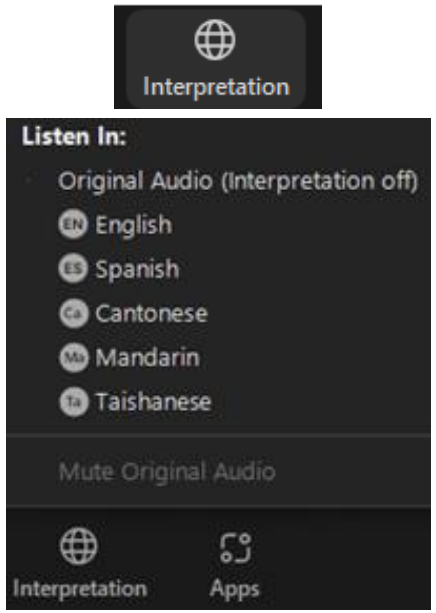
Los Angeles Aerial Rapid Transit
Project Update Prior to Release of Final EIR

November 30, 2023

Language Accommodations*



Click on the interpretation button.

Select English, Spanish, Cantonese, Mandarin, or Taishanese.

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Asistencia de Lenguaje*

Español

Haga clic en el botón de interpretación.

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語言選項*

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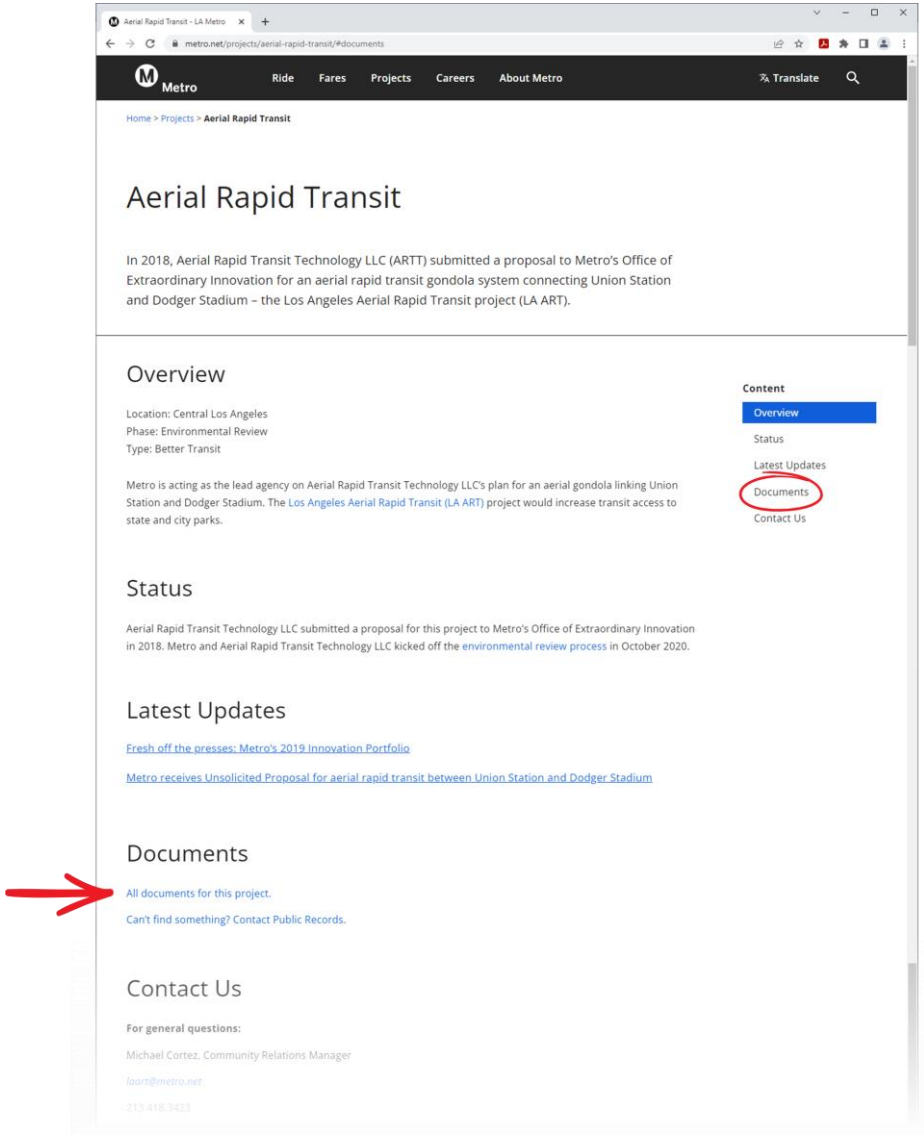
View the Presentations

Learn More and View the Presentations

metro.net/aerialrapidtransit



Welcome
Bienvenidos
歡迎
欢迎

Agenda

- Purpose of Meeting
- How to Participate in this Virtual Meeting
- Overview
- CEQA Process
- LA ART Project Background and Overview
- Orientation to and Overview of Final EIR
- Next Steps and Future Public Feedback
- Question & Answer Session

For assistance with Zoom, please call 213-544-3196.

Purpose of the Meeting

GET PROJECT UPDATES

QUESTION & ANSWER SESSION ON AVAILABILITY OF FINAL EIR AND FUTURE OPPORTUNITIES FOR PUBLIC COMMENT

Code of Conduct

We want your feedback and input. Metro is committed to ensuring that all participants fairly and clearly ask questions, share ideas, comments and concerns about this project.

To provide a safe and equitable process during this public meeting, we are asking for your help.

- Turn cell phones off or set them to vibrate
- Respect the format of the meeting and allow everyone an opportunity to speak with project planners and Metro staff
- Listen respectfully, allow others to speak and do not interrupt them
- Treat fellow community members, agency representatives, Metro staff and others with respect both during and after the meeting
- Maintain a conversational tone
- Address all comments to Metro staff and consultants – not to other attendees
- Do not block the view of other participants

We reserve the right to end the meeting at any point and/or remove attendees from a meeting, if we are unable to conduct the meeting consistent with these guidelines.

California Environmental Quality Act (CEQA) Process

45-Day Scoping Period
October 1– November 16, 2020

90-Day Draft EIR Public Review
October 17, 2022 – January 17, 2023

Release of Final EIR
December 4, 2023

Metro Board of Directors Certification of Final EIR

TODAY!

Get Project status updates and ask questions about availability of Final EIR and future opportunities for public comment.

No public comments will be accepted today.

Ongoing Community Outreach

Two Meetings Prior to Release of Final EIR

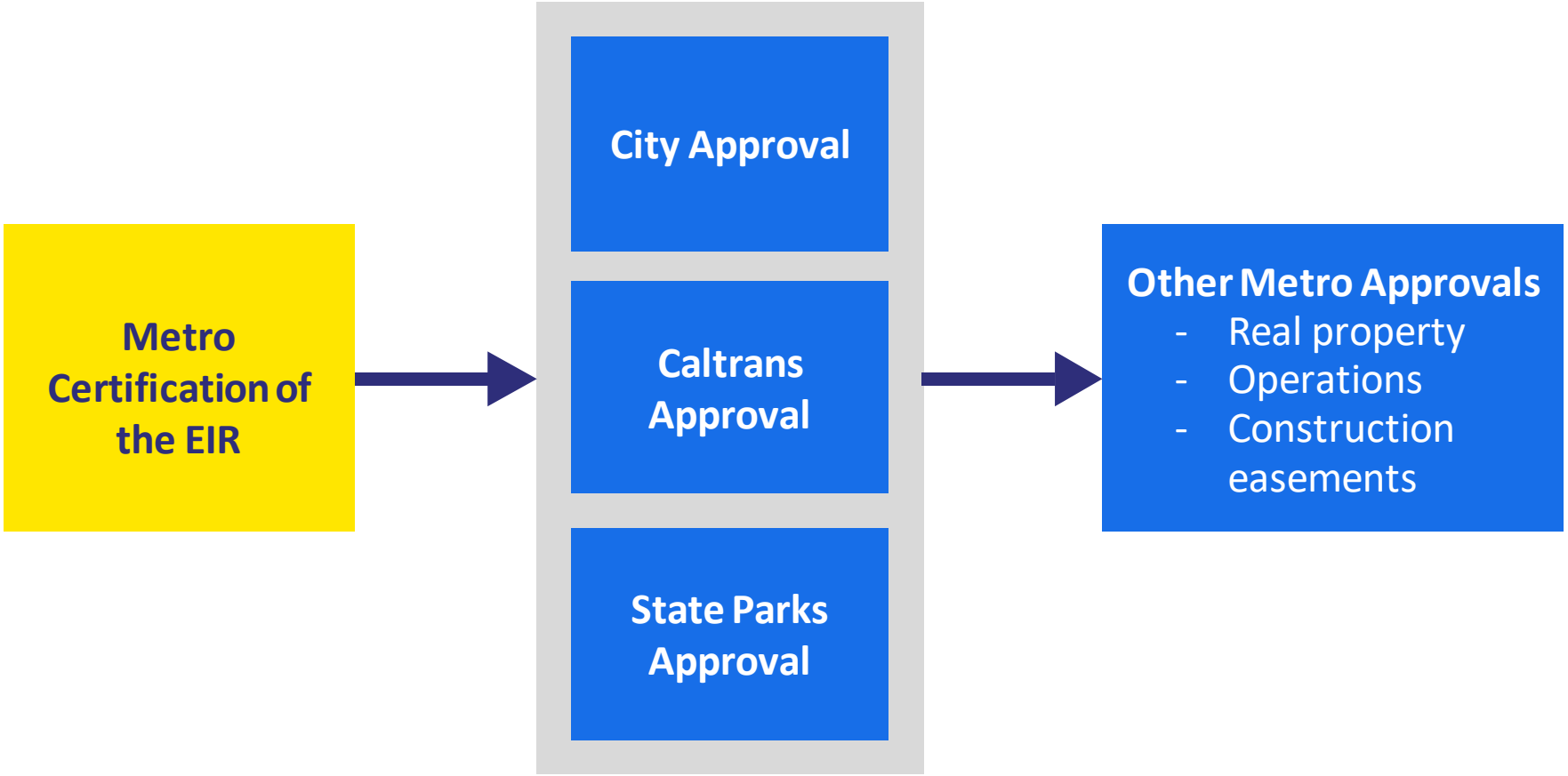
WE ARE HERE

Communications typed into the Zoom chat will not be considered a formal public comment.

Next Steps and Future Opportunities for Public Feedback

- Metro Release of Final EIR
  - Metro will release the Final EIR on Monday, December 4, 2023
  - The Final EIR will be available on Metro's website at https://www.metro.net/projects/aerial-rapid-transit/
  - Hard copies of the Final EIR will be available at the following libraries:
    - Central Library
    - Chinatown Branch Library
    - Cypress Park Branch Library
    - Metro Headquarters, Dorothy Peyton Gray Library
- Metro Board Meeting

Additional Project Approvals Following Metro Board's Consideration of Final EIR



How to Participate in this Meeting

TODAY!

Get Project status updates and ask questions about availability of Final EIR and future opportunities for public comment.

No public comments will be accepted today.

During Question & Answer Session: Type into the Q&A box in Zoom to submit a question.

Overview

Overview of Metro's CEQA Process

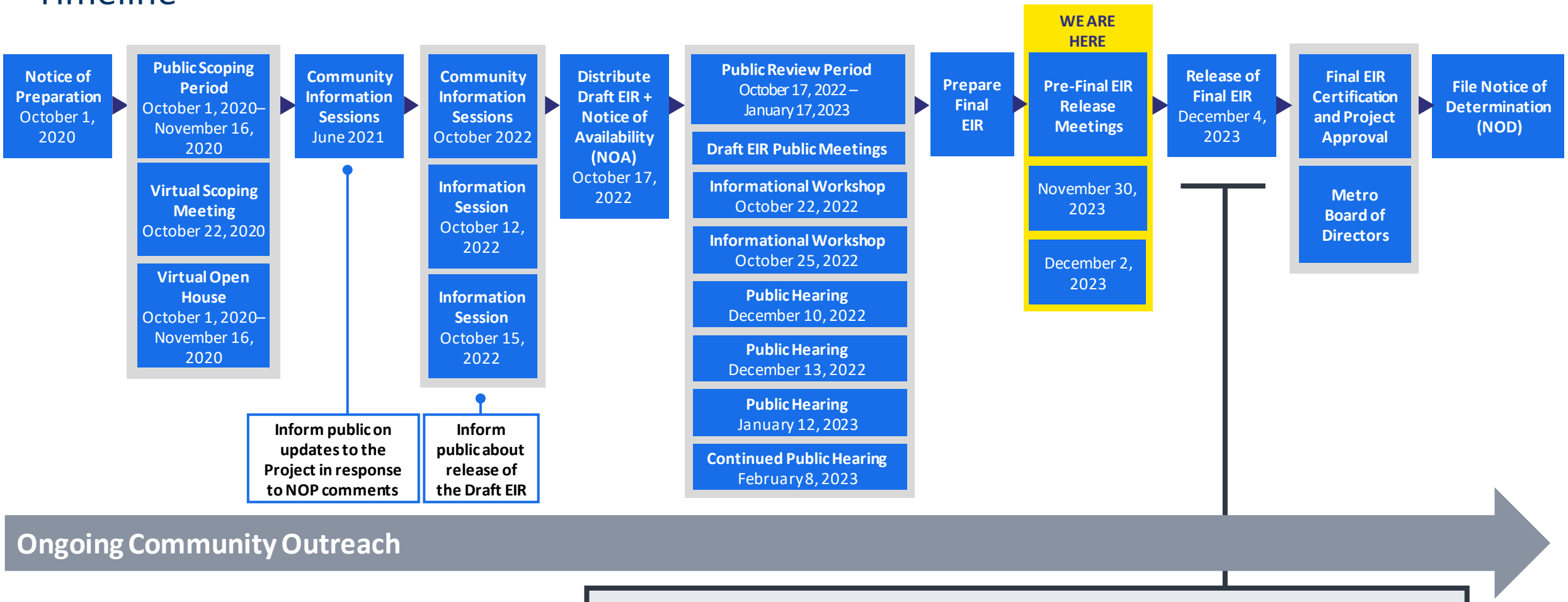
- The Los Angeles Aerial Rapid Transit Project is proposed by LA Aerial Rapid Transit Technologies LLC
- Metro is the lead agency in the preparation of an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA)
  - As the lead agency, Metro has the responsibility to ensure that:
    - The EIR adequately assesses the potential project impacts and reflects Metro's independent judgment
    - The proposed mitigation measures are appropriate
    - The CEQA process has been complied with for public notices, public outreach, and distribution of documents
- The Draft EIR evaluates the potential environmental effects associated with construction and operation of the Project
- During the 90-day Draft EIR public review and comment period, Metro accepted public comments on the Draft EIR by email, mail, phone, and written and verbal comments at four public hearings
- The Final EIR is intended to assist Metro in making decisions regarding the adoption of the Project and includes:
  - The Draft EIR
  - Comments and recommendations received on the Draft EIR
  - A list of persons, organizations, and public agencies who commented on the Draft EIR
  - Responses to comments received regarding the Draft EIR
- Senate Bill 44
  - Provides CEQA litigation streamlining for "environmental leadership transit projects" in Los Angeles County
  - The Project will be the first environmental leadership transit project under Senate Bill 44

California Environmental Quality Act (CEQA) Process

CEQA Process

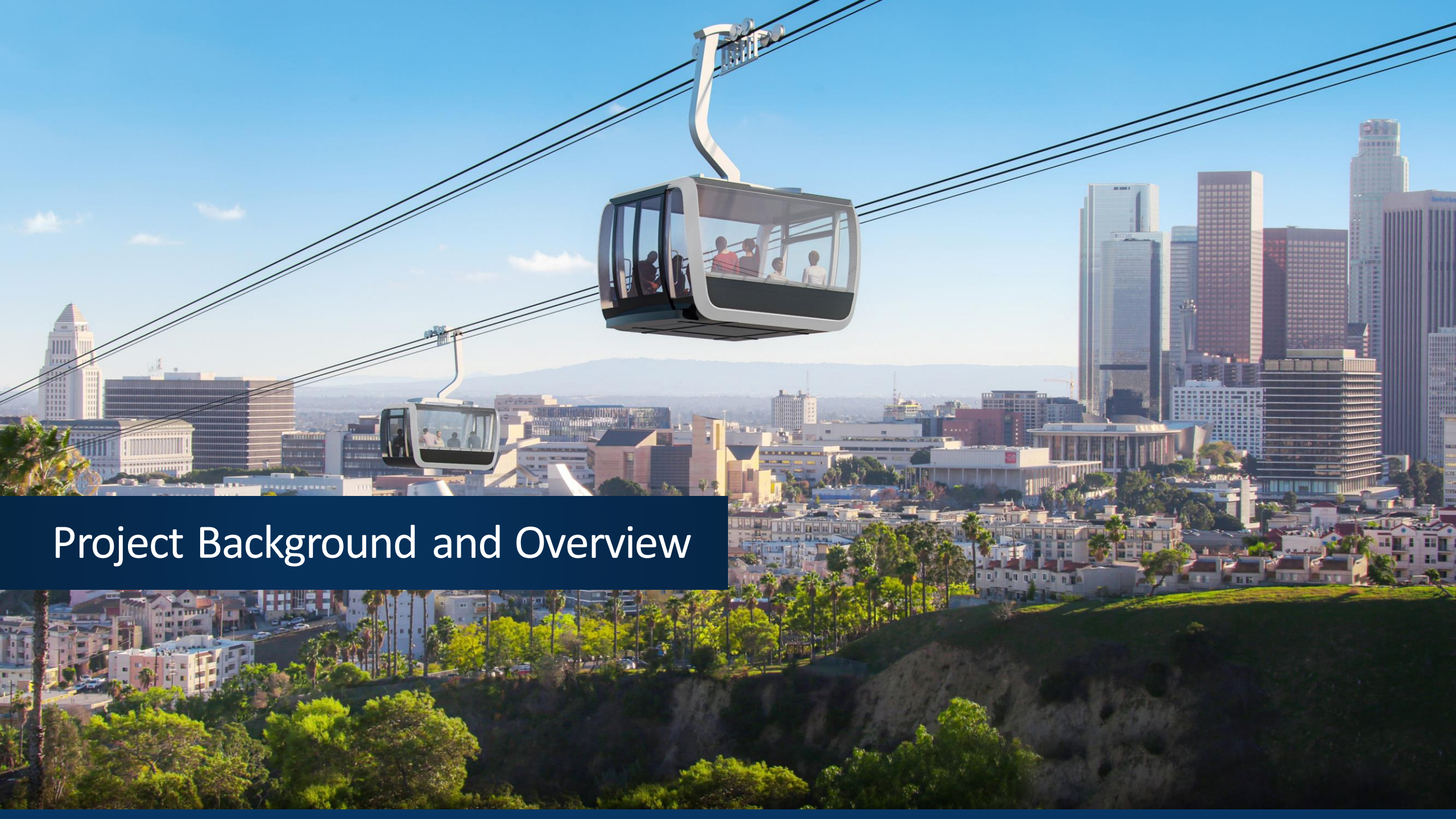
- Required for all projects undertaken, funded, or requiring approval by a public agency
- Informs the public and decision makers
- Discloses potential environmental impacts resulting from a proposed project
- Provides the opportunity to comment on environmental issues
- Two public comment periods: Scoping Period and Draft EIR Public Review
- Certification of Final EIR

Timeline



What is the Purpose of the EIR?

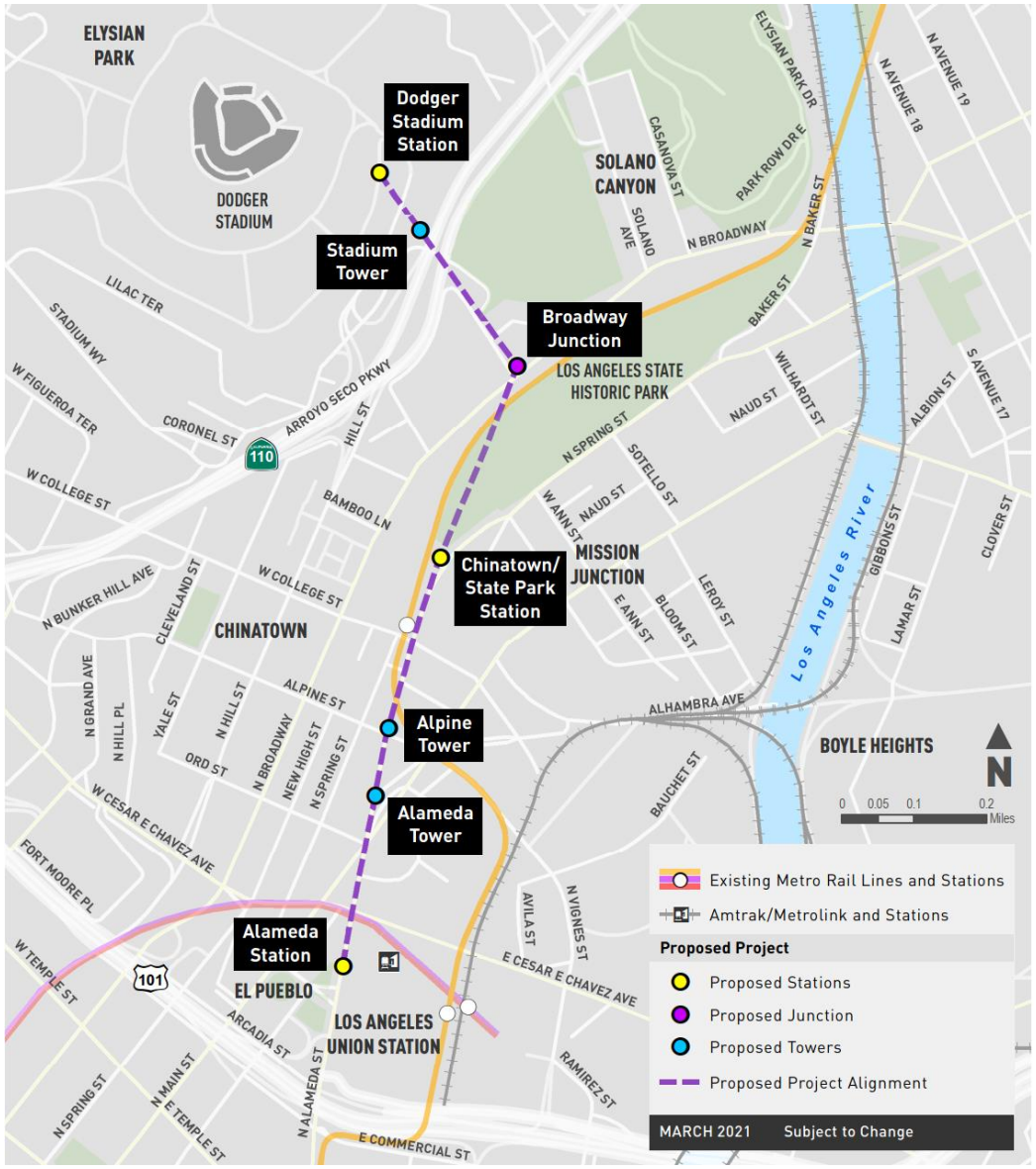
The purpose of the EIR is to evaluate the potential for environmental impacts associated with implementation of the Project, and to provide mitigation measures where required



Project Background and Overview

Project Overview

- Provide a permanent transit connection from Los Angeles Union Station (LAUS) to the Dodger Stadium property via a 1.2-mile aerial gondola system
  - Travel time from LAUS to Dodger Stadium would be approximately 7 minutes
- Capacity of approximately 5,000 people per hour per direction
- Zero emission, environmentally friendly rapid transit that would reduce GHG emissions and improve air quality as a result of reduced vehicle trips in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways



Purpose and Need

- **Improve mobility and accessibility** for the region by providing a daily, high-capacity aerial rapid transit connection between the regional transit system at LAUS, Dodger Stadium, Los Angeles State Historic Park, Elysian Park, and surrounding communities via the intermediate Chinatown/State Park Station
- **Given the capacity of the Project's system, approximately 20 percent of the fans could take aerial transit connected to Metro's regional transit system**
- This would **reduce vehicular congestion** in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days
- In addition to providing service on game and special event days at Dodger Stadium and events at the Los Angeles State Historic Park, it is anticipated that **the Project would also provide daily service between 6:00am to 12:00am, for the surrounding communities**, including Chinatown, Mission Junction, Elysian Park, Solano Canyon, and the Los Angeles State Historic Park

The Project would be free to ride for anyone with a ticket to a Dodger game. The Project would allow all residents, employees, and businesses located close to the Project to ride the gondola using their Metro fare at no additional cost under the Community Access Plan.

Project Sponsor

- ARTT LLC donated LA ARTT LLC and the Project to Zero Emissions Transit ("ZET"), a nonprofit and supporting organization to Climate Resolve, a California nonprofit public benefit corporation
  - ZET's purposes include promoting and supporting zero emissions transportation initiatives and other efforts to reduce GHG emissions in the transportation sector and to mitigate and adapt to changes in weather and climate
  - These organizational purposes and activities include collaborations to champion equitable climate solutions, working on easier and safer ways to get around Los Angeles that also reduce GHG emissions, and advocating for mobility options that are sustainable, safer, and improve public health by investing in better transit and safer active transportation options for Los Angeles
  - ZET identifies and supports zero-emission transportation initiatives and other projects, programs, and policies that mitigate climate change, including the Project
- The donation includes ARTT LLC's continued support of the Project with financial support and expertise, including to reimburse Metro in its role as the Lead Agency for the EIR and funding for consultant and technical work for the EIR

Community Benefits

While CEQA has no requirement for community benefits, the Project Sponsor has listened to different stakeholders and learned about additional needs to the community. Project intends to negotiate and approve a detailed **community benefits agreement (CBA) through its entitlement process with the City of Los Angeles**

Project Benefits

- Enhanced transit access
- Improved Air Quality
- New Street Improvements & Pedestrian Connections
- Environmental clearance of new pedestrian bridge to LA State Historic Park
- New public restrooms
- Expanded & enhanced concession facilities at LA State Historic Park
- New lighting via renewable energy
- Inter-park connectivity (Elysian Park)
- Local Art opportunities
- Connecting communities via Community Access Program
- Baseball Game Free access
- PLA with OC/LA Building & Construction Trades

ZET Commitments

LA ART commits to support Zero Emissions Transit in its efforts to develop initiatives in the Project Service Area that fulfill Climate Resolve's purposes. In addition to the aerial gondola project, ZET goals include:

- Improving active transportation connectivity.
- Additional climate resiliency projects, including:
  - potential implementation of reflective pavement, i.e., "Cool Neighborhood" program.
  - identification of opportunities for installation and operation of renewable energy generation (e.g., solar)
  - micro-grid opportunities

Response to Motion Solis, Kuehl, Mitchell, Butts, Sandoval, Garcetti

June 24, 2021

- Mitigations for potential parking impacts
- Local job creation
- Workforce training
- Small Business support and partnerships
- Affordable housing
- Housing/business preservation

Community Benefits Framework

Draft 11/2023

- Cultural Historic Fund
- Housing Preservation Strategies
- Parking Districts & Parking Management Plans
- Business Partnerships
- Tourism & Economic Opportunities
- Landscape/Hardscape Improvements
- Active Transportation Program
- Art & History Showcase
- Infrastructure Improvements
- Job Training, Union Jobs
- Enhanced Security
- Local Hire

ONGOING STAKEHOLDER DISCUSSIONS

Orientation to the Final EIR

Contents of Final EIR

- Executive Summary
- Introduction
- Project Description
- Costs and Financing
- Corrections and Additions
- Responses to Comments
- Mitigation Monitoring and Reporting Program
- Acronyms
- List of Preparers
- References

Responses to Comments: Topical Responses

Topical Response	Contents
A	SB 44
B	Ridership Model; Queuing at Stations and Pre-game and Post-game Transportation
C	Project Features
D	Metro Is the Proper Lead Agency for the Proposed Project As the Region's Transportation Authority; Metro Named and Consulted With the Applicable Responsible Agencies
E	The Proposed Project Will Not Displace Housing or Prevent Planned Housing
F	Los Angeles State Historic Park
G	No Improper Project Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property

Topical Response	Contents
H	The Draft EIR Considered an Appropriate Range of Alternatives and Design Options
I	Use of Project Design Features and Plans in Mitigation Measures
J	Gondola Design and Operations
K	Signage and Lighting
L	Project Sponsor and Proposed Project Costs and Financial Analysis
M	Comparable Urban Aerial Transit Systems
N	Environmental Justice
O	Response to UCLA Mobility Lab Study
P	Gondola System Noise Modeling

Additions to the EIR

Metro's Regional Connector Opened

Metro L Line (Gold) Name Change to A Line

City Approval of the Downtown Community Plan

Mobility Hub at Dodger Stadium Station

Aesthetics
- Preparation and Analysis of Supplemental Key Observation Points

Biological Resources
- Project Design Features in Response to California Department of Fish and Wildlife
- Updated Tree Report
- Additional Biological Resources Survey

Greenhouse Gas Emissions
- Project Design Feature regarding LADWP's Green Power Program

Hazards
- Clarification to Mitigation Measure HAZ-A

Land Use
- Rim of the Valley Trail Corridor
- El Pueblo General Plan
- El Pueblo Master Plan

Noise
- Gondola System Noise Modeling

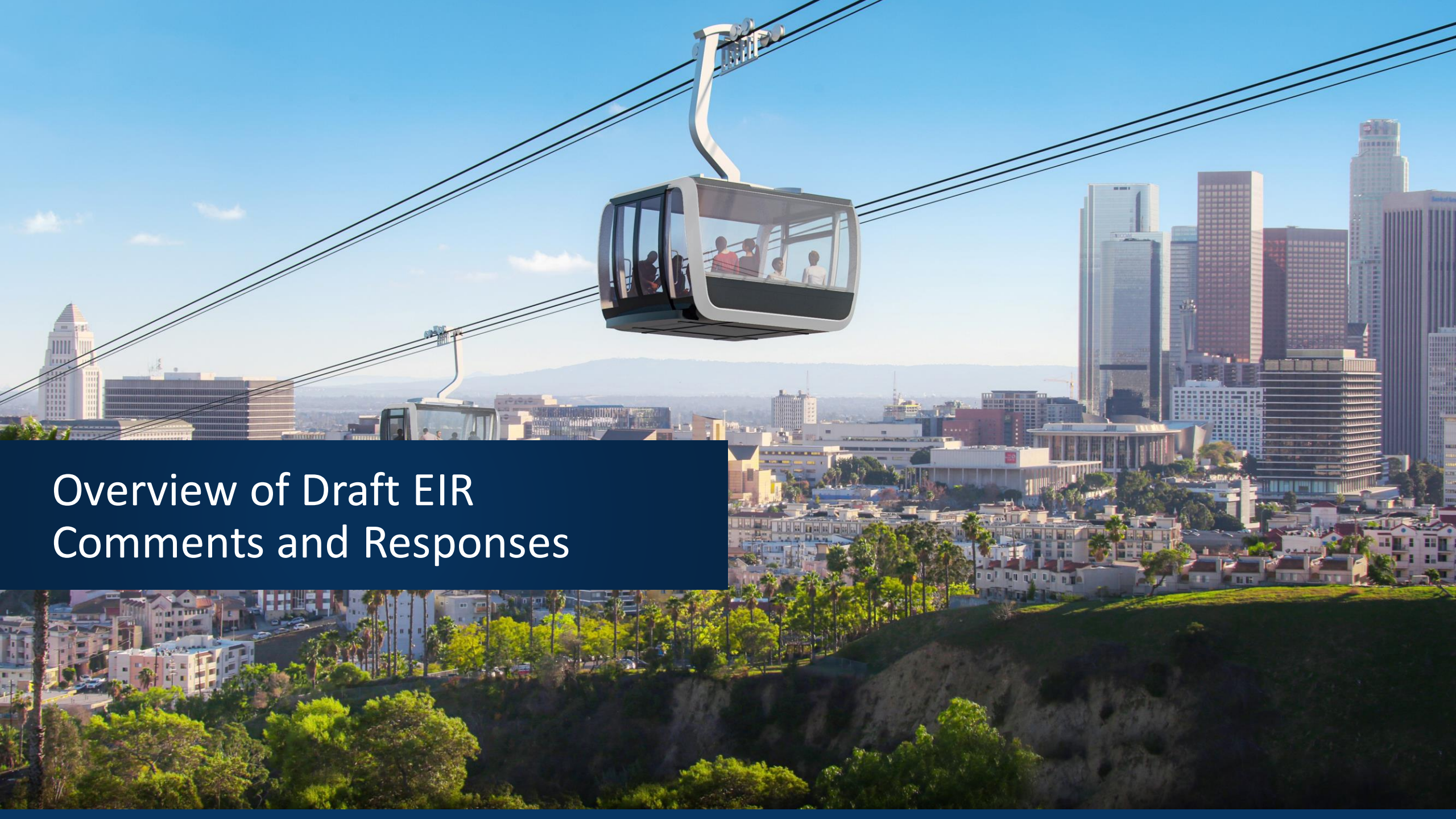
Transportation
- Revisions to Mitigation Measure TRA-A
- Add TRA-PDF-A

Wildfire
- Memo re: Attorney General Guidance

Alternatives
- Pedestrian Enhancement Alternative

Other CEQA Considerations
- Chavez Ravine
- Hope Village

The additions are changes to the Draft EIR that have been made to clarify, correct, or add to the environmental impact analysis for the Project. Such changes are a result of public and agency comments received in response to the Draft EIR and/or new information that has become available since publication of the Draft EIR. The changes do not result in any new or increased significant environmental impacts that would result from the Project and are not otherwise significant new information warranting recirculation of the Draft EIR.



Overview of Draft EIR Comments and Responses

Topical Response A – SB 44

- The Project is public transportation because it will be open to the general public for service at regular, scheduled operating times, operating daily to serve existing residents, workers, park users, and visitors to Los Angeles
- The Project qualifies under SB 44 because it would:
  - Operate at zero emissions
  - Reduce emissions by no less than 50,000 metric tons at 166,653 MT CO2e reduction of greenhouse gases directly in the Project's corridor without using offsets
  - Reduce the Project's lifetime VMT over its useful life of greater than 30,000,000 VMT at 129,629,500 VMT saved
  - Be consistent with the RTP/SCS
  - Incorporate sustainable infrastructure practices as an innovative and sustainable transit system that provides a sustainable, high-capacity zero emission ART option for visitors to Dodger Stadium

Topical Response B – Ridership Model; Queuing at Stations and Pre-game and Post-game Transportation

Ridership Model

- Given the uniqueness of a gondola as a mode of transportation, a model specifically tailored to games and events at Dodger Stadium was developed to estimate Project ridership
- The model is based on the statistical relationship between cost and travel time, using data from a variety of sources including mode choice surveys for Angelenos travelling to sporting events in Downtown Los Angeles, travel time and cost to Dodger Stadium and LAUS for driving and transit, parking costs, value of time, mode of access intercept surveys of Dodger Stadium Express riders, and many other data
- The model is based on extensive data sources and assumptions validated by data

Metro hired Stantec to peer review the transportation analyses conducted for the Project. Stantec concluded that the Project ridership forecasting model and the model inputs and data sources were credible, defendable, and appropriate to use for the analysis and that they agreed with the ridership forecasts in the Draft EIR.

Queuing at Stations: Pre-game

- Queues would be managed by efficient vertical circulation and by staff at the Alameda Station
- Even with the maximum queue length, a person at the end of the line would wait for an estimated maximum of 7 minutes before boarding the gondola cabin; others would wait shorter durations

Queuing at Stations: Post-game

- Post-game queues at Dodger Stadium Station were estimated based on assumptions about the departure patterns and estimates of walk times from the various seating areas within the Stadium
- The queues to board, loading times, and travel times for the Dodger Stadium Express are significantly longer and more variable as compared to LA ART
- The post-game/event queue for LA ART would be constantly moving as cabins would depart every 23 seconds
- LA ART would substantially improve the service level and reduce passenger queueing compared with the Dodger Stadium Express

Topical Response C – Project Features

- Sustainability features at the stations, towers, and junction and open space enhancements at the Los Angeles State Historic Park
- Community Access Plan to allow local residents and employees of businesses close to the Project to ride the gondola using their Metro fare at no additional cost
- Pedestrian access enhancements along the Project alignment, including landscape and hardscape improvements, shade structures, and potential seating
- Access to the Los Angeles State Historic Park and Elysian Park
- Mobility hubs at Chinatown/State Park Station and Dodger Stadium Station
- Utilization of local artists for site specific artwork at each station reflective of the unique neighborhood culture and history
- Design of the Project components inspired by adjacent neighborhood culture and history
- Interpretation Plan to identify unique ways to use the Project to provide additional interpretation of the adjacent neighborhood culture and history, particularly aimed at a diverse visitor community
- Marketing plans to help promote the adjacent business areas, while honoring the rich history and cultural significance of each area
- Business and Community Support Program during construction
- Partnerships with local businesses and nonprofits along the Project alignment
- Commitment to a goal of utilizing at least 35 percent MBE/WBE/DBE/SBE/DVBE/LGBTQ-owned businesses during the construction phase

Topical Response D – Metro Is the Proper Lead Agency for the Proposed Project As the Region's Transportation Authority; Metro Named and Consulted With the Applicable Responsible Agencies

- Metro is the proper lead agency for the Project because Metro has primary responsibility for implementation of the Project as the region's transportation authority.
  - For the Project, Metro is tasked with considering approval of all plans for design, construction, and implementation under Public Utilities Code section 130252, as well as with consideration of the written approvals to operate the Project, pursuant to its authority under Public Utilities Code section 130252.
- Responsible agencies – the City, State Parks, and Caltrans – appropriately engaged in the consultation process, including on the Draft EIR

Topical Response E – The Proposed Project Will Not Displace Housing or Prevent Planned Housing

- The Project was designed in consideration of planned housing projects, including the Restorative Justice Master Plan and Hope Village Project
- The Project will not displace any existing or planned housing, including the Restorative Justice Master Plan, Homeboy Industries anticipated housing, and The California Endowment's Hope Village

Topical Response F – Los Angeles State Historic Park

- The Chinatown/State Park Station would have a footprint of 2,195 square feet in the Los Angeles State Historic Park (~.1% of the total 32-acre park), and the station canopy would have an overhang of 9,320 square feet over the park
- The Project alignment crosses over the westernmost edge of the Park, adjacent to the existing Metro L Line (Gold) and the associated overhead catenary system
- The Project's required aerial clearance would be located above approximately 59,470 square feet of the total 32-acre park, plus an Additional Separation Buffer
- The Project's vertical clearance to the bottom of the cabins would range from 26 to 53 feet with an average of approximately 40 feet from ground level over the park

Topical Response F incudes a discussion of the legal framework that allows the California Department of Parks and Recreation to permit the Project's use of Los Angeles State Historic Park.

Mitigation Measure LUP-A would be implemented to require the Project to obtain an amendment to the Los Angeles State Historic Park General Plan. The Amendment is subject to the review and approval by the State Park Commission, which retains its independent authority related to the Project.

With the required clearances and the height at which the cabins would cross over the Los Angeles State Historic Park, the ability to use the vast majority of the Park for kite flying, special events (e.g., concerts, craft fairs, partnership events, 5K/10K runs, workshops, cultural festivals, and the farmers' market), and other passive recreational opportunities (e.g., picnicking, jogging, walking, and informal play) would not be affected by the Project

Topical Response F – Los Angeles State Historic Park

Through collaboration with State Parks, the Project has been designed to provide additional benefits to the Los Angeles State Historic Park, including pedestrian improvements between Metro's L Line (Gold) and the park, and integration of the Chinatown/State Park Station into the southern boundary of the park with hardscape and landscape enhancements, a mobility hub, and other park amenities including concessions, restrooms, and a breezeway connecting the concessions and restrooms

The Project Sponsor has committed to work with State Parks to develop an "Interpretation Plan" to identify unique ways to use the Project to provide additional interpretation at the park, particularly aimed at a diverse visitor community

Topical Response G – No Improper Segmentation: The Proposed Project Is Intended to Create a Transit Connection from Metro's Union Station Transportation Hub via an Aerial Gondola System to the Dodger Stadium Property

- The Project solely proposes an aerial gondola system
- The Project does not include other development, and neither the Project Sponsor nor any other applicant has applied for other development unrelated to the existing stadium uses on the Dodger Stadium property
- The Project addresses the need for a permanent transit connection to Dodger Stadium for Dodger games and special events at the Dodger Stadium property
- The Dodger Stadium property is approved only for Dodger Stadium and ancillary uses and structures, with restrictive designations and zoning not consistent with the uses speculated by commenters

Topical Response H – The Draft EIR Considered an Appropriate Range of Alternatives and Design Options

- The Draft EIR considered a range of reasonable alternatives, properly identifying an "environmentally superior" alternative and analyzing a "No Project" alternative, pursuant to CEQA
- The Transportation Systems Management Alternative for an enhanced Dodger Stadium Express is unlikely to achieve the same level of ridership as the Project, and otherwise fails to meet most of the Project Objectives which seek to achieve the Project's underlying purpose of providing a permanent direct transit connection between LAUS and the Dodger Stadium property and improving connectivity for surrounding communities
  - 77 bus trips per hour would be needed to provide the equivalent passenger-carrying capacity of the Project, a significant increase from the 8 bus trips per hour that the Dodger Stadium Express currently use
  - Electrification of the Dodger Stadium Express buses would not negate the operational issues associated with substantially expanding the Dodger Stadium Express
- The design and use options provide flexibility for decisionmakers to potentially adopt one or more minor variations to components of the Project should the decisionmaker determine such a minor variation is desirable as part of the Project

Improving the connection between LAUS and Dodger Stadium via the Project would provide the quickest, most frequent, and highest capacity transit connection for the greatest number of riders travelling to Dodger Stadium to have the most travel time competitive transit trips from more locations in the region

Topical Response I – Use of Project Design Features and Plans in Mitigation Measures

- The mitigation measures for the Project would not impermissibly defer mitigation
- The development of plans or future studies may be appropriate in order to reflect on-the-ground conditions at the time the potential impact may occur, as well as further developments in Project design during the post-entitlement phase
- The Project's use of project design features does not obscure project impacts

Topical Response J – Gondola Design and Operations

Capacity

- The Project would carry up to approximately 5,000 passengers per hour per direction (pphpd) and the travel time from LAUS to Dodger Stadium would be seven minutes

Accessible Boarding

- The stations and cabins would comply with the accessibility requirements of the Americans with Disabilities Act ("ADA")
- If needed, cabins could be either slowed or stopped in the station for boarding purposes
- Station attendants would be located within each station to assure safe boarding and to execute stops for unloading or boarding purposes, if necessary
- The time necessary to slow or stop cabins is factored into the overall system capacity

Rider Safety

- Each cabin would have a security camera on board with a feed to the control room, as well as a "push to talk" button, which would open two-way communications with the control room
- Since the cameras would be monitored, there is an opportunity for operation personnel to identify developing situations and intervene verbally
- Operators would have communications protocols with appropriate law enforcement and first responders
- Cabins would feature a screened ventilation system and sealed windows for viewing purposes, which, for security reasons, would not open, to prevent the tossing of debris from cabins

Topical Response J – Gondola Design and Operations

Cabin Power

- Power for the cabins is expected to be provided by batteries located on each cabin
- The batteries would be charged overnight while the cabins are stored at the subterranean cabin maintenance area below the Dodger Stadium Station
- During operations, the batteries would be continuously charged by the movement of the cabins along the Project alignment

Maintenance

- Maintenance activities would be performed by the operator and would include daily pre-operational inspection of the system as well as long-term maintenance activities

Emergency Operations

- The Project system would incorporate redundancies and robust designs to minimize the possibility of mechanical failures which prohibit the movement of the gondola cabins
- An Emergency Operations Plan would be prepared as part of the Project and would set forth guidelines for a wide range of scenarios
  - The Emergency Operations Plan would include emergency response protocols and safety procedures developed in conjunction with the operator, system provider, and local authorities (e.g., LAFD and LAPD)
  - The Emergency Operations Plan would also consider the unlikely scenario that the system and cabins cannot be moved to the nearest station and that passengers must therefore be evacuated directly from the cabins

Topical Response K – Signage and Lighting

Cabin Signage

- No digital signage is proposed on the exterior of the cabins
- Signage proposed for the exterior of the cabins is static non-illuminated naming rights signage
- The Project is proposing that two cabins be designated for the display of community programming graphics and that one cabin be designated for the display of artwork by local arts collaborators

Lighting

- Project lighting would include low-level lighting for security and wayfinding purposes adjacent to and within the stations, junction, towers, within cabins, at the vertical circulation, and areas for ticketing, fare checking, and queueing
- Low-level lighting to accent signage, architectural features, landscaping, adjacent pedestrian plazas, and potential mobility hubs would be installed at the stations, junction, and towers
- The Lighting Study determined that the Project's impacts with respect to light trespass and glare would be less than significant

Signage for the Project would be architecturally integrated into the design of the ART system, including its stations, the junction, towers, and cabins, and would be designed consistent with applicable Metro, City, and State approval requirements

Topical Response L – Project Sponsor and Proposed Project Costs and Financial Analysis

Project Sponsor

ARTT LLC donated LA ARTT LLC, the Project Sponsor, and the Project to Zero Emissions Transit, a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the Project

Capital, Operation, and Maintenance Costs

- The Project's capital costs to construct are estimated at $385 – 500 million and assume prevailing wages
- Project annual operations and maintenance costs are projected at approximately $8 – 10 million per year and assume prevailing wages

Funding Sources

- The primary source of capital funding for the Project is from bond financing serviced by revenue from the Project
  - The primary sources of revenue for the Project are farebox revenues and naming rights sponsorship revenue
  - Operation and maintenance costs are proposed to be fully funded out of Project revenues

The Project is not dependent on Metro funding. No public sources of funding have been sought or committed to the Project.

Topical Response M – Comparable Urban Aerial Transit Systems

Comparable Urban Aerial Transit Systems

- Modern applications have seen the evolution of the technology as a feasible mode of urban rapid transit
- Like the Project, comparable aerial transit systems in cities around the world are integrated with their surrounding urban environments
  - Comparable aerial transit systems demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities
  - Comparable urban aerial transit systems promote the creation of public art and enable opportunities for cities to collaborate with local artists to beautify their neighborhoods

Mexico City, Mexico

Privacy

- The Project would be located in a densely-populated, urban environment surrounded by a variety of commercial, industrial, and residential development types
- In this type of environment, it is common for public transportation, such as Metro's light rail, to be located adjacent to residential uses and modern aerial transit systems in other cities, including Portland, Oregon and New York City, operate adjacent to residential uses
- Nevertheless, cabin windows can be equipped with privacy glass that can become opaque while adjacent to sensitive views
- The Project would work with stakeholders adjacent to the Project alignment to identify locations where the use of privacy glass would be warranted
- Considerations as to the locations along the Project alignment where the privacy glass could be activated include the subject adjacent sensitive views and the vertical and horizonal distance between the Project cabins and the adjacent sensitive views

Toulouse, France

Topical Response N – Environmental Justice

- The Draft EIR addresses environmental justice by considering the Project's ability to reduce congestion and emissions from on-road vehicles in an area disproportionately burdened by pollution, and including an analysis of the Project's potential impacts to the surrounding community, concluding that the Project could result in air quality benefits for the surrounding communities
- The Draft EIR analyzed the Project's consistency with General Plan policies related to environmental justice, and the Project is consistent with General Plan policies related to environmental justice
- The Project supports Metro's Equity Platform and helps promote public transit as an essential lever in enabling access and improving quality of life for Los Angeles County
- The Project is designed to extend affordable, regional access and mobility options to the communities adjacent to the Project alignment
- The public outreach for the Project was designed with environmental justice principles in mind
- The Project would not preclude development of uses including housing, grocery stores, and/or healthcare facilities in the surrounding communities
- The Project would itself address a need for a permanent transit connection to one of the region's most visited venues and would alleviate existing congestion on surrounding neighborhood streets, arterial roadways, and freeways, thereby reducing associated air pollution and improving safety

Topical Response O – Response to UCLA Mobility Lab Study

- The Mobility Lab Study was not submitted by its authors at the Mobility Lab as a comment on the Project's Draft EIR, and does not appear to have been prepared for that purpose
- On January 13, 2023, the Mobility Lab issued the following statement regarding the Mobility Lab Study:

Statement from the UCLA Mobility Lab Regarding LA Gondola Ridership Projection

The UCLA Mobility Lab is an engineering and technology lab dedicated to scientific research and innovation around mobility technologies. The lab's data on projected transit ridership of a proposed Dodger Stadium gondola is preliminary in nature. More research would be necessary to draw conclusions about potential use of the gondola. The lab takes no view on whether the project should be built.

Jiaqi Ma
Director, UCLA Mobility Lab
Faculty Associate Director, UCLA Institute of Transportation Studies

Metro hired Stantec to peer review the transportation analyses conducted for the Project, including Section 3.17, Transportation, and Appendix N, Transportation Appendices of the Draft EIR. Stantec is an internationally-respected global design and delivery firm that provides transportation engineering and planning services among its many service lines. Stantec concluded that the Project ridership forecasting model and the model inputs and data sources were credible, defendable, and appropriate to use for the analysis and that they agreed with the ridership forecasts in the Draft EIR.

Topical Response P – Gondola System Noise Modeling

- Based on the design of the Project, and as discussed in Section 3.13, Noise, and Appendix M, Noise and Vibration Technical Report, of the Draft EIR, a 3S gondola system similar to the Project in Tyrol, Austria and the Stubai Glacier, was utilized in the assessment of noise impacts to validate the Rossi Article equations to ensure that the Rossi Article equations could be appropriately used to predict noise levels from operations of the Project

Supplemental Biological Resources Report

- The Project biologist conducted an additional field survey of the Los Angeles State Historic Park
  - This field survey did not result in the observation of any new plant or wildlife species or suitable habitat
- The Final EIR includes a Supplemental Biological Resources Report addressing how the Project's design features are likely to reduce the risk of avian collisions in comparison to transmission lines
  - The ropeway cables would not include a shield wire, which would be expected to reduce collision risk
  - The tight clustering of the three ropeway cables, in conjunction with the fact that the cables would be thicker than transmission lines, would make them more visible to birds
  - The Project would include devices that support and maintain proper separation between the cables of 3S systems known as slack carriers, which would increase the visibility of the cables to birds.
  - The cabin windows would be designed to be tinted and/or partially covered with a vinyl window film to be made visible to birds in flight
  - The cabins travel along the cables at frequent intervals during the periods of operation, further increasing the visibility of the cables along which they are moving
  - The Project Sponsor would develop an Avian Collision Mitigation, Monitoring, and Adaptive Management Plan to address the potential for bird collisions
- While tree removal may result in a marginal reduction of suitable tree habitat for nesting birds, roosting bats, and other wildlife in the Project vicinity, common wildlife species would be expected to utilize adjacent habitats, and substantial population level impacts to common species would not be expected due to the small amount of habitat loss relative to the amount of habitat available in surrounding areas
  - The replacement of the 145 large trees for removal with 242 new trees would more than offset any realized impacts associated with the Project
- The Final EIR includes additional project design features related to biological resources upon CDFW's request

Congestion | Parking

Congestion

- Traffic congestion is not required to be analyzed under CEQA in the Draft EIR following the implementation of SB 743, which designated VMT as the method for assessing transportation impacts on the environment for CEQA projects
- The Project's Non-CEQA Transportation Assessment found that there could be localized increases in traffic at the intersections closest to the Project's Alameda Station and Chinatown/State Park Station due to some riders choosing to park and ride or take Uber/Lyft
- It is recommended the Project work with Metro to identify a transit partnership for Project riders to further encourage them to take transit, walk, or bike to the Project's stations

Parking

- Parking is not required to be analyzed under CEQA or the Transportation Assessment Guidelines ("TAG")
- Nevertheless, the Parking Study was prepared to provide additional information to the community and decision makers about existing parking conditions and the Project's potential to effect parking conditions around the Alameda Station and Chinatown/State Park Station
- As recommended in the Parking Study, the Project Sponsor will prepare, in collaboration with the City, and with robust feedback from community stakeholders, a parking management plan
- The City would implement any on-street parking management strategies identified.

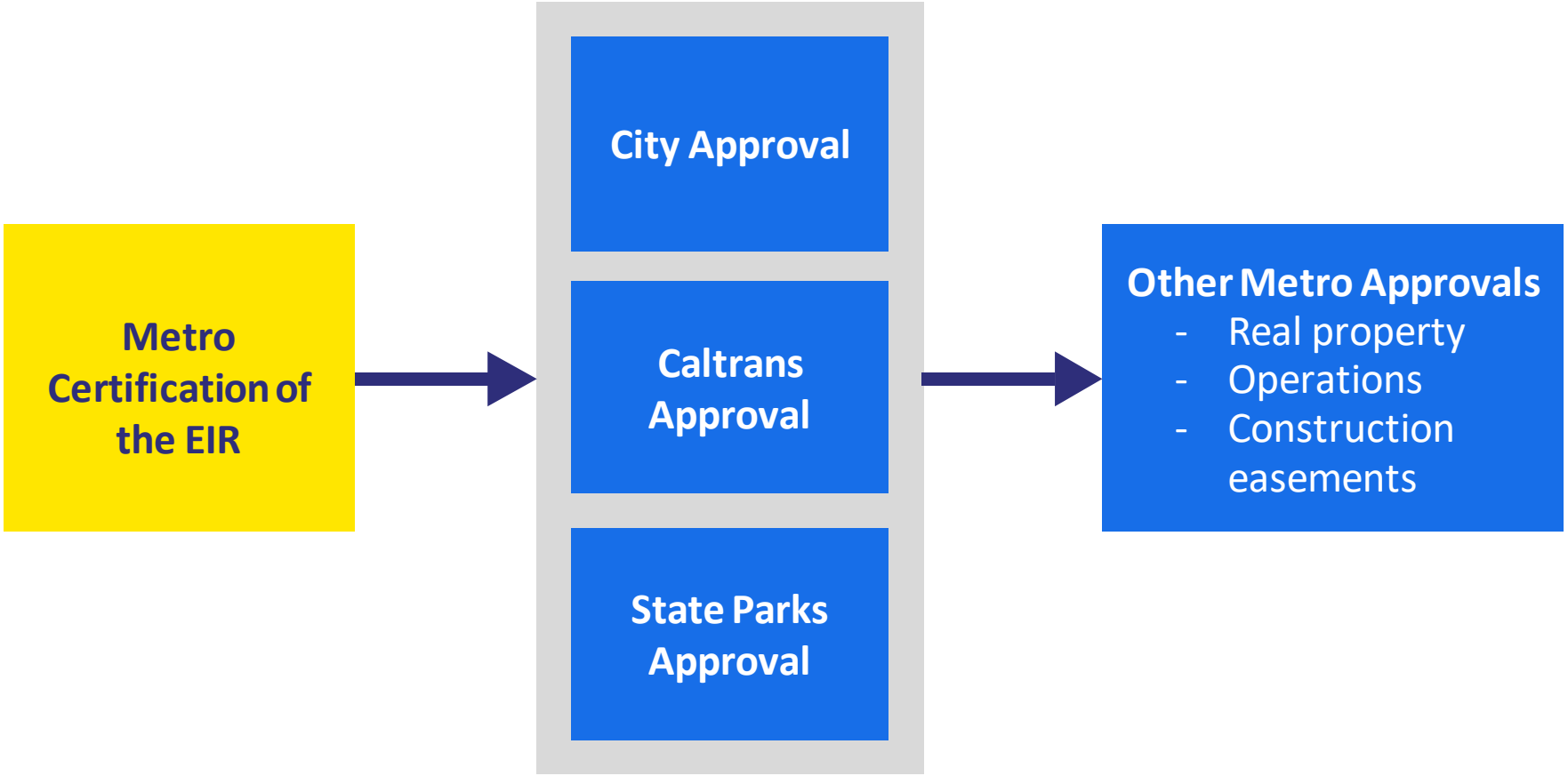
The Project ridership model – based on extensive data sources and assumptions validated by data – assumes that 67.5 percent of riders for the Project will take public transportation to LAUS to access the Project. The Project would reduce vehicle congestion and associated emissions in and around Dodger Stadium, on neighborhood streets, arterial roadways, and freeways during game and special event days, improving access to Elysian Park and the Los Angeles State Historic Park, and providing a sustainable form of transit.

Next Steps and Future Opportunities for Public Feedback

Next Steps and Future Opportunities for Public Feedback

- Metro Release of Final EIR
  - Metro will release the Final EIR on Monday, December 4, 2023
  - The Final EIR will be available on Metro's website at https://www.metro.net/projects/aerial-rapid-transit/
  - Hard copies of the Final EIR will be available at the following libraries:
    - Central Library
    - Chinatown Branch Library
    - Cypress Park Branch Library
    - Metro Headquarters, Dorothy Peyton Gray Library
- Metro Board Meeting

Additional Project Approvals Following Metro Board's Consideration of Final EIR



Question & Answer Session

How to Participate in this Meeting

TODAY!

Get project status updates and ask questions about availability of Final EIR and future opportunities for public comment.

No public comments will be accepted today.

During Question & Answer Session: Type into the Q&A box in Zoom to submit a question.

Communications typed into the Zoom chat will not be considered a formal public comment.

Next Steps and Future Opportunities for Public Feedback

Metro Board Meeting

Subsequent Approval Processes

- The Project Sponsor will commence the public process for these additional discretionary entitlements, reviews, and approvals following a Metro Board certification of the EIR, each of which will include additional community outreach and engagement
  - City of Los Angeles
  - California Department of Parks and Recreation
  - California Department of Transportation

Learn More and View the Final Environmental Impact Report

metro.net/aerialrapidtransit


THANK YOU