Appendix D- Evaluation Framework

Background:

Metro developed 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 (SB) 1 Solutions for Congested Corridors Program (SCCP). CMCP Guidelines require that the I-405 CMCP evaluate projects included in the CMCP by specific criteria detailed in statute as follows:

- Safety
- Congestion
- Accessibility
- Economic Development and Job Creation and Retention
- Air Quality and Greenhouse Gas Emissions Reduction
- Efficient Land Use

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, the proposed 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. Attachment A summarizes the various plans, programs and policies that informed the Evaluation Framework.

Table 1. State, Federal Regional and Local Programs and Policy Sources

FEDERAL	STATE	REGIONAL
1. American Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL)	2. CMCP Guidelines 3. SCCP Guidelines 4. Climate Action Plan for Transportation Infrastructure (CAPTI) 5. California Transportation Plan (CTP) 2050 6. SB 350	7. SCAG Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) 8. Long Range Transportation Plan 9. Vision 2028 10. Equity Platform 11. Multimodal Highway Investment Objectives 12. Beyond Sustainability

These documents have informed the development of the proposed Evaluation Framework, particularly the development of the I-405 CMCP's goals and the corresponding performance measures detailed in Table 2.

Through the I-405 CMCP's development, five CMCP goals emerged through a literature review, findings from the Baseline Conditions Assessment, stakeholder input and the guiding documents and principles described in Attachment A. The five goals are as follows:

1. Improve Mobility and Accessibility
2. Advance Equity
3. Support Economic Vitality
4. Achieve Sustainability
5. Enhance Safety

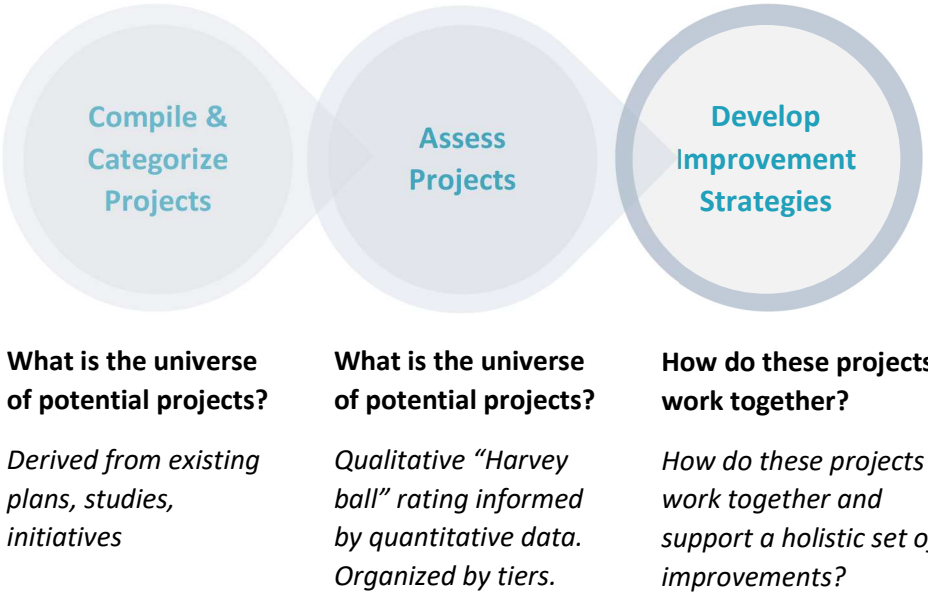
Together, these five goals serve as the foundation of the evaluation framework detailed below.

Purpose:

The Evaluation Framework provides a means for assessing corridor projects and their responsiveness and alignment to the I-405 CMCP goals. The evaluation aims to capture the "universe" of projects within the I-405 Corridor study area; screen current and potential projects to identify top performers based on a common set of criteria; and home in on competitive projects for grant consideration. To accomplish this, the process consists of three broad steps:

1. Compile & categorize planned and programmed projects and strategies
2. Assess projects' ability to support CMCP goals
3. Organize projects into improvement scenarios

Figure 1. Evaluation Framework Steps



The resulting improvement strategies will serve to identify near-, mid-, and long-term actions for implementation of the plan. With these improvement strategies, Metro and our partners can strategically chart funding pathways for improvements relative to various funding opportunities and time horizons.

The following section will provide an overview of the Evaluation Framework and detail each of these steps.

Proposed Evaluation Framework and Process:

The evaluation approach combines quantitative and qualitative assessments to gauge the degree to which all planned and proposed projects within the I-405 Corridor support the CMCP goals and performance criteria. The Evaluation Framework takes a qualitative approach rooted in quantitative data available from existing models and tools, where feasible. It is also informed by our technical analysis results. Both the Baseline Conditions Assessment (which provides information on existing trip patterns, congestion, delay, and other current conditions in the I-405 Corridor study area) and the Future Conditions Assessment (which describes anticipated changes in vehicle miles traveled [VMT], person hours of delay [VHT], vehicle hours of delay [VHD], travel time, and other performance metrics) were used to develop and apply performance criteria that will facilitate the identification of projects and investments that improve future system performance and address the I-405 Corridor's most critical needs. This approach is consistent with the CTC guidelines, which allow for flexibility in approach and do not require detailed assessments for each project, project type, or performance measure. It also helps to ensure consistency, even for the many projects and programs with incomplete or inconsistent details and data.

More detailed project-level assessments will be conducted in later phases, when seeking funding for specific projects. Typically, data needed to support the SCCP evaluation criteria and performance metrics in other funding programs (such as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants)[1] can be derived from EIR level studies or from customized travel demand model runs that will help describe the impacts and benefits of specific projects.

Step 1: Compile & Categorize Projects

Metro identified and cataloged existing projects and strategies from multimodal plans, studies, and analyses in the I-405 Corridor study area. These improvements may be on the state highway system, local streets and roads, public transit or rail facilities, bicycle and pedestrian facilities, or a combination thereof. Sources include the Metro LRTP, SCAG RTP/SCS, Caltrans D7, and others. A full list of sources can be found in Attachment B. The project list was further supplemented with input on new projects, pilots, and programs identified by participants in our stakeholder outreach activities.

Projects were categorized by type:

- Highway, i.e., ramp improvements, express lanes, interchange enhancements

[1] RAISE (formerly known as BUILD and TIGER) provides grants through the US Department of Transportation. RAISE funds both state and local multi-modal and multi-jurisdictional projects.

- Transit, i.e., bus, rail, or BRT enhancements
- Active Transportation, i.e., bikeway, pedestrian, complete streets, beautification, first/last mile improvements
- Arterial, i.e., intersection or bridge improvements
- Technology, i.e., ITS, electrification, alternative fuel infrastructure (auxiliary facilities) or other technology projects, such as broadband enhancements
- Goods movement, i.e., freight rail grade separations, logistics enhancements
- Shared mobility, i.e., bike-share, car-share, scooter-share, and other forms of on-demand or micro-mobility services
- VMT reduction

Step 2: Assess Projects

All projects and programs were evaluated through a high-level screening based on their potential to contribute to the I-405 CMCP goals to Improve Mobility and Accessibility, Advance Equity, Support Economic Vitality, Achieve Sustainability and Enhance Safety.

To assess the ability of projects to support each goal, we developed a set of performance measures, shown in Table 2. The columns on the far right indicate alignment with the performance measures recommended by the CTC, the SCCP program, and the Metro LRTP, as well as input gathered through Advisory Committee meetings, interviews, and focus groups with corridor stakeholders.

Table 2. CMCP Evaluation Criteria and Performance Measures

Performance Goals & Criteria

CMCP Goal	Performance Metric	CTC	SCCP	Metro LRTP	Stakeholder Input
Improve mobility & accessibility	Minimizes vehicular miles traveled (VMT)	✓	✓	✓	✓
	Reduces person hours of delay	✓	✓	✓	✓
	Supports transportation-efficient land use principles	✓	✓	✓	✓
	Increases person throughput while reducing VMT	✓	✓	✓	✓
	Reduces travel time delay, and improve reliability	✓	✓	✓	✓
	Encourages use of non-auto modes, particularly for short trips	✓	✓		✓
	Improves arterials and routes paralleling I-405				✓
	Encourages telework and other trip reduction strategies				✓
	Closes critical infrastructure gaps in the corridor and enhances multipmodal connectivity	✓	✓	✓	✓
Advance equity	Expands safe and convenient mobility options for EFC trips		✓	✓	✓
	Improves health and air quality in EFCs and/or CalEnviroScreen Disadvantaged Communities	✓	✓	✓	✓
	Reduces household transportation costs		✓	✓	
Support economic vitality	Creates well-paying jobs and supports ladders of opportunity	✓	✓	✓	✓
	Expands access to jobs and major destinations	✓	✓	✓	✓
	Facilitates deliveries to local residents and businesses				✓
	Provides improvements along key goods movement corridors	✓			
	Integrates elements of sustainable, low-carbon goods movement				✓
	Generates local, regional, and/or statewide economic benefits				✓
Achieve sustainability	Reduces GHG emissions and criteria air pollutants	✓	✓	✓	
	Encourages a shift to low-carbon modes of transportation	✓	✓	✓	✓
	Addresses heat island effect, sea level rise, extreme weather events, and other climate change-related events	✓			✓
	Protects natural habitats and ecosystems				✓
Increase safety	Addresses collision hotpots, particularly for people biking, walking, and rolling	✓	✓	✓	
	Includes safety components such as crosswalks, Leading Pedestrian Intervals (LPIs), refuge islands, lighting, etc.	✓		✓	
	Includes educational elements that encourage safe travel behavior for all users				✓
	Includes basic repairs, maintenance, and upkeep of infrastructure			✓	

These evaluation criteria are consistent with CMCP guidelines and statutory requirements. For instance, they allow for the assessment of congestion, accessibility and sustainable land use through the *Improve Mobility and Accessibility* performance metrics; safety through the *Enhance Safety* metrics; economic development and job creation and retention through the *Support Economic Vitality* metrics; and air

quality/greenhouse gas emission reductions through the *Achieve Sustainability* metrics. Additionally, the *Advance Equity* metrics allow for the incorporation of Metro's Equity Platform.

Consistent with the guidance under SCCP and in alignment with the CAPTI, the CMCP's mobility and accessibility metrics look to identify solutions that will increase person throughput and enhance mobility while helping to reduce VMT. In the case of "Advancing Equity", the CMCP evaluates projects based on their potential equity benefits such as expanding access to multimodal mobility options within EFCs and improving infrastructure that specifically serves EFC trips, reducing health impacts of transportation investments within EFCs, and lowering household transportation costs. The final list of metrics included for all five goal areas were informed by state policies, regional/local plans and policies, and further refined through stakeholder input to ensure the right measures were being identified to fully consider possible project benefits and support the evaluation of projects against criteria that meet the spirit of the CMCP goals.

A "Harvey Ball" approach was applied to these individual projects, where each project received a rating based on its ability to support each goal. The ratings were based on the degree to which each project supports the performance criteria shown in Table 2. Figure 2 describes the rating approach and provides an example of how projects might rate in a given goal area.

This process allows for the identification of projects that result in significant benefits across multiple goal areas, and to move those high performing projects forward for funding consideration and additional analysis. This approach ensures that project performance is evaluated holistically, rather than ranking and scoring projects in a way that prioritizes certain goals over others. Similar to the approach taken as part of other CMCPs, as well as Metro's Mobility Matrix suite of studies, we paid particular attention to the "scale" of benefits. Generally speaking, projects, strategies, or initiatives that have wide benefits scored higher than those with more localized benefits.

Figure 2. I-405 Corridor Rating Approach Overview

We applied this evaluation approach to a set of fictional projects, as shown in Figure 3, to demonstrate how different project elements can result in different scores in each goal area.

Figure 3: Example Project Rating Results

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

Step 3: Develop Improvement Scenarios

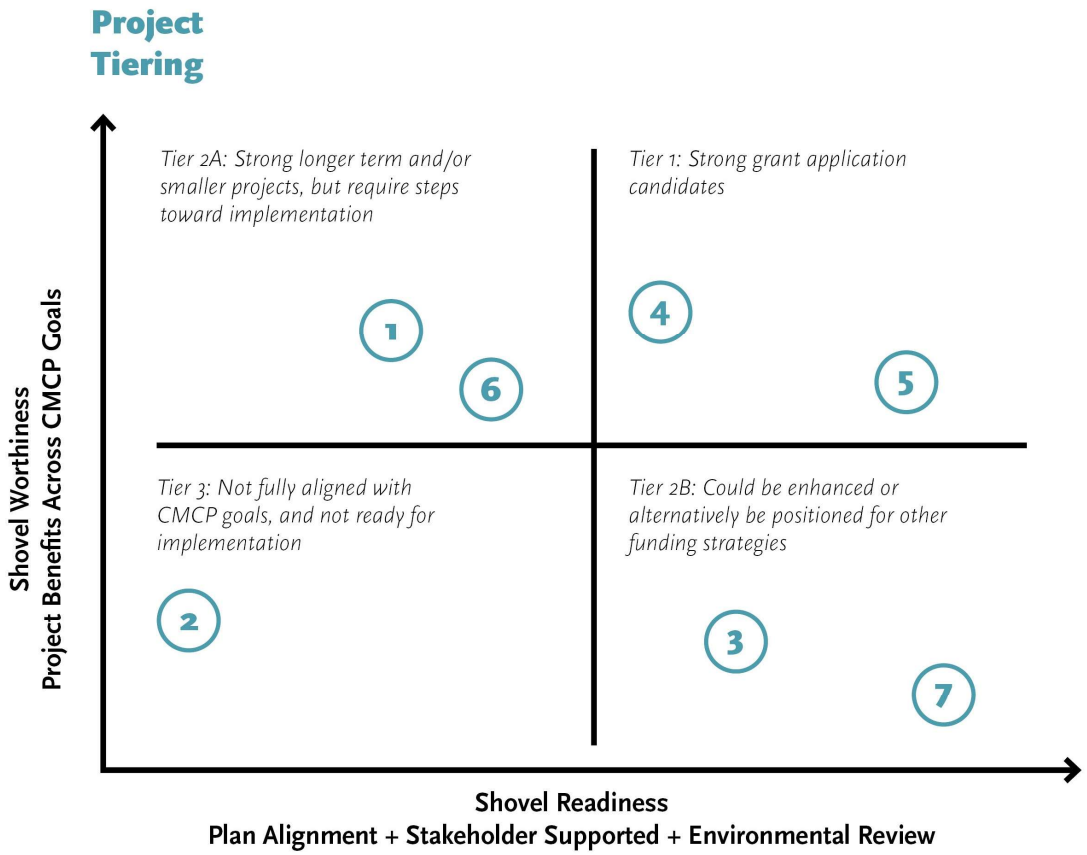
Once the rating process is complete, projects were tiered based on two key elements:

- **"Shovel-worthiness":** Projects that significantly contribute to CMCP goals, per the results of Step 2

- **"Shovel-readiness":** Projects that demonstrate implementation readiness per CTC Guidelines, which includes "deliverability criteria" such as:
    - Inclusion in the Regional Transportation Plan/Sustainable Community Strategy (Connect SoCal);
    - Committed funding
    - Environmental clearance status
    - Stakeholder support

A 2x2 matrix was used to group projects into four Tiers (listed below). Figure 4 shows ten fictional projects (blue circles) mapped to the four Tiers.

Figure 4. Tiering Matrix



Following public comment, staff revisited the scores to reflect that general purpose lane projects are ineligible for SCCP and denoted this using a "Not applicable" score or "NA".

> **Tier 1**: These are projects that score highest in both shovel-worthy and shovel-ready evaluations, demonstrating significant benefits across multiple CMCP goals and readiness for implementation. This tier makes up the list of projects that are strong candidates for potential SCCP funding in the near-term, whether pursued by Metro or other agencies.

> **Tier 2A**: These projects have significant benefits but are not quite ready for implementation. They may require additional planning, environmental clearance, match funding, or further stakeholder review and engagement. Some of these projects may be good candidates for planning or pre-construction grants.

> **Tier 2B:** These consist of projects that might need mitigation or modification to better align with CMCP goals but are close to implementation. These projects could be those that keenly address a single objective (i.e., safety) but may not sufficiently address the other criteria. Such projects could be considered for other funding opportunities where the criteria are more focused on specific objectives. These projects could be considered for SCCP, but only if they are able to be augmented or packaged to provide a more complete suite of benefits similar to a Tier 1 project.

- **Tier 3:** These projects do not fully support a range of CMCP goals nor are they ready for implementation. In some cases, these projects may only be supportive of a single objective. In other cases, these projects may not be fully defined yet or are extremely long-term.
- **NA:** Highway general purpose lane expansion or widening projects were not tiered and instead assigned "Not Applicable" or "NA" as these projects are not eligible for SCCP funding.

This tiering process not only helps identify candidates for grant funding (in Tier 1), it also helps stakeholders identify ways to make existing projects more competitive, whether by combining with complementary projects, adding or removing elements, or simply moving through the environmental or stakeholder review process.

Beyond an evaluation of individual projects, the plan is required to propose recommended multimodal improvements and their anticipated and/or feasible implementation timeline. Building on the individual project evaluations, the CMCP considers the Corridor's challenges, needs, and goals and proposes a holistic set of strategies that will serve to address the Corridor's many multimodal needs. Based on what was learned over the course of the CMCP's development, nine, cross-cutting strategy areas surfaced. Table 3 shows these nine areas and their alignment with CMCP goals.

Table 3. CMCP Strategies and 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	✓	✓		✓	✓

ATTACHMENT A: Guiding Documents & Principles

The Evaluation Framework is aligned with a number of state, federal, and regional plans, policies, and requirements, described below. These documents helped inform the development of the Evaluation Framework, particularly the development of goals and performance metrics.

CMCP Requirements and CTC Guidelines

The CTC's CMCP Guidelines (2018) promote a planning process that utilizes a holistic and multimodal approach to achieve a balanced transportation system, consistent with the intent of the program established by SB 1. The CTC Guidelines include a statutory requirement to evaluate the following criteria, as applicable:

- Safety
- Congestion
- Accessibility
- Economic Development and Job Creation and Retention
- Air Quality and Greenhouse Gas Emissions Reduction
- Efficient Land Use

The CTC has also published a companion document entitled the "2020 Solutions for Congested Corridor Program (SCCP) Guidelines." As stated by the CTC, the primary objective of the SCCP is to fund projects that reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements and community impacts while minimizing environmental impacts. These improvements may be on the state highway system, local streets and roads, public transit or rail facilities, bicycle and pedestrian facilities, or a combination thereof. As noted in the SCCP Guidelines, the CTC recognizes that technical and financial resources vary widely among implementing agencies, and therefore the guidelines do not require a "one size fits all" approach.

Finally, Metro's LRTP includes several performance measures designed to track Metro's progress in delivering better future access and mobility in LA County. The measures included in these three sources- those recommended by CTC for inclusion in CMCPs, those required in SCCP funding applications, and those included in Metro's LRTP, are shown in Table 1. Our approach to developing this CMCP is designed specifically to reflect each of these requirements while addressing the specific issues impacting the I-405 Corridor.

Table 1. Performance Measure Summary

Category	Performance Measures for Consideration	CTC Guidelines	SCCP Performance Metrics	Metro LRTP Performance Metrics
Congestion/ Delay/ Throughput	Vehicle Miles Traveled (project area, corridor, county, or region-wide VMT per capita and total VMT)	●	●	●
	Person Throughput (multi-modal corridor total, by mode, peak period)	●	●	●
	Person Hours of Delay	●	●	
	Vehicle Hours of Delay (total and per capita)	●	●	●
	Passenger Rail Delay	●		
	Truck Delay	●		●
	Travel Time by Mode			●
	Person travel hours in SOV modes			●
	Person Hours of Travel Time Saved		●	
	Travel Time Reliability	●	●	●
	Travel Time Reliability By Mode			●
	Transit Service On-Time Performance		●	
	Percent Change in Non-Single Occupancy Vehicle Travel		●	
	Passengers per Transit Vehicle Service Hour		●	
	Bicyclist/Pedestrian Screen Line Counts		●	
	Average roadway incident clearance time			●
Safety	Number of fatal and injury crashes	●	●	●
	Rate of fatal and injury crashes per 100 million vehicle miles traveled	●	●	
	Number of bicycle and pedestrian collisions	●	●	
	Rate of bicycle and pedestrian collisions per number of bicycle and pedestrian trips	●	●	
	Collisions by mode and severity in EFCs			●
	Number or Rate of Property Damage Only and Non-Serious Injury Collisions		●	
	Accident Cost Savings		●	
	Consideration of policies that support public safety and security	●		
	Part I & II crimes reported on Metro transit system			●
	Percent of roads and highway bridges in good and fair condition			●

Category	Performance Measures for Consideration	CTC Guidelines	SCCP Performance Metrics	Metro LRTP Performance Metrics
Accessibility	Mode Share	●		●
	Access to multi-modal choices, availability of connections between modes	●		
	Number of households within 45-minutes transit ride of major employment center or college	●		
	Percent of households, jobs, and activity centers within 10-minute walk or roll of high-quality transit (total and in EFCs)			●
	First-mile/last-mile consideration	●		
	Miles of protected bicycle pathways and sidewalks within 1/2 mile of high quality transit (total and in EFCs)			●
	Consideration of complete streets policies and the creation of networks of non-motor vehicle facilities that connect residential, recreation and deployment	●		
	Number of Jobs Accessible by Mode and Access to Key Destinations by Mode		●	
	% of Population Defined as Low Income or Disadvantaged within ½ mile of rail station, ferry terminal, or high-frequency bus stop			●
	Affordable housing and jobs within 1/2 miles of high quality transit (total and in EFCs)			●
	Customer satisfaction with Metro bus, rail, and Express Lanes system		●	●
Economic Development, Job Creation & Retention	Improvement of freight throughput	●		
	Truck time reliability	●		
	Access to jobs and education	●		
	Access to jobs and education for disadvantaged populations	●		
	Percent of household income spent on combined transportation and housing costs (total and in EFCs)		●	●
	Regional jobs attributable to transportation investments			●
	Regional economic growth attributed to transportation investments			●
Regional Air Quality & GHG Emissions	Reduction of criteria pollutants	●	●	●
	Reduction of greenhouse gas emissions			●
	Air quality pollutants in EFCs	●	●	●

Category	Performance Measures for Consideration	CTC Guidelines	SCCP Performance Metrics	Metro LRTP Performance Metrics
Efficient Land Use	Improvement in jobs/housing balance (total jobs vs. housing) and/or fit (low-wage jobs vs. low-cost housing)	●		
	Increase in non-single occupant vehicle mode share	●	●	
	Increase in non-vehicle mode share	●		●
	Supports mixed use and in-fill development with multi-modal choices	●		
	Supports interconnected streets and corridor access management policies	●		
	Addressed climate adaptation	●		
	Is the project located in a jurisdiction(s) that has a by-right (non-discretionary) approval process, adopted or in development, for multifamily residential and mixed-use development?		●	
	Is the project located in, or adjacent to, an existing or proposed Specific Plan area, or similar area, that allows streamlined plan-level environmental analysis for multifamily residential and/or mixed-use development?		●	
	Is the project located in a jurisdiction(s) that has a density bonus ordinance, adopted or in development, whose allowable density increase exceeds the requirements of State Density Bonus Law?		●	
	Is the project located in a jurisdiction(s) that has an ordinance or other policy, adopted or in development, allowing reduced parking requirements for all sites zoned for multifamily residential or mixed-use development?		●	
	Is the project located within a half-mile of a major transit stop?		●	
	If the project is a transit stop or station, is it substantially surrounded (75 percent or more) by parcels developed for residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses?		●	
	Is the project located in an area with per capital household vehicle travel that is 15 percent below regional or city average?		●	
	Does the project further the forecasted development pattern of the applicable Regional Transportation Plan's Sustainable Communities Strategy?		●	

These performance measure recommendations were taken into consideration during the development of evaluation criteria for the I-405 CMCP.

Vision 2028

Metro's Vision 2028 is an agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next seven years. Vision 2028 sets the mission, vision, performance outcomes, and goals for Metro and puts in motion specific initiatives and performance outcomes towards which Metro and its partners will strive in pursuit of a better transportation future. The Plan was adopted by the Metro Board in June 2018 and therefore serves as the foundation for all Metro plans, programs, and services.

Vision 2028 outlined five goals, shown below, which underpin all of Metro's activities, including the evaluation of multimodal improvement projects. These Vision 2028 goals helped to inform the development of goals for this I-405 CMCP.

Figure 1. Vision 2028 Goals

Metro Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan (LRTP) describes how Metro will fund and oversee mobility projects over a 30-year timeframe. The LRTP describes Metro's future investments in transit, highways, complete streets, and equity-related goals. LRTP goals and policies informed the I-405 CMCP Evaluation Criteria in the following ways:

- Equity goals in the LRTP are put in the context of equitable access to opportunity and quality of life. The Evaluation Criteria for the I-405 CMCP likewise emphasize equity, economic vitality, and quality of life in defined disadvantaged communities.

- Mobility goals in the LRTP are described in the context of sustainability and climate change. Expansion of mobility choices and sustainability are included in the I-405 CMCP Evaluation Criteria.

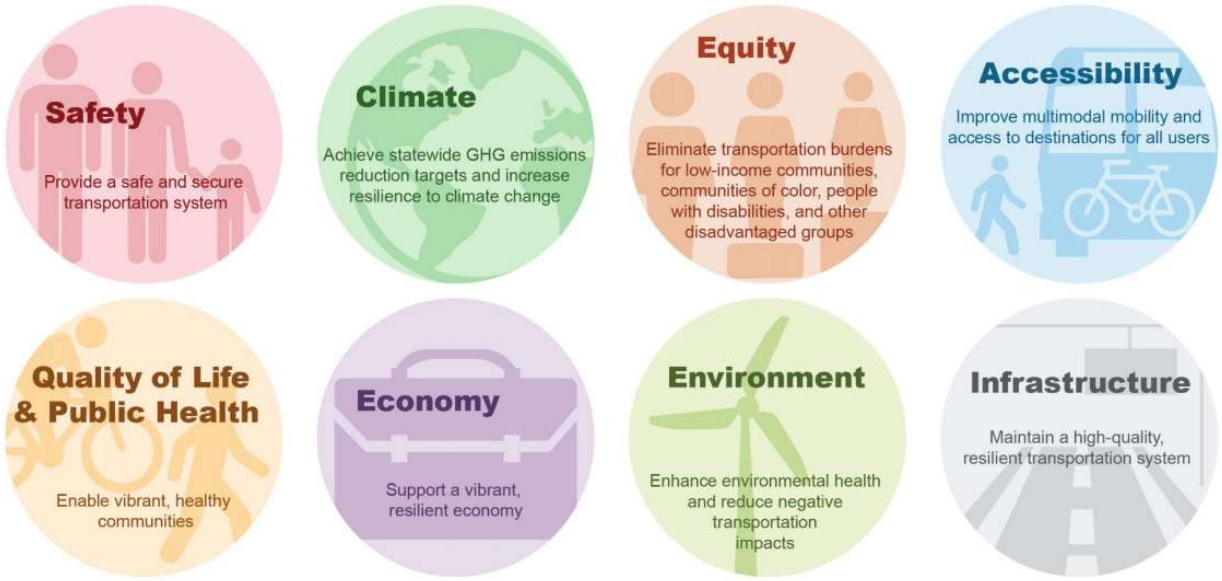
Metro Active Transportation and First/Last Mile Strategic Plans

These plans, along with the First/Last Mile Implementation Guidelines, are a set of related documents that emphasize the importance of building a complete, multimodal network. The I-405 CMCP Evaluation Framework will include performance metrics around active transportation and first/last mile connectivity to help identify projects that improve and expand the multimodal transportation network, such as new and improved bicycle and pedestrian facilities, mobility hubs, sidewalk enhancements and landscaping, and street safety improvements.

Caltrans' California Transportation Plan 2050

The California Transportation Plan (CTP 2050) is the statewide, long range policy plan. The I-405 CMCP Evaluation Framework is aligned with the goals identified in the CTP 2050, especially those relating to safety, climate and environment, equity, accessibility, quality of life, public health, economy, and improved infrastructure (Figure 2).

Figure 2. CTP 2050 Goals



Climate Action Plan for Transportation Infrastructure (CAPTI)

CAPTI is an action plan released by the California State Transportation Agency (CalSTA) in July 2021, developed in partnership with many state agencies, to dramatically curb GHG emissions from the transportation sector. CAPTI was developed following the release of two key Executive Orders (EO): 1) EO-N-19-19 (September 2019), which empowers CalSTA to leverage discretionary state transportation funds to help meet the state's climate goals, and 2) EO-N-79-20 (September 2021) which moves the transportation sector towards a zero-emission future by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero-emission by 2045. CalSTA's 10 Guiding Principles of CAPTI include:

1. Building toward an integrated, statewide rail and transit network
2. Investing in networks of safe and accessible bicycle and pedestrian infrastructure
3. Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure
4. Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
5. Making safety improvements to reduce fatalities and severe injuries of all users towards zero
6. Assessing physical climate risk
7. Promoting projects that do not increase passenger vehicle travel,
8. Promoting compact infill development while protecting residents and businesses from displacement

9. Developing a zero-emission freight transportation system
10. Protecting natural and working lands

The Final CAPTI guidelines identified two specific strategies related to CMCPs, Strategy 1.1 and 1.2.

S1.1 emphasizes prioritization in the SCCP for innovative solutions that focus on reducing VMT such as investments in bus and rail transit, active transportation, and highway solutions that improve transit travel times and reliability (such as priced managed lanes with transit service, dedicated transit lanes, and transit signal priority) or generate revenue for VMT reducing projects.

S1.2 requires innovative transportation solutions be captured in CMCP's that are consistent with CTC Guidelines.

The goals and performance metrics included in the I-405 CMCP Evaluation Framework are consistent with these guiding principles and are responsive to these CAPTI strategies.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The CMCP seeks to align with the RTP/SCS in a number of ways. Firstly, the improvement strategies are reflective of SCAG's 2020 SoCal Connect's (RTP/SCS) core vision, which is centered around five areas: "demand and system management, goods movement, complete streets, system preservation and resilience, and transit backbone". The CMCP's improvement strategies echo these core areas particularly strategy 1 "Manage demand on the I-405 freeway and surrounding arterials"; strategy 7 "Facilitate efficient and sustainable goods movement and local deliveries"; strategy 4 "Expand the active transportation network"; strategy 9, "Provide a safe, resilient, and well-maintained multimodal transportation system"; and strategy 3 "Invest in high-quality transit options". Project inclusion in the RTP/SCS was also used to determine project readiness in the project evaluation.

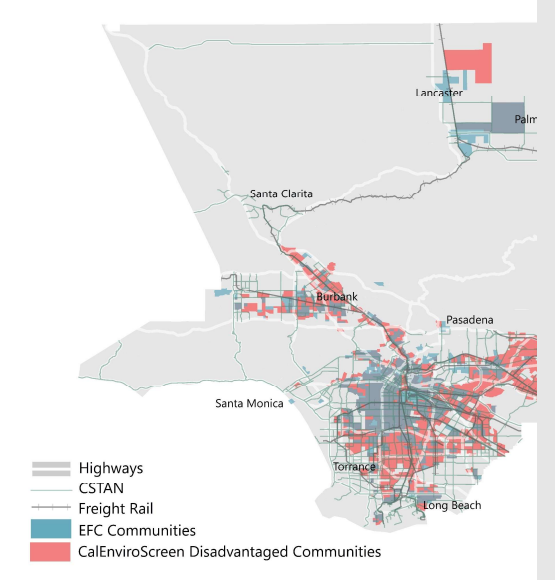
Other Policy and Plans

The CMCP goals, metrics and improvement strategies are consistent with and supportive of a number of other policies and plans, including the California Sustainable Freight Action Plan (CSFAP) and the California Air Resources Board (CARB) Scoping Plan. The CMCP's improvement strategy to "facilitate efficient and sustainable goods movement and local deliveries" is consistent with the CSFAP's *Vision for a Sustainable Freight Transport System* which calls for "transporting freight reliably and efficiently by zero emission equipment everywhere feasible, and near-zero emission equipment powered by clean, low-carbon renewable fuels everywhere else." Similarly, the CMCP's strategy to "decarbonize mobility options" is very supportive of CARB's Scoping Plan. The actions outlined in these strategies are consistent with the guiding principles of these plans. Further, the actions proposed would support reaching the targets set through these plans for reducing transportation-related greenhouse gas emissions and maintaining economic competitiveness while reducing environmental and air quality impacts generated by goods movement.

Metro's Equity Platform and Senate Bill (SB) 350

In February 2018, the Metro Board adopted the Equity Platform, a policy framework for addressing disparities in access to opportunity. The Equity Platform established a methodology for identifying Equity Focused Communities (EFCs), which are defined as census tracts that are predominantly low income, non-white, and have limited access to automobiles. The motion, adopted by the Metro Board in June 2019, directed Metro to consider EFCs as part of the evaluation process for planning efforts, including efforts like this I-405 CMCP.

Equity Focused Communities and Disadvantaged Communities



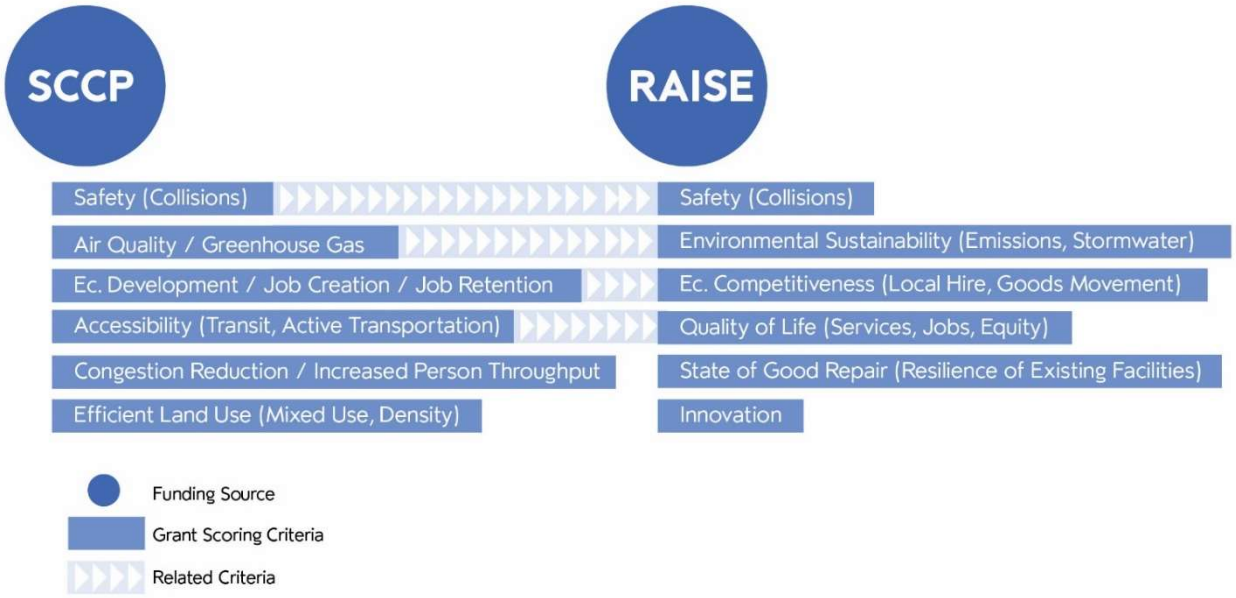
In 2015, the Clean Energy and Pollution Reduction Act (SB 350)[2] required that the California Public Utilities Commission and the California Energy Commission explore how energy and environmental issues negatively impact certain communities. Specifically, "Disadvantaged communities" refers to the areas throughout California which suffer most heavily from a combination of economic, health, and environmental burdens. These burdens include poverty, high levels of unemployment, air and water pollution, presence of hazardous wastes as well as high incidences of asthma and heart disease, all of which are present in the I-405 study area (Figure 3).

State and Federal Grant Funding Criteria

Aligning the I-405 performance criteria with federal and state grant funding programs allows potential applicants to see how their projects might fare if they were to apply for SCCP or other discretionary grant funding programs. The criteria each program uses for project evaluation are listed below in Figure 4. Overlapping or related criteria are shown linked in light blue.

[2] https://www.cpuc.ca.gov/discom/

Figure 4. Criteria of Key Funding Sources



These plans and policies were used to develop principles to guide the development of the I-405 CMCP evaluation criteria and process. As discussed at our first Advisory Committee meeting, 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; and
- Lead with equity.

ATTACHMENT B PROJECT LIST SOURCES OVERVIEW

Table 1 summarizes the sources used to develop the project list for the I-405 Comprehensive Multimodal Corridor Plan (CMCP). Once finalized, the evaluation framework presented at the third Advisory Committee Meeting on December 1, 2021 will be applied to the project list to identify top performing projects to put forward for Solutions for Congested Corridor (SCCP) Cycle 3 grant funding. The project list will also be used to identify projects that are strong candidates for future state and federal grant funding opportunities. Table 1 shows the sources used to develop the project list. All projects that fall within the I-405 study area boundary (3-miles from the I-405 freeway, and connecting arterials in certain instances) are included in the project list. There are currently more than 1,300 projects on the project list.

Table 1. I-405 CMCP Project List Sources

Source List	Owner (Agency)	Date Updated	Description
SCAG RTP/ SCS FTIP	SCAG	2020	At the center of the SCAG RTP project list is the Federal Transportation Improvement Program (FTIP), which forms the foundation of the RTP project investment strategy and represents the first six years of already-committed funding for projects requiring federal approval or those that are regionally significant. This RTP incorporates the adopted 2019 FTIP. The RTP contains an additional financially constrained set of transportation projects above and beyond the FTIP. As part of the 2019 FTIP, projects from the 2018 State Transportation Improvement Program (STIP) and any subsequent STIP are reviewed for consistency with the RTP before inclusion into the adopted 2019 FTIP and upcoming 2021 FTIP. The STIP is comprised of the Interregional Transportation Program (ITIP) and Regional Transportation Improvement Program (RTIP).
Mobility Matrices (Measure M)	LA Metro	2015	To ensure proposed projects and programs reflect the needs and interests of the subregion, the Mobility Matrices followed a “bottom-up” approach guided by a Project Development Team (PDT) selected by the subregion, consisting of city, stakeholder, and subregional representatives. The Central Los Angeles (CLA) PDT consists of representatives from the following jurisdictions and stakeholder agencies:
Non-SHOPP Transportation Equity Report (MONSTER) project list	Caltrans	2021	This Excel file contains the Multimodal Objective Non-SHOPP Transportation Equity Report (MONSTER) project list. This list builds from, and updates, the District System Management Plan (DSMP) project list and the California Freight Mobility Plan (CFMP) project list. Like the DSMP and CFMP project lists, the MONSTER provides a comprehensive listing of Non-SHOPP needs throughout the District, and basic information about each need such as location, description, cost, etc. The MONSTER expands significantly on the level of information for each project, and includes additional sections for Funding Profile, Project Initiation Document (PID) need & workplan information, Regional Transportation Plan (RTP) information, delivery information describing Environmental Document

Source List	Owner (Agency)	Date Updated	Description
			approach and construction timeline, freight data, performance measures, and mapping data.
SHOPP List	Caltrans	2021	The 2020 State Highway Operation and Protection Program (SHOPP) is the State Highway System's "fix-it-first" program that funds the repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS).
I-405 in District 7 Multimodal Corridor Plan, February 2020	Caltrans	2020	Plan developed by Caltrans to evaluate current and future conditions along the corridor and communicate the vision for the development of the corridor. Projects include Measure R, SHOPP, and non-SHOPP active transportation.
I-405 (I-10 to OC Line) CMCP	Caltrans	2020	Primarily sourced from Caltrans. This project had detailed freeway simulation analysis, with the Study area including only freeway mainline and ramps. There was no 3-mile buffer area. Area around LAX and parts of City of Inglewood were included in the Study Area. Since the focus was the I-405 freeway, the project list doesn't include pedestrian, bikeway, or transit projects.
LA Metro SRTP Strategic Project List	LA Metro	2021	The LRTP Strategic Project List (SPL) is a list of planned but unfunded Major Transportation Projects and Approved Transportation Programs submitted to Metro from any of the nine Councils of Governments (subregional planning entities known as COGs as identified in the 2020 LRTP), which contribute to increasing mobility and reducing traffic congestion in Los Angeles County. The Major Projects component of the SPL is a list of defined projects that support transit, roadway, bicycle and pedestrian travel, as well as goods movement. The Programs component of the SPL are capital investments only in transportation programs that have been approved by a subregional COG.
405 Project List from Metro	LA Metro	2021	Project list from LA Metro 405 CMCP project team.
LA Metro LRTP Projects/ Measure M Projects	LA Metro	2020	Projects identified in LA Metro's 2020 LRTP tables.