

ATTACHMENT B



June 2, 2021

Ms. Holly Rockwell, Senior Executive Officer
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, 22nd Floor
Los Angeles, CA 90012

Dear Ms. Rockwell,

On behalf of Los Angeles Aerial Rapid Transit (LA ART), we would first like to thank you and your colleagues at the Los Angeles County Metropolitan Transportation Authority (Metro) for your partnership as we work together to bring a zero-emission permanent transit link via an aerial rapid transit system to Dodger Stadium. As you know, the preferred alignment has now been identified after public input from the fall 2020 Notice of Preparation scoping process. That alignment, referenced as the Broadway Alignment, travels north from Metro's Union Station along Alameda Street to an intermediate LA ART station proposed adjacent to Metro's Chinatown L Line (Gold) station, and then flying directly adjacent to Metro's tracks adjacent to the Los Angeles State Historic Park, before crossing above North Broadway and along Bishops Road to the Dodger Stadium property.

During the Notice of Preparation scoping process, we received comments about the potential to provide increased transit access to several communities and parks in close proximity to the proposed route. Such community access supports LA ART's and Metro's shared objective to improve connections for regional public transit access by connecting LA ART to Union Station and the growing Metro transit system so that in addition to Dodger fans, improved transit access will be provided for community residents and businesses, as well as park visitors, to enhance the viability of public transit as an additional mobility option. Metro's Transit to Parks program also identifies the potential for Metro system riders from other areas of Los Angeles to

take transit to parks including Elysian Park and Los Angeles State Historic Park.

LA ART's primary goal is to provide service to Dodger games and stadium events, estimated at approximately 100 days per year, mostly in afternoon and evening hours. This goal also maximizes the emission reduction benefits of the LA ART project by replacing automobile trips that are currently utilized for stadium access through adjacent local communities (targeting replacement of 3,000 car trips per event day). To ensure convenient access for event attendees during those pre- and post-event times, LA ART anticipates coordinating special fares for system access reserved for event attendees including time-window ticket reservations.

In addition to event service, LA ART would continue operations daily and provide first/last mile transit service connections to/from the Metro system in communities adjacent to the LA ART route. To that end, we have been working with Metro staff to explore the viability of ensuring that outside of event times, residents and employees of businesses in adjacent communities can ride the system at an affordable fare to access Metro's regional transit system (the "Community Access Program"). We recognize that the Historic Cultural North Neighborhood Council encompasses the route and many adjacent neighborhoods. We are also reaching out to local businesses and institutions, meeting recently with the Chinatown Business Improvement District as well as tenants and institutions in El Pueblo, for example, and will ensure that employees of such businesses and institutions are also included in the Community Access Program. Accordingly, attached is a map with proposed boundaries to identify the locations where this special program will apply for LA ART access outside of event-day periods (the "Community Access Program Area") (see attached map).

Recognizing that the LA ART project will need to reach operational coordination agreements with Metro, including to encourage seamless transfers from Metro's regional transit hub at Union Station to the LA ART system, we propose that outside of event-day periods, residents and employees of businesses located within the Community Access Program Area should be able to utilize their Metro system access pass or individual fare in order to also utilize the LA ART system at no additional cost. If an individual already utilizes one of Metro's special fare offerings (e.g., LIFE program fares, etc.) to encourage transit access for which many Community Access Program Area residents are already eligible, including for seniors and students, or if Metro implements its *Fareless System Initiative*, LA ART access would be consistent with such programs. Coordinating with Metro staff who have developed other innovative transit access programs, we believe this approach is technically feasible. Importantly, it provides significant equity benefits: in addition to reducing emissions in the area adjacent to the LA ART route, the LA ART project can enhance mobility for local residents, including those with limited financial resources and no access to a vehicle.

We respectfully request that Metro work with LA ART to determine the details so that under the Community Access Program, we can ensure LA ART access and seamless transfers between LA ART and the Metro system on the same terms available to Metro riders. Your consideration is very much appreciated, as this offer to provide communities adjacent to LA ART with affordable and enhanced mobility options is consistent with our shared goals including cleaner air, a thriving economy, and improving equity in Los Angeles.

Thank you.

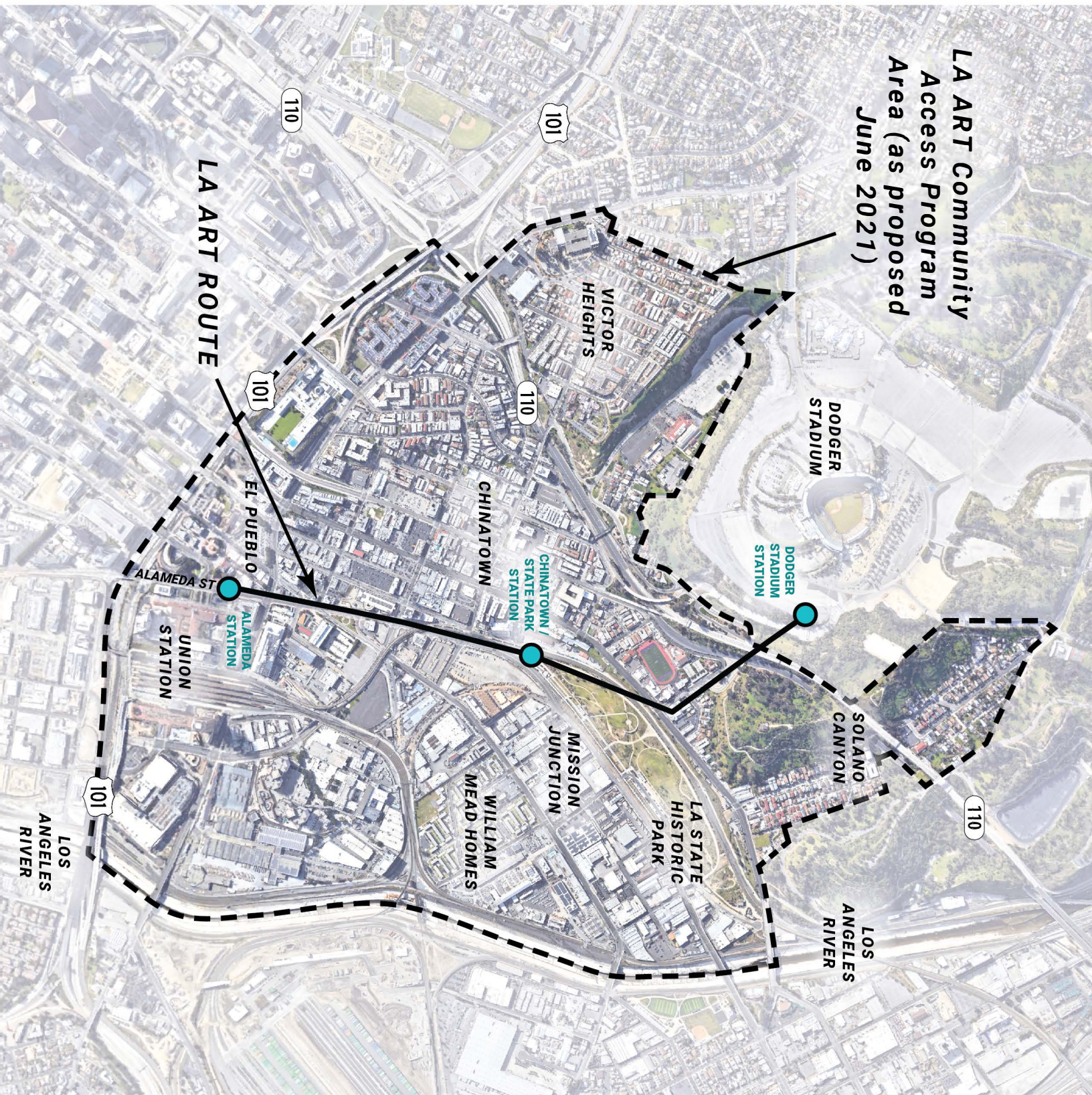
Sincerely,

A handwritten signature in cursive script that reads "Jennifer Rivera".

Jennifer Rivera
Vice President, External Affairs

Cc: David Grannis
Lucinda Starrett, Esq.
Beth Gordie, Esq.

**LA ART Community
Access Program
Area (as proposed
June 2021)**



LA ART ROUTE

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101

101

110

ALAMEDA ST

EL PUEBLO

UNION STATION

ALAMEDA STATION

CHINATOWN / STATE PARK STATION

MISSION JUNCTION

WILLIAM MEAD HOMES

LA STATE HISTORIC PARK

DODGER STADIUM STATION

SOLANO CANYON

110

LOS ANGELES RIVER

LOS ANGELES RIVER

101

LOS ANGELES RIVER