

LB-ELA Corridor Mobility Investment Plan Summary of Changes to Tiered Results

This document summarizes the changes in the tiering results from the original Tiered Results (released November 2023) to the updated Tiered Results (January 2024). The changes to the tiered list are highlighted on the attached table in red text. The changes are based on several factors:

- 1) Changes to evaluation results
- 2) Re-defining the project readiness categories
- 3) Adjustments to the tiering thresholds
- 4) Additional projects removed from consideration and new projects added to modal programs

Each of these factors are described in more detail below.

1) Changes to Evaluation Results

The primary changes to evaluation results were based on a quality control process to ensure the scores reflect the intent of the applicable scoring methodology rubric (rubric). By in large, these had little impact on a project's total evaluation score and tiering result.

Some key updates are related to:

- Checked for consistency between primary metric and equity counterpart (e.g. CH1 and EQ-CH1)
- Checked for consistency between three metrics which EN3, EN4, and EN6 and equity counterparts
- Updating the EQ-SF1 and EQ-SF3 methodology to be consistent with other Equity Focus Community methodologies

Additionally, several projects were rescored based on the receipt of new information from the project sponsors. These included changes to several Port of Los Angeles projects.

2) Re-defining the project readiness categories

The updated Tiered Results no longer use the Tiers A and B to signify projects that are more or less ready for implementation. Rather, a new system was developed to better characterize the project's current readiness based on the next phase of project development. These categories include:

- **Implementation:** indicates projects or programs that are ready for construction or launch of the program or pilot.
- **Pre-implementation:** Indicates projects or programs that are well defined, but require funding and support for preconstruction activities such as planning, design, community engagement, and environmental review.
- **Development:** indicates project or program concepts that require substantial work to define scope, agency roles, and agency responsibilities, and may require technical assistance from Metro to better define them.

3) Adjustments to tiering thresholds

The Final Ranking Score, based on the evaluation results, was used for the identification of the top scoring projects by mode. The original drafted tiered results classified the top 40% of projects within each mode as Tier 1. Based on feedback from the Task Force and CLC, new thresholds were derived for the Tier 1 cutoff. These percentile thresholds were based on a target percentile range and looking at the natural breaks in the

scoring for each mode. For instance, given there are almost twice as many Arterial Roadway projects as other modes, the target percentile range for that mode was set to 25-35% of projects in Tier 1. For Active Transportation, Freeway, and Transit, the target range was 35-45%. For Goods Movement, with the fewest projects, a target range of 45-55% was used (see Table 1 below). Within these ranges, the best natural scoring break was identified for each mode to create the Tier 1 cutoff. The percent of projects in Tier 1 for each mode corresponds to the Tier 1 cutoff below.

Table 1: New Thresholds for Tier 1 by Mode

Mode	Number of Projects*	Target Percentile Range	Tier 1 Cutoff / Final Percentile
Active Transportation/ TDM	38	35-45	42%
Arterial Roadway	64	25-35	27%
Community Programs	15	NA	NA
Freeway	35	35-45	43%
Goods Movement	13	45-55	46%
Transit	37	35-45	43%

*Does not include 6 projects removed prior to draft release and an additional 5 projects removed subsequently due to being fully funded.

The results of the updated tiering analysis are included in the attached document. Table 2 below summarizes the number of projects in Tier 1 and Tier 2 by mode for the November release as well as the January update.

Table 2: Tier 1 and Tier 2 Projects by Mode

Tier 1	Mode	Nov Release*	January Update
	Active Transportation / TDM	17	16
	Arterial Roadway	27	17
	Community Programs	6	NA
	Freeway	14	15
	Goods Movement	5	6**
	Transit	15	16
Tier 2			
	Active Transportation / TDM	23	22
	Arterial Roadway	39	47
	Community Programs	9	NA
	Freeway	21	20
	Goods Movement	7	7
	Transit	22	21

* Five projects determined to be funded and removed between November and December (see section 4 below).

**Includes one Port of Los Angeles project added back to the list (LB-ELA_0132)

4) Additional projects removed and added

The project team received additional information about several projects during November and December that led to the removal of funded projects. These projects are listed as “Funded” on the Tiered list. These projects are listed in Table 3 below.

Table 3: Additional Projects Removed From Tiered List

Mode	Project ID	Name
Active Transportation	LB-ELA_0170	Huntington Park Safe Routes for Seniors & Students*
Active Transportation	LB-ELA_0209	South Downey Safe Routes to School Project (Phase 2)
Arterial	LB-ELA_0126	Slauson Avenue Corridor & Citywide Pedestrian, Bike, Transit Improvements
Goods Movement	LB-ELA_0185	Freight Advanced Traveler Information Systems
Arterial	LB-ELA_0003	Integrated Corridor Management (ICM) Project

*Note: the project team learned recently this project is not fully funded. Will be added back to the modal program list for the final report with its original tiering.

Finally, there were several projects asked to be added to the list over the course of the last 6 months that were unable to be evaluated. These projects will be added to the modal program list for future consideration.

Table 4: Additional Projects Added to Modal Program List

Mode	Project ID	Name
Active Transportation	NA - New	Wilmington Safe Streets - A People First Approach
Active Transportation	NA - New	Walnut Park Pedestrian Plan Implementation
Active Transportation	NA - New	West Paramount Utility Easement Multi-use Path Phase I
Active Transportation	NA - New	City of Carson Master Bicycle Plan
Arterial	NA - New	ICM Phase 2: Arterial Signal Enhancements and Integration
Freeway	NA - New	ICM Phase 2: Freeway Corridor Enhancements
Goods Movement	NA - New	FRATIS Phase 2
Goods Movement	NA - New	Truck Safety and Truck Cut Through Study
Transit	NA - New	Willow Station (A Line) Mobility Hub
Transit	NA - New	Rail cross-over for the A line near the Anaheim station