



Board Report

File #: 2024-0132, **File Type:** Motion / Motion Response

Agenda Number: 12.1

REGULAR BOARD MEETING FEBRUARY 22, 2024

Motion by:

DIRECTORS SOLIS, BASS, DUPONT- WALKER, HORVATH, and SANDOVAL

Motion Related to Item 12: Empowering Community Through an Inclusive Community Benefits Agreement

In April 2018, the Metropolitan Transportation Authority (Metro) received an Unsolicited Proposal from Aerial Rapid Transit Technologies LLC (ARTT), a private entity, to fund/finance, design, construct, operate, and maintain the Los Angeles Aerial Rapid Transit (LAART or Project), a gondola connecting Union Station and the Dodger Stadium. The following year, Metro and LAART executed a Memorandum of Agreement (MOA) for Metro to be the Lead Agency under the California Environmental Quality Act (CEQA) and for LAART to reimburse Metro for all related expenses (Attachment A). ARTT later transferred the Project to Zero Emissions Transit (ZET), a subsidiary of the climate advocacy non-profit Climate Resolve. As the authority over all public mass transit guideway systems in Los Angeles County, Metro is principally responsible for determining whether to approve the LAART project or not (Cal. Code Regs. tit. 14, § 15367; Cal. Pub. Util. Code § 130252).

Metro released the Final Environmental Impact Report (FEIR) for the Project in December. This came after the release of the Draft Environmental Impact Report (DEIR) for a 90-day public comment period from October 2022 to January 2023, and numerous virtual and in-person community meetings featuring multilingual translation and materials. Now, the Metro Board is being asked to consider approving the Project and certifying the FEIR. While the Project will still require approval and permits from the City of Los Angeles, California Department of Transportation (Caltrans), and California Department of Parks and Recreation (State Parks) and will return to the Metro Board to approve a lease of property at Union Station, this action, the first time the Metro Board has weighed in, represents a major step for the Project.

The proposed gondola, stretching roughly 1.2 miles between Union Station and Dodger Stadium and including an intermediate station near Metro's Chinatown A (Blue) Line Station, would include a maximum capacity of approximately 5,000 people per hour in each direction. In 2023, Dodger Stadium averaged 47,371 fans over the team's 81 home games.

In considering the Project, it is crucial for the Board to prioritize equity, historical context, community concerns, and informed transportation planning decisions.

Historical Context

The neighborhoods principally impacted by the Project - Chinatown and Elysian Park - have a rich culture and heritage. However, these communities have a complicated history of being undermined by infrastructure-related projects. Acknowledging this fact, Metro is currently showcasing an art exhibit at Union Station titled "Where You Stand: Chinatown 1880 to 1939" (Attachment B), which delves into the original Chinatown's demolition for the development of Union Station in the 1930s. The neighborhood, established in the 1800s, was home to Chinese immigrants, many of whom helped build the western portion of the first transcontinental railroad. Despite their contributions to Los Angeles, Chinese Americans faced legalized discrimination, including denial of basic rights like voting, and experiencing racially motivated violence, such as the Los Angeles Chinese Massacre of 1871. Nevertheless, the Chinese American community developed a bustling neighborhood featuring a Chinese opera theater, temples, and unique architecture. To ensure that these events are not forgotten, the City of Los Angeles and El Pueblo de Los Angeles Historical Monument announced in May 2023 a memorial selection to commemorate the massacre.

Then, in the mid-20th century, after rebuilding its community at its current location, the Chinatown community, again, was involuntarily sacrificed for transportation projects. This time, for the construction of our freeway system. The I-110 and US-101 freeways were built in a way that cut through and destroyed much of the community, resulting in the displacement of residents and businesses. For example, the construction of the Hollywood Freeway in the 1950s led to the demolition of homes and businesses in Chinatown. Additionally, the construction of the freeways caused an increase in noise and air pollution, further deteriorating the quality of life for the remaining community occupants. Furthermore, US 101 currently creates a physical and metaphorical barrier between Chinatown and Downtown's economic engine, making it difficult for Chinatown residents to access economic opportunities. Despite the challenges the Chinatown community faces, they have worked tirelessly to preserve their cultural identity and rich history. Today, Chinatown is a thriving center of culture.

The neighborhood of Elysian Park, also known as Chavez Ravine, has a dark history that includes the use of infrastructure against marginalized communities and unfulfilled promises. The community was comprised of three predominantly Mexican-American neighborhoods: Palo Verde, La Loma, and Bishop. Racially discriminatory practices, such as racial covenants and redlining, spurred the neighborhood's growth. As a result, numerous Latino families settled in Elysian Park, where they established their own schools, churches, and culture.

In the 1940s, City officials considered Chavez Ravine a "blight." The Housing Authority of the City of

Los Angeles voted to demolish the existing 1,800-family community and replace it with a massive public housing project using federal funds. However, many residents resisted, leading to a ten-year standoff. By 1959, Los Angeles County Sheriffs forcibly removed and arrested some of the final residents. Reports document numerous instances of systemic processes used against Spanish-speaking residents, who were forced to accept compensation well below the property's fair market value. Many other residents did not own property and, thus, were not compensated at all.

During the 1950s, the public's support for public housing projects declined among both elected officials and the public. At the same time, rumors circulated that the Brooklyn Dodgers were considering relocating to Los Angeles. In 1957, before all the remaining residents of Chavez Ravine had been relocated, the Los Angeles City Council made the decision to transfer ownership of the land to the Dodgers, abandoning the proposed public housing project. In a referendum held that same year, voters narrowly approved the land transfer. Notably, the Voting Rights Act, which protects the voting rights of marginalized communities, was not enacted until 1965, nearly a decade later.

Today, many former neighborhood residents continue to reside in Los Angeles and remain suspicious of public infrastructure investments. The stadium and its surrounding areas are still privately owned, but the memories of the event are still preserved at the current exhibit entitled El Chavez Ravine (Attachment C) by Vincent Valdez and Ry Cooder at the Los Angeles County Museum of Art (LACMA). The memories remain kept alive within the impacted communities.

Chinatown Today

Today, many Chinatown residents are facing displacement and gentrification, as the neighborhood faces a dire need for small business and micro-entrepreneur support. The rapid development of luxury market-rate units, coupled with expiring affordability covenants for many housing units, has put extreme economic pressure on the struggling community. The median income for a two-person household in the community is \$37,794, and almost 50% of low-income households do not have access to affordable rent-restricted housing. Additionally, 65% of households within a half-mile radius of Lot 45, a County-owned parking lot in the heart of Chinatown, fall below the low-income threshold, highlighting the critical need for affordable housing solutions in the area. Furthermore, the community's aging population, with 29% of households having senior residents, adds complexity to the socio-economic landscape, calling for initiatives to support these vulnerable groups.

During the unprecedented challenges posed by the COVID-19 pandemic, the County spearheaded the Care First Village project at 1060 North Vignes Street in Chinatown. Utilizing a 4-acre parcel of land owned by the County originally designated for a jail expansion project, the County built 232 housing units within six months. The development was made possible through Federal Cares Act funding in conjunction with LA County First District discretionary funds. The Care First Village has proven critical, assisting thousands of unhoused neighbors in the vicinity of Chinatown, restoring their dignity, and helping them regain their footing in society.

Lot 45, spanning a 1.7-acre area on Spring Street, is a proposed 300-unit mixed-use 100% affordable housing proposal located near the proposed gondola. Following robust community engagement and outreach, the County released a Request for Proposals (RFP), a call for bids from developers last month. At the community's request, the development will also include creative cultural community space and neighborhood-serving retail.

Addressing Community Concerns

Many Chinatown and Chavez Ravine community members have expressed concerns about the Project. They have voiced their apprehension, and addressing their concerns is important. The Metro Board has taken note of the community's feedback and has expressed a desire to address their concerns. In June 2021, the Metro Board unanimously approved a motion by Directors Solis, Kuehl, Mitchell, Butts, Sandoval, and Garcetti. The motion instructs Metro to analyze its duties and available authority to impose conditions when acting as a lead agency for non-Metro projects regarding environmental clearance. Additionally, the motion requires Metro to develop recommendations for community benefits to be included in the Project's scope. These recommendations include mitigating parking impacts, local job creation, workforce training, small business support and partnerships, affordable housing, and housing and business preservation (Attachment D).

In response to Director Solis's motion (Attachment E), Metro has identified several possible community benefits that can come from the Project. These benefits include mitigating the impact of parking, creating local jobs, offering workforce training, supporting small businesses, and providing affordable housing. Additionally, the report stated the Project sponsor's desire to provide accessible and affordable fares to residents and employees of the businesses in the community and possible pedestrian and active transportation improvements.

However, the Board has received more than 1,000 public comments from various stakeholders who have raised concerns about the proposed Project. Many of these concerns stem from the shameful history of Chinatown and Chavez Ravine, with worries that the Project may exacerbate the past harms. Stakeholders fear that the Project will lead to Chinatown gentrification, cultural loss, and pollution. Others believe that it will result in private development around Dodger Stadium, ending the hope of properly compensating members of the destroyed community or building the promised public housing.

Furthermore, some stakeholders have raised technical concerns related to CEQA. They are wondering if the proposed Project is the best transportation solution for Dodger Stadium event traffic. They question if other alternatives, such as the Sunset Bus Rapid Transit (BRT) or Sunset for All proposals, would more effectively reduce traffic. Some stakeholders are also worried about the financial sustainability of the Project and its ability to operate as a profitable venture. They cite the past failures of privately-operated mass transportation systems like Angels Flight or the streetcar

system.

This Motion

The Metro Board intends to ensure that all mass transit projects in the county promote equity, address historical wrongs, and alleviate community concerns. This proposal is no exception. This motion adopts safeguards and guarantees for the proposed Project to ensure the development includes adequate community benefits.

This motion approves the Project and permits ZET to begin its process with the City. However, to begin construction, ZET must meet the conditions of approval outlined in Directives A, B, and C. Directive A addresses a wide range of community concerns, including, but not limited to, issues of ZET's solvency, ensuring strong labor practices, restricting ZET from benefiting from public funding, instituting a business interruption fund, developing an impact mitigation plan that addresses privacy concerns, park, trash, noise, and other concerns, ensuring ZET provides security, compensates public safety departments for specialty equipment or training necessary for unique gondola safety needs, free and unlimited rides for Chinatown residents, bars the use of eminent domain, and others.

Directive B establishes a new Community Advisory Committee (CAC) composed of representatives of local elected offices, Metro, Caltrans, State Parks, and community members. The CAC will be tasked with negotiating a Community Benefits Agreement (CBA) with ZET that includes, but is not limited to, addressing the needs of the most vulnerable, affordable and senior housing, local small business support, expanding and making permanent the Dodger Stadium Express Program, creating an on-going Chinatown revitalization loan fund, and the creation of stationary and living memorial to the histories of Chinatown and Chavez Ravine, which may include a reparations program for those impacted by the above historical harms. The directive also calls for a CBA that meets the CAC's approval. Over the last two decades, the value of community benefits agreements has dramatically increased. The community benefits agreement for the Staples Center and LA Live Project in 2001, often cited as the first of its kind, was valued at \$150 million on a \$2.5 billion project. The soon-to-be-opened Intuit Dome, the new home of the Clippers basketball team, agreed to provide \$100 million worth of benefits to the local community on a \$1.2 billion project before COVID-era building cost escalations increased the cost.

Directive C requires ZET to conduct the additional studies requested by other jurisdictions during the permitting process for the Project.

Directives D, E, and F are directed towards Metro. These directives require Metro to study alternative transportation solutions to reduce traffic caused by Dodger Stadium events, including a Bus Rapid Transit (BRT) along Sunset Blvd. Metro's November 2020 BRT Vision & Principles Study (Attachment F) found Sunset Blvd. to be one of the top five corridors.

Directive F requires Metro to include a provision in the lease agreement with ZET for property rights at Union Station that automatically terminates the lease if the parking lots around Dodger Stadium are developed without robust, affordable housing. In essence, this ensures that any development on or near Dodgers Stadium parking lots includes robust, affordable housing.

SUBJECT: EMPOWERING COMMUNITY THROUGH AN INCLUSIVE COMMUNITY BENEFITS AGREEMENT MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis, Bass, Dupont-Walker, Horvath, and Sandoval that the Board approve Item 12's staff recommendations (A) through (D) subject to the following conditions of approval, which shall be satisfied before Los Angeles Aerial Rapid Transit (LAART or Project) construction. The conditions of approval are as follows:

- A. Zero Emissions Transit or its affiliates (hereinafter, "ZET") satisfies the following conditions:
1. ZET fully and in perpetuity indemnify, release from liability, and hold harmless Metro and all other relevant public entities, including but not limited to the County of Los Angeles (County), City of Los Angeles (City), California Department of Transportation (Caltrans), and California Department of Parks and Recreation (State Parks), against any and all loss, cost, or damage of any kind arising out of, in full or in part, the negligence or willful misconduct of ZET in the design, planning, permitting, construction, operating, maintenance, dissolution, or other acts done in furtherance of the Project;
 2. ZET establishes a financial arrangement, such as an insurance policy or an escrow fund, ensuring that, in the event that ZET becomes unable to construct or operate the Project or is responsible under Directive A(1) above, there are sufficient funds available to dismantle or operate the Project, as deemed appropriate by the Board and make the indemnified parties whole;
 3. ZET commits to establishing a Project Labor Agreement (PLA), Labor Peace Agreement, a robust apprenticeship program and workforce pipeline program similar to Metro's Room to Work program, local small business procurement, and local and targeted hiring commitments commensurate with or greater than those of Metro projects;
 4. The Project will not benefit from or compete against Metro, the County, City, or any other local jurisdiction within the County for state, federal, or other public funds to design, build, or operate the Project or otherwise fulfill Community Benefits Agreement requirements without the written consent of the competing jurisdiction, the Project will not seek or benefit from direct appropriations, and the Project will not seek or benefit from a bond issuance from Metro, the

County, City, or any other local jurisdiction within the County;

5. ZET adopts and adheres to an advertising display content policy that is consistent with Metro, City, County, Caltrans, and State Park's respective advertisement policy, including any future updates to such policies, and will abide by the pertinent local jurisdiction's digital display and lighting policies for outdoor advertising signs;
6. ZET implements a business interruption fund similar to the ones Metro has implemented (see the East San Fernando Valley Light Rail Project) to compensate local small businesses and community-based organizations impacted by the Project's construction;
7. ZET, in perpetuity, sets aside ten percent (10%) of all LAART marketing opportunities for local Chinatown businesses and community-based organizations and Metro public service announcements and for such marketing opportunities to be offered at cost;
8. ZET, in coordination with and approval from LA Department of Transportation (LADOT), City of Los Angeles Department of Public Works (LADWP), City of Los Angeles Dept of City Planning (DCP), and other relevant jurisdictions, develops and implements a community impact mitigation plan that addresses but is not limited to the following impacts: residential and other privacy concerns, visual and other impacts to parks and greenspaces, visual impacts to Union Station's historic architectural elements, parking, traffic, pedestrian and active transportation safety concerns (including school access improvements), trash, noise and other forms of pollution, and other Project externalities;
9. Post construction, ZET commits to providing sufficient safety and security personnel and resources for the Project and within 1,000 feet of the Project;
10. ZET reimburses any public safety department for specialty equipment or training that is not needed but for such department's need to address the unique safety response needs and hazards presented by an aerial gondola;
11. ZET offers free and unlimited rides for local Chinatown residents and businesses in perpetuity, at all times of operation, which at minimum, includes those residents and businesses within the area bound by the I-110, US-101, and Los Angeles River;
12. ZET develops a ticketing program that is seamlessly integrated with Metro's TAP and payment program;
13. ZET installs, at Metro's request, bike and micro-mobility hubs at each of the Project's stations that offer zero-emissions electrified docks that service personal devices, private micro-mobility

share programs, and Metro Bike Share or any future Metro micro-mobility program similar thereto;

14. ZET only uses renewable energy sources and the purchase of carbon offsets in Los Angeles County, to the extent possible, that ensure the construction and maintenance of the Project are at least carbon-neutral and verified by a qualified third party;
15. ZET implements a tree replacement plan that, at the minimum, replaces trees at a 4:1 replacement ratio and includes a 5-year establishment period;
16. ZET continues monitoring for any future biological impacts from the Project and implements corrective programs, as needed and in accordance with the opinion of an independent expert;
17. The Project does not benefit from the use of eminent domain, and, in the case of ZET acquiring any form of property rights from a public jurisdiction, ZET shall offer compensation to said jurisdiction for at least the fair market value of such property, including air and real property rights, as determined, if needed, by one or more independent third-party evaluators;
18. If the Project is non-operational or experiences issues during the 2028 Games, ZET will compensate Metro for any and all transportation costs that the Agency would not have incurred but for LAART's non-operation or issues; and
19. ZET reimburses Metro for any and all costs incurred by the Agency in support of ZET's efforts to fulfill the conditions of approval outlined in this Motion.

B. ZET develops and commits to a Community Benefits Agreement (CBA) approved by a two-thirds (2/3rds) vote of a Metro-facilitated Community Advisory Committee (CAC) consisting of (i) a representative of each of the City Council and County Supervisorial Districts representing the area bound by the I-10, US-101, and LA River and a representative from the Mayor of Los Angeles, (ii) two appointed stakeholder from each of the elected offices identified in (i) above, and (iii) a non-voting representative from Metro, Caltrans District 7, and Stake Parks. The CAC shall be dissolved within 12 months of its initial meeting but may be extended at the discretion of the Metro Chief Executive Officer (CEO). The CBA shall be proportionate with the Project's total and final cost and shall not include previous commitments. The CAC shall identify projects and programs in and for the community to be benefited by the CBA and develop an allocation process for the funds, including for allocations to be made after the CAC's dissolution. The CBA shall include, but is not limited to, the following:

1. Care-based solutions that: serve for the most vulnerable, uplift at-risk youth and adults, reduce recidivism, take a proactive care-first approach towards reducing crime, establish skill training

and workforce development pipelines to family-sustaining jobs, and build a healthy, vibrant, and affordable community;

2. An anti-displacement fund and implementation plan to support the retention and development of local affordable and senior housing, such as a community land trust, and other social impact projects to improve the quality of life for impacted residents, with a particular focus on historically marginalized and vulnerable populations and considering a reparations program;
 3. An anti-displacement fund and implementation plan to support local small and historically marginalized ethnic businesses, such as a commercial land trust, a business resources center, and projects and programs that address the digital divide;
 4. An ongoing Chinatown revitalization revolving loan fund to offer low and no-interest loans and forgivable loans to local small businesses, entrepreneurs, and street vendors;
 5. A funding and implementation plan to expand and make permanent the Dodger Stadium Express and transition the program to Zero Emissions Vehicles (ZEVs) in advance of the Project and, if needed, during the operation of the Project in the case of the Project's temporary closure or heightened transportation demand for stadium events along the Project corridor. and the addition of multiple, region-wide, park-and-ride locations consistent with the model provided by the Park & Ride Hollywood Bowl shuttle program;
 6. A plan to develop street vending and micro-business opportunities near one or more Project terminuses and connect those enterprises with support resources discussed above;
 7. A funding and implementation plan, which includes community and stakeholder feedback, to create one or more living and stationary memorials to Old Chinatown, Chavez Ravine, and the indigenous peoples who previously occupied the surrounding land; and
- C. ZET conducts any additional studies requested by the City, Caltrans, Metro, and State Parks in review or furtherance of the Project;
- WE FURTHER MOVE** that the Board direct:
- D. Metro, in coordination with ZET, to provide quarterly updates to the Metro Board on the Project's progress and financing.
- E. Metro report back to the Board in 180 days with a preliminary mobility and cost analysis on alternative TSM/TDM mobility improvements, including a Bus Rapid Transit on Sunset Blvd. with a possible event day station near the stadium or system for pedestrian travel on Vin Scully Ave. from Sunset Blvd. to the stadium, Sunset for All, and other mobility projects that could alleviate

the traffic caused by major sporting and entertainment events held at Dodger Stadium.

- F. While no such development has been formally proposed, Metro includes an overriding clause in any future lease at or near Union Station with ZET for the benefit of the Project, whereas any possible future development at or near the parking lots surrounding Dodger Stadium that does not dedicate at least equivalent to twenty-five percent (25%) of all the developable space, which excludes outdoor open space, to affordable or supportive housing shall automatically and immediately terminate the lease.

ATTACHMENTS

Attachment A - LAART Project Update Board Report (File ID: 2019-0169)

Attachment B - Where You Stand - Chinatown 1880 to 1939

Attachment C - El Chavez Ravine

Attachment D - Motion by Solis, Kuehl, Mitchell, Butts, Sandoval, and Garcetti (File ID: 2021-0456)

Attachment E - Response to Director Solis's Motion

Attachment F - BRT Vision and Principles Study



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2019-0169, **File Type:** Informational Report

Agenda Number: 34.

EXECUTIVE MANAGEMENT COMMITTEE APRIL 18, 2019

SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT PROJECT UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Los Angeles Aerial Rapid Transit Project.

ISSUE

After evaluating the Los Angeles Aerial Rapid Transit Project (Project) under the unsolicited proposal process, Metro is negotiating with Aerial Rapid Transit Technologies LLC (ARTT) to be the CEQA lead agency for ARTT's aerial tram project between Union Station and Dodger Stadium. The Project will be completely funded by ARTT, including Metro staff time.

BACKGROUND

ARTT, a private developer, submitted an Unsolicited Proposal to Metro in April 2018 to fund/finance, design, construct, operate, and maintain the Los Angeles Aerial Rapid Transit gondola connecting Union Station and the Dodger Stadium. After reviewing the Phase 1 submittal, Metro requested a Phase II of ARTT's Unsolicited Proposal for the Project. In December 2018, Metro formally concluded the Unsolicited Proposal process and began exclusive negotiations with ARTT.

DISCUSSION

Metro as CEQA Lead Agency

ARTT has requested that Metro be the CEQA lead agency for the Project. California PUC 130252 states that "All plans proposed for the design, construction and implementation of public mass transit systems or projects, including exclusive public mass transit guideway systems or projects, and federal-aid and state highway projects, shall be submitted to the commission [Metro] for approval." Lead agency, as defined under CEQA, is the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. Cities and counties are the CEQA lead agencies for private real estate developments, but this is the first time Metro is proposing to be a CEQA lead agency for a private transit developer. As lead agency,

the Metro Board would determine whether or not to approve the Project.

The Project will be funded completely by ARTT. No Metro funds will be used in the design, construction or operation of the Project and all of Metro's staff and consultant time will be paid by ARTT.

Memorandum of Agreement

Staff and ARTT have been in negotiations for a Memorandum of Agreement (MOA) to cover the CEQA process. The agreement is anticipated to include the following terms:

- ARTT will be responsible for development of the CEQA report and all underlying reports necessary to obtain approvals to proceed with the Project. Metro will act in an oversight manner and will be the CEQA lead agency.
- Metro will not fund, subsidize or otherwise financially contribute in any manner toward the development of the Project.
- ARTT will make an initial deposit of \$100,000 to pay for Metro staff and consulting time. When Metro has incurred approximately 75% of that amount, additional deposits will be made.
- Use of Metro's property will be in compliance with Metro property management procedures.
- Metro has the right to review and approve the community outreach plan.
- Insurance and indemnification provisions in adherence with Metro's risk management requirements including indemnification of Metro for any challenges to the environmental reports.
- ARTT will provide evidence of resources and financial capability to develop the Project prior to adoption of CEQA.
- Future agreements will be necessary and may include, but are not limited to: Union Station leasing, CEQA implementation oversight, fare integration, Union Station parking, Union Station security, data sharing, etc.

Although this is a privately-funded Project and does not utilize any Metro funds, ARTT has voluntarily agreed to:

- Conduct CEQA and community outreach consistent with Metro's Equity Platform.
- Endeavor to be consistent with Metro's overall agency Small Business Enterprise (SBE) utilization goal for the overall Project.
- Utilize a competitive procurement process of Metro's already established bench, to the extent the needed skillsets are available on Metro's bench.

Steering Committee and Working Groups

A Steering Committee and working groups have been established with representatives from both

Metro and ARTT to provide input and oversight throughout the project development process.

- Steering Committee - the decision-making body for ARTT and Metro issues.
- Legal working group - negotiate all agreements between ARTT and Metro, with input from other departments, as needed.
- LA Union Station (LAUS) working group - focus on the location of the ARTT project at or near LAUS, access to and from the Project and LAUS, and any aspects involving Metro property that may require leaseholds, pedestrian access or other easements, etc.
- CEQA working group - oversee the CEQA process, consultant retention, work flow, timing, internal reviews, circulation, and other aspects of the environmental review for the Project.
- Community Relations working group - approve communications regarding the Project, including outreach, community meetings, project communications, press releases, media requests, etc. In addition to ARTT and Metro staff, representatives from the Dodgers will participate in this working group.

All Metro staff time for the working groups will be paid for by ARTT. The working groups will meet as needed to address issues and execute project tasks.

EQUITY PLATFORM

Metro will be the CEQA oversight agency, and that role includes defining impacts on the surrounding communities and addressing mitigations for any adverse impacts. ARTT has voluntarily agreed to adopt Metro's Equity Platform and Metro staff will provide its oversight and review through the parameters of the Equity Platform.

DETERMINATION OF SAFETY IMPACT

Any potential adverse safety impacts to our employees, patrons or security will be addressed and mitigated through the CEQA process. The Project has the ability to improve air quality around the Union Station/Dodger area by eliminating car travel in those areas.

FINANCIAL IMPACT

There is no financial impact to Metro for the CEQA process as all costs will be paid for by ARTT. Any construction, operation, security, parking, etc. impacts to Metro will be addressed in future agreements between Metro and ARTT.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Project aligns with Strategic Plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The Project has the potential to provide an efficient

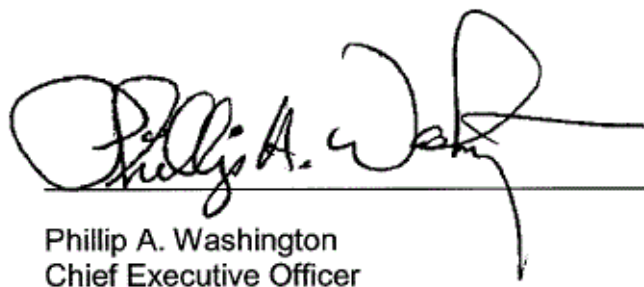
mobility alternative for people to travel to the Dodger Stadium car-free.

NEXT STEPS

Staff will continue negotiations with ARTT on the MOA. Upon execution of the MOA, the CEQA oversight process will begin. Staff will report back to the Board at key milestones for further discussion and to obtain Board input. Upon completion of the CEQA process, the Metro Board will determine whether or not to approve the project.

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Phillip A. Washington
Chief Executive Officer



Los Angeles Aerial Rapid Transit

Executive Management Committee

File# 2019-0169



Project Background

- In April 2018, Aerial Rapid Transit Technologies LLC (ARTT) submitted an Unsolicited Proposal to fund, construct, operate, and maintain the Los Angeles Aerial Transit gondola connecting Union Station to Dodger Stadium
- In December 2018, Metro formally concluded the Unsolicited Proposal process and began exclusive negotiations with ARTT for Metro to be the CEQA lead agency for the Project
- PUC confers to Metro the duty to approve all transit guideway project plans in LA County, including design, construction, and implementation plans
- These statutory responsibilities support Metro assuming the role of lead agency for CEQA purposes
- As lead agency, the Metro Board would determine whether or not to approve the Project



CEQA MOA

- ARTT will be responsible for development of the CEQA report
- Metro will not fund, subsidize or otherwise financially contribute in any manner
- ARTT will make deposits upfront to pay for Metro staff and consulting time
- Metro has the right to review and approve the community outreach plan
- Insurance and indemnification provisions in adherence with Metro's risk management
- ARTT will provide evidence of resources and financial capability to develop the Project prior to adoption of CEQA
- Future agreements will be necessary and may include, but are not limited to: Union Station leasing, CEQA implementation oversight, fare integration, Union Station parking, Union Station security, data sharing, etc.



Voluntary ARTT Commitments

- Conduct CEQA and community outreach consistent with Metro's Equity Platform
- Endeavor to be consistent with Metro's overall agency Small Business Enterprise (SBE) utilization goal for the overall Project
- Utilize Metro's already established bench, to the extent the needed skillsets are available on Metro's bench



Next Steps

- Finalize negotiations with ARTT on the CEQA MOA
- Staff will report back to the Board at key milestones for further discussion and to obtain Board input
- Upon completion of the CEQA process, the Metro Board will determine whether or not to approve the project



Thank you.

ARTISTS

SUBSCRIBE

LOCATIONS

CALENDAR

TRANSLATE

English



ON VIEW: Where You Stand: Chinatown 1880 to 1939 (你所處的位置: 唐人街 1880 年至 1939 年)

October 25, 2023 - October 25, 2024

FREE



Where You Stand: Chinatown 1880 to 1939 ***你所處的位置: 唐人街 1880 年至 1939 年***

Union Station stands at the site of Los Angeles' original Chinatown. This once vibrant community of families, businesses, and associations with roots going back to the middle of the 19th century was a place where residents persisted, grew rapidly, and thrived. *Where You Stand: Chinatown 1880 to 1939* invites participants into the center of the vibrant community through a multi-dimensional experience. Installed in the Union Station Waiting Room Gallery, view the exhibits' historic photographs, listen to oral history recordings, and use augmented reality to see artifact materials superimposed within locations around Union Station. Audiences can explore the site's historic layers, formerly a collection of alleyways, streets, and buildings, and home to thousands of Chinese residents in the late 19th to early 20th century Los Angeles.

This temporary exhibition is part of a wider collaboration among Metro Art, The Huntington-USC Institute on California and the West, the Chinese Historical Society of Southern California, USC Cinema, and the Huntington Library that will culminate in an augmented reality (AR) experience and associated project website made possible in part with the support of the National Endowment for the Humanities.

For related content please visit our partner websites.

The translations and additional elements of the exhibit are accessible using QR codes with your mobile device or by visiting whereyoustand.site



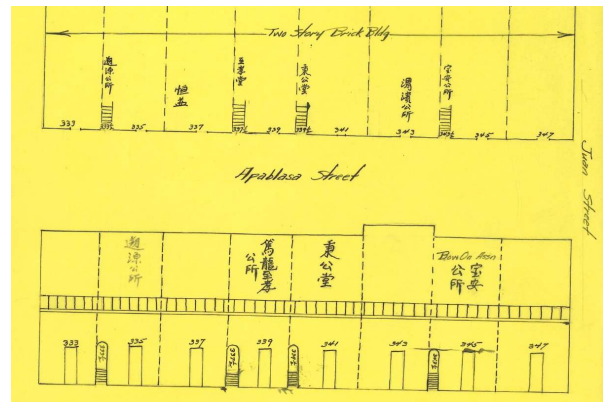
Fong See stands in front of F. Suie One at 510 N Los Angeles St. Courtesy Leong Collection, The Huntington, San Marino, CA.



Man Jen Low Cafe at 309 1/2 Marchessault Street. Courtesy of Lee Family_Chinese Historical Society of Southern California.



View of the present-day Union Station with image of the former Apablasa Street block overlaid via augmented reality. Image Courtesy USC Cinema.



Prominent immigration attorney, Y.C. Hong enlisted his assistant to create maps of sections of Chinatown before demolition. This map shows the Apablasa block which contained George Lem's business. Hong Family Papers, The Huntington, San Marino, CA.

DETAILS

Start:

October 25, 2023

End:

October 25

Cost:

Free

Event Category:

Exhibitions

Event Tags:

Chinatown, Where you Stand, The Huntington-USC Institute on California and the West, Chinese Historical Society of Southern California, USC Cinema, Huntington Library, Augmented Reality, AR, Union Station, Waiting Room Gallery, Exhibition

Website:

<https://art.metro.net/waiting-room-gallery/where-you-stand-chinatown-1880-1939/>

ORGANIZERS

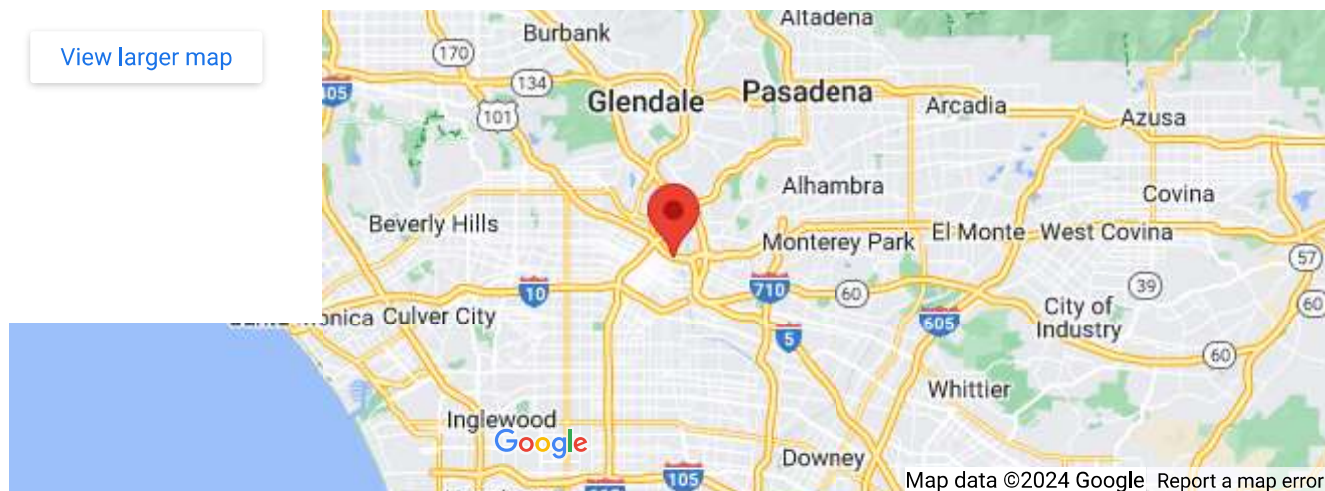
Metro Art

Union Station

The Huntington-USC Institute for California and the West

Chinese Historical Society of Southern California

Huntington Library

[View larger map](#)

VENUE

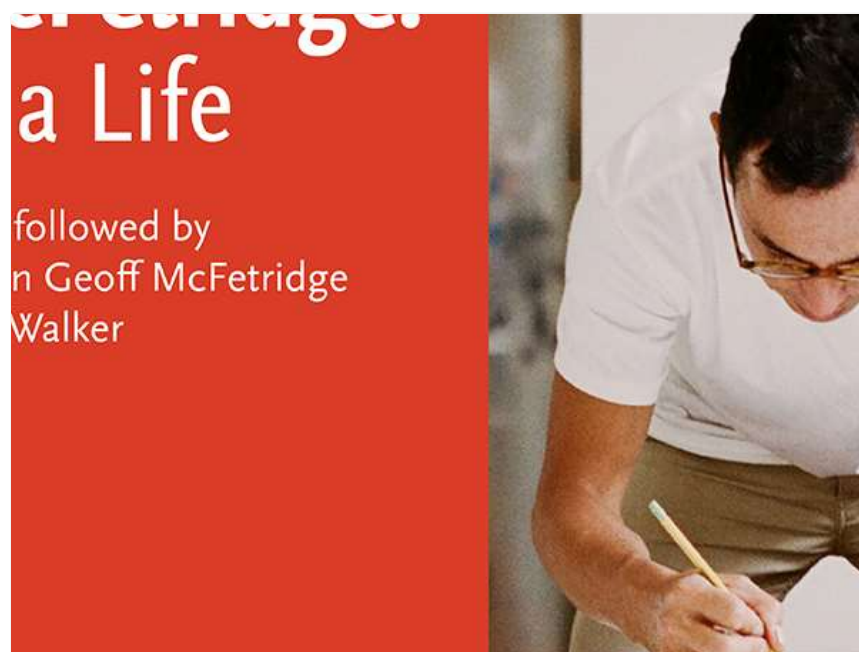
Union Station

800 N. Alameda Street

Los Angeles, CA 90012 United States + Google Map

[View Venue Website](#)

Related Art Events



Geoff McFetridge: Drawing a Life

February 23 @ 7:30 pm - 9:30 pm



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VINCENT VALDEZ AND RY COODER: EL CHAVEZ RAVINE

Vincent Valdez and Ry Cooder: El Chavez Ravine features

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📅 Nov 12, 2023–
Aug 11, 2024

📍 BCAM, Level 1

🕒 Today's hours: 11
am–8 pm

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Related Events

Tours

**Gallery Tour—
Vincent Valdez: El
Chavez Ravine**

Sat Feb 17 | 1:30 pm

Member Exclusive

**Member Monday |
Dining with the
Sultan, Imagined
Fronts, and...**

Mon Feb 19 | 6:30 pm
BCAM | LACMA

Tours

**Gallery Tour—
Vincent Valdez: El
Chavez Ravine**

Sat Feb 24 | 1:30 pm

[See All Vincent Valdez And Ry Cooder Events](#)



Metro

Board Report

File #: 2021-0456, **File Type:** Motion / Motion Response**Agenda Number:** 51.

**REGULAR BOARD MEETING
JUNE 24, 2021****Motion by:****DIRECTORS SOLIS, KUEHL, MITCHELL, BUTTS, SANDOVAL, AND GARCETTI****LA Aerial Rapid Transit Project**

The proposed LA Aerial Rapid Transit Project (LA ART) will connect Union Station and Dodger Stadium with the intent of taking car trips off nearby roadways during game days. However, there are important concerns that should be addressed prior to moving the project forward. The LA ART travels through several neighborhoods whose residents been deeply impacted by the COVID-19 pandemic. These are neighborhoods that were already experiencing displacement and economic instability even before the onset of the pandemic. Affordable housing, access to healthy foods, cultural preservation, workforce opportunities and economic development initiatives focused on small business growth are sorely needed in order to support the communities along the Project alignment. Any major infrastructure investments that Metro is involved in near these neighborhoods should consider what community benefits are being brought to the table as part of those investments. Additionally, much of the on-street parking near the Chinatown LA ART station is not metered, and the surrounding community may see spillover parking impacts caused by patrons traveling between the Chinatown LA ART station and Dodger Stadium. These unintended consequences should be addressed as part of the larger project.

SUBJECT: LA AERIAL RAPID TRANSIT PROJECT**RECOMMENDATION**

APPROVE Motion by Directors Solis, Kuehl, Mitchell, Butts, Sandoval, and Garcetti that the Board of Directors direct the Chief Executive Officer to report back in July 2021 with an update via Board Box and again in August 2021 with a final report that includes the following:


- A. Analysis of Metro's duties and available authority to impose conditions when acting as the lead agency for non-Metro projects with regards to environmental clearance;
- B. Recommendations for community benefits developed in collaboration with the project owner to be included as part of the project scope. Recommendations should consider, but not be limited to:
 - Mitigations for potential parking impacts


- Local job creation
 - Workforce training
 - Small business support and partnerships
 - Affordable housing, and
 - Housing/business preservation.
- C. Any completed studies that can be made publicly available as part of the LA ART Project, including any preliminary traffic analyses and demand modeling that estimate how many car trips will be taken off the street as a result of the Project; and
- D. List of all public agencies that must provide approvals for the LA ART Project as well as a map detailing right-of-way needs and properties owned by public agencies.

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net

SEPTEMBER 20, 2021

TO: BOARD OF DIRECTORS

THROUGH: STEPHANIE N. WIGGINS 
CHIEF EXECUTIVE OFFICER

FROM: JIM DE LA LOZA 
CHIEF PLANNING OFFICER

SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT PROJECT

ISSUE

This is a response to a June 2021 Board Motion 51 (Attachment A) to provide a report back on certain elements of the proposed Los Angeles Aerial Rapid Transit Project ("LA ART" or "Project"), for which Metro is serving as the CEQA Lead Agency.

BACKGROUND OR DISCUSSION

Aerial Rapid Transit Technologies, LLC ("ARTT"), a private company, submitted an Unsolicited Proposal to Metro's Office of Extraordinary Innovation in April 2018 to finance, design, construct, operate, and maintain an aerial rapid transit gondola system. A Memorandum of Agreement ("MOA") between ARTT and Metro was executed in April 2019. In accordance with the MOA, Metro will act as the CEQA Lead Agency for the Project's environmental clearance, with staff time spent on the Project reimbursed by ARTT. The Project is currently underway with the Draft Environmental Impact Report (Draft EIR), planned to be released in early 2022. This is the first time Metro has served as the Lead Agency for a privately initiated and funded project.

Below are the responses to the specific items requested in the Board motion.

- A. Analysis of Metro's duties and available authority to impose conditions when acting as the lead agency for non-Metro projects with regards to environmental clearance**

Metro is the Lead Agency for the proposed Project in accordance with Sections 15050 and 15367 of the CEQA Guidelines. While LA ART is the first private project in which Metro will act as Lead Agency, it is common practice for other agencies, such as the County and City of Los Angeles. Consistent with those agencies, Metro is requiring LA ART to reimburse Metro for all staff time associated with the environmental review and Metro approval of the Project.

Under CEQA Section 21082.1(c) and CEQA Guidelines Section 15084(e), the Lead Agency is responsible for the Draft EIR's adequacy and objectivity and must independently review and analyze the Draft EIR before releasing it to the public. After the public review process ends, the Lead Agency must consider and respond to the comments received and prepare the Final EIR. Before the Lead Agency approves a proposed project, it must certify that the EIR for the proposed project complies with CEQA; require adoption of mitigation measures that will become conditions; make certain findings regarding alternatives, mitigation measures, and significant unavoidable impacts; and adopt a monitoring or reporting program for the mitigation measures.

The CEQA process will inform decision makers and the public about the potential environmental impacts and proposed mitigations of the proposed project. Metro is committed to ensuring the process is thorough, comprehensive, and transparent so that an informed decision can be made.

B. Recommendations for community benefits developed in collaboration with the project be included as part of the project scope

The Motion noted that recommendations should consider, but not be limited to: mitigations for potential parking impacts; local job creation; workforce training; small business support and partnerships; affordable housing; and housing/business preservation.

In addition to considering the community benefits identified in the Motion, LA ART has committed to improved air quality, and accessible and affordable fares to residents and employees of businesses in the communities. LA ART is also looking at several pedestrian improvements along the route to enhance pedestrian safety and provide active transportation connectivity. Many of these concepts result from community engagement and comment process that has occurred in advance of the release of the Draft EIR.

The Draft EIR is still in preparation and, as such, it is anticipated that the environmental review process and planned stakeholder engagement will continue to help define potential community benefits with a more comprehensive list to be brought to the Board after further progress.

C. Any completed studies that can be made publicly available as part of the LA ART project, including any preliminary traffic analyses and demand modelling that estimate how many car trips will be taken off the street as a result of the project

Traffic analysis and ridership forecast technical studies are ongoing and are being prepared in accordance with CEQA and the City of Los Angeles' Transportation Assessment Guidelines (TAG). The scope of the transportation studies has been developed in coordination with Metro and the City of Los Angeles Department of Transportation. The studies will be made available to the public once the Draft EIR is completed and released for public comment. The ongoing transportation analyses will be summarized in two separate reports:

- The *Draft Environmental Impact Report Transportation Impact Section* (and associated appendices) will include the ridership forecasts and analysis of the Project's potential for transportation impacts under CEQA and the City of Los Angeles TAG. This will include an evaluation of the Project's consistency with Plans, Programs, Ordinances or Policies, an evaluation of the Project's effect on Vehicle Miles Travelled, the evaluation of the Project's potential for impacts related to Geometric Hazards, and an evaluation of the Project's potential for impacts related to emergency response.
- A separate *Project Access, Circulation and Construction Transportation Study* will be prepared in accordance with the non-CEQA analyses required in the City of Los Angeles TAG. This separate technical report will be prepared outside of the CEQA process to be consistent with State law (Senate Bill 743) and will include an evaluation of the Project's potential effects on intersection level of service.

Although studies are ongoing, based on the technology being employed, LA ART is expected to have the capacity to carry up to 5,000 passengers per hour, or nearly 10,000 riders in the two-hour period before and after a game or event at Dodger Stadium. Based on the average vehicle occupancy for games at Dodger Stadium, this is the equivalent of up to 3,000 vehicles removed from the roads around Dodger Stadium.

D. List of public agencies that must provide approvals for the LA ART project as well as a map detailing right-of-way needs and properties owned by public agencies

Other public agencies involved with the proposed Project and that have discretionary approval under CEQA include, but are not limited to, the

California Department of Parks and Recreation, California Department of Transportation, and City of Los Angeles.

The Project would be designed so that the ropeway (and cabins) are primarily aligned above the City of Los Angeles public right-of-way. Encroachment above private property will be limited. Potential air rights are also being analyzed and coordinated with Metro, the Cal/OSHA Amusement Ride and Tramway Unit, and Los Angeles Fire Department.

While detailed right of way maps have not yet been developed, the Community Meeting Slide Deck from the June 3 and June 5 meetings located on the Project website at www.laart.la shows the proposed alignment, and locations and footprints for stations, junctions and towers.

NEXT STEPS

The Draft EIR is expected to be released in early 2022. Staff will continue to oversee the CEQA process and will report back to the Board at key milestones, including the release of the Draft EIR.

ATTACHMENT

Attachment A – Board Motion 51



Board Report

File #: 2021-0456, File Type: Motion / Motion Response

Agenda Number: 51.

REGULAR BOARD MEETING JUNE 24, 2021

Motion by:

DIRECTORS SOLIS, KUEHL, MITCHELL, BUTTS, SANDOVAL, AND GARCETTI

LA Aerial Rapid Transit Project

The proposed LA Aerial Rapid Transit Project (LA ART) will connect Union Station and Dodger Stadium with the intent of taking car trips off nearby roadways during game days. However, there are important concerns that should be addressed prior to moving the project forward. The LA ART travels through several neighborhoods whose residents been deeply impacted by the COVID-19 pandemic. These are neighborhoods that were already experiencing displacement and economic instability even before the onset of the pandemic. Affordable housing, access to healthy foods, cultural preservation, workforce opportunities and economic development initiatives focused on small business growth are sorely needed in order to support the communities along the Project alignment. Any major infrastructure investments that Metro is involved in near these neighborhoods should consider what community benefits are being brought to the table as part of those investments. Additionally, much of the on-street parking near the Chinatown LA ART station is not metered, and the surrounding community may see spillover parking impacts caused by patrons traveling between the Chinatown LA ART station and Dodger Stadium. These unintended consequences should be addressed as part of the larger project.

SUBJECT: LA AERIAL RAPID TRANSIT PROJECT

RECOMMENDATION

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M

ATTACHMENT F

[Home](#) > [About Metro](#) > **Bus Rapid Transit**

Bus Rapid Transit

Metro has a plan to create more transit options to reduce the amount of time you spend in traffic. With dedicated bus lanes, traffic-signal priority and high-quality stations with all-door boarding, Bus Rapid Transit (BRT) provides fast, reliable and convenient bus service throughout LA County.

What is Metro's vision for BRT?

Bus Rapid Transit is a mobility option with many of the same benefits as light rail service, but at significantly less cost and with a faster build time. BRT offers reliable, frequent transit service in LA County with bus speed improvements over local bus service, operational enhancements and minimal infrastructure needs. Local examples of BRT service include the G Line (Orange), serving the San Fernando Valley, and the J Line (Silver), which serves El Monte, downtown LA and San Pedro.

Metro's vision for BRT in LA County is outlined in our [BRT Vision & Principles Study](#). The report includes [BRT Design Guidelines](#) with design details and features of Metro BRT projects.

Why is BRT an attractive option for select corridors?

There are several advantages to Bus Rapid Transit that make it an attractive option for fast, frequent bus service in select corridors across LA County. BRT standards and [design guidelines](#) can be flexible to meet the diverse needs of cities and transit operators in the region. BRT service can also leverage existing infrastructure by using streets and highways, and does not require a separate right-of-way. If conditions change over time along a BRT corridor, routing can be adjusted.

Additionally, BRT is a cost-effective transit option. Even at the highest levels of infrastructure investment, BRT costs much less than both light and heavy rail options. Based on completed and current Metro BRT projects in development, as well as a review of BRT lines around North America, the cost per mile for BRT implementation falls roughly within the following ranges.

LOW RANGE ESTIMATE	MEDIUM RANGE ESTIMATE	HIGH RANGE ESTIMATE
\$10-15 million/mile	\$25-30 million/mile	\$100+ million/mile
Approximately 20% of route has a dedicated running way, no or minimal right-of-way acquisition, no grade-separation	At least 50% of route has a dedicated running way; no or minimal right-of-way acquisition, no grade-separation	At least 80% of route has a dedicated running way; extensive right-of-way acquisition and/or grade-separation

With BRT, Metro is creating a transit option that is a faster and convenient way for riders to get around LA.

Additional Resources

- [BRT Vision & Principles Study](#)
- [BRT Design Guidelines](#)

Content

Contact Us

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Los Angeles, CA 90012-2952

Email: nohopasbrt@metro.net

Please be sure to include all of your contact information in the body of your e-mail.



323.466.3876

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