it is - particularly going above and beyond.
   - He gave an update on the progress to-day (including the preliminary presentation to SFVCOG).
   - Mr. Cano also identified project goals and objectives and shared that the evaluation framework has been developed.
   - He explained that it was important to reflect each subregion's goals and noted that Metro has been meeting with the different COGs. The team is currently working on assessing future conditions.
   - He emphasized the importance of participation and input from the COG and others.
   - Mr. Cano reviewed the goals for the meeting, including feedback on the proposed goals, evaluation framework and stakeholder outreach (including asking for suggestions on community organizations, smaller transit organizations, and other voices Metro should include/reach out to).



3. **Evaluation Framework (Jim Brogan, Project Manager, Cambridge Systematics)**
    - Jim Brogan thanked everyone for their participation and encouraged their feedback.
    - He then reviewed the proposed goals, noting that they were informed by SCCP, CAPTI, LRTP, and other plans.
    - He asked the participants to think about whether the goals make sense and whether they are consistent with what's important for the corridor?
    - Mr. Brogan provided an overview of the framework and why an evaluation process is needed. He explained that the evaluation process is a required element of the Plan. It will assess multimodal projects using common criteria, aligns existing plans and priorities, and links technical analysis to decision-making.
    - He noted they've already started gathering the project list based on what was sent to Metro LRTP team and emphasized that the team is looking for input on the other two elements (assessing projects and developing improvement scenarios); he emphasized the assessment will NOT be a prioritization.
    - Mr. Brogan reviewed the Harvey Ball evaluation framework and walked through a couple of fictional projects to give a sense of how they would score under the Harvey Ball framework.
    - He then explained the shovel-worthiness and shovel-readiness assessments and presented the two-by-two matrix that plots projects and explained that projects to be considered would have to meet both, but not all would move forward.
    - Mr. Brogan shared the final step in the framework, which includes summarizing the projects by geographic area, timeframe, function, and goals areas.

4. **Miro Board**
    - Mr. Marquez facilitated the interactive activities via Miro Board. This platform was utilized to gather attendees' thoughts and capture their input on the draft goals and measures. The key takeaways from the Miro activity are discussed later in this report.

5. **Next Steps (Michael Cano & Shelly Quan, Deputy Project Manager, LA Metro)**
    - Mr. Cano recapped the key takeaways from the presentation and raised some questions for attendees to continue the conversation, as well as share input.
    - He emphasized the need to ensure that the Plan aligns with the goals of the subregion.
    - Shelly Quan closed the meeting with the project schedule which is focused on adoption by Summer 2022 to be timely for the SCCP Cycle 3 application process.



Miro Board Highlights – Additional Criteria by Goal

Improve Mobility & Accessibility

- Please prioritize regional connectivity!
- Facilitate First/Last-mile connections; intermodal trips (transitions to light rail, scooter to bus, etc.)
- Freeway widening is not a long-term solution; more incentives for carpooling, prioritizing the Antelope Valley, Santa Clarita Valley and San Fernando Valley motorists
- Position Hubs for first/last mile delivery; pop-up distribution centers
- Consider mitigation of severe and consistent congestion issues between the I-405 N and I-5 connecting the SF and SC Valleys
- Freeway induced "cut through" traffic on SFV neighborhoods (canyons, hillsides, even before traffic before it gets to the 405; folks get off the 101 and cut through Encino.)
- Focus should be trying to get vehicles off the 405 (Metro is working on it). SFV light rail project and Sepulveda pass project, northern terminus projects should try to draw trips onto transit
- Looking forward, divert as many vehicles from the southbound 405 to the northerly terminus of the future East SFV Transit project and future Sepulveda Pass Project.
- Arterial improvements
- Other ways to improve traffic flow, particularly for those going through

Lead with Equity

- SHADE INEQUITY - Bus shelters and shade structures/fans/misters--encourages people to get out of the car and use the bus. Necessary for those who have no choice but to ride the bus.
- Also look at projects based on making things competitive to cars (walking trips, biking trips), particularly where it's hotter (West Valley)
- Try to make it attractive to get out of the car.
- More accessibility through additional modes and services, and more points of entry to services
- How can we maximize benefits of investments?
- Women, students, identify specific mobility challenges



- Can we include the dollar cost to individual travelers/riders/users as a criteria (e.g a project that can improve mobility w/o creating a cost barrior should be prioritized)?

Support Economic Vitality

- The Missing Middle" - Warner Center; many cannot live where they work
- Metro should work with adjacent cities to create land use plans that create efficiencies (delivery, living/working). Have Metro be the middleman here to increase economic vitality.
- Prioritizing projects that facilitate business activity (e.g. customer trips to retail/restaurants) particularly for smaller business, through non-auto trips
- Also being thoughtful on commute patterns
- A direct tie to the 405 would also tie in implementing effective metropolitan freight transportation strategies and intelligent transportation systems (akin to managed lanes) which allows for efficient economic movement of goods and people (tie to livelihood/jobs)

Achieve Sustainability

- Bus/shade structures
- Address heat islands
- Also note that the second largest park in the City is directly adjacent to the 405 (Sepulveda Basin Recreation Area) - though it's also a flood control facility that protects downstream communities
- The East-West Orange Line bike path crosses under the 405 south of Victory Blvd, which may provide some equity and sustainability opportunities

Enhance Safety

- Also need to look at safety, particularly for vulnerable travelers, including women, disabled, etc.
- Similar safety challenges as on the Westside (cut-through traffic, for example).
- How can we make crossing safer across the 405? Not just via single occupancy vehicles.
- Perhaps enhance barriers or sound walls could be considered where needed.
- The soundwalls put in during the carpool lane widening resulted in an acoustical echo for all of us living in the pass hillsides. despite spending a great deal of public funds on the sound and retaining walls residents were told there were not enough funds to coat the soundwalls with a product that absorbs sound as was done in the SF area according to the former Caltrans rep who was on the Metro board.



Goal	Required SCCP Criteria	Additional Criteria
Improve Mobility & Accessibility	• Minimize Vehicle Miles Traveled (VMT) • Improve person throughput • Reduce Vehicle Hours of Delay (VHD) • Increase travel time reliability & transit on-time performance • Encourage mode shift • Support transportation efficient land use principles	• Please prioritize regional connectivity! • Facilitate First/Last-mile connections; intermodal trips (transitions to light rail, scooter to bus, etc.) • Freeway widening is not a long-term solution; more incentives for carpooling, prioritizing the Antelope Valley, Santa Clarita Valley and San Fernando Valley motorists • Position Hubs for first/last mile delivery; pop-up distribution centers • Consider mitigation of severe and consistent congestion issues between the I-405 N and I-5 connecting the SF and SC Valleys • Freeway induced "cut through" traffic on SFV neighborhoods (canyons, hillsides, even before traffic before it gets to the 405; folks get off the 101 and cut through on Encino Hills Dr, etc.) • Focus should be trying to get vehicles off the 405 (Metro is working on it). SFV light rail project and Sepulveda pass project, northern terminus projects should try to draw trips onto transit • Looking forward, divert as many vehicles from the southbound 405 to the northerly terminus of the future East SFV Transit project and future Sepulveda Pass Project. • Arterials improvements • Other ways to improve traffic flow, particularly for those going through
Lead with Equity	• Expands access to jobs, service, recreation, education in EFCs	• SHADE INEQUITY - Bus shelters and shade structures/fans/misters--encourages people to get out of the car and use the bus. Necessary for those who have no choice but to ride the bus. • Also look at projects based on making things competitive to cars (walking trips, biking trips), particularly where it's hotter (West Valley) - try to make it attractive to get out of the car. • More accessibility through additional modes and services, and more points of entry to services • How can we maximize benefits of investments • Women, students, identify specific mobility challenges • Can we include the dollar cost to individual travelers/riders/users as a criteria (e.g a project that can improve mobility w/o creating a cost barrior should be prioritized)?
Support Economic Vitality	• Creates and retains jobs • Connections to jobs, major destinations	• "The Missing Middle" - Warner Center; many cannot live where they work • Metro should work with adjacent cities to create land use plans that create efficiencies (delivery, living/working). Have Metro be the middle man here to increase economic vitality. • Prioritizing projects that facilitate business activity (e.g. customer trips to retail/restaurants) particularly for smaller business, through non-auto trips • Also being thoughtful on commute patterns • A direct tie to the 405 would also tie in implementing effective metropolitan freight transportation strategies and intelligent transportation systems (akin to managed lanes) which allows for efficient economic movement of goods and people (tie to livelihood/jobs).



Goal	Required SCCP Criteria	Additional Criteria
Achieve Sustainability	• Balance transportation, environment and community • Reduce GHG & criteria pollutants	• Bus/shade structures • Address heat islands • Also note that the second largest park in the City is directly adjacent to the 405 (Sepulveda Basin Recreation Area) - though it's also a flood control facility that protects downstream communities • The East-West Orange Line bike path crosses under the 405 south of Victory Blvd, which may provide some equity and sustainability opportunities
Enhance Safety	• Reduce number & rate of fatalities & serious injuries • Reduce non-motorized fatalities & serious injuries	• Also need to look at safety, particularly for vulnerable travelers, including women, disabled, etc. • Similar safety challenges as on the Westside (cut-through traffic, for example). • How can we make crossing safer across the 405? Not just via single occupancy vehicles. • Perhaps enhance barriers or sound walls could be considered where needed. • The soundwalls put in during the car pool lane widening resulted in an acoustical echo for all of us living in the pass hill sides. despite spending a great deal of public funds on the sound and retaining walls residents were told there were not enough funds to coat the soundwalls with a product that absorbs sound as was done in the SF area according to the former Caltrans rep who was on the Metro board.



Meeting Attendance

ELECTED OFFICES/CITIES

Marsha McLean, Councilmember, City of Santa Clarita
Bob Blumenfield, Councilman, City of Los Angeles Council District 3
John Popoch, Senior Advisor, City of Los Angeles Councilmember Bob Blumenfield
Jess Talamantes, Vice Mayor, City of Burbank
David Perry, Transportation Deputy, LA County Supervisor Kathryn Barger
Sahag Yedalian, Senior Transportation Deputy & Special Events Coordinator, City of Los Angeles Councilmember Paul Krekorian
Debbie Dyner Harris, District Director, City of Los Angeles Councilmember Paul Koretz
Madeleine Moore, Special Project Deputy, LA County Supervisor Sheila Kuehl
Masis Hagobian, Intergovernmental Relations Manager, City of Santa Clarita
Jason Smisko, Senior Transportation Planner, City of Santa Clarita

AGENCY STAFF

John Bwarie, Executive Director, San Fernando Valley Council of Governments
Alex Davis, Metrolink
Rainbow Yeung, Senior Public Information Specialist, South Coast Air Quality Management District
Lupe Duron, Head Board Specialist at Los Angeles County Board of Supervisors

OTHER ATTENDEES

Glenn Bailey, Los Angeles Bicycle Advisory Committee
Hank Kaplan
Katherine Ridder

PROJECT TEAM

Karen Swift, Community Relations Senior Manager, LA Metro
Matthew Marquez, Community Relations Officer, LA Metro
Michael Cano, Planning Deputy Executive Officer, LA Metro



Shelly Quan, Senior Transportation Planner & Deputy Project Manager, 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
Stephanie Espinoza, Senior Project Coordinator, Arellano Associates
Jennifer Velazquez, Assistant Project Coordinator, Arellano Associates



Appendix A: Agenda

Agenda

> Welcome and Metro Introductions
> Project Overview
> Proposed Goals & Draft Evaluation Framework
> Discussion
> Next Steps & Closing Remarks

Metro

2



Appendix B: Presentation



We're working on solutions for congested corridors.

Metro

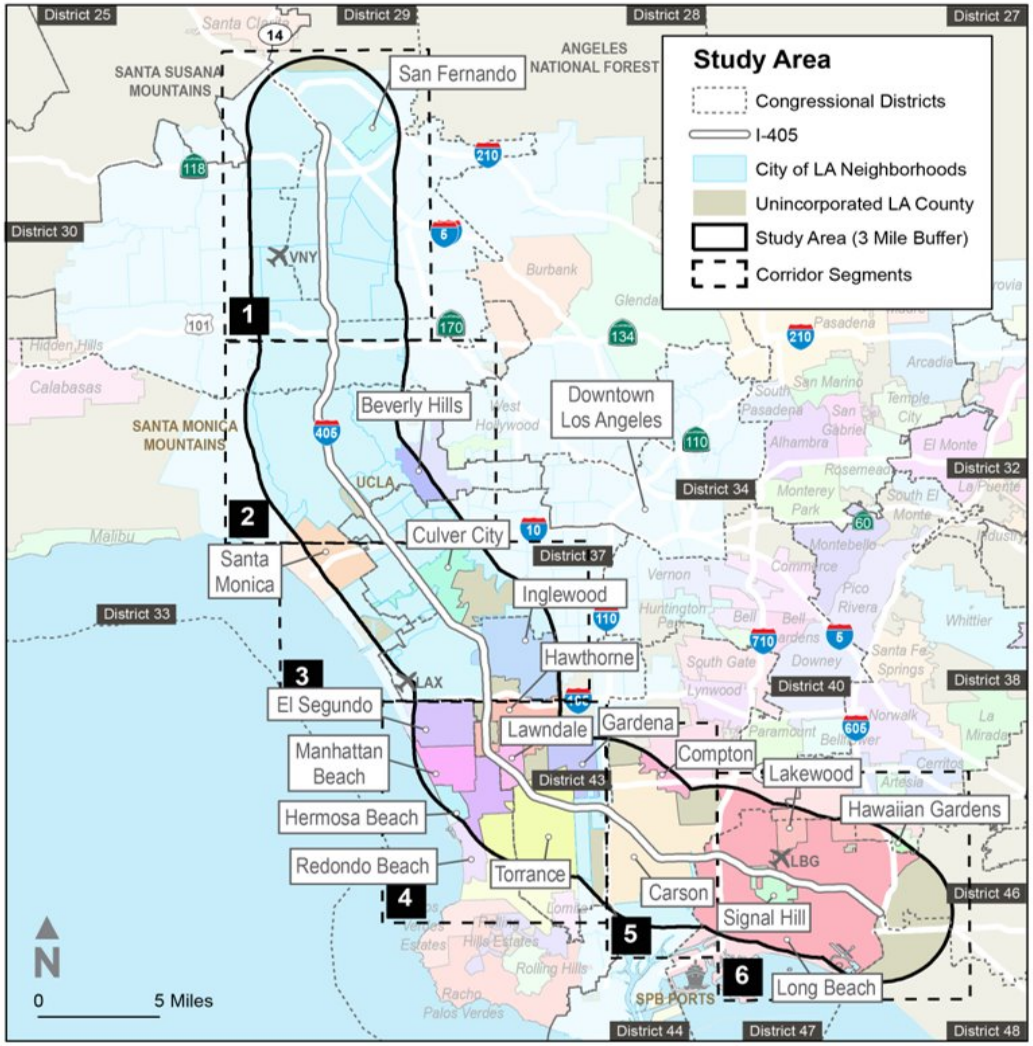
I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Agenda

- Welcome and Metro Introductions
- Project Overview
- Proposed Goals & Draft Evaluation Framework
- Discussion
- Next Steps & Closing Remarks

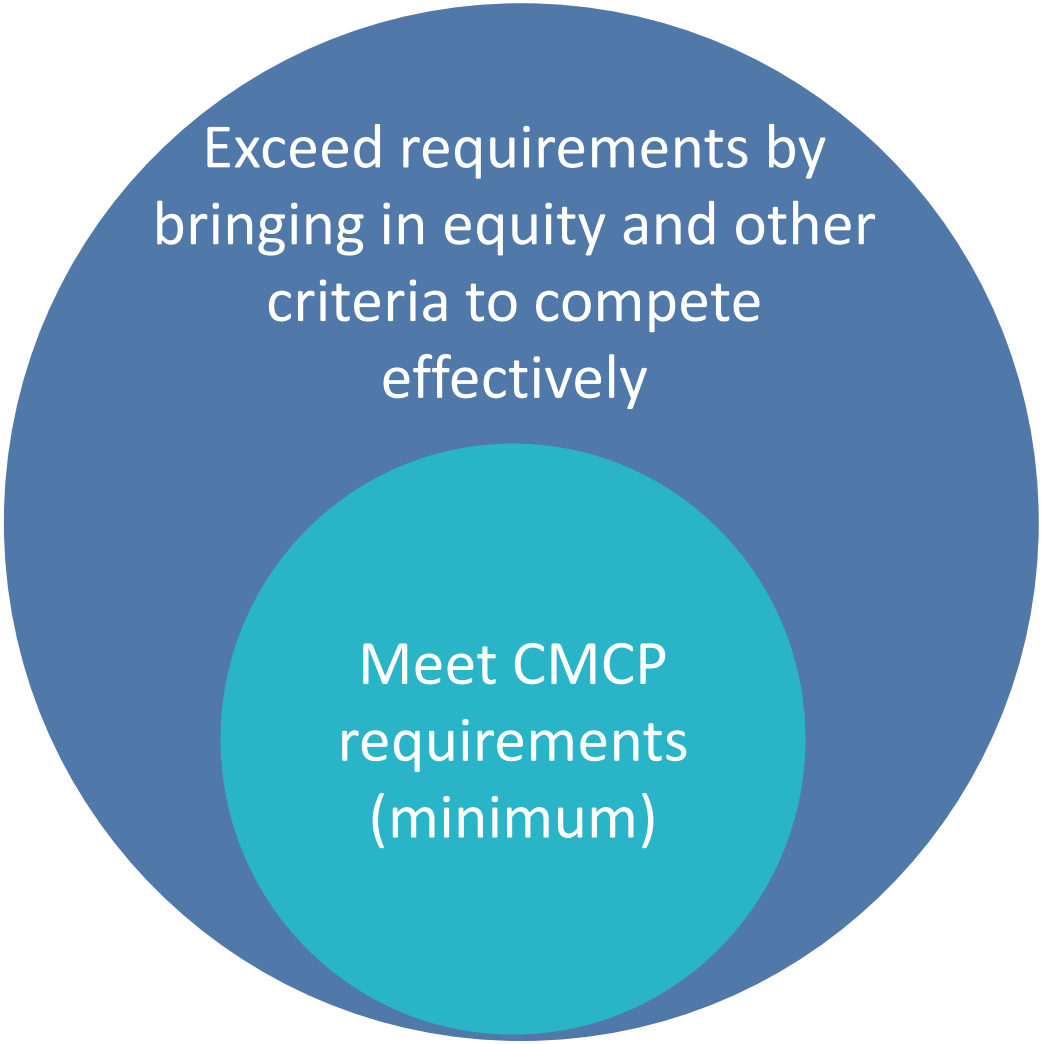
Our I-405 Corridor study area

- **25%** of LA County population
  - 2.8 M residents
- **28%** of LA County jobs
  - 1.4 M jobs
- **29%** of LA County lane miles
- **41%** of total LA County trips
  - 10.6 M trips



Why a Comprehensive Multimodal Corridor Plan?

- $250 M per year for the highly competitive Solutions for Congested Corridors Program (SCCP)
- SCCP **requires** projects be included in a qualifying CMCP
- "Qualifying" won't cut it
- Must stay ahead of the curve and be positioned to secure critical investment in the evolving funding and policy landscape

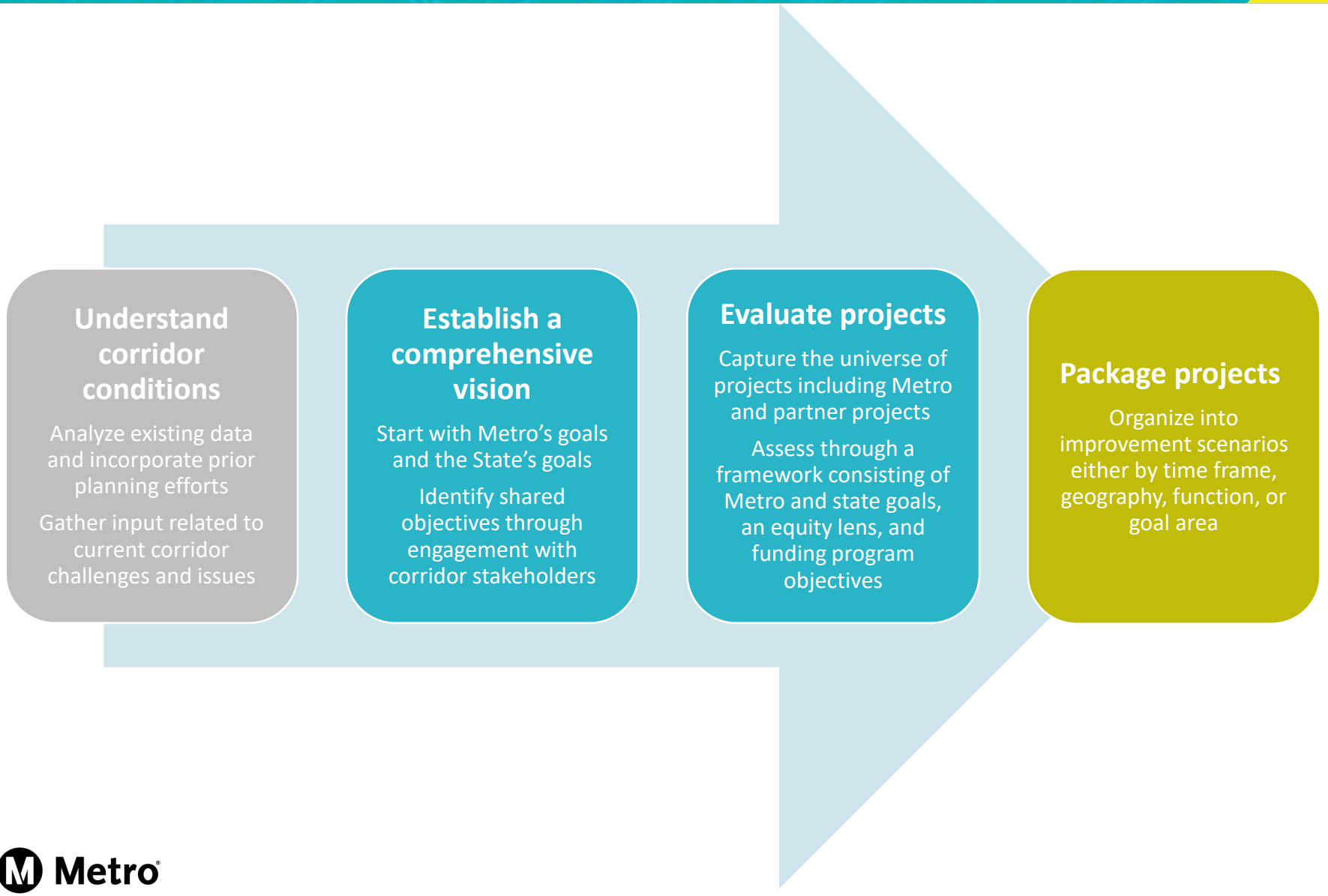


Metro

Progress to Date

> Since plan initiation:
  - Identified project goals and objectives
  - Developed a draft evaluation framework methodology
  - Met with COGs (in progress)
  - Completed assessment of baseline corridor conditions
  - Began assessment future corridor conditions

Your input and partnership are vital



Metro

Meeting Objectives

> Goals for today:
  - Discuss and obtain feedback on:
    - Proposed goals
    - Draft evaluation methodology and criteria
    - Stakeholder outreach
  - Provide next steps for technical analysis and outreach

Revised Goals & Draft Evaluation Framework Overview

Evaluation Framework
Assess Projects - Proposed Goals

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

Why an Evaluation Framework?

- *Required element* of Comprehensive Multimodal Corridor Plans
- Assesses *multimodal* projects and programs using a *common process and criteria*
- Aligns *existing plans, programs, and priorities*
- Links *technical analysis to decision-making* to ensure we are addressing the most critical needs

Evaluation Framework
Overview



What is the universe of potential projects?

Derived from existing plans, studies, initiatives

How do these projects/programs contribute to our goals?

Qualitative "Harvey ball" rating informed by quantitative data

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

Improvement "tiers" based on assessment & implementation readiness

Questions for Today

- **Do the proposed goals and draft performance measures align with your priorities?**
- **Does the draft evaluation process make sense?**

Metro

Evaluation Framework
Overview

Goal	Required SCCP Criteria
Improve Mobility & Accessibility	• Minimize vehicle miles traveled (VMT) • Improve person throughput • Reduce vehicle hours of delay (VHD) • Increase travel time reliability and transit on-time performance • Encourage mode shift • Support transportation efficient land use principles
Advance Equity	• Expands access to jobs, services, recreation, education in equity focused communities (EFCs)
Support Economic Vitality	• Creates and retains jobs • Connections to jobs, major destinations
Achieve Sustainability	• Reduce greenhouse gas (GHG) and criteria pollutants • Balance transportation, environment, and community
Enhance Safety	• Reduce number & rate of fatalities and serious injuries • Reduce non-motorized fatalities and serious injuries

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 *Significant* in *Mobility & Accessibility*, and a wide-scale transit electrification project would score *Significant* in *Achieve Sustainability*.
	**Somewhat** benefit goal?	A municipal intersection improvement program or targeted first-last mile project would receive a *Somewhat* score in *Mobility & Accessibility*.
	**Minimally** benefit goal?	A transit agency on-time performance improvement program would receive a *Minimal* score for *Safety*.
	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 *Neutral* in *Safety*.
	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 *Negative* for *Lead with Equity*.

Determined by ability to support criteria

Metro

Evaluation Framework
Goal Evaluation Example

Fictional Project	Improve Mobility & Accessibility	Lead with Equity	Support Economic Vitality	Achieve Sustainability	Increase Safety
Traffic Signal Synchronization Along a Major Arterial					
Protected Bicycle Facility Gap Closure in an EFC					

Metro

Evaluation Framework
Improvement Scenarios

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?

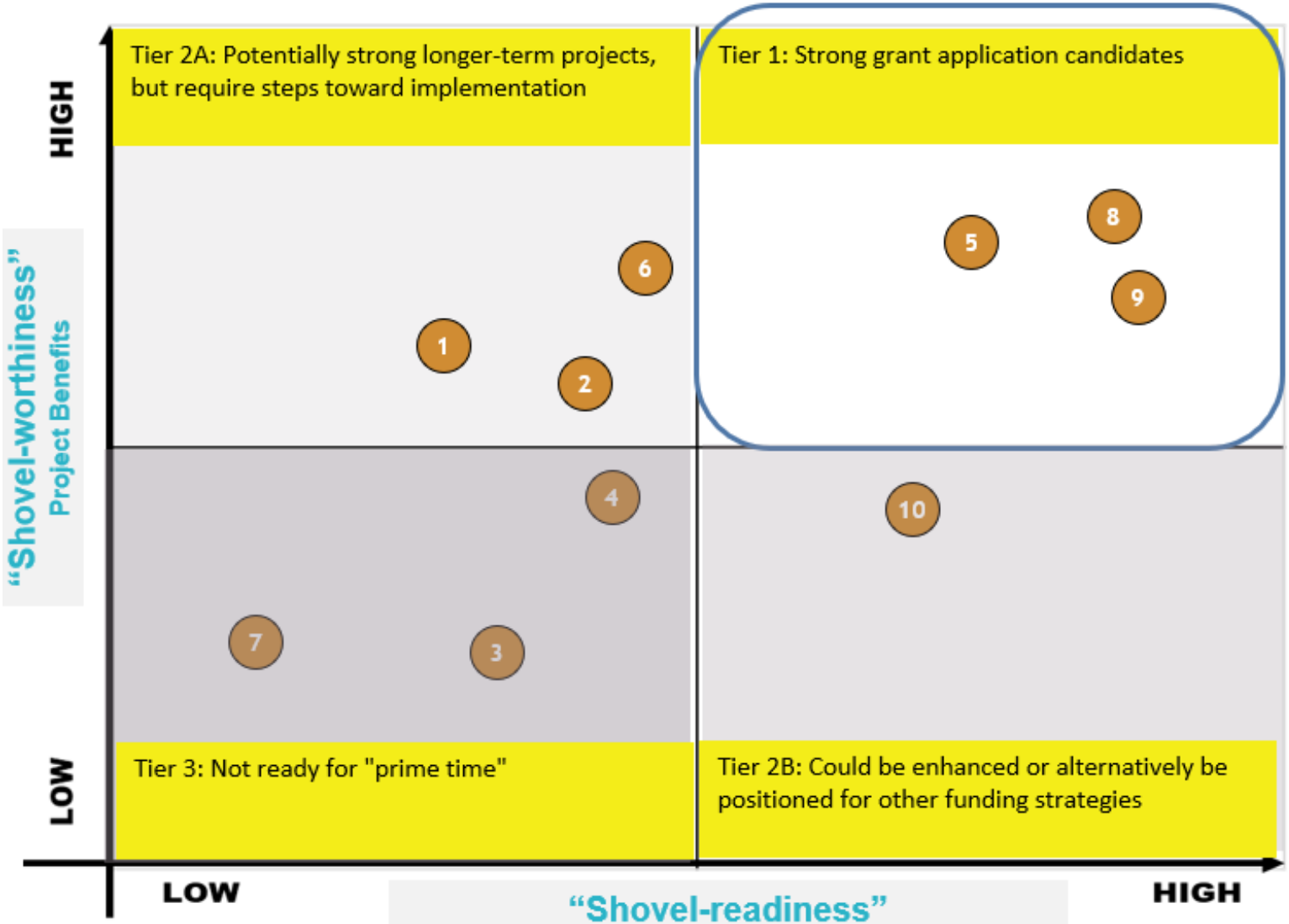
Funded/match available?

Environmentally cleared?

Stakeholder supported?

Metro

Evaluation Framework
Improvement Scenarios



Metro

Evaluation Framework
Improvement Scenarios

Geographic	Timeframe	Function	Goal Area
• **Segment 1:** I-5 to US-101 • **Segment 2:** US-101 to I-10 • **Segment 3:** I-10 to I-105 • **Segment 4:** I-105 to I-110 • **Segment 5:** I-110 to I-710 • **Segment 6:** I-710 to I-605	• Short (<5 years) • Medium (5-15 years) • Long (>15 years)	• Highway • Active Transportation • Transit • Goods Movement • Technology	• Improve Mobility and Accessibility • Advance Equity • Support Economic Vitality • Achieve Sustainability • Increase Safety

Discussion – Performance Criteria

> Performance criteria specific to each goal



Discussion Wrap-Up

- What we heard today
- Any additional input on goals or criteria?
- What additional stakeholders and community groups should we engage with?

Next Steps

- Refine Evaluation Framework based on today's input and discussion
- Complete future conditions assessment
- Compile and conduct draft project evaluation
- Develop draft improvement scenarios
- Continue stakeholder engagement

Project Schedule

2021

Winter 2021
Metro initiates Plan

Summer 2021-Fall 2021
Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

Stakeholder interviews and public surveys conducted

2022

Winter 2022-Spring 2022
Metro releases Draft Plan for public review and comment with improvement scenarios

Public meetings and surveys conducted

Spring 2022-Summer 2022
Metro Board to consider adoption of the Final Plan

Summer 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

Stay connected to this project



Shelly Quan, CMCP Deputy Project Manager
Metro
One Gateway Plaza, MS 99-23-3
Los Angeles, CA 90012



213.922.3075



405cmcp@metro.net



metro.net/I405-cmcp



@metrolosangeles



losangelesmetro



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

South Bay Cities COG Workshop

August 17, 2021

Metro



Meeting Information

Date: August 17, 2021
Time: 10 am – 11:30 am
Location: Zoom
Meeting Recording: https://tinyurl.com/SouthBayCOGWksh081721

Introduction

The South Bay Cities Council of Governments Workshop was held on August 17, 2021 to provide an overview of the CMCP project, share the preliminary baseline conditions analysis conducted to-date, and gain feedback from the COG members on the draft goals and evaluation framework.

South Bay Cities Council of Governments (COG) Transportation Director, Steve Lantz, provided welcoming remarks and shared his vision for the Plan.

COG members received an agenda prior to the meeting.

*Please see **Appendix A** for the Agenda Packet and **Appendix B** for the Meeting Presentation.*

Meeting Summary

1. **Welcome (Matthew Marquez, Community Relations Officer, Metro & Steve Lantz, Transportation Director, South Bay Cities Council of Governments)**
   - Matthew Marquez opened the meeting and thanked everyone for joining the I-405 CMCP South Bay Cities Council of Governments. He emphasized that Metro was very pleased to have everyone in attendance and for their input.
   - Steve Lantz introduced himself and gave some opening remarks on the SB1 program and asked the COG members to share their feedback on the evaluation framework.
   - Mr. Lantz opened the introductions and asked the COG members to introduce themselves, followed by the Metro team.
   - Mr. Marquez explained the general structure of the meeting and shared the agenda.



2. I-405 CMCP Project Overview (Michael Cano, Deputy Executive Officer, LA Metro)

- Mr. Cano provided an overview of the I-405 Comprehensive Multimodal Corridor Plan, including the study area and the demographics.
- He explained Metro's four focus areas, which include better transit, less congestion, complete streets, and access to opportunity to reduce disparities.
- He emphasized Metro's goal to go beyond the minimum requirements in the CTC's Comprehensive Multimodal Corridor Plan Guidelines.

Poll #1

Mr. Marquez presented the poll with three questions:

1. What percent of daily trips in LA County does the corridor handle?
    a. 36%
    b. 41%
    c. 44%

2. What percent of trips are considered regular/commute trips?
    a. 18%
    b. 24%
    c. 28%

3. True or false? Senate Bill 1 called out the I-405 in LA County as an example of the state's highly congested, highly traveled corridors.
    a. True
    b. False

The team presented the results of the poll, which indicated that 57% of the respondents selected "41%" for question 1, 46% of respondents selected "28%" for question two, and 89% of respondents selected "true" for question three. The correct answers were 41%, 18% and true, respectively.

3. Input & Partnership (Zoe Unruh, Project Manager, Metro)

- Ms. Unruh discussed the overall goals of the Plan, which include understanding the existing conditions of the corridor, establishing a comprehensive vision, evaluating projects and packaging projects.



- She encouraged for the South Bay COG to share their biggest challenges.

4. **Evaluation Framework (Jim Brogan, Project Manager, Cambridge)**
   - Mr. Brogan provided an overview of the framework and why an evaluation process is needed.
   - He shared that it is crucial, since it is a required element of the Plan. It will assess multimodal projects using common criteria, aligns existing plans and priorities, and links technical analysis to decision-making.

5. **Miro Board**
   - Mr. Brogan facilitated the interactive activities via Miro Board. This platform was utilized to gain attendees' thoughts and capture their input on the draft goals and measures. The key takeaways from two Miro activities are discussed later in this report.

6. **Goal Evaluation, Improvement Scenarios (Jim Brogan)**
   - Mr. Brogan shared the assessment that would be utilized to evaluate each project for its ability to support each of the goals.
   - He emphasized that the evaluation would be used as a preliminary screening.
   - Mr. Brogan shared a table with sample projects to demonstrate how the scoring criteria would be utilized.
   - The next step in the evaluation framework would be to group projects into improvement tiers based on "shovel-worthiness," which is the contribution to the shared goals and "shovel-readiness," which indicates if the project is ready for implementation based on cost/match, plan alignment, and environmental review.
   - Mr. Brogan shared the final step in the framework, which includes summarizing the projects by geographic area, timeframe, function, and goals areas.

7. **Next Steps (Michael Cano & Shelly Quan, Deputy Project Manager, LA Metro)**
   - Mr. Cano recapped the key takeaways from the presentation and raised some questions for attendees to continue the conversation, as well as share input.
   - He emphasized the need to ensure that the Plan aligns with the goals of the subregion.
   - Shelly Quan closed the meeting with the project schedule which is focused on adoption by Summer 2022 to be timely for the SCCP Cycle 3 application process.



Miro Board Highlights – Goals

Improve Mobility & Accessibility

- Need to maintain a 30,000 ft view
- Weight given to multi-jurisdictional projects?
- Do by-pass lanes make sense if the ratio is heavily biased toward the former?
- Review and develop adjacent alternate street corridors across jurisdictions as a viable use to avoid loading the 405 freeway

Advance Equity

- How to coordinate equity in the subregion
- Focus on affordable transit-oriented communities

Support Economic Vitality

- Invest in development within underserved communities so that they can get the goods, services they need within their communities without getting on the freeway
- Focus on affordable transit-oriented communities

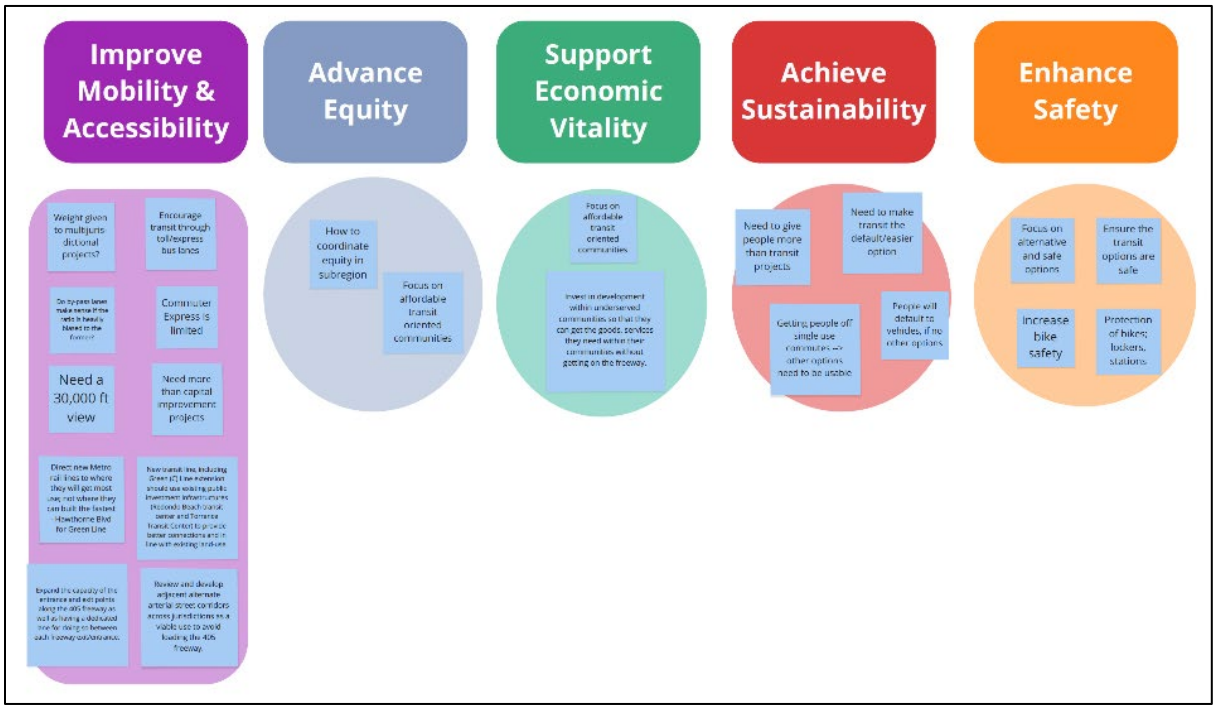
Achieve Sustainability

- Need to give people more than transit projects
- Make transit the default/easier option
- Getting people off single-use commutes – other commutes need to be usable
- People will default to vehicles, if no other options

Enhance Safety

- Focus on alternative and safe options
- Increase bike safety
- Ensure transit options are safe
- Protection of bikes; lockers, stations


405
Metro
Metro


Improve Mobility & Accessibility
Advance Equity
Support Economic Vitality
Achieve Sustainability
Enhance Safety
Weight given to multijurisdictional projects?
Encourage transit through toll/express bus lanes
Commuter Express is limited
Need a 30,000 ft view
Need more than capital improvement projects
Direct new Metro rail lines to where they will get most use, not where they can be built the fastest - Hawthorne Blvd for Green Line
Expand the capacity of the entrance and exit points along the 405 freeway as well as having a dedicated line for driving on between each freeway onramp.
Review and develop adjacent alternate arterial street corridors across jurisdictions as a viable use to avoid loading the 405 freeway.
How to coordinate equity in subregion
Focus on affordable transit oriented communities
Focus on affordable transit oriented communities
Invest in development within underserved communities so that they can get the goods, services they need within their communities without getting on the freeway.
Need to give people more than transit projects
Need to make transit the default/easier option
Getting people off single use commutes -- other options need to be usable
People will default to vehicles, if no other options
Focus on alternative and safe options
Ensure the transit options are safe
Increase bike safety
Protection of bikes; lockers, stations



Miro Board Highlights – Additional Criteria by Goal

Improve Mobility & Accessibility

- Supports use of non- auto modes for short trips
- "Trip not taken" eg. South Bay Fiber Network and applications** (carries across all categories)
- Roadway networks; utilize alternate routes. Alternate route corridors should be considered outside of the 3- mile radius
- Shift modes from auto- centric
- Encourage transit through toll/express lanes
- By- pass lanes to improve movement for traffic traveling through
- Direct new Metro lines where they'll be used not where they can be built fastest (Hawthorne Blvd)
- New transit lines, including Green Line extension, should use existing public investment structures (Redondo Beach Transit Center, Torrance Transit Center) to provide better connections and in line with existing land- use

Lead with Equity

- Improves air quality/health indicators in an EFC or Disadvantaged Community
- Shade casting trees (not palm trees); people need insulation from the freeway and heat
- Focus on affordable transit-oriented communities

Support Economic Vitality

- Improve regional competitiveness
- Integrate sustainable, low- carbon freight strategies
- Invest in development within the underserved communities so that they can get the goods and services they need within their communities without getting on the freeway
- Focus on affordable transit-oriented communities



Achieve Sustainability

- Addresses heat islands, sea level rise, extreme weather events
- Prevent heat islands with leafy trees; coordination with local jurisdictions
- Change street surfaces to reduce heat
- Electric micro mobility
- Bring destinations closer to users/customers

Enhance Safety

- Includes active transportation safety components, cross walks, refuge islands
- Local travel network for micro mobility
- Connect neighborhoods with destinations



Goal	Required SCCP Criteria	Additional Criteria
Improve Mobility & Accessibility	• Minimize VMT • Improve person throughput • Reduce VHD • Increase travel time reliability & transit on-time performance • Encourage mode shift • Support transportation efficient land use principles	• **Supports use of non-auto modes for short trips** • "Trip not taken" eg. South Bay Fiber Network and applications** (carries across all categories) • Roadway networks; utilize alternate routes. Alternate route corridors should be considered outside of the 3-mile radius • Shift modes from auto-centric • Encourage transit through toll/express lanes • By-pass lanes to improve movement for traffic traveling through • Direct new Metro lines where they'll be used not where they can be built fastest (Hawthorne Blvd) • New transit lines, including Green Line extension, should use existing public investment structures (Redondo Beach Transit Center, Torrance Transit Center) to provide better connections and in line with existing land-use
Lead with Equity	• Expands access to jobs, service, recreation, education in EFCs	• **Improves air quality/health indicators in an EFC or Disadvantaged Community** • **Shade casting trees (not palm trees); people need insulation from the freeway and heat** • **Focus on affordable transit oriented communities**
Support Economic Vitality	• Creates and retains jobs • Connections to jobs, major destinations	• **Improve regional competitiveness** • **Integrate sustainable, low-carbon freight strategies** • **Invest in development within the underserved communities so that they can get the goods and services they need within their communities without getting on the freeway** • **Focus on affordable transit oriented communities.**
Achieve Sustainability	• Balance transportation, environment and community • Reduce GHG & criteria pollutants	• **Addresses heat islands, sea level rise, extreme weather events** • **Prevent heat islands with leafy trees; coordination with local jurisdictions** • **Change street surfaces to reduce heat** • **Electric micro mobility** • **Bring destinations closer to users/customers**
Enhance Safety	• Reduce number & rate of fatalities & serious injuries • Reduce non-motorized fatalities & serious injuries	• **Includes active transportation safety components, cross walks, refuge islands)** • Local travel network for micro mobility • Connect neighborhoods with destinations



Meeting Attendance

PUBLIC AGENCIES

Edgar Gonzalez, SB-1 Program Manager, Caltrans District 7
Jimmy Shih, Program Manager, Caltrans District 7
Ryan Snyder, Senior Sustainability & Innovation Manager, Caltrans District 7
Siew Mei Tan, Office Chief of Corridor Management South, Caltrans District 7

Chris Pimentel, Mayor Pro Tem, City of El Segundo

Kevin Kwak, Principal Civil Engineer, City of Gardena

Dweejai Torado, Engineering Technician, City of Hawthorne
Selena Acuna, Assistant Engineer, City of Hawthorne

Alex Chou, Associate Engineer, City of Lawndale

Carla Dillon, Public Works Director, City of Lomita

Helen Shi, Senior Civil Engineer, City of Manhattan Beach
Prem Kumar, City Engineer, City of Manhattan Beach

Christian Horvath, Councilmember District 3, City of Redondo Beach
Zein Obagi Jr, Councilmember District 4, City of Redondo Beach
Andrew Winje, City Engineer, City of Redondo Beach
Ted Semaan, Public Works Director, City of Redondo Beach

Kim Turner, Transit Director, Torrance Transit
Godfrey Offoegbu, Deputy Transit Director, City of Torrance

Andrew Ross, Civil Engineer, Los Angeles County Public Works
Jeffrey Pleytak, Senior Civil Engineer, Los Angeles County Public Works
Maggie Cheung, Transportation Planner, Los Angeles County Public Works
Maryam Adhami, Senior Civil Engineer, Los Angeles County Public Works



Roya Falahati, Civil Engineer Assistant, Los Angeles County Public Works

Isidro Panuco, Senior Manager Transportation Planning, LA Metro

Kerry Cartwright, Director of Goods Movement, Port of LA

David Leger, Environmental Services Analyst, South Bay Cities Council of Governments
Steve Lantz, Transportation Director, South Bay Cities Council of Governments

PRIVATE AGENCIES

Diane Forte, Government Relations Manager, Southern California Edison
Steven Greene, Transportation Planning Director, HNTB
Leslie Scott, Transportation Strategist, Leslie Scott Consulting

PROJECT TEAM

Karen Swift, Community Relations Senior Manager, LA Metro
Mark Dierking, Community Relations, LA Metro
Matthew Marquez, Community Relations Officer, LA Metro
Michael Cano, Planning Deputy Executive Officer, LA Metro
Shelly Quan, Senior Transportation Planner & Deputy Project Manager, LA Metro
Zoe Unruh, Project Manager, 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 A: Agenda

Agenda

- 10:00 to 10:10 Welcome and introductions
- 10:10-10:20 Plan overview and poll
- 10:20-11:20 Plan Evaluation Framework presentation and discussion
  - Purpose and structure
  - Draft goals and criteria
  - Improvement scenarios
- 11:20-11:30 Wrap up



Appendix B: Presentation



We're working on solutions for congested corridors.

Metro

I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Introductions

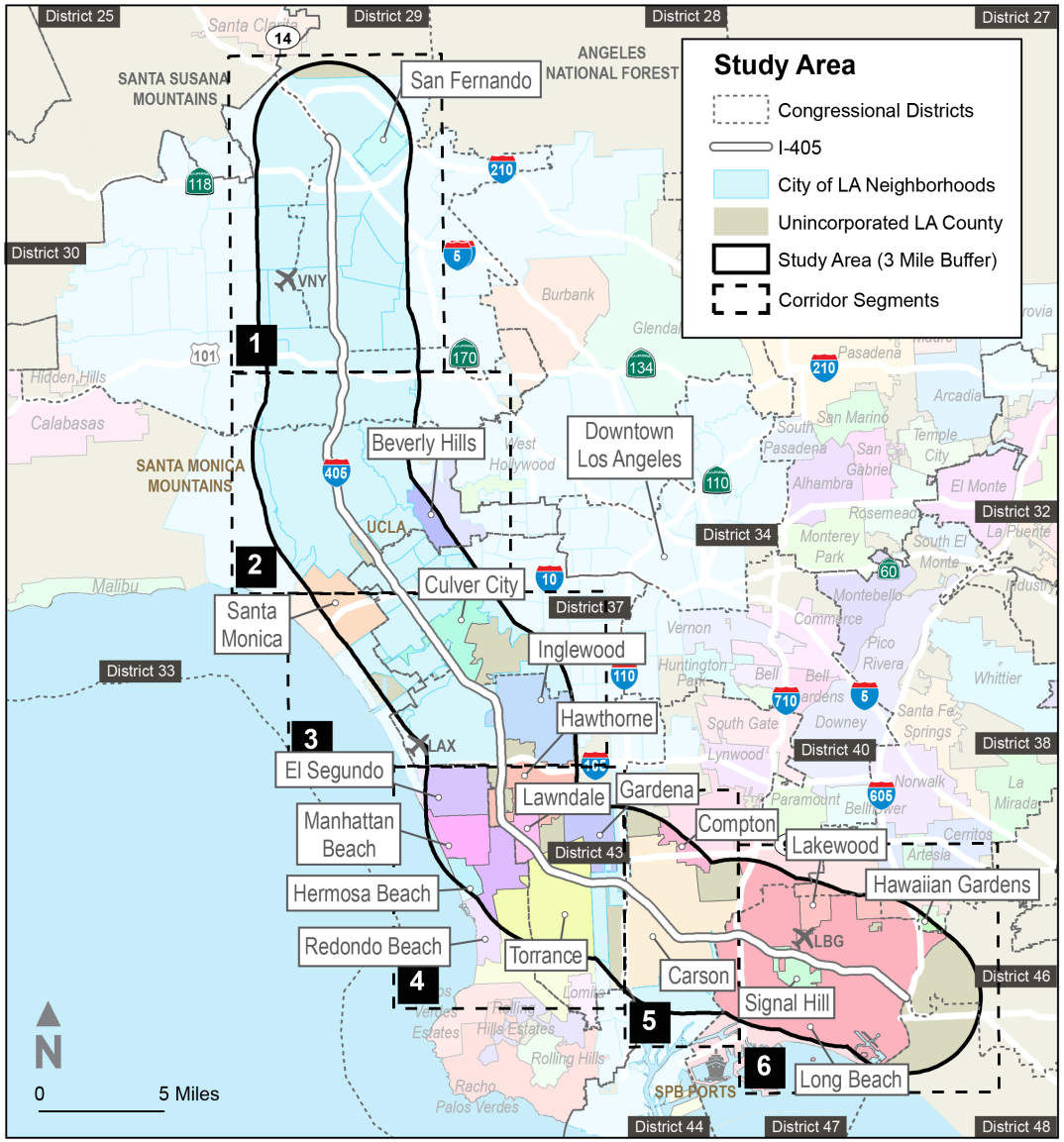
- COG introductions
- Metro team introductions

Agenda

- 10:00 to 10:10 Welcome and introductions
- 10:10-10:20 Plan overview and poll
- 10:20-11:20 Plan Evaluation Framework presentation and discussion
  - Purpose and structure
  - Draft goals and criteria
  - Improvement scenarios
- 11:20-11:30 Wrap up

Our I-405 Corridor study area

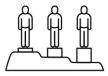
- **25%** of LA County population
  - 2.8 million residents
- **28%** of LA County jobs
  - 1.4 million jobs
- **29%** of LA County lane miles
- **41%** of total LA County trips
  - 10.6 million trips



Our plan weaves efforts across four areas

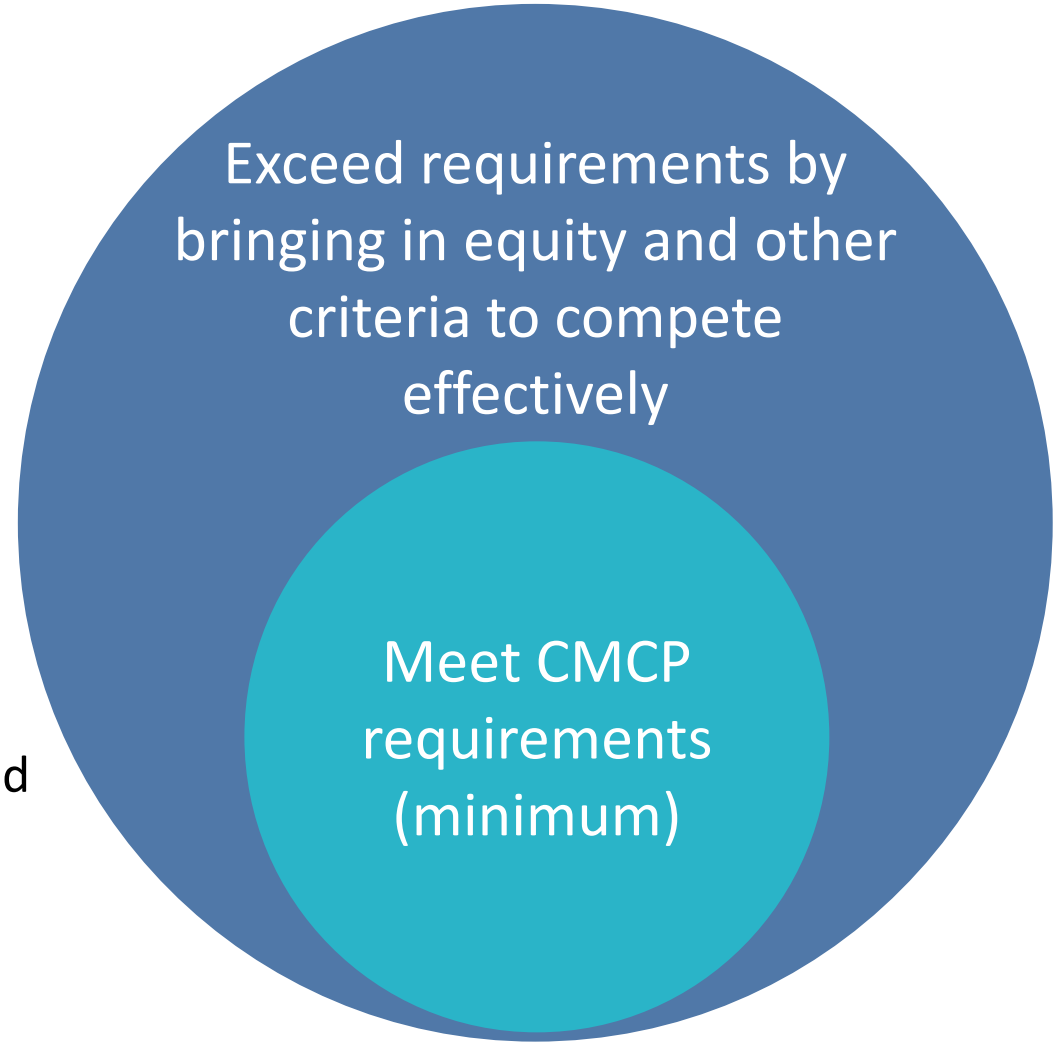
Better Transit ***Less Congestion*** ***Complete Streets*** ***Access to Opportunity***

We're intentionally focused on *eliminating racial and socioeconomic disparities* and *advancing sustainable practices* in everything we do.

 Equity  Sustainability

Why a Comprehensive Multimodal Corridor Plan?

- $250 M per year for the highly competitive Solutions for Congested Corridors Program (SCCP)
- SCCP **requires** projects be included in a qualifying CMCP
- "Qualifying" won't cut it
- Must stay ahead of the curve and be positioned to secure critical investment in the evolving funding and policy landscape



Metro

Starting with the I-405 - Poll

1. **What percent of daily trips in LA County does the corridor handle?**
2. **What percent of trips are considered regular/commute trips?**
3. **True or false? Senate Bill 1 called out the I-405 in LA County as an example of the state's highly congested, highly traveled corridors.**

Your input and partnership are vital

Understand corridor conditions	• Analyze existing data and incorporate prior planning efforts • **Gather stakeholder input related to current corridor challenges and issues**
Establish a comprehensive vision	• Start with Metro's goals and the State's goals • **Identify shared objectives through engagement with corridor stakeholders**
Evaluate projects	• **Capture the universe of projects including Metro and partner projects** • **Assess through a framework consisting of Metro and state goals, an equity lens, and funding program objectives**
Package projects	• Organize into improvement scenarios either by time frame, geography, function, or goal area

Metro

Evaluation Framework Overview

Why an Evaluation Framework?

- *Required element* of Comprehensive Multimodal Corridor Plans
- Assesses *multimodal* projects and programs using a *common process and criteria*
- Aligns *existing plans, programs, and priorities*
- Links *technical analysis to decision-making* to ensure we are addressing the most critical needs

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 *Significant* in *Mobility & Accessibility*, and a wide-scale transit electrification project would score *Significant* in *Achieve Sustainability*.
	**Somewhat** benefit goal?	A municipal intersection improvement program or targeted first-last mile project would receive a *Somewhat* score in *Mobility & Accessibility*.
	**Minimally** benefit goal?	A transit agency on-time performance improvement program would receive a *Minimal* score for *Safety*.
	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 *Neutral* in *Safety*.
	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 *Negative* for *Lead with Equity*.

Determined by ability to support criteria

Metro

Evaluation Framework
Goal Evaluation Example

Project	Improve Mobility & Accessibility	Lead with Equity	Support Economic Vitality	Achieve Sustainability	Increase Safety
Recreational bikeway along LA River, connects to major recreational destinations					
Improved on-street bike lane that connects to one EFC, includes bike boxes, intersection upgrades					
Fully protected/cycle track that connects to multiple EFCs and major employers, includes heat island improvements (shade, shelter)					

Evaluation Framework
Improvement Scenarios

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?

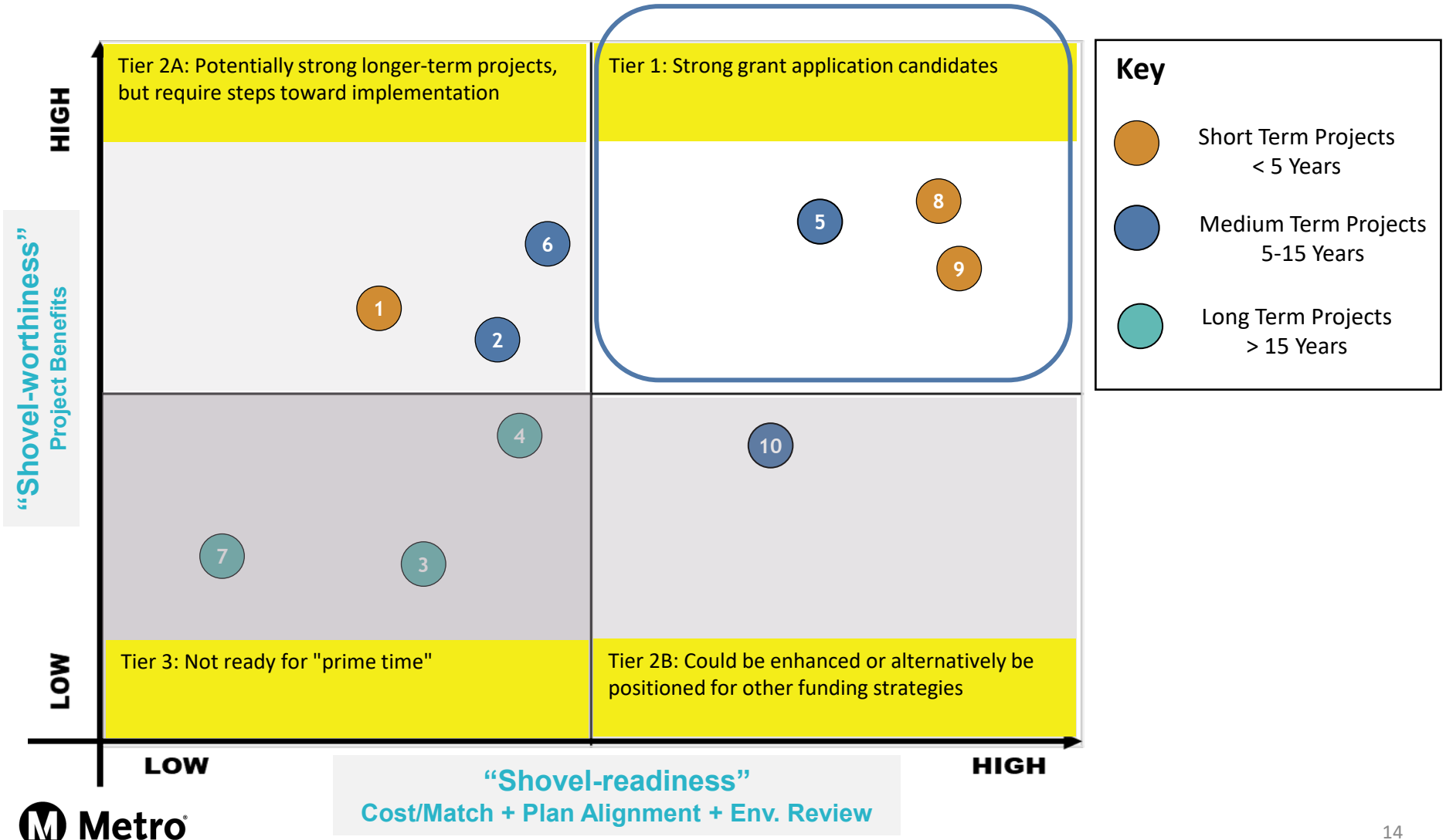
In RTP/SCS?

Funded/match available?

Environmentally cleared?

Stakeholder supported?

Evaluation Framework
Improvement Scenarios



Metro

Evaluation Framework
Improvement Scenarios

Geographic	Timeframe	Function	Goal Area
• Segment 1 • Segment 2 • Segment 3 • Segment 4 • Segment 5 • Segment 6	• Short (<5 years) • Medium (5-15 years) • Long (>15 years	• Highway • Active Transportation • Transit • Goods Movement • Technology	• Improve Mobility and Accessibility • Advance Equity • Support Economic Vitality • Achieve Sustainability • Increase Safety

Recap and next steps

We have covered a lot:

> Is the evaluation framework we have presented clear and aligned with your understanding of the goals of the CMCP?

> Does this evaluation framework support your subregional mobility objectives in the context of the larger regional planning effort?

We have work to do:

> Continue outreach to community and regional stakeholders within I-405 study area

> Evaluate projects and programs for further discussion

Additional questions and thoughts:

> Do we have a good sense of the mobility, equity, and other issues caused by congestion within the I-405 corridor in your subregion?

> Who are the additional key stakeholders and community groups we should be engaging in this subregion?

Project schedule

2021

Winter 2021
Metro initiates Plan

Summer 2021-Fall 2021
Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

Stakeholder interviews and public surveys conducted

2022

Winter 2022-Spring 2022
Metro releases Draft Plan for public review and comment with improvement scenarios

Public meetings and surveys conducted

Spring 2022-Summer 2022
Metro Board to consider adoption of the Final Plan

Summer 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

Stay connected to this project



Shelly Quan, CMCP Deputy Project Manager
Metro
One Gateway Plaza, MS 99-23-3
Los Angeles, CA 90012



213.922.3075



405cmcp@metro.net



metro.net/I405-cmcp



@metrolosangeles



losangelesmetro



Appendix C.4: Survey

Metro



I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Overview

In April and May 2022, Metro undertook a short (six-question) online survey designed to elicit key mobility challenges from transit riders, pedestrians, bicyclists and drivers along the corridor.

Notification

To publicize the survey, transit intercepts were conducted at eight locations in the study area \ (two per sub-region) where staff engaged with approximately 300 transit users in English and Spanish. The eight locations were selected based on their higher ridership, and proximity to Equity Focus Communities (EFCs):

- Van Nuys/Victory*
- Van Nuys G Line (Orange) Station*
- Westwood/Lindbrook**
- Expo/Sepulveda E Line (Expo) Station
- Aviation/LAX Station C Line (Green) Station**
- Harbor Gateway Transit Center
- Willow Street A Line (Blue) Station**
- Cal State Long Beach

**Denotes location within an EFC*

***Denotes location within a quarter-mile of an EFC*

In addition, a geo-targeted social media advertising campaign promoting the survey reached more than 40,000 social media users.

Survey Results

428 surveys were completed, of which 30% were in Spanish. Participants were asked to share the most important transportation issues in their community; the top three factors for improving public transit, car and biking/walking trips in/near the 405 Corridor; how likely they would be to use improved alternative transportation options; and their top priority for I-405 Corridor.

Questions/Responses

	Total	English	Spanish
What are the most important transportation issues in your community?			
Heavy traffic on freeways	48%	51%	41%
Not enough frequent, reliable transit	37%	40%	30%
Not enough transportation options	34%	39%	21%
Traffic on streets	28%	28%	26%
Poor pavement/road conditions	23%	25%	20%
Lack of bike lanes	15%	15%	15%
Lots of pollution and noise from vehicles	14%	17%	8%
Housing and job centers are far from one another	14%	12%	19%
Too many trucks and delivery vehicles	13%	12%	15%
Lack of quality sidewalks	12%	10%	16%

	Total	English	Spanish
Please list the top three factors that would improve public transit trips in and near the 405 corridor.			
Shorter wait times and travel times	48%	48%	48%
Better bus stops and rail stations with amenities	45%	41%	53%
More convenient access to bus stops/rail stations and destinations	41%	46%	31%
More direct connections with fewer transfers	38%	41%	32%
Improved safety and security	37%	38%	35%
Affordable and accessible parking near bus/rail stations	21%	24%	16%
More affordable transit options	18%	20%	16%

	Total	English	Spanish
Please list the top three factors that would improve biking and walking trips in and near the 405 corridor.			
Bike lanes separated from vehicle traffic	53%	54%	50%
Safer crosswalks that are well marked and protected from vehicles	49%	50%	47%
Well-maintained and spacious pathways and sidewalks	39%	43%	28%
More comfortable and attractive facilities with landscaping, shade, better lighting and signage	35%	36%	31%
More continuous bike lanes	29%	32%	21%
Better access for those with disabilities	26%	24%	31%
More bike share, e-bike and e-scooter options	18%	14%	25%
More bike parking	11%	10%	13%

	Total	English	Spanish
Please list three factors that would improve trips by car in and near the 405 Corridor.			
Better separation of cars from other vehicles	47%	52%	37%
Improved on and off ramps	43%	44%	41%
Improved traffic signals and signal timing	39%	43%	31%
Spaces to clear accidents, such as road shoulders	37%	37%	37%
Better real-time travel information	31%	29%	37%
Safer roadway speeds	29%	27%	34%
More toll lanes on highways for faster trips	22%	18%	33%

	Total	English	Spanish
Metro is working to make it easier to work, live and play in and around the I-405 Corridor. As we make improvements that aim to deliver better transit, less congestion, and more opportunities for biking and walking, we would like to know how likely you are to consider and opt for different/other transportation choices?			
Very likely	55%	56%	53%
Somewhat likely	24%	23%	24%
Somewhat unlikely	7%	9%	3%
Very unlikely	9%	7%	12%
Don't know/not sure	5%	4%	7%

	Total	English	Spanish
What is your top priority for the I-405 Corridor area and surrounding communities?			
Provide better access to different transportation options	35%	39%	24%
Increase accessibility to jobs, educational opportunities, health care and recreation	21%	22%	21%
Improve travel safety	21%	23%	18%
Protect the environment/improve sustainability	19%	16%	26%



Appendix C.5: Draft CMCP Public Review Notification

Metro



L.A. Metro Releases Draft I-405 Corridor Plan for Public Review and Comment

Joni Honor | Dave Sotero May 12, 2022

Schedules Two Virtual Public Meetings May 25 and June 1

The Los Angeles County Metropolitan Transportation Authority (Metro) has released its draft Comprehensive Multimodal Corridor Plan (CMCP) for the busy I-405 Corridor and now seeks public review and comment. The agency has also scheduled two virtual community meetings on May 25 and June 1 to enable interested L.A. County residents to learn more about the plan and provide their input.

Metro's draft plan will serve as a guiding vision for a range of possible transportation-related projects and travel modes that will help Angelenos better traverse one of the most congested corridors in L.A. County and the nation. The plan covers the entire length of the I-405 in L.A. County and three miles on either side, stretching from the San Fernando Valley to the Orange County Line to include 20 individual

Contact Media Relations

Metro Media Relations
One Gateway Plaza
Los Angeles, CA 90012
213.922.2700
mediarelations@metro.net

Metro



Metro THESOURCE

About This Blog Privacy Policy Shop Metro.net

Draft I-405 Comprehensive Multimodal Corridor Plan (CMCP) available for review and comment

BY STEVE HYMON , MAY 11, 2022

Metro released a draft comprehensive multimodal corridor plan (CMCP) today for the I-405 Corridor within LA County.

The plan will serve as a guiding vision for projects that will help people get around one of the most congested corridors in LA County and the nation. The goal of this planning effort is to understand the diverse users and communities relying on and impacted by the I-405 Corridor, solicit their feedback, and identify projects that can reduce congestion, move more people, increase accessibility for all users and advance equitable outcomes for historically disadvantaged communities.

Preparing a CMCP allows Metro to compete for state grant funding through the Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP) — funding that supports the delivery of our local sales tax dollars via Measures R and M. In the past, SCCP has provided $300 million in critical funding for important projects such as the Airport Metro Connector/96th Street Station and the I-105 ExpressLanes.

ELpasajero NOVEDADES DE TRANSPORTE

Acerca de El Pasajero Política de privacidad Metro.net

Resumen de alcance publicado para el proyecto I-405 Sepulveda Pass ExpressLanes

BY LUIS INZUNZA , MAY 6, 2022



Metro y Caltrans publicaron un informe de resumen de alcance y una actualización de video (ver arriba) hoy para el proyecto I-405 Sepulveda Pass ExpressLanes, que está analizando opciones para implementar ExpressLanes en la autopista 405 a través de Sepulveda Pass. Metro y Caltrans comenzaron el proceso de revisión ambiental para el proyecto el verano pasado con el alcance, donde el público brindó comentarios sobre las alternativas del proyecto y lo que se debe estudiar como parte de los estudios ambientales.

Metro





Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles County Metropolitan Transportation Authority (Metro) is unique among the nation's transportation agencies. For in the moment news: https://thesource.metro.net/ and https://elpasajero.metro.net/

metro.net

More info...

Subscribe

Activity

Metro: I-405 Comprehensive Multimodal Corridor Plan Community Meeting #1

Community Relations Manager Ginny Brideau from Los Angeles County Metropolitan Transportation Authority (Metro) · 17 May

I-405 Comprehensive Multimodal Corridor Plan Community Meeting #1 Meeting Date: Wednesday, May 25, 2022
Time: 5:30pm-6:30pm
Zoom link: https://bit.ly/3y7B8Ov
Call-in #: 213.338.8477
Webinar ID: 836 9109 1166

Metro has a plan to make it easier to get around, with multiple efforts to improve travel in this complex and severely congested area. The I-405 Comprehensive Multimodal Corridor Plan (CMCP) creates a guiding vision to reimagine the possibilities for getting around one of the most congested corridors in LA County.

Join us for a public meeting to learn more about the I-405 CMCP and how to provide your feedback on the draft plan. Provide your comments online, through US mail, or phone no later than Friday, June 10, 2022
Online Comment Form: https://bit.ly/405cmcpcommentform

17 May · Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in General

THANK | 3 REPLY

Metro



LOS ANGELES

Update on coronavirus 311 City Services LA City Directory

North Hills West Neighborhood Council

Home About News Agendas & Minutes Resources Calendar Contact

405 Multimodal Corridor Plan Meeting

Home / Community Events / 405 Multimodal Corridor Plan Meeting

THIS EVENT HAS PASSED.

405 Multimodal Corridor Plan Meeting

May 25 @ 5:30 pm - 6:30 pm



May 11, 2022 Metro released a draft comprehensive multimodal corridor plan (CMCP) for the I-405 Corridor within LA County. The plan will serve as a guiding vision to reimagine the possibilities for getting around one of the most congested corridors in LA County and the nation. The goal of this planning effort is to understand the diverse users and communities relying on and impacted by the I-405 Corridor, solicit their feedback, and identify multimodal improvements that can reduce congestion, move more people, increase accessibility for all users and support and advance equitable outcomes for historically disadvantaged

Details

Date:
May 25

Time:
5:30 pm - 6:30 pm

Event Category:
Community Events

Metro



I-405 CMCP



View the Draft I-405 CMCP and Attend an Upcoming Community Meeting

Today, Metro released a draft comprehensive multimodal corridor plan (CMCP) for the I-405 Corridor within LA County. The plan will serve as a guiding vision to reimagine the possibilities for getting around one of the most congested corridors in LA County and the nation. The goal of this planning effort is to understand the diverse users and communities relying on and impacted by the I-405 Corridor, solicit their feedback, and identify multimodal improvements that can reduce congestion, move more people, increase accessibility for all users and support and advance equitable outcomes for historically disadvantaged communities.

Preparing a CMCP allows Metro to qualify and compete for state grant funding through the Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP) -- funding that supports the delivery of Measures R and M. In the past, SCCP has provided $300 million in critical funding for important projects like the Airport Metro Connector/96th Street Station and the I-105 ExpressLanes.

Adoption of the I-405 CMCP will enable Metro to position the I-405 Corridor for potential grant funding from the CTC's SCCP as early as 2022. Securing state funding helps maximize the impact of our local transportation sales tax dollars.

The 31-day public comment period for the Draft CMCP begins today and ends on Friday, June 10, 2022.

Metro



← **Thread**

StreetsblogLA
@StreetsblogLA

Question on the #405CMCP's 38 tier 1 projects- will Metro apply for all 38 to get Congested Corridor money? Staff: "tiering helps inform" what Metro will apply for - won't be all 38

1:15 PM · Jun 1, 2022 from Los Angeles, CA · Twitter for iPhone

Tweet your reply

Reply

StreetsblogLA @StreetsblogLA · Jun 1
Replying to @StreetsblogLA
SBLA just asked if Congested Corridor funds could be used for 'auxiliary lanes' (general purpose freeway lanes that go just from ramp to ramp)? Staff responds that aux lanes are on Metro's project list, aux lanes are eligible for CC funds but not competitive

1

StreetsblogLA @StreetsblogLA · Jun 1
And that's all for SBLA's [highly editorialized] live tweeting of Metro's 405 Freeway plan #405CMCP meeting today. Public comments on the plan due the end of next week.

Metro



South Bay Cities Council of Governments

Attachment C

March 3, 2022

TO: SBCCOG Infrastructure Working Group
SBCCOG Transportation Committee
SBCCOG Board of Directors

FROM: Steve Lantz, SBCCOG Transportation Director

RE: DRAFT I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN EVALUATION FRAMEWORK – SOUTH BAY PROJECT LIST

Adherence to Strategic Plan:
Goal A: Environment, Transportation and Economic Development. Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.

Background
Metro is developing the I-405 Comprehensive Multimodal Corridor Plan in concurrence with the California Transportation Commission's (CTC) Comprehensive Multimodal Corridor Plan (CMCP) Guidelines. Metro must prepare qualifying multimodal corridor plans in order to compete for and secure a portion of the $250 million in state funding that is made available through Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP).

Metro has requested initial assistance of the Councils of Governments in evaluating projects by March 15, 2022. Metro has provided a list of South Bay Projects (see Exhibit 1) that they gleaned from a wide range of sources. Projects are attributed to the source of the information used rather than the lead agency for the project.

Beyond meeting the statutory requirements, the CMCP Guidelines offer the flexibility to define goals and criteria to ensure that individual CMCPs' are context-specific and attuned to regional goals. As such, Metro's evaluation methodology for the I-405 CMCP has been developed to align with a number of state, federal, and regional plans, policies, and requirements as well as existing Metro plans, priorities, processes, and Board policies.

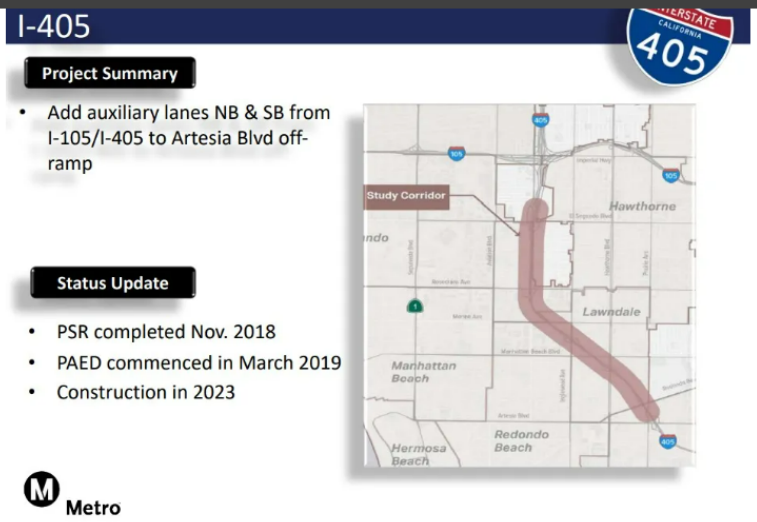
The SBCCOG previously submitted a list of South Bay projects. The South Bay project list evaluation form (Exhibit 1) provides a yellow column for notes on changes recommended related to the Shovel Worthiness in the Harvey Ball evaluation of each project and a separate column to update project status.

CMCP Guidelines require that the I-405 CMCP evaluate projects included in the CMCP by the project's "Shovel Worthiness" and by the project's "Shovel Readiness". Metro has created a spreadsheet that briefly identifies and describes each project, provides columns for Harvey Ball evaluations for each of the project worthiness criteria and columns for each of the project readiness criteria. There are also separate

Metro



STREETSBLOG HOME USA NYC MASS LA CHI SF DEN CAL



Metro's approved plan to widen the 405 Freeway through much of the South Bay with construction starting in 2023 – via Metro meeting presentation

- **Wednesday 5/25** and **Wednesday 6/1** – Metro is looking to keep widening the 405 Freeway. Metro is preparing its "I-405 Comprehensive Multimodal Corridor Plan" in order to seek more money for widening the 405. Learn more about Metro's plans (and tell Metro to just not) at two upcoming virtual meetings: **Wednesday 5/25** at 5:30 p.m. and **Wednesday 6/1** at 12 noon. More information on Metro's I-405 CMCP at The Source.

Metro





climateresolve • Follow
Los Angeles, California

climateresolve Metro has just released a BIG transportation plan! The I-405 Comprehensive Multimodal Corridor Plan creates a guiding vision to reimagine the possibilities for getting around one of the most congested corridors in the @countyofla. The plan has some great aspects, but we need your help emphasizing some crucial priorities. ➡️ Click our link in bio and take action by telling @metrolosangeles that you want the best Multimodal I-405 Plan possible! 🚨 The deadline to submit comments is Friday, June 10th, so act now!

11w

climateresolve #publictransit #busrapidtransit #latransit #405 #405freeway #transit #climateimpact #multimodal #metrolosangeles #metro #ghg #greenhousegases

11w Reply

lisa994914 Send me pic 👉 @California.unity_ UM

11w Reply See translation

majawrozka send pic on @california__vibes_

11w Reply

35 likes

JUNE 8

Add a comment... Post

Metro



Los Angeles County Bicycle Coalition @lacbc · Jun 7

Go to metro.commentinput.com/?id=Fshdi to submit your public comment by June 10th, 2022!

Following public review of the I-**405 CMCP** draft, Metro will refine the plan based on the public comments received and fully develop improvement strategies.



2 1 8

Winnetka Neighborhood Council - WNC

May 25 ·

Public Meeting About 405 Multimodal Corridor Plan
May 25, 5:30pm-6:30pm

Zoom Details
Call-In Number: 213-338-8477
Meeting ID: 836 9109 1166
REGISTER: https://us06web.zoom.us/webi... See More



Like Comment Share

Greater Valley Glen Council

May 25 ·

Public Meeting About 405 Multimodal Corridor Plan
May 25, 5:30pm-6:30pm

Zoom Details
Call-In Number: 213-338-8477
Meeting ID: 836 9109 1166
REGISTER: https://us06web.zoom.us/webi... See More



Like Comment Share

Metro



North Hills East Neighborhood Council
May 25 ·

Public Meeting About 405 Multimodal Corridor Plan
May 25, 5:30pm-6:30pm

Zoom Details
Call-In Number: 213-338-8477
Meeting ID: 836 9109 1166
REGISTER: https://us06web.zoom.us/webi... See More



Like Comment Share

Van Nuys Neighborhood Council
May 25 ·

Public Meeting About 405 Multimodal Corridor Plan
May 25, 5:30pm-6:30pm
... See More



1

Like Comment Share

Mission Hills Council
May 25 ·

Public Meeting About 405 Multimodal Corridor Plan
May 25, 5:30pm-6:30pm

Zoom Details
Call-In Number: 213-338-8477
Meeting ID: 836 9109 1166
REGISTER: https://us06web.zoom.us/webi... See More



Like Comment Share

NoHoWest Neighbohood Council (NoHoWest NC)
May 25 ·

Public Meeting About 405 Multimodal Corridor Plan
May 25, 5:30pm-6:30pm

Zoom Details
Call-In Number: 213-338-8477
Meeting ID: 836 9109 1166
REGISTER: https://us06web.zoom.us/webi... See More



Like Comment Share

Metro



Appendix C.6: Public Meetings Overview

Metro



May 2022 Public Meetings Summary

Background

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. Metro hosted virtual public meetings on May 25, 2022, and June 1, 2022.

Goals

The goals for the meeting were to:

- Share with the public details of the CMCP plan
- Collect public input and feedback from the community that is affected by the corridor

Webinar Summary

The two public meetings were held virtually via the Zoom webinar platform on May 25, 2022 and June 1, 2022, from 5:30 pm to 6:30 pm and 12:30 pm to 1:30 pm respectively. Simultaneous Spanish interpretation was offered for both meetings. Attendees were able to submit written questions to the panel via the Q&A feature throughout the webinar. Once the presentation was complete, the Project Team answered questions received.

Matthew Marquez, Metro Community Relations Officer, welcomed attendees to the meeting and reviewed housekeeping details, including how to access Spanish interpretation and how to submit questions via the Q&A feature. After presenting the agenda and introducing the presenters, he then launched a Zoom Poll, asking participants where they were joining from. Across the two meetings, 60 attendees answered the questions, with a third from Central LA, 20% from the San Fernando Valley, 15% from the South Bay, 38% from the Westside and the remainder from other areas.
The second question asked in the poll was, “How often do you travel in/around the I-405 freeway?” Approximately a quarter each traveled 3-4 days a week, 5 days a week, and a few times per month.

Mr. Marquez also introduced stakeholders that had identified themselves by sharing their name and organization in the Q&A chat. He then passed it on to Michael Cano, who gave a brief project overview.

Mr. Cano addressed Metro’s new approach to a more comprehensive plan that considers fares, sustainability, equity, technology and others in order to meet the state’s requirements for consideration for grants under the SCCP program. He emphasized the importance of public input and thanked attendees for joining. Once finished, he introduced Sona Babayan who discussed Metro’s approach to

equity. Following Ms. Babayan, Zoe Unruh provided insight on the CMCP development process, with a focus on the last step, which is to organize projects to improve strategies around congested corridors.

After Ms. Unruh finished her presentation, Mr. Marquez summarized the stakeholder engagement strategies. Mr. Marquez then moderated the Q&A session and directed questions to Ms. Unruh. He concluded the webinar by thanking attendees for their participation and Ms. Unruh provided information on how participants can stay in touch with the project.

Public Meeting #1

Q&A Themes

Following the presentation, the team received approximately 15 questions and comments from participants through the Q/A chat function. The Project Team consolidated and addressed as many questions as the time allowed, grouping similar questions together and addressing a range of question themes. Following a review of the questions and comments received, the following themes emerged from the first meeting:

- *Road safety/security*
- *Freeway auxiliary lanes*
- *Community involvement*
- *CMCP process*

Attendance

Approximately 69 stakeholders participated in the webinar. Among those who attended were representatives from elected offices, agencies and other key stakeholders.

Elected Offices Represented

- Rudy Melendez, 2022 US Representative Candidate California Congressional District 29

Agency Staff

- City of Redondo Beach
- City of Lawndale

Key Stakeholders

Neighborhood Councils

- Palms Neighborhood Council
- Encino Neighborhood Council
- Van Nuys Neighborhood Council
- Bel Air – Beverly Crest Neighborhood Council
- East Hollywood Neighborhood Council

Homeowners Associations

- Westwood Hills Property Owners Association
- Brentwood Glen Homeowners Association
- Bel Air Knolls Property Owners Association
- Sherman Oaks Homeowners Association
- Bel Air Hills Association
- Bel Air Crest Master Association

Other Key Stakeholders

- Brentwood Community Council
- Pacific Merchant Shipping Association
- J. Paul Getty Trust
- HNTB Corporation
- Mount Saint Mary's University
- Concilio Asesor de Residentes de Mar Vista Gardens
- Los Angeles County Public Works
- Regenerative Communities
- Structure
- Best Start

Public Meeting #2

Q&A Themes

As with public meeting #1, following the presentation, the team gathered the questions received from participants through the Q/A chat function, approximately 15 questions and comments. Again, the Project Team consolidated and addressed as many questions as the time allowed, grouping similar questions together and addressing a range of question themes. Following a review of all questions and comments received the following themes emerged from meeting #2:

- *Grant availability for Tier 1 projects*
- *Street space repurposing*
- *Other funding opportunities*
- *Metro safety and security*

Attendance

Approximately 84 stakeholders participated in the webinar. Among those who attended were representatives from elected offices, agencies and other key stakeholders.

Elected Offices Represented

- Rudy Melendez, 2022 US Representative Candidate California Congressional District 29
- Office of Supervisor Holly J. Mitchell
- Office of Congressman Ted W. Lieu
- Office of Senator Kamlager

Agency Staff

- City of West Hollywood
- City of Beverly Hills
- City of Santa Clarita
- City of Lawndale
- City of Redondo Beach
- City of Los Angeles

Key Stakeholders

Neighborhood Councils

- Palms Neighborhood Council
- Neighborhood Council Sustainability Alliance

Homeowners Associations

- Casiano Estates Homeowners Association
- Mountain View Homeowners Association

Other Key Stakeholders

- Cedar Street Partners
- Chatsworth Porter Ranch Chamber of Commerce
- Douglas Emmett
- Earth Briz
- ENGEO Incorporated
- Ernst & Young
- HDR Engineering, Inc
- Los Angeles County Bicycle Coalition
- Los Angeles World Airports
- MBI Media
- Moffatt & Nichol
- Northrup Grumman
- Pacific Merchant Shipping Association
- Playa Vista Compass
- Public Works-LA County
- Steer
- Streetsblog L.A.
- Westwood Village Improvement Association

Spanish interpretation was provided during the meetings. Zoom does not provide data on how many attendees used the interpretation feature during the webinars. However, at the first meeting, one of the participants provided a comment in Spanish referring to the project as a good idea.

Notification

In order to encourage participation in the virtual public meetings and submission of comments on the draft CMCP, Metro undertook extensive outreach, with a particular focus on equity focus communities (EFCs).

Eblasts

Eblasts were sent out to a project database of more than 2,500 stakeholders, including four meeting notices/reminders, two thank you eblasts after each public meeting and one comment period reminder eblast, with open rates around 35%. An outreach toolkit was also sent to elected officials/city staff, CBO contacts and Advisory Committee members to encourage them to help share the information.

All eblasts were sent in English and Spanish. Links in the eblasts directed readers to meeting information on the Metro project website, which users can use the "Translate" button to see the content in their preferred language.

The following table provides the metrics and details of each eblast.

#	Purpose of Campaign	Date Sent	Contacts	Open Rate	Click Rate	Spanish Translation
1	Meeting Invitation	5/11/22	2,504	36%	4%	Yes
2	Outreach Toolkit	5/24/22	79	51%	1%	Yes
3	Meeting Reminder	5/24/22	2,554	36%	2%	Yes
4	Meeting #1 Thank You	5/27/22	2,582	34%	3%	Yes
5	Meeting #2 Reminder	5/31/22	2,577	33%	2%	Yes
6	Meeting #2 Thank You	6/3/22	2,591	32%	2%	Yes
7	Final Comment Reminder	6/9/22	2,588	34%	2%	Yes

Contacts on the notification list included those in the following categories:

- Academic Institutions
- Agencies
- Business Associations
- Businesses
- Community Based Organizations (CBOs)
- Community/Neighborhood Groups
- Elected Officials/Staff
- Emergency Responders
- Health Organizations
- Interested Parties
- Media
- Service Groups
- Transportation Agencies
- Utilities

Contacts were added to the notification list via request through the project email and through the sign-up comment form on the project website. After each eblast, the contact list was updated to remove bounce-back emails and include new registrations for the meeting and email sign ups.

Robocall/Texting Campaign
Using census data to identify tracts that met EFC criteria, recorded phone messages in English and Spanish were sent to 35,509 landline numbers and bilingual MMS text messages were sent to 51,548 cell phones throughout the corridor.

Social Media Advertising
In addition, social media advertising on Facebook from May 24-June 1, 2022 was targeted to EFCs with information about the project and upcoming meetings. This advertising had a reach (total unique people who saw the ad) of 16,624 and total impressions (how many times the ads were visible to targets) of 33,137 and generated 70 event responses.

Questions/Comments Received During Webinar #1

#	Name	Question/Comment
1	I. Sandler	Please define “corridor” itself.
2	R. Melendez	Along LA County freeways we have a litter garbage graffiti and trash traffic jam. What is Metro Community Relations doing to hold CalTrans District 7 accountable to keep LA County / San Fernando Valley Freeways clean and clear of this visual blight?
3	C. Carlisle	Are there any plans for dedicated bus lanes?
4	Anonymous	The 405 corridor has various choke points that should require some type of widening or geometric improvements. If these improvements can be made within the confines of Caltrans right away, will the CMCP acknowledge these project and work to advance them? Emerging Mobility solutions will only get you so far with an already deficient corridor.
5	Anonymous	Would the received grant funding go towards further studies, or does the grant funding go towards actual construction of transportation projects?
6	I. Sandler	Since this is your first public meeting about the 1-405 CMCP, would you consider extending the deadline to help us to inform our communities and get their input? There Is not much time left
7	Anonymous	Could you please make sure that HOV or carpool direct connectors identified in Strategy 1.9 are NOT prioritized as a near term mid-term Tier 1 or 2 strategy, given that their cost would swamp other strategies?
8	L. Kelson	The 405 thru the Santa Monica Mountains is maxed out. This is a high fire area and a wildlife area. A subway is needed underground with the maximum ridership. The widening of the 405, $1.4 billion, did not help. Why is the best plan, a subway, not be the top priority?
9	P. Makinen	One of the problems I notice with the existing road network is that the 405 is virtually the only option for travel between areas south of LAX and north of LAX (State Highway 1 and Sepulveda) are generally both even more severely overloaded. Do any of the projects include toll lanes or bus lanes?
10	P. Y Ali	Es muy buena idea para hacer una via más rápida del Metro
11	L. Webb	To what extent will existing regulations be looked at, revised as needed, and enforced as the plan unfolds? There is currently insufficient police/security.
12	Anonymous	How does the CMCP address other larger goals that Metro has with regards to fair free transit by public transit? Does that make you transit free for all drivers, not just specifically low-income individuals? Does the CMCP address that to any degree?
13	C. Solomon	Many of your projects speak to the freeway like an express lane but do not address the traffic that will move off the freeway. This in itself is an inequity for those that live in a specific community. How will the CMCP coordinate the different projects?
14	Anonymous	What was the process for establishing the boundaries of the CMCP study area?

Questions/Comments Received During Webinar #2

#	Name	Question/Comment
1	Anonymous	Is there a list of all the projects that are included within the CMCP available?
2	Anonymous	As I understand it, the primary goal of this study is to be able to apply to a very limited amount of dollars (SCCP) from the state. As such it sounds like the only projects you would be able to get money for as a result of this study are the Tier 1 projects, is that correct? If so, what are the tier 1 projects?
3	Anonymous	Are the bicycle and pedestrian routes identified in the City of LA's Mobility Plan 2035 within the corridor project area included in the list of projects in the I-405 CMCP? In this way, Mobility Plan 2035 routes, which are behind in implementation, might be eligible for SB-1 funding?
4	G. Jenkins	How set in stone are these projects? E.g., Is there any way to avoid freeway widening at this point or are you pretty committed to it?
5	N. Solano	Thanks for the helpful presentation! Can you let us know a little more about the SCCP Cycle 3? Has there been previous cycles that have passed (cycle 1 or cycle 2)?
6	Anonymous	To what extent does locality buy-in affect the feasibility of things like repurposing street space (for buses and bicycles, etc.)? Are you able to override opposition to facilities like these?
7	Anonymous	Unfortunately, our IT does not allow Internet Explorer or Google only Microsoft edge and it is not working on Edge.
8	Anonymous	There are 38 Tier 1 projects. Is the plan to apply for funding for all of them?
9	Anonymous	Beyond SCCP, what is Metro looking at as those potential other funding opportunities, have those been identified at this time yet? Are there any further details that can be provided at this time in terms of other opportunities that may be coming near term or in the next year or two?
10	Anonymous	Of the 38 tier 1 projects, none of them are actually planned for access to and on the 405, correct? It looks like it is all bus lanes, bike lanes, and transit improvements in a few miles around it.
11	Anonymous	Can congested corridor funding be used for freeway auxiliary lanes?
12	Anonymous	Sorry for asking such project-focused questions! In the broader sense of the CMCP, how tied are elements to each other? Is it possible/likely that, for instance, we end up with certain amounts of freeway improvements but not transit/active transport options? Are there dependencies in that sense, where projects might require each other to be fully effective but be differently tiered?
13	M. Scott	Are any projects addressing safety and security of rail riders to grow ridership? Many of my residents and students have expressed concern riding metro Bus and rail due to incidents of harassment when they have used Metro rail in the past.
14	S. Tatro	On the StoryMap site, I keep getting prompted to login to ArcGIS online. Is this available to the public?
15	J. Posell	Are not you concerned that the 405 toll road idea will hurt the poor? It seems like a very elitist solution.
16	Y. Cooper	Where is the current plan for rail between San Fernando Valley and West side?



We're working on solutions for congested corridors.

Metro

I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Interpretation Available



Via Zoom

> Click on the “Interpretation” icon

> Pick the language you would like to listen to (Spanish)

> Spanish translated presentation has been posted in the chat

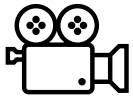
Interpretación en español
Via Zoom

> Haga click en el icono – “interpretación”

> Escoja la opción para eschuchar en español

> El enlace a la presentación en español está disponible en el “chat”

Housekeeping



Today's meeting is being recorded



During the meeting, questions can be submitted using the Q&A function



For technical support, please use the Q&A function

Metro

Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting and allow others an opportunity to speak
> Turn off cell phones and background noise when speaking
> Treat fellow community members, agency representatives, Metro staff and others with respect
> Address all comments to Metro staff and consultants – not to other attendees
> Maintain a conversational tone

Discounted Fares/LIFE Program

Fare collection and front door boarding resumed 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 receive 90 days of free rides beginning January 10, 2022, when fare collection restarted.
  - $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/

Agenda

- Welcome/Introductions
- Poll
- I-405 CMCP Overview
- Learn More & Submit Comments
- Q&A
- Stay Connected

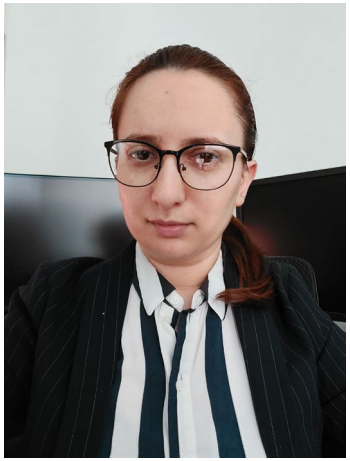
Today's Speakers



Michael Cano
Federal/State Policy and Programming



Zoe Unruh
Federal/State Policy and Programming



Sona Babayan
Federal/State Policy and Programming



Matthew Marquez
Community Relations

Metro

Poll

Metro

Zoom Polls

1. **Where are you joining us from today?**
    1. San Fernando Valley
    2. Westside
    3. South Bay
    4. Gateway Cities/Southeastern LA County
    5. South LA
    6. Santa Clarita/Palmdale
    7. Central LA/Downtown
    8. San Gabriel Valley
    9. Outside of Los Angeles County

2. **How often do you travel in/around the I-405 freeway?**
    1. 5+ days per week
    2. 3-4 days per week
    3. A few times a month
    4. A few times a year
    5. Never

Metro

Comprehensive Multimodal Corridor Plan (CMCP)

Metro

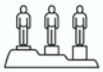
Metro has a plan to make it easier to get around, with multiple efforts to improve travel in this complex and severely congested area.

Metro

The plan weaves across four areas.

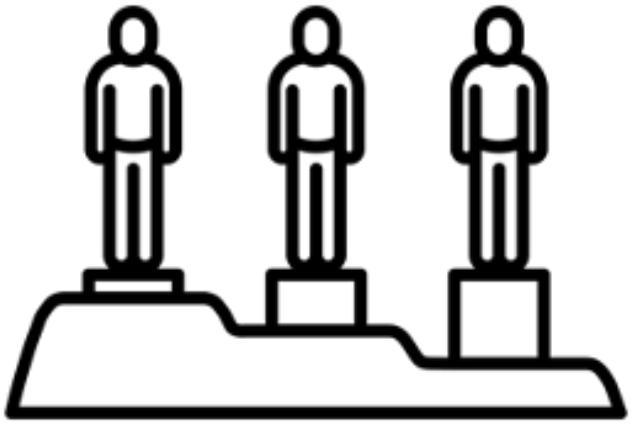
Better Transit ***Less Congestion*** ***Complete Streets*** ***Access to Opportunity***

We're intentionally focused on *eliminating racial and socioeconomic disparities* and *advancing sustainable practices* in everything we do.

 Equity  Sustainability

Metro

Metro's Definition of Equity



Equity is both an **outcome** and a **process** to address racial, socio-economic, and gender **disparities**, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to **opportunities**, including jobs, housing, education, mobility options, and healthier communities.

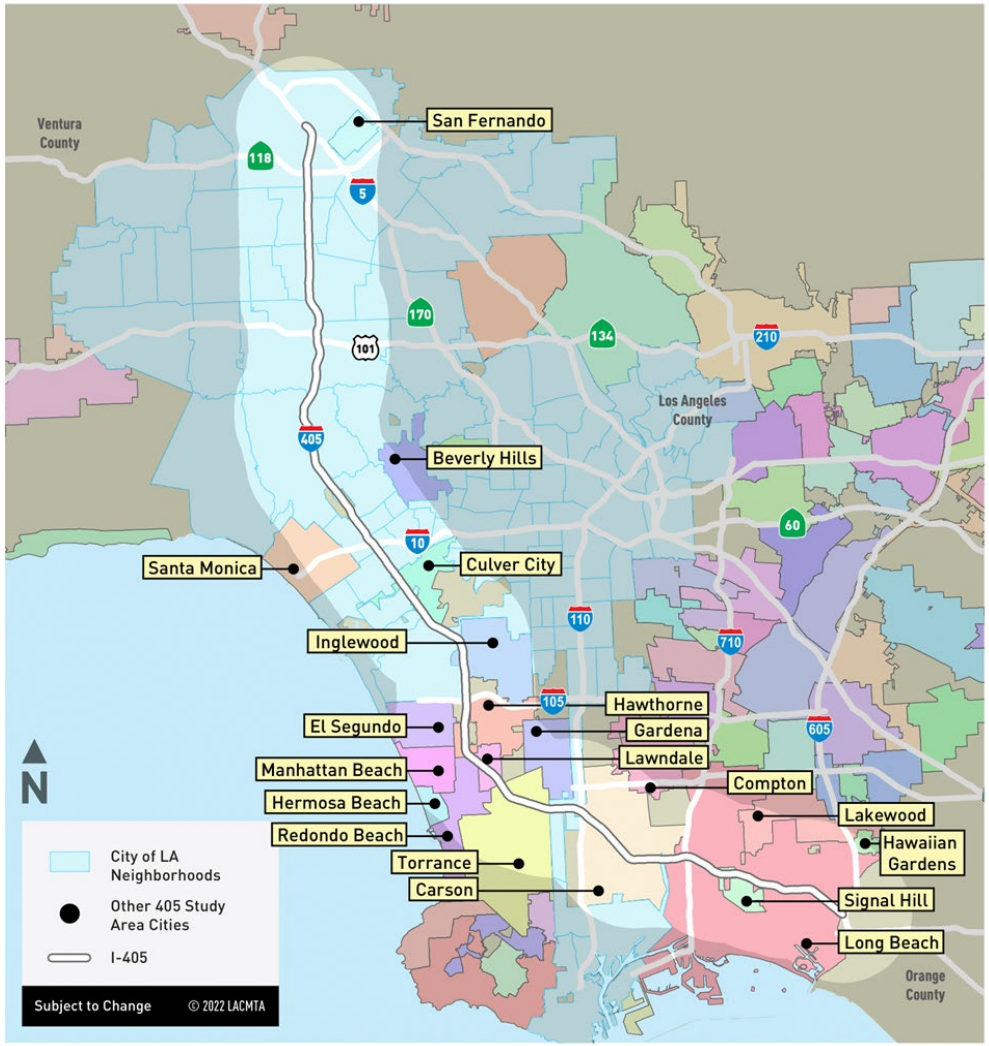
I-405 CMCP Overview and Study Area

The I-405 CMCP is a guiding vision to reimagine the possibilities for getting around one of the most congested corridors in LA County.

> The plan's study area covers the entire length of the I-405 in LA County and three miles on either side.

> Stretching from San Fernando Valley to the Orange County Line to include:
  - 20 individual cities
  - 40 neighborhoods within the City of Los Angeles
  - 2.8 million residents
  - 1.4 million jobs

The people and places within this area are vast and diverse, and so are their mobility needs.



Why a Comprehensive Multimodal Corridor Plan?

- **Senate Bill 1 (SB 1)** was signed into law in 2017, making $54 B available over a 10-year period to improve the transportation system across the state and included funding for roads, highways, goods movement, transit and active transportation.

- SB 1 created the **Solutions For Congested Corridors Program (SCCP)**, which is administered by the California Transportation Commission (CTC). SCCP provides $250 M annually statewide for projects that offer improvements and alternatives to highly congested, highly traveled corridors.

- SCCP requires candidate projects be included in a **qualifying Comprehensive Multimodal Corridor Plan (CMCP).**

- Preparing a CMCP allows Metro to qualify and compete for SCCP – **funding that supports the delivery of Measures R and M**.





Metro

Plan Development Timeline

WE ARE HERE

2021

Winter 2021
Metro initiates Plan

Summer 2021-Fall 2021
Metro prepares an assessment of baseline and future conditions, and evaluation criteria for improvement scenarios.

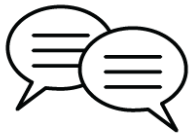
Fall 2021
Stakeholder Interviews and Focus Groups Conducted

2022

Spring 2022
Metro releases Draft Plan for public review and comment

Summer 2022
Metro Board to consider adoption of the Final Plan

Fall 2022
Metro applies for SCCP Cycle 3 Funding



ONGOING PUBLIC PARTICIPATION

Metro

CMCP Development

Metro

Elements of a CMCP

Assessment of existing and future corridor conditions

Defined corridor goals

Comprehensive list of projects

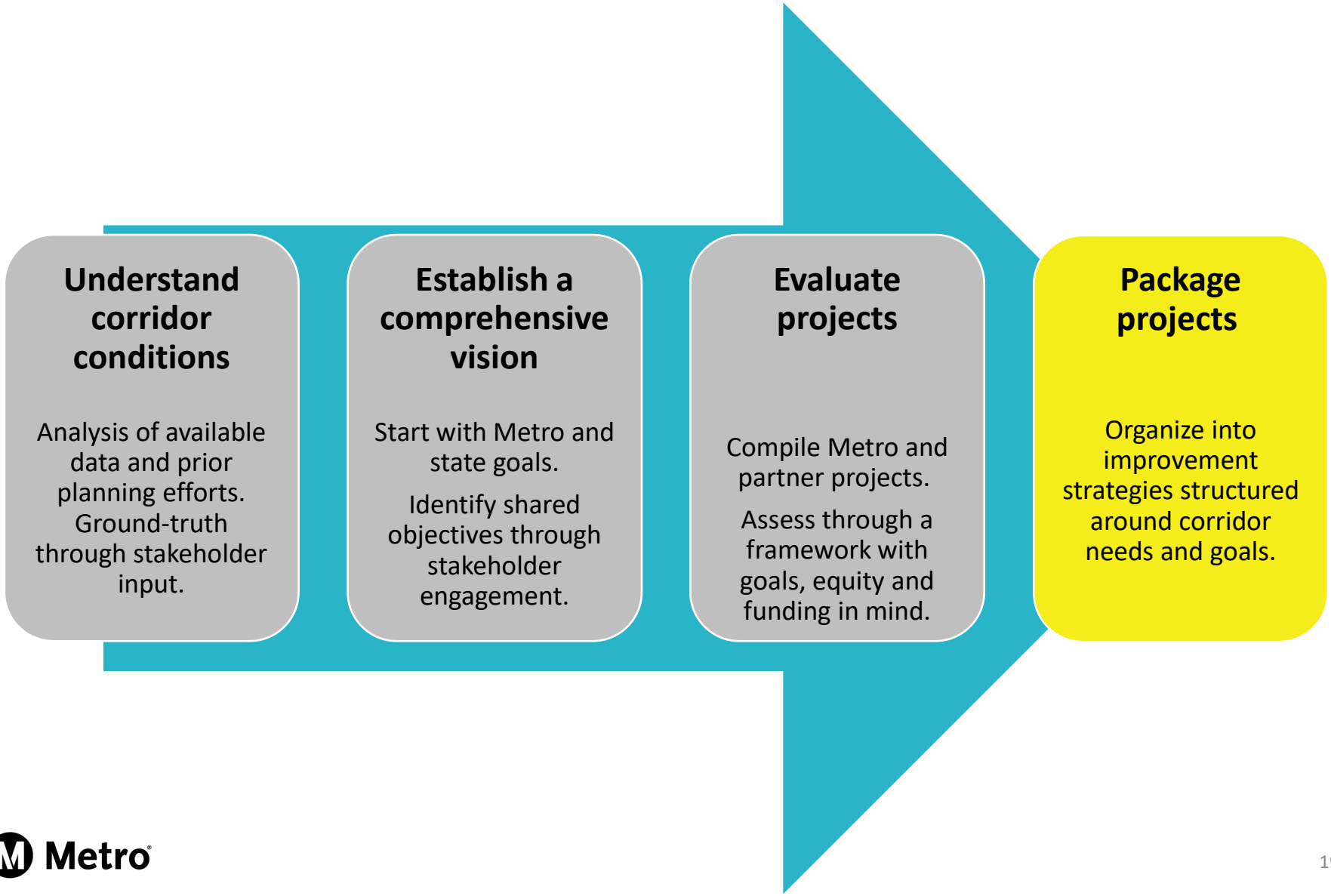
Evaluation of projects included in the plan

Improvement strategies to address current mobility needs and achieve the CMCP's goals

Improvement strategies and evaluated projects will help Metro identify competitive grant candidates for SCCP.

Metro

CMCP Development Process



Metro

Understanding Corridor Conditions

- The corridor is auto oriented, with more trips made by car compared to car trips countywide.
- Most trips stay in the corridor and tend to be short in distance.
- Both the highway and the roads are handling a lot of vehicles and trips.
- Transit usage is low as transit services offering alternatives to the car are also stuck in traffic.
- HOV lanes are unable to offer time efficiencies.
- Gaps in protected bike and pedestrian facilities make active transportation options less comfortable.

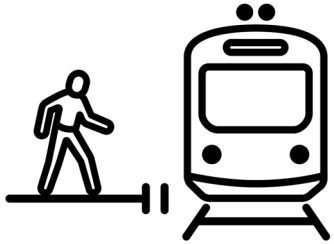


Transportation related impacts affect quality of life in concrete ways:

- Hours lost to traffic
- High rates of collisions
- Air quality and environmental impacts

CMCP Vision & Goals

The CMCP is guided by five goals:



Improve Mobility and Accessibility



Advance Equity



Support Economic Vitality

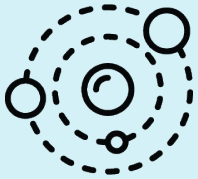


Achieve Sustainability



Enhance Safety

CMCP Evaluation Framework – *Purpose*



Assess the “universe” of projects within the corridor study area



Screen current and potential projects to identify top performers, based on a common set of criteria



Isolate top performing projects for grant consideration

CMCP Evaluation Framework – *Approach*

Develop Vision & Goals

What do we want to achieve?

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

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?

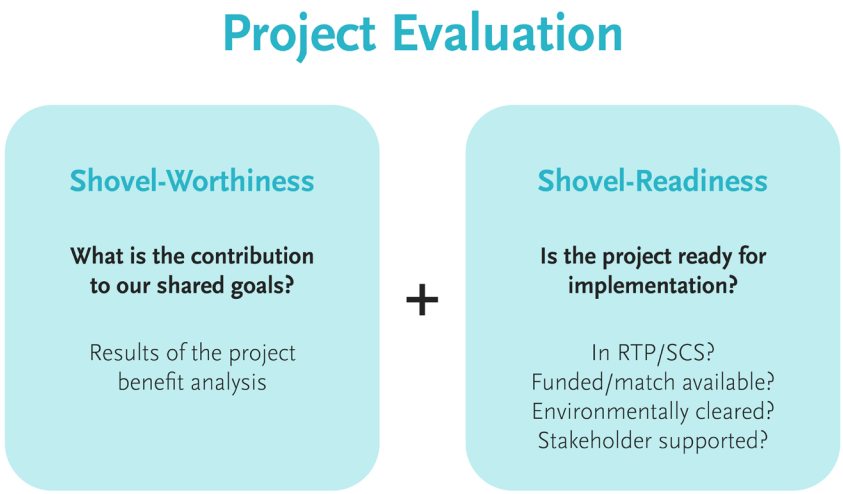
Qualitative rating informed by quantitative data; project readiness criteria

Metro

CMCP Evaluation Framework – *Criteria*

Goal	Criteria
Improve Mobility & Accessibility	• Reduce travel time delay • Improve reliability • Improve connections between modes • Close gaps in our transportation network • Expand transportation options to help better connect people with the places they want to go
Advance Equity	• Expand safe, convenient and affordable travel options • Address barriers to accessing safe, convenient and affordable travel options • Eliminate burdens including air quality and safety impacts
Support Economic Vitality	• Expand access to jobs and major destinations • Provide improvements that help move goods safety and efficiently
Achieve Sustainability	• Reduce Greenhouse Gases and criteria air pollutants • Encourage shift to low-carbon modes of transportation
Enhance Safety	• Address collision hotspots, particularly for people biking, walking and rolling • Maintain our transportation system to make sure it is resilient and safe

How Were Projects Evaluated?



- More than 450 projects were evaluated, and include: highway, arterial, transit, active transportation and goods movement improvements.
- All projects were assessed using the same approach.
- Projects were assessed on “shovel-worthiness” and on “shovel-readiness”.
- These two assessments were combined to group projects into a set of tiers to identify top performers.

Project Tiers

Being included in a CMCP is a key first step.

Tier 1
Aligned with goals and more timely for near-term grant opportunities.

Tier 2A
Supports multiple goal areas, but likely needs to advance in its project development.

Tier 2B
Further along in project development, but may only be strong in one or two goal areas or perform moderately across all of them.

Tier 3
May not be well defined enough at this time to compete or may be primarily focused on addressing single/specific goals.

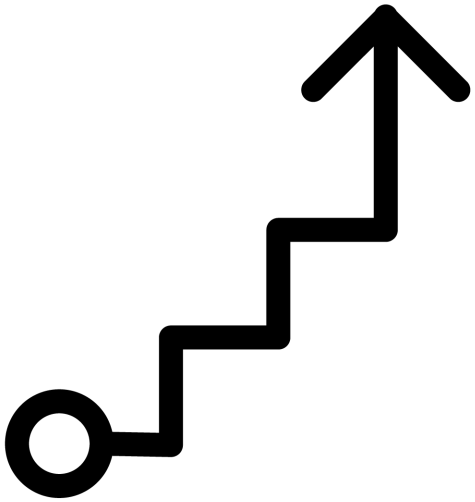
Improvement Strategies

Strategies & Goals	Improve mobility & accessibility	Advance equity	Support economic vitality	Achieve sustainability	Increase safety
1 Manage demand on the I-405 freeway and surrounding arterials	✓		✓		✓
2 Connect communities along the corridor	✓	✓	✓	✓	✓
3 Invest in high-quality transit options	✓	✓	✓	✓	✓
4 Expand the active transportation network	✓	✓		✓	✓
5 Reduce racial and economic disparities in transportation benefits and burdens	✓	✓			✓
6 Decarbonize mobility options		✓		✓	
7 Facilitate efficient and sustainable goods movement and local deliveries	✓		✓	✓	
8 Leverage emerging technologies	✓		✓	✓	✓
9 Provide a safe, resilient, and well-maintained multimodal transportation system	✓	✓		✓	✓

Metro

How the CMCP Benefits I-405 Communities and Users

- Adoption of the I-405 CMCP will enable Metro to position the I-405 Corridor for potential grant funding from the CTC's SCCP as early as 2022.
- Securing state funding helps maximize the impact of our local transportation sales tax dollars.
- Provides Metro and our partners with a roadmap for collaboration, delivery and implementation of projects that will help us realize a more equitable, sustainable, efficient and connected I-405 corridor.

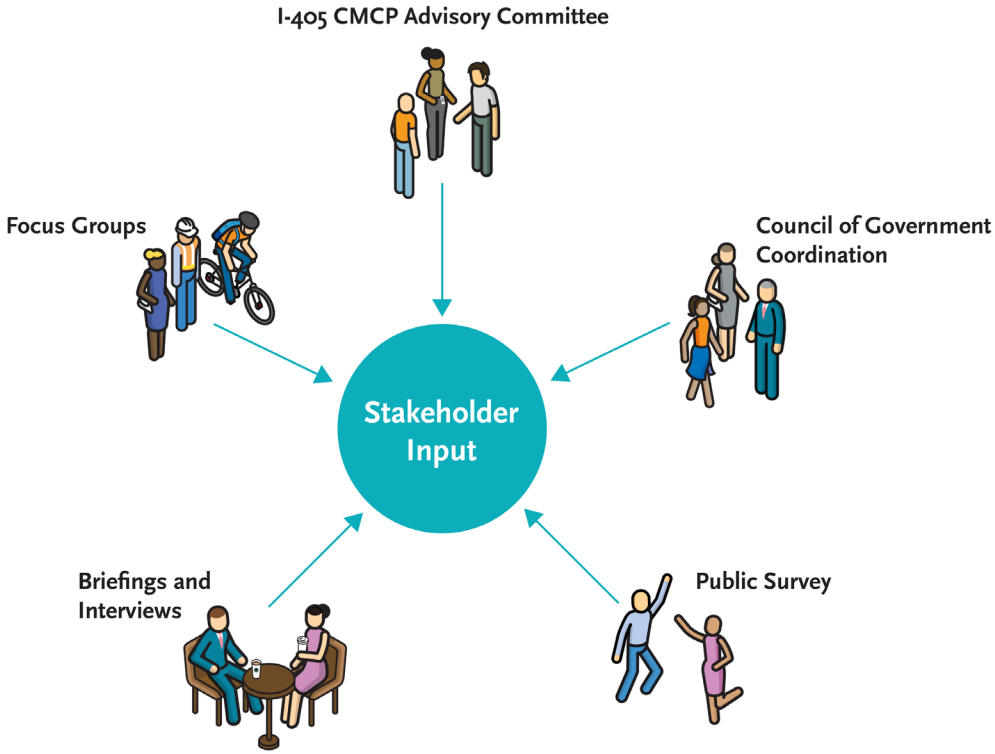


Stakeholder Engagement

Stakeholder Engagement

- Stakeholders from 73 different agencies and organizations were involved throughout the development of this draft plan:
  - Community-based organizations (CBOs), local jurisdictions, transit agencies, Councils of Governments (COGs), private sector stakeholders and more.
- Initial public input was solicited via an online survey that was promoted through outreach at transit stops and social media advertising

- These partners were convened across different forums:



Draft Plan Release and Comment Period

- View the Draft I-405 CMCP and draft project list at *metro.net/405cmcp*.
- Bilingual interactive StoryMap Tool
- The public comment period for the CMCP is open through **Friday, June 10th**.
- Comments can be submitted via the online comment form, U.S. mail or by phone.
- Metro will be hosting an additional virtual community meeting on **Wednesday, June 1, 2022** at **12pm**
- Both meetings will cover the same material and a recording will be made available for viewing at a later time.

How to Provide Public Comments

Methods of Commenting

Online Comment Form:

https://bit.ly/405cmcpcommentform

By mail:

Zoe Unruh, CMCP Project Manager
Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

By phone:

213.418.3422

Comments must be submitted by Friday, June 10, 2022

We welcome all feedback

- What else should we know about corridor challenges and needs?
- Are the right projects included? Are there others?
- Are these the right set of improvement strategies?
- What other solutions should we be incorporating?

Next Steps

- **Summer 2022:** Refine I-405 CMCP based on public comments received and fully develop improvement strategies.
- **September 2022:** Metro Board to consider adoption of the Final I-405 CMCP.
- **Fall 2022:** Metro to apply for SCCP Cycle 3 funding.

Q&A Session

- Please submit questions using the Zoom Q&A function
- We will answer as many questions as we can, focusing on questions that are of broadest interest
- Your question will appear publicly as it's being answered live or responded to in writing in the Q&A box

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/405cmcp



@metrolosangeles



losangelesmetro



Appendix C.7 Public Comment Matrix

Metro

Metro

English

Public Comment Form

I-405 Comprehensive Multimodal Corridor Plan (CMCP)

Thank you for your interest and participation in the I-405 CMCP. We are seeking community input on the draft plan. We welcome all input and would particularly like to hear from you regarding the draft improvement strategies under development (p. 84-96). Your input will be reviewed by the Metro team as the plan is refined.

Contact Information

All fields are optional unless otherwise indicated.

Submitted By

Individual

First Name

Last Name

Address

City

State

Select a State

ZIP (Required)

Email

Your Comment

Please share comments below. For comments related to a project or multiple projects, please include the relevant project ID(s).

View The Draft Plan

Upload File

Uploading a file is optional

You may attach up to five 30 MB files to accompany your submission. Allowed formats are pdf, jpg, jpeg, png, txt, gif, doc, docx. If you experience technical difficulties submitting your comment, please contact the person listed at the bottom of this page.

Continue »

Powered by SmartComment Software
Copyright ©2022 All Rights Reserved.

2134183422
405cmcp@metro.net

Metro

Spanish

Formulario de comentarios públicos

Plan Integral del Corredor Multimodal de la I-405 (CMCP por sus siglas en ingles)

Gracias por su interés y participación en el plan Integral del Corredor Multimodal de la I-405. Estamos buscando comentarios de la comunidad sobre el proyecto de plan. Agradecemos todos los comentarios y nos gustaría escuchar su opinión sobre el proyecto de estrategias de mejora que se está desarrollando (p. 84-96). Sus comentarios serán revisados por el equipo de Metro a medida que se refina el plan.

Información de contacto

Todos los espacios en blanco son opcionales a menos que se indique lo contrario.

Presentado por

Individual

Primer nombre

Apellido

Dirección

Ciudad

Estado

Selecciona un Estado

Código Postal (Obligatorio)

Correo electrónico

Tu Comentario

Por favor, comparta sus comentarios a continuación. Para los comentarios relacionados con un proyecto o varios proyectos, incluya la identificación del proyecto correspondiente.

Ver El Borrador Del Plan

Subir Archivo

Es opcional cargar un archivo

Puede adjuntar hasta cinco archivos de 30 MB para acompañar su envío. Los formatos permitidos son. pdf, jpg, jpeg, png, txt, gif, doc, docx. Si tiene dificultades técnicas para entregar su comentario, comuníquese con la persona indicada al final de esta página.

Continuar »

Powered by SmartComment Software
Copyright ©2022 All Rights Reserved.

2134183422
405cmcp@metro.net

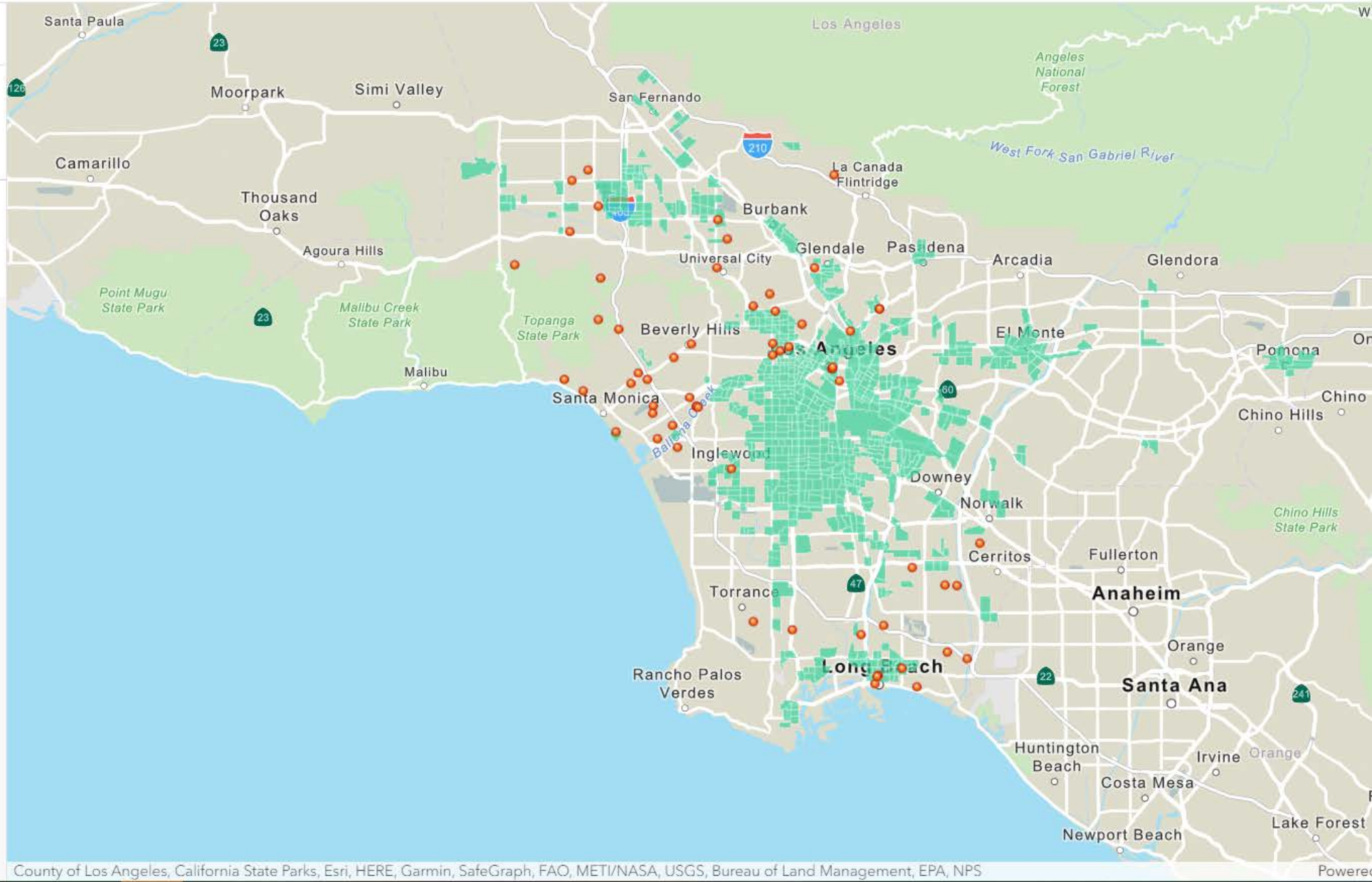
CMCP Comments EFCs

Open in Map Viewer Classic

Legend

CMCP Comment Addresses - E2BF9SVHP

Equity Focused Communities - EFC



Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-1-1	General		Process - Plan Implementation	Council District 11, City of LA	Thank you for all the work that has gone into compiling information for review at this stage of plan development. This is not an easy task. The project list lacks specificity about project scopes, making it difficult to determine whether the evaluation is reasonable. The biggest problem is that it draws from project lists that are not comparable, so individual lines on the spreadsheet could be anything from a policy-level citywide network to a specific street with a defined scope that is going through environmental review. Those project types that as a category are exempt from environmental review are often less developed because local agencies don't do that work until there is realistic funding. That presents a chicken-and-egg problem for this planning process if you are relying on local agencies to develop projects in order to rank them highly in this plan. You'll need to account for this in your next step where you compile strategic packages of projects that are together more valuable than the sum of their parts. In some cases, you should give project sponsors feedback that says, "Your project would be more in line with this plan's goals (i.e. more competitive) if it included XYZ component." Additionally, you should identify where there are gaps in some modal networks (e.g. bike lanes) where a local city might have something in their citywide plan, but has not done any project development work. Cities are often looking for reasons to prioritize particular projects—this process can help. You should sit down directly with key folks on the advisory committee who know what is going on in each subregion and can help you synthesize priorities for each portion of the overall I-405 corridor. The large group meetings are not conducive to knowledge exchange. I can do that for the Westside subregion, but I can't speak to the SF Valley or South Bay.	Thank you for the comments. Metro recognizes the challenge of evaluating projects that are at different stages in their development, from those that are strategic unfunded projects and future projects not yet under study to those projects that have been engineered and designed. We also acknowledge that this assessment is of these projects at this current point in time, and as project definitions and scope become more concrete and as projects move through their development milestones these projects could change in terms of their shovel-worthiness and shovel-readiness. This evaluation is a starting point and will be updated regularly. Importantly, the CMCP aims to include the universe of projects planned for the Corridor area, including Metro's as well as those planned and proposed by other local partners. The metrics used in the evaluation were intended to assess how well projects align with the CMCP goal areas. However, many of these goal areas and metrics are important to this CMCP and are also consistent with criteria for various state and federal programs. The intent of the evaluation and the application of this methodology was not only to guide SCCP considerations but to serve as a guide for local agencies to inform their project prioritization and development to support these goals and situate projects for funding opportunities like SCCP and beyond.
A-1-2	Projects	General	Project Edit	Council District 11, City of LA	Specific comments on the project list: You have LA City-wide plans on only the Central City subregion list, but those plans are also important for the Westside, Valley, and South Bay. You should add these as projects for these other subregions or move them to the countywide tab.	Thank you for your comment. These city-wide plans will be categorized as countywide projects. Please see Appendix E and footnote clarifying projects that cross multiple subregions.
A-1-3	Projects	Roadway	Project Edit	Council District 11, City of LA	Mobility Plan 2035 Vehicle Enhanced Network (405CMCP_1231) is misclassified as an Active Transportation Project. It is an arterial project.	This project is already classified as an Arterial Project in the list
A-1-4	Projects	Bike/ped	Project Scoring	Council District 11, City of LA	Mobility Plan 2035 Bicycle Enhanced Network (405CMCP_1227) is a citywide network of protected bike lanes (Class IV). It should be ranked similarly to other protected bike lane projects.	This project is Tiered 2A, similar to other protected bikeway projects that are not quite shovel-ready
A-1-5	Projects	Transit	Anti-project	Council District 11, City of LA	Rail conversion of BRT corridors (405CMCP_1257) provides poor mobility and accessibility improvements unless speeds are greatly improved or those lines are already over capacity. They can decrease accessibility because stop spacing is often farther apart than desired for neighborhood access. They are generally a poor return on investment compared to expansion of BRT.	Thank you for your comment. We will consider these comments as we move forward with grant applications and project planning in the future. We encourage you to continue to share your feedback with Metro and other agencies involved in project development.
A-1-6	Projects	Bike/ped	Pro-project	Council District 11, City of LA	Westside Mobility Study bicycle corridors (405CMCP_1353) has gone through a lot of planning work at the Westside COG and is a high priority for all member jurisdictions. The networks are a mix of different bikeway classes, but are in all cases designed to be 8-80 facilities (i.e. Class IV on major streets and bike boulevard standards on minor streets).	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
A-1-7	Projects	Transit	New Project - Specific	Council District 11, City of LA	The Westside Mobility Study also identified priority BRT/bus lane corridors that should be included in this project list. The COG would be interested in proposing a package of BRT improvements that create a network.	The 405 CMCP includes several BRT projects proposed in the Westside Mobility Study that the Westside COG submitted for Metro's Strategic Project List. Not all projects included in the Westside Mobility Study were submitted to Metro as part of the Strategic Project List.
A-1-8	Projects	Bike/ped	Pro-project	Council District 11, City of LA	SR-1/Lincoln Blvd Bridge project (405CMCP_1339) is CD11's highest priority for SCCP funding. We are hoping you will include it as part of a package of regional mobility improvements. It could also be paired with a Lincoln BRT project.	Thank you for the comment. This project is listed as a Tier 1 project and will be considered by Metro for SCCP funding.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-1-9	Projects	Transit		Council District 11, City of LA	Lincoln BRT, which is a Measure M project, is not included as a standalone project in this document.	Not all Measure M-funded projects are highlighted specifically in the Plan. The Lincoln Blvd BRT is called out specifically under Strategy 2.9.
A-1-10	Projects		Project Edit	Council District 11, City of LA	Sepulveda Pass DCRMS project (405CMCP_0642) was completed in February 2022.	Thank you for this comment, this project will be removed.
A-2-1	Projects		Project Edit	Caltrans, District 7	CMCP 902 and 903 appear to be the same project. •	Thank you for this comment, they do appear to be the same project and this will be corrected in the final list.
A-2-2	Projects		Project Edit	Caltrans, District 7	CMCP 941 and 917 appear to be the same project. •	Thank you for this comment, they do appear to be the same project and this will be corrected in the final list.
A-2-3	Projects		Project Edit	Caltrans, District 7	CMCP 1297, 2040, and 0910 appear to be the same project.	Thank you for this comment, they do appear to be the same project and this will be corrected in the final list.
A-2-4	Projects		Project Edit	Caltrans, District 7	CMCP 0920 was dropped as a project.	Thank you. Project 0920 will be dropped from the list.
A-2-5	Projects		New Project - Specific	Caltrans, District 7	Projects missing: • A similar project like CMCP 0905 is planned between I-10 and Roscoe. Did not see it on either the WestsideCities or SF Valley tabs. •	Thank you for your comment. Please see Project 1153.
A-2-6	Projects	Bike/ped	New Project - Specific	Caltrans, District 7	Projects missing: • An Active Transportation project is needed where Ohio Ave. crosses Santa Monica Bl. Ohio Ave. is a key active transportation corridor between Santa Monica and UCLA. We can provide details on both projects.	Thank you for your comment. Please see Project 1346.
A-2-7	General			Caltrans, District 7	Additional information: • The State has what is called a "middle mile broadband network". It's intent is to allow access for local networks. I-405 and other State facilities are part of this network. See link for more information: https://www.arcgis.com/apps/webappviewer/index.html?id=9323116b932e4755a6acb55ba9311558	Thank you for your comment. Please see p.85 and 102 in the final CMCP for inclusion.
A-2-8	Goals	General		Caltrans, District 7	Comment: • Broadband, Wildlife Corridors, and other considerations that are important do not compete well with the criteria. It is suggested that these type of projects be included as components of projects that do compete well. An example is the two projects through Sepulveda Pass need to include the wildlife crossing near Mulholland and the broadband network as components of those projects. We may have additional comments after today's deadline.	Thank you for your comment. As part of this planning effort, we aim to identify how projects with independent utility can complement one another. Project 1259 does call for new wildlife crossings throughout the county.
A-3-1	Projects	General	Project question	South Bay Cities Council of Governments	It is difficult to find the key South Bay projects in the list. To make identification more transparent, please begin the listings with a name for each project, such as: Green Line Platforms project and power substations are Project 405CMC_0131 Centinela Grade Separation is project 405CMCP_1300 Inglewood Transit Connector is project 405CMCP_1301. We also believe that the three projects warrant inclusion in the highest priority tier, which I believe is Tier 1. Thank you for incorporating these changes in the next list update.	Please see Appendix E - the full project list.
A-4-1	General		Process - Plan Implementation	City of Inglewood	Good morning Zoe, My name is Omar Pulido and I work with the City of Inglewood on the Inglewood Transit Connector Project. Pleasure to meet you via email. I am reaching out to confirm that with the Project now included in the CMCP's Project List (Appendix B) as a Tier 1 project, the Project is now officially eligible to pursue state grant funding from SB 1's Solutions for Congested Corridors Program?	Inclusion in an adopted Comprehensive Multimodal Corridor Plan (CMCP) satisfies the Solutions for Congested Corridors Program's (SCCP) requirement that projects be included in a CMCP to be eligible for funding. Projects included in this plan will meet that particular prerequisite for eligibility, once the plan is adopted by the Metro Board.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-4-2	Projects	Transit	Project question	City of Inglewood	Also, is it possible to update the Project Description for the Project (Project ID 405CMCP_1302)? If so, we would like to update it to read as follows. New Description The Inglewood Transit Connector Project is an approximately 1.6 mile fully elevated, automated transit system that will connect passengers from the Metro K Line's Downtown Inglewood Station to the City of Inglewood's new housing and employment centers and sports and entertainment venues including The Forum, SoFi Stadium and the Intuit Dome. The Project will complete the existing first/last mile gap and is scheduled to open in advance of the 2028 Olympic Games. Original Description This project is a new monorail system that connects the Crenshaw/LAX line to the Inglewood Entertainment District Thank you ! Omar Pulido, Senior Project Director	Thank you. The project description has been updated.
A-5-1	General		Typo	Caltrans, District 7	Pg. 36 Traveling to and from LAX - should read 89 percent of passengers use private transportation, not eight-nine percent.	Thank you. Please see p.42 in the final CMCP.
A-5-2	General		Typo	Caltrans, District 7	Pg. 58 I-710/I-450 Interchange (2nd paragraph) should read as "I-710/I-405 interchange"	Thank you. Please see p.66 in the final CMCP.
A-5-3	General		Typo	Caltrans, District 7	Pg. 60 typo in (1st paragraph, last sentence) … "I-405 freeway but the XC--Corridor's heavily-traveled arterials as well."	Thank you. Please see p.68 in the final CMCP.
A-5-4	General		Typo	Caltrans, District 7	Pg. 70 Error message at the bottom of the page.	Thank you. This was resolved in the plan.
A-5-5	General		Typo	Caltrans, District 7	Pg. 79 Last paragraph should reference "Metro's 2020 LRTP"	Thank you. Please see p.88 in the final CMCP
A-5-6	General		Typo	Caltrans, District 7	Pg. 90 Item 4.3 - Ronald Reagan is mispelled in the report	Thank you. This was resolved in the plan.
A-5-7	General		Typo	Caltrans, District 7	Pg. 94 Item 7.4 - should read "in and near the Ports of LA and Long Beach…"	Thank you. Please see p.101 in the final CMCP.
A-5-8	General		Process - Plan Development	Caltrans, District 7	Pg. 99 What are the performance assessments that will be regularly updated and monitored over time? Have these been developed yet?	Thank you for your comment. Please see p. 106 of the final CMCP for additional clarifying language.
A-5-9	General		Pro-Plan	Caltrans, District 7	Pg. 13-16 Stakeholder partnership and engagement efforts are clearly defined. Great information and references by listing all of the organization participation.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
A-5-10	General		Pro-Plan	Caltrans, District 7	Pg. 22 Good information on Gentrification and the cities along the 405 that are experiencing ongoing displacement.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
A-5-11	General		Pro-Plan	Caltrans, District 7	Pg. 26, 30, 33, 36, & 69 Key Mobility Challenges are the important connections and lesson learned that can help us close the transportation gaps. (Active Transportation, transit, pedestrain, bicyclist, cars, etc.)	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
A-5-12	General			Caltrans, District 7	Pg. 86-95 The different Strategy (communities, transit, active transportation network, & reduce racial/economic disparities) can help improvement the corridor. More information including estimate costs and the lead agency would be helpful for the local communities.	The strategies vary in scale and some include an individual project, while others include proposed project types/treatments, programs or policies. Some strategies may have clear roles for who will be the lead agency, particularly when the strategy proposed is a single project. In other cases, the respective lead agencies could fall to a number of entities in cases where a strategy includes a suite of improvements. The variation in these strategies that makes it difficult to uniformly identify lead agencies also limits the CMCP's ability to include cost estimates. However, the implementation timeline for these strategies considers costs and other project delivery complexities in making assumptions about implementation timeframes.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-6-1	General		Pro-plan	South Bay Cities COG	Dear Ms. Unruh: The South Bay Cities Council of Governments (SBCCOG) appreciates the opportunity to provide comments on Metro's draft I-405 Comprehensive Multi-Modal Corridor Plan (CMCP). SBCCOG staff have been engaged throughout the process and multiple CMCP stakeholder workshops and direct meetings with the CMCP team. Since most South Bay trips are local, all local mobility options should be encouraged. The draft CMCP highlights that of the 7.2 million trips that start and end within the I-405 corridor and 80% are less than 5 miles. This data is consistent with travel patterns in the South Bay.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
A-6-2	Corridor Operations Issues	Bike/ped	Pro-AT	South Bay Cities COG	The CMCP also notes that bicycle and pedestrian safety is a critical issue in the corridor and how auto-oriented streets, a lack of connected and protected infrastructure, and high vehicle speeds are main reasons people are not safe when using those modes. In addition to increasing safety through protected lanes, the SBCCOG believes the CMCP should also encourage slower travel modes to use slower neighborhood and collector streets and not necessarily share the road with cars on busy arterials	Thank you for your comment. Metro is committed to working with local partners to support safe and convenient bicycle and pedestrian facilities throughout the corridor.
A-6-3	Projects	Bike/ped	Project scoring	South Bay Cities COG	South Bay Local Travel Network. The SBCCOG and our local jurisdictions are addressing the hyper-local mobility challenge with the South Bay Local Travel Network (SBLTN). The project will create a more than 200-mile cross-jurisdictional network of low-speed local streets designated for slow speed micro-mobility vehicles that allow individuals a safe route from their neighborhoods to destinations. This project also aims to reduce arterial congestion by converting vehicular traffic on major arterials to local-use vehicles on local streets to link a new network of neighborhood activity centers. Our SBLTN project includes a wide range of battery-powered micro-mobility devices from escooters to e-bikes and ever-emerging neighborhood electric vehicles that could not only meet those same travel needs but also would provide mobility to those who may not be able to walk or bike. The SBLTN also assumes personal mobility devices are personally owned in addition to being available through bike/scooter share services. As a comprehensive multi-modal plan, the CMCP should include the SBLTN in the project list. The LTN is listed as a Tier 2B project on the CMPC project list, we feel the project should be a Tier 2A project. We recommend the LTN project should be scored higher in all shovel worthiness categories particularly as it increases mobility & accessibility, increases safety, and facilitates a sustainable mode of travel. The project is also likely replicable through many other areas of the corridor.	This project has been re-coded as a Complete Streets project and rescored.
A-6-4	General		Process - Plan Development	South Bay Cities COG	CMCP Project List. The SBCCOG appreciates the extensive work done to evaluate the 400+ projects in the CMCP's Appendix B and the subsequent tiering of those projects, particularly in relation to the high bar set in order to be competitive for funding. However, accessing capital to build the projects is only one part of the equation. The SBCCOG has concerns that many Tier 1 transit projects do not account for Metro's current financial constraints, particularly when evaluating for ongoing operations and maintenance costs. If transit service is not both fast and reliable, people travelling the corridor are not likely to use it and therefore make no improvement to the congestion on the I-405. The CMCP tiering process should include an evaluation of the fiscal sustainability of each project's operations and maintenance.	Thank you for your comment. Metro recognizes the importance of effectively operating and maintaining the capital improvements once in operation. However, the project evaluation approach was designed to be broadly applicable to the vast set of projects included in the plan, whether they are in concept and strategic or whether they are ready to construct. Given the different stages of development each project is in, it would not be possible to conduct the type of analysis proposed for each improvement. operations and maintenance assessments are considered through the individual project development processes.
A-6-5	Projects	Transit	Project scoring	South Bay Cities COG	In regard to some specific South Bay projects identified on the project list, the SBCCOG agrees that the Centinela Grade Separation Project, and Inglewood Transit Connector Project should be included as Tier 1 projects as they demonstrate high merits and deliverability. We also recommend that a Green Line Operational Improvements Project be added to Tier 1. This project would bring four South Bay Stations into compliance with Metro design standards by extending Green Line stations to accommodate three-car trains and upgrading traction power stations on the Green and Crenshaw / LAX lines to power three-car trains at six-minute headways.	The Green Line project (#0131) is a Tier 1 project in the CMCP.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-6-6	General		Pro-plan	South Bay Cities COG	We encourage Metro staff to make the I-405 CMCP truly comprehensive and multi-modal, while also assessing projects for potential grant applications through real-world operational constraints. The SBCCOG thanks Metro staff for initiating the I-405 CMCP development and for including the multitude of stakeholders in the process. We also appreciate that the I-405 CMCP is considered a living document and we look forward to being part of that process. Should you have any questions, please feel free to contact SBCCOG Executive Director, Jacki Bacharach, at (310) 371-7222	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
A-7-1	Projects	Bike/ped	Pro-project	Beverly Hills Public Works	The City of Beverly Hills' Public Works Department supports the projects in Beverly Hills identified in the project list, including: 1330, 1331, 1340, 1341, 1342, and 1353. These projects would help provide an alternative to driving to/from the I-405 and therefore improve congestion through Beverly Hills and increase accessibility for our residents, businesses, and stakeholders.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
A-7-2	Projects	Transit	Pro-project	Beverly Hills Public Works	The City of Beverly Hills' Public Works Department supports the projects in Beverly Hills identified in the project list, including: 1330, 1331, 1340, 1341, 1342, and 1353. These projects would help provide an alternative to driving to/from the I-405 and therefore improve congestion through Beverly Hills and increase accessibility for our residents, businesses, and stakeholders.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
A-7-3	Projects		New Project - Specific	Beverly Hills Public Works	In addition to first last mile improvements to the La Cienega D Line Station (1340), we also suggest adding first last mile improvements to the Rodeo Station to the project list. Metro has completed first last mile plans for both stations.	Thank you. The Rodeo Station first/last mile improvements are included in CMCP project #1342
A-8-1	Projects	Bike/ped	New Project - Specific	City of Culver City	The Culver City Transportation Department and Public Works Department have reviewed the project list and grant information. We would like to add one project to the list for consideration and we have also produced a list of clarifying questions. The project we would like to add includes a series of improvements along Overland Ave in Culver City between Venice Blvd and the Culver City Transit Center – 2.8 miles. The project includes pedestrian improvements, a mid-block traffic signal at the Culver City Library, and Class II and Class IV bike lanes spanning the length of the corridor. We have already gained funding for the design of this project and are looking for construction funding. Please let us know how we can work with you to provide any additional information regarding this project.	Thank you. We have included the project. Please see CMCP Project #2071 in Appendix E.
A-8-2	General		Process - Plan Implementation	City of Culver City	Our series of questions is as follows: 1. How will Metro choose which projects remain on the finalized CMCP? What can local agencies do to ensure that their projects are included on the list?	Thank you for your comment. Metro intends to keep all projects that are planned or in development in the CMCP.
A-8-3	General		Process - Plan Implementation	City of Culver City	2. How many of the projects on the CMCP does Metro anticipate nominating for SCCP grant funding? What can local agencies do ahead of time to ensure that their projects are application ready?	SCCP grant funding capacity is limited and the program looks for projects that deliver corridor benefits. Metro will look at individual or potential bundles of projects that meet the grant programs readiness criteria and that deliver the magnitude of benefits that will compete effectively. Cities can align their project scopes with these objectives and get their projects construction-ready in order to be timely for SCCP and other state and federal funding opportunities.
A-8-4	General		Process - Plan Implementation	City of Culver City	3. How can we work with Metro to continually update them on our project plans and status so that our projects are prioritized for funding?	Thank you for the comment. Metro encourages regular updates from our partners on the status of projects. Metro will revisit the project assessment every two years.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-8-5	General		Process - Plan Implementation	City of Culver City	4. If Metro is nominating projects within multiple jurisdictions, which agency prepares and coordinates project application documents?	Metro, as the preparer of Los Angeles County's Regional Transportation Improvement Plan, is responsible for nominating candidate projects. Application preparation responsibilities for locally implemented projects or multijurisdictional bundles will be determined on a case-by-case basis.
A-8-6	General		Process - Plan Implementation	City of Culver City	5.Can multijurisdictional projects be nominated in phases? For example, if Culver City is ready to implement the Sepulveda BRT project within Culver City but other jurisdictions are not ready, can the Culver City segment be nominated as Phase 1? If so, how will nominating projects in segments affect their chances of gaining funding?	Thank you for your comment. Please see the California Transportation Commission's Solutions for Congested Corridors Program (SCCP) site for more information about applying for phases or segments of a project/program.
A-8-7	General		Process - Plan Implementation	City of Culver City	6. If multijurisdictional projects are awarded grant funding, which agency will lead implementation? Thank you for your time and effort on this initiative. We look forward to hearing from you soon.	For bundled, multijurisdictional packages of improvements, each implementing agency will be responsible for the full funding, timely delivery and progress reporting for their respective portion of the project scope. Please see the California Transportation Commission's Solutions for Congested Corridors Program (SCCP) site for more information.
A-9-1	Corridor Operations Issues	Goods Movement	Pro-Freight	FuturePorts	Dear Ms. Wiggins, On behalf of FuturePorts, thank you for this opportunity to provide our support regarding the LA Metro Draft I-405 Comprehensive Multimodal Corridor Plan (CMCP). FuturePorts is a 501(c)(6) nonprofit advocacy coalition founded in 2005 to help coalesce the Southern California supply chain around the need to both grow the ports and to address the environmental, air quality, and quality of life issues that come with that growth. FuturePorts believes that a vibrant and healthy economic and environmental future for the ports is vital to us all. FuturePorts' vision is to realize the modernization of the Southern California ports in order to maintain their competitiveness through the successful completion of their development programs allowing for the economically viable and environmentally sustainable growth of the ports. We appreciate Metro's commitment to supporting goods movement through this plan by improving mobility and accessibility, sustainability, and supporting economic growth and vitality through the development of new and upcoming technologies to maintain the competitiveness of the region. Sincerely, Marnie Primmer Executive Director FuturePorts	Thank you for your comment. Metro recognizes how important the I-405 corridor is for regional freight movement.
A-10-1	General		Pro-plan	Los Angeles World Airports	On behalf of Los Angeles World Airports, we appreciate the opportunity to comment on Metro's Draft I-405 Comprehensive Multimodal Corridor Plan (CMCP) required for the Solutions for Congestion Corridors Program (SCCP) funding. This plan and the associated projects on the CMPC Project List are important to Los Angeles World Airports (LAWA) and we anticipate they will complement many of our planned improvements in the area.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
A-10-2	General		Plan edits	Los Angeles World Airports	Thank you for featuring LAX in your Spotlight section. We have made a few suggested changes to ensure the information is accurate and up to date. Please see attached document with the changes.	Thank you. We will update the spotlight chapter accordingly

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-10-3	Projects		Project Edit	Los Angeles World Airports	We also wanted to ensure that the projects on your Appendix D Project List are not duplicative of projects that are already underway. As you may know, LAWA is in the middle of building the Landside Access Modernization Program which includes many roadway and intersection improvements around the airport to support the new Consolidated Rent-a-Car Facility, the new Intermodal Transportation Facilities, and the new Automated People Mover. In our review of the project list, it appears that some of the projects may conflict or be duplicative of work that LAWA has planned or is underway. For example, LAWA is providing funding for the City of Inglewood to upgrade and modify traffic signals at intersections on La Cienega Boulevard including intersections at La Cienega Boulevard/Manchester Avenue and La Cienega Boulevard/Florence Avenue. Without further detail, it is difficult to tell if these are the same improvements on your project list. Similarly, your project list includes new construction to extend 98th Street to the I-405 freeway on/off ramps which is something that LAWA is doing as part of its roadway improvements. We welcome the opportunity to sit down with your staff and go over your project list in further detail to ensure that these projects do not conflict and are not duplicative with our current efforts	Thank you. This has been addressed in the project list.
A-10-4	General		Partnering	Los Angeles World Airports	Lastly, we would like to request that Metro continue to maintain close collaboration and coordination with LAWA as it relates to the vetting and selection of projects that will be selected for the final SCCP funding application. LAWA has a strong interest in making sure that projects located in and around the vicinity of LAX are considered for the final application and we would appreciate a more active role during the selection process. We look forward to working with you and your staff on advancing the CMPC plan to implement for these important corridor projects.	Thank you for your comment. Metro is committed to working with our partner agencies on these projects and other issues in the corridor.
A-11-1	General		Plan question	Port of Long Beach	Thank you for your work on the I-405 CMCP and for the robust engagement process that you are performing. I would like to make a few comments, listed below: (1) Please consider adding the source and year to the air quality map shown in page 57. This map should also have a title, as it only shows PM2.5 emissions. An additional overlay of the 3-mile catchment area around the I-405 would be beneficial as well.	Thank you. We will add the source year and title for map
A-11-2	General		Plan question	Port of Long Beach	2) The California Sustainable Freight Action Plan was mentioned in the document - would this also be considered a guiding document to the CMCP? If so, please list in Figure 2 on Page 12.	Thank you for your comment. Please see Appendix D of the final CMCP.
A-11-3	Projects	Goods Movement	Pro-project	Port of Long Beach	(3) Thank you for adding the Pier B Early Rail Project in the project list (405CMCP_1280).	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
A-11-4	Projects	Goods Movement	New Project - Specific	Port of Long Beach	Please consider adding the Pier B Rail Buildout to the Project List, which includes the remaining project components of the overall Pier B Railyard Program. Thank you.	Thank you for your comment. Project 2072 was added to the list.
A-12-1				South Bay Cities Council of Governments	The introductory section should describe in greater detail the different characteristics of the various segments of the I-405 corridor. For example, the South Bay is probably the only segment that has no continuous parallel streets to the freeway.	Thank you. Please see p.6 in the final CMCP.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-12-2				South Bay Cities Council of Governments	The SBCCOG is discouraged that the draft continues to be narrowly focused only on bicycles, pedestrians and transit. We are dismayed that Strategy 4 only includes human-powered mobility options with no mention of the South Bay's Local Travel Network. In addition to increasing safety through protected lanes, the CMCP should encourage zero emission slower travel modes (e.g.: electric scooters, electric bikes, and other neighborhood electric vehicle technologies) that in the South Bay will use a network of designated slower neighborhood and collector streets rather than sharing the road with cars on busy arterials. Since 80% of trips in the I-405 Corridor are less than 5 miles, we have embraced slow-speed electric vehicles for those that need to travel between one and five miles within the corridor. We believe it is insufficient to only include human-powered bicycle and pedestrian modes especially since the SBCCOG Board of Directors has officially endorsed the implementation of the South Bay Local Travel Network. As mentioned in the CMCP, active transportation skyrocketed during the pandemic. However, e-powered devices make up a significant share of that growth. According to the NY Times, e-bike sales jumped 145% from 2019 to 2020, more than double the rate of regular bikes. We believe that trend will continue as new forms of micro-mobility vehicles are introduced to the marketplace	Thank you for your comment. We have added reference to Local Travel Network to strategy 4.11 and added these modes to a new strategy 6.4. Strategy 2.3 also includes neighborhood connectivity projects. Please see p.96, 98, and 100 in the final CMCP.
A-12-3				South Bay Cities Council of Governments	The SBCCOG would like the CMCP policies and strategies to include the South Bay Local Travel Network (SBLTN). The project will create a 242-mile cross-jurisdictional network of low-speed local streets designated for active transportation modes and slow speed micro-mobility vehicles that allow individuals a safe route from their neighborhoods to destinations. There is no mention of the LTN or the South Bay Bicycle Master Plan even though there are statements in Section 4.11 about working with Corridor COGs and the Westside Bike Plan and Gateway Bike Plan.	Thank you for your comment. We have added reference to the South Bay Bike Plan and Local Travel Network to strategy 4.11. Please see p.98 in the final CMCP.
A-12-4				South Bay Cities Council of Governments	Besides being overlooked as being worthy of a regional strategy, the LTN is listed as a Tier 2B project on the CMCP project list. We feel the project should be a Tier 2A project. We continue to recommend the LTN project should be scored higher in all shovel worthiness categories particularly as it increases mobility & accessibility, increases safety, and facilitates a sustainable mode of travel reducing greenhouse gas emissions while having a great potential to relieve congestion on the major arterials. The project is also replicable through many other areas.	Thank you. This project is now a Tier 2A project.
A-12-5				South Bay Cities Council of Governments	The SBCCOG agrees that the Centinela Grade Separation Project and Inglewood Transit Connector Project should be included as Tier 1 projects as they demonstrate high merits and deliverability. We also recommend that a Green Line Operational Improvements Project be added to Tier 1. This project would bring four South Bay stations into compliance with Metro design standards by extending Green Line station platforms to accommodate three-car trains and upgrading traction power stations on the Green and Crenshaw / LAX lines to power three-car trains at six-minute headways.	All three of the referenced projects are Tier 1 now.
A-12-6				South Bay Cities Council of Governments	The SBCCOG also requests that the South Bay Fiber Network Phase 2 software applications and neighborhood connections be included in the Tier 2A list of projects. Now that the South Bay local jurisdictions have nearly completed the physical subregional network, we need to develop the local connections and software applications that will ensure that the SBFN supports advanced transportation applications and monitoring and the digital neighborhood work centers which will significantly reduce vehicle miles travelled.	Thank you, this project has been added to the list (#1295).

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-12-7				South Bay Cities Council of Governments	•In Section 1.3 near term, there needs to be clarification that all new ExpressLanes would be 2 lanes in each direction. We also believe this number of lanes should have funding priority over the direct connectors called for in Section. 1.9 which would be expensive and would require significant rights of way to be acquired.	Thank you for your comment. All proposed ExpressLanes projects are subject to independent project development processes to evaluate the feasibility, benefits and impacts of different alternatives. We will relay to the Congestion Reduction department the South Bays comments regarding dual lanes. The CMCP is not prioritizing the implementation of different projects. The Improvement Strategy timelines are guided by project readiness considerations including funding commitments and how quickly projects could be implemented.
A-12-8				South Bay Cities Council of Governments	•Strategy 4.8 refers to the I-710 improvements yet there is no mention of needed improvements in the parallel I-110 route from the San Pedro ports to warehouses and transloading facilities. We believe that the I-110 will experience growing congestion as the Gateway COG and Metro shift their attention from congestion reduction to truck emissions reduction in the corridor. Both corridors should be addressed.	Thank you for the comment. We removed the reference to I-710 for strategy 4.8 and added a reference to I-110 on strategy 7.8. Please see p.98 and 101 in the final CMCP.
A-12-9				South Bay Cities Council of Governments	•Strategy 5.7 calls for fare-free transit. This operating policy does not belong in a capital project plan.	Thank you for our comment. The improvement strategies are meant to be holistic approaches for addressing mobility needs and meeting CMCP goals. Many of the strategies are capital projects, while others are policies that will be necessary to achieve the goals outline in the CMCP.
A-12-10				South Bay Cities Council of Governments	•Strategy 6 should include a discussion of zero emission micro-mobility strategies to reduce emissions and improve neighborhood mobility.	Thank you for your comment. Strategy 6.4 was added to include this. Please see p.100 in the final CMCP.
A-12-11				South Bay Cities Council of Governments	•Strategy 7 – Goods movement. The section only mentions the I-405 and the I-710. It should also address goods movement strategies on the other connecting freeways and state routes including the I-105, I-110, SR 1, SR 42, SR 91, SR 107, and SR 213 in the South Bay.	Thank you for the comment. The emphasis on the I-710 was due to the fact that there were higher truck volumes in this area compared to the rest of the corridor. We recognize that the entire highway system carries and supports goods movement, and to the extent that improvements that support the mobility of goods on the I-405 and all the connecting corridors are important. We have updated the CMCP to expand that point. Please see p.101 in the final CMCP.
A-12-12				South Bay Cities Council of Governments	•Strategy 8.2 –The Plan should distinguish between congestion pricing and Express Lanes. Although ExpressLanes typically include congestion pricing, there are other types of congestion pricing strategies that do not rely on corridors.	Thank you. We updated language of Strategy 8.2 to clarify this point. Please see p.102 in the final CMCP.
A-12-13				South Bay Cities Council of Governments	•Strategy 9 – 9.3 –This section should be expanded to discuss neighborhood digital centers and other capital projects and policies to facilitate telecommuting, e-business, and virtual meetings that reduce VMT	Strategy 1.2 includes the TDM and supporting the potential for remote work and services as a VMT reduction strategy. We also included more of an emphasis on these activities in Strategy 8. Please see p.94 and 102 in the final CMCP.
A-13-1				City of Culver City	Invest in high-quality transit options: I'm concerned about including park and rides as an example for this strategy. There is substantial research showing that parking encourages driving which would increase congestion. Further, I think we should prioritize safe infrastructure and amenities for pedestrians and cyclists around transit centers and building parking structures may impede this goal. I think this example should be reconsidered or there should be language indicating that park and rides act as a transitionary step and are built in a way that they could be converted to a more transit-friendly use in the future.	Thank you for the comment. We have replaced the reference to park and rides with mobility hubs.
A-13-2				City of Culver City	Invest in high-quality transit options: Additionally, I think it could be beneficial to include language that clearly emphasizes prioritizing giving space for mass transit over vehicles and parking. Making this policy clear could better support projects like bus lanes or bike lanes that remove private vehicle lanes or some on-street parking as part of their design.	Thanks for your comment. This plan has a strong emphasis on the need for prioritizing transit. Most notably, these projects score much higher in the evaluation framework and make up the vast majority of Tier 1 and 2A projects.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-13-3				City of Culver City	Expand the active transportation network. This section could include more language regarding using active transportation for commuting and replacing vehicle trips. There is a lot of emphasis on gap closure – which is hugely important – but I want to make sure we also emphasize adding infrastructure near key trip generators and connecting those places to the existing active transportation network. My main concern is that a lot of our existing active transportation infrastructure is built around recreational routes, like river paths, and if we don't connect these networks to schools, jobs, and other amenities then they will not help people replace vehicle trips.	Thank you for your recommendation. Strategy 4.2 was expanded in response.
A-13-4				City of Culver City	Decarbonize mobility options. This section could be more expansive. Traditional bikes should also be included with e-bikes and e-scooters since they do not use fossil fuels. Additionally, programs that support bike or scooter ownership should be encouraged since shared micromobility isn't suitable for every person or every neighborhood.	Thank you for your recommendation. Strategy 6.4 was included in response.
A-13-5				City of Culver City	a. Can projects fall under multiple strategies?	Yes, many projects would support multiple strategies and multiple goal areas.
A-13-6				City of Culver City	b. Do the strategies affect which projects are prioritized? If so, how?	Project tiering is used to prioritize individual projects or packages of projects for SCCP. The improvement strategies are designed to identify the wide-ranging actions that can be taken upon plan implementation to support multimodal improvements for the corridor. While SCCP prioritization is not directly determined by the improvement strategies, all SCCP candidates will have a clear nexus to one or more of the improvement strategies.
A-14-1				North Counties Transportation Coalition	Thx for discussing the long commutes and car ownership. FYI: have read some recent articles that speak to the social impacts --higher rates of spousal and child abuse to 90+ minute commutes. Car Ownership: I explain to many that many households become mini ride shares (Uber/Lyft) House has one or two cars and 4-8 people who then rely on ride share within the household to coordinate drop offs, etc. We discovered during the height of the pandemic, many AV and SCV residents were essential workers who have 24/7 shifts.	The dependency on cars are emphasized in this chapter, acknowledging that connectivity is mostly provided by roadways and highways.
A-14-2				North Counties Transportation Coalition	Santa Clarita Transit and Antelope Valley Transit Authority service routes use the freeways everyday Housing stock tends to be cheaper than the Basin – people cant afford to live where they work Santa Clarita Valley and Antelope Valley as job centers – we see many zip codes from the San Fernando Valley, Fillmore/Ventura County via the SR126 (didn't see reference to SR 126 Ventura connection). Santa Clarita is the third largest City in LA County. Numerous defense military bases many defense related business/jobs. Also NASA activity in both the SCV and AV Delivery of goods has been changing and distribution centers in LA, San Bernardino and Kern County put pressure on north LA County roads and SR14/I-5	Appendix F includes an expanded narrative that adds the geographic context regarding the North Los Angeles County land uses as they relate to travel connectivity provided through the I-405.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-14-3				North Counties Transportation Coalition	I-5 Grapevine Shutdown and for Fires puts extreme pressure on The Old Road and the SR14 as work arounds to a major International freeway shutdown Appreciate the mention of the AVL improvements, CA HSR, but there was no mention of the High Desert Corridor high speed rail connection (Measure M project) safety of the SR14 road way, according to Caltrans the stretch in the SCV and AV is above state level for fatal crashes you touch on EFCs, but I think some of the statistics on equity for the area (metro's purple maps) make the Equity point. Equity for veterans and seniors SR14 is the connection to the Mojave and Sierra Nevada recreation areas and to the I-15 Las Vegas. You mentioned Central Valley Equity+: No mention of the I-5 and SR14 connection to Tribal Lands in LA, Ventura and San Bernardino Counties. SR14 is the connection to SR138 and numerous unincorporated LA County roads Like to inform people, we have RURAL ROADS WITHIN THE URBANIZED LA County.	The spotlight highlights the dependency on the Old Road as an alternative route, using the Northridge Earthquake as a historical example. Please see p. 76 of the final CMCP for inclusion of the HDC Rail Project.
A-14-4				North Counties Transportation Coalition	Semantics/language We prefer the moniker North Los Angeles County over North County, sometimes North County means san diego area to people	Updated the reference as North Los Angeles County or North LA County.
A-15-1				GCCOG/Long Beach Pu	The preface of the document does not clearly state what the goal of the CMPC is. The second and third paragraphs are poorly written and do not clearly state what the goals of the CMPC are.	Thank you for your comment. Please see the third paragraph and the subsequent paragraphs of the revised Preface.
A-15-2				GCCOG/Long Beach Pu	What does "reducing barriers and addressing disparities in order to achieve equity" mean? This statement was clearly just tacked on.	Thank you for your comment. The revised sentence in the second paragraph of the Preface in the final CMCP
A-15-3				GCCOG/Long Beach Pu	Safety should be included in the very last sentence of the preface on page 2. More evidence that the preface was authored by a planner and not an engineer.	Thank you for your comment. Please see the final paragraph of the revised Preface.
A-15-4				GCCOG/Long Beach Pu	5.5 Second to last paragraph on page 7 mentions an "integrated planning approach" and that it is a "new approach". This begs the questions, What was the old approach and what was wrong with it?	Thank you for your comment. This CMCP is different from other plans as it is for the full length of the corridor in Los Angeles County, and not segments. The plan is not a highway corridor plan, or an active transportation plan, but one that considers all modes. Additionally, this plan is the examines both system performance as well as community characteristics and is the first of its kind to apply an equity lens through the application of the principles set out in Metro's Equity Platform.
A-15-5				GCCOG/Long Beach Pu	The current version seems very focused on "collective community, economic and environmental goals". What about feasibility, safety and solution oriented goals	Thank you for your comment. The CMCP is focused around five goals: improving mobility and accessibility, advancing equity, supporting economic vitality, achieving sustainability, and enhancing safety. These goals were developed with input from our Advisory Committee and in alignment with goals established by Metro and the State.
A-15-6				GCCOG/Long Beach Pu	Vision 2028 outlined on page 9 does not mention safety.	Thank you for your comment. This page directly quote's Metro's Vision 2028 Strategic Plan and the five goals of the plan. Included in Goal 1 is the commitment to "Improve safety on the transit system and reduce roadway collisions and injuries."

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-15-7				GCCOG/Long Beach Pu	Overall the document focuses too much on equity. The document needs to focus more on providing transportation solutions to the challenges that are unique to the 405 corridor.	Thank you for your comment. Under the direction of Metro's Board of Directors, the agency is intentionally focused on eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do. As you suggested this document is focused on multimodal transportation solutions that serve the various mobility needs of those traveling within and through the corridor area. Please see the Improvement Strategies in the Final CMCP.
A-15-8				GCCOG/Long Beach Pu	Stakeholder participation on page 15 does not list The City of Long Beach, only the Port.	Thank you for your comment. The project team has coordinated with the CMCP Corridor COGs and their respective cities. Please see the p.16 of the Final CMCP which notes City of Long Beach's participation in our CMCP engagement efforts.
A-15-9				GCCOG/Long Beach Pu	Page 51 correctly states how the Corridor is “auto-oriented”. This especially true and it will continue to be true. The State of California is a car-oriented State where we have a car culture. Unless alternate forms of transportation are safe, clean and efficient, we will not have a reduction in VMT.	Thank you for your comment.
A-15-10				GCCOG/Long Beach Pu	Why is Transit ridership low as stated on page 62? Solve those challenges and ridership will grow. No mention of the challenges. For example: Crime/Homeless.	Thank you for your comment. Please see p.71 of the Final CMCP.
A-15-11				GCCOG/Long Beach Pu	First paragraph on page 71 is based on opinion and theory. Is this the new selling point for transportation professionals?	Thank you for your comment. Please see the revised language on p.78 of the Final CMCP.
A-15-12				GCCOG/Long Beach Pu	In general, it is my opinion that the document has many good points and information contained within; however, I also believe that the document has a pro-planning, community input and anti-vehicle slant. Much of the argument is based on theory or opinions that are not supported by data. For example, “nearly a century of exclusionary practices”	Thank you for your comment. Please see the revised language on p.78 of the Final CMCP.
A-16-1				South Bay Cities Council of Governments	Dear Ms. Unruh: The South Bay Cities Council of Governments (SBCCOG) submitted an initial comment letter in May 2022 as Metro was initiating its stakeholder outreach and public comment process for the draft I-405 Comprehensive Multi-Modal Corridor Plan (CMCP). We provided additional comments on August 11, 2022. This letter provides suggested edits and concerns related to the draft final report and adds comments to the two previous letters. SBCCOG wants to ensure that comments from all three letters are addressed in the final report	Thank you for your comment. Our comment matrix includes all three letters submitted by SBCCOG and Metro's responses and/or actions.
A-16-2				South Bay Cities Council of Governments	Page 3 1. Note that the plan is a resource for implementing projects funded from sources beyond the SB 1 Solutions for Congested Corridors Program	Thank you for your comment. The CMCP has been updated to include this point. Please see p.3 of the final CMCP for the added language.
A-16-3				South Bay Cities Council of Governments	Page 3 2. An explanation of what the plan does NOT do (e.g.: it does not environmentally clear, prioritize, sequence or program funding to any of the projects in the plan, does not weight evaluation factors to provide a project ranking score, etc.)	Thank you for your comment. Please see p.9 for the language that states the plan does not environmentally clear projects. Please see p.89 for the language affirming that evaluation factors are not weighted, and please see the language on p.104-106 that explains that the CMCP does not program or make project prioritization determinations.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-16-4				South Bay Cities Council of Governments	Page 7 1. Change “connects trips” to “connecting trips” 2. Add “travelling through and” before “those living within…” 3. In the At a Glance section, delete “- yet” and make “21 percent of the study area’s transit trips…” into a separate paragraph	Thank you for your comment. Please see p.5 and p.7 of the final CMCP with the updated language.
A-16-5				South Bay Cities Council of Governments	Page 7 4. At the bottom of the 97.5 percent travel by car paragraph, add that 2.5% of total trips occur on transit. Is it really 97.5% auto/car trips; what about trucks, bikes, pedestrians? 5. Does Metro have transit delay figures it could include in this section?	Thank you for your comment. Endnote 45 explains that this number is derived from LOCUS Dataset which does not capture bike and pedestrian travel activity. The report supplements the LOCUS data with American Community Survey data to capture bike and pedestrian trips taken as part of a commute/regular-trip.
A-16-6				South Bay Cities Council of Governments	Page 8 1. Change “Specifically, LA County voters have supported…” to “LA County sales tax measures are providing funding for…”. Did the voters specifically support the projects or were the projects selected by Metro consistent with more general language in the ballot measure ordinances? 2. After “collective”, add “mobility and accessibility,” before “community …” 3. After “… goods movement” add “, transportation systems management, …”	Thank you for your comment. Please see p.8 of the final CMCP for those changes.
A-16-7				South Bay Cities Council of Governments	Page 20 1. On figure 5 it looks like the label “Modal Comment 190 (55%)” was used twice for two different slices of the pie chart. It looks like the light blue pie chart slice should be 19% with a different title.	Thank you for your comment. See the final plan for corrections.
A-16-8				South Bay Cities Council of Governments	Page 23 1. Change “Inglewood SoFi Stadium” to “Inglewood Entertainment District” (the proper name for the 200+ - acre former Hollywood Park Racetrack, which includes So Fi Stadium, the Forum, the Intuit Dome (Clippers arena), Hollywood Park Casino, You Tube Theater and several other entertainment venues, offices and residential. 2. On the map, add a label for Los Angeles City and Marina Del Rey 3. Why is the legend Subject to Change? Add a khaki? colored block for Unincorporated LA County	Thank you. Please see p. 22 of the Final CMCP. Regarding the map. We are unable to make map edits at this time. Maps will be updated in a future update to the CMCP. "Subject to Change" is a protocol for all Metro-designed maps. As static data or information represented in a map could change overtime, whether through changing conditions or policy/decision-making, maps must be dated and caveated with a footnote that the information contained within them could change.
A-16-9				South Bay Cities Council of Governments	Page 24 1. Add a “,” between Culver City and Torrance	Thank you for your comment. Please see p. 24 of the final CMCP.
A-16-10				South Bay Cities Council of Governments	Page 28 1. “… one half of riders…” change “lives” to “live” 2. Change “SoFi Stadium” to “Inglewood Entertainment District” 3. Change “… nearly 80% are…” to “… nearly 80% is zoned for…” single-family homes.	Thank you for your comments. Please see p. 28 of the final CMCP.
A-16-11				South Bay Cities Council of Governments	Page 30 1. Why is the legend Subject to Change?	Thank you for your question. This is a protocol for all Metro-designed maps. As static data or information represented in a map could change overtime, whether through changing conditions or policy/decision-making, maps must be dated and caveated with a footnote that the information contained within them could change.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-16-12				South Bay Cities Council of Governments	Page 31 1. Change "– north of US 101" to "– north of Mulholland Drive" NOTE: We didn't review the spotlight sections other than the South Bay.	Thank you. Please see p. 31 of the Final CMCP.
A-16-13				South Bay Cities Council of Governments	Page 38 1. Delete Compton, which is in the Gateway Cities, not South Bay. 2. Add Unincorporated LA County Communities 3. Replace "SoFi Stadium" with "Inglewood Entertainment District" 4. LAX is actually in the Westside, adjacent to the northern boundary of the South Bay 5. Add Carson Circuit, PV Transit, LA DOT and community shuttles to the transit list	Thank you for your comments. Please see the revised text on p.34 and p.38 of the final CMCP.
A-16-14				South Bay Cities Council of Governments	Page 39 – Inglewood spotlight 1. Refer to the Inglewood Entertainment District rather than just SoFi Stadium 2. The district also includes a new residential community 3. Add the K Line (Crenshaw LAX light rail line) which opens through Inglewood in the next few months	Thank you for your comment. For the general name recognition, the spotlight title still includes SoFi Stadium. The narrative section elaborates to use Inglewood Entertainment District. The K Line is referenced in the Initiatives and Opportunities section to highlight what solutions are forthcoming. The Initiatives and Opportunities section also highlights the TOD development efforts, including new residential units.
A-16-15				South Bay Cities Council of Governments	Page 40 1. Add LADOT between Inglewood and LAWA. 2. Add that the K Line (Crenshaw/LAX line) opens in 2022 from the E Line (Exposition Line) to the Westchester / Veterans station.	Thank you for your comment. See p.84 of the Final CMCP.
A-16-16				South Bay Cities Council of Governments	Page 55 1. In the Car Share section, since no BlueLA stations are in the study area, remove the language related to the City of LA program	Thank you for your comment. As the report confirms there are no BlueLA stations in the study area, but BlueLA services could allow people to access the Corridor area. Further, as the City of LA oversee BlueLA, they could expand their program potentially to locate stations in the Corridor area in the future. Strategy 6.2 calls for EV carshare expansion as a solution to help decarbonize mobility options.
A-16-17				South Bay Cities Council of Governments	Page 59 1. The I-405 Corridor will not be significantly improved by an increase from 2.5% to 5% for regularly-schedule trips through corridor trips. Transit still is only 2.5% of all trips. If non regularly-occurring trips constitute 83% of all trips in the I-405 Corridor and regularly occurring trips only comprise 17% of all trips, it seems insignificant that transit on regular trips is 5% versus 2.5% on all trips. In either context, transit is a tiny modal share. The same comment applies to the stated fact that 21% of transit trips originate within EFCs. 21% of 17% is 3.57% of all trips, which is a relatively insignificant share of the I-405 corridor trips.	Thank you for your comment. Please see the Sidebar/Call Out Box "Why Does Trip Purpose Matter?" p.59
A-16-18				South Bay Cities Council of Governments	Page 67 1. With the recent decision not to expand capacity on the I-710 corridor, truck traffic is expected to divert to the I-110 corridor. The report should include a section on I-110 forecasted congestion growth on the freeway and parallel arterials, increased air pollutants, truck-involved collisions, deteriorating infrastructure and potential I-405 CMCP projects on the I-110 within three miles north and south of the I-405. 2. Are there related congestion issues on the freeways other than the I-710 and I-110 that intersect the I-405 (e.g.: I-605, I-105, I-10, I-101)	Thank you for your comment. Please see p. 65 of the final CMCP for additional language acknowledging the potential for diversion. Regarding the second point, many freeways in LA County experience congested conditions. As it relates to the I-405, please see figure 36 which details the top bottlenecks and the congested conditions on the neighboring arterials. In looking at the bottlenecks, you will see where these issues occur at, on the approach of, or just beyond the intersection of different highway facilities along the I-405.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-16-19				South Bay Cities Council of Governments	Page 85 1. Add the $1 billion Measure M Multi-Year Subregional Programs and the Prop. A, C, Measure R and Measure M Local Return programs that will fund highway and street improvements and maintenance, transit improvements, transportation technology (South Bay Fiber network), and active transportation / transportation demand management capital projects such as the South Bay Local Travel Network. It is important to note that these funds are locally-controlled so Metro could encourage, but cannot require, local jurisdictions to consider investing in I-405 Corridor improvements.	Thank you for your comment. Please see p. 85 for inclusion in the Final CMCP.
A-17-1				Gateway Cities Council of Governments	I'm not ok with the statement from the CMCP that "it's clear that adding capacity by widening freeways has only led to more traffic and related harmful impacts to neighboring communities." 1. Freeways can be widening within right of way envelop by having sufficient width and/or substandard features, thus not impacting the neighboring communities. 2. Latent demand on the freeway primarily comes from the heavy traffic using the arterials as a relief valve. In a built out area, the traffic volumes are relatively consistent, but are shared by different arterials and freeways depending on the path of least resistance. By enhancing freeway capacity, there is also a valid argument that it increases the quality of life within those communities by reducing the arterial traffic. This is why the ICM project concerns me, although Metro has been doing a better job at discussing the benefits to the arterials like raises/lit crosswalks, upgraded signal controllers and other things to justify that the corridor will be safe even though the volumes are going to increase. I'm uncomfortable that this document may be seen as representing our views within the GCCOG. This is supposed to be a technical document and not a political document that appears to allude to anti-freeway sentiment.	Thank you for your comment. Please see p.94 and p.95 of the final CMCP.
A-17-2				Gateway Cities Council of Governments	I didn't like that they are saying to mode shift away from personal autos. Options for all modes are good. Forcing behavior change is political, and appears to be the ideal way of thinking for some of these policy folks, and I don't think that the GCCOG wants to support it via if we were to endorse this document.	Thank you for your comment. Please see p.94 and p.95 of the final CMCP.
A-17-3				Gateway Cities Council of Governments	How will Metro support/implement goal 6.1, as the Cities have expressed concern that this will require RW, which isn't OK for other projects, but is potentially ok to support this particular interest? Zoe also mentioned that the City of LA will no longer approve any new gas stations, which is interesting, and will either be moot based on increasing EV's, or will spill over, resulting in a need for gas outside the City of LA.	Thank you for your comment, please see p.100 of the final CMCP for language that incorporates your point.
A-17-4				Gateway Cities Council of Governments	I have mild concern that the City of Long Beach has not opined on this document (Zoe mentioned coordinating at some point with LBT and having the 91/605/405 TAC presentation almost a year ago). I also requested that Metro add context to the document regarding the 405 Expansion that took place in OC up to the Long Beach City limit as they are mentioning other projects like the 710 Corridor, SCIG, and the Green Terminal.	Thank you for your comment. We have made a point to engage Corridor COGs and their cities as well as other stakeholders at numerous touchpoints throughout the Plan's development.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
A-17-5				Gateway Cities Council of Governments	I'm all for multimodal options for people to have choice, vs. dictating the mode by constricting options. This document should not be written with an anti-freeway lens, which I've attempted to point out to Metro.	The CMCP is a plan for all modes and the plan recognizes that improvements to all modes will be required to address the multimodal needs. As the plan is a required/qualifying document for the CTC's Solutions for Congested Corridors Program (SCCP) discretionary funding program, it has also been developed to align closely with the objectives of that program. Per SCCP: "Highway lane capacity-increasing projects funded by the Solutions for Congested Corridors Program are limited to high-occupancy vehicle lanes, managed lanes, and other non-general purpose lanes designed to improve safety for all modes of travel. General purpose lanes on the state highway system are not eligible for funding in the Solutions for Congested Corridors Program. If a project nomination includes general purpose lanes as part of the overall project, the nominating agency must certify that no funding from the Solutions for Congested Corridors Program will fund the general-purpose lanes." Related to this, the plan does acknowledges that general purpose lanes expansion projects are not eligible for SCCP funding.
A-17-6				Gateway Cities Council of Governments	Lastly, we must be careful to not imply support of projects in other subregions (example: 405 Transit Corridor) or it will be used against us as a GCCOG endorsement. Zoe mentioned that this is in the Board report, but I'd confirm.	Thank you for your comment. Please see p.9 for the language that states the plan does take the place of project development processes and does not approve or make project determinations. Please see the language on p.104-106 that explains that the CMCP does not program or make project prioritization determinations.
B-1-1	General		Partnering	J. Paul Getty Trust	On behalf of the J. Paul Getty Trust (the "Getty"), we are writing to provide comments on the I-405 Comprehensive Multimodal Corridor Plan (the "CMCP"). We understand that the Los Angeles County Metropolitan Transportation Authority ("Metro") developed the CMCP as a tool to reimagine the potential possibilities for travel through and around one of the most congested corridors in LA County and the State—the I-405 Corridor (the "Corridor"). We have previously submitted comments regarding transportation projects in the Corridor, including a February 2022 letter to Metro regarding the Sepulveda Transit Corridor Project and a September 2021 letter to the California Department of Transportation ("Caltrans") regarding the I-405 Sepulveda Pass ExpressLanes Project. We have enclosed our previous letters for reference. While we understand that the CMCP includes over 450 potential transportation projects in various stages of planning, as a major cultural and philanthropic institution with approximately 1.5 miles of frontage along the Sepulveda Pass within the Corridor, we believe the Getty provides an important perspective in Metro's evaluation of the CMCP and selection of key projects for funding. Indeed, the CMCP cited the Getty as a "key attraction" within the Corridor and as a "significant destination[] and attraction[]" on the Westside. As such, we look forward to continuing to collaborate with Metro staff to improve transportation options along the Corridor and promote access to the Getty Center for both residents and visitors to Los Angeles.	Thank you for your comment. Metro is committed to working with our partner agencies on these projects and other issues in the corridor.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
B-1-2	Other Corridor Projects	Traffic Reduction Study	Anti-project	J. Paul Getty Trust	Like Metro, the Getty is always interested in exploring options to relieve congestion in the Corridor; however, the Getty does have concerns regarding certain projects identified in the CMCP. Most significantly, the Getty is extremely concerned with the potential congestion-pricing program included in the CMCP Project List at ID #405CMCP_2064. While the full scope of the congestion-pricing program is unclear from the short description provided, we are concerned that enacting such a program would create an unequal and unfair burden on low-income individuals, including staff and visitors, traveling to the Getty Center, as well as living in and around the Corridor The Getty Center is proud to provide free admission to its facilities. Charging the public for using the I-405, Sepulveda Boulevard or surrounding streets at certain times of day will unfair deter Equity Focus Communities, as identified in the CMCP, from accessing the Getty Center and other important, nearby destinations. This is particularly concerning given the somewhat limited public transportation options in the Corridor. While some visitors to the Getty Center do utilize existing bus lines, the majority of visitors continue to arrive by vehicle. While we agree that some action is required to improve congestion within the Corridor, a congestion-pricing program that would increase burdens on low-income individuals is not an equitable solution for all.	Thank you for your comment. We will consider these comments as we move forward with grant applications and project planning in the future. We encourage you to continue to share your feedback with Metro and other agencies involved in project development.
B-1-3	Other Corridor Projects	Sepulveda Transit	Pro-project	J. Paul Getty Trust	In addition, as we expressed in our February 2022 letter, the Getty is supportive of a possible high-capacity mass transit project to increase access along the Corridor and to the Getty Center (CMCP Project List, ID #405CMCP_0610). We believe that any high-capacity transit project should provide station access to the Getty Center and we look forward to working with Metro to develop a Getty Center station. While we are supportive of the potential use of Getty property to assist with the placement of a Getty Center station, we do have concerns regarding the general use of Getty-owned property to either expand the I-405 right-of-way or accommodate construction as part of a mass transit project or an ExpressLanes project (CMCP Project List, ID #405CMCP_0938). Prior transportation projects, such as the Caltrans expansion of the I-405 to accommodate HOV lanes, led to the taking of significant areas of Getty property and affected the Getty and its land use and planning efforts for more than a decade.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
B-1-4	Corridor Operations Issues	Highway		J. Paul Getty Trust	Following completion of the I-405 expansion, the Getty has finally been able to move forward with its long-planned Oak Parking Project immediately adjacent to the I-405. This project involves converting two graded pads previously used by Caltrans for construction staging into landscaped surface parking lots that will be used by Getty Center contractors, vendors, staff and visitors. The Oak Parking Project will help alleviate congestion on Sepulveda Boulevard by providing additional parking capacity on peak visitor days at the Getty Center, while also accommodating additional bus parking that will reduce bus trips along the Corridor. This critical project is currently being considered by the City of Los Angeles, and once complete, will need to be considered by Metro, Caltrans and other agencies in any environmental impact analysis for future transportation projects in the Corridor. Given that this project abuts the I-405, and because of the substantial accommodations the Getty already has made in connection with regional transportation improvements along the I-405, the Getty is opposed to any projects that would expand the public right-of-way further into Getty property or require the temporary use of Getty owned property for construction. We thank you for the opportunity to comment on the CMCP. We look forward to continuing our collaborative relationship with Metro as it pursues the CMCP and identifies key projects for grant funding.	Thank you for your comment. Metro is continuing to study ways to reduce congestion and promote connectivity along the I-405 corridor. We have shared your input with our planning teams responsible for efforts along the Sepulveda Pass.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
CBO-1-1	General		Pro-Plan	Brentwood Community Council	Ladies and Gentlemen: The Brentwood Community Council ("BCC") is the broadest-based Brentwood community organization, representing approximately 36,000 stakeholders of the community, including homeowner associations, multi-family residential dwellers, business organizations, schools, religious groups, volunteer service groups, public safety, and environmental organizations. As we understand it, LA Metro is interested in receiving comments for its I-405 Comprehensive Multimodal Corridor Plan (CMCP). The 405 CMCP will allow LA Metro to apply for SB1 funding as part of the Solutions for Congested Corridors Program (SCCP). Following the finalization of the plan, LA Metro will select several projects from the priority list identified by the CMCP and apply for SCCP funding for these projects. Our community seeks to provide input on the priority projects. Brentwood neighborhoods experience significant gridlock and reduced quality of life as a result of the traffic congestion around the 405. Brentwood Community Council supports projects that take cars off the 405 and improve traffic along the 405 corridor without worsening congestion on neighborhood streets. In this effort, we support the creation of convenient, rapid, and safe transit and alternative transportation options. We encourage LA Metro to select projects that directly improve circulation and provide transportation alternatives along the I-405 corridors.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
CBO-1-2	Projects	Transit	Pro-project	Brentwood Community Council	In particular, we recommend that LA Metro pursue the following projects: Expedite the planning and construction of the Sepulveda Transit Corridor, including the feasibility study (CMCP Item #0610) – with all appropriate public outreach efforts and opportunities for public input to be included through the feasibility study and thereafter	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
CBO-1-3	Projects	Transit	Pro-project	Brentwood Community Council	Implement Bus Rapid Transit on Sepulveda to LAX (CMCP Item #1323)	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
CBO-1-4	Projects	Transit	Pro-project	Brentwood Community Council	Improve Park & Ride options and increasing express transit options along the corridor (CMCP Item #2059)	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
CBO-1-5	Projects	Highway	Pro-project	Brentwood Community Council	Increase speed in the HOV lanes on the 405 to improve trip times in those lanes and incentivize people to carpool and take transit (such as CMCP Item #2063)	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
CBO-1-6	Corridor Operations Issues	Highway		Brentwood Community Council	Address the quality of life of residents along the 405 corridor by ensuring a high standard of maintenance and implement noise reduction along the I-405 and Sepulveda Blvd	Thank you for your comment. Noise is indeed a quality of life issue for residents near the I-405 corridor and is considered as part of the CMCP.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
CBO-2-1	General		Pro-Plan	Brentwood Glen Association	Brentwood Glen Association ("BGA") is a community of 500 families bounded on the West by the Veterans Administration property, on the north by Sunset Boulevard, on the east by Church Lane, and on the South by Waterford Street. Our neighborhood straddles the I-405 freeway and will be significantly impacted by many of the priority projects identified in the I-405 CMCP. As we understand it, LA Metro is interested in receiving comments for its I-405 Comprehensive Multimodal Corridor Plan (CMCP). The 405 CMCP will allow LA Metro to apply for SB1 funding as part of the Solutions for Congested Corridors Program (SCCP). Following the finalization of the plan, LA Metro will select several projects from the priority list identified by the CMCP and apply for SCCP funding for these projects. Our community seeks to provide input on the priority projects. Brentwood neighborhoods experience significant gridlock and reduced quality of life as a result of the traffic congestion around the 405. Brentwood Community Council supports projects that take cars off the 405 and improve traffic along the 405 corridor without worsening congestion on neighborhood streets. In this effort, we support the creation of convenient, rapid, and safe transit and alternative transportation options. We encourage LA Metro to select projects that directly improve circulation and provide transportation alternatives along the I-405 corridors.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
CBO-2-2	General			Brentwood Community Council	In particular, we recommend that LA Metro pursue the following projects: Expedite the planning and construction of the Sepulveda Transit Corridor, including the feasibility study (CMCP Item #0610) – with all appropriate public outreach efforts and opportunities for public input to be included through the feasibility study and thereafter. Implement Bus Rapid Transit on Sepulveda to LAX (CMCP Item #1323). Improve Park & Ride options and increasing express transit options along the corridor (CMCP Item #2059). Increase speed in the HOV lanes on the 405 to improve trip times in those lanes and incentivize people to carpool and take transit (such as CMCP Item #2063). Address the quality of life of residents along the 405 corridor by ensuring a high standard of maintenance and implement noise reduction along the I-405 and Sepulveda Blvd	See comment CBO-1
CBO-3-1	General		Pro-Plan		People Organized for Westside Renewal (POWER) is a community organization of public housing residents in Mar Vista Gardens, which is in the CMCP study area, and in San Fernando Gardens, which is on the edge of the study area. Our members heavily rely on buses to commute to work, school, and take care of daily needs. To ensure that the CMCP helps the mobility of not only our members, but people in similar circumstances, POWER urges Metro to take the following approach to choices for the CMCP:	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
CBO-3-2	Corridor Operations Issues	Highway	Anti-HWY		1. Expansion of freeway infrastructure, such as building new high occupancy vehicle (HOV) direct connectors (Strategy 1.9), should NOT be prioritized as a near- or mid-term Tier 1 or 2 strategy, given that their cost would swamp other strategies and could lead to an increase in vehicle miles traveled.	Thank you for your comment. While this a corridor defined by the freeway, most projects proposed in this CMCP, especially those that score well, are not highway projects.
CBO-3-3	Corridor Operations Issues	Highway			2. Require transportation network companies (like Uber and Lyft) and taxis to exclude their drivers from qualifying toward the number of people for HOV lanes (Strategy 1.4) so HOV lanes incentivize shared rides.	Thank you for your comment. At this time Caltrans allows transportation network companies to use HOV lanes as long as they meet the passenger requirements. Increasing the HOV lane minimums to at least 3+ people may help encourage shared rides as a single passenger and driver would not longer qualify to use the lane.
CBO-3-4	General		Process - Plan Development		3. The CMCP study area should be extended because it misses major dense population and ridership identified by the CMCP report just outside the area designated by Metro for the CMCP. The CMCP report admits that residents west of the 405 Freeway in the San Fernando Valley have no real alternatives, so they should be included. Likewise, the CMCP should include all of the San Fernando Gardens housing project where our members live, which is an Equity Focused Community with a high concentration of transit dependent riders.	Thank you for your comment. The CMCP study area uses a 3-mile catchment area on either side of the I-405 freeway. This is the standard length at which trips are attracted to a highway. While the official study area for the plan will not be extended, it does recognize that communities outside of this immediate area use the corridor and considers the impacts and benefits to these areas.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
CBO-3-5	Goals	Equity			4. CMCP Strategy 5.7 should align with Metro's own goal to make transit free for all riders, not just no- and low-income riders.	Thank you for your comment. Strategy 5 of the plan is focused on reducing racial and economic disparities in transportation. As such Strategy 5.7 is focused on reducing transportation costs specifically for low-income transit riders, which is consistent with the next proposed phase of Metro's Fareless System Initiative Pilot. Upon further Metro Board action, the CMCP will be updated to reflect that direction. Please see Metro's website for more information on the Fareless System Initiative.
CBO-3-6	Corridor Operations Issues	Transit	Pro-Transit		5. Prioritize CMCP Strategies 3.6 for bus rapid transit (BRT), 3.7 for bus lanes, and 4.3 for protected bike lanes	Thank you for your comment. Metro is committed to supporting transit expansion throughout the corridor.
I-1-1	Goals	Mobility			Why does the Project List refer to "improving LOS" as a project goal? I thought the state legislature passed a law superseding LOS with VMT.	Improving level of service is not a goal of the CMCP; however, some projects do anticipate improving vehicle LOS.
I-1-2	Projects	Transit	Project Question		Please update the "North Valley BRT" project (0928). Metro has bowed to John Lee and the NIMBYs and turned that project into what the NextGen bus project should have been--10-minute headways with bus bulb outs on Reseda. No one riding the Orange Line will mistake Metro's watered-down plans for that project as BRT.	CMCP_0928 has been updated with a more up-to-date project description and project subtype.
I-1-3	Projects	Roadway	Project Edit		What is "Route 107" that Projects 1047 and 1048 refer to? State Route 107, meaning Western Ave? Please write this in a way laypeople can understand.	This project is from Caltrans. Caltrans refers to all state routes with a number, in this case Route 107 is Hawthorne Boulevard in the City of Torrance.
I-1-4	Projects	Bike/ped	Project Scoring		Why are 1236 and 1237 ranked as low-priority? They are urgent--we have record pedestrian and bicyclist deaths once again. The LADOT proposals for Stress-Free commutes are great--I live near the intersection of one designated location. I filled out their survey two years ago. Nothing has changed at the intersection (Melrose/ Edgemont). Not even a paint job. If you fund these initiatives, they need to be implemented as laid out in the 2035 Mobility Plan and not delayed/canceled/watered down due to opposition from City Councilmembers who already voted for the Mobility Plan.	Thank you for your comment. These projects have been more accurately classified and scored in the final project list.
I-1-5	Projects	Transit	Project Question		Given this state funding program provided $150 million to set up HOT lanes on 105, what progress has occurred since the grant award two years ago? The Green Line still sucks, with infrequent service, loud and polluted stations, and stations chosen seemingly at random with hardly anything within walking distance besides parking lots, single-family residences, and warehouses.	In May 2021, the Environmental Impact Report/Environmental Assessment was completed. In June 2021, the Plans, Specifications, and Estimates (PS&E) phase began for segment 1 of the project between I-405 and I-110. PS&E for segment 2 between I-110 and Studebaker Road began in June 2022. In August 2022, the Metro Board awarded Construction Manager/General Contractor (CM/GC), Roadside Toll Collection System (RTCS), and Program Construction and Management Services (PCMS) contracts for the construction of the I-105 ExpressLanes project. PS&E for segment 1 is scheduled to be complete by Summer 2023 and construction is on track to start in January 2024. The entire project is expected to be completed by late 2027/early 2028.
I-1-5B	Projects	Transit	Generic		Given this state funding program provided $150 million to set up HOT lanes on 105, what progress has occurred since the grant award two years ago? The Green Line still sucks, with infrequent service, loud and polluted stations, and stations chosen seemingly at random with hardly anything within walking distance besides parking lots, single-family residences, and warehouses.	Thank you for your comment. We respect your opinions and will take your comments into consideration.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-1-6	Projects	Transit	Project Question		1255: Metro is preparing to break ground on the Rail-to-Rail active transportation project along Slauson. How does the transit corridor listed here fit within the corridor as well? Why doesn't Metro employ a fix-it-first approach to getting to downtown from LAX via transit? This would involve fixing the Washington/Flower wye, as has been promised many times; implementing a viable service pattern for the K and C lines, rather than Janice Hahn's proposal for a line from Willowbrook to Redondo Beach; and avoiding unnecessary white elephant projects that will further delay and degrade K Line service over the next decade, namely the Centinela grade separation.	Thank you for your comment. We respect your opinions and will take your comments into consideration.
I-1-7	Projects	Arterial	Project Question		1274, 1275, 1276: Why do you refer to LOS in these project descriptions? You should refer to VMT reductions instead.	Thank you for your comment. These projects are complete streets projects and include improvements to safety as well as mobility. While LOS improvements are included as a benefit for the project, the intent of complete streets projects is to improve multi-modal LOS.
I-1-8	Projects	Transit	Pro-Project		1303: While I support the Antelope Valley improvement projects	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-1-9	Projects	Highway	New Project - Conceptual		1303: While I support the Antelope Valley improvement projects, Metro should convert the HOV lane on the 14 to an HOT lane, then fund frequent all-day bus service between Santa Clarita and Lancaster. This would shorten travel times between the two more than double-tracking. The train still will take close to two hours one-way, while buses will be able to travel at higher speeds and enter operation faster.	The SR-14 freeway and HOV-lanes are outside of the corridor. However, this corridor is a Tier 3 (Expanded Network) corridor on Metro's Countywide ExpressLanes Strategic Plan
I-1-10	Projects	Transit	Pro-Project		1330: Metro promised BRT on this corridor a decade ago with the rush-hour bus lanes. They have proven dismal failures, not unlike Metro's attempts to rebrand itself with Metro Rapid. At the end of the day, ridership continues to plummet. Metro's Board and top decision makers obviously do not ride its own buses, and find every reason they can invent not to fund or improve the bus system with bus-only lanes. Why should the state fund BRT lanes on Wilshire unless and until Beverly Hills and Condo Canyon agree to participate? The state should override local control and mandate their participation. Beverly Hills should not get SB1 or Measure M Local Return money until they get their heads out of their butts.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-1-11	Projects	Bike/ped	Pro-Project		1340: First-last mile connections to this station need to include protected bike lanes. I used to bike to the station daily while in grad school, coming from the east. The roadway is unsafe for bicyclists. It is both crowded and full of aggressive drivers. The intersection is a traffic choke point that also traps bus routes including 38, 217, and 105. Add bus lanes or at least queue jumps on La Cienega and Jefferson in both directions.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-1-12	Projects	Bike/ped	Project question		1344: Would this include a bike lane on Westwood Blvd? We have been asking for over a decade for that, only to face stonewalling from Koretz	Construction on the D Line (Purple) Extension Westwood/UCLA station started in 2019 and is forecast to open in 2027. This is part of Section 3 of the extension and active transportation updates will be included in the First/Last Mile Plans for this station area. This phase of the project has not yet begun but we encourage you to keep voicing your support for a bike lane on Westwood Boulevard throughout this planning process.
I-1-13	Projects	General	Project question		2066: Which train system are you referring to, Metro or Metrolink?	This is referring to the Metro Light Rail System in Los Angeles County

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-1-14	Projects	General	New Project - Conceptual		Not on list: fund studies/ engineering/ advanced planning to eliminate parking minimums in Westwood Village North, Palms, and other high-density neighborhoods.	Thank you for your comment. At this point we cannot add new conceptual projects to the CMCP. However, the CMCP project list will be updated regularly. At that time we will include additional projects brought forward. Please work through local agencies and councils of governments to get your project ideas on future strategic project lists.
I-2-1	Projects	Bike/ped	Pro-project		Hi, thank you for including improvements to bike infrastructure as well as other alternatives to cars. Specifically the bike path planned to connect to the LA River bike path ("405CMCP_0946") sounds like a very useful improvement, and similarly for the Long Beach bike lane ("405CMCP_0948"). Please make sure bike lanes are as protected from vehicle traffic as possible for safety, and add more bike lanes if possible. I think greenery is also an important consideration as people will be more likely to use bike infrastructure if it is both safe and pleasant. Thank you.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-3-1	Corridor Operations Issues	Bike/ped	Pro-AT		Lots of sperated bike paths please. It would be get if I could use my bike instead of my car to commute the 405 corridor from north to south! A light rail line would also be good.	Thank you for your comment. Metro is committed to working with local partners to support safe and convenient bicycle and pedestrian facilities throughout the corridor.
I-4-1	Other Corridor Projects	405 ExpressLanes	Pro-Project		Please put the express lanes or HOV lanes with the fastrak as a priority. There are many hundreds of cars I see on my commute where people are using the lanes and they are all single riders. I think this fastrak would cut down on the lanes and also allow metro to generate income from single riders. It is not fair that these people get to break the law.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-5-1	Other Corridor Projects	405 ExpressLanes	Anti-Project		I am opposed to the addition of Express/HOT lanes to the 405 corridor. Yes, Improvements need to be made and the plans for either rail or busway additions, I believe, are the way to go. Express/HOT lanes allow only those who can afford it and/or their employer pays for the tolls, to use those lanes. Freeway means that ALL can use the roadways with no tolls. All tollways do is to push more traffic into fewer lanes. Tolls also disenfranchise lower income people who cannot afford the tolls. I find the tollways to be confusing (on the 10), trying to discern where the lanes start and when pricing is "on, distracts one from one's driving, a dangerous thing. As far as I can tell the projects #s relevant to this are the following: 405CMCP 0637, 0638, 0640, 0663, 0938. There may be more but my eyes crossed trying to read all the project listings.	Thank you for your comment. We will consider these comments as we move forward with grant applications and project planning in the future. We encourage you to continue to share your feedback with Metro and other agencies involved in project development.
I-6-1	Other Corridor Projects	405 ExpressLanes	Pro-project		I looked thru all you send and could not find too many concrete things about what you are planning to do with the 405 corridor. How can I give you an opinion? One of the few things I understood was an optional pay-for fast lane. I would pay for that.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-7-1	Projects	Bike/ped	Pro-project		Hello, I just reviewed the project list. These 3 are my favorites - I would 100% use these regularly and it would make it a lot easier to visit the businesses along Washington Blvd. and in Playa Vista. - Bicycle bridge over Ballona Creek to connect McConnell Ave and Alla Rd. (405CMCP_1329) - Rapid transit on Washington Blvd from Walnut Ave to Fairfax Ave. (405CMCP_1323) - Class IV bike path on Washington Blvd (405CMCP_1335) - I'd love to take this all the way to Venice beach!	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-7-2	Projects	Transit	Pro-project		Hello, I just reviewed the project list. These 3 are my favorites - I would 100% use these regularly and it would make it a lot easier to visit the businesses along Washington Blvd. and in Playa Vista. - Bicycle bridge over Ballona Creek to connect McConnell Ave and Alla Rd. (405CMCP_1329) - Rapid transit on Washington Blvd from Walnut Ave to Fairfax Ave. (405CMCP_1323) - Class IV bike path on Washington Blvd (405CMCP_1335) - I'd love to take this all the way to Venice beach!	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-7-3	Projects	Transit	Pro-project		These are also great! - BRT along Lincoln Blvd. (405CMCP_2053) Lincoln Blvd. has wonderful restaurants but it is dangerous and dirty. It needs some TLC. - BRT along Venice Blvd. (405CMCP_2054) This would greatly cut down on beach traffic and clean up that dirty street as well.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-7-4	Corridor Operations Issues	Bike/ped	Pro-AT		I like any project around the Venice/Del Rey/Culver City area involving bike paths and *protected* bike lanes. I would love to use my bike for commuting but do not feel safe with just a white painted line separating me from speeding, road-raging drivers. I often ride the bike path through Marina del Rey and it is very popular. People want to ride safely. :-) Thank you	Thank you for your comment. Metro is committed to working with local partners to support safe and convenient bicycle and pedestrian facilities throughout the corridor.
I-8-1	Projects	Bike/ped	Project Scoring		I some confusion as to how Metro can suggest that projects are evaluated for some level of equity (geographic, racial, etc.) and yet most tier one projects are in areas that have historically seen a high level of investment. Why do Long Beach projects like class 4 bike lanes (405CMCP_0948) and improvements on I-710 (405CMCP_1187) not justify high safety ratings even though by your own measurements they are areas with high collisions and injury?	Thank you for your comment. The project evaluation and tiering reflects how well current project scope and schedule align with the CMCP goal areas and project readiness considerations that qualify projects for funding in programs like the SB 1 Solutions for Congested Corridors Program. As project scopes get refined and as projects advance in their development, they may evolve into projects that would score as Tier 1. Project 0948 has been re-coded as a Class 1 bikepath and Tier 1.
I-8-2	Stakeholder engagement		Process - Plan Development		Why was the City of Long Beach not even included on Advisory Committees or Focus Groups? Completely unjustifiable in a city of 450,000 with just as many trips (more in fact) along the 405 corridor as the Westside cities, that is dire need of more investment. I hope that equity begins to play a larger role in Metro decision making in the future - Metro cannot justify more investment in Santa Monica and Culver City while leaving Long Beach behind.	Thank you for your comment. Metro recognizes the need to encourage participation from all cities along the project corridor during this plan development process. Metro invited staff from the City of Long Beach to participate in our CMCP Advisory Committee, in addition to key transportation facilities and agencies, such as Long Beach Airport, the Port of Long Beach and Long Beach Transit. Long Beach Airport and the Port of Long Beach participated in our CMCP Advisory Committee, while Long Beach Transit participated in our transit operator focus group discussion. Metro also continues to engage the Gateway Cities Council of Governments as well as LA County Supervisor Janice Hahn's Office on the development of the CMCP, both of which represent the interests of the City of Long Beach.
I-9-1	Projects	Bike/ped	Pro-project		I want to specifically call out the projects that hit Culver City, including the ones for Sepulveda Blvd and Jefferson Blvd (405CMCP_1336, 405CMCP_1334, 405CMCP_1323, 405CMCP_1327), as these coincide with MOVE Culver City plans to do quick-build bus and bike lanes on these corridors. They would work much better if the new mobility lanes don't end a the city limits!! Please prioritize these for funding.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-9-2	Corridor Operations Issues	Highway	Anti-HWY		There are way too many "Highway" projects on here dilute and in some cases contravene the benefits of the essential "Transit" and "Active Transportation" projects. Please revise this plan to remove any project that adds even a foot of general purpose vehicle traffic lane, and prioritize the Highway projects at the bottom of the list behind everything else.	Thank you for your comment. While this a corridor defined by the freeway, most projects proposed in this CMCP, especially those that score well, are not highway projects.
I-9-3	Projects	Transit	Project Scoring		Also, there need to be more "Local Transit Investment" projects, ranked with higher priority, to make sure people can get to and from the new 405 corridor transit projects. Thanks	All "Local Transit Investment" projects are currently Tier 1; however, there were very few of these projects identified in the CMCP process.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-10-1	Duplicate				As a Culver City resident, I'm excited to see several proposed projects that touch Culver City, especially along Jefferson and Sepulveda Boulevards (405CMCP_1336, 405CMCP_1334, 405CMCP_1323, 405CMCP_1327). These projects coincide with and support MOVE Culver City plans to do quick-build bus and bike lanes on these corridors. These MOVE Culver City plans would work much better if the new mobility lanes don't end a the city limits!! As such, please prioritize these projects for funding to help create a complete transportation network. There are way too many "Highway" projects on here that dilute and in some cases contravene the benefits of the essential "Transit" and "Active Transportation" projects. Please revise this plan to remove any project that adds even a foot of general purpose vehicle traffic lane, and prioritize the Highway projects at the bottom of the list behind everything else. Also, there need to be more "Local Transit Investment" projects, ranked with higher priority, to make sure people can get to and from the new 405 corridor transit projects.	See responses to comments I-9
I-11-1	General		Missing data		On the story map website, many bikeways are missing. Three missing protected bikeways I spotted quickly are MOVE Culver City, Santa Monica Colorado Ave Esplanade (opened in 2016), and Culver City Elenda protected bikeway. I haven't had time to go over the map thoroughly. It appears that Metro used the same (error-filled) data set as was presented as part of the 710 corridor multimodal task force. Please use use a current map of bikeways. Perhaps pay a bicyclist to look it over for a few minutes - so they can catch obvious errors. It makes me think that Metro is not genuinely interested in multimodal solutions, when the agency fails to map existing bike facilities.	For projects that cover multiple jurisdictions, Metro relies on the best available regional or subregional datasets. We have used the SCAG bikeways layer for our bikeways GIS data. SCAG maintains and works with local jurisdictions to update their dataset; however, there is always some lag time. With respect to the specific bikeways mentioned. The Colorado Esplanade is shown as a Class 1 path on the story map. The Elenda St cycle track is still listed as a planned facility in SCAG's GIS database.
I-12-1	Corridor Operations Issues	Highway	Anti-HWY		Please do not widen the freeway. The 405 is wide enough already and widening freeways comes at the expense of low-income communities. People will lose their homes. Invest in other, more sustainable and just forms of transportation like bike lanes, bus lanes, e-bikes, and light rail. Thank you.	Thank you for your comment. While this a corridor defined by the freeway, most projects proposed in this CMCP, especially those that score well, are not highway projects.
I-13-1	Goals	Equity	Equity		The plan MUST include equitable paths that affect zip codes with highest median incomes. Designs that take convoluted paths to avoid high income areas should not be consider. Use of eminent domain should allow lower income homeowners and tenants to benefits greater than homeowners that have house incomes greater than middle upper income.	Equity is a guiding principle at Metro and is considered in each phase of project development.
I-14-1	Corridor Operations Issues	Roadway	Pro-HWY		People are attached to their cars. Mass transit is not convenient enough to replace personal destinations. It will be a huge challange to get people out of their cars to take 2 maybe three modes of transportation to get to work. It will take 10 years (considering how slow LA builds) for that infrastructure to be developed. I think a viable solution would be an alternate route. Separate trucks, buses and large vehicles from passenger cars into a dedicated route, lane,road etc.	Thank you for your comment. The CMCP is a true multimodal plan and we appreciate your comment.
I-15-1	Corridor Operations Issues	Transit	Pro-Transit		To make 405 work for everyone, there should be a dedicated BRT lane on each side. When the buses move FASTER than the cars, more people will ride transit which will free up lanes for people who have to drive. When the buses are struck in traffic, only the people too poor to buy a car would ride the bus. But there are positive externalities for more people to ride the bus.	Thank you for your comment. Metro is committed to supporting transit expansion throughout the corridor.
I-15-2	Corridor Operations Issues	Bike/ped	Pro-AT		Also, getting to the Bundy/Expo station is incredibly dangerous. On Bundy, a 35 mph stroad, there are driveways that cut over the sidewalk and slope down to the road. At any moment when walking to the train station, you could be struck by a car going 35 and there's a 50% chance you will die. There NEEDS to be protected barriers for pedestrians and cyclists to get to the train station.	Thank you for your comment. Metro is committed to working with local partners to support safe and convenient bicycle and pedestrian facilities throughout the corridor.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-16-1	SPAM	SPAM				NA
I-17-1	Other Corridor Projects	Sepulveda Transit	Pro-Project		I am the traffic/transportation chair of the Encino Neighborhood Council and a board member of the Encino Property Owners Association. I am speaking for myself. The 1.4 billion dollar 405 widening project was an absolute waste of money. "If you build it they will come". The width of the Sepulveda Pass CANNOT accommodate another lane. No houses or businesses should be taken. The lanes should not be narrowed and we do not want Express (Lexus) lanes. Pool the money, get Federal money, and build a subway. The Valley deserves its fair share. Trucks should also be limited to night hours, as was successful during the Olympics. There is an idea that would help. Please do the right thing. The people who live in the neighborhoods of the Sepulveda Pass want a subway not a monorail (we are not Disneyland).	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-18-1	Corridor Operations Issues	Transit	Pro-Transit		It is notable that the tier 1 projects are all either high capacity transit or multimedia projects. Metro should include some commitment to actually prioritize the higher ranked projects rather than plowing ahead with projects for road widening and adding lanes that are ranked lower by Metro's own assessment.	Thank you for your comment. Metro is committed to supporting transit expansion throughout the corridor.
I-19-1	Corridor Operations Issues	Transit	Pro-Transit		While rail expansion is an important long-term goal, rapid bus and bus corridor improvements should take priority because they can be implemented faster. In particular, there is a patchwork of intercity bus options, but all of them radiate outward from either LAX or Downtown LA. There is no reasonable way to travel between the Beach Cities except by car. Metro Buses are only available in Los Angeles and Muni Buses are also localized. How is non-driver supposed to get from Long Beach to Redondo Beach? Or from Santa Monica to the Valley. There is a lack of integration for medium-length journeys which forces people into cars or to take wildly indirect routes via rail (again, there's no ring network or intercity connection- all tracks/roads lead to DTLA). While this draft "plan" helps to identify improvement projects, it doesn't thread them together into a logical or cohesive system. The only unifying thread is the highway itself, which is just a bad option if people are concerned about congestion, carbon emissions, or highway safety. Please prioritize intercity connections along the corridor to help bridge the gap between local munis.	Thank you for your comment. Metro is committed to supporting transit expansion throughout the corridor.
I-20-1	General		Pro-Plan		This is a wonderful project that will benefit many communities. I fully endorse this project.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
I-21-1	Projects	Bike/ped	Pro-project		405CMCP_0948: Route 1: Class-IV Bike Lane in Long Beach, between Long Beach Traffic Circle and Los Angeles City Limit. I am strongly in favor of this project happening as soon as possible. It would reduce my commute each way by 10 minutes, and it would vastly increase the chance that I come home safe and sound to my family each night. It would also encourage people to travel via bike, which is good for the climate, public health, and traffic congestion.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-21-2	Projects	Bike/ped	Pro-project		405CMCP_1187A746: I am in favor of complete streets improvements for pedestrians and bicyclists in the Gateway Cities. You try getting from south of the 405 to north of the 405 in Long Beach without a car. It is terrifying. Fix it. 405CMCP_1238: I am in favor of this project.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-21-3	Corridor Operations Issues	Bike/ped	Pro-AT		General: I am in favor of prioritizing pedestrian and bicycle safety, and greater connectivity for pedestrians, cyclists, and transit users. Any project that makes it easier to get around LA without a car should be prioritized. Any project that increases rail and bus frequency should be prioritized. Any project that widens a freeway should be abandoned, as it will increase congestion, increase air pollution, and increase the distances people need to walk and bike to get anywhere.	Thank you for your comment. Metro is committed to working with local partners to support safe and convenient bicycle and pedestrian facilities throughout the corridor.
I-22-1	Projects	Bike/ped	Pro-project		405CMCP_0948: Route 1: Class-IV Bike Lane in Long Beach, between Long Beach Traffic Circle and Los Angeles City Limit. I am strongly in favor of this project. It would reduce bicycle travel times, and increase safety for cyclists. It would also encourage people to travel via bike, which is good for the climate, public health, and traffic congestion.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-23-1	General		Plan question		Please define "corridor" itself.	Please see Section 1 of the final report. The highway anchors the Corridor Study Area, which includes the full extent of the highway in Los Angeles County and extends three miles in every direction. Refer to the Solutions for Congested Corridor Program site to see how the State defines a corridor.
I-24-1	General		Partnering		What is Metro Community Relations doing to hold CalTrans District 7 accountable to keep LA County / San Fernando Valley freeways clean and clear of this visual blight?	Enhancing Safety is a key goal of the plan, and included in that is an emphasis on the maintenance of transportation facilities and infrastructure.
I-25-1	Corridor Operations Issues	Highway	Pro-HWY		The 405 corridor has various choke points that should require some type of widening or geometric improvements. If these improvements can be made within the confines of Caltrans Right of way, will the CMCP acknowledge these project and work to advance them? Emerging Mobility solutions will only get you so far with an already definicient corridor	Thank you for your comment. The CMCP is a true multimodal plan and we appreciate your comment.
I-26-1	Projects	Transit	Specific question		Are there any plans for dedicated bus lanes?	There are several projects in the plan that would build dedicated bus lanes. Filter the project list for "Transit" - High Capacity Transit" or "Rapid/Express Service"
I-27-1	Stakeholder engagement		Comment Period		Since this is your first public meeting about the 1-405 CMCP, would you consider extending the deadline to help us to inform our communities and get their input? There's not much time left.	This 31-day comment period is typical for a planning study of this nature
I-28-1	General		Process - SCCP		Would the received grant funding go towards further studies, or does the grant funding go towards actual construction of transportation projects?	SCCP funds only the construction phase of the project.
I-29-1	Other Corridor Projects	405 ExpressLanes			Could you please exclude transportation network company drivers (like Uber and Lyft) from qualifying toward the number of people for High Occupancy Vehicle (HOV) lanes (Strategy 1.4) so the HOV lane incentivizes shared rides?	Thank you for your comment. In addition to the delivery of capital projects, the CMCP acknowledges that complementary policy considerations are needed, such as Strategy 1.4.
I-30-1	Other Corridor Projects	405 ExpressLanes			To what extent will existing regulations be looked at, revised as needed, and enforced as the plan unfolds. There is currently insufficient police/security. Specifically ... monitoring metered on-ramps, ticketing people who drive in the shoulders or cross gore points, cleaning garbage from the road, itself, and identifying and addressing aggressive drivers	Thank you for your comments. Your feedback has been shared with Caltrans and California Highway Patrol.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-31-1	Other Corridor Projects	405 ExpressLanes			[DELETED AND REMERGED WITH THE COMMENT I-30-1	NA
I-32-1	Corridor Operations Issues	Highway	Anti-HWY		Could you please make sure that HOV direct connectors (Strategy 1.9) are NOT prioritized as a near- or mid-term Tier 1 or 2 strategy, given that their cost would swamped other strategies?	Currently all HOV connector and ramp/interchange projects are included as Tier 2B or Tier 3 projects in the CMCP
I-33-1	Goals	Equity			Why doesn't the CMCP Strategy 5.7 align with Metro's own goal to make transit free for all riders, not just no- and low-income riders?	Thank you for your comment. Metro is piloting the Fareless System Initiative in phases. Upon further Metro Board action, the CMCP will be updated to reflect that direction. Please see Metro's website for more information on the Fareless System Initiative.
I-34-1	General		Pro-Plan		Es muy buena idea para hacer un via más rápida del metro It is a very good idea to make the corridor faster.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
I-35-1	Other Corridor Projects	Sepulveda Transit	Pro-Project		The 405 thru the Santa Monica Mountains is maxed out. This is a high fire area and a wildlife area. A subway is needed under ground with the maxium ridership. The widening of the 405, $1.4 billion, did not help. Why is the best plan, a subway, not be the top priority.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-36-1	Corridor Operations Issues	Highway	Pro-HOT		One of the problems I notice with the existing road network is that the 405 is virtually the only option for travel between areas south of LAX and north of LAX (State Highway 1 and Sepulveda are generally both even more severely overloaded. Do any of the projects include toll lanes or bus lanes?	Yes, the plan includes toll (managed lanes) and bus lanes projects in the project list as well as in strategies 1 and 3.
I-37-1	Corridor Operations Issues	Highway	Generic		There is no further width in the Santa Monica Mountains. No Homes or businesses should be taken.	Thank you for your comment. We respect your opinions and will take your comments into consideration.
I-38-1	Corridor Operations Issues	Highway	Generic		Comment: Many of your projects speak to the freeway like an express lane but do not address the traffic that will move off the freeway. This in itself is an inequity for those that live in a specific community.	Thank you for your comment. We respect your opinions and will take your comments into consideration.
I-38-2	General		Process - Plan Implementation		Question: How will the CMCP coordinate the different projects?	The CMCP does not determine the scope or elements of individual projects and each project is subject to its own independent planning and development processes which include their own stakeholder engagement to inform the project scope and the selection of locally preferred alternatives.
I-39-1	General		Process - Plan Development		What was the process for establishing the boundaries of the CMCP study area?	A three-mile travel shed was used, as has been used in other Multimodal Corridor Plans, to capture the trips oriented towards the corridor and the multimodal facilities serving those trips.
I-40-1	Corridor Operations Issues	Goods Movement	Process - Plan Development		Are you documenting truck (commercial) traffic and how it affects the corridor?	Truck traffic in the corridor study area was evaluated. Please see the Final Plan for more detail on where higher volumes of truck traffic occur and the noted impacts of those trips.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-41-1	Corridor Operations Issues	Roadway	Safety		If you cause more traffic on Nordhoff you will force drivers into residential streets like Prairie St. That have zero sidewalks and 2 schools. Kids walking to and from school on the street will be hit by cars and the quiet neighborhood will be destroyed.	Thank you for your comment. Safety is a key goal of this plan. We respect your opinions and will take your comments into consideration.
I-42-1	Projects	Bike/ped	Project question		Are the bicycle and pedestrian routes identified in the City of LA's Mobility Plan 2035 within the corridor project area included in the list of projects in the I-405 CMCP? In this way, Mobility Plan 2035 routes, which are behind in implementation, might be eligible for SB-1 funding.	Yes, the City of LA Mobility Plan projects are included and will be part of the CMCP.
I-43-1	Stakeholder engagement		Comment Period		There is insufficient time for public comment. Neighborhood Councils typically meet monthly and we need at least a month to evaluate and comment.	This 31-day comment period is typical for a planning study of this nature
I-44-1	General		Plan question		as i understand it, the primary goal of this study is to be able to apply to a very limited amount of $ (SCCP) from the state. as such it sounds like the only projects you would be able to get money for as a result of this study are the Tier 1 projects. is that correct? if so, what are the tier 1 projects?	Please see Appendix E - the full project list. You can filter by project Tier.
I-45-1	General		Other Question		Is there another way to access the document? I am clicking on the link but I am getting a connection is not private and that the dropbox link is not safe.	The final plan will be posted on Metro's website and should be accessible by all platforms
I-46-1	General		Plan Question		Is there a list of all the projects that are included within the CMCP available?	Please see Appendix E - the full project list. You can filter by project Tier.
I-47-1	Corridor Operations Issues	Highway	Anti-HWY		How set in stone are these projects? E.g., is there any way to avoid freeway widening at this point or are you pretty committed to it?	The CMCP does not determine the scope or elements of individual projects. The projects listed in the plan are subject to their own independent development processes, which include their own stakeholder engagement to inform the project scope and the selection of locally preferred alternatives.
I-48-1	General	Bike/ped	Missing data		For a "comprehensive multimodal" plan why didnt Metro map current bikeways - CMCP bike map is missing numerous facilities	For projects that cover multiple jurisdictions, Metro relies on the best available regional or subregional datasets. We have used the SCAG bikeways layer for our bikeways GIS data. SCAG maintains and works with local jurisdictions to update their dataset; however, there is always some lag time.
I-49-1	General		Process - SCCP		Thanks for the helpful presentation! Can you let us know a little more about the SCCP Cycle 3? Has there been previous cycles that have passed (cycle 1 or cycle 2)?	Solutions for Congested Corridors has had two prior cycles, one in 2018 and another in 2020. Please see the California Transportation Commission's Solutions for Congested Corridors Program (SCCP) site for more information.
I-50-1	General		Process - Plan Implementation		To what extent does locality buy-in affect the feasibility of things like repurposing street space (for buses and bicycles, etc.)? Are you able to override opposition to facilities like these?	Thank you for your comment. Stakeholder support is important for advancing projects for funding consideration and into implementation.
I-51-1	General		Process - Plan Implementation		will this plan be used for anything beyond SCCP funding?	Thank you for your comment. This plan is necessary for SCCP eligibility. Additionally, the intent is for this plan to also support Metro and our partners as we collectively look to fund and deliver the numerous corridor improvements needed in the study area.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-52-1	General		Other Question		Unfortunately, our IT does not allow Internet Explorer or Google only Microsoft edge and it's not working on Edge.	The final plan will be posted on Metro's website and should be accessible by all platforms
I-53-1	General		Process - Plan Implementation		there are 38 tier 1 projects. is the plan to apply for funding for all of them?	Not all Tier 1 projects will be viable for this upcoming cycle of SCCP, which is expected to have additional project delivery criteria that some of these Tier 1 projects may not meet at this time. These Tier 1 projects may be more timely for other fundings programs and will be considered over multiple SCCP cycles.
I-54-1	Other Corridor Projects	405 ExpressLanes			Aren't you concerned that the 405 toll road idea will hurt the poor? It seems like a very elitist solution.	Thank you for your comment. The I-10/I-110 ExpressLanes do not hurt the poor; in fact, all income levels use the ExpressLanes and low income users use the ExpressLanes at a higher rate than non-low income users. A survey of ExpressLanes users in 2018 indicates that 19% of respondents earn less than $50,000 annually, 25.9% earn between $50-100,000, and 34.7% earn more than $100,000 annually (20.4% did not answer). Furthermore, to assist low income users wanting to use the ExpressLanes, Metro has a Low Income Assistance Plan (LIAP) that provides a $25 one-time credit and waives the $1 monthly maintenance fee. In addition, Metro provides the option of opening a cash account for those who do not have a credit card. For more details, please go to metroexpresslanes.net. Metro's LIAP maintains, on average, more than 16,200 active accounts (2.85% of all accounts). Overall, based on recent internal data, LIAP users took nearly 1.3 million trips during the first 11 months of 2019. This represents 4.3 percent of all trips and more than 5.8 percent of HOV2 or HOV3 trips. In 2019, each LIAP transponder was used an average of 87 times, compared to 37 times for a transponder in a standard account. Furthermore, of these trips about 17.3 were made as a paying single occupant vehicle compared to 15.5 in a standard account. This data indicates that having access to a LIAP account effectively addresses the cost-related barriers to use of the ExpressLanes.
I-55-1	Projects	Highway	Project Scoring		of the 38 tier 1 projects, none of them are actually planned for access to and on the 405, correct? it looks like its all bus lanes, bike lanes, and transit improvements in a few miles around it	Thank you for your comment. The CMCP is a true multimodal plan and we appreciate your comment.
I-56-1	General		Process - SCCP		Can Congested Corridors funding be used for freeway auxiliary lanes?	Auxiliary Lanes are eligible for SCCP. Please see the California Transportation Commission's Solutions for Congested Corridors Program (SCCP) site for more information.
I-57-1	General		Process - Plan Implementation		Sorry for asking such project-focused questions! In the broader sense of the CMCP, how tied are elements to each other? Is it possible/likely that, for instance, we end up with certain amounts of freeway improvements but not transit/active transport options? Are there dependencies in that sense, where projects might require each other to be fully effective but be differently tiered?	The CMCP is a true multimodal plan. Given the size and extent of the corridor, numerous and varied projects are needed to address the different mobility needs throughout the corridor. Any project competing for funds has to have independent utility. Part of this effort is to identify where projects are complementary.
I-58-1	Corridor Operations Issues	Transit	Safety		Are any projects addressing safety and security of rail riders to grow ridership? Many of my residents and students have expressed concern riding metro Bus and rail due to incidents of harassment when they have used metrorail in the past.	Thank you for your comment. Metro is committed to the safety of our customers. As part of this commitment, Metro developed the Customer Experience (CX) Plan that looks at everything from cleanliness to security and reliability. Please find the link to the CX Plan for more information: https://www.metro.net/about/plans/cx/

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-59-1	Other Corridor Projects	Sepulveda Transit	Project question		Where is current plan for rail between SFV and West side?	The Sepulveda Transit Corridor is included in the 405 CMCP. Please visit the project website for more information
I-60-1	General		Process - Plan Development		In terms of the study corridor, does it account for trips that are generally east-west but which might use I-405 for a portion of it? Are there some solutions that extend further than 3 miles? (thinking of Artesia Blvd/Marine Ave/Rosecrans/etc.)	The CMCP looks at how to serve mobility needs within the corridor area as well as those trips reaching the corridor area.
I-61-1	General		Pro-Plan		No tengo mucho wue comentar aunque nuestra voz cuenta. Espero que todo sea para el bien de nuestra community	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
I-62-1	General		Anti-Plan		You're all a bunch of sadistic, communist, control freak, Jesus hating fuck heads. I abhor you all with a passion for your incessant lies and crimes against humanity. One day, when meet your creator, you will tremble with fear, writhe, wail and groan in agony over your own stupidity and at the Glory of your true Father. In the mean time, the good people of Los Angeles, myself included, will have to suffer from the burdens and injustices that you perpetrate upon and against us. As of now though, you are all of your father the devil, and so it is his work that you do. Nevertheless, Jesus Christ is King, the Messiah, the Lord Of Lords and the Redeemer of all mankind, yes, even you sick fucks. The fallen ones are your leaders but they and you do nothing without the permission of the Father, so none of you should think that you're such hot shit. You may not believe in the Father, but rest assured that the fallen ones do.	Thank you for your comment. We respect your opinions and will take your comments into consideration.
I-63-1	General		Pro-Plan		Buenas tardes, vivo cerca del 405 el plan integral es excelente porque ayudará a evitar congestionamientos vehículos y habrá más circulación, es necesario que a las orillas o los lados del 405 hagan más árboles, parques o áreas verdes para ayudar a limpiar el aire por medio de más áreas verdes y lis residentes tengan más calidad de vida y aire.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
I-64-1	General		Pro-Plan		It's a great plan, I think it will relieve a lot of traffic on I-405 and with less stress and pollution problems. I have been a user of the metro for more than a year, I really like using it, the train works wonderfully, but the problem is the transfers and what the waiting time is at least 15 minutes, that waiting time must be efficient and what will give a lot of trouble about it. Thanks	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
I-65-1	Corridor Operations Issues	Transit	Pro-Transit		The large number of projects make it difficult to read all of them. I support transit, biking, and walking projects before any road or freeway improvements.	Thank you for your comment. Metro is committed to supporting transit expansion throughout the corridor.
I-65-2	Corridor Operations Issues	Bike/ped	Pro-AT		The large number of projects make it difficult to read all of them. I support transit, biking, and walking projects before any road or freeway improvements.	Thank you for your comment. Metro is committed to working with local partners to support safe and convenient bicycle and pedestrian facilities throughout the corridor.
I-67-1	Other Corridor Projects	Sepulveda Transit	Pro-project		Build a subway line down the 405 corridor from the Valley to Orange County	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-68-1	Projects	Highway	Pro-project		405CMCP_1163 - Please consider modifying Sherman Way North On-ramp. We keep having accidents every few days. The route going north from Firmament Ave. to Sherman Way should be reengineered. Currently, it is illegal to enter 405 north from Firmament Ave., but the signs are so confusing that drivers who are not locals do not realize that. At the same time, those who take the 66B north off-ramp do not realize that those coming from Firmament Ave. have a left arrow to turn left (West) on Sherman Way, so they don't look across the street, they just look east and enter Sherman Way. This is a major issue.	Thank you for your comment and your support for the projects identified in the I-405 CMCP. Stakeholder support is important for advancing projects for funding consideration and into implementation. Please continue to show your support for these projects in the future.
I-69-1	Projects	Transit	New Project		The report's assessment of the problems facing the highly congested Route 405 corridor in LA County is outstanding. The report's listing of potential multimodal projects to address these concerns is much less so. Most critically, there are virtually no near term proposals for investments in high-quality transit that would address the immediate congestion on the I-405 and corridor arterials - particularly on the segments of the I-405 to the south of the Expo Line / Santa Monica Fwy. At the top of my list for an immediate to medium term solution is the establishment of some time of rapid bus service on the I-405 itself between LAX and the Westside, and between LAX and the "A" / Blue Line to the south. The model, of course, would be the wildly successful "J" / Silver Line along the I-110 Freeway. This concern is somewhat addressed by CMCP Project 405CMCP_0674, proposed by the Westside Cities COG, which suggests "express bus improvements (e.g. peak period shoulder lane) on I-405. I believe the project should be much more ambitious to accommodate, in some form or other, all-day and weekend express bus service on the I-405 to provide frequent and reliable connections between Airport Metro Connector Transit Station (AMC) and points along the I-405 to the north and the south. 405CMCP_1323 and $05CMCP_2053 also address the same objective by proposing the construction of dedicated right-of-way BRT projects on the two north-south corridors Sepulveda Blvd and Lincoln Blvd. which parallel the I-405. Such projects are complementary to a busway along the I-405 itself. They address worthy objectives in terms of critically needed high quality transit service, but do not obviate the desirability of some type of frequent and efficient express bus service on the I-405 itself.	Thank you for your comment. Metro is supportive of Express Bus service and feel that many of the projects listed on the CMCP complement express transit service. It is also a key near-term strategy listed in the Plan document (Strategy 5.1). We will share your comment with Metro staff and our partners.
I-69-2	Projects	Transit	New Project		Finally, the highest priority should be given to creating a viable north-south light rail line between Hollywood and Torrance. Aspects of this already are included in the I-405 CMCP Project List, including 405CMCP_0131 - miscellaneous capital and operational improvements to the "C" Green Line. Other necessary improvements include a reconfiguration of the problematic wye junction between the "C" and "K" Crenshaw / LAX lines, which has created an operational nightmare involving service on those two lines. Consideration also should be given to phased construction of Crenshaw / North, at a minimum to allow the "K" line to connect from the AMC Station directly to the "D" / Purple Line. Such a direct light rail line would do much to alleviate congestion in the I-405 corridor, and it should be advanced as quickly as possible.	Thank you for your comment. The Crenshaw North rail corridor was not included on this list due to it falling outside of the study area, but Metro agrees this is an important project for overall connectivity and users of the 405 corridor.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-70-1	Projects	General	New Project - Conceptual		I believe it is necessary to construct a light rail line between John Wayne Airport to San Fernando. This corridor, which is being studied, contains the busiest freeway in California, the I-405. The I-405 carries up to 370,000 vehicles per day and will grow by 35% by 2040. This will contribute to reducing travel times by 75%. In order to prepare the Southern California Region for significant population growth, new transportation alternatives must be considered. It has been suggested in the Proposition A of 1980 that a rail rapid transit system would follow along a significant portion of the I-405 freeway. My proposal is to build a highway median light rail line between the Orange County city of Irvine and the Redondo Beach Station, which is the terminus of the C Line (Green Line). The line will be 35 miles long and will resemble, in some ways to that of the current C Line. Due to the similarities between the proposed route and the C Line, I estimated the cost of the railway by extrapolating the cost to build the C Line in 2022 dollars. This proposed line would cost roughly $93 million per mile. In total, this would be $3.26 billion for the 35 mile route. Considering that freeway extensions in the LA area cost roughly $100 million per mile, I would consider this as a decent investment. As project 405CMCP_0610 has already been proposed, I believe it is necessary to complement it. In this situation, we need a light rail line between John Wayne Airport and LAX. This will complement a southern portion of the major highway corridor. This proposal will reduce traffic times, create jobs, save lives from traffic accidents and benefit communities throughout the corridor.	Thank you for your comment. At this point we cannot add new conceptual projects to the CMCP. However, the CMCP project list will be updated regularly. At that time we will include additional projects brought forward. Please work through local agencies and councils of governments to get your project ideas on future strategic project lists.
I-71-1	Duplicate				Dear Zoe Unruh, As a stakeholder working in Gardena and taking Metro, I wanted to provide some feedback. The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a APM project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT) as studied in Alternative 2 of Inglewood's own DEIR. This configuration should be reconsidered as the BRT option was described as the Environmentally Preferred Alternative, and offers more potential for integration with Metro and other transit agencies without wasting even more land on expensive parking lots. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-72-1	Duplicate				Dear Zoe Unruh, Hi there! Excited to read about the I405 multimodal corridor plan. Glad to see the rapid bus plans, which are critical to improving transit in the area. I'm a huge fan of cars—I own 12 vintage cars and love driving them, I write for car publications, I have a Youtube channel devoted to cars, and I drove A LOT in Los Angeles. However, even as someone that loves cars as much as I do, it seems a bit shortsighted to include freeway widening as part of this plan. Freeway widening may offer a very brief respite for traffic, but most studies show that widening projects will eventually worsen traffic conditions overall. In my opinion, widening projects marked as Tier 2b should be downgraded to Tier 3 or eliminated completely. Instead, the majority of this effort should focus on improving the bus rapid transit (BRT) lines throughout the area. Instead of converting existing BRT lines with rail, I'd suggest a more cost effective solution would be to create additional BRT lines. Funds would be better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they're ranked lower than high-income communities' shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft. Thanks for your consideration!	See response to I-74
I-73-1	General		Process - Plan Implementation		Dear Zoe Unruh, There are many aspects of Metro's 405 Freeway Comprehensive Multimodal Corridor Plan that are deeply wrong: 1 - Metro's plan should specifically plan what projects Metro will apply for CA Congested Corridor funding for. It would be a breach of the public planning process to identify and rank projects, then not apply for the highest ranked projects. Metro should be transparent and upfront about using the 405CMCP to select specific projects to apply for SCCP funding - not merely generating a noncommital ranking that could "inform" which projects will be selected later (in what process?).	Thank you for your comment. The CMCP is being prepared as a planning document to support future cycles of SCCP funding, including the upcoming 2022 cycle and subsequent cycles. With each cycle and upon the California Transportation Commission's Guidelines adoption, consideration will be given to those projects that are most competitive and meet the project delivery milestones requirements for SCCP funding. The project tiering and improvement strategies will help inform grant candidate determinations along with input from the I-405 CMCP Advisory Committee and Metro Board, and will be in alignment with SCCP Guidelines.
I-73-1	Duplicate				2 - The harmful effects of freeway widening - to communities, equity, and climate - need to be better accounted for. Freeway/road/ramp widening projects marked as Tier 2b should be downgraded to Tier 3. 3 - The Crenshaw/Inglewood monorail project is categorized as Tier 1, though it is less costefficient than bus rapid transit (BRT), light rail and heavy rail configurations. This ranking should be reconsidered. 4 - There are BRT lines identified for light rail replacement. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. 5 - Higher need communities have projects that need more planning and engagement, meaning they're ranked lower than high-income communities' shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The 405CMCP is a hollow sham of a plan today - it would be an exciting opportunity to bring Los Angeles into a healthier, more livable, more sustainable, more equitable place if these important changes can be reflected in the final draft.	See response to I-74
I-74-1	Projects	Transit	Pro-transit		Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along "main street" style arterials, so this is great news.	Thank you for your comment. Metro is committed to supporting transit expansion throughout the corridor.
I-74-2	Projects	Highway	Project Scoring		There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3.	All general purpose lane addition projects are Tier 3. Ramp improvements, aux lanes, and other spot improvements are Tier 2B in some cases

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-74-3	Projects	Transit	Anti-Project		There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered.	The CMCP collected projects as put forward by various project sponsors. Metro will take your feedback into consideration, and please share your feedback on alternatives with the implementing agency
I-74-4	Projects	Transit	Anti-Project		There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability.	Thank you for your comment. Metro agrees that building out a robust BRT system and improving bus speed and reliability are vitally important. In some cases, conversion from BRT to LRT will be warranted based on ridership; however, Metro and our partners will continue to study each project to determine the best alternative.
I-74-5	Goals	Equity	Project Scoring		Higher need communities have projects that need more planning and engagement, meaning they're ranked lower than high-income communities' shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible.	Thank you for your comment. Equity is a guiding principle at Metro. Please see the revised CMCP Improvement Strategy 5 section.
I-74-6	General		Pro-plan		The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	Thank you for your comment. We appreciate the time you took to read the plan and provide your support.
I-75-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along "main street" style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. Higher need communities have projects that need more planning and engagement, meaning they're ranked lower than high-income communities' shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-76-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along "main street" style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they're ranked lower than high-income communities' shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-77-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-78-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-79-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-80-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-81-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-82-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-83-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-84-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-85-1	Duplicate				Dear Zoe Unruh, Mitigation of traffic and it's attendant problems is a critical social and environmental concern. The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along "main street" style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they're ranked lower than high-income communities' shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-86-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along "main street" style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they're ranked lower than high-income communities' shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-87-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along "main street" style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they're ranked lower than high-income communities' shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-88-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-89-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. I am most excited for the BRT projects on Lincoln, Venice & La Cienega/Jefferson! The bus is always crowded when I take it and needs to be faster and more frequent! There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-90-1	Duplicate				Dear Zoe Unruh, Thank your for sharing thr I-405 Comprehensive Multimodal Corridor Plan, which has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-91-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-92-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-93-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-94-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-95-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-96-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-97-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-98-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. Higher need communities have projects that need more planning and engagement, meaning they’re ranked lower than high-income communities’ shovel-ready projects. Planning, engagement and project preparation should be prioritized in high need communities like central city and the gateway cities so they can be moved to Tier 1 as soon as possible. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-99-1	Duplicate				Dear Zoe Unruh, The I-405 Comprehensive Multimodal Corridor Plan has some great aspects. In particular, I am very excited about all of the Tier 1 bus rapid transit (BRT) projects. BRT is incredibly cost-effective, efficient, and a great way to get to places along “main street” style arterials, so this is great news. There are however a few key elements of the plan I am concerned about: The devastating effects of freeway widening need to be better accounted for, and widening projects marked as Tier 2b should be downgraded to Tier 3. There is a monorail project in the Crenshaw/Inglewood categorized as Tier 1, which would be much less efficient than bus rapid transit (BRT), light rail and heavy rail configurations. This configuration should be reconsidered. There are BRT lines identified for light rail replacement. This has been done and undone before. If a bus line has dedicated lanes, it should not be replaced by light rail. Funds are better spent increasing the BRT network and service reliability. The I-405 Comprehensive Multimodal Corridor Plan is an exciting opportunity to bring Los Angeles into a better transportation future, and I really hope these very important changes can be reflected in the final draft.	See response to I-74
I-100-1	Other Corridor Projects	Sepulveda Transit	Pro-Transit		Hello! I’m writing to give my public comment on the i405 plan, but also to notify you that the link on your website to do this is being flagged as illegitimate on my computer and it will not let me visit the site at all. Similarly, when I copied and pasted the email link from the website, it did not reflect accurately in my email so I had to write it out by hand. I am very excited about projects coming to the i405 corridor, as we all know, traveling that way is an absolute nightmare, and connecting it to the rest of Los Angeles in ways other than the freeway is going to be a massive improvement. I’m sure you are well aware that adding lanes to the highway does not improve congestion, worsens air pollution, and further disrupts the natural environment by killing plants and reducing groundwater absorption. Car travel is extremely detrimental to the environment, as well as personal safety as car collisions are extremely common and often result in death, especially if the person hit by a car is on foot or on a bicycle. As such, we need to prioritize other modes of travel. A light rail as well as extension of the commuter trains coming from the valley, Ventura, and Palmdale/Lancaster are extremely necessary. Right now, if I want to go from Chatsworth to visit my friend who lives near UCLA by train, I have to ride the orange line all the way to North Hollywood, then from North Hollywood to Union, and then take the expo line. This is obviously a highly inefficient route and no one takes it, so as a result, we have congested and unsafe highways. And anyone who can’t afford a car, can’t drive, or otherwise doesn’t have access to a car can’t get to the jobs that exist down the 405 corridor. Adding a train line is important. It’s also important we do not put a monorail there as I’ve heard rumors of. Monorails have the advantage of being able to be built above traffic, I guess, and that’s why they’re attractive. But taking a lane or two away from cars to give to the train makes significantly more sense. Trains can hold 100s of people per train, whereas a car usually holds a single person. Giving up a lane of car traffic to dedicate to the train just makes democratic sense. We want to prioritize the speed of the vehicles that are carrying the highest volume of people. It’s also important to incentivize car drivers to leave their cars at home and take the train instead. It is much safer and much better for the environment. Additionally, monorails have unique parts that are difficult to find and expensive to replace. Building a train that can transport people needs to be done with the same equipment as we use for any other train in Los Angeles so that if there are issues, it’s easy to fix, or add cars. Furthermore, bike lanes and walking paths that are separate from car traffic will be an excellent addition. Bike and walking paths should be pleasant, quiet, separate from the noise and danger of traffic, and given priority if these two things ever need to intersect (walk lights on signals for example, need to change as soon as a pedestrian is detected. Pedestrians and cyclists should never be waiting on a car traffic. This would disincentivize walking and cycling and create more car congestion.), as well as priority in terms of a direct route. Bikes should never have bridges and always have tunnels. It is significantly easier to bike down and use that momentum to take you up than it is to be pedaling on flat ground and then suddenly have to push yourself to get up a big hill. These are all my thoughts for now. Thank you so much! I’m excited to be redesigning the i405 corridor as a space for people instead of a space for cars. If done correctly, this could really improve the lives of countless Angelenos. Thank you	Thank you for your comment. Metro is committed to supporting transit expansion throughout the corridor.

Comment Code	Parent Topic	Sub-Topic	Sub-Topic 2	Organization	Comment	Response
I-100-2	Corridor Operations Issues	Bike/ped	Pro-AT		Furthermore, bike lanes and walking paths that are separate from car traffic will be an excellent addition. Bike and walking paths should be pleasant, quiet, separate from the noise and danger of traffic, and given priority if these two things ever need to intersect (walk lights on signals for example, need to change as soon as a pedestrian is detected. Pedestrians and cyclists should never be waiting on a car traffic. This would disincentivize walking and cycling and create more car congestion.), as well as priority in terms of a direct route. Bikes should never have bridges and always have tunnels. It is significantly easier to bike down and use that momentum to take you up than it is to be pedaling on flat ground and then suddenly have to push yourself to get up a big hill. These are all my thoughts for now. Thank you so much! I'm excited to be redesigning the i405 corridor as a space for people instead of a space for cars. If done correctly, this could really improve the lives of countless Angelenos. Thank you	Thank you for your comment. Metro is committed to working with local partners to support safe and convenient bicycle and pedestrian facilities throughout the corridor.
I-101-1	Duplicate				Hello, I am a resident of Orange County California. I would like to make a comment regarding the improvements of the I-405 Corridor. I believe we have certainly a good opportunity where we should develop a light rail project between John Wayne Airport all the way up to LAX particularly merging with the green line near where it will eventually be in Hawthorne. I think that option being put in place will most certainly be useful regarding newer developments in Los Angeles. The I-405 freeway is the busiest freeway in California and one of the busiest in the country. It's routinely known for its absurdly slow speed and ridership is estimated to increase around 30% by the year 2040. Therefore perhaps it is time to allocate resources into building an elevated light rail system between the major hubs of Irvine, all the way down the I-405 freeway, and ending at the terminus of the Green Line, also known as the C-Line. in my opinion, from the southside perspective, I think this will be quite a beneficial endeavor for much of Southern California. You can reach me back. Again, I will be making comments on your website, but I appreciate you having this option available to comment.	See response to comment I-70