

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
Gateway Cities Council of Govts	146	<u>Page 6</u> – The discussions on changing mobility needs should include the changing state of the commute and trends away from eight-to-five commutes. Also, there should be an examination on the future of telecommuting and whether the work-from-home trend will remain in some form that will impact mobility.	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
	147	<u>Page 8</u> – The monotone maps are ineffective when less than the full page.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	148	<u>Page 9</u> – The addition of general purpose lanes can be a workable solution that is not disruptive or expensive.	This will be addressed in the final LRTP prior to adoption.
	149	<u>Page 11-13</u> – Does this plan assume that all of the Measure R & M priorities are built and the expanded programs such as ExpressLanes and active transportation networks make the capital program successful? Some of the strategies are going to be difficult to implement such as VMT pricing and may work against equity factors by placing an undue burden on the working poor.	The bold policies outlined in the recommended LRTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the LRTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the LRTP analysis are included in the LRTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	150	<u>Page 14</u> – Sustainability was a major concern in 2009, is it still a priority or has it been incorporated into other concerns such as reduced congestion?	Sustainability is still a major priority in this LRTP; however, it is now a guiding principle as opposed to a priority area. Metro believes that environmental sustainability, like equity, should carry through to each strategy and action. Additionally, several specific sustainability actions are detailed under the Better Transit, Less Congestion, and Complete Streets priority areas.
	151	<u>Page 20</u> – It would be helpful to have an appendix with project descriptions. "Strategy 1.1d. Identify and Plan Future Metro rail expansion," point of clarification: Does this refer to projects in the latter years of the Measure M plan, or are these meant to be projects that have yet to be defined?	This is addressed in the LRTP Technical Document.
	152	<u>Page 24</u> – "Strategy 1.4: Enhanced Station Area." Are these recommendations something that will be included in the station area design or will it be an add-on the cities are responsible for? Will there be funding and opportunities to retrofit other older lines?	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	153	<u>Page 25</u> – "Strategy 1.6: Enhance Customer Experience." Protection and cleaning for COVID-19 should be a stated strategy. Clean comfortable and safe has taken on new meaning.	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
	154	<u>Page 32</u> – Caltrans should be identified as the owner/operator of the highway system to set context. Additionally, there should be mention of the subsidies for lower-income ExpressLane users.	This will be addressed in the final LRTP prior to adoption.
	155	<u>Page 34</u> – An appendix explaining how project costs were calculated would be helpful.	The LRTP Technical Document will include details on project costs and financial model assumptions
	156	<u>Page 37</u> – "Strategy 2.1: Implement operational improvements with technology." There should be mention of advanced freight ITS to improve truck flow and safety.	This will be addressed in the final LRTP prior to adoption.
	157	<u>Page 38</u> – "Strategy 2.4: Minimize impact of roadway incidents." Expansion of the Freeway Service Patrol should include the expansion of big rig tow service on major truck impacted freeways in the Gateway Cities, North County and San Gabriel Valley.	This will be addressed in the final LRTP prior to adoption.
	158	<u>Page 38</u> – "Strategy 2.5: Support Efficient Goods Movement." This goal should be rewritten to read "support efficient and sustainable goods movement." Goods movement projects and the LA County Goods Movement Strategy must emphasize air quality improvement, safety and freight efficiency. The description of the goods movement plan is good but the environmental emphasis is not in the state strategy.	This will be addressed in the final LRTP prior to adoption.
	159	<u>Page 40</u> – "Strategy 2.7: Enhance the operation of the state highway system." The word "safety" should be inserted in this strategy; capacity improvement and safety need to be joined.	This will be addressed in the final LRTP prior to adoption.
	160	<u>Page 46</u> – There should be a discussion of the local and subregional efforts and complete streets efforts going on through the county in addition to the major bikeway initiatives.	This will be addressed in the final LRTP prior to adoption.
	161	<u>Page 48</u> – "Strategy 3.3: Establish active transportation improvements as integral elements of the transportation system." Add a strategy to implement First/Last Mile active transportation projects to all new, planned and under-construction rail lines.	We believe this element is addressed appropriately elsewhere in the LRTP.
162	<u>Page 50</u> – "Strategy 3.4: Maintain a state of good repair on roadways." This requires clarification as it is slightly confusing with the Caltrans SHOPP program. Combining and coordination of projects makes sense.	We believe this element is addressed appropriately elsewhere in the LRTP.	

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	163	<u>"Strategy 3.6: Reduce regional GHG and criteria air pollutant emissions" A strategy to partner with local agencies would be appropriate.</u>	This will be addressed in the final LRTP prior to adoption.
	164	<u>Page 51 – It is great to see the Zero-Emission Truck Initiative called out. This narrative should mention the Draft LA County Goods Movement Strategic Plan. Is the plan for Goods Movement Strategic Plan to be incorporated into the LRTP at some point?</u>	The Goods Movement Strategic Plan is linked specifically in action 2.5a and called out on page 39.
	165	<u>Page 58 – "Transit Oriented Communities (TOC)." There should be specific strategies in this section for how the MTA plans to work with jurisdictions on creating communities that are supportive of transit and other mobility options.</u>	Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.
	166	<u>Page 60 – "Strategy 4.1: Advance equity through institutional transformation to eliminate disparities." It is not clear how these strategies, when applied, will impact the allocation of resources.</u>	
	167	<u>"Strategy 4.2: Build affordable housing near transit." This strategy does not completely reflect the partnerships that must be developed, as the MTA can only develop affordable housing on agency-owned property</u>	Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.
CalTrans, District 7	214	The LRTP seems to separate the modes of travel (transit, highways, active transportation). Need to have actions that integrate the modes.	This will be addressed in the final LRTP prior to adoption.
	215	Has the COVID-19 pandemic required that any of the content in this draft version of Metro's Long Range Transportation Plan be updated/revise?	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP).
	216	How would the LRTP be altered or affected with new guidelines/procedures surrounding the Covid-19, if this pandemic continues or future safety standards are changed?	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	217	How incidents will be managed throughout the County to mitigate congestion?	
	218	LRTP does not seem to address incentives for Clean Air Vehicles to reduce Green House Gas emissions from the Transportation System.	This will be addressed in the final LRTP prior to adoption.
	219	Metro could increase/improve at site information/directions so new riders would have the knowledge on how to navigate/guide between the different rails and bus service system. Electronic displays at the rail stations updating arrival and departure times along with correlating the regional bus service (bus route arrival/departure times) would be helpful to the patrons.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
	221	Previous reports have mentioned that the number of rail patrons have decreased, has Metro conducted a study to why the decrease of ridership and is there a correlation with paying for parking in the park and ride lots? This additional expensive may not be cost effective to public transit users.	The decline in ridership has been more acute on the bus system, though certain rail lines have also lost ridership. While the causes are numerous and complex, parking costs are not likely to be the primary factor.
	222	A color coded map of existing and future rail ways and their connections would provide a clear picture of existing and future systems. For example existing rail systems could be color coded as red and future systems to be green, etc is recommended.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	223	It is recommend for the LRTP to include an improved interconnected network that would permeate throughout the cities surrounding the existing rail line to increase ridership. Also to develop a seamless connection in the urban transit network. It would be helpful if the LRTP included the existing bus service system onto the presented maps.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
	224	Does Metro provide personnel on site in case of an emergency for the riders, to guide them to their alternate routes?	There are Metro staff and security at stations but not all the time. Metro's COVID recovery task force is recommending a new Customer Ambassadors program to help the relaunch of the system during and after the pandemic
	225	Has Metro considered the connection between the Gold, Green and Blue Lines in the north south direction by light rail? This is a vast region of commuters that do not have the opportunity of using light rail on the east side of L.A. County.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.

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	226	The LRTP could consider a rail system that connects the northern LA County to the southern portions of LA.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
	227	With the effects of the current Covid-19 pandemic, more people are teleworking. Metro needs to focus on expanding intercity bus/rails rather than eliminating the existing HOV lanes. Therefore, a moratorium should be put on any HOV to Express Lane conversion.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	228	A concern with the LRTP is the idea of converting HOV lanes to Express Lanes. According to the report, the conversion to EL's is considered a congestion mitigative strategy through congestion pricing. The congestion on both the 10 and 110, has experienced degraded conditions since conversion. The State of Virginia on I-95 is an example of an increase of SOV usage rather than carpools that increases vehicle volumes (the toll lane started with 1 converted HOV lane and now has increased to 3 toll lanes), increases air pollution and decreases the AVO's. LA does not have the room to build extra toll lanes to accomodate SOV's.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	229	no mention of homelessness in the county.	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.
	230	no mention of plans to sanitize facilities and vehicles regularly to combat virus spread.	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
	231	no mention of public art and beautification of facilities.	This will be addressed in the final LRTP prior to adoption.
	232	no mention of police/security policies to ensure accountability.	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.
	233	Projects listed in the LRTP need to be consistent with project listed in SCAG RTP (scope, opening year, cost, etc.)	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	234	Two comments: 1. Is the employment number under 2020 (4.4 million) in the context of COVID, or is it a "pre-COVID" number? 2. The year identified for Seaports Cargo is 2018. Would it be possible to provide data for the year 2019 instead?	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
	235	Suggest clarifying "largest county in the US" by referencing population: "largest county population in the US."	This will be addressed in the final LRTP prior to adoption.
	236	In paragraph under "A Growing County" header. Are the referenced "congested corridors" only in the context of highways and roads or do the congested corridors also include the context of passenger and freight rail systems? If both, suggest including reference to both, if only highways and roads, suggest adding that additional specificity.	This will be addressed in the final LRTP prior to adoption.

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	237	missing freeways on maps (like SR 2)	The map style and map contents were reviewed prior to the adoption of the L RTP. We will share this comment with the appropriate project and design teams.
	238	Over the next decade, Metro plans to introduce an additional 210 miles of ExpressLanes on four additional corridors.	Comment noted.
	239	Under Figure 5--Benefits of the 2020 L RTP, would it be possible to add a graphic showing improvements (reductions) in auto VMT?	We believe this element is addressed appropriately elsewhere in the L RTP.
	240	Figure 5, Benefits of the 2020 L RTP: How certain are these stipulated benefit figures? What happens if they are not realized?	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	241	Regarding, "3. Road Charges (Mileage-based / VMT fees)," is this for travel on all roads in LA County? Who would be managing this "Road Charge" program? What is the source of the information indicating that, "each one cent per mile increase can result in roughly a 1% increase in transit ridership?"	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	242	What is the Transit Homeless Action Plan 2.0?	This is not directly addressed in the L RTP. We will forward your question on to the appropriate department at Metro.
	243	Regarding the lower photo on page 27, which is understood to correspond to =, "Strategy 1.8: Optimize sustainable and resilient operations and maintenance of fleet, infrastructure and facilities," it is suggested that the existing photo be replaced with one showing a battery electric bus.	Comment noted.
	244	In the last sentence of the first text block on this page, it is suggested to add the word "integrated" to "corridor management," unless the use of "corridor management" in this instance is meant to convey something else, in which case it would be suggested to add "and integrated corridor management." Metro also works with local agencies to implement smaller scale improvements such as arterial widenings, intersection upgrades, ramp metering, traffic signal synchronization, corridor management and intelligent transportation system (ITS) solutions.	This will be addressed in the final L RTP prior to adoption.
	245	Figure 13: 71 Gap closure HOV Lanes not identified on the map	The map style and map contents were reviewed prior to the adoption of the L RTP. We will share this comment with the appropriate project and design teams.
	246	Figure 14, "Major Highway Projects," includes: Alameda Corridor East Grade Separations Phase II , Sepulveda Pass Transit Corridor (Ph 1), Countywide Sound wall Construction. Does "Major Highway Projects" include projects that are not on the state highway system. If so, it is suggested to add a footnote to provide an explanation.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.
	247	Are the "Open Year" identified for the I-710 South Corridor Project (Ph 1), 2040, and for the I-710 South Corridor Project (Ph 2), 2041, correct?	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.
	248	Figure 14 Project Limits, Cost, and Opening Year Corrections SR-71 Gap from I-10 to 0.2 miles south of the Los Angeles/San Bernardino County Line 413 2026 I-105 ExpressLanes from I-405 to I-605 762* 2025 *If Alt 3 is selected or \$475M for Alt 2 I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) 679 (ok) 2026 High Desert Multi-Purpose Corridor (HDMC) 393 (10 Billion in 2016 \$'s)** 2034 I-5 Capacity Enhancement (I-605 to Orange County Line) \$1,468 YR 2022 I-5 North Carpool Lanes – SR-134 to SR-118 \$920 YR 2022 SR-91 bundle of projects excluded from list I-5/I-605 Interchange Improvement Project and I-605 CIP are excluded from the list in Figure 14. Clarity is needed on 710 South Phases 1 and 2	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.
	249	Figure 15. It is suggested that either all of the projects listed in Figure 14 be numbered--and the number be included with the label of the project in Figure 15, or that the text of the labels in Figure 15 be verbatim what was used for the project for it's listing in Figure 14.	The map style and map contents were reviewed prior to the adoption of the L RTP. We will share this comment with the appropriate project and design teams.
	250	It is suggested that the existent text at the bottom of Figure 15 be revised to: "For projects that have not yet completed the environmental process, final alignments will be defined during completion of the environmental process for the respective projects."	Comment noted.
	251	It is noted that the list of actions under Strategy 2.1: Implement operational improvements with technology does not include the ICM project being developed for I-710. Additionally, technology focused pilot programs, such as Drayflex, are not listed. Are pilot programs not being identified because they are pilot programs? NOTES: It is noted that the associated discussion on page 37 also include no reference to the I-710 ICM, or any technology-focused pilot programs. It is also noted that "Strategy 2.5: Support efficient goods movement," includes no discussion on either of these as well.	This will be addressed in the final L RTP prior to adoption.
	252	Strategy 2.2 - Traveler Information needs to be across modes. A highway traveler needs to know real time transit options. All modes, including pedestrian, need to be aware of closures and detours.	This will be addressed in the final L RTP prior to adoption.

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	253	Strategy 2.3 - Direct access to staging areas (transit centers, park and ride lots) is needed from the managed lane network. El Monte and Harbor Gateway are two examples of this direct access. There are other opportunities throughout the network.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	254	Strategy 2.3 - Carpoolers do not travel in Express Lanes completely free, unlike existing HOV lanes. This is because individual users must purchase stored value on a transponder and rent the transponder for a monthly maintenance fee currently assessed by Metro. If two or three individuals decide to carpool together, two transponders must be purchased/ rented, which means monthly fees are collected twice (or more). Consider removing the monthly maintenance fee (like MTC/ Bay Area Fasstrak) or allowing usage without transponder (SANDAG I-15 Express Lanes) when the minimum number of occupants to designate HOV are present (and using a transponder for those vehicles below minimum HOV occupancy). Equity may be of concern since potential users may lack access to banking (credit card or checking) accounts, or may not have proper documentation or permanent mailing address to open an account to use Express Lanes.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	255	Express Lanes section states: "The I-110 and I-10 ExpressLanes have saved commuters, on average, six minutes during peak morning commutes" - this amount of time saving does not seem very significant given the Capital Investment on Express Lanes Conversion and the toll amount the users have to pay. The statement brings into question effectiveness of the Express Lanes.	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	256	Express Lanes section states "according to surveys, 81% of ExpressLanes users would likely support the expansion of ExpressLanes on other freeways" - misrepresents (violators) are approximately 30% during peak period and more than 50% during peak hours. How accurately this survey result will mimic the reality?	Building out the ExpressLane network is a priority for Metro. However, each conversion of HOV lanes to ExpressLanes requires careful planning and studies to determine the impact and the estimated benefits. During the planning phases, each project will be assessed for financial viability given the transportation and financial realities of that time. The specific design considerations, including access and egress, as well as the financial and equity concerns will be addressed during the planning phases.
	257	Is the referenced "Traffic Reduction Study" only going to focus on local roads? If so, it is suggested that that clarification be included, at minimum in the related discussion on page 39.	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	258	Strategy 2.5b - Curbside mobility is across modes. Freight deliveries need the curbside as do transit stops, rideshare services, and local residences and businesses. In addition, curbside mobility affects active transportation. Improvements should be done in partnership with regional and local agencies.	This will be addressed in the final LRTP prior to adoption.
	259	It is suggested that the text under Strategy 2.5: Support efficient goods movement: LA County's extensive transportation network serves as the backbone to the nation's freight transportation system. The LA County Goods Movement Strategic Plan, under development with stakeholders across the county, will develop a comprehensive approach that balances various goals, including efficient and effective flow of goods to support economic sustainability and prosperity," include language specifically emphasizing social equity."	This will be addressed in the final LRTP prior to adoption.
	260	The discussion under the Goods Movement Strategic Plan specifically references the seaports, but does not reference LAX, intermodal facilities or logistic warehouses.	This will be addressed in the final LRTP prior to adoption.
	261	Propose revising the text immediately under Strategy 2.7: Enhance the operation of the state highway system to, "Metro continues to address key bottlenecks in LA County, some of the most congested in the US. Metro works with Caltrans and regional partners to plan, build and maintain projects that address highway capacity and operational efficiency."	This will be addressed in the final LRTP prior to adoption.
	262	Propose revising Action 2.7.a to, "Work with Caltrans and local agencies in conjunction with development and construction of projects which directly address freeway bottlenecks."	This will be addressed in the final LRTP prior to adoption.
	263	Strategy 2.7b - In addition to the state highway and local arterial roadway network, the transit network should also be included to alleviate traffic congestion.	Comment noted.
	264	An observation. The discussion and accompanying data on page 43 would seem to indicate that commuting by car is faster than mass transit, and it is only showing for the AM commute. Would it be possible to distinguish between SOV's, HOV's, and Express Lanes, in comparison to express bus and rail (heavy/light)? And if this is possible, could the date be shown for both the AM and PM commutes?	This is addressed in the LRTP Technical Document.
	265	Could the source of the "definition" of Complete Streets be included?	Comment noted.
	266	Strategy 3.3 - There needs to be an action here related to eliminating barriers to pedestrians and bicyclist. This could go under safety, but it is also an equity issue. Examples are getting from one side of a freeway, rail line, river, etc. to the other side in a safe, efficient manner.	This will be addressed in the final LRTP prior to adoption.
	267	Although Metro's identified Complete Streets Policy includes a specific reference to, "...movers of commercial goods." there is no discussion with this focus in this section. As a suggestion, perhaps a discussion could be added, focusing on 2.5b. Develop curbside mobility improvements in partnership with regional agencies, incorporating any applicable content from the "LA County Goods Movement Strategic Plan."	We believe this element is addressed appropriately elsewhere in the LRTP.
	268	If the discussion provided under Our plan helps reduce emissions, for a healthier LA. Is not going to include PM2.5, it is recommended that the text under this heading specifically reference PM10 as the figure does.	Comment noted.
	269	Although the narrative on the preceding page indicates that, "...Metro has defined "Equity Focus Communities" (EFCs)." it is recommended that a source (or sources) be identified for Figure 22.	This will be addressed in the final LRTP prior to adoption.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	270	If it is public information, would it be possible to identify a dollar range with respect to the various "Affordable housing units/apartments" identified? Or perhaps the source for the determination of the quantity of "Affordable housing units/apartments" at each of the locations.	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	271	Metro 2018 Equity Effort: What was the outcome of this effort? Has it been effective?	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.
	272	Strategy 4.3 - Consider opening discounts to more than just LA County residents; there are riders of all ages who use LA Metro who do not reside in LA County and therefore do not qualify for residency discounts. Youths/ school-age children and seniors/ disabled residing outside LA County traveling to destinations in LA County pay full fare since they cannot qualify for reduced fares. Consider allowing Ticket Vending Machines and vehicle operators to add reduced fare rides/ passes to any TAP card (and request verification upon boarding/ fare check) as qualifying transit riders may be undocumented (or otherwise lack proper/ accepted ID), more transient (without a permanent mailing address) or otherwise not reside in LA County. Such measures would reduce household expenses for those who choose or depend on public transportation.	Metro is conducting a Comprehensive Pricing Study. The study goals are revenue, ridership, equity, security, and customer experience-, and will be considered against deliverability within the context of the near and long-term agency recovery from the COVID-19 pandemic.
	273	Equity should also look at mobility access to the same stop, platform or station as able-bodied individuals. Requiring mobility-impaired transit riders (or those with wheeled devices) to travel an extra block or so to access a rail platform or underground station isn't nearly as equal when such platforms or stations have multiple entrances on different streets that able-bodied individuals (without wheeled devices) can access. Although some bicyclists and scooter users may be able to carry their	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.
	274	Be aware of the post COVID-19 impact.	Thank you for the comment. Metro is committed to providing safe and accessible services for all users. The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP.
	275	no citing of source for the 1.84 million jobs figure.	This is addressed in the LRTP Technical Document.
	276	Could a brief discussion be provided regarding the "Goods Movement \$0.1 billions" as shown in Figure 28, comparable perhaps to the discussions provided on page 70 for "Access Services" and "Roadway Operations."	This is addressed in the LRTP Technical Document.
	277	Although Metro is one of, and provides a substantial and growing operating subsidy for Metrolink commuter rail, it is not enough to maintain service levels that existed years ago. Prior to COVID-19, the Metrolink San Bernardino Line saw substantial service reductions in 2014 during mid-day and late evening periods. Mid day trains that previously ran every 30-60 minutes now have 60-120 minute headways, and late evening outbound trains (after 9:30pm) were eliminated for Monday-Thursday. These service cuts that have yet to be restored place an undue burden for workers in certain industries (such as service and hospitality) who do not commute during conventional peak hours.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.

Attachment C - L RTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
South Bay Cities Council of Govts	278	There are at least three significant dynamics that will change the quantity and quality of Metro’s transit market, all predicted or predictable, which have not been accounted for in the draft L RTP. (1 of 3):A. Technology: Electronic access is decreasing the need for the physical proximity that drives demand for mobility. The L RTP is based on an assumption that mobility networks and systems will return to the “old normal” after the virus has passed. That would require a return to business as usual. It seems more likely, or at least more prudent, to plan for the case where transactions are completed virtually rather than in physical spaces. This is especially true regarding work sites where telework has in many firms taken hold, in part because of employee preferences. Several technology businesses have declared that telework will become a permanent option, and close to home, the County of Los Angeles is making a broad range of worksite options available to its large work force.New technology for collaboration and virtual presence has made the adjustment to COVID-19 feasible. Zoom, WebEx, and MS Teams, while not brand new, have become popular options available to facilitate remote work and a range of remote services including working from home (WFH), virtual government, telemedicine and online education. These technologies and others are certain to develop in the next few years, and to become permanent common options for work early in the next 30 years. Microsoft has already introduced its “Together Mode” to help the brain more effectively process meetings with many attendees shown on the screen. Imagine in the near future voice-activated ad hoc Zoom meetings with multiple participants. Proximity, while desired for many circumstances, will no longer be required except for a few interactions, with special approvals needed for nonessential travel.	The L RTP is intended to be both bold and realistic. It recognizes that there will be changes in technologies and other challenges and uncertainties that face the region. The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan.
	279	There are at least three significant dynamics that will change the quantity and quality of Metro’s transit market, all predicted or predictable, which have not been accounted for in the draft L RTP. (2 of 3):Environment: Climatologists have predicted with a high degree of confidence that extreme heat will affect life in all of Southern California long before 2050. The L RTP should include language that recognizes the phenomenon and include specific recommendations and budgets for transit service adaptations. The adaptations could include consideration of significantly increased investments needed for better air circulation systems in buses, on the rail platforms and train cars to ensure protection from future health concerns for both riders and operators. Without protection from the heat, few people will be willing to wait outside 20 minutes in extreme heat.	Sustainability is a guiding principle in this L RTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The L RTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.
	280	New modes: The emerging micromobility phenomenon could easily grow to capture a sizable segment of the short range trip, five miles or less which already characterizes 70 to 75% of all trips today. (3 of 3):Automated vehicles in the form of “robocabs” should begin to appear in commercial service no later than 2025 with full scale deployment in many markets by 2035. Robocabs are essentially driverless robots that deliver door-to-door, no-transfer, on-demand service at rates lower than existing network transportation service. How much lower will be understood better in the next few years as more is learned about the higher capital expense per vehicle and lower operational expenses.The L RTP should include a strategy for the market segment in which public transit can compete.For example, its most effective niche might be rapid, long haul, low cost service.	The L RTP is intended to be both bold and realistic. It recognizes that there will be changes in technologies and other challenges and uncertainties that face the region. The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan.
	281	Covid-19 may have dramatically and permanently changed Metro’s potential transit market share. The new paradigm of working from home (WFH) may continue to significantly exceed transit as it has in recent years especially as employers seek to improve their profitability by reducing their office expenses. Technologies such as virtual meetings and shared work software enable a new model for a significant share of the workforce that may reduce congestion, especially if WFH is integrated with transportation demand management (TDM).The L RTP should more extensively address the potential long-term effects of WFH as a distinct mode and not refer to it as just another TDM strategy.	This will be addressed in the final L RTP prior to adoption.
	282	Metro staff has estimated it will need to charge 20-cents per mile in a Vehicle Miles Traveled congestion reduction fee to help fund an 81% growth in transit mode share from the pre-COVID 19 rate (a mode share change from 7% to 14%) over the next 30 years. This growth rate assumes that the current COVID 19 ridership levels are not relevant to L RTP assumptions and ridership will return to prior levels over the next two years which is an overly optimistic assumption even within the industry.The L RTP assumes Faster Transit strategies will grow ridership by 7%, reduced/free fares will add 25% and VMT Fees will add another 18%. The balance will come from future travel trends and compound effects, and Measure M. We disagree with the projection’s assumption that pre-COVID riders will return as Safer At Home restrictions are lifted. Metro assumes the pandemic will not have permanent ridership impacts. Therefore, Metro has chosen to consider COVID 19 as a short- term	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts. More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the L RTP performance evaluation are included in the L RTP Technical Document.
283	On page 61, the report states, “Metro is considering free transit for students, and if additional revenue is raised through congestion pricing, Metro could subsidize transit for all riders.” The language needs to be updated to reflect the recent Board direction on student and other fare discounts. Clarification is needed regarding the financial cost (including increased capital and operations costs) of providing free/subsidized fares from VMT fees and the financial assumptions for any other transit strategies that will be funded with VMT fees.	Comprehensive fare study	

Attachment C - L RTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	284	4. On page 66, the report states, "While the expanded programs, partnerships, and policies of the 2020 L RTP represent additional expenditures, these will be balanced by future revenues anticipated through future policies, such as ExpressLanes and congestion pricing." It is impossible to confirm this statement from the narrative in the L RTP. A chart is needed that clearly describes the sources, uses, and amounts for each of the funding sources.	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	285	5. The L RTP needs to provide more detail on the capital, operating and maintenance cost of achieving a 14% transit mode share which would likely double Metro and municipal transit operator costs. Metro should also be transparent in its projected farebox recovery assumptions and the other funding mechanisms assumed in its goal to increase annual transit trips per capita by 81% over the next three decades.	The bold policies outlined in the recommended L RTP are subject to change and will require additional studies to determine the full cost to implement and maintain. The bold policies outlined in the L RTP cannot be achieved alone. They will require partnerships with local and regional stakeholders, as well as buy-in from elected officials and the general public. The full assumptions included in the L RTP analysis are included in the L RTP Technical Document; however, the implementation of any given bold policy or program will require additional analysis to understand the full impacts.
	286	Page 20 - In the Better Transit section, the Metro Rail Expansion paragraph on near-term projects includes the West Santa Ana Branch, but does not include the Green Line Extension to Torrance which is in its environmental clearance process. Please correct the omission or eliminate the narrative reference to specific projects and refer readers to the complete list on the following page.	This will be addressed in the final L RTP prior to adoption.
	287	Page 28 - In the More Transit Trips Mean More Opportunity page, please add a column in each chart for the current daily transit trips and transit mode share for commute trips. Also add a chart for transit mode share for daily trips. It is important to distinguish between commute and daily mode shares in order not to understate the relative size of the non-transit daily and commute trip mobility challenge which exceeds 85% of the congestion problem.	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the L RTP performance evaluation are included in the L RTP Technical Document.
	288	Spending \$160 billion to increase the transit mode share from 7% to 14% may not be the most cost-effective way to reduce congestion compared to strategies that eliminate trips. Metro is not just a transit agency, it is a mobility manager. The L RTP does not provide sufficient attention to trip elimination which has the potential to reduce travel far more than 14%. Please evaluate the cost benefit of the wide range of trip reduction strategies that do not rely on a mode shift but simply eliminate the need for the trip.	The L RTP recognizes that TDM is an important strategy for managing congestion and addressing environmental goals. We will continue to be a regional leader in TDM and look forward to collaborating with our local partners to manage demand, reduce the number of SOV trips, and provide new transportation options. Additionally, Metro recognizes that telecommuting has grown steadily over the past decade and that COVID-19 has dramatically accelerated that trend. We will continue to support and analyze this trend.
	289	Page 34 – A portion of the I-405 South Bay Improvements are scheduled for completion before the 2028 Olympics, but the Major Highway Projects shows the project opening in 2047. There should be a Phase I and Phase II with the appropriate cost and Open Year. The I-110 ExpressLane extension should not wait until 2046 to open. The extension should be the first priority for surplus revenues generated from the existing I-110 ExpressLane, before these funds are committed to other new ExpressLane projects such as the I-105 ExpressLane which is slated to open in 2025.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.
	290	Page 67 – The pie chart shows that \$66.8 billion (17%) of the \$400 billion in the L RTP will come from "Other Local" sources. Please list the sources and amounts assumed and the proportion assigned to capital vs operations.	
	291	Page 74 – Although the L RTP is financially constrained over its 30-year term, there is no transparency as to funding constraints by decade. Metro regularly updates its financial forecasts with decade-by-decade transparency, but these financial constraints are not shown in the L RTP. Instead project opening dates are used. As a result, short- and long-term consequences of financial challenges such as COVID 19 are not explicitly addressed in the L RTP and make the issue of financial constraint hard to assess. How will the upcoming SRTP be constrained consistent with the L RTP decennial budgets and schedules assumed in the L RTP? Will the SRTP provide more transparency on the first decade funding available per the L RTP and its underlying financial assumptions and allocations? The L RTP includes projected costs for major transit and highway projects. But the document also includes dozens of programs that are described without the cost of individual program / project / policy / strategies being identified. The L RTP should provide a summary table of the costs for each of the four major initiatives beyond the major projects.	The L RTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP. The L RTP includes a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the L RTP.
	292	Finally, the Next Gen Bus Study is referenced several times in the L RTP with numerous embedded strategies and actions. The L RTP projects a 13% reduction in traffic delay once the recommendations are implemented. The key goals of the Next Gen study are to ensure that: transit service is: 1. accessible to nearly all potential riders and serves 2020 destinations; 2. improves travel speeds by dedicating bus-only lanes on streets; 3. provides transit priority at signalized intersections, and reduces the number of local stops. The study states that with these strategies, Metro hopes to make a transit trip take no more than 2.5 times the time a comparable trip takes in a vehicle. We do not understand how much these strategies will cost or how a 2.5X travel time delta would attract a projected 7% increase in transit ridership.	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the L RTP performance evaluation are included in the L RTP Technical Document.

Attachment C - L RTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	293	The innovation in the L RTP appears to be largely driven by new transit projects, policies and pricing strategies but it does not address the way travel, technology, work and commutes are changing. Traditional public transit has been declining for over 10 years in Los Angeles County, pre-COVID – and we are concerned that this L RTP focuses too much on business as usual.	The L RTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The L RTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP. The L RTP includes a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the L RTP.
Metrolink	294	<p>The Southern California Regional Rail Authority (SCRRA) has reviewed the draft Metro Long Range Transportation Plan (L RTP). Overall, SCRRA supports the L RTP and its focus on clearly articulated transit objectives, mobility and access goals and community improvement plans. The L RTP carries great potential to provide a high-quality transportation system to meet growing needs in LA County. As the operator of the regional commuter rail system known as Metrolink, SCRRA has a shared responsibility to increase mobility across LA County and beyond by seeking out opportunities to enhance connectivity and smoother first/last mile journeys for riders. We appreciate the Metro acknowledges the value of Metrolink through Strategy 1.1 of the L RTP. We encourage Metro to further leverage these investments with a focus on enhancing connectivity to the greatest extent possible. One way to do so is by incorporating Metrolink stations into the strategies to connect jobs and housing and strengthen communities through the Transit Oriented Communities program. As Metro expands and improves the rail transit network, we request that Metro prioritize coordination with Metrolink on corridor projects that can potentially affect Metrolink rail lines, such as the: • North San Fernando Valley Transit Corridor • North Hollywood to Pasadena Transit Corridor • East San Fernando Valley Light Rail Project • Gold Line Foothill Extension to Claremont • Eastside Extension Phase 2 Trans Corridor (1st and 2nd Alignment) Metrolink regional rail service allows people to live where they want and still work in the jobs-rich areas of LA County and the greater Southern California region.</p> <p>While doing so, Metrolink removed 9.3 million car trips from Southern California roadways in Fiscal Year 2019. Investment in Metrolink represents a simultaneous investment in economic opportunity and traffic reduction. As a result, The Metrolink system should be incorporated as part of multimodal corridors for consideration for investment and cohesive management in strategies to advance the Traffic Reduction Study (Strategies 2.6b and 2.6c, p. 38). Additionally, the L RTP should identify the elimination the State of Good Repair backlog on the Antelope Valley Line as a priority. Metrolink shares approximately 60% of its regional rail network with freight operators servicing the ports of Los Angeles and Long Beach. Accordingly, as Metro invests in multi-modal freight improvement options in Strategy 2.5a and 2.5c (p. 38), benefits to Los Angeles County's passenger rail system should be incorporated into project definition, performance evaluation, and investment decisions in recognition of the multifaceted joint benefits to the system. Thank you for the opportunity to comment on L RTP. We look forward to our continued partnership with Metro on this important project, as well as our shared priorities in the region.</p>	Thank you for your comments. Metro is committed to working with Metrolink on our shared priorities. In the L RTP, the support for Metrolink projects is referenced in the Better Transit priority area; however, that is not to suggest that Metrolink is not an important partner on other strategies and actions. We look forward to continued collaboration on projects and programs of mutual benefit.
North County Transportation Coalition	295	Oh Those Metro Maps. Seeking equitable funding for north Los Angeles County mobility projects has not been the only challenge—inclusion on the Metro “maps” has been just as formidable. NCTC Subregion elected officials, public officials, Executive Director, civic, and business leaders routinely go to Metro meetings to receive handouts and maps that do not depict north Los Angeles County—either excluded from an insert table or occasionally, nonexistent on the map. The NCTC Subregion in north Los Angeles County must continually strive to be on the “map,” for example: •None of the maps show SR138 connecting the I-5 to the SR14. •SR138 is on most maps but is usually covered with the map legend. •June 7, 2019 Draft L RTP Board Report and Baseline Understanding Appendix, pg.84, Metro ranks NCTC Subregion #1 Total Area Subregion, but leaves SR126 and SR138 off the map. The Metro Draft L RTP illustrations need to depict the north Los Angeles County subregion properly.	This will be addressed in the final L RTP prior to adoption.

Attachment C - L RTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	296	<p>Metro Investment with NCTC Subregion Gets Funding and Transit Ridership Results The sentiment that transportation funding was not equitable for the NCTC Subregion, led the NCTC Board of Directors to ask for a Funding Analysis and Snapshot report. The report complied with the assistance of Metro Countywide Planning and Development and the NCTC staff members is in final development. The NCTC Subregion draft funding analysis details formula and discretionary funding to the region from FY2018-24. The draft analysis shows that for transportation discretionary grants, the NCTC region is doing exceptionally well. When the NCTC Subregion partners with Metro and Metrolink seeking discretionary federal and state grants, we have a near 100% success rate. That is not a typo, \$401 million in three recent federal and state grant examples:•I-5 North Capacity Enhancement Project received a total of \$294 million in grants, including private sector funding obtained by the Subregion:•Federal \$47 million INFRA grant and •CA State \$247 million TECP grant. •AVL Service Improvements received \$107 million TIRCP grant award matched with 53% of NCTC Measure M MSP Subregional funds (\$116.3M).In July 2019, the Metro AVL Study had jaw dropping results for north Los Angeles County:•AVL Ridership Steadily Increasing—since July 2015. •29% Ridership Growth on the AVL July 2015 to July 2019 •Metro initiated the \$5.5 million investment in the Ridership Fare Reduction Program—AVL ridership has grown 29% as of June 2019. The program is so successful that even after Metro lowered the fare reduction investment to \$2 million in July 2018, ridership has continued to steadily increase. •AVL HAS SEEN INCREASED RIDERSHIP IN LOS ANGELES COUNTY. •AVL achieves over 11% transit mode split for trips generated in the Antelope Valley and nearly 10% for trips generated in the Santa Clarita Valley. •AVL Service Improvement Scenarios for frequent, clock-based transit to/from Lancaster to/from LA Union Station in less than 90 minutes is achievable for \$698.1 million.</p>	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.</p>
	297	<p>Following the Northridge Earthquake in 1994, total trip time on Metrolink rail service to/from the Antelope and Santa Clarita Valley’s has seen little improvement. The AVL Study clearly demonstrated that with modest investment—\$698.1million—Metrolink service can provide the frequent transit trip to compete with the car trip on the freeway. (Metro AVL Study Metro Report, July 17,2019 Metro Planning & Programming Committee).In this Draft L RTP period, the NCTC Subregion realistically sought the \$220m Metrolink Antelope Valley Line Capital and Service Improvements Project scenario option with NCTC allocating 53%, \$116.3M in Measure M matching funds used to achieve the TIRCP \$107 million grant award. The \$220m AVL capital improvement project entering environmental clearance will provide a real rail alternative to the freeway trip—for the \$698.1 million AVL project, the NCTC Subregion must wait for the next 30-year plan. Metro partnering with the NCTC Subregion to seek funding opportunities produces results, returning federal and state tax dollars to the LA region’s transportation projects as the north Los Angeles County residents respond by using the viable transit alternative provided.</p>	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the L RTP. We will share this comment with the appropriate project team.</p>
	298	<p>Freeways Can Not Be Forgotten The Draft L RTP provides a Snapshot of the North Los Angeles County NCTC Subregion transportation network (Baseline June 2019 L RTP Metro Report pages 85/86). Major Transportation FacilitiesArea freeways include the Golden State Freeway (I-5) and the Antelope Valley Freeway (SR-14). State Route SR-126 and SR-138 also impact the region. Metrolink operates commuter rail services with stations located in the cities of Lancaster, Palmdale, Santa Clarita, and in unincorporated areas of Los Angeles County. For the NCTC Subregion funds in the L RTP programmed to highways and arterials is imperative. Los Angeles County relies on the freeway network to move people and goods. Is 26% highway funding for the entire Los Angeles County sufficient over a 30-year period? The NCTC Subregion has limited viable alternatives to the freeway network. The main connection for the Antelope Valley and Santa Clarita Valley to the LA Basin and beyond is the freeway system with limited regional rail connections through Metrolink. The Metrolink AVL is the only true mobility option that does not use the freeway system. Even Santa Clarita Transit and Antelope Valley Transit Authority (AVTA) use the freeway system for their transit service between the Valley’s and into the LA Basin.Metro asks the NCTC Subregion to be patient for the regional rail alternative transit option, while spending less on the freeway system—NCTC has concerns with this long-term transportation planning approach for the north Los Angeles region.</p>	<p>The L RTP’s investment plan is built upon previous efforts and the Metro Board’s previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the L RTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility.</p>
	299	<p>The Draft L RTP has the expansion of the Express Lanes Strategic Network, i.e. tolling/congestion pricing proposal, for the entire County by 2045. (Page 33, Figure 13, Tier 3 Draft L RTP). The NCTC JPA has not taken a formal position on the Metro Express Lanes Strategic Network expansion—but a majority of the NCTC Board has publicly expressed serious concerns with the Metro congestion pricing/toll lanes proposal and how it adversely impacts north Los Angeles County residents and businesses, especially those in the Equity Focus Communities (EFC). Ironic, the best map in the Draft L RTP depicting the NCTC Subregion seeks additional congestion pricing.</p>	<p>Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	300	The NCTC Subregion believes more funds should be spent in the Draft LRTP for life-saving highway projects like the SR14 and SR138. At every NCTC JPA Board meeting, the NCTC receives public testimony from Neenach, Antelope Acres, and Oso Town Councilmembers on the NW SR 138 Corridor with powerful visuals of fatal accidents as they urge Caltrans, Metro and NCTC to approve roughly \$90 million in safety related fixes detailed in the Metro approved EIR connecting the I-5 to the SR14 along the SR138 corridor. (Metro Northwest SR138 certified EIR, 2017) Metro and Caltrans staff have heard the northwest SR138 corridor public comment and have sought traffic calming, signage, and other measures, but concerning the safety related expansion projects including passing lanes, the NCTC Subregion is told to be patient, Metro and Caltrans do not have the funding for these freeways/highway projects. The freeway/highway arterial network is part of the NCTC Subregion transit system. For many north Los Angeles County residents, transit options have many transfers, take numerous hours, and are not available 24/7 to match their work schedules. As the Metro Board seeks to Reimagine The Highway System, please acknowledge that the NCTC Subregion needs to improve chokepoints along the SR 14 and SR 138 which are above the CA allowable accident rate according to Caltrans (Caltrans SR14 Traffic Safety and Operational Analysis, July 2019). May 14, 2020 Tweet by Transportation Policy Director to a Metro Board Member: "Those who stand to be the most impacted by the policy or program should hold the most power in the decision-making space, but they rarely do" by Ms. Ariel Ward, A Tale of Two Truths: Transportation and Nuance in the Time of COVID-19, May 13, 2019 www.medium.com Transportation professionals need to make space for critical questions even when—or especially when—it's inconvenient. May 14, 2020 Tweet by Transportation Policy Director to a Metro Board Member	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
	301	Demographics in North Los Angeles County The recent Covid Pandemic highlights how all of Los Angeles County relies on the NCTC Subregions first responders and essential workers—on 24/7 shifts throughout Los Angeles County. We appreciate and are proud of our north Los Angeles County neighbors for the work they have done during the pandemic to provide essential services to keep us healthy, safe, and secure, while stocked with essential goods. Thank You! It is understandable that city, civic and business leaders are reticent to headline Equity Focus Communities (EFC) in economic development brochures touting the benefits of their city, but US Census Bureau statistics, Metro demographic maps tell the story—NCTC Subregion needs Equity: One in three in the Antelope Valley live in Equity Focus Communities—yet Lancaster and Palmdale appear to have no projects listed in the Draft LRTP. Black/African American population: Lancaster 21.8%, Palmdale 12.5% Asian population: Santa Clarita 11%, Hispanic or Latino: Lancaster 39.7%, Palmdale 60.2%, Santa Clarita 33.5% Persons in Poverty: Lancaster 23.8%, Palmdale 17.3%, Santa Clarita 8.6% School Free/Reduced Lunch Program, Lancaster K-6 eligible: 75% Veterans average population in AV & SCV is 6.1%, above LA County 3.5% & CA 5.4% avg. Veterans average population: Lancaster 7.5%, Palmdale 5.8%, Santa Clarita 4.9% Persons without Health Insurance, under age 65: Lancaster 7.5%, Palmdale 10%, Santa Clarita 7.5% Persons 65 years and over: Lancaster 9.8%, Palmdale 18.9%, Santa Clarita 11.3% NCTC Subregion officials need Metro assistance to connect with the impacted Equity Focus Communities in the Antelope and Santa Clarita Valley's.	The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
	302	Lancaster and Palmdale have Equity Focus Communities (EFC), but no projects appear to be listed in the Draft LRTP.	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.
	303	Figure 14, only North County project shows I-5 from 14 to Lake Hughes, should be to Parker Road.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	304	Figure 15, I-5 improvements, should be moved from planned to build since fully funded.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	305	Figure 26, when combine all the bus and rail categories, 57% of the funding going towards these categories versus 26% for highways/multimodal projects	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility.
	306	Plan states that complete streets and Active Transportation will come out of roadway money	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the LRTP performance evaluation are included in the LRTP Technical Document.
	307	Page 70, SHOPP funding estimate LA County, how is the \$22B derived and doesn't Caltrans allocate the SHOPP Program? The NCTC Subregion has successfully worked with Metro and Caltrans to allocate SHOPP funds to the I-5, SR14, SR138, and SR 126.	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the LRTP performance evaluation are included in the LRTP Technical Document.
	308	Metrolink and Goods Movement very limited discussion. In fact, no projects listed.	We believe this element is addressed appropriately elsewhere in the LRTP.
	309	The Draft does not depict the Subregional list of projects, rather that is listed in a separate Baseline Report from June 2019.	This is addressed in the LRTP Technical Document.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	310	- No mention of the Metro Call For Projects Program.	This is addressed in the LRTP Technical Document.
	311	- Highway Program—Can the SR14 and SR138 access Rural highway grant funds? Why do those rural corridors compete with urban I-5, I-405, I-10, etc. corridors for funds?	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	312	- June 7, 2019 Draft LRTP Board Report and Baseline Understanding Appendix, page 84, Metro ranks the NCTC Subregion #1 Total Area Subregion, but there is NO SR126 or SR138 on the NCTC specific map shown. Page 86, states Palmdale is largest City in North County—should clarify this for land area? Population would be Santa Clarita largest.	This is addressed in the LRTP Technical Document.
	313	- Will the Subregional Section with maps/descriptions be in the Final LRTP?	This is addressed in the LRTP Technical Document.
	314	- Will there be a Strategic Unconstrained Funding Section?	This will be addressed in the final LRTP prior to adoption.
	315	- No maps show SR138 connecting the I-5 to the SR14.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	316	- SR138 on most maps, but usually covered with the map legend.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	317	- There is no I-5 symbol illustrated in north Los Angeles County, just central Los Angeles.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
	318	- Transportation Demand Management (TDM)/Transportation System Management (TSM) programs are not mentioned in the Draft LRTP	The LRTP recognizes that TDM is an important strategy for managing congestion and addressing environmental goals. We will continue to be a regional leader in TDM and look forward to collaborating with our local partners to manage demand, reduce the number of SOV trips, and provide new transportation options. Additionally, Metro recognizes that telecommuting has grown steadily over the past decade and that COVID-19 has dramatically accelerated that trend. We will continue to support and analyze this trend.
	319	- Since the Metrolink Antelope Valley Line Capital and Service Improvements Project is funded, should it be depicted in the Draft LRTP tables?	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	320	- How can north Los Angeles County access numerous programs that appear to be centered/focused around the Metro Service Area, like Micro-Transit? Is the TDA Article 8 process supposed to remedy the apparent structural funding inequity to north Los Angeles County taxpayers?	This is not directly addressed in the LRTP. We will forward your question on to the appropriate department at Metro.
	321	<p>NCTC Urges Equitable FundingIn conclusion, the NCTC Subregion appreciates the bolstered partnership with Metro and the opportunity to comment on the Draft LRTP—Our Next LA, and we urge meetings with Metro and NCTC staff to discuss the Draft Plan prior to receiving the “matrix” responses in the Final Plan.The NCTC Subregion has sought mobility improvements for north Los Angeles County—the I-5, SR14, SR138, SR126—while seeking improvements to the only rail service to the region—the Metrolink Antelope Valley Line (AVL). The only Metrolink line entirely within Los Angeles County.The NCTC subregion has continually made the case for equitable transportation funding and when given the opportunity to partner with Metro we have seen tremendous results, from receiving federal and state grant awards, to residents using the new transportation improvements at levels way above the rest of Los Angeles County.For many north Los Angeles County residents, transit options have many transfers, take numerous hours, and are not available 24/7 to match their work schedules. For the #1 Subregion in Land Area, the freeway arterial network is part of the transit system residents rely on. The SR14 and SR138 serve many of the Equity Focus Communities in the Antelope and Santa Clarita Valley’s and residents are seeing accidents and fatalities rise above “acceptable” Caltrans standards.</p> <p>Funding must be included in the 2020 LRTP Plan to provide safety-related improvements by both Metro and Caltrans to north Los Angeles County residents and businesses using the SR14 and SR138. The NCTC Subregion has seen enough studies and plans for safety related fixes for the SR14 and SR138—they need to be funded and completed in this LRTP Plan. North Los Angeles County residents should not have to endure more fatal accidents due to lack of highway funding.The NCTC Subregion has sought viable alternatives to the freeway, but the region is constantly told to wait your turn for Metrolink Antelope Valley Line rail improvements. We urge Metro and Metrolink to fund the \$698.1 million AVL improvements in the 2020 LRTP Plan—now.The Census Bureau and Metro demographic map facts cannot be swept under the rug any longer, Equity Focus Communities exist in north Los Angeles County and it is time Metro acknowledges the Subregion needs “boxes to stand on” with action, planning assistance, and funding. The NCTC Subregional staff has limited resources to properly address the Equity Focus Communities myriad of issues. The NCTC JPA needs Metro’s assistance. The NCTC Subregion looks forward to working with Metro and all transportation partners in Los Angeles County to make critical mobility investments in north Los Angeles County over the next 30 years.</p>	Comment noted.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

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Los Angeles Department of Water and Power	322	<p>The Los Angeles Department of Water and Power (LADWP) appreciates this opportunity to submit comments on Metro’s 2020 Long Range Transportation Plan. The proposed plan shall take into consideration any impacts to LADWP’s infrastructure. LADWP reserves the right to review and approve improvements within LADWP facilities. In order to fully address potential Right of Way issues, LADWP is providing the following comments and conditions which include requests for additional information from the project proponent:</p> <p>The Right of Way Engineering Group on behalf of Los Angeles Department of Water and Power’s (LADWP) Power System coordinated the review of the request and determined additional information is needed before any thorough review can be provided.</p> <p>A) The information provided, to date, is inadequate for properly reviewing the proposed Metro improvements. We therefore reserve the right to comment until more detailed information is provided. The more detailed information shall include, but not limited to, impacted Assessor’s Parcel Numbers (APN), property lines, plans showing setbacks from the proposed project areas to transmission line towers, including all above ground objects (i.e. fencing, gates, posts, structures), lighting posts, excavations, and any temporary structures that may affect the LADWP facilities.</p> <p>B) Provide plans illustrating the LADWP Transmission Line Right of Way boundaries, including distribution power lines and waters lines, within the Metro improvements. Include towers and clearances from proposed improvements. Also, provide grading plan and utility plans, including any other plans illustrating the impacts to the LADWP Transmission Line Right of Way, including distribution power lines and water lines.</p> <p>C) Relocation of LADWP facilities may be required if the impacts by Metro’s improvements interfere with the operation and maintenance of Power System facilities. The relocation of these facilities will be at the sole cost of Metro. Please note, Water System’s review has not been incorporated into this response and will require their review when more detailed plans are provided.</p> <p><u>Be advised the following conditions shall also apply:</u></p> <p>3) Metro shall be responsible for the maintenance of the project areas and shall keep the area in a neat and clean condition within LADWP Facilities. It is our understanding Metro will assume responsibility for the maintenance of the project improvements, and for all the associated risks and liabilities. LADWP will not be liable for any damage to Metro improvements by LADWP’s operation and maintenance activities.</p> <p>4) A permanent, unobstructed 20-foot wide roadway (patrol road), accessible at all times by LADWP maintenance personnel shall be provided and maintained. A wider roadway width may be required on curved segments. The roadway must remain open and unobstructed, excluded from any watering and kept as dry as possible at all times.</p> <p>5) No equipment over fourteen-feet high shall be used near the LADWP Transmission Lines without the written permission of the LADWP. Equipment higher than fourteen-feet will require submittal of a Conductor Survey to the LADWP Transmission Engineering Group to ensure clearances meet the State of California, Public Utilities Commission, General Order No. 95.</p> <p>6) Conductor Clearances will be subject to the review and approval of LADWP’s Transmission Engineering Group. The LADWP may need a copy of the conductor survey illustrating the cross sections showing our existing conductors and proposed improvements. See attached LADWP Conductor Survey Instructions. The Transmission Engineering Group will use the data to calculate and confirm that conductor clearances meet the State of California, Public Utilities Commission, General Order No. 95.</p> <p>7) All construction activities shall adhere to the LADWP’s Standard Conditions for Construction. See attached.</p> <p>8) Provide the location and elevations (heights) of all above and below ground structures, including the cross sections of existing and proposed improvements within and adjacent to the LADWP Transmission Line Right of Way. All ground elevations are to remain unchanged from existing conditions after proposed improvements associated with Metro’s improvements are completed. Cut & fill slopes inside the LADWP Transmission Line Right of Way steeper than 2 horizontal to 1 vertical require retaining structures or geotechnical report approval. Note: Grading activity resulting in a vertical clearance between the ground and the transmission line conductor elevation less than thirty-five (35) feet or as noted in the State of</p>	Comment noted.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
		<p>10) All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way. For safety of personnel and equipment, all equipment and structures shall be grounded in accordance with State of California Code of Regulations, Title 8, Section 2941, and National Electric Code, Article 250.</p> <p>11) The right of way contains high-voltage electrical conductors, therefore, Metro shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.</p> <p>12) California Code of Regulations, Title 8, Section 2700 defines “qualified electrical workers” as “a qualified person who by reason of a minimum of two years of training and experience with high-voltage circuits and equipment and who has demonstrated by performance familiarity with the work to be performed and the hazards involved.” At all times during installation, replacement, and/or maintenance of any improvement authorized within the LADWP Transmission Line Right of Way, Metro shall have at least one qualified electrical worker on site to observe said work and ensure all OSHA required safety protocols are followed.</p> <p>13) No grading shall be conducted within the LADWP Transmission Line Right of Way without prior written approval of the LADWP.</p> <p>14) No structures or improvements shall be constructed within the LADWP Transmission Line Right of Way without prior written approval of the LADWP.</p> <p>15) An area at least 100 feet around the base of each tower must remain open and unobstructed for necessary maintenance, including periodic washing of insulators by high pressure water spray.</p>	
Los Angeles County	329	<p>We have reviewed Metro’s draft Long Range Transportation Plan and have the following comment: Metro and Los Angeles County have a long history of partnership and investment on Traffic Signal Synchronization Projects however specific funding is not identified in the proposed plan for these projects. Traffic signal coordination is considered by the USDOT as being under the general ITS umbrella. On Page 36, Priority Area 2, please consider adding traffic signal synchronization. Strategy 2.1, please add to Action 2.1c. “Implement arterial ITS programs, including Countywide Signal Priority Program and traffic signal synchronization.”</p>	<p>This will be addressed in the final LRTP prior to adoption.</p>
City of West Hollywood	330	<p>Thank you for the opportunity to review the draft 2020 Metro Long Range Transportation Plan (LRTP). Our comments center around the Crenshaw/LAX Line Northern Extension (CNE) and how it is represented in Figure 8 and Figure 9, the “Major Transit Project” list and “Planned Transit Projects” map on pages 20 and 21 respectively. The Metro Board is expected to consider authorizing a contract for the CNE Environmental Impact Report (EIR) in August 2020. Based on multiple discussions with Metro Staff, we anticipate a recommendation for further analysis of several alignments in Metro’s upcoming environmental analysis including the Hybrid alignment, the preference of the City of West Hollywood and a number of other stakeholders, as well as a potential terminus station at the Hollywood Bowl rather than the Hollywood/Highland Metro Red Line Station. The “Planned Transit Projects” map (Figure 9) on page 21 of the Draft LRTP document shows a single alignment for the CNE project that appears to run along La Brea and stops short of the Hollywood Bowl. We concur with the footnote below the map which reads “Final alignments to be identified during environmental processes.” However, since neither the City of West Hollywood nor the City of Los Angeles has formally endorsed the La Brea alignment, it is inappropriate for it to remain the placeholder in Metro documents where only one alignment is shown. We understand that the map in the Draft LRTP is not intended to prejudice the selection of any specific alignment and respectfully request that either the Hybrid Alignment or a more generalized representation of the CNE project that is not specific to any one alignment be shown in the Final LRTP.</p> <p>The “Major Transit Project” list (Figure 8) on page 20 lists \$4.7 Billion and 2047 as the open year of the CNE project. This list does not currently appear to differentiate between projects seeking acceleration and the Measure M timeline, but if changes are made to this list to highlight acceleration efforts underway with other projects, we respectfully ask that a footnote be included to acknowledge ongoing interjurisdictional efforts to accelerate the CNE project in accordance with the Board Adopted Acceleration Policy and next steps for the CNE project such as the City of West Hollywood Funding and Project Delivery Strategic Plan, the City of Los Angeles Council Motion Supporting Acceleration of the CNE, and the upcoming Metro EIR to be conducted in fulfillment of Metro’s 2016 commitment to get the project shovel-ready for future funding opportunities. We look forward to continued and expanded partnership with Metro as we work to implement the transformative mobility benefits of Measure M and the Draft LRTP. Thank you for your attention to this matter.</p>	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

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City of Claremont	333	<p>I am writing on behalf of the City of Claremont to request that the draft plan be amended to accurately reflect the status of a critically-important project for our City and our residents, workers, and students - completion of the Metro Gold Line Foothill Extension to Claremont.</p> <p>The Draft LRTP currently includes completion of the Foothill Extension to Claremont in 2028, without recognition that the project has a \$450 million funding gap. The project is under construction now, but only the first nine miles of the 12.3 mile project is fully funded. We request that the plan be amended to accurately reflect the current funding gap, and request that the extension to Claremont be included as part of any strategic unfunded project list that staff is developing to be part of the final plan.</p> <p>The City also urges Metro to help secure funds necessary to make the extension to Claremont possible within the currently underway design-build project. The Foothill Gold Line Construction Authority, the agency responsible for planning and building the line, has a firm fixed price bid in hand that is good through October 2021 and would allow the project to be completed to Claremont by 2028 (meeting the Metro board goal of completing the project to Claremont by the 2028 Olympic Games). As Metro seeks state and Federal infrastructure funding, we urge that this truly shovel-ready project be included on the list of projects for funding.</p>	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.</p>
City of Los Angeles	339	<p>The City of Los Angeles Departments of Transportation (LADOT) and City Planning (LACP) compliment the Los Angeles County Metropolitan Transportation Authority (Metro) on its substantial planning and public outreach efforts to develop the Draft 2020 Long Range Transportation Plan (draft 2020 Plan), released on May 29, 2020. LADOT leads transportation planning, project delivery, and operations in the City of Los Angeles and LACP creates and implements plans, policies, and programs that support community health, sustainability, and inclusivity in the City's neighborhoods. LADOT and LACP have reviewed the draft 2020 Plan and appreciate the opportunity to provide comment. We understand that Metro is unique among the nation's transportation agencies, serving as the primary transportation planner and coordinator, designer, builder, and operator for the most populous county in the country. As the regional transportation planning agency, Metro is responsible for advancing the regional multimodal transportation system to provide safe, affordable, and equitable mobility for Los Angeles County residents, workers and visitors, as well as to support the region's economy and help achieve local and regional environmental and community quality of life goals. An update to the 2009 Long Range Transportation Plan, the draft 2020 Plan presents Metro's approach to planning, constructing, managing, and modernizing the Los Angeles region's multimodal transportation system, as well as highlights how the regional agency must partner with the City of Los Angeles and the other 87 cities and unincorporated areas in the County to deliver this ambitious scenario over the next 30 years. LADOT and LACP laud Metro's plans to add 106 miles of fixed guideway transit, improve 22 transit corridors, and deliver 200 stations for the regional public transit network over the next 30 years - the most aggressive transit expansion in the nation.</p> <p>Beyond transit investments, we appreciate that Metro's draft 2020 Plan includes funding to maintain and modernize the region's system of roads and freeways, to deliver multi-use active transportation facilities, to enhance bus travel, and to expand access to on-demand mobility options such as bike sharing, car sharing, micro transit, and freight-focused technologies. Also, Metro's Transit Oriented Communities policy and planned joint development projects align well with the City of Los Angeles' work to integrate land use and transportation planning to support affordable housing production and job creation near high-quality public transit options with safe and comfortable connections for transit users' first last mile journeys. Consistent with the City of Los Angeles' transportation assessment guidelines, the draft 2020 Plan acknowledges that it is not possible, nor desirable, to physically expand vehicle capacity on the region's network of arterials and freeways to alleviate congestion. Therefore, Metro must partner with cities and Caltrans to implement effective management strategies that maximize the person throughput and utilize existing transportation facilities, such as transit priority facility enhancements, active curb management strategies, integrated corridor management solutions, innovative congestion pricing, and improved parking management. Metro estimates that implementation of the major capital projects, programs, and bold policies included in the draft 2020 Plan will significantly improve the regional transit system's coverage, enhancing access to high-quality transit, while resulting in modest emissions reductions. Today, only 8% of Los Angeles County residents and 16% of the region's workers have access to a Metro rail or bus rapid transit station within a 10-minute walk. Metro estimates that implementation of the draft 2020 Plan would increase access to transit so that 21% of residents and 36% of workers would be a 10-minute walk to high-quality transit. Metro's scenario modeling anticipates that delivering the draft 2020 Plan would increase daily transit trips by 81%, while decreasing greenhouse gas (GHG) emissions by 19% and particulate matter emissions by 17%, relative to forecasted 2047 levels.</p>	<p>Comment noted.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

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	340	<p>As Metro finalizes the draft 2020 Plan, we encourage the following considerations: Develop and include a fiscally unconstrained strategic list of projects that may be anticipated for future consideration, if additional new revenue or funding opportunities become available. Currently, Metro’s draft 2020 Plan uses a series of projected revenue and organizational capacity assumptions to present a fiscally constrained list of projects for Los Angeles County. However, we understand that the listed projects will not meet all future mobility needs and consumer demands forecasted for 2020-2050. Thus, Metro can continue leading the region to meet momentous challenges in the coming decades – including but not limited to serving a growing, diverse population, adapting to the global climate change impacts, responding to technological changes and new innovations – by developing a fiscally unconstrained list of regional transportation investments and associated bold policies. This project list may inform the Southern California Association of Government’s (SCAG) preparation of the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related regional transportation demand forecasting model. This list can also articulate the need for mobility improvements beyond the current Measure R and Measure M infrastructure program and mobility investments required to meet state sustainability goals. We propose a list of projects for consideration in a fiscally unconstrained strategic project list in Attachment A. Prior to releasing the Countywide Strategic List to SCAG for future updates and amendments to the RTP/SCS, we request that Metro contact LADOT’s Transportation Planning and Policy Division manager, Rubina Ghazarian, to ensure you have the City’s most recent fiscally unconstrained strategic project list.</p>	<p>This will be addressed in the final LRTP prior to adoption.</p>
	341	<p>Increase coordination with City Planning to align Metro’s long range planning efforts with the city’s evolving mobility networks. Mobility Plan 2035, the transportation element of the City’s General Plan, identifies networks of streets that the City prioritizes for transit, bicycle, and pedestrian infrastructure improvements. For example, the Transit Enhanced Network (TEN) results from a comprehensive data analysis of factors such as ridership, destinations, employment, and population that will evolve as transit needs change and the City updates Community Plans (land use plans) and potentially amends the TEN. Metro has done a noteworthy job of providing transit coverage on the TEN as it is currently configured through the NextGen Bus Plan proposal, and we encourage ongoing collaboration between Metro and City Planning staff. Metro may further consider how to align its countywide active transportation planning and investments with the City’s Bicycle and Pedestrian Enhanced Networks.</p>	<p>Metro coordinates with and supports our local, regional, and state partners. We cannot address all the transportation challenges facing LA County alone and we rely on the help of our partners. We look forward to continued collaboration to advance our vision for LA County.</p>
	342	<p>Discuss how projects can be prioritized to directly benefit Equity Focus Communities. Metro’s robust equity platform framework, which includes its TOC and joint development policies, guides the implementation of programs aimed at reducing transit fare, providing local business support, and offering a variety of youth programs. Building on these initiatives, Metro has developed data-driven tools to elevate equity in decision-making such as the designation of Equity Focus Communities and a Transit Propensity Index that considers physical, locational, and socio-economic factors in estimating potential transit demand. The draft 2020 LRTP also proposes development of a Racial and Socioeconomic Equity Action Plan. We support these tools and encourage Metro to continue to create systems and structures that ensure data-driven and transparent implementation of its equity-focused policies and action plans. Metro’s draft 2020 Plan defines Equity Focus Communities (EFCs) as areas where households are low-income, and either majority non-white or have no access to a vehicle -- about 30% of the entire county’s population. Metro’s acknowledgement that people living in EFCs are affected by historic disinvestment, experience reduced access to opportunity and housing, and are likely burdened by environmental injustices presents new opportunities to address these issues in the coming decades. The draft 2020 Plan presents a powerful draft definition for equity and commits to investing in EFCs. The Final 2020 Plan can include more meaningful discussion on how Metro’s investments will be prioritized to directly benefit and improve the lives of people living in EFCs and how funding will be allocated for capital projects on the basis of equity. As one example, the NextGen Bus Plan sets out to improve bus service quality in communities with the greatest mobility needs by focusing bus service improvements in LA County Census Tracts with higher Transit Propensity Index values. The assumptions used for that Index closely align with the characteristics of present-day transit riders who continue to ride Metro buses, despite the systemwide ridership decline observed during the current COVID-19 public health emergency. This data can inform how Metro prioritizes future transit investments. The Final 2020 Plan should similarly reconsider the inclusion of projects that may exacerbate the barriers to mobility and burdens of air pollution and poor health outcomes associated with transportation-related emissions experienced by Los Angeles County residents. These projects include: o Planned projects that widen or otherwise increase freeway capacity o Funding arterial street widening projects o Other projects, programs, or policies that induce single-occupancy vehicle travel</p>	<p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro’s current planning activities. Metro’s Equity Platform will help guide future planning studies and investment decisions.</p> <p>The LRTP’s investment plan is built upon previous efforts and the Metro Board’s previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>

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Agencies and Organizations

Org	#	Comment Received	Response
	343	Create more opportunities to utilize development incentives in transit-reliant communities. State and local streamlining and affordable housing incentive programs present further opportunities to add much-needed affordable housing near high-quality transit. As Metro finalizes the alignments of major capital transit and rail lines, we encourage Metro to think strategically about the location of stations that can support development incentives in transit reliant communities that have been disinvested. The configuration of Metro's bus network in regard to frequency and stop locations also impacts the availability of affordable housing and development incentives. DCP looks forward to continuing discussions with Metro to understand how the consolidation of rapid and local bus lines under NextGen will alter the availability of development incentives through the state's density bonus program and CEQA streamlining through the designation of transit priority areas.	Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.
	344	Assess sustainability and environmental benefits of projects, programs, and policies to inform decision making. Metro's update of the Long-Range Transportation Plan offers an opportunity to propose inspired strategies to help the region achieve State climate action and sustainability targets. In conformance with Senate Bill 743, Senate Bill 32, and statewide sustainability goals, we encourage Metro to more closely assess the performance of proposed strategies to effectively reduce vehicle miles traveled (VMT) and associated greenhouse gas emissions, improve access to jobs and services through mobility management, and consider sustainability strategies in all projects. We suggest that Metro compare multiple scenarios to prioritize project lists and determine suitability of projects, programs, and plans given the urgent need for significant climate action. As an example, in designing or retrofitting freeway projects we encourage Metro to coordinate with Caltrans to integrate natural environment protection and mitigation measures, such as wildlife crossings and culverts.	Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.
	345	Reallocate dedicated funding to regional bus capital and regional active transportation facilities to enhance the draft 2020 Plan's sustainability and environmental justice performance. Metro's draft 2020 Plan provides \$400 billion for investments in transportation over the next 30 years, with over 70% of funding managed directly by Metro from federal and state programs or generated by four county voter-approved sales tax measures. The draft 2020Plan proposes to spend just over \$331 billion (83%) of countywide funding over the next three decades directly on regional multimodal transportation projects, programs, and policies in accordance with the following breakdown: nearly \$145 billion (37%) in investments for countywide transit operations and state of good repair; about \$76 billion (19%) in road investments; nearly \$61 billion (15%) in rail and transitway capital investments; just over \$22billion (5.5%) in freeway and managed lane investments; nearly \$21 billion (5%) in bus capital investments; and nearly \$7 billion (1.7%) in regional and local active transportation facility investments. We encourage Metro to review and reassess the currently proposed funding allocations for bus capital and active transportation facilities to ensure that Metro and its local partners can deliver effective regional active transportation and bus transit priority facilities across jurisdictional boundaries. The City of Los Angeles is eager to continue working with Metro to create a regional active transportation network, as expressed in Metro's Active Transportation Strategic Plan, and implement bus transit priority facilities, through our NextGen Bus Speed Working Group and beyond, to encourage more people to walk, roll, bicycle, or easily transfer between integrated networks. Significant investments in sustainable transportation infrastructure, above and beyond the proposed in the draft 2020 Plan, will meet LA County stakeholders' calls for better transit, complete streets, and access to opportunity. Reallocated funding to support a greater focus on advancing sustainable mobility networks may yield greater VMT and GHG reductions as called out in LA's Green New Deal.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
	346	Invest in regional transportation data and modeling tools available to jurisdictions and external partners to strengthen regional coordination. Currently, Los Angeles County cities, subregional entities, and their external partners tend to use varied transportation datasets and analysis methods to help plan, prioritize, and evaluate transportation improvements within their jurisdictions. Varied modeling methodologies, technical capacity, and incompatible evaluation frameworks makes coordination across jurisdictional boundaries challenging and inefficient. Similar to the outreach and information exchange used to build regional consensus for the Metro NexGen Bus Plan, we hope that Metro will augment its draft 2020 Plan scenario modeling methods using rich origin-destination data, while also making these datasets and analytics available for local agencies for local transportation planning. We also encourage Metro, in collaboration with SCAG, to lead the region in conforming to the requirements of Senate Bill 743by investing in sub-regional sketch planning tools that can lead to more consistent and transparent evaluations. Similarly, regional location based data services and accessibility analysis tools can streamline and improve access to information for jurisdictions, strengthening regional planning efforts.	Thank you for this comment. As a Regional Transportation Planning Agency, Metro strives to be a resource for the local jurisdictions within LA County. We continually look for new ways to support the planning and implementation efforts of our local partners. We will share this comment with the appropriate departments within Metro.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	347	Advance system security and public trust enhancement strategies that are inclusive and equitable. We acknowledge and applaud Metro's continued efforts to address riders' safety concerns. Metro's aim to improve riders and communities' experience with the transit system and other agency mobility services can be bolstered by investing in strategies recommended in Metro's Understanding How Women Travel Study Report, Girls and Women Governance Council and Customer Experience Plan, including: o Develop a Metro Transit Ambassadors program to improve customer service o Expand access to TAP reloading and pass purchasing countywide o Maintain rider amenities at stops and stations to enhance safety and reduce anxiety o Offer safe and affordable on-demand options near major transit hubs o Implement inclusive fare policies (i.e., fare capping, easier transfers) o Enhanced cleanliness and safety protocols on the Metro transit system in response to the current COVID-19 public health emergency should continue focusing on protecting transit operators	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
	348	Invest in mobility management solutions that increase transportation system efficiencies and improve equitable access to destinations. Los Angeles County is home to 4.4 million employees, with a projected increase to 5.4 million by 2047. Mobility management solutions, such as a countywide Transportation Demand Management program for existing employers can help build a regional foundation strengthening jurisdictional ordinances. This framework can result inconsistent regulations, increased awareness and compliance, a larger menu of strategies, and monitoring data that allows for comparison and iteration. A regional TDM framework can pave the way for investment in regional mobility as part of land use developments' TDM strategies, mitigation measures, or through a regional VMT exchange program – similar to cap and trade. LADOT is interested in collaborating with Metro and jurisdictions in LA County to expand our mobility investment toolkits over the next 30 years to include mobility management solutions.	The LRTP recognizes that TDM is an important strategy for managing congestion and addressing environmental goals. We will continue to be a regional leader in TDM and look forward to collaborating with our local partners to manage demand, reduce the number of SOV trips, and provide new transportation options. Additionally, Metro recognizes that telecommuting has grown steadily over the past decade and that COVID-19 has dramatically accelerated that trend. We will continue to support and analyze this trend.
San Gabriel Valley Council of Govts	360	On behalf of the San Gabriel Valley Council of Governments (SGVCOG), we are writing to express our appreciation for the opportunity to comment on the draft Long Range Transportation Plan Update. The SGVCOG is a joint powers authority of thirty-four-member agencies that are located in the San Gabriel Valley. The SGVCOG is also the largest and most diverse sub-regional government entity in Los Angeles County. The SGVCOG strongly supports Metro's plan to deliver significant mobility benefits to Los Angeles County through major capital projects, programs, and bold policies. We deeply appreciate the stakeholder process your agency is undertaking and the ability to weigh in on the proposed update to the Long Range Transportation Plan. We want to take the opportunity to thank Metro for acknowledging the critical need for infrastructure and transportation improvements in the San Gabriel Valley, especially for including the following projects in the draft update: • Alameda Corridor East Grade Separation Phase 2 • Eastside Extension Phase 2 Transit Corridor • Gold Line Transit to Claremont * • I-605/I-10 Interchange • SR-57/SR-60 Interchange Improvements • SR-60/I-605 Interchange HOV Direct Connectors • SR-710 North Corridor Mobility Improvement Projects *The plan should indicate additional funds are needed to extend the line to Claremont.	Comment noted.
	361	Implementing Cleaning Practices to Protect Riders from Disease Transmissions This action should be included in Strategy 1.6 under Priority Area 1. While the SGVCOG recognizes that Metro has been actively implementing protective measures to protect employees and residents from being exposed to COVID-19, it is vital to ensure that these practices continue in the future. Metro should continue to clean buses and trains daily with EPA-approved disinfectants and actively review cleaning protocols to ensure that they are up-to-date.	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.
	362	Support Efficient Goods Movement Strategy 2.5 under Priority Area 1 should be rewritten to reflect "support efficient and sustainable goods movement." Goods movement projects and the Los Angeles County Goods Movement Strategy must emphasize air quality improvements, safety, and freight efficiency.	This will be addressed in the final LRTP prior to adoption.
	363	Complete the San Gabriel Valley Transit Feasibility Study and Implement the Resulting Recommendations We recommend this action be added to Strategy 2.6 under Priority Area 2. While the San Gabriel Valley Transit Feasibility Study will be identifying alternative transit solutions to serve the mobility needs of the San Gabriel Valley, implementing the recommendations will effectively address regional circulation issues	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
	364	Support the San Gabriel Valley Regional Bikeshare Program We also recommend adding this action to Strategy 3.3 under Priority Area 3. The San Gabriel Valley Regional Bikeshare Program was recently launched earlier this week in South El Monte with the goals of decreasing drive-alone trips and increasing the share of bicycling trips in the San Gabriel Valley. Effective active transportation infrastructure is critical in providing connectivity to the transit hubs in the San Gabriel Valley.	We believe this element is addressed appropriately elsewhere in the LRTP.
	365	Indicate Extension of the I-10 ExpressLane east of I-605 to the San Bernardino County Line The SGVCOG requests Metro label the improvements in Figure 15 "Planned Highway Projects" as the I-10 ExpressLane extension to the San Bernardino County Line.	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	366	Additionally, we highly recommend Metro staff to increase the size of monotone maps that are included in the draft, as many of these maps are ineffective in illustrating projects and routes in the draft update due to their minimal sizes. The SGVCOG looks forward to continued opportunities to comment on specific proposals and plans.	The map style and map contents were reviewed prior to the adoption of the LRTP. We will share this comment with the appropriate project and design teams.
Strategic Actions for a Just Economy	199	Hello,I am writting this on behalf of Strategic Actions for a Just Economy (SAJE) who is a member of the ACT LA Coalition who advocates for Transit Justice.The plan appears to relate the ability to reduce transit costs specifically with congestion pricing. We do not believe that the ability to offer fare-free transit should rely exclusively on congestion pricing, especially when there is so much research to do regarding the effects that congestion pricing has on low-income communities. The LRTP names congestion pricing as an overall goal for the development and improvement of the transit system in the county. Our coalition has some concerns and reservations due to currently unanswered questions about how congestion pricing is currently affecting our county and how the expansion of congestion pricing will impact our constituencies. Congestion pricing has equity challenges; any time you institute a toll for access you exclude low-income people that are unable to pay. Furthermore, viable alternatives for some essential trips such as work, school and medical appointments may not be available until better bus service is achieved. To mitigate these challenges, we should improve public transportation quality and make transit free before congestion pricing is actualized. Lastly, the Long Range Transportation Plan was released in the middle of the pandemic that we are currently suffering from in our region and world wide. It is irresponsible that the draft plan does not make mention of the effects that this has caused on its transit dependent citizens. We urge Metro to take into consideration our questions and concerns regarding the draft plan. Thank you.Maria Patiño GutierrezProgram Coordinator SAJE	<p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p> <p>Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.</p>
	327	<p>Dear Metro Board and Staff,</p> <p>We write this letter to comment on the "Our Next LA" 2020 Long Range Transportation Plan. We believe that the overall goals of the Long Range Transportation Plan should align with Metro's Equity Platform and prioritize the needs of the mostly low income residents of the County of Los Angeles who are transit dependent.</p> <p>ACT-LA is made up of 37 organizations from LA County that have come together "to create community transit – just, equitable, sustainable transit systems and neighborhoods for ALL people in Los Angeles, placing the interests of low-income communities and communities of color first as we create a more sustainable city." As a coalition we are advocating for Metro to become a sanctuary for the Los Angeles public, to provide a high level of service and enact policies that would result in "transit justice," such as:</p> <ul style="list-style-type: none"> - Eliminate fares. Los Angeles residents are already paying for the transit system through our sales tax. The average household income for a person who rides the bus is \$26,900, with over 57% of Metro bus riders living below the poverty line. - End policing contracts. We must invest in true community-centered safety solutions that make ALL riders feel safe. Also, we can use the hundreds of millions of dollars saved on improving bus service, bus infrastructure and eliminating fares. - Focus on improvements to the bus system. New train lines have taken the air out of the room when it comes to Metro's mission of creating a world class system. Metro staff and board members often say that buses are the workhorses of the system, and clearly buses are what most riders depend on. Our coalition includes organizations who work with transit riders, the majority of whom are bus riders and who have expressed to us the need for a better, fare-free transit system. Therefore, we support the Long Range Transportation Plan's efforts to identify access to opportunity, including by specifically adding a goal of identifying ways to "Reduce Transit Cost." Our members have told us that they often have to choose between paying for a bus pass for a month to get to and from work or to pay for adequate groceries. Although Metro currently has fare reduction programs, the reality is that many of these are not currently accessible to its riders, whether because of lack of education regarding the program, or because even though riders are low income, they are above the threshold to qualify. Our coalition is committed to working with Metro to identify ways to achieve the goal of fare-free transit in the short-term rather than longer-term. Given our priorities listed above, our coalition is in full support of discussions within Metro to eliminate fares. However, we strongly believe this goal needs to be decoupled with the goal of regional congestion pricing. The plan appears to relate the ability to reduce transit costs specifically with congestion pricing. We do not believe that the ability to offer fare-free transit should rely exclusively on congestion pricing, especially when there is so much research to do regarding the effects that congestion pricing has on low-income communities. <p>The LRTP names congestion pricing as an overall goal for the development and improvement of the transit system in the county. Our coalition has some concerns and reservations due to currently unanswered questions about how congestion pricing is currently affecting our county and how the expansion of congestion pricing will impact our constituencies. Congestion pricing has equity challenges; any time you institute a toll for access you exclude low-income people that are unable to pay. Furthermore, viable alternatives for some essential trips such as work, school and medical appointments may not be available until better bus service is achieved. To mitigate these challenges, we should improve public transportation quality and make transit free before congestion pricing is actualized.</p> 	<p>Metro is conducting a Comprehensive Pricing Study. The study goals are revenue, ridership, equity, security, and customer experience–, and will be considered against deliverability within the context of the near and long-term agency recovery from the COVID-19 pandemic.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
		<p>Although the LRTP has many ambitious goals to reduce congestion in the corridors, we question whether congestion pricing may just redirect traffic to other routes. We are concerned about the potential for pricing to redirect traffic to neighborhoods that already experience higher levels of pollution due to historical environmental racism. For example, the 110 freeway cuts through South Los Angeles and many low income communities. Presently, congestion on the 110 pushes traffic that would otherwise be on the freeway to the already polluted areas in our communities; congestion pricing may exacerbate this. Lastly, the Long Range Transportation Plan was released in the middle of the pandemic that we are currently suffering from in our region and world wide. It is irresponsible that the draft plan does not make mention of the effects that this has caused on its transit dependent citizens. We urge Metro to take into consideration our questions and concerns regarding the draft plan. Thank you.</p>	<p>Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.</p>
Nature for All and Co-signatories	336	<p>Dear Fabian Gallardo and LA Metro Board of Directors; On behalf of the undersigned organizations, we would like to thank you for your work in developing the Long Range Transportation Plan at METRO LA and for the opportunity to provide comments on the Draft Plan released in May 2020. Since we work directly in park-poor communities and other underserved areas, we understand how lack of transportation to nature can negatively affect these communities' public health. Our goal is to ensure that priority is given to funding meaningful community access for those that need it most and, although we are pleased with the Draft, we offer the following recommendations to further amplify its potential for success:</p> <ol style="list-style-type: none"> 1. Adding a section on Metro's Transit to Parks Strategic Plan Our concerns along with our recommendations are explained in more detail in the comments below. Access to Parks As we all are aware, there is a lack of access to natural open spaces, particularly in underserved communities. Additionally, the current COVID pandemic has deepened our understanding that access to nature is vital and essential to improve the communities' overall public health. Metro recognized the opportunity to address this inequity with the adoption of the Transit to Parks Strategic Plan. Unfortunately, the Long Range Transportation Plan does not reflect this commitment to improving equity and the quality of the transit system. A lot of work and effort was put into Metro's Transit to Parks Strategic Plan, which presents a systematic vision for increasing access to parks and open space Countywide. We recommend adding the Metro Transit to Parks Strategic Plan as a strategy under Access to Opportunity, in order "to find targeted, holistic ways to increase access to parks and open spaces, especially for communities in need." We refer to this Strategic Plan as it provides recommendations on transit strategies and initiatives that link people to parks. In fact, the Transit to Parks Strategic Plan states its efforts would "inform the LRTP update by providing recommendations on transit strategies and initiatives that link people to parks. The LRTP will utilize performance metrics that may include those relating to access to parks and open space which can be informed by this Plan." Thus far, we have not seen this reflected in the LRTP, which we believe is the best opportunity to ensure investments are made in our communities to ensure overall public health through access to parks and open spaces. 	<p>Comment noted.</p> <p>This will be addressed in the final LRTP prior to adoption.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
		<p>2. Provide a more substantive examination of the strategies to be used to implement Complete Streets throughout the County</p> <p>Complete Streets- Active Transportation During the last few months of the COVID-19 pandemic, we have seen how a rapid shift in economic opportunities has had a dramatic impact on how our streets are used around LA County. With fewer cars on the road, more people than ever turned to walking and biking, which rapidly highlighted how much of LA County still struggles with inadequate human-centered road infrastructure. While we appreciate the efforts being made to provide off-street options, such as the Rail-to-Rail corridor and gap closure of the LA River Trail in Central LA, we believe that even more can be done to help provide access to economic and recreational opportunities to lower-income park-poor communities. Our key recommendation, with regards to Complete Streets, is to provide a more substantive examination of the strategies to be used to implement Complete Streets throughout the County. For example, a greater commitment by Metro to fund and implement Complete Street projects along economically sensitive corridors in low-income communities of color would be a welcome addition to the current narrative. Such changes would make biking and walking more welcome along these corridors, driving more slow traffic that helps support small businesses. In communities where sidewalk vending is a common driver of economic opportunity, a commitment by Metro to prioritize streetscape redesigns to ensure greater sidewalk space to improve mobility for pedestrians while allowing sufficient space for economic opportunity. These more specific types of commitments would demonstrate to our communities that Metro understands the potential impacts that Complete Streets can have on the larger growth of our communities.</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
	336	<p>3. Clarify how equity Focus Communities are being prioritized for investments</p> <p>Additionally, we recommend to Metro that in funding and installing infrastructure that aligns with the Complete Streets Policy to focus on those areas that have traditionally been underinvested and currently exhibit a lack of much needed infrastructure improvements. These communities are typically areas with the greatest need, but frequently receive the least investment, which means that they continue to lag further and further behind in access to opportunity unless deliberate efforts are made to acknowledge and close those gaps. Access to Opportunity We are impressed with some of the strategies in this section and we want to applaud Metro for trying to incorporate Equity into all of its efforts. We want to particularly uplift the discussion to support and work with Small Business throughout the development of all projects. We would like to request that you clarify some of these elements such as, how Equity Focus Communities are being prioritized for investments, and if Metro is employing any strategies beyond Joint Development Projects to realize inclusive Transit Oriented Communities. Additionally, we encourage Metro to state its goal that joint development projects contain at least 40% of the units for affordable housing. Conclusion We thank you again for your thoughtfulness in developing the Long Range Transportation Plan and for this valuable opportunity to submit comments and suggestions on them. Our organizations are excited to see Metro invest in promoting equitable transportation options. We look forward to your response and to be able to work with you on strengthening the implementation of this plan. If you should have any questions regarding this letter, please do not hesitate to contact any of the organizations listed below who can work with Metro to improve this Plan..</p> <p>Sincerely, Amy Lethbridge Community Nature Connections, Eli Kaufman LA Bicycle Coalition, David Diaz Active SGV, Bryn Lindblad Climate Resolve, Belinda Faustinos Nature for All, Daniel Rossman The Wilderness Society, Christy Zamani Day One Pasadena</p>	<p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p>
MoveLA Coalition and Co-signatories	349	<p>On behalf of the undersigned organizations, we appreciate the incredible level of detail and public engagement conducted to develop Metro's Draft 2020 Long Range Transportation Plan. The Plan is both realistic and bold in a time of great uncertainty; realistic in its recognition of our looming fiscal challenges and bold in that the LRTP serves as a blueprint for a clean transportation driven recovery. In particular, we want to highlight the boldest policies: • Free Transit for all • Faster, More Frequent Bus Trips • Congestion Pricing • Bus-Only Lanes • First/Last Mile Program • Freight Management Policies • TOC & Complete Streets Policies and providing more affordable housing • Accessible Wayfinding Pilot • Zero-emission bus fleet The scenario models show the transformation of transportation in the region if we implement these bold policies equitably. We also appreciate Metro defining Equity Focused Communities and look forward to developing and advancing a "Racial and Socio-Economic Equity Action Plan."</p>	<p>Comment noted.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
	350	1. Integrating the recently-passed guidelines to expand highway program eligibility to transit, active transportation, and complete streets improvements (File #2020-0412) to re-orient spending towards the most under-resourced modes (Strategies 2.1 and 3.1a.-c.).	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
	351	2. Funding accessibility (1.6b.) with a more holistic approach on all modes (bus, rail, and active transportation) that addresses the needs of those with physical, visual, auditory, and/or mental disabilities or impairments so that these riders feel welcome throughout the Metro system.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
	351	2. Funding accessibility (1.6b.) with a more holistic approach on all modes (bus, rail, and active transportation) that addresses the needs of those with physical, visual, auditory, and/or mental disabilities or impairments so that these riders feel welcome throughout the Metro system.	Thank you for the comment. Metro is committed to providing safe and accessible services for all users.
	352	3. Prioritizing projects that were scheduled for completion last decade before new projects are started, and ensure equity and racial justice goals are used in assessing which projects start next. Specifically, the Rail to River Active Transportation (3.3b.) and Crenshaw Line projects were scheduled to open in 2019 and 2020 respectively, and are both far behind schedule.	The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTP. The LRTP includes a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP.
	353	4. Scaling the LIFE, Youth on the Move, and U-Pass Program (strategies 4.3a.-c.) to achieve free or deeply discounted fares quickly for those in need and makes it easier to reach the goal of free fares for all. (4.3e.)	Metro is conducting a Comprehensive Pricing Study. The study goals are revenue, ridership, equity, security, and customer experience-, and will be considered against deliverability within the context of the near and long-term agency recovery from the COVID-19 pandemic.
	354	5. Integrating the Bus Rapid Transit strategy (1.2h.-i.) with the Transit Oriented Communities strategy (4.2). Metro's own Climate Action and Adaptation Plan (2019) indicates that the greatest reductions in VMT and GHG will come from land use decisions. Therefore, aggressively pursuing affordable housing that respects and does not displace existing residents near proposed BRT and rail lines is critical to achieving the region's aggressive climate change goals.	Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.
	355	6. Actively engage in local development and land use decision-making processes to protect Metro's interests in fulfilling LRTP goals, including the use of lawsuits and amicii briefs to enforce VMT mitigation requirements under the California Environmental Quality Act. (4.2)	Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.
	356	7. Commit to assisting, encouraging, and eventually requiring contractors to use zero and near-zero emission construction equipment in addition to renewable diesel. (3.5a.)	Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.
	357	8. Identify strategies and funding to enhance station areas to make them cleaner (sanitizing stations, mask dispensing, physical distancing), safer, more accessible for people of all abilities, and more welcoming (Strategy 1.4).	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.

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Agencies and Organizations

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			<p>The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.</p>
	358	<p>9. As Metro considers its policing model and resource allocation, creating a safe space for riders is critical to the success of the system. This means dis-investing from Strategy 1.7b., d., and f. (Multi-Agency Policing Plan) and investing in Strategies 1.7a. and c. (Transit Homeless Action Plan, Sexual Harassment Plan) and creating a new "alternatives to policing" strategy.</p>	<p>In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.</p> <p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p>
	359	<p>10. Coordinating with and incentivizing cities to implement their active transportation plans using eligible dollars and leveraging state funding to implement first/last mile and complete streets programs (Strategies 3.1 and 3.2).</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p> <p>Metro coordinates with and supports our local, regional, and state partners. We cannot address all the transportation challenges facing LA County alone and we rely on the help of our partners. We look forward to continued collaboration to advance our vision for LA County.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
Sherman Oaks Home-owners Assoc.	40	The information concerning the Sepulveda Transit Corridor Project on page20 of Metro’s draft 2020 Long-Range Transportation Plan, Our Next LA, is inconsistent with MeasureM and other Metro information concerning the project. The Sherman Oaks Homeowners Association (SOHA) requests Metro to check the information and bring it into consistency with MeasureM and other information.The draft LRTP uses nomenclature about Sepulveda Transit Corridor Project phases that is inconsistent with other Metro information. To date, Metro information and MeasureM (AttachmentA)have defined Phase1 as high-occupancy toll lanes through the Pass, Phase 2 as the Valley to Westside, and Phase3 as the Westside to LAX. The draft LRTP (page20) lists Phase1 as the Valley to Westside and Phase 2 as the Westside to LAX. These are inconsistent and confusing to the public. LRTP page20 also shows the Westside to LAX “investment” as \$10,587 million. MeasureM, AttachmentA lists the Phase 3 Westwood to LAX budget as \$3,865 million. It appears that the draft LRTP incorrectly lists the total Sepulveda Transit Corridor Project budget for the Westside to LAX, rather thanthe actual budgetfor the Westwood-to-LAX phase.Thank you.Sincerely,	We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.
Oso/Neenach Town Council	325	<p>Long Range Planning for State Route 138 Dear Sirs,</p> <p>As the President of the Oso/Neenach Town Council I have submitted numerous comments and concerns to NCTC that need to be addressed in the Long Range Planning Report for State Route 138 in the western Antelope Valley. Public safety has been our number one concern with regard to high speed vehicle accidents that are oftentimes created by reckless drivers with poor driving attitudes, who try to pass on the two lane highway at high rates of speed. Even with the recent paving improvements, the roadway needs to be expanded to prevent future head on collisions. There are currently no passing lanes on State Route 138 from Interstate 5 to the 14 freeway; many anxious drivers try to pass on the two lane highway in the 55 MPH speed zones often resulting in head on collisions, several that have had fatal consequences. There have been a series of accidents at key intersections that desperately need turn lanes and traffic calming, 300 Street West,Three Points Road, La Petite, 245 Street west, 150 street west, 110 street west, 90 street west and 60 street west all would benefit with turn lanes and traffic calming. A series of wildlife under crossings need to be considered, possibly using larger than average drainage pipes to allow wildlife to have free access to either side of the highway and not to interfere with interconnectivity of the Tejon Ranch, Angeles National Forest and Transitions Habitat region that connect Highway 14 to Interstate 5. We are grateful for the new paving improvements, however vehicles are still passing at very high rates of speed, this month alone we had a fiery crash at 60 Street west involving three vehicles and two overturned vehicles at 300 street west. These all appeared to be very high speed accidents involving serious bodily injury.</p>	The scope, design, schedule, and phases of specific projects are not addressed in the LRTP. These elements will be addressed during the environmental planning phase of the project development and there will be additional opportunities to contribute feedback at that time. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .
		<p>The Highway 138 corridor runs through a very scenic area of poppies and and open space, we would love to see the shoulders hydroseeded with native poppy mix after construction. With some intensive and creative work, planners for the Highway 138 project should consider designating this area as a scenic highway if care and forethought are given to this massive project. We would also recommend flood control to be examined in order to improve drainage along the highway where routine seasonal flooding occurs. Noise is somewhat of a concern as well so sound attenuating walls may be needed where appropriate. Of great concern is the sweeping bend near Quail Lake at the very close proximity to Mr. Carl and Kathy Stogaard's residence. There have been numerous accidents at this location with vehicles going through the chain link fencing. The rumple strip in front of Carl and Kathy's home makes for very noisy conditions since the home is less than 150 feet off the highway. Please note that improvements are needed for vehicles entering the La Petite and Three Points Roads neighborhoods, I believe on and off ramps were discussed in the primary outreach /scoping meetings. We hope that you will work with the Three Points and Oso/ Neenach Town Councils to address this area of concern. We are very appreciative of Metro accepting our recommendations for highway safety improvements along State Route 138. The Town Council and local residents are willing to work with Metro, Cal trans and LA County officials to improve highway safety in order to prevent needless collisions, improve traffic flow and beautify the area. For post collision incidents, I hope that Metro and LA County Fire Department will work cooperatively to enhance the trauma care delivery system in the rural areas with immediate dispatch of a paramedic helicopter and that units in the area are properly equipped and funded with modern rescue tools to allow for quick extrication. I have asked Denise Shippy, our Public Safety Outreach Coordinator to follow up with your office and to ask other community members for letters of support for this project. Respectfully Submitted, Jeff Zimmerman President Oso/Neenach Town Council</p>	

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
Westwood South of Santa Monica Blvd Home-owners Assoc.	337	<p>WESTWOOD SOUTH OF SANTA MONICA BLVD. HOMEOWNERS ASSOCIATION PO Box 64213 Los Angeles, CA 90064 RE: METRO LONG RANGE PLAN COMMENTS We have reviewed the Long Range Plan (LRP) posted by Metro referred to as "Our Next LA" and wish to submit some comments for your consideration. We appreciate the opportunity to do so and trust that you will receive a wide range of input for consideration in drafting the final plan.</p> <p>First: It is unfortunate that the timing of this plan coincides with the current Coronavirus pandemic. This experience will, no doubt, have an impact on how people live, how they work and how they travel. It remains to be seen as which changes now being seen will be permanent and which are of a more temporary nature. However, one thing is certain: the pandemic will change behaviors previously assumed to be "the way things are." Those things can no longer be assumed to be a part of our reality and, unfortunately, this long range plan was written with pre-pandemic assumptions. How will Metro take these changes into account in the final plan?</p>	<p>The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (SRTTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the SRTTP.</p>
		<p>The challenge of reducing congestion in the region may have been reduced somewhat as a result of impacts of the pandemic. Many employers have transitioned to having their employees work from home. While they may not continue with staff working away from the office at all times, the shift in culture has transpired and will have continued noticeable impacts on travel here and elsewhere. We often make reference to the reduced congestion in the LA metropolitan area when the Olympic games were last here. That was the result of slight shifts in work hours and in some residents leaving the area during the games. What will the impact be (percent?) of those who will continue to work from home part time? full time? How will this affect congestion? How will this affect transit ridership? We must also remember that the use of VMT to measure transportation impacts is a new measure that is untested and may not fully document the impact of changes in transportation policy. It would be advisable to continue to measure intersection congestion in addition to VMT to take advantage of the historical record of intersection analysis recording in many EIR documents. There are some who believe that while VMT may be reduced in certain locations, at the same time (and in the same area), congestion may increase (which will have an impact on increasing GHG). Regardless of how trips and travel are documented, highway investments must continue because the highways provide the routes needed not only for commuters, but for transit and goods movement and for too long, our freeways and roadways suffered and were not adequately maintained. Express lanes are an important offering to prioritize passage of transit buses and carpools on our freeways. However, they must be used to facilitate travel rather than being viewed as revenue enhancement tools. The freeways were built with taxpayer monies and it is not difficult to see public support for future roadway or transit measures undermined should projects funded with taxpayer dollars be reserved for the wealthy who can buy their way out of congestion.</p>	<p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility.</p>
		<p>It is a terrible frustration for drivers to see empty express or hot lanes when stuck in traffic and while it makes sense to maintain flow on Express Lanes at 45 mph, limiting their access at times when, for example, traffic is halted on the adjacent freeway as a result of an accident or roadway construction seems less than ideal. Variable pricing at times of congestion means that the wealthy will travel more quickly and that we will have a two tier system of travel on our public roadways. Providing financial aid to low income users will not help and will only serve to alienate working middle class members of the community -- whose tax dollars support transit operation. The "pilot traffic reduction program" mentioned in the LRP is meant to reduce congestion and raise funds for other Metro priorities (such as providing free transit for students). Many are familiar with the congestion pricing program in London, England and fear that any attempts to draw a comparison between Los Angeles, London and any other metro area that utilizes congestion pricing is an invalid and dangerous one. Los Angeles still does not have a transit network that provides coverage throughout the region for those who would like to utilize transit. There are holes in basic accessibility between, for example, the San Fernando Valley and the city over the Sepulveda Pass. The LA metropolitan region is divided by a mountain range (the Santa Monica Mountains) and there are few north-south arterials available for travel. We have numerous residents living in hillside areas -- areas that will never have the kinds of population density to warrant service by transit. (The use of Uber and Lyft as an alternative does not (necessarily) reduce traffic congestion as has been documented in a San Francisco study and which mirrors the experience of users here.</p>	<p>Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.</p>

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
		<p>The ability to avoid travel during peak travel periods is not often under the control of a driver. There are jobs that must start at a specific time. To punish workers by assessing them a tax to use the street to access their job is not equitable -- whether a lower or higher wage earner. Those employees work and pay taxes and have invested in the roadways. There are many jobs that REQUIRE a vehicle. Think about gardeners, construction workers and those who must carry equipment with them to perform their job. What is the soccer coach to do about carrying the bag of balls and goal posts needed for a practice in the park? What does the gardener do to reach a series of homes in or beyond an area of congestion pricing. Proposing to subsidize the tolls of some at the expense of other users is certain to raise an uproar and compromise the credibility of Metro. Transit is not meant to be a wealth transfer mechanism. We are aware of the SCAG study which looks at the implementation of a congestion pricing pilot program in West Los Angeles going west from the 405 to approximately 20th Street, and from the 10 Freeway north to just above Sunset Blvd. I do not believe that this is a good choice for a pilot program for the following reasons: --There are many medical providers in that area and others that cannot be reached without entry into the proposed congestion zone. St. John's Hospital and UCLA -Santa Monica Hospital Medical Center and their associated physician offices are located in or adjacent to the proposed congestion zone. As is well recognized, these types of facilities are noted as traffic generators as compared to other types of land use. Seniors, the ill, new parents, etc. must often make frequent visits to their medical care facilities and appointments are scheduled throughout the day. It would be impossible to schedule appointments outside of peak travel hours for there aren't enough off-peak hours in a day to accommodate the need. It would be wrong to invent a new barrier to health care access for those for whom congestion pricing would be a financial burden. --What would be the impact on small business in the area? Metro claims to support small business yet reducing access is sure to have an effect on patronage.</p>	
		<p>Small business is not only the retail business on a commercial corridor, but it is also the service providers who work in the pilot area or beyond it. Many drivers prefer to travel on city streets and will not use the freeway (which could serve as an alternative for getting around the zone if one seeks to go beyond it via freeway) (but then what would the impact be on freeway congestion during work access hours?). --Some jobs require those performing the work to drive during peak hours and to carry supplies such that they are unable to utilize transit. This program would penalize and punish those individuals. --The Westside has only recently received the EXPO Light Rail Line and the "Subway to the Sea" will likely never actually GO to the sea. The Westside has not been particularly well "gifted" with transit investments. Our area attracts both jobs and housing development for many reasons. The residents and workers who live in or come into the area regularly, should not be punished or penalized for their presence here. Many who purchased properties here many years ago many be viewed as wealthy and able to pay a toll but that may not be the case. Some are property rich and otherwise working hard to maintain their residence. Many who live on the Westside live in rent-controlled apartments. Many are unable to utilize transit -- whether due to lack of reasonable access, health reasons, job requirements, etc. --While the presence of the elevated 405/San Diego Freeway is a physical barrier to traffic at peak hours (particularly in evening commute times when travel from west to east is especially difficult), the freeway does not sever the relationship of those living on the east side from those on the west side. The two sides make up "West Los Angeles." We share zip codes (90025), frequent shops and services on both sides of the 405 and travel between the areas. Many have family across the 405. It would seem to be a far better strategy for creating new incentives to moving trips that cannot be taken by transit to off-peak hours (free transit fare in off-peak times?) than to penalize those who have little to no choice and to create a complicated system of financial reimbursements to those for whom travel during those times is necessary.</p>	

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		<p>The initial study on a Westside congestion zone was done PRE-COVID-19. It may be necessary to revisit the entire project and to re-evaluate traffic and travel patterns prior to identifying any pilot location. As the majority of transit investments have taken place downtown where the EXPO Line, Blue Line, Gold Line and Metro Link all converge, it was somewhat of a surprise to me that a pilot would be proposed anywhere else than downtown Los Angeles.... especially as the Downtown Connector is soon to be completed. Congestion pricing is most often seen in central city locations. What would be the reason why a congestion pricing pilot would not be done downtown if it is to be pursued at all? Having directly participated in negotiations over project entitlements for developments in Century City, we can attest to the fact that although many buildings were required to have TDM programs, too many of these plans were merely on paper -- perhaps complying via a reporting mechanism but not functioning as they should. We have had first-hand experience talking with employees in large buildings who did not understand what might be offered via their building's TDM. It struck us as quite odd (and ridiculous) that we, as a local homeowner association (HOA) board, would have to insist upon provisions in a proposed project that would expand the offerings and utility of a TDM program. It was our HOA that sought the establishment of a Transit Management Organization (TMO) for Century City when a large project was proposed in the area. We knew that the TDM's were not all functioning and we also knew that to have a critical mass of riders in vanpools, etc., there would need to be coordination between buildings in Century City. Why did that fall to our HOA? While we were successful in getting a commitment for the seed money for the TMO and to get leadership/staffing for it, we likely will not have such leverage in the future as more and more projects are approved "by right" and without the opportunity for local citizens to seek project improvements and community betterments. Therefore, it will be up to Metro and the City of Los Angeles to look more critically at whether these mechanisms such as the TDM program, TMOs, etc. are working and working to their full ability to produce positive impact. In the absence of community input, there must be a way to have a maximum number of incentives for transit use provided to employees in new developments as well as to RESIDENTS that live in buildings that were awarded <u>added densities due to their proximity to transit</u>.</p>	
		<p>As our area is located in a community that has a number of bus lines and is served by both the Westwood Blvd. and Sepulveda Blvd. EXPO Light Rail stops, we have experience with the review of Transit Oriented Community projects (TOC) and the impacts of the implementation of transit related density bonuses. Active transportation investments where dedicated bike facilities separate from City streets should be a high priority. Placing bike facilities on busy arterials is dangerous. Removing traffic lanes on busy arterials for bicycles is not often a wise choice; some streets are needed to move traffic. The intentional slowing of traffic on major arterials has unintended negative consequences with increased cut-through traffic in residential neighborhoods where pedestrians and bicycles should be able to travel safely. The development and successful maintenance of complete streets is more difficult than is being acknowledged. To have a pedestrian friendly streetscape there must be land use policy that encourages a mix of uses not only mixing residential and retail/community serving services, but also a mix of different ground floor uses. This is key to having and to building a healthy community. There must be a mix of uses to service the growing density in our neighborhoods. However, current land use and development policies do not necessarily foster this mix.</p>	<p>Metro is committed to addressing working with local partners to address the housing shortages facing our region. Through our Joint Development Program on Metro-owned land, and through our Transit Oriented Communities program, we'll seek to create new housing around transit and will encourage transit-supportive land use policy.</p>
		<p>Metro claims to have a policy that supports small businesses. However, this policy which consists of business interruption funding and a business service center (for use during construction) is superficial at best. A small business may survive transit construction with that help, but as soon as construction is over, many small businesses will find that because of newly granted density bonus opportunities for property owners, these businesses will find themselves without a new lease and/or evicted to make way for a larger density bonus / TOC project. There are no provisions for alternative locations during construction, no promises of a return to the previous location. So, you have businesses that suffered through construction only to lose their place of business not long after construction has ended. This not only kills a local business or service, but it tends to destabilize the neighborhood and the local business community. Property owners who receive density bonus entitlements should have a responsibility to the community in exchange for their enhanced land use value by virtue of the fact that they are near transit. Speaking of enhanced land use value: The rezoning of land near transit serves to increase the value of that land. Not only have we seen small businesses lose their places of business because of large hikes in rent, but as the rents increase in the area this affects properties both residential and commercial. The cost of land increases and is reflected in what is built and how much the final product costs. The rezoning and transit-adjacent strategy for development has caused accelerated inflation of land costs. In the Westside, this has harmed many. This accelerates and causes gentrification citywide. It should also be noted that the heavy prioritization of construction of housing and upzoning for housing near transit is undermining the need to provide land for both housing AND jobs.</p>	

Attachment C - LRTP Public Comment Reponse Matrix

Agencies and Organizations

Org	#	Comment Received	Response
		<p>If, in the rush to incentivize housing, we lose land needed for jobs, we will have undermined the creation of balanced communities that provide both housing and job opportunities. If we truly wish to reduce the need to travel, then we must have jobs in close proximity to housing. In our community, we lost valuable light industrially zoned land adjacent to the 405 Freeway to a large housing development (contrary to the zoning, general plan, and community plan designations for that land). Complete streets need to be part of complete communities. Creating situations where residents must travel distance to obtain a needed service or product is short-sighted. Rather than create artificial land rushes in a small area around transit, it would seem wise to instead concentrate on creating ways to get people to transit -- in a larger area. Projects built on Metro land should comply with all local zoning and land use policies and be respectful of the neighborhoods in which they are located. We are concerned that many citizens appear unaware of the opportunity to submit comments on this plan. The pandemic has made outreach more difficult --- particularly with those citizens who do not regularly rely on internet communications for their community news. You may wish to consider an extended outreach period, perhaps after making revisions that take into account potential impacts of the Coronavirus pandemic. We trust that efforts will be made to measure progress toward stated goals all along the path of implementation of the final plan so that unintended consequences can be identified, and changes made as/if needed. Thank you, Barbara Broide, President Westwood South of Santa Monica Blvd. Homeowners Association (WSSM) WSSM represents single family and condominium homeowners in the area between Santa Monica and Pico Blvds., and between Beverly Glen and Sepulveda Blvds. in West Los Angeles.</p>	

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
Andrew	1	Stop funding projects based on what subregion they are in. This is an outdated way of thinking once the system has expanded. For example, a project in the center of the city (like Crenshaw North) doesn't just help the Center City, but also adds connectivity for people on the West Side, South Bay, Inglewood, Valley and the East Side. Now that lots of outer parts of LA County have rail connections to the Central part of LA, we need to increase the number of projects in Central LA so that the rail projects in the outer parts of LA can connect to those. Metro needs to understand that projects in Central LA benefit ALL subregions and allocate funding accordingly. Central LA projects have a multiplier effect because they can connect with multiple existing projects, so they should be prioritized.	<p>The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>
	2	The following rail projects should be prioritized: Crenshaw Northern Extension, a rail line from Downtown to the West Side following Santa Monica Blvd., the Sepulveda Line and an extension of the Purple Line to the beach. These projects should be prioritized because they help out the entire LA Metro area by adding to overall connectivity. For example, the Crenshaw extension doesn't just help people in the center of the city, but it helps add connectivity for people in the South Bay,	
	3	Cut highway funding and re-direct it to rail and bus infrastructure. Need more bus-only lanes that are physically separated from regular traffic lanes as well as effective on-bus cameras to increase enforcement. Increase separated bus lanes without the need to do an environmental review, as environmental reviews just add costs and time delays to the project.	
Harold	5	I love LA mobility solutions.	Comment noted.
Nancy	7	Is there Going to Be Officers around for the station ?	<p>In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.</p>

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Public Comments

Name	#	Comment Received	Response
Ken	8	Like most of LA's transit plans, this seems to focus only on getting people in and out of Downtown. LA is not a centralized city; most of us do not need to get to downtown. North-south arterials that connect multiple transit lines are ignored, keeping people like me from utilizing public transit. With the amount of traffic on the 605, and the fact that it passes over 2 current and 1 proposed light rail line as well as Metrolink lines, why is there no talk of either a rail line or an express bus route (like the Silver line) that follows the 605 and connects these lines? This would give those of us who work in areas other than downtown a much needed transit option and provide a viable transit option to anyone working in the cities surrounding the 210. The eastern side of LA county is woefully short of transit options for anyone not working in downtown. Please consider giving all of us another option.	The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
Helen	9	I'm 100% for expanding Metro's rail system, creating bus-only lanes, and creating more bike and pedestrian paths. Honestly, I cannot express enough enthusiastic support for these goals, especially safe pathways for nonmotorized travel. Alhambra has ZERO bike paths!	Comment noted.
William	13	Every penny not spent on security will cost you millions in lost ridership. There is no secret sauce, no mystery and you know it already.No one wants to sit in a puddle of urine, step over trash that increased once the PA announcements started about that "extra special cleaning" when it should have happened all along and to deal with fare jumpers who antagonize riders and are disruptive. Most people just want to get to work and get home. Every complaint response from your organization makes excuses ("alternative living"). Enforce fares. Provide free passes to those in financial need with legitimate need such as education, welfare-to-work or similar thru outreach and suspend if they aren't properly use (put their picture on the TAP card).It is highly dangerous. Most light rail security hang out at Union Station or 7th & Metro. 2-4-man teams should be given a geographic region (3-4 Metro stops) and be stepping on and off trains, checking (enforcing) fares and be highly visible. Put them in bright green vests. Be visible. Be unpredictable. And for Pete's sake, stop the PA announcements. We will know when you remain visible. Your pattern is to do something (fare enforcement) one or two days then disappear for months. Go watch your platform and car videos and see anything that shows otherwise. After having been a daily rider for years, no desire to go back to a broken system.	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.
Donald	16	When you're building the WSAB line it should go west on the Slauson RO.W and terminate at the CRENSHAW LINE Lincoln Heights station	The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .

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Public Comments

Name	#	Comment Received	Response
David	18	<p>Your overall goal of making the public transit experience as good as private is the correct one. Private compartments with plush cushioned seating, music, soundproofing, so two can people can talk to each other without bothering others, no homeless or separate cars for homeless (they smell bad) build the transit lines above the highways so the transit has fresh air, light and views, and the highways are dark tunnels. Make the transit go all the way to destinations, instead of part way (for example, at Dodger Stadium and Santa Monica Beach, the transit stops short of the destination) Double the number of tracks, so you can have express trains that go end to end with only one stop, and a local trains that stop at every station. Simplify the Transit Homeless Action Plan. It has 18 goals, which are then expanded to 64 separate bullet points. 64 separate goals. That's ridiculous. Instead of expanding the process, making it more complex, you need to do the opposite - compress it, simplify it, pick 3 or 4 goals and figure out how to actually accomplish them. Homeless people on trains ruins the experience for everyone else. Their smell gets on you and now you smell, and you lose your friends and your job. It has to be fixed, now, not made into a complex, multi-dimensional 10-year project. The plan was devised more than 3 years ago and the situation has gotten worse, so obviously you need a better plan.</p>	<p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>
Parker	20	<p>Hi, I don't drive and I really enjoy taking the Metro rail or bus, although there are improvements that could be made. I also have started biking as my main means of transportation. I am trying to look up information on what the plan for LA's bike infrastructure is. It is a little hard to find information, and the info that I have found can be a little underwhelming. I enjoy seeing about plans for recreation biking, like the plan for the LA river, but I would really like to see more being done for biking around the city as a means of serious transportation. I live in East Hollywood. I am extremely glad that Sunset has a bike lane for when I head downtown to work although I do not fully understand what makes a bike lane start and stop without getting all the way between to major points. Going nearly any other directions leaves a lot to be desired. Fountain is "bike friendly", but a real bike lane helps me feel much safer and less of a burden to drivers and buses. The Virgil bike lane is very short. I guess I am rambling a bit, but I would just like to see more city infrastructure for biking, not just weekend recreation. Thanks, Parker</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Corah	27	<p>I am definitely excited about upcoming improvements to the metro system. I do urge that you take current conversations about policing extremely seriously in the metro expansion. I suggest not to create a larger police force meant to guard the metro system but instead have trained professionals not associated with law enforcement there to help those in need. Homelessness is not a crime and homeless people residing in metro areas should not be punished. Please make sure in future implementation you are taking into account how the metro system can also greatly impact systemic racism and can be part of the solution to creating a safer community for Black members of LA County. I really hope to see this issue addressed in your next draft. Thank you very much.</p>	<p>In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.</p>

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
Faramarz	28	LRTP is based on pre-COVID data and public info. The board should delay LRTP to 2021 to allow Metro to update it	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.
	29	the Draft 2020 LRTP is both realist and bold	Comment noted.
Stephen	30	I would suggest Metro, as the lead transportation agency of Los Angeles County, to make seamless inter-agency transfers part of a goal in the longrange transit plan. Currently, most inter-agency transfers costs anadditional 50 cents for regular riders, and it is for one trip only. This is completely different than transfers between different lines in the metrosystem, which is free and can be for unlimited trips within two hours andwith a TAP card. The difference between inter-agency transfer and intra-agency transfer is confusing to riders, and it causes inefficiencies in service restructuring when passengers would prefer one long metro busride instead of a combination of a Metro rail network and a local muni busconnection because of the fare policy. The one trip limit on inter-agencytransfer means a passenger travel a metro-muni-metro trip will be chargedtwo metro one way fares and a \$.50 IAT charge, and a muni-metro-metro tripwill cost the fare of one muni trip, \$.50 IAT charge, and another metrofare. This results in sometimes more than a double than a trip that onlyinvolves metro service.To improve the transfer system, I recommend that transfer fare betransferred to a Trip Value" system. The system is currently used in the	Metro is conducting a Comprehensive Pricing Study. The study goals are revenue, ridership, equity, security, and customer experience–, and will be considered against deliverability within the context of the near and long-term agency recovery from the COVID-19 pandemic.
Dan	31	Dear Metro,I support the Long Range Transportation Plan generally, with the following priorities requested.1) The extension of the Crenshaw/LAX Metrorail line north to Mid-City, West Hollywood and WeHo. This extension must go at least as west as Fairfax or it will miss all the ridership generators in the area. I also hope it will be extended to the Hollywood Bowl.2) The Sepulveda Transit Corridor Project. This should be built in a manner that it can be extended north to the Sylmar Metrolink station and south to LAX3) A comprehensive network of enforced bus lanes throughout Los Angeles.4) Cooperation with Metrolink, Amtrak, and California High Speed Rail necessarily to facilitate longer-distance rail travel.5) I would also like to see a cross county network of numbered bike routes using bikeways, bike lanes, and bike sharrows, similar to the numbered bike routes in San Francisco County.Thank you!	<p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p> <p>The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>

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Paul	32	You have to emphasize building and expanding trains - especially through Sepulveda Pass to the airport and through West Hollywood. This would ease traffic immensely. These are major problem areas and train lines need to be built asap, before the Olympics. You are so far behind with the trains, I encourage you to do whatever you can to keep up. Having a rail system by 2047 is not fast enough. Advocate for more money wherever possible. I support public private partnerships. If you build it, they will come.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Arthur	33	I would like Metro to do a better job and getting to their stops on time in the morning, afternoon and evening time, because some people have to go to school, work, and want to take a vacation day.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
David	34	Your overall goal of making the public transit experience as good as private transit is the correct one. Some suggestions: 1) Private compartments with plush cushioned seating, music, soundproofing, so two can talk to each other without bothering others, or one person can talk on the phone. 2) No homeless or separate cars for homeless (they smell bad). 3) Shower facilities and clean clothes for the homeless. There are plenty of clean clothes around. Organizations like Goodwill and Salvation Army send huge bundles of clothes to other countries. 4) Build the transit lines above the highways so the transit riders have more light and views, than the drivers on the highways beneath them. It's a powerful, symbolic way to say that the transit riders are the upper class and the drivers are the lower class. 5) Make the transit go all the way to destinations, instead of part way. At Dodger Stadium, Santa Monica Beach and many other destinations, the transit stops short of the destination, and riders have to walk or transfer to another mode of transit. 6) Double the number of tracks, so you can have express trains that go end to end with only one stop, and local trains that stop at every station. 7) Simplify the Transit Homeless Action Plan. It has 18 goals, which are then expanded to 64 separate bullet points. 64 separate goals. That's ridiculous. Instead of expanding the process, making it more complex, you need to do the opposite - compress it, simplify it, pick 3 or 4 goals and	<p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>
Kevin	37	Where's the part of your plan where you talk about providing bussing for the LAPD as they detain peaceful protesters?	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.

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Kelly	38	Would love if next time you included the correct date for the SFV meeting, so we could let you know we're not okay with your cooperation with the LAPD arresting peaceful protestors.	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.
goshakk	39	Does your plan also include stopping aiding the racist LAPD and apologizing for already have helped them?	In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.
Erasmus	44	En la estación de La "FIRESTON" el elevador todos los días está muy sucio, lo ocupan como: W.C. (orinan, defecan y fuman cigarrillos ?)	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.
Claire	46	That's great that things are expanding outwards but still changes nothing for life within the city. Metro transportation is completely unusable unless you live directly next to a stop which is almost never the case. Would love to use the metro if I could (Echo Park) but alas...	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.

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Spencer	49	First, there is almost no concrete plan or mentioning of additional bike lanes, apart from the \$600m being spent on the three bike paths totaling less than 30 miles. How many miles and networks of bike lanes is metro committing to constructing by 2028 given the high # of folks who live within 10min ride of jobs and activity centers? Second, why is 26% of the 30 year funds being allocated to highways and roadways and multimodal, and how much of that 26% is going to multimodal? thirdly, why is only 5% of the 2020-2050 funds earmarked toward bus capital when bus riders make up that vast majority of metro riders and will continue to do so for the foreseeable future?	<p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p> <p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Olga	53	GRACIAS POR APOYARNOS EN NO PAGAR LOS PASAJES BENDICIONES ATODOS	Comment noted.
Olga	54	GRACIAS POR SUS BENEFICIOS Y POR NO DEJAR Q PAGUEMOS EN ESTOS TIEMPOS DIFÍCILES. Q ESTAMOS PASANDO DIOS LES BENDIGA Y LES GUARDE ATODOS	Comment noted.
Ward	56	Haven't read the transcript yet.I hope the intent meets the standard that will be contributing effort s for the common citizen of the state of the union.	Comment noted.
Charlie	58	Improve trasportation and security. I don't feel safe driving or walking down LA streets. Reduce mayoral influence, build up small business.	Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.

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Name	#	Comment Received	Response
Eli	59	This is great news! Thank you for putting forward this plan to improve LA. I think bike lanes should be painted different color than the road, or blocked off from cars by permanent cones/curb, or both. Bikes should be allowed on all buses & trains.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
Heather	60	It all sounds great! I'll believe it when I see it. I've only lived in LA for a year now and I didn't take my car with me so transitioning to public transportation was a bit of a shock. I wish there were more stations in popular areas like west hollywood and sunset blvd or melrose. If there's extensions being added, CLEANER and safer interiors and stations, then I'm happy.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Nova	63	There should be more routes to cities outside of downtown LA and better transfer options. This will also reduce congestion; people won't have to relocate for work and can live in neighboring cities. If some parts of the metro can't run 24 hours, they should at least stop running at a later time. Honestly just ask the UK for help, their system isn't perfect but it's 100 years ahead of this one.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
China	64	Rail down vermont	The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .
Enrique	65	Keep up the good work	Comment noted.
Jaime	66	We need more bicycle access and freeway bike lanes.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.

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Jonathan	67	Hi, I think the plan is good in general. I especially like the investments in complete streets and transit, and the congestion pricing proposal. I don't know why we're spending so much on highway investments, especially on capacity expansion. The law of induced demand means that those expansions will only increase the number of people driving, and will have no effect on traffic. Instead, I think we should invest in getting transit projects moving faster, like the Crenshaw Northern extension, getting new transit projects off the ground, investing more in complete streets, investing in signal preemption for our busses and light rail lines, (like the E line) metrolink electrification and reducing things like street parking and metro parking garages. These investments will actually reduce the amount people are driving because they'll reprioritize transit ahead of driving. Something we desperately need to do to reach our climate goals.	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Kat	70	I would really like the Crenshaw line to be built soon, and have a stop at either Santa Monica and Fairfax or Santa Monica and La Brea. It would be great if it connected to Koreatown, the west side, and the airport. I commute to either Koreatown or UCLA everyday and West Hollywood has a shuttle but I work late and can't take it at night. Thanks! Opt In:	The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .
Neelix	71	Rail down Vermont now	The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .

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Nicholas	72	<p>Metro has consistently impressed me with its commitment to improvement sustainable mobility infrastructure and ecosystems. It is also laudable in its efforts to always involve the communities it serves. However (there's *always* a "but"!)</p> <p>Having attended a number of workshops and meetings, I am repeatedly thanked and praised by consultants and staff alike for my feedback and input (given that I do this for a living), and they express full enthusiasm for my recommendations, tempered by the realistic admission that municipal and regional initiatives are rife with complexities and bureaucracy! What fails to happen is visible and tangible manifestation of any aspect of my recommendations, namely that Metro make truly disruptive and changemaking decisions to manifest: 1- a meaningful and urgent transition from PV transport to public transpo, pedestrian and bicycle infrastructures, 2- Complete Streets and street calming measures as the norm, and not a fashionable exception, 3- full networks of sustainable mobility, instead of piecemeal grantmaking that provides little by way of viable transportation options, 4- successful marketing initiatives (not sales, promotion, or publicity, but true and meaningful strategic marketing that connects the Metro brand and its activities with its constituent riders and communities) that effectively inform, inspire and empower stakeholders across the spectrum to become more involved and invested in the success of those programs.</p>	Revisit
	73	<p>It's disheartening to see a lack of details on how biking will be encouraged as a viable transportation option. I elect to not own a car and use my bike (and sometimes Metro bikeshare) as my main transportation. While the LA River bikepath will be a nice, it is not something that will make getting around the city any easier by bike. Items I would like to see addressed: - Widening bike lanes on streets that already have paths. For example, the bike "lane" on Mission Rd/Huntington Blvd between Lincoln Heights and South Pasadena is mostly in the ditch, which is overgrown with weeds and shrubs. Meanwhile, there are 6 lanes for car travel. It is clear where the priorities truly lie. Similarly, the bike lane on Sunset Blvd is also narrow, and also the street parking is so narrow that cars partially obstruct the lane, further reducing its usefulness and the safety of riding in it. - More protected bike lanes. The example of Sunset Blvd I mentioned above could be alleviated by moving car parking between road traffic and the bike lane. - Connecting bike lanes in a way that respects the bicyclist. An obvious example is 5th/6th Streets in DTLA -- they are being repaved but bike lanes are only being added to a fraction of the newly paved streets. There are plenty of examples of incomplete bike lanes, such as Sunset Blvd bike lane not extending all the way to downtown, the Venice Blvd bike lane not extending to downtown, the 7th St. bike lane ending at Main St. instead of extending all the way into the Arts District. - Maintained bike lanes (too much trash and overgrown shrubs in the bike lane) There is clearly not much of an effort put in to keeping bike lanes safe to ride in, as evidenced by the overgrown shrubbery along Huntington Blvd., and piles of trash in places like the bike lane in the 2nd St. tunnel. - Better paved bike lanes A lot of bike lanes are half asphalt and half storm drain, which makes it difficult to ride. It leaves me</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multi-use paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>

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Erin	74	Please don't use these funds for highway and road improvements. Invest that 100 billion dollars in more protected bikes lanes and building the metro more quickly. I am a unicorn in LA, I don't have a car and I get around entirely through public transit. I know from experience how inconsistent, slow, and inaccessible the metro and the buses are. Please stop investing in vehicles that are spewing CO2 and other pollutants into the air, and build a transit system that allows the people of the city to get around in a cleaner, faster way.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.
Andrew	75	(1) More transit, fewer highway projects(2) Don't divide resources based on region. Instead, divide it based upon need (especially population and job density)(3) Move highway funds from roads to freeway cap parks(4) Add bus only lanes all over	The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
Michael	76	I love the commitment to better transit, complete streets, less congestion and opportunity. However, I still see way too much budget devoted to highways, roadways and other unnecessary line items to actually accomplish those lofty goals. Cost per mile of those projects, like highway or road expansion/repair, is well into the millions, while things with greater impact, like dedicated bus lanes, are only in the 6 figures per mile. We can do better. We should be dedicating all our resources to strengthening a complete network of protected bike paths, dedicated bus lanes, increased metro-line service, far more TOD and affordable units on metro-owned property, and vastly improving and building on the Complete Streets Policy and Open Streets Program. Everyone knows what will work, we just have to have the political willpower to put the budget toward it and not be apologetic. Lets get this done!	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.

Attachment C – LRTP Public Comment Response Matrix

Public Comments

Name	#	Comment Received	Response
			<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Richard A.	79	<p>I would appreciate a response to this email. In the past, after making a comment, I did not receive a reply. (A transit system is being constructed on the extreme North end of the San Gabriel Valley. Another system is being constructed on the extreme South end. I see in the LRTP that nothing is mentioned for the center of the San Gabriel Valley, where the vast majority of SGV residents reside.) If I am mistaken in this notion, please let me know what is planned. If I am correct, please let me know why this area is being neglected! Again, a response to this message is requested. Otherwise, I would consider this a waste of time and come to the realization that the MTA is just going through the motions.</p>	<p>The LRTP is a regional plan for mobility throughout LA County. The project prioritization process included as part of Measure M compared the benefits of highway and transit projects relative to each other. This comparison included systemwide impacts; network impacts and benefits to other areas beyond the project's scope were included in the prioritization process. However, providing benefits to each subregion within LA County is an important goal for Metro. Therefore, overall project performance and subregional equity are balanced in the LRTP's investment plan. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>
Kelly J.	80	<p>Any plan which fails to reduce Expresslane taxes on our freeway system is a failed plan. I see this current one includes expansion, which fails to address a key need of our interstate highway system to be toll free. Congestion pricing only benefits the rich. There is also nothing in this plan about reducing corruption within Metro. The failed electric bus program and lack of ability to extend the goldline to Claremont using Measure M regressive taxation should show that.</p>	<p>Comment noted.</p>
Tamara	81	<p>More bike lanes please. They are essential.</p>	<p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Robert	83	<p>Gold line needs to go to Ontario Airport. More accommodations for bicycles need to be included in order for the transportation plan to be forward thinking.</p>	<p>The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>

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Jim	85	Stop the stupid "road diet" construction. People can't commute to work on bikes and you're just making the roads more congested and life unbearable for us who have to commute to work by car. I'd ride Metro, but it isn't safe and takes twice as long to get where I need to go. Ask the Japanese for advice since they seem to know how to design commuter rail that actually works. I moved here from Japan (where I could rely on the rail to be on time and be safe) to here in 2003 and was sooooo disappointed to realize for the first time what a second-rate country I live in. Sure wish you could get your act together, but I'm not holding my breath.	<p>Comment noted.</p> <p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>
Numan	86	I am disappointed that completion of the 710 Freeway to Pasadena is not mentioned in this plan. This is a necessary piece of infrastructure that will offer north-south drivers a bypass around Downtown LA, something that currently does not exist. It is possible to build this freeway (almost surely in tunnel form) in a way that will satisfy the concerns of surrounding communities while also providing a meaningful alternative for through commuters. The currently mentioned 710 North improvements, while helpful, are no substitute for this critical link. Please include this project in your LRTP. Thank you.	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.</p>
Fred	87	Thank you for preparing this draft. I have two questions/comments:1. According to recent estimates, boardings for Metro dropped around 17 percent in the past few years—from just under 473 million in 2013 to around 391 million in 2018. Some of this may be attributed to ride-sharing (Uber/Lyft) but how can Metro justify spending \$400 billion on future transit when public ridership is clearly not working and/or not a priority for many residents.2. Ridership decreased significantly during the COVID19 lockdown. Although it may increase over time, given the fact that there may be a strong shift to work-at-home policies, why is spending \$400 billion on transit a smart idea at this juncture? Traffic, congestion, etc. may naturally decrease in the wake of a paradigm shift about how people work in the future. Many of these 'improvement' many not be needed and the funds could be used elsewhere.Thank you.	<p>The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>

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Carl	88	I think public transportation has improved in Long Beach. More of our members are riding the bus to work or to shop. At least, that was the case before the pandemic. The concerns are for safety and also better service on the weekends (getting to church ;-) Thank you for your efforts to improve the system and lower gashouse emissions!	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
William	89	I think it is a really crappy plan. Elon Musk would build an entire network of tunnels for probably free. Imagine going to griffith Park, Mt. Wilson, and the Beach in 15 minutes on a Boring Tunnel. Las Vegas in 30 minutes.	Comment noted.
Saif	90	The funding for LA Metro is OUTRAGEOUSLY HIGH! It's way too high even if it was being used by 10 times more people. Like many other small business owners, I'm planning to leave California very soon along with my business because our local government is run by THIEVES!	Comment noted.
Christine	91	\$32 MILLION A MILE FOR A BIKE PATH????!!!! Hope it's paved in gold.	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the LRTP performance evaluation are included in the LRTP Technical Document.
Glenn Thomas	93	Isuggest that those planning the future of the transit system make using the transit system a part of their jobs. The best way to truly knw what the commute entails is to be a commuters on a regulas basis maybe on altenating months aor weeks those most envlved in cummuter related issues (scheduling the actual acts of trsvel) use the system ad interact with its patrons on a regular basis. Thats ione idea i have many like utilizing the space for commercial and artistic growth among the school age riders>	Comment noted.
Nathaniel	96	No new lanes, only new trains please.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.

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Dor	97	All of the plan is very nice but I'm missing two major things and this is an underground metro line between Hollywood and Santa Monica and an underground metro line between LAX and Hollywood. I know metro lines are for the residents of the city and I'm sure that they will use it for going to the airport or to the beach but this also will help all the tourists in the city and will connect them with the main attractions Los Angeles has to offer. Thinking about the 2028 Summer Olympic Games and the World Cup in 2026 this is crucial for the city that just grow every day. I know that planning and building those lines take a lot of time but this should be a major concern to LA county and maybe even to America because this is what people gonna talk about after those events and if the transportation is not good they will complain about it. Maybe some help from the federal government can make these two lines be activated by 2028. 8 years is not a long time for that but it's possible with a collaboration between all offices. I'm just a student for civil engineering and I want to be a specialist in transportation and I also lived in Hollywood for long time without a car so I know how two line like I mentioned will be a great improvement for the people who lives in the city and this is why I had to write it for you.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Mary	98	I would like to know how to submit comments on this plan. There does not appear to be a link in the plan for online comments. Thank you, Mary Hruska	Thank you for your comments. The online submittal form that you utilized is the appropriate place for public comment
Kary	99	How about finishing the next gen bus plan, And la river bike plan, First	Thank you for your comment. The NextGen Bus Plan is in public comment period and will be implemented over the next 18 months. The LA River Path Plan is a multi-year, multi-jurisdictional effort. The LRTP shows Metro's commitment to these plans.
Alexander	100	Dear Metro Representative, Since 2004, I have been a frequent user of public transportation in Los Angeles. Even though it's been far from perfect, the system still offered relatively frequent and convenient service (albeit not always reliable), clean buses and trains, and a generally safe environment -- all of which has been an alternative to driving.... But only up until recently. Over the past five+ years, LA's mass transit has noticeably deteriorated, becoming a very unpleasant, unsafe, and an overall very time-consuming ordeal. Infrequent service, slow buses (with abnormally long run-times), and rising crime and harassment -- especially on our metro-rail trains -- all those factors have, sadly, become today's norm. That's in addition to removed Rapid service from some popular corridors -- and drastically reduced service on many local bus lines. So, overall - I'm disappointed with the degraded service -- and for the most part have switched back to driving (and/or commuting by bike). For many years, I had a chance to learn the L.A. transit network inside and out. So, my opinion will be based upon substantial experience and observation. Here are the key suggestions that should be implemented into your Long-Range Transportation Plan: (1) Safety and Security First and	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.</p>
Neal	101	The link does not work on OurNextLA. Please fix and resend.	Thank you for your comment. All of the links appear to be working
Bill	102	https://laist.com/2020/06/25/la_metro_will_look_to_replace_armed_policing_on_public_transit.php?utm_content=&utm_medium=email&utm_name=&utm_source=govdelivery&utm_term=This will put the final nails into MTA's coffin. Your own data shows violence in the system requires a law enforcement presence. Amazing those making the decisions don't even ride the system	Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.

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Spencer	103	While growth is natural for any city, LA's population is growing exponentially faster than infrastructure can be built to support it. Many metro lines remain unsafe as well, as I have been robbed on the blue line before. Large amounts of unpredictable homeless people make commuting by transit unappealing to middle-class and above commuters. Bike infrastructure is actually pretty good, but it would be nice to see more paths separate from streets like ballona creek or the la river one. The expo path is a prime example of what not to do. Overall though, as it is now the homeless problem is the biggest boon to mass transit use, with safety being the second biggest thing. Transit in LA really just feels like something made for poor people, not that there's anything wrong with that, but it limits the potential ridership.	<p>Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.</p> <p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Christian	104	Excited for the purple line extension but why is it so expensive? Would appreciate more details on why the purple line extension will ultimately cost 10 Billion by the time it's finished in 2027...	More information on the assumptions of the plan, including the financial model, project-specific assumptions, and the LRTP performance evaluation are included in the LRTP Technical Document.
Felisa	108	One of the things to keep in mind is that of when expanding, communities and families are not misplaced and are not gentrified. As well keeping in mind that many of the riders come from low income communities and that prices for the bus should be low pricesAlso what is LACMTA doing so that when hiring said "security" does not racial profile people of color? How is LACMTA divesting from LAPD and the LASD? What is LACMTA doing to hold city officials accountable during these hard times in which black people are dying ?Is not enough to just have the buses show that BLM. How is LACTMA giving back to POC communities?	<p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p> <p>In March of 2017, Metro Transit Security entered into a five-year contract with three police agencies to further support security on bus and rail lines across Metro's transit system. That same year, Metro launched the use of a multi-agency approach to patrol LA County's 88 cities. This new policing structure includes the Los Angeles County Sheriff's Department, Los Angeles City Police Department, and Long Beach Police Department. Our partnership increases the "felt presence" of officers riding our buses and trains to deter crime and give riders and employees more assurance that they can ride the system safely. Metro remains committed to retaining the confidence of its transit customers, who depend on a safe, secure transit system for their daily transportation needs.</p>
Lorence	110	Comment bike paths. more of it.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.

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Benjamin	112	Hi there -Resident of CD-13 and Hollywood Studio District here. I've read through the entire Long Range Transit Plans and have a few comments & questions...*First* - in a post-COVID world, we NEED to prioritize the elements of the plan that will be most effective in providing safe alternatives to a personal vehicle: - bus-only lanes - all-door boarding - protected bike lanes - complete streets*Second - specific notes: *- transition to zero emission buses systemwide - the plan notes that Metro "would like" this to happen by 2030. This has to happen ASAP. This could also help convert non-riders to some level of ridership because many people enjoy getting that extra feeling of pride doing something good for the environment.- improving Metro stops and bus shelters - this must be done with the best air filtration & carbon sequestration designs available (think: CityTree< https://greencitysolutions.de/en/ >, Smog Free Tower < , etc.). Metal shelters/benches aren't good enough (and they're ugly!) and trees require too much time, maintenance, and water!- improving traveler information -</td> <td> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.</p> </td> </tr> <tr> <td>Mary</td> <td>113</td> <td>I would like to know how to submit comments on this plan. There does not appear to be a link in the plan for online comments.Thank you,</td> <td>Duplicate comment</td> </tr> <tr> <td>Emma</td> <td>114</td> <td>To Whom It May Concern:I was unfortunately unable to attend the Live Webinar that was held yesterday evening for the LRTP. Is there a recorded video of the session that I might be able to access?</td> <td>Thank you for your comments. The webinar was recorded and is posted at: ournext.la	
Sophia	169	Decrease road funding and increase bus and train funding. I feel that our investment in road infrastructure is short sighted since it does not allow more city density, since it impacts the health of our citizens through pollution and collisions, and many of the highways we maintain are part of a racist legacy segregating out county.	<p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. It is important for Metro to support all modes while emphasizing our commitment to transit and sustainable transportation options; however, there will be additional opportunities to influence future investment decisions. Local jurisdictions receive funding in the form of "Local Return" and most subregions receive funding through "Multi-year Subregional Programs", which can be used for a variety of project types. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p> <p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.</p>

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Adam	171	Broadly I support the draft Long Range Transit Plan, but it seems to leave out simple improvements to mass transit systems that would improve connectivity and reduce trip times throughout the region. Namely, the gap between the Green Line eastern terminus in Norwalk and the Norwalk Metrolink station is left unaddressed in the plan. No mention of a rail extension, or even a direct and frequent bus shuttle service, is made at all! Given the Crenshaw Line/airport people mover opening in the next few years, it seems shortsighted to force airport-bound travelers from southeast L.A. county and Orange County to travel all the way to Union Station just to double back. With the Expo Line already at max capacity during normal (pre-COVID) weekday rush hour, forcing travelers to rely on it - rather than the faster, fully-grade separated Green Line - is asking for more delays and headaches. Some form of dedicated, frequent, and rapid service between the Green Line terminus and Norwalk Metrolink station is crucial, and must match the Green Line timetable to be valuable. The existing municipal bus service takes	<p>We are reviewing all project details, including the available funding, the project cost, and the opening year in advance of the adoption of the LRTP. We will share this comment with the appropriate project team.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>
Taylor	172	Lifelong Angelano here, would really like to see Metro prioritize rail over freeways, and possibly consider building two Crenshaw North lines (an "East" and a "West" to capture both speed (East) and a wider geography with a large population (West). Specifically disappointed to see that the Sepulveda Pass project will not be finished in time for the 2028 Olympics - I would love to see Metro form a public/private partnership and/or redouble their internal efforts to bring this project to fruition before the Olympics arrive.	<p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p> <p>The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>
David	173	Hey Metro LA, First off, thanks for putting this plan together! There's a lot to love here but I want to focus on a few things I'd like to see changed. 1. Expedite BRT and protected bike lane projects since they can have the biggest impact at the lowest cost. 2. Many of the project completion dates are years, even decades away. We can do better! 3. Please please PLEASE don't move forward with any highway widening projects. We know they don't help with climate goals, and they also create more congestion and only make things worse. The next LA should discourage driving while creating affordable and efficient alternatives (BRT, rail, biking, and high density housing). Keep up the awesome work! David	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.</p>

Attachment C – LRTP Public Comment Response Matrix

Public Comments

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Kiat	175	Please consider bringing forward the projected completion date of the Crenshaw Northern Extension from 2047 to a timeline within the next decade. West Hollywood strongly supports bringing rail transit to the city and making it accessible for all, not just the privileged few with cars. Thank you.	The phasing and schedule of the capital projects included in the LRTP were based on the Measure M expenditure plan. During the development of the Measure M expenditure plan, project readiness was considered along with the performance of the project relative to similar capital projects. Metro is exploring opportunities to accelerate projects, using public-private partnerships and other mechanisms, and would like to see these projects in service sooner. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.
Scott	177	My priority for light rail is to make the subway and other lines more hospitable to paying riders by removing the homeless, fare jumpers, and other threats. I love the holistic plan and all of the expanded light rail, and want people to feel good about riding, thereby increasing more ridership. But with threats, poorly lit stations, cops who don't seem to deal with the problem, it makes timid people like my parents or some friends not even consider the Metro.	Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.
Matthew	178	The long range transportation plan has many promising aspects that give me hope for the transit future of Los Angeles. I would stress a few priorities among the myriad proposals here: 1) Accelerate the construction of the Sepulveda Pass Transit Corridor all the way to LAX as much as possible--I think this project is the cornerstone to changing the commuting landscape of Los Angeles, so I would devote the most time and effort to getting this project done this decade. The LAX People Mover connecting to the Crenshaw Line is good, but a heavy rail line that connects the SFV to the airport (linking with the Orange Line, Purple Line, and Expo Line along the way) will be transformative. 2) I also think that two of the Crenshaw Line northern extension proposals should be built. The La Brea route would be the fastest, most direct connection to Hollywood, so it should be built. However, I think a new line should be built that goes through West Hollywood and then continues on down to Venice Beach, linking up with Downtown Culver along the	<p>The phasing and schedule of the capital projects included in the LRTP were based on the Measure M expenditure plan. During the development of the Measure M expenditure plan, project readiness was considered along with the performance of the project relative to similar capital projects. Metro is exploring opportunities to accelerate projects, using public-private partnerships and other mechanisms, and would like to see these projects in service sooner. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p> <p>Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.</p>
David	180	i will Never Use a BUS. I need to get from glendale to Expo Park in under 1 hour driving is 35 minutes. 50 minutes is acceptable. NOW i must go to north hollywood or pasadena to get to expo park. if i take bus only its 1:30 minutes. I NEED EXPRESS offering, and I spend 1 gallon on gas per day i am willing to pay more BUT not pay more and go slower. i need LESS transfers. MY time at home watching TV is worth more then. sitting on a bench and just waiting to get on a bus thats not often enough and isnt cheap enough.	<p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p> <p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>

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Public Comments

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Joel	181	Expansion of Public Transportation is a critical and essential component to the prosperity and green environmental goals of the city of Los Angeles, and the County as a whole. Our reliance on fossil fuels is unsustainable. The only issue with funding is that I would like to see a minimal reliance or none at all from residential property tax initiatives. Residential Property tax is already overburdened. Thanks!	Comment noted.
Adolfo	182	At the intersection of the Sepulveda Transit Corridor Project and the Purple Line Extension 3, in Westwood, there should be another line that connects the Westside to Line E in order to connect the Valley and the Westside to the LAX. If not LAX, then why isn't there a connection to the E line. This would leave it at approximately the intersection of the 10 and the 405 freeway. This would better connect our transit and provide more options for individuals commuting from the lower-income neighborhoods to the the wealthier neighborhoods. It would also reduce congestion on the westside rather than deter people who would think they have to travel to DTLA for a line transfer.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
David Hugh	183	Support the draft. The orientation towards moving people...as opposed to cars is the right evolution of transportation thinking. Prioritizing moving people, prioritizing pedestrians, building safe bike lanes - yes, yes, and yes.	Comment noted.
Jon	184	Please continue to prioritize bus-only lanes in high volume corridors, and active transportation options to/from rail stations and in more localized routes in cities across the county.	Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.
Shiraz	185	Increase development and funding of first-mile/last-mile solutions to enhance connections to regional transit. Streetcars and other connector projects should be prioritized.	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Ken	186	It's important to me to see an electric train connect the westside to the San Fernando Valley. Also, it would be great to see an electric train connect Union Station to Bakersfield Amtrak. (I know this second request is not you, but I still wanted to include it.)	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.

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Tobias	187	Hi there,I'm super excited to see our serious commitment to building a worthy transit system for LA. However, I'm a bit dismayed that there seems to be no serious plan to integrate bicycling infrastructure into our city. Due to COVID, more and more people are discovering that LA could be the perfect place to get around on bike. It's mostly sunny and flat, and you can get to lots of places within 10 minutes on a bike. But truth is, biking in LA is dangerous. I started getting around a lot on bike and it's scary! I would love if we could learn from European cities and think of biking as a serious form of transportation and build adequate infrastructure for getting around on bikes.Many thanks,Tobias	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
David	188	I regularly ride the green and blue lines.I am all for decreasing traffic and greenhouse gases and increasing metro ridership. Please make riders feel safer... lots of homeless and things riding metro, which deters most women and many men.I am a physically fit white Male and most thugs dont mess with me.However I do feel uncomfortable at times.	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.
Dianna	189	Excellent comprehensive long range plan. I like the TOC encouragement as well as support for low income and disabled. Incentives and funding through paid access to HOV lanes which support people taking transit is strategic! Safety on Metrolink and buses is a high priority for drivers and passengers. With pedal assist electric bike purchases on the rise the ability to access transit and transport both rider and bike are important. Thank you for sharing this, it's overdue yet exciting!	Comment noted.
Rochelle	190	At the moment, the absence of police/protection on the trains is very concerning. There's a lot of violence and attacks on citizens. I will not ride the metro because I am fearful for being assaulted because of my race. Seniors are being assaulted regularly by mentally disturbed people. You give a very long phone number to call. Who's going to remember that? How about a 1-3 digit emergency number instead?In addition, the outdoor train tracks are filthy. It appears they are never cleaned. People seem to drop all sorts of trash over the side of the platforms, including food, clothing, broken glass, food containers and much more. Stations and tracks need to be cleaned regularly. I walk my dog next to the LATCC station. I have to carry my dog because I'm afraid he will step on glass or pick up something. Thank you. I hope you can make the metro safer and cleaner so I can rejoin my fellow LA family.	<p>Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.</p> <p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p>
Benjamin	191	Why can't more of the budget be allocated to highways? This is what the majority of tax payers prefer.	The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility.

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Public Comments

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Kevin	192	I strongly support the active transportation elements of the Plan. Please add the following:1) Metro's support for 'Open Streets' events in cities throughout L.A. County2) Metro's support for bicycle education through the 'Metro Best' or similar programs3) Metro's work with L.A. County and cities to assemble a bikeway map for L.A. county (describe and include the map, which was just updated)4) Metro's ongoing program to provide for bicycle transportation on buses, including converting to three-position bike racks.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
Ray	193	For pandemics or other highly contagious endemics in large cities like L.A. we may need to partition rail cars and buses into ventilation zones. One zone for external ventilation only, no air shared from the rest of the car. Another zone for those with known contagious ailments, those that are seeking help in clinics or hospitals and have no other means of transportation. We may also need to limit capacity for safety. No standing. Only one per seat.	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.
Michael	194	(1) Is Lincoln Heights an EFC? Equity Focus Communities As part of the LRTP, Metro has defined "Equity Focus Communities" (EFCs). These communities represent geographic areas that have the following socioeconomic characteristics; more than 40% of households are low-income and either 80% of households are non-white or 10% have no access to a vehicle. Collectively, these areas represent about 30% of the county's population. EFCs are communities that have experienced historic disinvestments, reduced access to opportunity and housing, and policy decisions that have resulted in environmental justice disparities. As such, these communities have higher degree of	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions. The final alignment and station location for rail projects included in the LRTP are subject to change during the environmental planning phase of the project development. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects .
Kendall	195	I'm concerned that the highway transformation plans are not going to be good for everyone. Highways have historically been used to physically separate communities in order to impoverish communities of color. There is also much concern about the health effects of living next to a highway, where noxious particulate matter is heaviest concentrated. Yet land developers have used land next to highways to provide low-income housing to BIPOC, especially in LA. Finally, highway expansion only helps further climate change, as people use the space they're given. I would love details on how this plan will not only not HARM BIPOC, but actively HELP them instead. Also, the highway plan needs to be more comprehensive than solely lane expansion on certain segments. If Metro has access highway Right of Way, then the Long-Range Transportation Plan needs to treat the highways as a complete system, rather than in segments. And if the highway plan as is cannot visibly help communities of color, and is actively harming the environment, there needs to be a complete shift in that part of the plan. Thank you for	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions. The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.

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Claudia	196	<p>1 • Bus stops shouldn't be located in a corner, this backs up traffic from being able to turn right thus increasing congestion. It would be nice to have room to pass the buses. 2</p> <p>• I notice that riders and Metro / Bus drivers don't have a seat at the table. Which is puzzling because they are the ones with boots on the ground. 3 • Crossing of bike lanes and busses and ride share pick up is dangerous. There has to be a better way. Thank you!</p>	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p>
Paul	197	<p>I think one of the problems why a lot of people choose to drive is because the metro link is dirty. There's a lot of homeless people sleeping on the train and it stinks. Also metro stations need more bike lockers.</p>	<p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p>
Anthony	198	<p>Hello. There were a few concerns which I don't think were touched upon in the plan and which are of a concern to me as a mid-age professional (36 yrs). I've been speaking with colleagues about public transportation and I believe that ridership levels will increase if these concerns are addressed: 1. Sanitation. We've all heard the stories. I've felt it, I've smelled it. I don't think I need to go into detail about this. Perhaps more cleaning crews that work on a part-time basis so that the county can avoid footing the additional cost of hiring full-timers? I prefer full-timers because I believe everyone deserves a decent-wage job, but I realize that budgets and politics get in the way. Homelessness decreases sanitation on the system. My understanding is that a federal court has not obligated the county/city to house all homeless individuals? Perhaps this will help change the landscape. 2. Bathrooms. I understand that American cities are not very good about restrooms in public spaces, but I think that it is really important and goes hand-in-hand with sanitation. The biggest reason is maintenance cost, correct? I've seen a sort of buffed-steel used in elevators. This material is intended to prevent vandalism. I would like Metro to consider the viability of constructing public restrooms entirely with this</p>	<p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p> <p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p>
Ryan	200	<p>I would like to voice my complete support for the proposed VMT tax, as well as voice my complete objection to any and all freeway widening proposals. Induced demand would not only worsen traffic and reduce transit efficiency along those routes, but also damage the physical structure of surrounding neighborhoods, increase potential for traffic fatalities and worsen air quality. We must pursue a diversity of tactics to actively end the primacy of the automobile in our region, and that includes denying any and all road widening or lane additions.</p>	<p>The LRTP's investment plan is built upon previous efforts and the Metro Board's previous directives. The Measure M expenditure plan was developed with significant public input and was passed by over 70% of LA County voters, and much of the funding allocated for projects and programs included in the LRTP was written into the Measure M statute. Metro must balance environmental sustainability and equity imperatives with the realism that our roadway transportation system is still crucially important for regional mobility. While there is an urgent need to provide more sustainable transportation options, we will seek to modernize and better utilize our roadways. We will share this comment with the appropriate departments within Metro.</p>

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			Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.
Stephen	201	I am totally against congestion pricing and the proposed study west of the 405. I live east of the 405, I own property west of the 405 as well as my bank, mail, post office are located west of the 405 in Brentwood. My child and grandchildren live west of 20th Street in Santa Monica. This is an arbitrary exercise and unfair to myself, as I approach 80 years old. What exceptions will there be?	Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.
Shannon	203	I support greater investment in bike/pedestrian and complete streets infrastructure, in addition to exclusive bike lanes. I think we need to be taking more space in our city back from single occupancy vehicles to create a more equitable city with a greater quality of living. I think we should work towards a bicycle network of fully protected lanes that connects the county, in the same way we are building out a fully connected rail network. A rail and bike network would complement one another, and truly give Angelenos a choice for a car-free lifestyle.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
Anant	205	The main problem with this is how much money is still being invested in highways. Divert money away from major highway investments into accelerating the timelines on transit projects in order to give Los Angelenos true options for mobility in the city. Seeing as SB288 could potentially exempt "sustainable" transportation projects from challenges under CEQA, would the passing of this legislation speed up the timeline and cut down on costs for transit construction projects? I noticed that the 28 by 28 seems to be thrown out the window, and I'm just curious about what other strategies LA could use to create a better transit network faster. For long term light-rail projects, it also feels like the timelines are too long and the investment needed is too high. Why can't the proposals address this through the tactical, rapid deployment of protected BRT lines that emulate light rail, whereupon trends in ridership can influence on a more ad-hoc basis which lines should be converted to permanent light rail. BRT lane creation would also begin the process of demarcating space for future light rail, promote more ridership on the metro network, and spread out upfront investments into light rail (e.g. some grade separations and stations can be developed independently overtime with the intention of laying down tracks at a later date; thereby, spreading out the costs of light rail implementation over stages). Does LA metro also have any plans to pursue private partnerships and financing	<p>Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.</p> <p>The phasing and schedule of the capital projects included in the LRTP were based on the Measure M expenditure plan. During the development of the Measure M expenditure plan, project readiness was considered along with the performance of the project relative to similar capital projects. Metro is exploring opportunities to accelerate projects, using public-private partnerships and other mechanisms, and would like to see these projects in service sooner. The Short Range Transportation Plan, to be completed following the LRTP, will re-evaluate the financial realities facing LA County over the next decade and will provide an opportunity for Metro and our partners to examine the prioritization of funding.</p>
Peter	206	Thank you for putting this together. Here are my comments: 1. The front page (and pg. 42) advertises the benefits of the plan re: lowering vehicle travel times, but when SB 743 finally goes into effect this year, future state transit projects will use VMT as a metric rather than travel time. I think the report should highlight up front that transit investments mean less car miles traveled, and advertise that this is good re: climate	Sustainability is a guiding principle in this LRTP and a foundational element of our activities. Metro believes that environmental sustainability should carry through to each project, program, and policy. The LRTP details several specific strategies to address sustainability and our new report that will be published soon, Moving Beyond Sustainability, provides greater detail on how Metro will lead in sustainability.

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Public Comments

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		change. 2. Some of the "Open Year" prognostications on page 20 seem very very far away (2057 for Westside to LAX corridor?). :(3. The MicroTransit Service Delivery model (Strategy 1.5) will always be scope-limited if your imagination doesn't reach past Uber/Lyft rideshare paradigms. I worked on micro-transit system designs for a self-driving car startup, and I found that impactful projects require a LOT of data, many of it gleaned from dis-aggregated cell phone GPS tracking in ways that mask population movements in poorer communities. It will also require a heavy investment in "smart" street sensing equipment, and won't really lower VMT if you are using single passenger sedans. Point-to-point mobility can also include scooters and bikes! 4. Strat 1.7b is already anachronistic, given the desire of the public and elected officials to reduce LAPD presence on METRO (and the high cost of the overtime involved). The city's Ad Hoc Committee on Black People Experiencing Homelessness highlighted the inequitable effects of policing on homeless POC in Dec 2018, and recommended that overarching funding priorities be adjusted to reduce armed officer interactions with homeless persons in favor of social service outreach.5. My constituents who are experiencing homelessness (I am on a Neighborhood Council) complain to me that they are harassed for loitering in light rail stations and trains, and acknowledge that they lose their TAP	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.</p>
Lee	208	I support this project! I appreciate the thought put into women passengers (more of them take the bus than trains). Please also continue to reach out to underserved communities in our cities. Often those folks are not going to have the time and means to look at your plans and comment. We need a more equitable plan. Thanks.	Addressing historical inequities is a guiding principle for the LRTP and a core tenet for Metro's current planning activities. Metro's Equity Platform will help guide future planning studies and investment decisions.
Kevin	209	The way the MTA is going is great, yet they fail to remember or realize a great majority of their employees and riders live and commute from as far as Beaumont, CA. I personally commute from Moreno Valley and the Metro Link is reliable but not who I work for or trust. It would be very nice for the Metro light rail or heavy rail to move East. If it can go to the beach, why can't it go to the IE. It would link the Ontario Airport as well as Ontario Mill Mall and other Inland Empire sights and businesses in the Metro coverage and not to mention jobs, jobs, jobs!! do know CV-19 has put a big stop to construction but nice to know it is heard and being acted on. So please IF the time I put into responding to this request for input. Please let me know this has been tabled with the movers and shakers of the MTA. smithke@metro.net	Metro's transit capital expansion program includes the most aggressive expansion of light rail and heavy rail in the country. We are committed to bringing high quality transit to as many residents as possible; however, we realize that we cannot have rail stations and rail lines everywhere. Metro is working to provide first and last mile connectivity to our rail stations and, working with our partners, to offer high quality bus service where we do not have rail. Furthermore, the final station locations and alignments of the rail lines included in the LRTP are subject to change during the environmental planning phases of the project development.
Christine	210	Dear Whom It May Concern,I am absolutely against imposing any type of congestion \$4 fee in order to get on a freeway from Santa Monica/West La. Why should I be penalized on days when I am unable to work remotely from home and am required to appear in Court, usually downtown. I do not believe that this will be an efficient way to discourage people from utilizing freeways - rather it is a way to punish yet again the middle class and the poort. Please refrain from enacting a congestion fee. Sincerely,Christine Twining Outwater	Metro is exploring road pricing as an option for reducing congestion, while at the same time providing alternatives to driving. Our Traffic Reduction Study is currently studying several pricing mechanisms and complimentary mobility improvement in select candidate corridors; however, the specifics of the recommendations stemming from the study are unknown at the moment.
Jim	211	St Bernadette Church - Baldwin Hills Looks Great!You have our full support. Deacon Jim	Comment noted.
Stoney	212	I support any and all reductions in CO2, needless traffic and inefficient single car culture. This is a great plan and we Angelinos support it whole heartedly.	Comment noted.

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Roy	213	I live in Montecito Heights in Northeast LA. We have a bike lane in the Arroyo Seco channel that does not connect to anything. If the bike path could connect to the LA River bike path at the Confluence, thousands of people would have a safe bike alternative to get in and out of DTLA. This feels like a small thing that would make a big difference. Thank you.	Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.
Chris	323	Here are my thoughts on the Long Range Transit Plan. I'm just an interested and concerned citizen. *No Commute Mode Share Goals* I don't see commute mode share as a progress metric in this plan. We've got to get people out of their cars, for every societal goal we have. LA's commute mode share as of 2017 (the most recent data provided by https://data.lacounty.gov/Transportation/Commute-Mode-Share-in-LA-County-2005-2017-/y7mn-ys78) was 79% drove alone and 10% carpool. That is 89% commuting in private automobile. Vancouver's private automobile mode share is 47% (https://dailyhive.com/vancouver/vancouver-active-transportation-mode-share-report-2019). Driving this number down should be a primary objective and progress metric. *People are still dying on LA's streets and no one is willing to inconvenience drivers to save lives* Cyclist and Pedestrian deaths are up, not down. (https://www.latimes.com/local/lanow/la-me-ln-traffic-deaths-bike-pedestrian-los-angeles-vision-zero-20190425-story.html) LA needs to prioritize people's safety over drivers' convenience. The car culture here is killing people. I don't see much of a plan for this. *Automate speed and traffic enforcement* The technology exists to automate much of speed and traffic enforcement. We should use it everywhere. This will reduce unnecessary encounters with police and help the laws be enforced uniformly without class or racial bias. It will also make streets safer and help change the culture here, because now people drive with a sense of impunity. https://dpw.lacounty.gov/Traffic/AutoRedLight.cfm *Get rid of 85th percentile speed limits* It's an insane policy.	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors. Additional efforts to improve customer experience, including safety and security, are underway as well.</p> <p>Metro recognizes that active transportation is a vital component of the multi-modal transportation system. Bicycling and walking are important first and last mile modes to support the expansion of transit usage and offer their own public health and environmental benefits. The LRTP details several regionally significant major multiuse paths as well as the many policies and programs that Metro has established to support active transportation, complete streets, and first and last mile connectivity. Most investment decisions for active transportation happens within local jurisdictions, and therefore, Metro will work with our local partners to improve bicycle and pedestrian travel within LA County. Metro encourages stakeholders to provide your feedback directly to local and regional governments as well as to Metro on future planning efforts.</p>
Elizabeth	324	At this point, the impact of COVID-19 on ridership, traffic patterns, and how people live, work and attend school is unknown. Therefore, Metro should declare a moratorium on any part of the plan that relies on or assumes an increase in transit ridership, e.g. Transit Oriented Communities zoning. Efforts to increase the speed and reliability of the Metro system should continue. Best regards, Elizabeth Pollock eliz.pollock@gmail.com 11923 Bray Street Culver City, CA 90230 Mobile: (310) 699-5165	The LRTP was developed prior to the onset of the COVID-19 pandemic. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP, including the impacts on Metro's financials, operations, and other efforts. The LRTP is the 30-year plan for Los Angeles County. The near-term strategies and actions are to be determined and will be documented in the Short-Range Transportation Plan (S RTP). The LRTP is a living document that will be amended as necessary as the county's priorities change and as financial, technological, or demographic changes warrant updates to the plan. The LRTP will include a new discussion of the COVID-19 pandemic and the variety of impacts it has on the contents of the LRTP. The new financial realities facing LA Metro will be explored extensively over the next several years and will be documented in the S RTP.

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Flavia	326	<p>To Those Interested in the Planning for State Route 138,</p> <p>I am writing today as a resident of the rural community of Neenach. I drive State Route 138 regularly as it is the only route providing access to our home. This route is heavily travelled by large trucks, having been designated an alternate truck route a few years ago. This narrow, two-lane rural highway was not originally built to carry such a volume of heavy loads and the pavement has been broken up for sometime. Thankfully, the road resurfacing is in progress.</p> <p>However the resurfacing, while much appreciated by all who drive this road, does not address the serious safety concerns on this route.</p> <ol style="list-style-type: none"> 1. There are only two intersections with left turn lanes in the section between the I - 5 Freeway and the 14. 2. There are no passing lanes and frustrated drivers stuck in long lines behind trucks recklessly pass causing deadly head on collisions with oncoming traffic and many near misses where the oncoming vehicle has to veer off the road into the ditch. The recent addition of guard rails block an escape route in this situation. 3. There is poor drainage resulting in standing water on the road causing one to hydroplane out of control if you don't see it soon enough to slow. This is particularly dangerous if a big truck is oncoming. I personally have experienced many times trying to make a left turn on to La Petite with 	<p>The scope, design, schedule, and phases of specific projects are not addressed in the LRTP. These elements will be addressed during the environmental planning phase of the project development and there will be additional opportunities to contribute feedback at that time. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>
Denise	328	<p>Good morning....</p> <p>Highway 138 through the westernmost part of the Antelope Valley is not like other rural highways. This highway has its own set of characteristics that make it unique. These qualities all require a little bit of extra attention.</p> <p>We have an uncountable amount of semi trucks hauling goods. We have daily commuters between AV , SCV, and Bakersfield. We have beautiful wildflowers bringing the day trippers. We have hikers using the Pacific Crest Trail. Not to forget about our local town residential traffic. All of these things have to be considered in the creation of a long term plan.</p> <p>I will do my best to assist in any way I can. Accidents happen! They don't always need to! Just those little things Mr Zimmerman mentioned can prevent needless accidents and help keep our little town of Neenach safer.</p> <p>Thank you for your time, Denise Shippy Public Safety Coordinator/Oso-Neenach. Town Council</p> <p>If someone can get back to me in regards to the new guardrails being installed, that would be fantastic!</p>	<p>The scope, design, schedule, and phases of specific projects are not addressed in the LRTP. These elements will be addressed during the environmental planning phase of the project development and there will be additional opportunities to contribute feedback at that time. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>
Wess	332	<p>I second Mrs. Taylor's concern about safety on State Route 138. Making a left turn with a high-speed semi-trailers bearing down on you from both directions is a terrifying experience. A few left turn-lanes could make a world of difference!</p>	<p>The scope, design, schedule, and phases of specific projects are not addressed in the LRTP. These elements will be addressed during the environmental planning phase of the project development and there will be additional opportunities to contribute feedback at that time. We will pass along this comment to the project team and we encourage you to provide additional project-specific feedback at: www.metro.net/projects.</p>

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Jaime	334	How are you guys expect people to take the metro when is very dangerous.. I have complained several times and nothing has occurred. Last week when I complained about a person not wearing a mask (which is the law) i was told by a metro police that "is not my job" and got upset. You use TV and all kinds of media to push this plan but the true is that for years the metro is a wild place with drugs deals violence and now COVID-19 runs wild.	Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.
Barbara	337	The challenge of providing better transit to our metropolitan area must be met in order to maintain a livable city. However, the transit must be a utility that serves the needs of the region's residents and is accessible, reliable and well-maintained. The LRP addresses these issues with the proposed planned projects and additional action plans and policies. However, before looking to the future plan, it is important to fully understand some of the current unmet needs of riders on the system. While a Homeless Action Plan is being implemented and will continue to be implemented, it is currently not working and the presence of homeless/unhoused individuals is undermining riders' trust in the safety and cleanliness of the system. "How women travel" is noted in the LRP summary, but at this moment, it may be more relevant to ask IF women travel on Metro. We are aware of many riders who were excited to ride the EXPO Line and who no longer use it because they do not wish to return after work or after dark alone.	In spring 2016, at the direction of our CEO, Metro created a Homeless Task Force to address homelessness in and around the transit system and align action with County and City of Los Angeles priorities. In February 2017, the Homeless Action Plan was finalized. The Action Plan's goals are threefold: 1. to enhance the customer experience; 2. maintain a safe and secure system; and, 3. connect homeless persons in the transit system to services and resources under Measures H and HHH. Metro continues to expand efforts in this area.
			Safety of our riders is our number one priority. Metro is committed to maintaining a safe and secure transit system, while balancing our the community concerns surrounding policing, homelessness, and customer experience. Thank you for your feedback and we will share this comment with the appropriate department within Metro.
Jorge	367	<p>Hello. I'd like to share some ideas.</p> <p>1. Bus stops at the middle of the block approximately, away from drive ways. This change will avoid the risk of an accident when drivers cut in front of a bus to turn right just when the bus is leaving the bus stop and the bus operator is forced to make a sudden stop and probably causing passengers to fall down.</p> <p>2. The bus route number sign; regular buses to show it on the left side of sign, rapid buses on the right side. Examples, 204 {---, ---}704, this new way of signing may aid passengers not to miss their bus at times when the day is dark, cloudy or rainy and visibility is low.</p> <p>Hope you find these ideas useful. I stil have a few more, let me know if you'd like me to share them with you.</p> <p>Have a great day.</p>	<p>Metro is committed to building a World Class Bus system. Improvements planned for the system include those to enhance the customer experience, improve the system operations, and to provide reliable access to riders where and when they need to travel. We recognize that the transit system has lost ridership over the last several years and are committed to improving our bus service. Through our NextGen Bus Plan, Metro is redesigning our entire bus network and these changes will be implemented over the next 18 months. Working with local partners, Metro is exploring projects to improve bus speed and reliability in congested corridors.</p> <p>Additional efforts to improve customer experience, including safety and security, are underway as well.</p>