

A large, stylized letter 'M' is positioned at the top of the page. The 'M' is composed of several white, rectangular blocks with a slight 3D effect, set against a dark green circular background. This green circle is partially overlaid by a large, curved orange shape that sweeps across the middle of the page. The background below the orange shape is black.

Los Angeles Aerial Rapid Transit Environmental Impact Report



Metro

Project Background

- April 2018 - Aerial Rapid Transit Technologies submitted an Unsolicited Proposal to fund, construct, operate, and maintain a **zero-emission** gondola connecting Union Station to Dodger Stadium
- April 2019 – Memorandum of Agreement between ARTT and Metro which includes Metro as CEQA lead agency, Metro to be reimbursed for all staff and consultant time, and agreement that no Metro funds would be used for the Project
- October 2020 –Notice of Preparation released
- October 2022 - Draft EIR released
- September 2023 – Metro concurred on ARTT’s assignment to Zero Emissions Transit (ZET), a non-profit and supporting organization to Climate Resolve
- December 2023 – Final EIR released

Metro as CEQA Lead Agency

- Metro is the agency required by the Public Utilities Code to review for approval all plans proposed for public mass transit projects, including fixed guideway projects, in Los Angeles County.
- Approval of such projects allows Metro to perform its statutory duty to coordinate the efficient operation of public transportation services within the County.
- Metro's approval at this point does not constitute final approval of the project nor does it supersede or eliminate the need for subsequent approvals required by the City of Los Angeles, State Parks Commission, Caltrans, or Metro to construct and operate the proposed Project.

Project Overview and Objectives

- Improve mobility and accessibility for the region by providing a daily, high-capacity aerial rapid transit service connecting the regional transit system at LAUS, Dodger Stadium, the Los Angeles State Historic Park, Elysian Park, and surrounding communities via three new transit stations.
- Alleviate existing congestion and associated air pollution while providing safe, **zero-emission**, environmentally friendly, and high-capacity transit connectivity in the Project area that would reduce GHG emissions as a result of reduced vehicular congestion in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways.
- Project objectives include:
 - Expand mobility options between LAUS and Dodger Stadium
 - Attract new transit riders to the Metro system
 - Enhance the safety of neighborhoods adjacent to Dodger Stadium
 - Reduce transportation-related pollution

Proposed Project

- Permanent **zero-emission, fully ADA accessible** transit connection from Union Station to Dodger Stadium and Elysian Park via a 1.2-mile “3S” aerial gondola system
- 7-minute travel time with a max speed of 13.4 mph; 53 cabins in service at maximum capacity
- Approximately 5,000 people per hour per direction (headways of 23 seconds and approximately 30-40 people per cabin), similar to other mass transit gondolas around the world.
- Design Option A – Adjusts location of Dodger Stadium Station so that the Project would not be over any single-family residential property



EIR comments

Key Comment Topics	Summary of Response in FEIR
Project as public transportation/ eligible for SB44	Project would be open to general public for service at regular, scheduled operating times and meets all requirements for environmental leadership transit projects under SB44
Ridership model	Model developed specifically for games/events at Dodger stadium; Metro retained a separate firm to do a peer review which concluded that the model was appropriate
Metro as the Lead Agency	PUC requires “all plans proposed for the design, construction, and implementation of public mass transit systems or projects” be submitted to Metro for approval.
Visual Impacts	Under CEQA, the aesthetic impacts of the Project are considered less than significant. There are no designated scenic vistas or resources and light/glare and shading impacts were less than significant under CEQA definitions. Existing and simulated views as well as shading diagrams are contained in Appendix C to the Draft EIR. The Project has committed to having components that will be inspired by adjacent neighborhood culture and history and to create opportunities to showcase local artists. The color schemes will be neutral and complementary with their surrounding area. Cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views, and the Project would work with stakeholders adjacent to the Project alignment to identify locations where the use of privacy glass would be warranted.
LA State Historic Park impacts	Project Station will have footprint of 2,195 square feet of the total 32-acre park with approximately 60,000 additional square feet of aerial clearance 26 – 53 feet above the ground; Project would need to obtain an amendment to the General Plan. Project will provide additional amenities to Park.

EIR comments

Key Comment Topics	Summary of Response in FEIR
Improper segmentation for future development of Dodger Stadium property	The Project does not include other development and no applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property
Range of Alternatives and Design Options	EIR included No Project alternative and enhanced Dodger Stadium Express. The enhanced Dodger Stadium Express would require an increase from 8 bus trips per hour to 77 bus trips in order to match gondola capacity.
Signage and Lighting	No digital signage on exterior of cabins; Project lighting is low-level for security and wayfinding
Parking	The parking study determined there would be an adequate supply of parking after accounting for the peak demand of the proposed Project. A parking management plan will be developed prior to commencing operations.
Homeless Housing/Community Development Impacts	The Project does not prevent community development projects along the proposed route. On the City right-of-way at Alameda and Main, the proposed Project would have a minimal impact on areas proposed for recreational spaces to support potential development. On the City-owned property at Alameda and Alpine, the proposed Project would utilize a small portion of the site constrained by Metro's elevated Light Rail Right of Way

Community Outreach

- Notice of Preparation (October 1 – November 16, 2020)
 - Virtual open house website*
 - Online virtual scoping meeting*
 - 305 comments received
 - 741 visitors to the open house and 75 attendees to the virtual scoping meeting
- Draft EIR public meetings (October 17, 2022 – January 17, 2023)
 - Eight public meetings (four virtual, four in-person)
 - Two Community Information Sessions before the release of the Draft EIR*
 - Two Draft EIR Informational Workshops*
 - One informational workshop required by CEQA/SB44
 - Four Draft EIR Public Hearings**
 - One Public Hearing required by CEQA/SB44
 - Estimated 715 attendees
 - 1,132 comments received
- Two pre-FEIR release meetings*
 - Two public meetings (one virtual and one in-person)
 - Approximately 200 attendees
- All meetings had simultaneous interpretation in Spanish, Cantonese, and Mandarin; final two meetings also had simultaneous interpretation in Taishanese
- Materials provided in English, Spanish, Chinese (Traditional), and Chinese (Simplified).



Metro

*More than what is required by CEQA

**Two public hearings required by CEQA/SB44

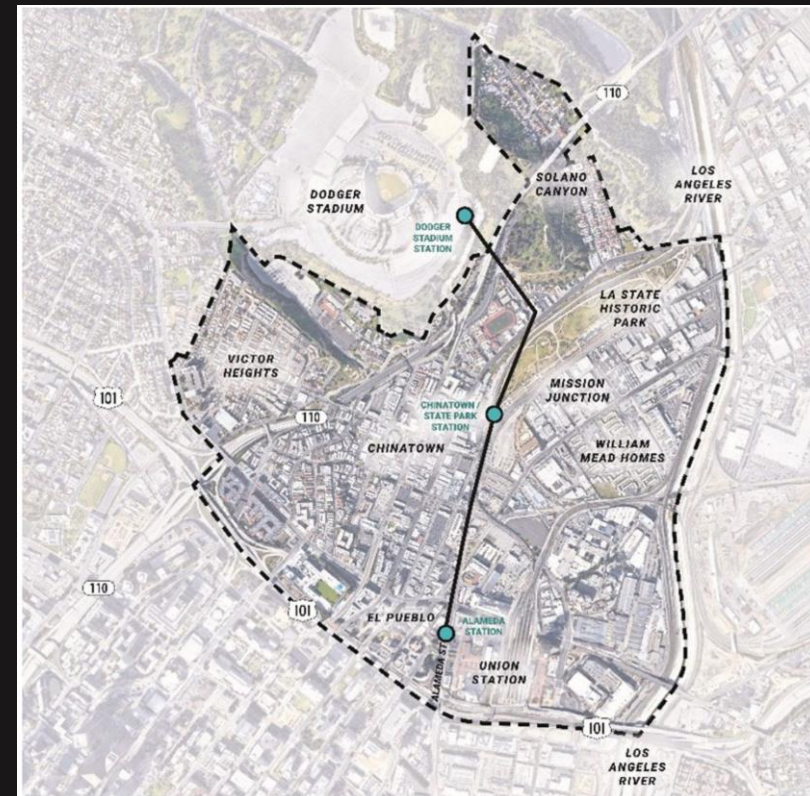
Project Costs/Funding

- Capital costs: \$385 - \$500 million
- Annual operations and maintenance: \$8 - \$10 million/year
- Funding sources: bond financing, farebox revenue and naming rights
- No Metro funding is being sought or committed to for construction, operations, or maintenance

Project Commitments

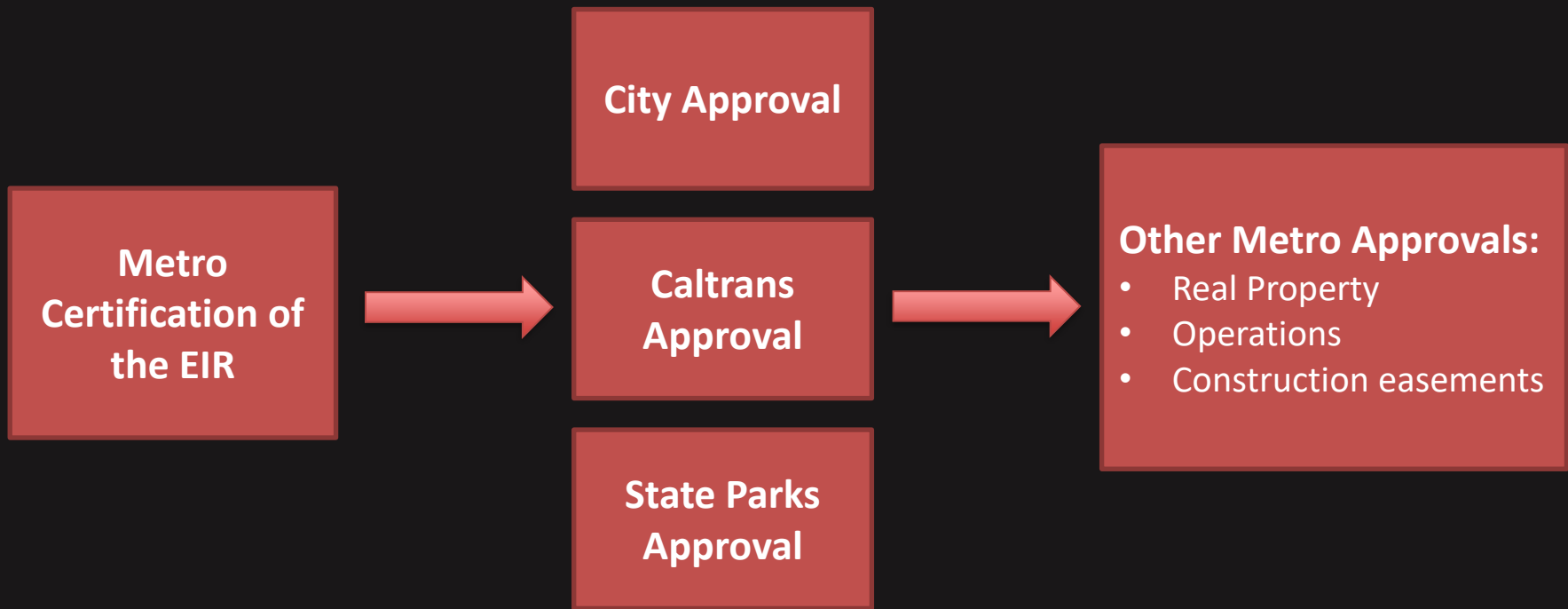
Project commitments in the EIR, above what is required as CEQA mitigations, include:

- Support for Local Businesses and Non-Profits
- Pedestrian Access Enhancements
- Mobility Hubs
- Park Amenities (concessions, restrooms and breezeway)
- Community Access Plan allowing residents, employees, and businesses in the area to utilize the system at no cost
- Free rides to Dodger games
- Design and art
- Commitment to goal of at least 35% MBE/WBE/DBE/SBE/DVBE/LGBTQ-owned businesses during construction



Metro

Post-CEQA Discretionary Project Approvals



Recommendation

- A. APPROVING the Los Angeles Aerial Rapid Transit Project (“Project”) with Design Option A pursuant to Public Utilities Code (PUC) section 130252;
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR), if the Board concludes that it satisfies the requirements of CEQA and reflects the Board’s independent judgment following CEQA Guidelines section 15090;
- C. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations setting forth the reasons and benefits of adopting the Final EIR with full knowledge that significant impacts may remain (Attachment A); and
 - 2. Mitigation Monitoring and Reporting Program (Attachment B);
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination (Attachment C) with the Los Angeles County Clerk and the State of California Clearinghouse.



Thank you



Metro®