



Why is Metro preparing a CMCP?

Metro must prepare and adopt Comprehensive Multimodal Corridor Plans (CMCPs) in order to be eligible for state funding that is made available through Senate Bill (SB) 1 Solutions for Congested Corridors Program (SCCP). This critical funding supports Metro’s ability to deliver Measures R and M. The Plan will serve as a qualifying document for competing for and supporting applications in multiple SCCP grant funding cycles.

What does the CMCP do?

The I-405 CMCP aims to identify how transportation investments can work together to serve the multimodal needs in and around the I-405 Corridor. To do this, the CMCP examines the current conditions of the corridor area and also looks holistically at the various planned transportation improvements being led by Metro, Caltrans, public agencies and local cities and communities. The CMCP considers corridor challenges, planned improvements and corridor goals together to identify a set of improvement strategies that include near-, mid-, and long-term actions such as transportation improvements as well as policy and program considerations. These actions will address existing needs for better transit, more protected and connected active transportation, safer and more effectively managed roads and highways, and it will also help LA County make progress on our goals to improve equity, sustainability and quality of life.

What are the CMCP’s Goals?

The CMCP is organized around five goals:

- **Improve mobility and accessibility**
- **Advance equity**
- **Support economic vitality**
- **Achieve sustainability, and**
- **Enhance safety.**

How are projects considered?

The CMCP evaluates all of the identified corridor projects based on their most up-to-date project information. Projects are evaluated to determine which of these improvements are most aligned with the Plan’s five goal areas and are also most ready to potentially compete for SCCP grant funding. Based on the evaluation, projects are sorted into four tiers.

Additionally, all general purpose lane expansion “widening” projects are scored “NA” or “Not Applicable” as they are not eligible for SCCP.

| Project Evaluation Tiers | |
|--------------------------|--|
| Tier 1 | These projects score the highest as they demonstrate significant benefits across multiple CMCP goals and are more near-term. Projects in this tier will be considered for SCCP grant candidacy over the next five years. |
| Tier 2A | These projects closely align with the CMCP goals but are not quite ready for implementation. They may require environmental clearance or further stakeholder review and engagement. These could be candidates in future SCCP grant cycles when they are closer to initiating their construction. |
| Tier 2B | These projects might need mitigation or modification to better align with CMCP goals, but are closer to implementation. These projects address a single CMCP objective (i.e. safety) but may not sufficiently address the other criteria. These projects could be packaged with other projects to provide a suite of benefits. |
| Tier 3 | These projects do not widely support CMCP goals nor are they ready for implementation. |
| NA | These are projects (highway general purpose lane expansion) that are ineligible for SCCP funding. |

Metro will revisit the project list and tiering every two years, prior to the next SCCP grant cycle. As part of these updates, tiers may be adjusted as the latest project scope and schedule information may further clarify project benefits and readiness.

Does the CMCP approve projects for construction?

No. The role of the CMCP is to capture the various multimodal projects planned for the corridor area and assess them based on their potential benefits as they relate to the goals of the CMCP. All projects must separately go through their individual project development processes prior to construction that are led by their respective project implementing agencies such as Metro, Caltrans and local cities. This includes community engagement, planning, environmental review, engineering and design. Inclusion in the CMCP does not take the place of these independent project development and community engagement processes.

How will SCCP candidates be determined?

Metro will only consider nominating projects for SCCP if they:

- are included in Tiers 1 or 2B
- are eligible and timely for the funding cycle
- have progressed through environmental review, and
- have garnered community support.

Tiers 2A and 3 projects will not be considered for SCCP funding. Metro will assess Tier 1 and 2B projects using the Board-adopted Evaluative Criteria Framework that is used to guide Metro’s Federal and State grant application considerations. The Evaluative Criteria Framework will make eligibility and strategic grant determinations for the current grant funding cycle of SCCP. Additionally, this process guides Metro grant considerations to ensure alignment with Metro policies like the Multimodal Highway Investment Objectives and Equity Platform.

What are the next steps?

Metro released the [Draft I-405 CMCP](#) in May 2022 for a 31-day public comment period. Staff is responding to and incorporating stakeholder feedback received in the Final I-405 CMCP.

In September 2022, the I-405 CMCP will be taken to the Metro Board for adoption. Upon Board adoption, Metro will be able to use the CMCP to support SCCP grant applications for projects in the I-405 Corridor as early as Fall 2022.

The CMCP is a living plan, meaning staff will regularly monitor and update it to capture the most up-to-date project information and ensure the Plan is reflective of the latest Metro policies.

Learn more and stay in touch



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