



Metro

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

Board Report

File #: 2024-0197, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
MARCH 28, 2024**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held February 22, 2024.

February 21, 2023

Regarding: Stop the Gondola

To Whom it May Concern,

I am writing to express my strong opposition to the proposed construction of the Gondola in Los Angeles, particularly its impact on the environment and working-class communities of Olvera Street, Chinatown, Solano Canyon, and Echo Park. As Chief of the San Gabriel Band of Mission Indians Gabrieleno/Tongva, it is my duty to protect and preserve the ancestral and historic lands of our people, and I believe that this project poses a significant threat to our cultural heritage and the well-being of our communities.

First and foremost, the construction of the Gondola, with its first loading station planned for the historic Olvera Street area, will irreversibly damage our ancestral village of Yaagna. This area holds deep cultural significance for our tribe, and any disruption caused by the Gondola will be a direct assault on our heritage and identity.

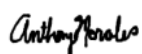
Furthermore, the proposed route of the Gondola will pass through other historical neighborhoods such as El Pueblo, Chinatown, and Solano Canyon, further disrupting the lives of residents and businesses in these communities. These neighborhoods are not only important to the cultural fabric of Los Angeles but also to the livelihoods of the working-class families who call them home.

Additionally, the Gondola will impact the Los Angeles State Park, a site in which our tribe was involved in the original opening and blessing. The construction and operation of the Gondola will disrupt the natural environment and sacred spaces within the park, further eroding our connection to our ancestral lands.

In conclusion, I urge you to reconsider the proposed construction of the Gondola in Los Angeles. The project will not only disrupt the lives of working-class communities and damage historic neighborhoods but also desecrate the ancestral and historic lands of our tribe. As stewards of these lands, it is our responsibility to ensure their preservation for future generations.

Thank you for your attention to this matter.

Sincerely,



Chief Anthony Morales Chairman, San Gabriel Band of Mission Indians

February 22, 2024

Honorable Members of the Los Angeles County Metro Board of Directors
1 Gateway Plaza
Los Angeles, California 90012

Re: Letter in Opposition to Approving the Los Angeles Aerial Rapid Transit Project (LA ART/Gondola) and Certifying the Final Environmental Impact Report (FEIR)

Dear Metro Board Members:

As the LAUSD Board District 2 member, where much of this proposed project would be located, I urge you to vote 'No' on Items 12 and 12.1 on today's agenda and reject approval of the Los Angeles Aerial Rapid Transit (LA ART) Environmental Impact Report (EIR). This project will permanently take away public green space and continue to exacerbate environmental injustices, which impacts LAUSD families who currently have limited green space available. It will dramatically change the nature of the historic park. This is a critical green space in a community that is otherwise park poor. This project would build a massive 98-foot-tall station at the entrance to the park and send bus-size gondola cars just 26-feet over the park every 23 seconds in both directions.

As chair of the Greening Schools and Climate Resilience Committee, I am concerned that this project will undermine LAUSD initiatives to improve air quality, reduce carbon emissions, and ensure California grown plants and trees flourish in the area. LAUSD Green Schools For All Resolution is focused on greening 30% of schools to increase access to green space in addition to the green space currently available to them in our neighborhoods.

During very hot seasons, Chinatown, Lincoln Heights and Downtown LA encounter extreme hot temperatures and lack of shade. Based on this project at least 75 mature trees will need to be removed, which will result in more carbon released into the atmosphere. The EIR does not account for the climate impacts of removing mature trees, and the only mitigation available is planting new trees, which are not guaranteed to flourish. Thus, further removing trees is counterproductive to the plans of the District to add additional tree canopies inside and around impacted areas.

Furthermore, the community engagement for the LA ART project has been deeply flawed. By its very nature as an unsolicited proposal, the process skipped over the crucial step of weighing the merits of a gondola against addressing green equity, any number of other public transit and infrastructure solutions. As a result of being unsolicited and privately funded, the EIR before you today was created with few of the rigorous checks and balances that Angelenos rightfully expect a public agency to employ when advancing a project.

I respectfully urge you to NOT APPROVE the Aerial Rapid Transit Project and to NOT certify the Final Environmental Impact Report. Instead, I welcome you to work with LAUSD Eco-Sustainability Chief Officer, Mr. Christos Chrysilious, to address green equity, air quality and reduction of carbon emissions to improve the quality of life of LAUSD students and their families in the impacted areas of this LA ART project.

Sincerely,

A handwritten signature in blue ink that reads "Rocío Rivas". The signature is written in a cursive, flowing style.

Rocío Rivas, Ph.D.
Board Member

Dear Metro Board of Directors,

We are writing to uplift the demands of the Stop the Gondola coalition by urging the Metro Board to **vote NO against the gondola and reject the certification of the Final Environmental Impact Report**.

The gondola project disappointingly goes against all of LA Metro's Vision 2028 goals and instead is a clear scheme to financially benefit billionaire Frank McCourt at the cost of an increasingly vulnerable working class community. Longtime residents of the area, especially Chinatown, are currently facing the enormous pressures of gentrification, most notably seen with the Hillside Villa tenants, but also in spaces of racial and cultural meaning, such as [Dynasty Center](#). McCourt's gondola project now poses the threat of a years-long construction process that will not only disrupt the lives of residents in the short term but will also bring the near-certain future of additional luxury developments. McCourt's long term plans have yet to be shared, but his plans [can be inferred based on his track record](#). This parallels the history of displacement of Chicax residents in the Chavez Ravine for the construction of Dodger Stadium.

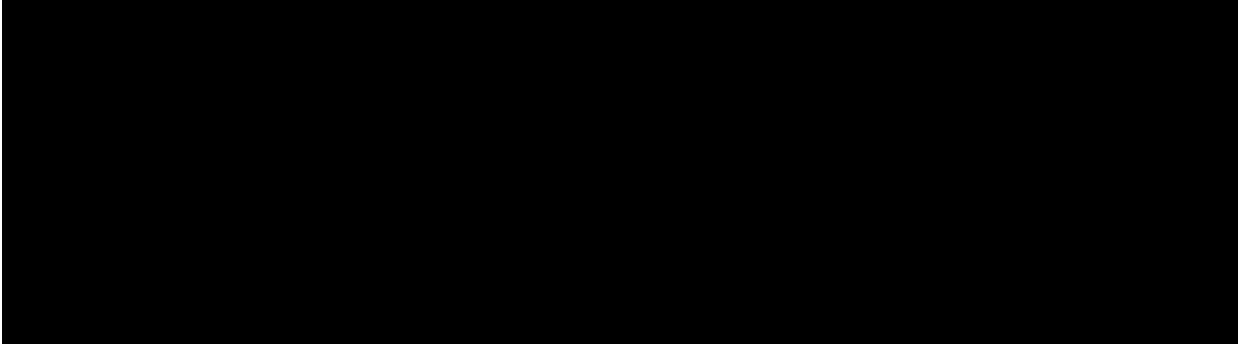
It is evident that the gondola is a private luxury operation that is designed to benefit the few, rather than operate as a public good. Even if it operates to the capacity that McCourt claims it will, which is all hypothetical at this point, the traffic reduction will be negligible as less than a fifth of the stadium's capacity will be moved for each game and that is even with the most optimistic of estimates. Indeed, given his business interests as the main profiteer of Dodger Stadium parking, we can also assume that McCourt has no desire to reduce traffic in favor of better transit options, as that would cut into his profits.

If Metro is looking for solutions to alleviate game day traffic, there's no need to reinvent the wheel. We urge the Board to instead expand the already existing, significantly more efficient, and free, Dodger Stadium Express by adding more origin points, bus capacity, and priority bus lanes. In addition to its ability to move tens of thousands of people more than McCourt's gondola, the economic benefits of increasing employment of unionized bus drivers will have a much greater impact on the city and its residents without putting more money into a billionaire's pockets while potentially leaving taxpayers to foot the \$500 million bill. This move supports transit infrastructure for everyday people, not tourists, and continues to protect Chinatown's working class residents and communities from unaffordable and destructive development, at the same time.

Therefore, we urge the Metro Board to **vote NO against the gondola and reject the certification of the Final Environmental Impact Report** and instead work with the actual community on solutions that will provide high-quality mobility options that are equitably accessible.

Democratic Socialists of America, Los Angeles





February 21, 2024

Honorable Karen Bass, Board Chair
And Members of the Board of Directors
Los Angeles County Metropolitan Transit Authority (Metro) 1 Gateway Plaza
Los Angeles, CA 90012

Dear Board Chair Bass and Metro Directors:

We are writing to express our strong support for the proposal for a zero-emission gondola from Union Station and Dodger Stadium.

Together our organizations represent hundreds of businesses organizations, trade associations, non-profits and thousands of employers in Downtown Los Angeles and throughout Southern California. We believe that access to sustainable, equitable transit options is critically important to our region.

Traffic congestion and the impacts of climate change are some of the most difficult challenges facing Los Angeles. To overcome these, we need bold, innovative solutions. The Los Angeles Aerial Transit Project (LA ART) is just that. It will reduce carbon emissions from traffic to help the City achieve its climate goals; It will promote equity by connecting communities that have been disproportionately impacted by traffic and pollution; And it will improve quality of life by easing local traffic, improving safety, and reducing the need to park in the local community.

LA ART will provide the first permanent transit link to Dodger Stadium, which has the highest attendance out of any stadium in the country and is one of the few without a dedicated transit connection. Offering unmatched views of the city, it is exactly the kind of project we need to get people excited about riding transit again.

As we look to the future, projects that offer sustainable solutions and opportunities for job creation and economic growth are critically important. We need to embrace private investment and encourage innovation to help move our communities forward.

We urge you to approve the Environmental Impact Report for the LA-ART project, which is a critical step towards making this vision a reality. By doing so, you will be helping to create a cleaner, more efficient, and enjoyable transportation system for all of LA County.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Tracy Hernandez". The signature is fluid and cursive, with a large initial "T" and "H".

Tracy Hernandez
CEO, Los Angeles County Business Federation

A handwritten signature in black ink, appearing to read "Nella McOsker". The signature is more blocky and less cursive than the one above, with a large initial "N" and "M".

Nella McOsker
President & CEO, Central City Association of Los Angeles

Cc:
All Board Members
Stephanie Wiggins, Metro CEO
Zero Emissions Transit (ZET)
Los Angeles Aerial Rapid Transit (LA ART)

February 21, 2024

**VIA EMAIL LAART@metro.net; zelmerc@metro.net;
boardclerk@metro.net**

Office of Board Administration
Los Angeles County Metropolitan
Transportation Authority
Cory Zelmer, Deputy Executive Officer
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Agenda Item Nos. 12 and 12.1: Against and Item Needs
More Consideration; Metro Board of Directors
Feb. 22, 2024 Regular Board Meeting
Subject: Los Angeles Aerial Rapid Transit Environmental Impact Report

Honorable Metro Board of Directors and Mr. Zelmer:

I. INTRODUCTION.

This firm represents S&R Partners, LLC, a Riboli Family company. The family has been a stakeholder in the immediate vicinity of the proposed Los Angeles Aerial Rapid Transit project (“Gondola Project” or “Project”) for more than a century since the founding of the San Antonio Winery in 1917. The family is proud to be a multi-generational contributor to the local and regional economy in Los Angeles. The family is a proud employer of hundreds of local residents, and participates philanthropically and civically with leading community-based nonprofit organizations. The family members who run the business were raised in the community within walking distance to the Historic State Park, Chinatown, Solano Canyon, and Lincoln Heights.

Please keep this office on the list of interested persons to receive timely advance notice of all hearings, votes and determinations related to the proposed Project, its EIR and requested entitlements.

Office of Board Administration
Los Angeles County Metropolitan
Transportation Authority
Cory Zelmer, Deputy Executive Officer
February 21, 2024
Page 2

Pursuant to Public Resources Code Section 21167(f), please provide a copy of each and every Notice of Determination issued in connection with the Project.

In addition, we expressly incorporate by reference all concerns and objections, both written and oral, provided by all other commenters on the Project. Pursuant to PRC Section 21167.6(e) and Consolidated Irrig. Dist. v. Superior Court (2012) 205 Cal.App.4th 697, please include all of the linked references cited in each of the comment letters submitted during the administrative process in the administrative record.

This letter augments our February 13, 2024 letters on the Final Environmental Impact Report (“FEIR”) for the Project submitted to Metro’s Planning and Programming Committee (“Committee”) for their consideration along with Agenda Item No. 12 of the February 14, 2024 Committee Meeting.

This letter also presents certain new concerns caused by Metro’s publication over the President’s Day holiday weekend of the full Board’s February 22, 2024 meeting agenda. The agenda includes a motion (“Motion”) with a list of new conditions proposed to be added to the Project as part of approval of the Project and its EIR.

II. COMMENTS, QUESTIONS AND OBJECTIONS REGARDING THE BOARD’S FEBRUARY 22, 2024 AGENDA AND PROPOSED MOTION ADDING NEW CONDITIONS.

Although the Motion partly addresses some of the concerns we and other stakeholders and public officials have expressed, we remain apprehensive. “The EIR is . . . intended ‘to demonstrate to **an apprehensive citizenry** that the agency has, in fact, analyzed and considered the ecological implications of its action.’ [Citations.] Because the EIR must be certified or rejected by public officials, it is a document of accountability. . . . The EIR process protects not only the environment but also informed self-government.” Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 392 (emphasis added).

First, the proposed conditions identify critical issues but defer the study, full disclosure, full determination, and implementation of these new conditions to occur after the full Board will have approved the Project and the EIR. “This approach has the process exactly backward and allows [Metro] . . . to travel the legally impermissible

easy road to CEQA compliance.” Berkeley Keep Jets Over the Bay Comm. v. Bd. of Port Comm’rs (2001) 91 Cal.App.4th 1344, 1371. This approach also involves unstudied and deferred mitigation.

This inversion of the legally required process is also apparent through the order in which the items of business are presented on the February 22, 2024 agenda. The Motion comes after Agenda Item 12 – which is the Project approval and certification of the EIR. Indeed, the DEIR and the FEIR are not even linked documents in the Board agenda. Will the Board address 12 and 12.1 concurrently, or first approve the Project and certify the EIR before taking up the Motion?

III. THE MOTION RELIES FOR FISCAL ASSURANCES ON A NON-PROFIT WITH NO RESOURCES.

Zero Emissions Transit is a new, unknown entity.

Attachment 1 contains the incorporation documents and “Statement of Information CA NonProfit Corporation” for Zero Emissions Transit (“ZET”). As shown in these documents, Jordan Lang, President of McCourt Partners is the Corporate Secretary for ZET. He is the former President of Aerial Rapid Transit Technologies, which is “donating the LA ART Gondola project to ZET.”¹ Metro should be dealing with an entity with a track record and sufficient financial resources when it comes to any agreements regarding this Project, not with a non-profit which is less than two years old, which has no real assets, and no experience developing, operating or maintaining a transit project or any other capital project. An underfunded, inexperienced non-profit can potentially cause blight, harm, damage and other significant environmental impacts, as has been addressed in many stakeholder comments and concerns.

¹ <https://www.climateresolve.org/zero-emissions-transit-announces-non-profit-board-that-will-oversee-approval-and-implementation-of-dodger-stadium-gondola/>

See also FEIR Topical Response L.

IV. COMMENTS ON AND NEEDED EDITS TO THE MOTION.

The proposed Motion, while perhaps well-intentioned, poses both CEQA compliance and financial concerns. At a minimum, the following edits are needed to the proposed conditions if they are to have any real effect and if they are to reduce the Project's impacts. We request that they also be incorporated into a recirculated Draft EIR for the Project and included in any Mitigation Monitoring and Reporting Program for the Project, as well as be included as conditions of approval for the Project in every contract, lease, agreement and other Project approvals:

The following conditions should be amended; only proposed revised conditions are included:

- A. Zero Emissions Transit ~~or~~ and its affiliates, successors or assigns (hereinafter, "ZET") satisfies the following conditions:

Condition 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, in effect at the time of the first Project approval for the Project, including any future updates to such policies that are more restrictive and/or environmentally protective, and will not allow for digital or illuminated signage and where more restrictive, shall abide by the pertinent local jurisdiction's digital display and lighting policies for outdoor advertising signs in effect at the time of the first Project approval for the Project, including any future updates to such policies that are more restrictive and/or environmentally protective; in no case shall the Project be granted more permissive sign rights;

Condition 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. These hubs shall be in place and

operational prior to the approval of the operating permit for the Project;

Condition 14: ZET only uses renewable energy sources throughout the life of the Project and the purchase of carbon offsets in Los Angeles County, ~~to the extent possible~~ in an amount to be determined prior to the first discretionary approval for the Project, that sufficient to ensure the construction and maintenance of the Project are at least carbon-neutral and verified by a qualified third party;

Condition 17: The Project, ZET and any affiliated entities, successors or assigns does—shall not benefit from the use of eminent domain, nor shall eminent domain be used for or in furtherance of the Project in any manner whatsoever. This condition shall apply to the attempted use of eminent domain that could or may seek to acquire any property rights whatsoever, including but not limited to aerial, ground or subsurface. And, in the case of ZET and any affiliated entities, successors or assigns and/or anyone on behalf of the Project acquiring any form of property rights from a public jurisdiction, ZET and any affiliated entities, successors or assigns and/or anyone on behalf of the Project 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. This condition shall be included in the Mitigation Monitoring and Reporting Program as well as in all leases and other agreements between Metro and ZET and any affiliated entities, successors or assigns.

- F. While no such development has been formally proposed, Metro includes as a Project condition and as 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, regardless of the project applicant, 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.

V. **COMMENTS, QUESTIONS AND OBJECTIONS REGARDING THE BOARD'S FEBRUARY 14, 2024 PLANNING COMMITTEE MEETING.**

At its February 14, 2024 meeting, the Committee was asked to consider the following:²

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

² The Agenda is available at: <https://boardagendas.metro.net/event/planning-and-programming-committee-bbc7aa820864/>

Video of the February 14, 2024 Planning and Programming Committee meeting is available at: https://metro.granicus.com/player/clip/2951?view_id=2&redirect=true

Angeles County Clerk and the State of California
Clearinghouse.

At the meeting, staff failed to provide the Committee with the appropriate information needed when considering approval of the Project with Design Option A pursuant to Public Utilities Code (“PUC”) Section 130252. That information should include: whether or not the Project is consistent with the Regional Transportation Plan; the financing plan for the Project and an analysis of whether the Project is financially viable in the short and long-term; and an analysis of the Project’s potential impacts on the Metro system and Metro revenues.

In addition, staff did not explain the import of Metro’s potential action as a Lead Agency when certifying an EIR that will be used by Responsible Agencies which have the primary decision-making over the Project.

Furthermore, the Committee failed to take testimony from all of the callers phoning in to provide comments, thereby restricting public participation.

VI. METRO CANNOT APPROVE THE PROJECT PURSUANT TO PUBLIC RESOURCES CODE SECTION 13052.

According to the Agenda, Metro is considering approval of the Project pursuant to PUC Section 130252. That Section states:

130252. (a) 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 for approval. **No such plan shall be approved unless it conforms to the appropriate adopted regional transportation plan pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.** (Emphasis Added.)

(b) The commission shall have no approval authority over the projects, plans, and programs determined by the Department of Transportation to be necessary for the safety and maintenance of the state highway system. Such projects, plans, and programs shall

be developed by the department and, to the extent feasible, be coordinated with the planning of the commission. Plans and programs involving significant rebuilding or rehabilitation of the state highway system, as determined by the department and the commission, shall be developed jointly by the department and the commission.

(c) As used in this section, “plan” means a project description and not the detailed project plans, specifications, and estimates.

Therefore, the Committee had, and the Board has, a duty to consider whether the Project **conforms to the appropriate adopted regional transportation plan.**³ No such analysis was included in the agenda packet for the Committee or the Board.

As noted in Government Code Section 65080(a): “The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code.” That Section of the United States Code specifies in part that:⁴

(a) POLICY.-It is in the national interest-

(1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development within and between States and urbanized areas better connect housing and employment, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

(2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by

³ Pursuant to California Government Code § 65080.01(d) – ““Consistent” shall have the same meaning as that term is used in Section 134 of Title 23 of the United States Code.”

⁴ <https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section134&num=0&edition=prelim#:~:text=%2DEach%20metropolitan%20planning%20organization%20shall,bus%20operators%2C%20employer%2Dbased%20commuting>

metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

(b) DEFINITIONS.- In this section and section 135, the following definitions apply: . . .

(6) TIP.-The term "TIP" means a transportation improvement program developed by a metropolitan planning organization under subsection (j). . . .

(c) GENERAL REQUIREMENTS.-

(1) DEVELOPMENT OF LONG-RANGE PLANS AND TIPS.- To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, **shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.**

(2) CONTENTS.-The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

(3) PROCESS OF DEVELOPMENT.-The process for developing the plans and TIPs **shall provide for consideration of all modes of transportation** and shall be continuing, cooperative,

and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. . . .

(i) DEVELOPMENT OF TRANSPORTATION PLAN. . . .

(2) TRANSPORTATION PLAN.-A transportation plan under this section shall be in a form that the Secretary determines to be appropriate and **shall contain, at a minimum**, the following:

(A) IDENTIFICATION OF TRANSPORTATION FACILITIES.-

(i) IN GENERAL.- **An identification of transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. . . .**

(G) CAPITAL INVESTMENT AND OTHER STRATEGIES.- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

(H) TRANSPORTATION AND TRANSIT ENHANCEMENT ACTIVITIES.-**Proposed transportation and transit enhancement activities** including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated.

(j) METROPOLITAN TIP.-

(1) DEVELOPMENT.-

(A) IN GENERAL.-In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area **shall develop a TIP for the metropolitan planning area that-**

(i) contains projects consistent with the current metropolitan transportation plan;

(ii) reflects the investment priorities established in the current metropolitan transportation plan; and

(iii) once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2). . . .

(Emphasis Added.)

The proposed Project is not included in the current Regional Transportation Plan (“RTP”) or the Federal Transportation Improvement Program (“FTIP”), nor does it address an identified gap in the transit system. The current RTP was adopted on September 3, 2020 and is known as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.⁵ It is also referred to as Connect SoCal 2020. The current RTP’s Technical Reports⁶ include the Transportation System – Transit Technical Report⁷ and the Projects List.⁸ The proposed Project is not identified in the

⁵ A copy of the adopted Regional Transportation Plan is available at: <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>

⁶ The Technical Reports are available at: <https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020>

⁷ The RTP Transit Technical Report is available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_transit.pdf?1606002122

⁸ The RTP Projects list is available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744

Transit Technical Report of the current RTP. As noted on page 76 of the RTP’s Transit Technical Report:

FIXED GUIDEWAY GAP CLOSURES

The previous 2016 RTP/SCS included as regional initiatives five fixed guideway gap closures, funded by the Plan’s innovative financing strategies. These projects are included above and beyond locally funded CTC investments, providing important links in the future transit network. They leverage existing investments to expand the connectivity of the regional rail system and support seamless transferability throughout the network. Three of the projects, the Gold Line Foothill Extension to Montclair, Vermont Corridor, and Metro Green Line Norwalk extension to the Norwalk/Santa Fe Springs Metrolink Station, are now included Metro’s Measure M expenditure plan. All of these fixed guideway gap closures, including the Slauson Corridor and Metro Red Line extension to Burbank Airport, are carried forward into Connect SoCal.

The proposed Project is not identified as a gap project. It is not one of the Transit Capital Projects identified for Los Angeles County in Table 10 on page 68 of the current RTP Transit Technical Report as shown in the following screenshot of that page of the Technical Report:

TABLE 10 Selected Transit Capital Projects

County	Project
Los Angeles	Airport Metro Connector
Los Angeles	BRT Connector – Orange/Red Line to Gold Line
Los Angeles	Crenshaw/LAX Transit Corridor
Los Angeles	Historic Los Angeles Streetcar
Los Angeles	East San Fernando Valley Transit Corridor
Los Angeles	Gold Line Eastside Extension Phase 2 to South El Monte
Los Angeles	Gold Line Foothill Extension – Azusa to Claremont
Los Angeles	Green Line Extension to Torrance
Los Angeles	LAX Automated People Mover
Los Angeles	North San Fernando Valley Transit Corridor
Los Angeles	Orange Line BRT Improvements
Los Angeles	Purple Line Westside Subway Extension to La Cienega, Century City, Westwood
Los Angeles	Regional Connector
Los Angeles	Sepulveda Pass Transit Corridor (Phase 2)
Los Angeles	Vermont Transit Corridor
Los Angeles	West Santa Ana Branch Transit Corridor
Los Angeles	Green Line Extension to Norwalk/Santa Fe Springs Metrolink Station
Los Angeles	Red Line Extension to Hollywood Burbank Airport
Los Angeles	Slauson Light Rail – Crenshaw/LAX Transit Corridor to Blue Line

The Project is not on the current RTP Projects List. It is also not identified in the 2023 FTIP of Transit Projects for Los Angeles County.⁹

The Project is also not on the Projects List for the Draft 2024-2050 RTP.¹⁰ It is not identified in the Draft Mobility Technical Report of the Draft RTP.¹¹ It is also not identified in the Draft Travel and Tourism Technical Report¹² of the Draft RTP, which describes the Dodger Stadium Express on page 24 as part of its discussion of Transportation Programs for Special Events:

- Dodger Stadium Express (Los Angeles): The Metro Dodgers Stadium Express provides free transport to people traveling to Dodger Stadium on gamedays from Union Station and any of the following stations (Slauson, Manchester, Harbor Freeway, Rosecrans or Harbor Gateway Transit Center) in the Los Angeles South Bay. Union Station is served by many Metro and municipal bus lines, the Metro J Line, and Metro Rail's A, B, and D lines, as well as Metrolink and Amtrak.

The Draft Technical Report also describes access to Olvera Street and Chinatown on page 23:

- Olvera Street and Chinatown (Los Angeles): Olvera Street and Chinatown are located off the 110, 101, and 10 freeways, and are walking distance from Los Angeles Union Station, which is served by Amtrak, Metrolink, and the Metro B, D (formerly Purple) and L (formerly Gold) lines.

The Project is not identified in Section 4.4 – Future Travel and Event Transportation Planning of the Draft RTP Travel and Tourism Technical Report as one of the projects to address ongoing growth and changes to the travel destinations of the

⁹ See: <https://scag.ca.gov/2023-approved-ftip>

The 2023 Transit FTIP is available at: <https://scag.ca.gov/sites/main/files/file-attachments/23-ftip-transit-amend-23-0121-la.pdf?1704920638>

¹⁰ <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-connect-socal-2024-project-list-draft-110223.pdf?1698263410>

¹¹ <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-connect-socal-2024-mobility-draft-110223.pdf?1698348872>

¹² <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-connect-socal-2024-travel-and-tourism-draft-110223.pdf?1698263422>

region on pages 24-25. Page 25 of this Draft RTP Technical Report does discuss the 2028 (Olympic) Games Mobility Concept Plan¹³ stating:

- Los Angeles Metro, 2028 Games Mobility Concept Plan (MCP) (Los Angeles County): Los Angeles Metro, in partnership with Metrolink, Caltrans, the City of LA, LA28, the ports, railroads, LADOT and other local agencies, is developing projects (e.g., mobility hubs, first/last mile efforts, bus only lanes) in advance of the 2028 Olympic Games. To address the transportation needs of the 2028 Summer Olympics, **the Metro Board’s Olympics Committee staff developed a list of projects as part of the 2028 Games MCP** that will link competition venues scattered throughout the region via transit and active transportation corridors. The list of projects falls into the following categories: adding capacity at key transit stations and transit system bottlenecks; expanding bus- only lanes on major arterial streets countywide; investments in zero-emission infrastructure; optimizing access to major venues and activity centers; and planning and designing activities for these projects. **Initially a “wish” list of 209 projects, Metro narrowed down the list to 15 projects and programs in June 2023.** Some of the projects in the MCP include regional mobility hubs, transit to first/last mile, Universal Basic Mobility and the Inglewood Transit Coordinator. For mobility hubs, the Olympic related hubs represent a subset of Metro’s larger mobility hubs effort. In 2023, Metro developed designs and implementation strategies for four mobility hubs falling across the different typologies— Central, Venue, Neighborhood/Equity, and Supplemental Bus. Metro plans to provide implementation guidance to local jurisdictions for the other mobility hubs, for example by suggesting grants, stakeholder coordination, and timelines. With respect to planning for first/last mile efforts, Metro has selected 10 corridors to design and plans to work with local

¹³ The 2028 Games Mobility Concept Plan is available at:
<https://metro.legistar.com/LegislationDetail.aspx?ID=5936211&GUID=3DF4A82B-672B-4F4F-96A4-AC041D29CF11&Options=&Search=>

jurisdictions to identify what elements to implement. Through the end of 2023, Metro crafted an implementation plan for these corridors.

Although the LAART Project was included on the 2022 Comprehensive Projects list – the initial wish list of 209 projects¹⁴ – it was not included on the 2022 Prioritized MCP Project List,¹⁵ and it was not included on the June 2023 list of 15 projects.¹⁶

The Project is therefore not consistent with the current RTP. It is also not consistent with the Draft RTP. Furthermore, although the EIR attempts to argue that the Project is consistent with some of the goals and objectives of the RTP, a number of comments on the DEIR provide substantial evidence that this is not the case (see P700-3, P700-19, P700-44 to 45). The responses to those comments are inadequate and fail to demonstrate that the Project is consistent with the RTP.

Metro, therefore, lacks authority to approve the Project. Since the Project is not consistent with the RTP, Metro must deny the Project.

An RTP consistency analysis should have been done for the Project before Metro initiated preparation of an EIR pursuant to the California Environmental Quality Act (“CEQA”) since Metro cannot approve the Project. As noted in our earlier letter, Metro can, however, deny the Project without completing the CEQA process.

VII. METRO IS NOT THE CORRECT LEAD AGENCY FOR THE PROJECT.

The LAART Project is a private Project and Metro has repeatedly stated that Metro has no responsibility for construction or operation of the Project. As noted in the staff presentation to the Committee, this is the first time Metro has acted as Lead Agency for a project other than Metro’s own projects.¹⁷ CEQA Guidelines § 15051 specifies that when a project is to be carried out by a nongovernmental person or entity:

¹⁴ Ibid. Attachment C. Page 5.

¹⁵ Ibid. Attachment A. See also Attachment B June 14, 2023 Report to the Metro Board at:

<https://boardagendas.metro.net/board-report/2023-0377/>

Attachment B available at: <https://metro.legistar1.com/metro/attachments/f424b29d-7493-47d1-9137-dfd4e415d703.pdf>

And the Mobility Concept Plan for the 2028 Games available at:

<https://metro.legistar1.com/metro/attachments/2c887823-6530-4c68-8b2c-65c53c944330.pdf>

¹⁶ See: <https://metro.legistar1.com/metro/attachments/84309fb8-12b5-451f-91d6-cee752f40314.pdf>

¹⁷ Committee Meeting Video at: https://metro.granicus.com/player/clip/2951?view_id=2&redirect=true

15051. CRITERIA FOR IDENTIFYING THE LEAD AGENCY

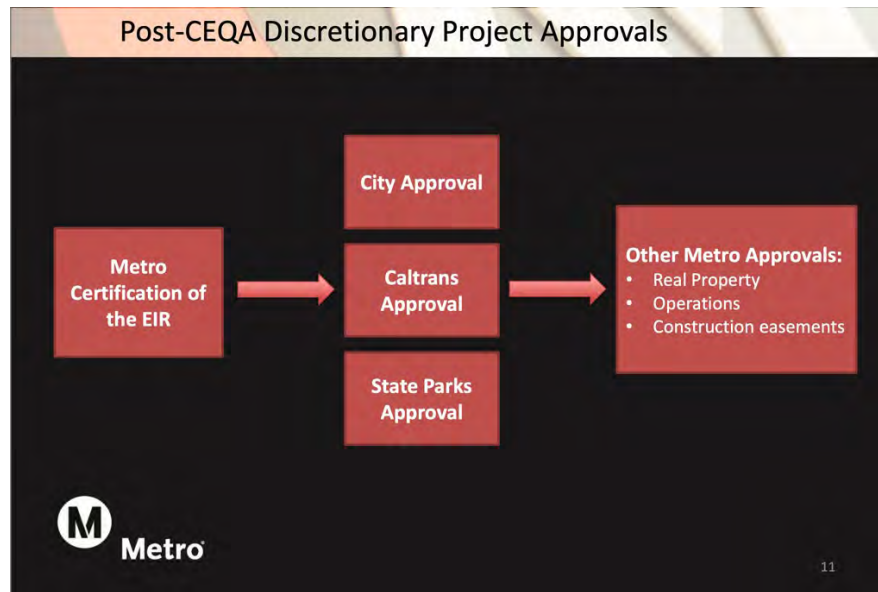
Where two or more public agencies will be involved with a project, the determination of which agency will be the Lead Agency shall be governed by the following criteria:

(b) If the project is to be carried out by a nongovernmental person or entity, the Lead Agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole.

(1) The Lead Agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose such as an air pollution control district or a district which will provide a public service or public utility to the project.

(c) Where more than one public agency equally meets the criteria in subdivision (b), the agency which will act first on the project in question will normally be the lead agency.

Slide 3 of staff's Presentation at the Committee Meeting of February 14, 2024 states: "Metro's approval at this point does not constitute final approval of the project nor does it supersede or eliminate the need for subsequent approvals required by the City of Los Angeles, State Parks Commission, Caltrans, or Metro to construct and operate the proposed Project." As shown in Slide 11 of Metro's Presentation for the February 14, 2024 Committee Meeting, with the exception of approval pursuant to PUC Section 130252 which Metro cannot make, Metro is not the first agency to act on the Project:



The City of Los Angeles is the public agency with the greatest responsibility for supervising or approving the project as a whole.¹⁸ This is also clear from the list of needed project approvals (see DEIR page 2-57 to 2-62). Unlike Metro, the City has general governmental powers including land use control, and is not a single or limited purpose agency like Metro. FEIR “Topical Response D – Metro is the Proper Lead Agency for the Project” is thus in error. Commenters on the DEIR are correct. Metro should not be acting as Lead Agency.

It is inappropriate for Metro to act as Lead Agency and to certify the EIR for the Project, since this is a Project that Metro does not have authority to approve. Metro is not the appropriate Lead Agency for the EIR.

VIII. FAILURE TO ANALYZE FEASIBLE ALTERNATIVES IDENTIFIED BY METRO BOARD MEMBERS.

Topical Response H in the Final EIR attempts to justify the range of alternatives considered in the EIR and to address a number of DEIR comments received providing

¹⁸ Committee Meeting Video at: https://metro.granicus.com/player/clip/2951?view_id=2&redirect=true
At approximately 13:50-14:30 and 3:03:50-3:04:40

substantial evidence that the DEIR did not address a reasonable range of alternatives. The validity of these comments is supported by statements made by Metro Director, Supervisor Hilda Solis¹⁹ regarding the lack of clarity regarding the problem the Project is designed to solve, and thus whether the EIR includes the appropriate alternatives.

IX. FAILURE TO MEET METRO'S OBLIGATION AS A LEAD AGENCY.

Even if Metro were the correct Lead Agency, it has failed to meet its obligation as Lead Agency under CEQA because it has failed to prepare an EIR that accurately and completely analyzes the environmental impacts of the Project and feasible alternatives to the Project. It has thus failed to meet the needs of the three most important identified "Responsible Agencies" for the Project: the City of Los Angeles, Caltrans and State Parks. For example, as noted by Metro Director Gloria Roberts, Caltrans District 7 Director, Caltrans will need for the State Historic Preservation Officer ("SHPO") to provide a Finding of No Significant Impact for Caltrans purposes for this Project before Caltrans can consider the Project.²⁰ The FEIR fails to contain such a determination by SHPO and thus fails to meet the identified needs of Caltrans.

Metro serving as Lead Agency will put the three agencies with land use authority over the Project in a difficult position. CEQA Guidelines Section 15052 specifies the actions available to Responsible Agencies when an EIR is not sufficient for their purposes:

15052. SHIFT IN LEAD AGENCY DESIGNATION

(a) Where a Responsible Agency is called on to grant an approval for a project subject to CEQA **for which another public agency was the appropriate Lead Agency, the Responsible Agency shall assume the role of the Lead Agency when any of the following conditions occur:**

(1) The Lead Agency did not prepare any environmental documents for the project, and the statute of limitations has

¹⁹ Committee Meeting Video at: https://metro.granicus.com/player/clip/2951?view_id=2&redirect=true
At approximately 2:57-2:58.

²⁰ Id. February 14, 2024 Planning and Programming Committee at approximately: 3:10-3:11:10.

expired for a challenge to the action of the appropriate Lead Agency.

(2) The Lead Agency prepared environmental documents for the project, but the following conditions occur:

(A) A subsequent EIR is required pursuant to Section 15162,

(B) The Lead Agency has granted a final approval for the project, and

(C) The statute of limitations for challenging the Lead Agency's action under CEQA has expired.

(3) The Lead Agency prepared inadequate environmental documents without consulting with the Responsible Agency as required by Sections 15072 or 15082, and the statute of limitations has expired for a challenge to the action of the appropriate Lead Agency.

(b) When a Responsible Agency assumes the duties of a Lead Agency under this section, the time limits applicable to a Lead Agency shall apply to the actions of the agency assuming the Lead Agency duties.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21165, Public Resources Code. (Emphasis added.)

Metro has thus put the three agencies in the position of needing to either challenge the EIR or to assume Lead Agency responsibility for the Project in order to address the inadequate analyses in the EIR for the Project.

X. THE PROJECT DOES NOT QUALIFY AS AN SB44 ENVIRONMENTAL LEADERSHIP FIXED GUIDEWAY PROJECT.

Public Resources Code § 21168.6.9 (a)(1)(A) requires that a fixed guideway project operates at zero emissions in order to qualify as an Environmental Leadership Project. As noted on FEIR page 5.0-12 regarding use of renewable electricity from LADWP's Green Power Program:²¹

5.1.11 Greenhouse Gas Emissions

GHG-PDF-A

As described in Sections 2.0, Project Description, and 3.08, Greenhouse Gas Emissions, of the Draft EIR, the proposed Project voluntarily committed to use electricity supplied from LADWP's Green Power Program to further demonstrate the proposed Project's leadership towards sustainable transportation. In response to comments suggesting that this commitment is illusory, an addition to the Draft EIR has been provided for Section 3.08, Greenhouse Gas Emissions, to add this Project commitment as an enforceable Project Design Feature, GHG-PDF-A.

GHG-PDF-A is thus a new mitigation measure designed to ensure that the Project complies with the unsupported assumptions in the DEIR regarding GHG emissions and the use of renewable energy. The DEIR must be corrected to identify GHG emissions with and without this mitigation.

FEIR page 5.0-63 states that DEIR page 3.8-17 is revised to read:

The Project would obtain power through renewable electricity from LADWP's Green Power Program, as described in GHG-PDF-A. Renewable electricity sources are assumed to have zero

²¹ Information on the Green Power Program is available at: <https://www.ladwp.com/residential-services/programs-and-rebates-residential/go-green/green-power-green-latm-program>

According to page 31 of the LADWP Briefing Book 2022-23 in 2021 35% of LADWP power came from renewable sources (14% solar, 11% wind, 10% geothermal) but 19% came from coal, 6% from large hydro, 26% from natural gas, and 14% from nuclear.

Available at: https://www.ladwp.com/sites/default/files/2023-10/2022-23_Briefing_Book_Online.pdf

GHG emissions (e.g., the gondola operations would be powered by renewable electricity from LADWP's Green Power Program).

GHG-PDF-A states:

GHG-PDF-A: Green Power. Electrical power for the operation of the proposed Project's aerial gondola system and associated stations, junction, and towers **would** come from renewable resources. The proposed Project shall achieve this **through applying to LADWP's Green Power Program** or other available LADWP (or equivalent) programs that provide renewable electricity. (Emphasis added.)

Without the addition of this additional Project Design Feature, which is essentially a new mitigation measure added in the FEIR, the Project generates greater than zero emissions²² and does not qualify as an "Environmental Leadership Project." The EIR must therefore be corrected to disclose this and be recirculated for public review and comment before it can be considered by the Metro Board or Responsible Agencies and the mitigation measure must be corrected to read, "**For the entire life of the Project**, electrical power for the operation of the proposed Project's aerial gondola system and associated stations, junction, and towers **and all operations and maintenance activities shall** come from renewable resources." Merely applying to a green power program does not ensure that the applicant will follow through and obtain green power, or obtain it throughout the life of the Project. The mitigation as written is not sufficient to reduce emissions to zero.

More importantly, pursuant to Public Resources Code § 21168.6.9 (a)(1)(E), in order to qualify as an "Environmental Leadership Project" the Project must be "consistent with the applicable regional transportation plan." As documented herein, the Project is not consistent with either the current or Draft RTP. The Project is therefore not an Environmental Leadership Project.

²² Information on the Green Power Program is available at: <https://www.ladwp.com/residential-services/programs-and-rebates-residential/go-green/green-power-green-latm-program>

According to page 31 of the LADWP Briefing Book 2022-23 in 2021 35% of LADWP power came from renewable sources (14% solar, 11% wind, 10% geothermal) but 19% came from coal, 6% from large hydro, 26% from natural gas, and 14% from nuclear.

Available at: https://www.ladwp.com/sites/default/files/2023-10/2022-23_Briefing_Book_Online.pdf

Public Resources Code § 21168.6.9 was enacted as part of SB 44,²³ to streamline transit projects located wholly within the County of Los Angeles, intended to serve the Olympic Games. SB 44 states:

SECTION 1. The Legislature finds and declares all of the following:

(a) **The County of Los Angeles is the site of the 2028 Summer Olympic and Paralympic Games, and various transportation agencies have adopted goals to increase public transit opportunities within the county as soon as possible.** It is necessary to ensure these public transit options are as sustainable as possible to assist California in meeting its climate change and air quality goals.

(b) In order for California to promote the rapid development of sustainable public transit options, it is the intent of the Legislature that courts take action to quickly resolve actions or proceedings brought pursuant to the California Environmental Quality Act (CEQA) relating to certain environmental leadership transit projects located wholly within the County of Los Angeles or connected to an existing transit project located wholly within the county.

(c) Any existing backlog of civil cases in the Superior Court of California, County of Los Angeles, will not be unduly impacted by prioritizing the resolution of these CEQA actions for all of the following reasons:

(1) **It is the intent of the Legislature that only seven environmental leadership transit projects be subject to expedited resolution pursuant to CEQA.**²⁴ (Emphasis added.)

So, not only is the Project not included in the current RTP, but it is also not on Metro's 2028 Olympic and Paralympic Games, Games Mobility Executives ("GME")

²³ The text of SB 44 is available at: <https://legiscan.com/CA/text/SB44/id/2436321>

²⁴ See also Public Resources Code §21168.6.9(h).

Surface Transportation Priority List,²⁵ or on the 2022 Prioritized Mobility Concept Plan (“MCP”) List.²⁶ It would therefore be inappropriate to treat the Project as an Environmental Leadership Project for purposes of CEQA, particularly given that only seven project are eligible for this status, which should be reserved for priority Olympics transit projects.

XI. CONTINUING FAILURE TO DEMONSTRATE THAT THE PROJECT IS FINANCIALLY VIABLE.

If Metro did have the power to approve the Project, and if Metro proceeds with consideration of the Project, Metro should ensure that this private Project is financially viable. Although the Committee noted the need for information regarding the financial viability of the Project, it passed consideration of the Project and FEIR on to the Board without requiring the provision of the needed information.²⁷ This is a violation of Metro’s fiduciary duties and represents an inappropriate willingness to engage in uninformed decision-making.

In our February 13, 2024 letter we provided documentation showing that the Project would not be financially viable. We hereby provide additional information demonstrating this.

The Capital costs for the Project are \$385-\$500 million dollars and the annual operations and maintenance costs would be \$8-10 million per year. It should be noted that both capital costs and operating and maintenance costs are in 2021 dollars,²⁸ not current dollars. Capital cost funding would be through bond financing, which must be paid back to the bond holders, through farebox revenue and naming rights. Assuming a 30-year bond term and an interest rate of 4.5%, this equates to more than \$2.5 million per month in bond servicing on a \$500 million dollar bond or more than an additional

²⁵ <https://metro.legistar1.com/metro/attachments/84309fb8-12b5-451f-91d6-cee752f40314.pdf>

²⁶ <https://metro.legistar1.com/metro/attachments/f424b29d-7493-47d1-9137-dfd4e415d703.pdf>

²⁷ Committee Meeting video available at: https://metro.granicus.com/player/clip/2951?view_id=2&redirect=true Comments of Director Hilda Solis at approximately minutes 2:56-2:58 discussing lack of transparency, lack of funding information and alternatives that should be looked at, comments by Director Najarian at 3:07-3:08, and Committee Action at minutes 3:12-3:14.

²⁸ FEIR, p. 4.0-1.

\$30 million per year, exclusive of bond issuance costs, which must be funded by farebox revenue and naming rights. Bond payments and Project operating and maintenance costs thus equal approximately \$40 million dollars per year, which the FEIR indicates will be solely paid for by naming rights (i.e. advertising) and fares.

In our February 13, 2024 letter, we showed that the Project’s annual operating and maintenance costs (\$8-10 million dollars per year) are similar to the \$8.7 million in total fares generated by Metro’s entire light rail system alone. The Project is 1.2 miles in length and has three stations. By comparison, Metro’s light rail system has 5 lines providing approximately 94.3 miles of service and 100 stations. Fares are thus unlikely to cover operating and maintenance costs.

Table 1 shows Metro’s budgeted farebox and advertising revenues for fiscal years (FYs) 2017 to 2024 for the entire Metro system inclusive of bus, heavy rail, light rail, Metrolink, rideshare services, etc. As can be seen from **Table 1**, system farebox revenues were declining even pre-covid, although advertising revenue has remained comparatively stable. Post-pandemic farebox revenues are still less than half pre-pandemic farebox returns.

TABLE 1 METRO FAREBOX AND ADVERTISING REVENUES (in Millions)			
	Farebox	Advertising	Total Farebox + Advertising
FY 2024 (7/23-7/24) ²⁹	\$146.8 adopted	\$27.2 adopted	\$174
FY 2023 (7/22-7/23) ³⁰	\$106.0 (\$106.5 adopted)	\$32.6 adopted	\$138.6
FY 2022 (7/21-7/22) ³¹	\$73.2 adopted	\$24.1 adopted	\$97.3

²⁹ Resources Table see: <https://budget.metro.net/fy24-adopted-budget-book.html>

³⁰ Resource Table see:

https://ucaedfc7d871ca6f702648369a54.dl.dropboxusercontent.com/cd/0/inline2/CNb7iA8rtdFxp4TLINhKIhtYRLEtItxr9KcWSa4KoyM03euK4Vn14UpUAb2a0LwWhNnww0XXm38ZOdtZnzBKobddtsi6t9q1q6sP5kQjAuvrMfcY8TabBCUpNf6murpDVqQVdazr059tzTzWW6Npx90Uc1fHgIWEfvWl61PD_KzHcnoLYRXsVbkcdueH-SacGPkesajWHUqo3cGZ9vZ022AabrYuZv-bIBoOKP2QX05VK84rMWDUN95pc2BpqEbXtx7GXPrUH6bOmDxpsqrP6ofaq3XYZpT7b1zOj0fTn2ppfF6QJqkL1YIX9uR4KueGg9EHNclp6uXOsMtUJ1Nj_r4SziGF60IxiHYHtFAcNvA8HaF0-8ZHDHqmbDC1a7Bs/file#

³¹

<https://www.dropbox.com/s/avhdm0gll5phdxb/FY22%20Adopted%20Budget.pdf?e=1&raw=1https%3A%2F%2>

TABLE 1
METRO FAREBOX AND ADVERTISING REVENUES
 (in Millions)

	Farebox	Advertising	Total Farebox + Advertising
FY 2021 (7/20-7/21) ³²	\$22.2 (60.3 proposed)	\$18.9 (Proposed 23.8)	\$41.1
FY 2020 (7/19-7/20) ³³	\$284.5 adopted	\$25.6 adopted	\$310.1
FY 2019 (7/18-7/19) ³⁴	\$302.6 adopted	\$24.7 adopted	\$327.3
FY 2018 (7/17-7/18) ³⁵	\$302.6 (323.4 adopted)	\$25.1 adopted	\$327.7
FY 2017 (7/16-7/17) ³⁶	\$323.4 (budget)	\$25.1 (budget)	\$348.5

[Fwww.dropbox.com%2Fhome%2FImages%2FAbout%2FFunding%2FMetro%27s+Budget%3Fpreview%3DFY22+Adopted+Budget.pdf](https://www.dropbox.com/2Fhome%2FImages%2FAbout%2FFunding%2FMetro%27s+Budget%3Fpreview%3DFY22+Adopted+Budget.pdf)

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³³ [https://ucf61baadb85f41d6b28860041fe.dl.dropboxusercontent.com/cd/0/inline2/CNZYjrn7sfamiAWf-QmY0KdJLei-](https://ucf61baadb85f41d6b28860041fe.dl.dropboxusercontent.com/cd/0/inline2/CNZYjrn7sfamiAWf-QmY0KdJLei-DMtOR_LDrh1bEg7XRvnxJKEKUX7xQx165BVwTXhaEkYccXzCfjcyRVmI3pM_b0TvqIFUDbreXG7Ik14RpBVPwskM9JbqyZ61uS8U6-lt5z5EdT7eLkNdVc7YsEVWNVbHdmU3kz8ODqJkH4jHjZ0kQ84nyxSC3kcUtd_jR1Cj5gGMX2dGkdTKITmFMFTHTyYk0rk9GGHte3x4UIZmYQydN7rjgTwFnbtDvsYo3q44SNxDS5yemMNPR03fzvLChYvEFINIIBr3npKZt58D85k1Cne-qlQu00IHill4kWGhXTFGsxqAAsVF4ecYPuXXBtfaOuyRMkqZTCh3CWXTcNU_CKjpUKoL-ER83fN34Q/file#)

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³⁴ <https://www.dropbox.com/s/cd2yleko69e4zs9/FY19%20Adopted%20Budget.pdf?raw=1>

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TABLE 1			
METRO FAREBOX AND ADVERTISING REVENUES			
(in Millions)			
	Farebox	Advertising	Total Farebox + Advertising
Source: https://www.metro.net/about/financebudget/#comprehensive-annual-financial-reports			

The other thing that is clear from **Table 1** is that the Project’s annual revenue needs of approximately \$40 million dollars per year from advertising and fares represents more than 11% of Metro’s FY 2017 farebox plus advertising collections for the entire Metro system, and just under 23% of Metro’s FY2024 anticipated farebox plus advertising revenues. This is despite the fact that the proposed Project is only 1.2 miles in length and has only three stations.

So, the Project would need to generate at least as much farebox revenue as the entire Metro light rail system, despite the fact that the Project applicant has represented that, and the Statement of Overriding Considerations assumes that:

- Dodger game patrons will ride free;
- 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, transfers to and from the Metro regional transit system and the Project would be free; and,
- The Community Access Plan would honor Metro's numerous discount fare programs for a variety of needs (i.e., senior fares, student fares, etc.). Residents and employees of businesses located within the communities adjacent to the Project alignment would only pay the rate they pay to ride the Metro system to the Project.

The Project applicant has yet to explain how this will yield farebox revenues equivalent to those of the entire Metro light rail system. As represented, the Project is unlikely to generate the required annual farebox revenue to make the Project financially viable. This is even more so given conditions related to free ridership under consideration via the February 22, 2024 motion.

In order to service Project bond debt, the Project would need to generate advertising revenues on the order of at least \$30 million dollars per year. This is more than the advertising revenue generated by Metro’s entire advertising program for all but one of the years shown in **Table 1**. Metro’s advertising program includes:³⁷

- Bus and Rail Media
- Experiential Activations
- Program Sponsorships
- TAP Cards
- Automotive Services and Amenities
- Naming Rights (lines, stations, parking)
- Filming
- Parking Lots and Structures

As shown in this screenshot from page 35 of Metro’s FY 2023 Budget, Metro advertising revenue comes primarily from bus advertising, including bus wraps:

Summary of Resources, Expenses & Resulting (Deficit)/Surplus	RESOURCES & EXPENSES (\$ IN MILLIONS)	FY23 ADOPTED					
		FY22 BUDGET	TOTAL	BUS	RAIL	TRANSIT COURT	REGIONAL ACTIVITIES
TRANSIT OPERATIONS RESOURCES							
Transit Fares & Other Revenues							
Fares ⁽¹⁾		\$ 73.2	\$ 106.5	\$ 83.5	\$ 23.1	\$ -	\$ -
Advertising		24.1	32.6	27.3	5.2	-	-
Other Revenues ⁽²⁾		12.3	\$11.8	10.3	-	1.6	-
Subtotal Fare & Other Revenues		\$ 109.6	\$ 150.9	\$ 121.1	\$ 28.3	\$ 1.6	\$ -

As noted in this screenshot of Metro’s Commercial Sponsorships and Adoption Programs and Assets publication, the bus system assets that generate approximately \$27.3 million in annual advertising revenue include 2,300 buses covering a 1,500-mile service area.³⁸

³⁷ Information on Metro’s Advertising, Sponsorships & Filming program is available at: <https://www.metro.net/about/advertising-sponsorships-filming/>

For a full explanation of available commercial sponsorships and adoption programs and assets click on the Programs and Assets button.

³⁸ Ibid.

BUS

The Metro bus system has been reimagined to be simpler, faster and more accessible. Los Angeles is diverse in all things – people, recreation, art, entertainment, food, neighborhoods – and our buses run through the very fabric of these ecosystems. With 2,300 buses operating through 13,000+ bus stops, bus transit advertising is the ultimate mass reach media with unparalleled visibility and frequency.

Available Assets: Bus Exteriors (full and partial wraps, headliners, king ad, and tail ad) and Bus Interior

1ST
 MOST POPULOUS COUNTY IN THE U.S.

10M
 LA RESIDENTS

1,500
 SQUARE MILES OF BUS SERVICE AREA



Bus-related advertising rates are as follows:³⁹

Los Angeles, CA Metro Area Bus Advertising Rates

(Average per display per 4 weeks.)

For more specific pricing, submit [Get Free Quote](#) form.

Bus Exterior	Range of \$490 - \$8,500
Bus Stop Shelter	Range of \$1,500 - \$3,000
Bus Interior	Range of \$35 - \$85
Bench	Range of \$300 - \$500
Double Decker Sightseeing Tour Bus	Range of \$20,000 - \$35,000

Range of rates depends on the ad size, timing and quantity purchased. Certain minimum purchase requirements apply. Additional discounts may be available based on duration and quantity purchased.

³⁹ Source - Rates for Bus Advertising: <https://www.bluelinemedia.com/bus-advertising/los-angeles-ca>

Bus exterior advertising rates in the form of bus wraps are in the following range:⁴⁰

Format	Rate
King	Range of \$150 - \$950 per display per 4 week period
Kong (Ultra King)	Range of \$300 - \$1,250 per display per 4 week period
King Kong (Ultra Super King)	Range of \$1,000 - \$3,000 per display per 4 week period
Full Wrap	Range of \$2,500 - \$8,500 per display per 4 week period
Tail	Range of \$150 - \$450 per display per 4 week period
Queen	Range of \$150 - \$450 per display per 4 week period
Full Back Tail	Range of \$550 - \$1,250 per display per 4 week period
Double Decker Sightseeing Tour Bus (Hop On/Hop Off)	Range of \$20,000 - \$35,000 per display per 4 week period
Coach Bus	Range of \$20,000 - \$35,000 per display per 4 week period

Range of rates depends on timing and market.

Minimum Purchase:

Minimum purchase requirement is \$5,000 per market or higher (depending on market), which may be spread over displays and periods. May be reduced in certain cases.

According to the FEIR page 6.0-110, the Project's:

Sign Concept Plan provides that across the entire proposed Project, including stations, the junction, towers, and cabins, the proposed Project is proposing approximately 61,189 square feet of signage, which would include approximately 59,889 square feet of static

⁴⁰ Source: <https://www.bluelinemedia.com/bus-advertising/bus-exterior>

signage and approximately 1,300 square feet of digital signage. The digital signage would be limited to the Alameda Station and the Dodger Stadium Station. No digital signage is proposed on the exterior of the cabins.

The EIR for the Project does not appear to disclose the number of gondolas which would operate at one time. Based on calculations we estimate that the gondola system includes a maximum of approximately 31 gondolas.⁴¹ Generously assuming the maximum price for a full wrap of \$8,500 for four weeks yields advertising revenues of \$102,000 per gondola or \$3,162,000 per year for all gondola signage. If there were 60 gondola cabins that would still only yield \$6,120,000 per year in advertising revenue, far short of the \$30 million needed to service bond debt.

The London cable car system known colloquially as the Dangleway and officially currently as the IFS Cloud Cable Car is a 0.62-mile gondola system which opened in London in June of 2012, approximately a month before the London Olympics, and was built at a total cost of £60 million. It was estimated that it would carry about 2,500 people per hour, or about half the maximum hourly ridership of the proposed Project. Transport of London (TfL) entered into a 10-year £3.6 million per year (or approximately \$4.54 million per year) naming rights agreement with Emirates Air Line which ended in 2022.⁴² After the naming rights agreement ended TfL struggled to find another company to sponsor London's gondola system.⁴³ Eventually TfL entered into a two-year agreement with IFS for a fraction of the revenue. According to the Standard, IFS is paying just £420,000 per year (or approximately \$529,284 per year) for the naming rights.⁴⁴ The Standard noted in a 2022 article that: "the cable car has failed to attract many regular commuters and by September last year had been used for just 13 million journeys over its lifetime, which is equivalent to the number of trips made on the Tube in less than a week."⁴⁵ Given that the Project is double the length and double the potential capacity of the Dangleway, Project naming

⁴¹ 5000 passengers per hour/40 passengers per cabin = 125 filled cabins per hour. Each trip equals 7 minutes. One gondola thus makes 4 round trips per hour or 8 one-way trips. $125/4=31.25$ gondolas, or $125/8= 17$ gondolas.

⁴² https://en.wikipedia.org/wiki/London_cable_car

⁴³ See: <https://www.theguardian.com/business/2022/feb/27/london-cut-price-hunt-for-a-cable-car-sponsor-emirates-boris-johnson>

⁴⁴ The Standard, September 1, 2022, "New sponsor for London's cable care to pay TfL a fraction of previous deal" at: <https://www.standard.co.uk/business/business-news/new-sponsor-for-london-s-cable-car-to-pay-tfl-a-fraction-of-previous-deal-b1022381.html>

⁴⁵ Ibid.

revenues can be estimated at a maximum of \$9 million per year and a possible low of \$1.05 million per year.

Advertising and naming rights revenue is thus unlikely to generate the amount of revenue needed to service the Project's bonded indebtedness. Furthermore, it is unclear whether a new non-profit will be able to obtain the needed bond financing to cover projected capital costs. According to the FEIR Topical Response L, the Project Sponsor, LA Aerial Rapid Transit Technologies LLC ("LA ARTT LLC"), was originally a subsidiary of Aerial Rapid Transit Technologies LLC ("ARTT LLC"). ARTT LLC has donated LA ARTT LLC and the proposed Project to Zero Emissions Transit ("ZET"). ZET is a nonprofit organization dedicated to supporting zero emissions transportation programs, policies, and projects, such as the proposed Project. Zero Emissions Transit is a subsidiary nonprofit organization formed by Climate Resolve.⁴⁶ According to the Franchise Tax Board, Zero Emissions Transit (Entity ID: 5134813) is currently tax exempt under Revenue and Taxation Code §23701(d). That means it is a 501(c)(3) non-profit.⁴⁷ Tax exempt bonds for 501(c)(3) charitable organizations are limited to \$150 million for non-hospital projects,⁴⁸ yet the Project's capital costs are \$385-\$500 million dollars. It is unclear what other bonds this type of organizations is eligible for,⁴⁹ and the rate that will be charged, given that Zero Emission Transit is a new private (rather than public) entity without a track record of constructing, operating or maintaining a private transit system.

There is no evidence in the record that the proposed Project is financially viable. Substantial evidence supports the conclusion that it is not. Given the lack of financial viability and the likelihood the Project will require public resources in the future, the Project should be denied.

⁴⁶ <https://www.climateresolve.org/climate-resolve-takes-a-huge-step-forward-with-dodger-stadium-gondola-project-zero-emissions-transit/>

See also:

<https://www.climateresolve.org/zero-emissions-transit-announces-non-profit-board-that-will-oversee-approval-and-implementation-of-dodger-stadium-gondola/>

⁴⁷ <https://www.ftb.ca.gov/file/business/types/charities-nonprofits/types-of-exemptions.html#23701d>

⁴⁸ See IRS publication Tax-Exempt Bonds for 501(c)(3) Charitable Organizations available at:

<https://www.irs.gov/pub/irs-pdf/p4077.pdf>

⁴⁹ See also IRS publication on Tax Exempt Private Activity Bonds at: <https://www.irs.gov/pub/irs-pdf/p4078.pdf>

And information from the California Infrastructure Bank at: <https://cdn.ibank.ca.gov/wp-content/uploads/2022/12/Bonds-Fact-Sheet.pdf>

XII. FAILURE TO ANALYZE THE IMPACT OF THE PROJECT ON THE METRO SYSTEM AND METRO REVENUE.

The representation made to Metro that the Project will have no cost to Metro is arguably false. First, the Gondola will compete with and potentially take ridership from the Metro A Line, for ridership between Chinatown and Union Station.

Second, according to the Project Commitments and the Statement of Overriding Considerations transfers to and from the Metro system from the Gondola system would be free. That means that Metro would collect no fares for trips that began on the Gondola system. There is no evidence that Metro has engaged in any kind of fare-sharing agreement negotiations, or any analysis of impacts on Metro fare collection.

Third, the Gondola system will depend on advertising revenues for its financial viability, in the form of naming revenues - which is a fancy way of saying revenues from the system's flying billboards and other advertising opportunities. The Gondola system will thus compete with Metro for advertising revenues and advertisers currently paying for advertising in the form of bus wraps and other Metro advertising may opt instead for a Gondola wraps and Gondola system advertising. This will potentially reduce without-Project Metro advertising revenues. This is the best-case scenario.

More likely is that, in addition to having these impacts on the Metro system, Metro will need to take over the financially non-viable Project at some point. This will further impact Metro, as Metro will need to pick up the annual operating and maintenance costs of the Project, and potentially the cost of the Project's bonded indebtedness. Or, Metro will need to cover the costs of decommissioning and removing an abandoned system.

XIII. CONCLUSION.

While the February 22, 2024 Motion at agenda item No. 12.1 appears helpful, its conditions should be in place and assured before any Project and EIR certification occur. Otherwise, the Motion will fail to ensure that Metro and the public will not pay the costs of this Project, both financially and environmentally.

As we have documented, it appears that the Project has been structured to require Metro to eventually take over the Project and assume its financial burden. The

Motion as written does not fully address this problem. This item should not have been agenzized for the full Board until needed information was provided to the Board and the public, and the components of the Motion were made public and the public provided with adequate time to review and comment.

Disclosing the Motion over a holiday weekend and providing less than 3 business days to review does not provide the public with adequate opportunity to review the elements of the Motion. A hearing on the Motion should be held before the Planning and Programming Committee, not just the full Board, to allow the public adequate time to review and comment.

Regardless, the Metro Board must still deny the Project. Metro lacks the power to approve the Project because it does not conform to the RTP. The components of the Motion, which appear designed to address some of the unidentified impacts of the Project, should be provided to the appropriate CEQA Lead Agency for the Project for review and consideration, once approved by the Board.

Even if Metro had the power to approve the Project, the Project's lack of demonstrated financial viability, the evidence that the Project is not financially viable, and the lack of adequate protections in the Motion as written, demands rejection of the Project. The Project has the potential to impact Metro revenues and thus the Metro system, something which is not adequately addressed in the EIR or by the proposed Motion, and which further argues for Project denial.

As was clear from the Committee meeting, the EIR fails to provide needed information to decision-makers, does not include analysis of a range of appropriate alternatives, does not adequately address impacts to the transit system, and fails to adequately assess impacts. Metro should not certify the EIR given the many inadequacies in the document, the burden so doing would place on the three key agencies with Project approval powers, and the burdens so doing would place on the public.

Office of Board Administration
Los Angeles County Metropolitan
Transportation Authority
Cory Zelmer, Deputy Executive Officer
February 21, 2024
Page 34

Thank you for your review of and responses to these comments.

Very truly yours,

/s/ Robert P. Silverstein

ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM, APC

Attachment:

1. Incorporation Documents and “Statement of Information CA NonProfit Corporation” for Zero Emissions Transit (ZET)



Jordan Lang

McCourt Partners

President at McCourt Partners

Los Angeles, California, United States · [Contact Info](#)

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As a Chinatown resident and a constituent of Council District #1, I'm 100% in favor of the gondola project. A majority of the community is in favor...

Liked by Jordan Lang



We're thrilled to bring back 'Money Story' to the Klarna App this year, revealing consumers' personal spending summaries of 2023 while inspiring new...

Liked by Jordan Lang



Vistaprint

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team on the launch of their first-of-its-kind...

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President

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Apr 2013 - Present · 10 years 11 months



President

Aerial Rapid Transit Technologies

2020 - Present · 4 years

Los Angeles, California, United States

More activity by Jordan



Watch Frank McCourt, Executive Chairman of McCourt Global and Founder of Project Liberty, on Fox Business Network's "The Claman Countdown" to discuss...

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#TheHubDavos | January 15 | 18:10 📍 Promenade 69 Don't miss the fireside chat "Fixing a Broken Internet Before it's Too Late" featuring McCourt...

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Exciting news to kick off 2024! Thrilled to share that our Maple House in Toronto has been acknowledged as part of UrbanToronto.ca's Best of 2023...

Liked by Jordan Lang

Families you don't want to sit next to on the plane Us It's us. Yes, I am mid-yawn Safe travels out there folks! 🙌

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Frank McCourt, Executive Chairman of McCourt Global and Founder of Project Liberty, joined CNBC's Squawk Box for a discussion with Becky Quick on...

Liked by Jordan Lang

I'm thrilled to share that I have joined the Board of Directors of The Shed (NY). Since crossing paths with Frank McCourt more than 5 years ago, I...

Liked by Jordan Lang

Attended first night of Hannukah with NY Governor Hochul last night in Brooklyn at Congregation Beth Elohim. A moving remembrance of the recent...

Liked by Jordan Lang

Frank McCourt joined the "hy Podcast," a tech and business podcast produced by hy – the Axel Springer Consulting Group. Listen to their discussion on...

Liked by Jordan Lang

Cain International CEO Jonathan Goldstein joins industry leaders Bob Prince of Bridgewater Associates, Bin Qi of China Investment Corporation, Anne...

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On this day before Thanksgiving, I'm grateful for a number of hostages will be released but anguished that Hamas still holds hundreds of hostages in...

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BA20220893392



STATE OF CALIFORNIA
Office of the Secretary of State
STATEMENT OF INFORMATION
CA NONPROFIT CORPORATION

California Secretary of State
 1500 11th Street
 Sacramento, California 95814
 (916) 653-3516

For Office Use Only

-FILED-

File No.: BA20220893392

Date Filed: 9/26/2022

B1125-6699 09/26/2022 9:57 AM Received by California Secretary of State

Entity Details			
Corporation Name	Zero Emissions Transit		
Entity No.	5134813		
Formed In	CALIFORNIA		
Street Address of California Principal Office of Corporation			
Street Address of California Office	525 S HEWITT ST LOS ANGELES, CA 90013		
Mailing Address of Corporation			
Mailing Address	525 S. HEWITT ST LOS ANGELES, CA 90013		
Attention			
Officers			
Officer Name	Officer Address	Position(s)	
+ Suja Lowenthal	525 S HEWITT ST LOS ANGELES, CA 90013	Chief Executive Officer	
+ Felix Aguilar	525 S HEWITT ST LOS ANGELES, CA 90013	Chief Financial Officer	
+ Jordan Lang	525 S HEWITT ST LOS ANGELES, CA 90013	Secretary	
Additional Officers			
Officer Name	Officer Address	Position	Stated Position
None Entered			
Agent for Service of Process			
Agent Name	JONATHAN PARFREY		
Agent Address	525 S HEWITT ST LOS ANGELES, CA 90013		
Email Notifications			
Opt-in Email Notifications	No, I do NOT want to receive entity notifications via email. I prefer notifications by USPS mail.		
Electronic Signature			
<input checked="" type="checkbox"/> By signing, I affirm that the information herein is true and correct and that I am authorized by California law to sign.			
<i>Kristen Anderson</i>	<i>09/26/2022</i>		
Signature	Date		

RESTATED ARTICLES of INCORPORATION of
ZERO EMISSIONS TRANSIT
ENTITY #5134813

For Office Use Only

-FILED-

File No.: BA20220522196

Date Filed: 7/8/2022

The undersigned certifies that:

1. He is the sole incorporator of Zero Emissions Transit, a California nonprofit corporation.
2. The Articles of Incorporation of this corporation are amended and restated to read as follows:

I.

The name of this corporation is ZERO EMISSIONS TRANSIT.

II.

This corporation is a nonprofit public benefit corporation and is not organized for the private gain of any person. It is organized under the Nonprofit Public Benefit Corporation Law for charitable purposes. The specific purpose of this corporation shall be exclusively to carry out and support the purposes of Climate Resolve, including promoting and supporting zero emissions transportation initiatives and other efforts to mitigate and adapt to changes in weather and climate.

III.

The name and street address in the State of California of this corporation's initial agent for service of process is Jonathan Parfrey, 525 S. Hewitt St., Los Angeles, CA 90013.

IV.

The initial street address of this corporation is 525 S. Hewitt St., Los Angeles, CA 90013.

V.

- (a) This corporation is organized and operated exclusively for the charitable purposes set forth in Article II hereof within the meaning of section 501(c)(3) of the Internal Revenue Code.
- (b) Notwithstanding any other provision of these Articles, the corporation shall not carry on any other activities not permitted to be carried on (1) by a corporation exempt from federal income tax under section 501(c)(3) of the Internal Revenue Code or (2) by a corporation contributions to which are deductible under section 170(c)(2) of the Internal Revenue Code.
- (c) No substantial part of the activities of this corporation shall consist of carrying on propaganda, or otherwise attempting to influence legislation, and the corporation shall not participate or intervene in any political campaign (including the publishing or distribution of statements) on behalf of, or in opposition to, any candidate for public office.

B0860-7093 07/08/2022 5:00 PM Received by California Secretary of State

VI.

- (a) The property of this corporation is irrevocably dedicated to the charitable purposes set forth in Article II hereof. No part of the net income or assets of the organization shall ever inure to the benefit of any director, officer or member thereof or to the benefit of any private person.
 - (b) On the dissolution or winding up of the corporation, after paying or adequately providing for the debts, obligations and liabilities of the corporation, the remaining assets of this corporation shall be distributed to Climate Resolve, provided that, at the time of dissolution, it is organized and operated exclusively for charitable purposes and has established its tax exempt status under section 501(c)(3) of the Internal Revenue Code and satisfies the requirements of Revenue and Taxation Code section 214. If Climate Resolve is not so organized at that time, the remaining assets of this corporation shall be distributed to such organization (or organizations) that are organized and operated exclusively for charitable purposes, has established its tax exempt status under section 501(c)(3) of the Internal Revenue Code, and satisfies the requirements of Revenue and Taxation Code section 214.
- 3. No directors were named in the original Articles.
 - 4. No directors have been elected.
 - 5. The corporation has no members.

I further declare under penalty of perjury under the laws of the State of California that the matters set forth in this certificate are true and correct of my own knowledge.

Date: 7/8/22


Jonathan Parfrey, Incorporator



5134813

B0865-1019 06/27/2022 9:50 AM Received by California Secretary of State



STATE OF CALIFORNIA
Office of the Secretary of State
ARTICLES OF INCORPORATION
CA NONPROFIT CORPORATION
PUBLIC BENEFIT
 California Secretary of State
 1500 11th Street
 Sacramento, California 95814
 (916) 653-3516

For Office Use Only
-FILED-
 File No.: 5134813
 Date Filed: 6/27/2022

Corporation Name Corporation Name	Zero Emissions Transit
Initial Street Address of Principal Office of Corporation Principal Address	525 S. HEWITT ST LOS ANGELES, CA 90013
Initial Mailing Address of Corporation Mailing Address Attention	525 S. HEWITT ST LOS ANGELES, CA 90013
Agent for Service of Process Agent Name Agent Address	Jonathan Parfrey 525 S. HEWITT ST LOS ANGELES, CA 90013
Purpose Statement	This corporation is a Nonprofit Public Benefit Corporation and is not organized for the private gain of any person. It is organized under the Nonprofit Public Benefit Corporation Law for: Charitable purposes
Additional Statements	<p>The specific purpose of this corporation is to carry out the purposes of Climate Resolve, including promoting and supporting zero emissions transportation initiatives and other efforts to mitigate and adapt to changes in weather and climate, as well as to carry on other charitable activities associated with this purpose as allowed by law.</p> <p>This corporation is organized and operated exclusively for the purposes set forth within the meaning of Internal Revenue Code section 501(c)(3).</p> <p>No substantial part of the activities of this corporation shall consist of carrying on propaganda, or otherwise attempting to influence legislation, and this corporation shall not participate or intervene in any political campaign (including the publishing or distribution of statements) on behalf of any candidate for public office.</p> <p>The property of this corporation is irrevocably dedicated to the purposes set forth herein and no part of the net income or assets of this corporation shall ever inure to the benefit of any director, officer or member thereof or to the benefit of any private person.</p> <p>Upon the dissolution or winding up of this corporation, its assets remaining after payment, or provision for payment, of all debts and liabilities of this corporation shall be distributed to a nonprofit fund, foundation or corporation which is organized and operated exclusively for charitable, educational and/or religious purposes and which has established its tax-exempt status under Internal Revenue Code section 501(c)(3).</p> <p>Notwithstanding any of the above statements of purpose and powers, this corporation shall not, except to an insubstantial degree, engage in any activities or exercise any powers that are not in furtherance of the specific purpose of this corporation.</p>
	Additional information and signatures set forth on attached pages, if any, are incorporated herein by reference and made part of these Articles of Incorporation.
Electronic Signature	<input checked="" type="checkbox"/> I declare that I am the person who executed this instrument, which execution is my act and deed. <i>Jonathan Parfrey</i>
	06/27/2022

Signature

Date

! AW " FFICE OF #OHN \$% &IVEN
2309 Santa Monica Blvd., #438
Santa Monica, CA 90404
john@johngivenlaw.com
(310) 471-8485

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By email only to BoardClerk@metro.net and LAART@metro.net

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February 22, 2024

Honorable Members of the Los Angeles County Metro Board of Directors
1 Gateway Plaza
Los Angeles, California 90012

Re: Letter in Opposition to approving the Los Angeles Aerial Rapid Transit Project (LA ART/Gondola) and Certifying the Final Environmental Impact Report (FEIR)

Dear Metro Board Members:

As the Councilmember for L.A. City Council District 1, where the majority of this proposed project would be located, I urge you to vote ‘No’ on Items 12 and 12.1 on today’s agenda and reject approval of the Los Angeles Aerial Rapid Transit (LA ART) Environmental Impact Report.

The extensive conditions that need to be placed on the project, outlined in agenda item 12.1, speak more to the serious flaws of this project than its benefits. A project that requires 30 conditions—many of which cannot be enforced by the Metro Board—in order to mitigate environmental impacts, public safety concerns, residential and commercial displacement, and myriad community concerns is a project that clearly need not be advanced. When Metro must detail an unprecedented list of additional checks and balances on the project’s progress and create a discrete fund to potentially dismantle the project so we aren’t left with another Oceanwide Plaza at Union Station in the middle of the Olympics, neither I, nor my constituents are left with confidence that the many promises embedded in this proposal and committed to by the solicitor will ever actually materialize.

The facts of this proposal remain unchanged: Zero Emissions Transit is a newly created non-profit organization that has no history of building mass transportation projects, no history of funding mass transportation projects and no history of operating mass transportation projects. The co-owner of the parking lots surrounding Dodger Stadium, and original solicitor of the project, has a history of bankrupting the Dodgers themselves.

The community engagement for the LA ART project has been deeply flawed. By its very nature as an unsolicited proposal, the process skipped over the crucial step of weighing the merits of a gondola against any number of other public transit and infrastructure solutions. As a result of being unsolicited and privately funded, the EIR before you today was created with few of the rigorous checks and balances that Angelenos rightfully expect a public agency to employ when advancing a project.

Los Angeles City Hall
200 N. Spring Street, Room 460,
Los Angeles, CA 90012



The Metro Board did not have adequate opportunity to shape the project, and the public did not have adequate opportunity to voice their concerns to the Board until far too late in the process. That the bulk of the required meetings took place largely during the pandemic whilst skipping over numerous communities and stakeholders is a shameful excuse for meeting the public input requirements. As of today, there has still never been a public meeting to hear input from the community on the decision to place a stop at Los Angeles State Historic Park, a long fought for and treasured piece of green space in a community that is in the top 3 percent most disadvantaged in the State ([CalEnviroScreen 4.0](#)).

The FEIR is fundamentally flawed and should not be certified. While the flaws are too numerous to account for in this letter, a few examples are that this EIR analysis does not consider the whole of the project inclusive of the development of the stadium parking lots. It is known that the [covenant agreement](#) on the parking lots of Dodger Stadium stipulates that the development of a “mass transportation system” will unlock the potential for these lots to be developed. According to CEQA Guidelines 15378, a “project” must be evaluated in its entirety, even when there are indirect changes that may result from the project, including if a lease agreement will be issued as a result of the project, or where the project is consequential to the development of another piece of the project. Punting CEQA analysis to other government agencies required for approving the project is illegal under CEQA guidelines section 15378(c). Third, the EIR states that there is no superior GHG alternative than the Gondola, but it does not evaluate the impacts of vehicles traveling to Union Station or Chinatown to explicitly ride the gondola, thus making this point invalid. Fourth, there are no real alternatives studied in the analysis, including the possibility of zero emission buses deploying from park and ride lots throughout the region or improving bus rapid transit alternatives to the stadium from the region. Finally, the impacts of the project are not adequately evaluated or mitigated, especially on land use, historic and culturally significant resources, tribal resources and visual and noise impacts. For example, the sole mitigation for the land use impacts of the LA ART on LA State Historic Park is to merely, “change the land use.”

This is a watershed moment for Los Angeles. We are facing the realities of rapid climate change, a spiraling affordability crisis that is displacing residents and businesses from historic corridors, a dearth of accessible and open green space, and historic disinvestment in our existing transportation infrastructure resulting in a 19 percent rise in pedestrian deaths and 24 percent rise in cyclist deaths in 2022 (LAPD).

We know that these issues are not happenstance, but instead the function of inequities that we have each inherited from policymakers of the past. I implore you to see this as an opportunity to shape a different future.

Los Angeles City Hall
200 N. Spring Street, Room 460,
Los Angeles, CA 90012



Now is not the time to invest public time and energy into privatized transit systems, to sacrifice the fragile ecosystems and green space at Elysian Park and LA State Historic Park, to overlook the thousands of community members from Chinatown, Solano Canyon, Elysian Park and Lincoln Heights who have spoken out against this project, to forgo the will of the voters who overwhelmingly passed Measure M in 2016 and directed Metro to invest its time and money in regional transit solutions, not expensive and privatized pet projects.

I respectfully urge you to not approve the Los Angeles Aerial Rapid Transit Project and to not certify the Final Environmental Impact Report. Instead, I welcome you to work with my office as we undertake a City-led Dodger Stadium traffic analysis that will develop a comprehensive set of solutions guided by robust community engagement.

Thank you for your consideration,

A handwritten signature in black ink that reads "Eunisses Hernandez".

Eunisses Hernandez
Los Angeles Councilmember, 1st District

Los Angeles City Hall
200 N. Spring Street, Room 460,
Los Angeles, CA 90012



 **calorganize.org**

facebook.com/CalOrganize
Twitter: @CalOrganize

State Office
3655 S Grand Ave, Ste. 250
Los Angeles, CA 90007

P 877-633-9251
F 888-463-1187
info@calorganize.org

February 21, 2024

Dear Metro Board of Directors,

ACCE is community-based organization in Los Angeles focused on protecting the interests of marginalized communities that have felt the impacts of displacement and environmental injustice. This letter expresses our opposition to Frank McCourt's proposed gondola project from Union Station to Dodger Stadium and our collective ask for the Metro Board to **vote NO against the gondola and reject the certification of the Final Environmental Impact Report.**

From the start, the process leading up to the approval of the environmental impact report has been a complete sham. Not only does the project itself lack complete transparency, but so does LA ART. In the past, Metro and LA ART have used these meetings to promote this ridiculous project rather than engage the community to solicit meaningful input; and they have continually refused to divulge how they will pay for the gondola. We oppose the use of taxpayer dollars to fund a project that will increase the wealth of a few billionaires.

We are also opposed to the adverse effects this project will have on the neighborhoods of El Pueblo/Olvera Street, Chinatown, Solano Canyon, and Echo Park. The gondola does nothing to meet the actual transit needs of the service-poor region that has actually lost bus lines over time. It also repeats the history of the eviction of the Bishop, La Loma, and Palo Verde communities (known as "Chavez Ravine"), proposing to build over working class communities in a housing crisis in order to benefit the Dodger Corporation. This project does not seek to serve the community. It seeks to displace it.

This project also intends to build on the LA State Historic Park, uprooting 81 trees, and flying cabins 26 ft over peoples' heads. This would change the character of the park completely, a vital greenspace for the park-poor community. The ecological value of 81 mature trees is vital to supporting the soil and the endangered bird and bat species in this area. They cannot be easily replanted and replaced. The same can be said of the very people who live in this neighborhood.

Time is of the essence. This project is not what the community asked for and does not contribute to the well-being of residents.

We urge the Metro Board **to NOT certify** the final Environmental Impact Report and to work with their own neighbors to address real transportation concerns with viable projects that actually serve the community's needs, such as safe, clean, and more frequent service and routes for people who depend on buses to get to work, schools, and appointments. If we are to solve the Dodger traffic problem, we should expand and electrify the existing system of the Dodgers Express buses, install protected bus lanes to speed up and prioritize bus travel around the clock—not put \$500 million of taxpayer money at risk for this billionaire's profit machine.

Respectfully,
ACCE Los Angeles Leadership.

February 13, 2024

Mr. Cory Zelmer
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, CA 90012
via email: LAART@metro.net
BoardClerk@Metro.net
jdupontwalker@gmail.com
anajarian@glendaleca.gov
FirstDistrict@bos.lacounty.gov
councilmember.yaroslavsky@lacity.org
ThirdDistrict@bos.lacounty.gov

Re: AGAINST Agenda Item #12 (2-14-2024)

Dear Mr. Zelmer:

The Sierra Club submits this letter to set forth its comments and concerns regarding the Final Environmental Impact Report (“FEIR”) prepared for the unsolicited private Gondola Project (“Gondola Project” or “Project”) proposed by McCourt Global’s Aerial Rapid Transit Technologies LLC (“ARTT”) subsidiary. We find many of the FEIR Responses to Comments on critical matters such as the environment, impact on local parks, project financing, eminent domain, culture, and community to be vague, evasive, incomplete, and at worst, misleading, requiring rejection of the project. There are more concerns than we can properly address in one letter; however, we identify some of the most flagrant examples below. The FEIR comment responses have left us with more questions than answers. This incomplete response confirms our fundamental concern that this Project will have an even greater negative impact on the environment and community than originally envisioned. Specifically, our concerns include:

- It’s Impact on the Natural Environment: There is significant doubt as to whether the LA ART would alleviate congestion and air pollution, which is the fundamental premise of the FEIR. The UCLA Mobility Lab Study dated October 24, 2022 concludes the gondola will do little to reduce traffic and green-house gas emissions. In particular, the multiple FEIR references to the “5,000 people per hour” gondola capacity are refuted by the UCLA Mobility Lab Study. The FEIR further assumes patrons would use the gondola both before and after events. However, the study indicates that many stadium attendees are unlikely to wait for the gondola following events and will instead use the express bus or ride share services back to LAUS or to other destinations. Moreover, the “5,000 people per hour figure” gondola capacity figure does not reflect non-event day or off-season usage. The UCLA Mobility Lab Study concludes very few people would use the gondola as a form of transportation outside of travel to/from games. The increased traffic to the Chinatown area for people to ride the gondola will also increase air pollution in that neighborhood. Also, noise pollution from the

construction and operation of the gondola will impact the people and wildlife in the area, particularly birds.

- **State Historic Park Impacts Will Be Significant:** Downplaying the significant impacts on the State Historic Park in the FEIR is an affront to the community's cultural and historical heritage and its heroic and historic efforts to preserve open space in an urban environment for impacted communities. Metro's failure to acknowledge the true extent of the project's impact on this valuable site demonstrates a lack of commitment to preserving our shared history. The Gondola Project would require the removal of over 250 trees in downtown Los Angeles, including 135 trees located within the Los Angeles Historic State Park grounds for the construction and aerial clearance required for the Gondola's operation, should Design Option A be utilized. (FEIR Appendix K, pp. 11-12 of PDF.) Furthermore, up to 1.87 acres of the 32-acre park (6%) would be restricted not only by the station, but by the overhead development and operational rights for the aerial infrastructure, including the cable ropeway, which would be suspended at just 26 feet over the park at its lowest spot. The construction and operation of the Gondola will result in a loss of income associated with events as one of the park's stage sites is below the Gondola's aerial clearance area and would prohibit such activities. Further, disruption to park visitors will occur as Gondola passengers will likely use parking designed for park visitors. The community worked tirelessly for decades to establish the State Historic Park, yet the Gondola Project could destroy it in a matter of years.
- **Elysian Park Impacts Will Also Be Significant:** Elysian Park is a "dark park," meaning it closes at night to give animals and residents a rest. Should further development occur around Dodger Stadium, as plans appear to point to, the gondola and its 190-foot-tall towers, as well as the development, will be illuminated, display advertising, and have people riding the gondola going to and from the Stadium from 5am until midnight.
- **Feasible and Environmentally Superior Alternatives are Improperly Disregarded:** The FEIR's dismissal of environmentally superior alternatives is a glaring failure in the evaluation process. Metro's refusal to seriously consider and transparently present alternatives raises questions about the integrity of the decision-making process. The community deserves a thorough exploration of all options, with evidence-backed justifications for the chosen approach. The FEIR dismisses the current use of the free and frequently used Dodger Express, electric buses, and a dedicated lane to bring Dodger Fans to the stadium (FEIR, p. 6.0-91.). Most major Los Angeles venues such as the Hollywood Bowl and the Ford and Greek Theaters use buses effectively and the DEIR admitted that the Express Bus alternative is the Environmentally Superior Alternative (DEIR, pp. 4-76 to 77.). The DEIR admitted that the Express Bus alternative would create no significant adverse effects and it also uses proven technology. The Los Angeles Times reported in October 2023 that Turner Engineering Company ("TENCO"), a transportation consulting and engineering company, has submitted a proposal to Metro which could facilitate setting up a system of transportation management similar to the way the Hollywood Bowl engages in mass transportation of audiences for events there. (<https://www.latimes.com/sports/dodgers/story/2023-10-05/dodgers-parking-mass-transportation-dodger-stadium-hollywood-bowl>.) The TENCO alternative posted on the Web underscores the feasibility of a bus-based alternative. (See

<https://cityscale.turner-engineering.com/>). There also hasn't been an analysis of potential traffic mitigation measures for this area in the last 30 years, despite significant development in zero emission transportation technologies.

- **Public Land/Private Land & Eminent Domain:** The Gondola's path requires use of public and private land and airspace, and the FEIR does not explicitly reject use of condemnation powers over private property. The Gondola Project as presented will likely require the condemnation of private land and airspace. The FEIR's failure to clearly acknowledge that reality undercuts transparency. Eminent domain is an extreme legal tool that directly impacts communities, and the FEIR's failure to clarify the circumstances for its use denies residents the right to a full understanding of the potential consequences. ARTT and Metro must provide a forthright account of its intentions regarding land acquisition. Public commenters inquired about the potential use of eminent domain. (FEIR, p. 6.0-533 to 534; 6.0-1897; 6.0-2250; 6.0-2436; 6.0-2938). The FEIR's responses are evasive, claiming that "[h]ow the Project Sponsor acquires the aerial rights for the proposed Project is beyond the scope of the Draft EIR," and claiming that eminent domain use is speculative. (FEIR, p. 6.0-2259.) However, the Project as designed would require acquisition not only of public land (city streets, roads, freeways, public parks, natural habitats) but of private property (homes and businesses) not within ARTT or Metro's control. Metro claims that it has the power to use eminent domain to secure public rights of way, private land, and air easements (FEIR, p. 6.0-534). The failure of Metro and ARTT to explicitly reject the condemnation of private property for the Gondola Project leads us to believe that Metro will use eminent domain to secure rights for this unsolicited private project.
- **No Financing Plan:** The FEIR presents no meaningful information regarding where \$500 million in project development and operating costs will come from, other than taxpayer dollars. The absence of clear project financing information in the FEIR raises serious concerns about the project's financial viability. Without transparent disclosure of alternative funding strategies, it is reasonable to anticipate Taxpayer funds will be used to finance the project. This lack of clarity undermines public trust and exposes the project to potential financial instability. The Project is now estimated to cost as much as \$500 million, up from the initial budget of \$125 million, an over 300% increase. ARTT promised a financial plan to the Metro Board Executive Committee by September 30, 2022. No such plan was presented, and FEIR Section 4.0 provides slim evidence that financing will be available, or realistic. ARTT provides no information about who will pay for operation and maintenance of the gondola system, including necessary mitigation measures. The sponsorships and farebox revenue suggested in the FEIR is inadequate. Farebox revenue will be low if Dodger fans ride for free. Sponsorship opportunities are likely to be limited to \$60 million or less based on similar projects. There is no precedent of farebox and sponsorships coming anywhere close to covering hundreds of millions in gondola construction and operating costs. Additionally, using publicly financed bonds for a privately owned project will unnecessarily burden the taxpaying public. As well, public funds should be used for more beneficial public services and projects that benefit all living creatures. This includes protecting and preserving our natural environment, particularly given the climate crisis.

Our conclusion after reading the FEIR is that the McCourt Global and ARTT's unsolicited privately-owned gondola project burdens the environment and surrounding community. Metro should reject the Gondola Project FEIR and engage the local community in identifying a true public transportation project that benefits the environment and meets the needs of the community.

In addition to the above, the Sierra Club refers to and incorporates by reference herein the substance of the letter of this date submitted by the LA Parks Alliance and the Sierra Club's prior response to the DEIR submitted on January 17, 2023 to the extent that the agency failed to respond adequately to the points raised therein.

Sincerely,

A handwritten signature in black ink that reads "Amanda J. Stemen". The signature is written in a cursive, flowing style.

Amanda J. Stemen
Parks Committee Chair, Executive Committee Member, Central Group
Angeles Chapter
Sierra Club

Subject: Chinatown Employee, Lincoln Heights Resident, Family Association Member
AGAINST the LA ART Gondola, Item #12 (Metro Board 2-22-2024)

February 21, 2024

Dear Metro Board Members,

I am a resident in Lincoln Heights and have been an employee at my sister's hair salon in Chinatown for over 30 years. I am strongly OPPOSED to the LA ART Gondola to Dodger Stadium.

The gondola project would do more harm than good, especially for businesses. The gondola, by design, flies over Chinatown. Instead of bringing more foot traffic directly into Chinatown, it would invite people to travel, often by car, to the gondola stations and then bypass us. If there is development on the Dodger Stadium parking lots, this would further draw business away. Visitors for the gondola would drive to and park in Chinatown, making it more difficult for visitors who actually want to spend time in Chinatown to find parking. Parking would also become more expensive, which will make it difficult for many businesses to survive. Chinatown should not be used as Dodger Stadium's parking lot.

The Broadway Junction is too large for the residential neighborhood where my mother lives. She is over 90 years old, very nervous about the project coming into her neighborhood and always talks to me about it. Allowing the gondola to operate from 6am to midnight every day will be too disruptive and noisy for residents. This is too many hours. The prolonged and heavy noise and vibration during construction would also be extremely harmful to residents' health, especially the many seniors in her neighborhood. The worry alone will make it hard for her to sleep. She would worry every day about when a cabin might drop down. Every day my mother walks to go to Chinatown to go to eat and go to the grocery store, and she would not feel safe walking under the gondola. Allowing a private developer to build such a large and disruptive station in our small residential neighborhood for a tourist attraction seems like an abuse of power. It is too much to impose on residents who just want to live in peace. We already have to deal with Dodgers traffic, the noise of the 110 FWY, and the traffic and parking chaos of Cathedral High School, which hosts many sporting events and tournaments throughout the year. Please do not add this gondola flying over us and the massive Broadway Junction circulating cabins more than 18 hours per day. Please care about the health and safety of the residents in my neighborhood.

Please, I urge the Metro Board members to vote NO on Item #12, the certification of the FEIR for this project. The EIR did not do enough to address our concerns. The FEIR also has too many flaws, and does not consider the impact of development on the Dodger Stadium parking lots. The studies in the FEIR also make many bad and overly optimistic assumptions about ridership. I also have many concerns about funding for this project. I ask Metro to hold LA ART accountable, and withhold certification of the FEIR until there is a real funding plan submitted to Metro -- one with enough detail so that the accuracy of cost estimates and anticipated revenues can be verified by Metro. Residents who would have to live with this project in their neighborhood need more than just LA ART's assurances that the project will be financially viable

and maintained with a sufficient budget. For peace of mind, we need full transparency regarding the project's finances.

Sincerely,

Mei Cai

Mei Cai
Chinatown Employee
Lincoln Heights Resident
Gee Tuck Sam Tuck Family Association Member

From: ██████████
To: 35@lucy
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Subject: Resident AGAINST Item #12 - LA Aerial Rapid Transit FEIR (2/22/2024 Metro Board Meeting) - Noise Analysis
Date: Wednesday, February 21, 2024 3:04:26 PM
Attachments: <a href=)
[Tyrol-partial-wall.png](#)
[Toulouse_3S-cable-car-for-the-city - Seilbahnen International.pdf](#)
[Toulouse_3S-cable-carStation.png](#)
[Teleo_Tisseo-Facebook-Station.png](#)

Dear Metro Board,

Please vote AGAINST certification of the FEIR for the LA ART gondola project, Item #12 of Metro's 2/22/2024 board meeting agenda.

I am submitting the attached documents for reference related to the noise analysis. The response to my comments regarding the noise analysis in the FEIR (Topical Response P, P702-18 through -28) and the FEIR Errata (Section B Gondola System Noise Modeling) did not identify the physical differences between the LA ART Gondola stations/junction and the reference station(s) where noise measurements were taken in Tyrol, Austria from the Eisgratbahn gondola to validate the Rossi model. Attached are floor plans and photographs downloaded from Arch Daily: <https://www.archdaily.com/869119/3s-eisgratbahn-gondola-lift-at-stubai-glacier-ao-architekten>.

Physical differences in the station design may impact the propagation of sound waves outside of the station and the noise estimates using the Rossi model. Since the DEIR did not disclose the name of the reference station, it was not something that I could comment on in the DEIR. Now that I've had a chance to review the FEIR and look at images of the Eisgratbahn stations, it raises additional questions. Are there interior rooms and interior walls in which equipment are housed in either the LA ART gondola or Eisgratbahn gondola stations? The Errata notes that the reference measurements in Tyrol were taken from a location with a clear line to the mechanical components of the gondola station, but does not specify which mechanical components. There are many mechanical components in a gondola station, and some of them, presumably, are noisier than others. Even so, there appears to be a partial exterior wall that reflects a portion of the noise from the station machinery back into the station. (See attached photo with annotation in orange.) Even if it is impossible to "fully enclose" gondola stations and junctions, the differences in not only the interior rooms/walls, and the building envelope or exterior shell of these structures are still very relevant and need to be addressed in the noise analysis. Instead, these differences are completely dismissed in the FEIR when evaluating the estimates of noise and the validation of the Rossi model as it relates to the LA ART project. "In particular, comparable aerial transit systems in other locations demonstrate that such systems can operate safely, efficiently, and in concert with nearby residential and open space uses, including parks and other recreational facilities. Such comparable aerial transit systems include open air stations in residential areas" (FEIR, P702-18). Yet, the FEIR does not provide any examples of these systems.

I have attached an article on the Teleo gondola in Toulouse, France, which is the only 3S gondola in the world used as public transportation. The article is available here: <https://www.simagazin.com/en/si-urban-en/toulouse-3s-bahn-fuer-die-grossstadt/>. While the station platform, which is at ground level, would be called open-air and free of any walls, the noisy mechanical components appear to be contained inside a boxy building with walls. Are the Teleo's open-air station comparable the LA ART's open-air stations? While LA ART promotes gondolas as proven technology, the use of the almost fully open-air stations like LA ART's directly adjacent to sensitive uses is not proven. It's actually quite atypical and unorthodox.

The 98 ft tall, open-air Broadway Junction is next to small apartment buildings and homes, many of which are over 100 years old, with many seniors in the neighborhood who are sensitive to noise and sleep disturbance. LA ART's other stations are also open-air and very close to sensitive uses including Avila Adobe and LA State Historic Park. This project is proposed to operate continuously, 18 hours per day, from 6am to midnight, plus an additional hour between 5am to 6am for startup. If the gondola will actually be used after concerts, which typically end at 11pm or later, the operating hours would likely be extended into the early AM hours. Little to no information has been provided regarding LA ART's station/junction floorplans and enclosures for mechanical equipment. If you were living next to a 98 ft tall open-air gondola station, wouldn't you want this information?

Please do not certify the Final EIR until these issues with the noise analysis are resolved.

How is a private developer being allowed to build this large and disruptive station in a small residential neighborhood? It's not real public transportation. It's a novelty tourist attraction and a luxury amenity serving a sports venue. The neighborhood at the proposed Broadway Junction already has to deal with Dodgers traffic, the noise of the 110 FWY, Downtown LA commuter cut-through traffic, and the daily traffic and parking chaos of Cathedral High School, which also hosts large sporting events and tournaments throughout the year. Please do not add this gondola flying over us and the massive Broadway Junction circulating cabins more than 18 hours per day to the mix. This is too much to dump on residents who just want to live in peace.

Sincerely,

██████████
Savoy St. Resident



From summer 2021 the "Téleo" three-cable circulating track (3S) will soar over the „Ville Rose“, Toulouse.



Tisséo

May 4, 2022 · 🌐

🤔/Le saviez-vous ?
📍 La station Oncopôle - Lise I
prochainement desservie par la
#Téléo, est construite sur pilot
également découvrir, depuis l'i
cabine, sa toiture végétalisée !
#téléo #toulouse #transports

👍❤️ 36

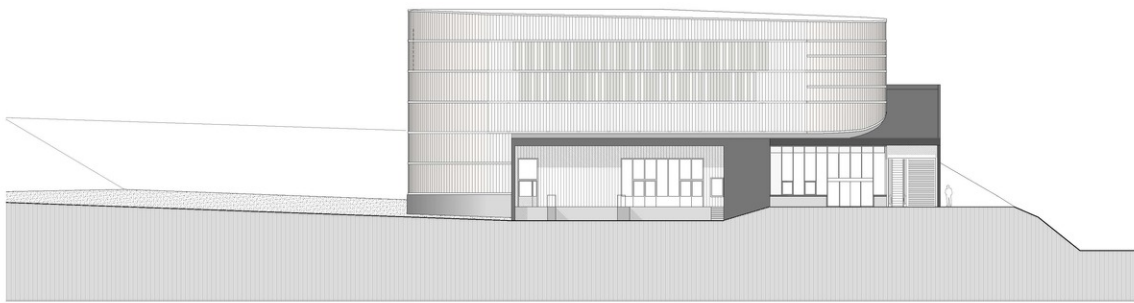
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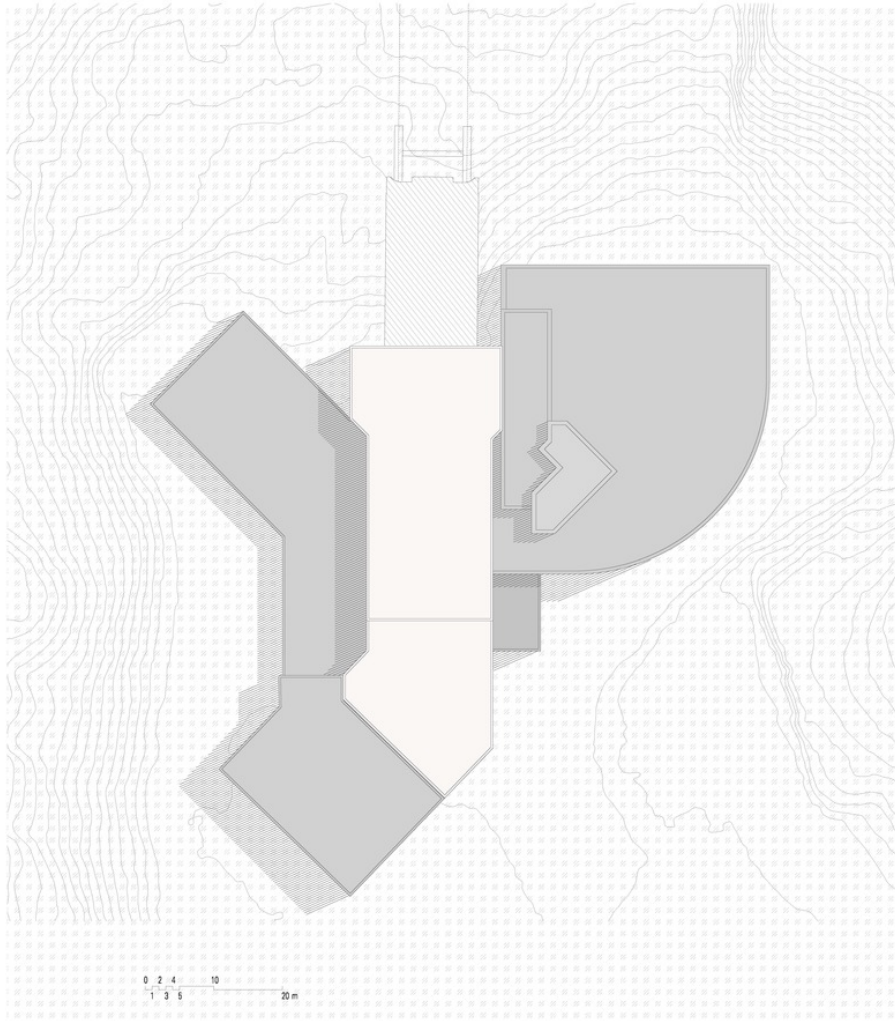
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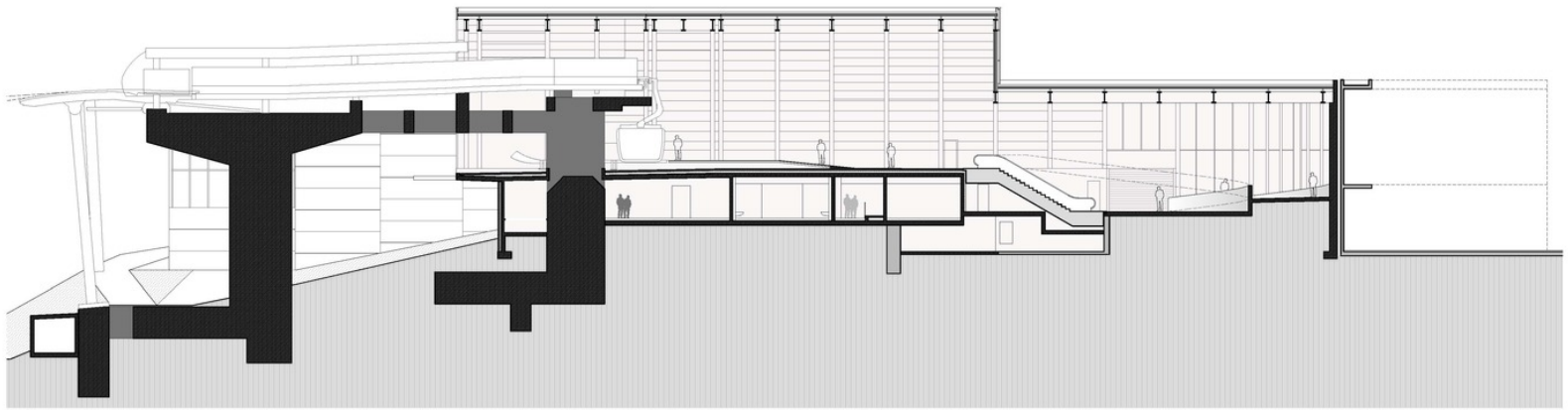
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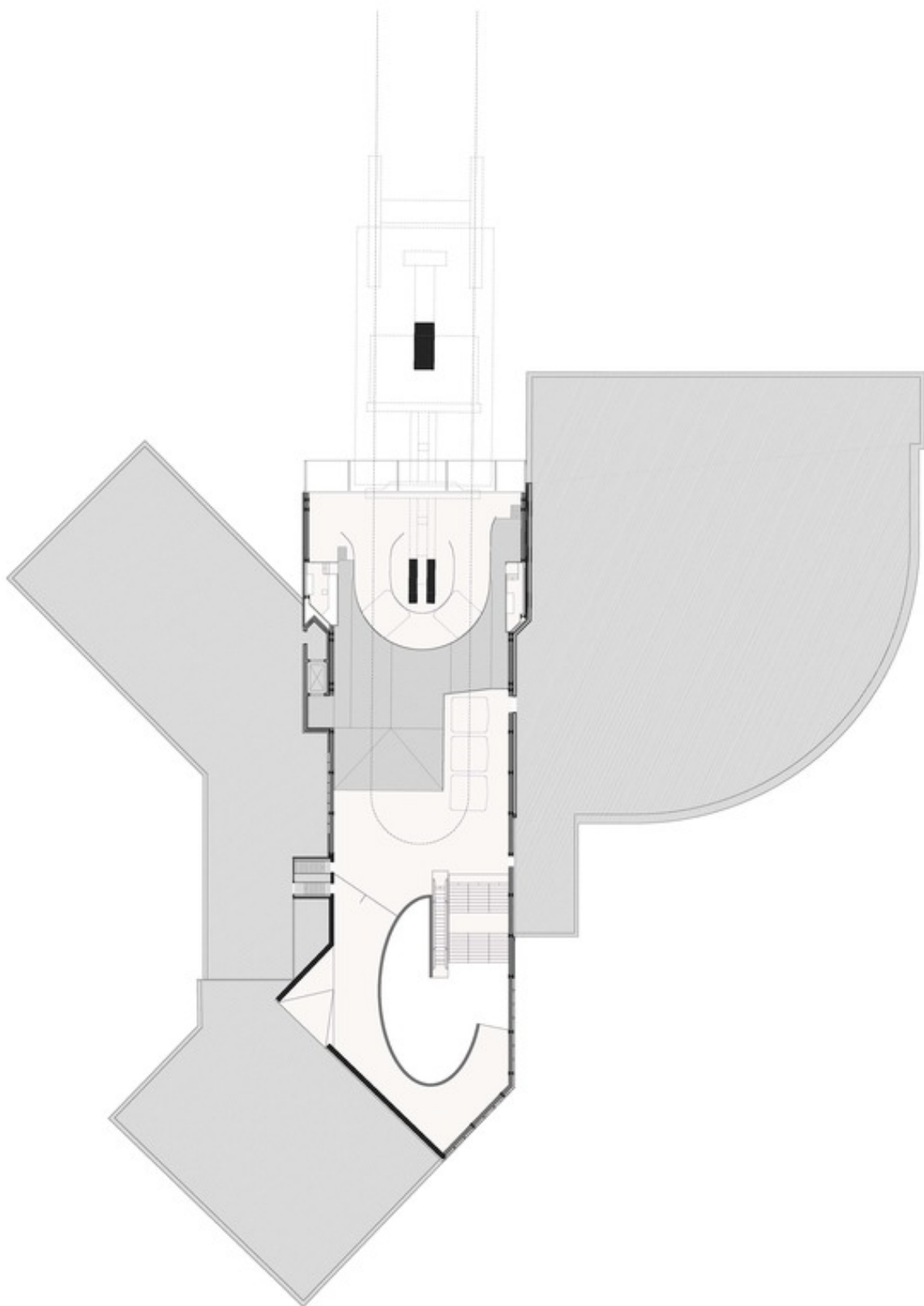
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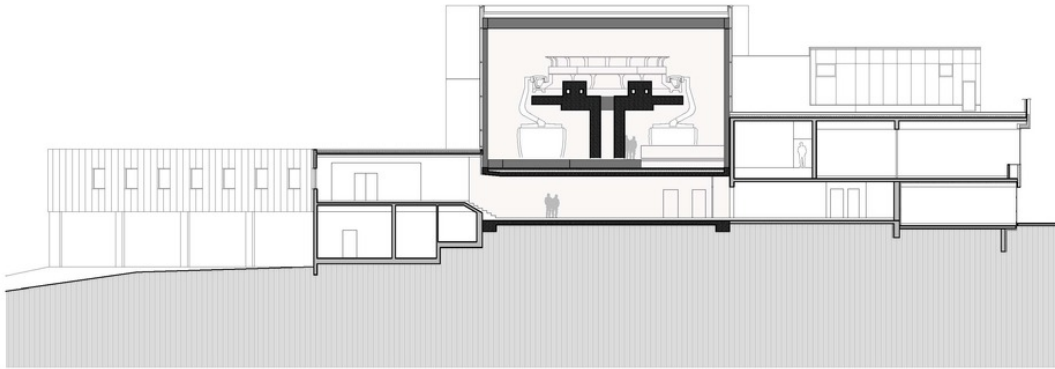
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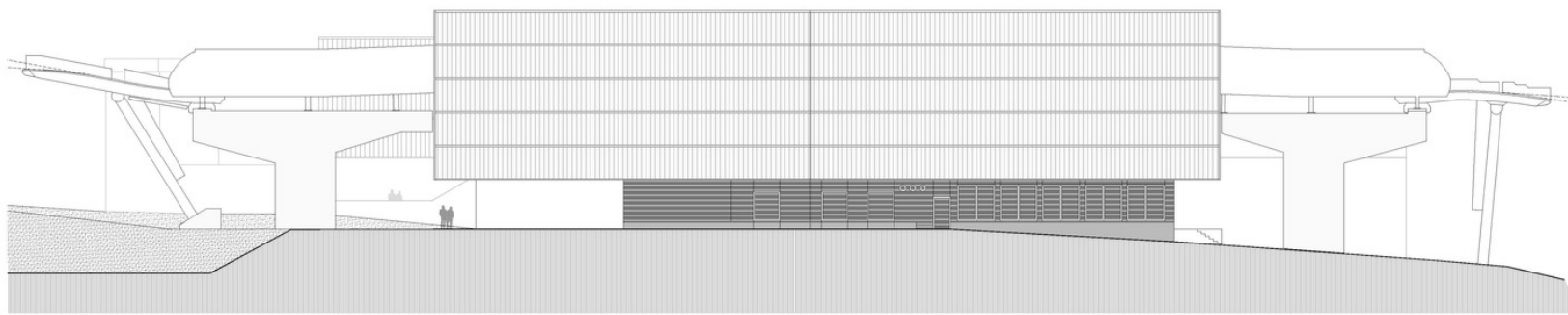




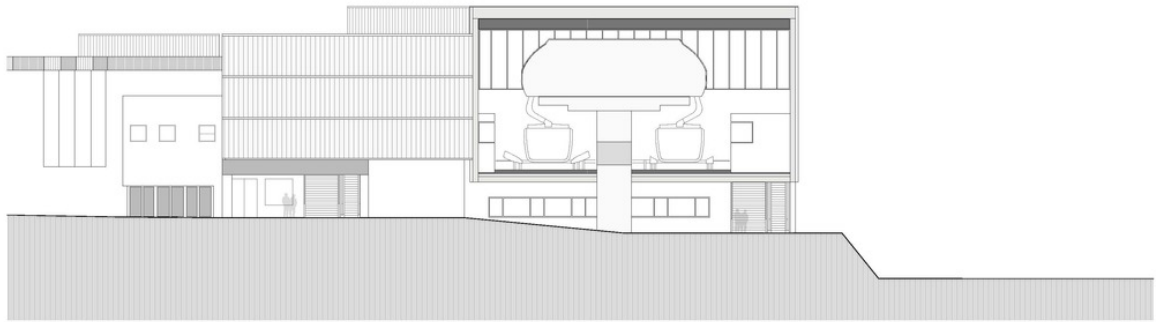


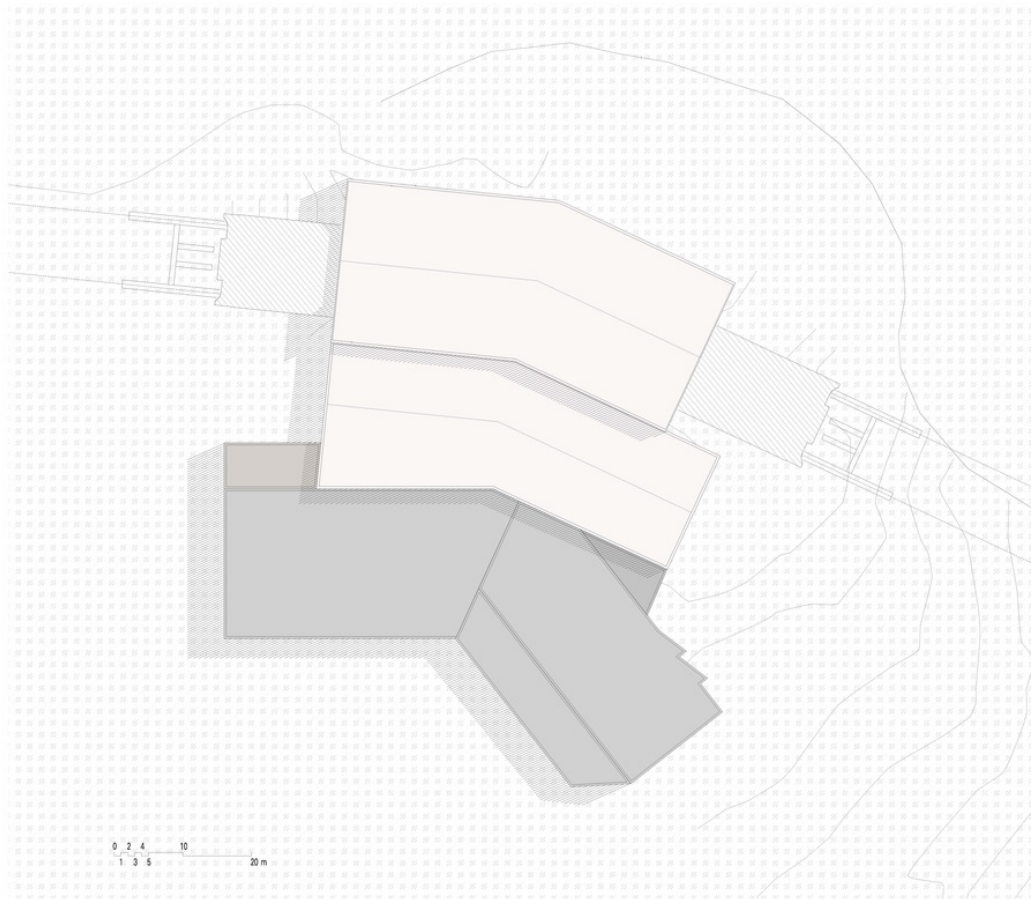


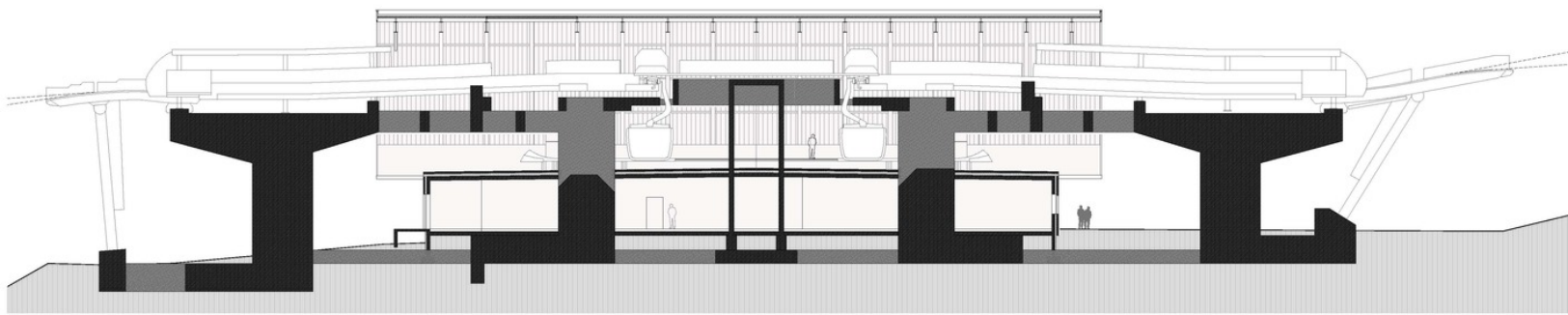




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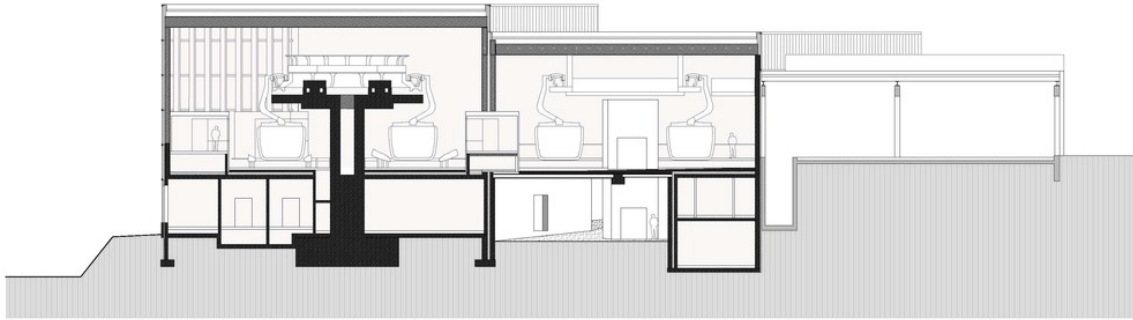


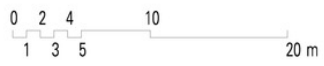
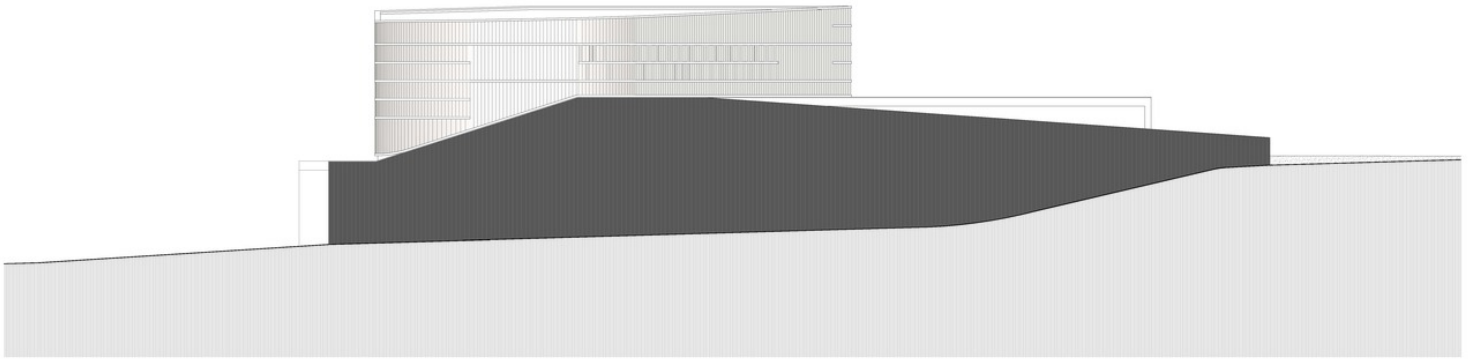


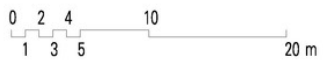
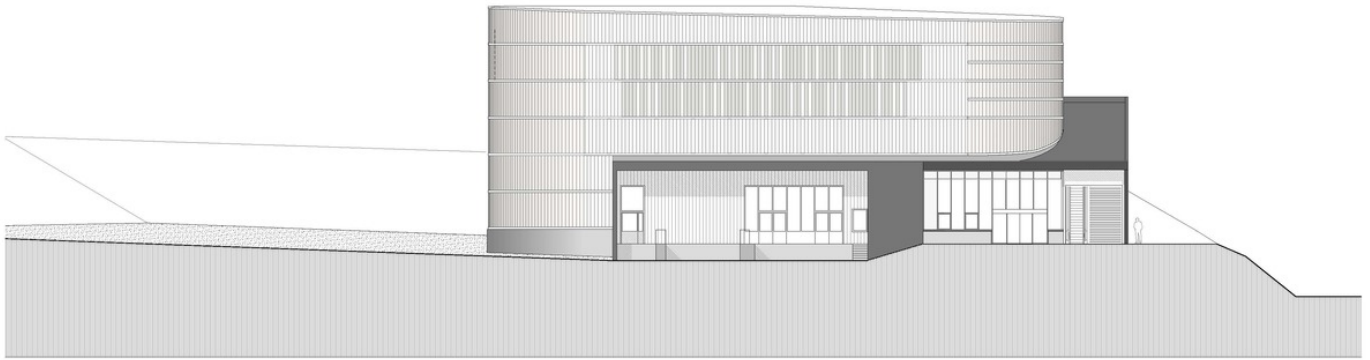


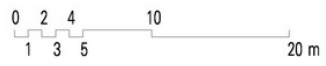
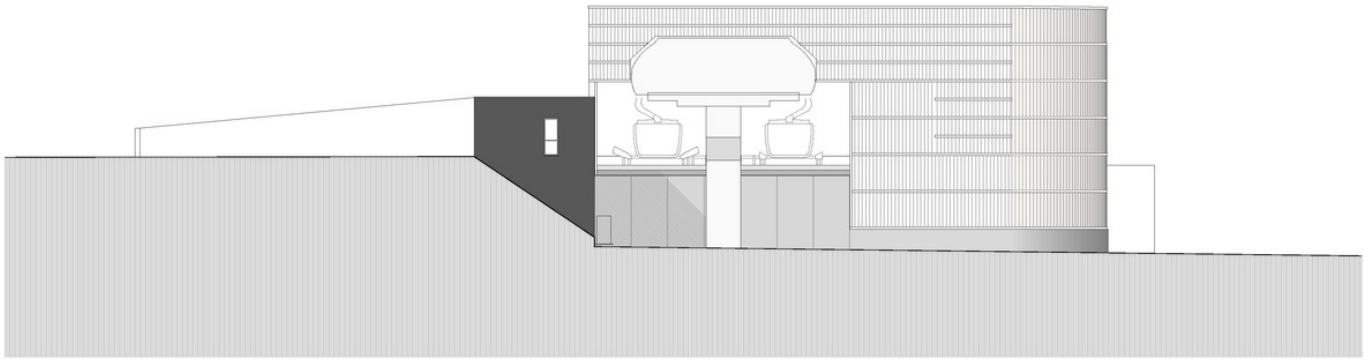


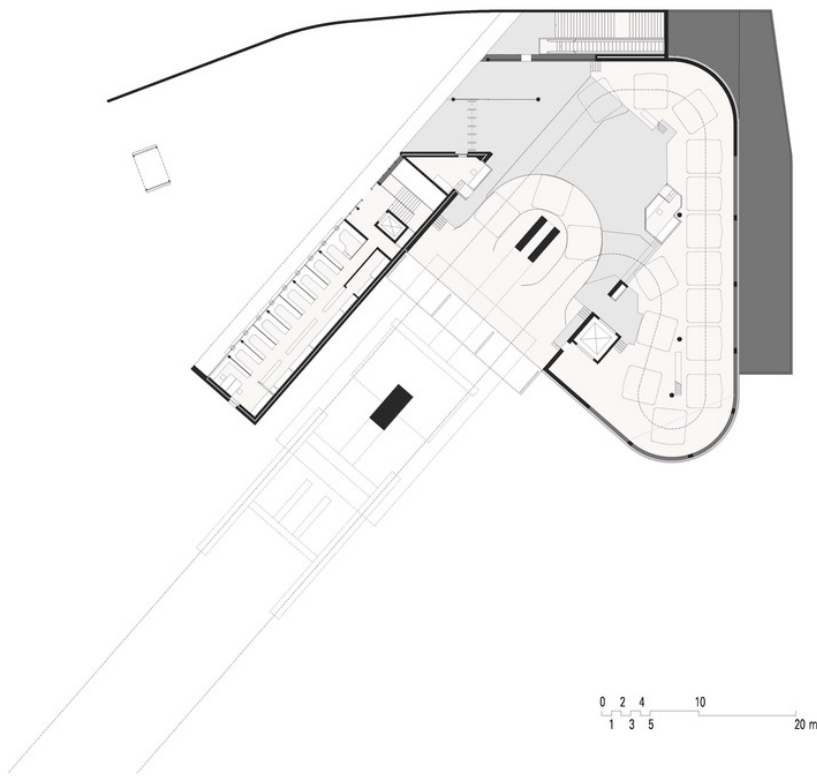
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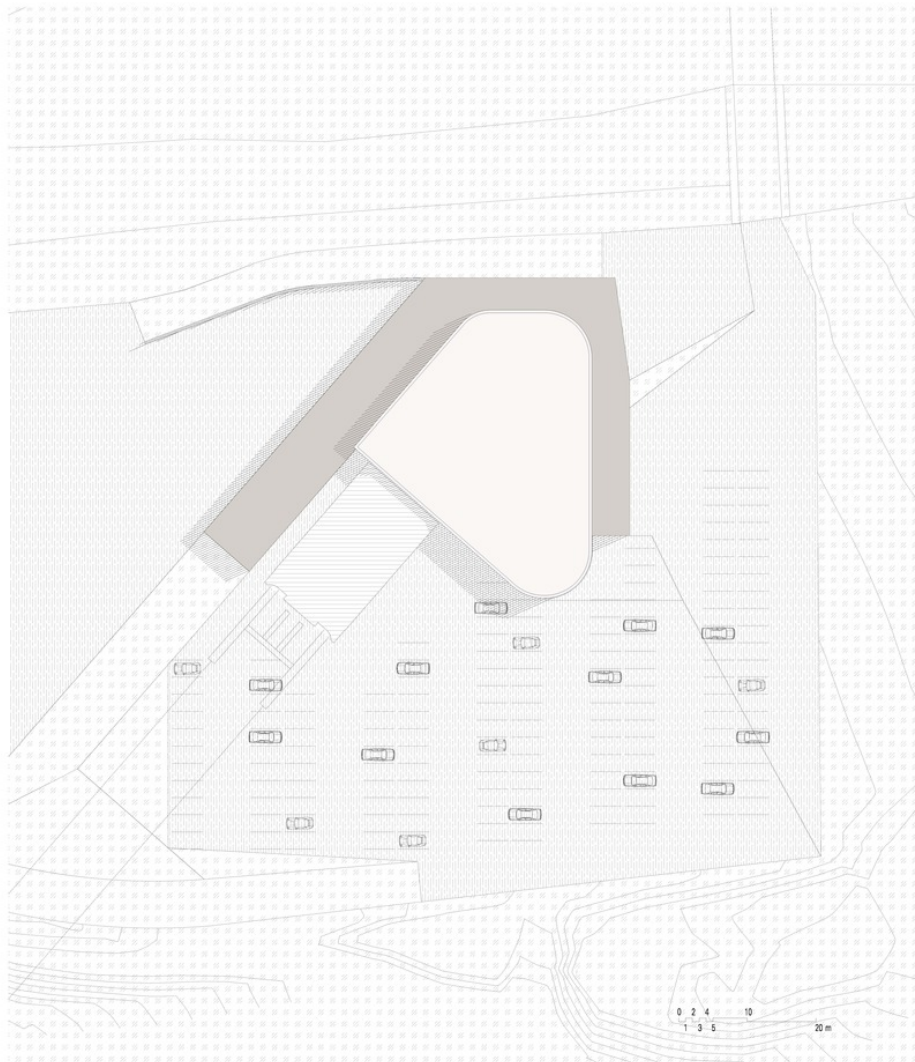


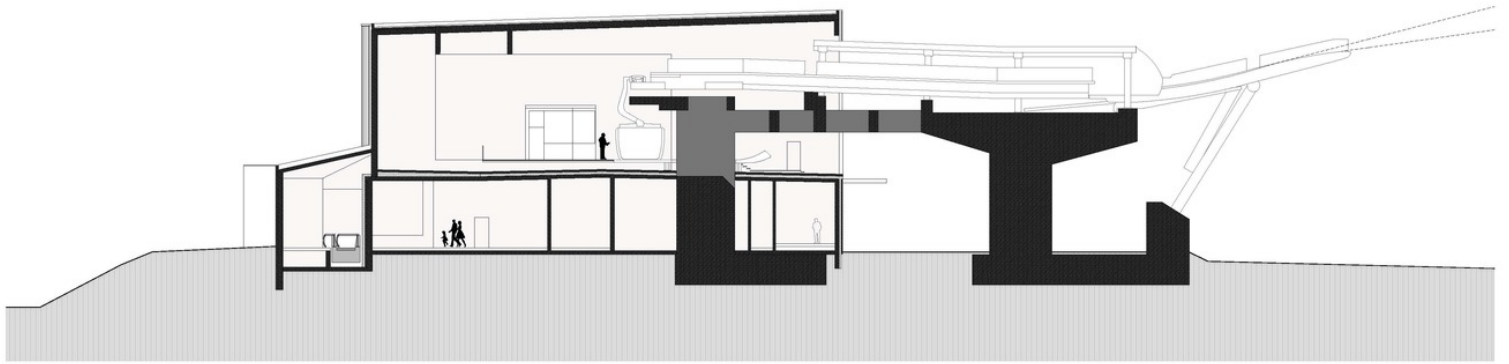












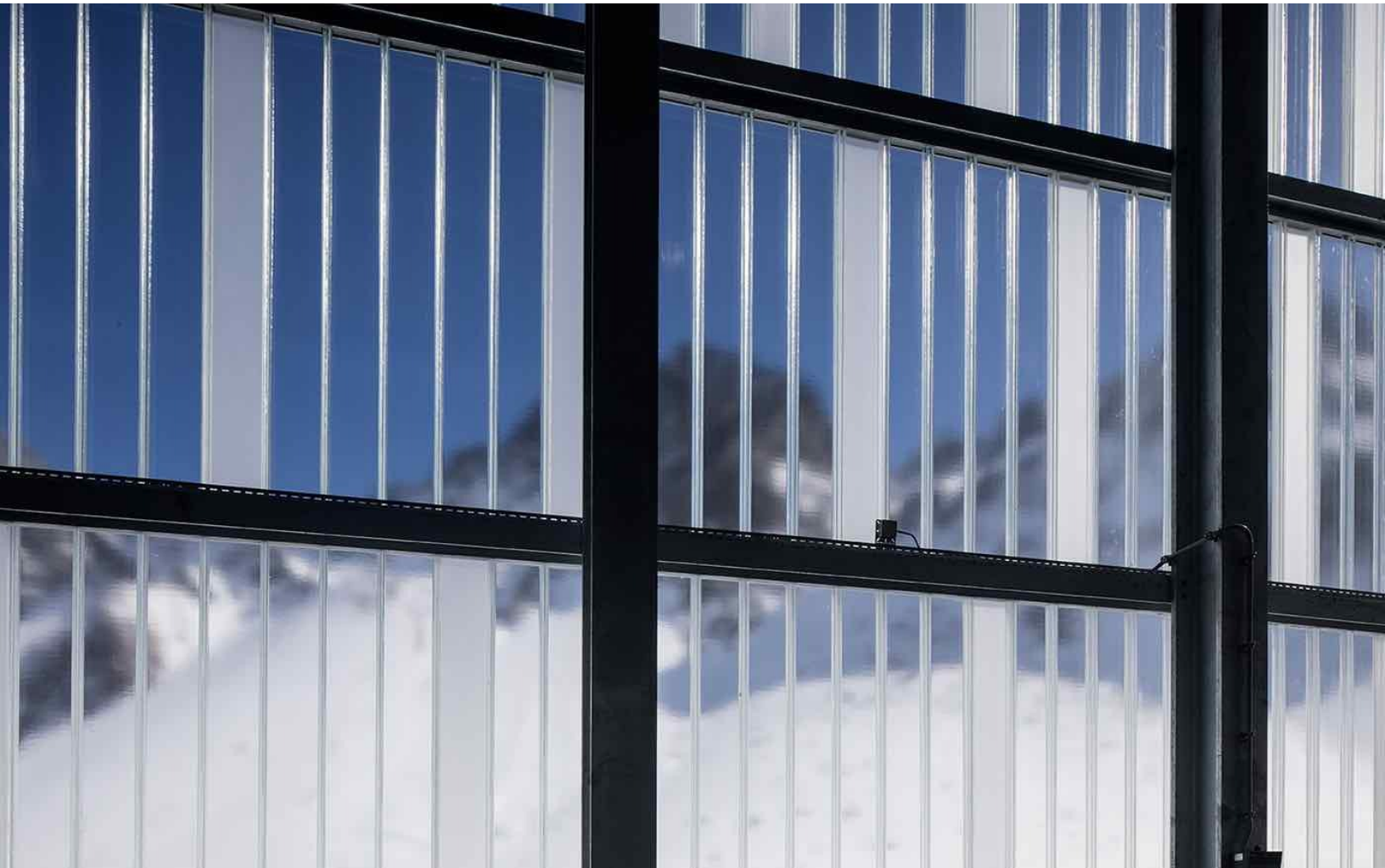
















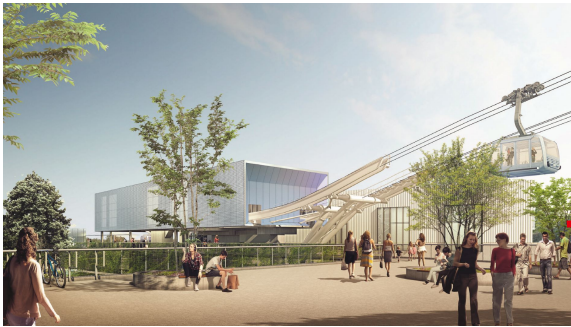








SI URBAN 2/2020, SI-URBAN, URBAN



TOULOUSE: 3S-CABLE CAR FOR THE CITY

Like many metropolises in France, Toulouse also suffers from heavy traffic. Despite having a good metro network, connections between the lines need to be increased. With a cable car from manufacturer POMA, three major transport hubs will now be opened up to one another.

From summer 2021 the "T el e" three-cable circulating track (3S) will soar over the „Ville Rose“, Toulouse.

TAMARA MAIR

21. September 2020

The idea of a cable car that connects both parts of the city in a journey time of ten minutes and therefore saves people a 45-minute journey by car was discussed as early as in 2003. However, the decision was made only 2016, after two changes of leadership in the city government. Now Tiss eo Ing enierie is heading the projecting on the behalf of the municipality.

“At POMA, we then won the tender, as we had formed a consortium with regional businesses. Together with local companies Bouygues (Civil works), S equance (architects), Seti (engineers) and service partners (ALTISERVICE a Pyrenees ski resorts operator), we were able to supply the best offer technically and economically for construction of the cable car as well its maintenance for twenty years,” POMA Project Manager P. Laville reports on enquiry by SI Urban.

The order for more than 82 million euro including conception, realisation, support operations and project management. The Maintenance contract for 20 years costs 38 million euros. “The toughest challenge of the construction is undoubtedly the cable route in the urban setting,” Laville says. Construction work began in summer 2019 and should be completed in summer 2021.

T EL EO TOULOUSE:

Length

3 km

Altitude difference	100 m
Transport capacity	1,500 (2,000)
Stations	3
Gondolas	15 (20)
Gondola capacity	34 p.
Stanchions	5
Max. Speed	27 km/h
Operating Speed	20 km/h
Journey time	10 min
Investment costs	€82 m.
Maintenance costs (20 years)	€38 m.



ROUTE

The cable car in Toulouse begins at the Oncopole institute and crosses the river Garonne and Pech David Hill to reach Rangueil hospital. The route then runs down to Paul Sabatier University

Project name Téléo

The cable car, named “Téléo” will extend over three kilometres and cross both the river Garonne and Pech David Hill. With the Oncopole institute, Paul Sabatier University and CHU Rangueil hospital, three major transport hubs will now be connected in a journey time of only ten minutes – at the moment, a journey by car takes 45 minutes. With the cable car, a whole cluster will be better integrated into the existing public transport network (metro and bus). Accordingly, up to 8,000 passengers per day are expected on the cable car. The frequency will be up to one cabin every 1:30 in peak hours. Teleo will operate as well as the metro, with the same time range from 05:00 AM to 00:30 PM.

3S system for greater wind stability, comfort and space

The cable car is part of the 2020-2025-2030 Toulouse infrastructure project and designed as a three-cable circulating track (3S), to guarantee high wind stability and therefore reliability. Furthermore, the 3S system requires fewer but higher supports, which minimise the negative scenic, visual and noise impact. “The larger gondolas with wider entrance doors offer greater comfort for all passengers – in particular for hospital patients with limited mobility,” says D. Baud-Lavigne, Sales manager for urban cable cars. Moreover, the gondola design from Pininfarina design studio makes the journey a visual experience, especially as the generous panels of glass allow spectacular views.



Initially 15 gondolas, each carrying 34 people, will cross Toulouse. "In a second phase this will be increased to 20 gondolas, which will raise the transport capacity from 1,500 to 2,000 people per hour," Project Manager P. Laville adds.



CONSTRUCTION

The cable car in Toulouse has been under construction since summer 2019. Photos: POMA

Spacious & integrated stations

With the 3S system, the three stations are designed to be very spacious and have been approved by French architectural association Bâtiments de France as buildings that are perfectly integrated into the surroundings. "One important feature is the integration of the cable car into the public transport network, such as with the university metro station and with the bus station at the oncology institute," D. Baud-Lavigne emphasises.

The platforms are laid out so that all passengers can board and alight within 1:30 minutes – regardless of whether they are travelling as pedestrians or with bags, suitcases, bicycles, pushchairs or a wheelchair. The speed and transport capacity of the cable car can be adapted to the volume of passengers (peak times versus quieter periods).

Environmentally friendly & safe

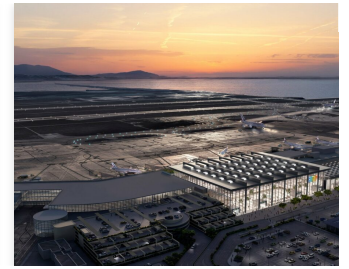
However, the 3S cable car will not only make daily life easier for the residents of Toulouse; it will also reduce the ecological footprint of the French city. Thanks to the electric drive, the cable car reduces environmental impact by 30 percent compared with car traffic. Moreover, the 3S technology means only five supports are required, so the soil sealing and impact on the landscape are very low. In comparison: a single-cable circulating track on the same route would need 20 supports.

The cable car is also very sustainable, up to 80 percent will be produced in France due to the french manufacturer POMA.

Furthermore, the cable car in Toulouse will be very quiet. The gondolas themselves have no drive; the motor is located in a single soundproof station. Safety also favours the mode of transport by cable: "As we are crossing a river and built-up areas, we have designed a certified, integrated rescue system with which the gondolas can be moved back the stations in an emergency," D. Baud-Lavigne concludes. The 3S system is therefore doubtless also of interest for many other cities

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 Administration: office@simagazin.com
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INTERNATIONALES FACHMAGAZIN FÜR DIE SEILBAHNWIRTSCHAFT UND ALPINES MANAGEMENT & TOURISMUS



Subject: AGAINST Item #12 (Metro Board Meeting 2/22/2024) - LA ART Gondola FEIR

February 21, 2024

Dear Metro Board Members,

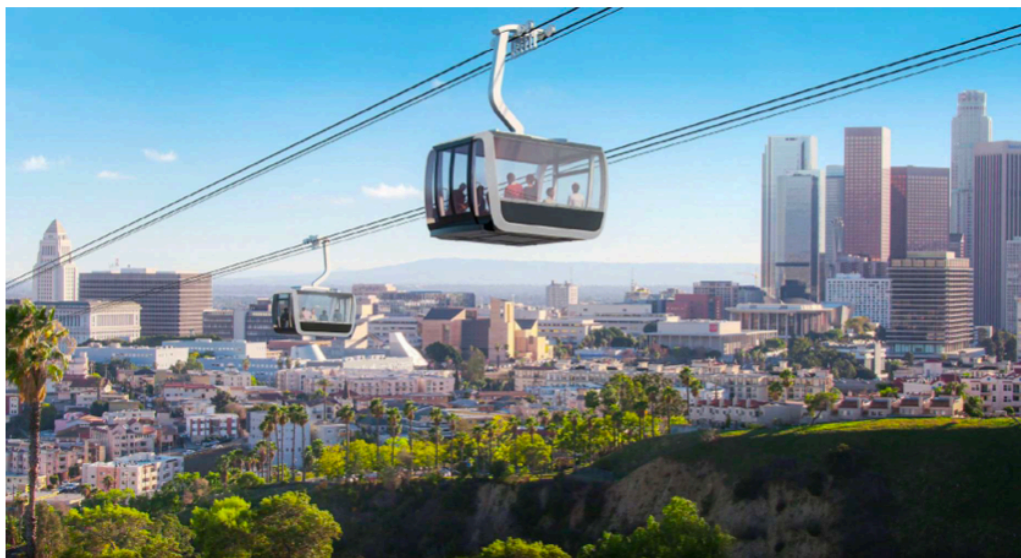
This letter is an updated version of a comment letter previously sent to Metro's Planning & Programming Committee on February 14, 2024. (Revisions are in RED.)

This gondola project and its Final EIR are a hot mess and should not be approved. The FEIR needs to be sent back for a rewrite. It boggles the mind that Metro would consider approving this project as presented and this public document as-is.

1. The cover page of the EIR tells you all you need to know about the seriousness and veracity of the EIR document. It includes many falsehoods presented as fact.

**FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
LOS ANGELES AERIAL RAPID TRANSIT PROJECT
LOS ANGELES, CALIFORNIA**

December 2023



State Clearinghouse No. 2020100007

The image on the cover is false. It shows gondola cabins suspended from cables with the Downtown LA skyline immediately behind it, including the skyscrapers of the Downtown core, Cathedral of Our Lady of the Angels, ~~the new Frank Gehry Grand LA development~~, and Grand Arts High School. It shows the gondola cabins soaring high in front of a line of palm trees, which is on the ridge between Stadium Way and Victor Heights. What is shown in the image on the cover of the FEIR is also on Metro's "Fact Sheet" for the project and LA ART's marketing materials, but it's not where the actual gondola would fly. Not even close. It is a misrepresentation of the views that would be experienced by the tourists whose exorbitant fares would supposedly be one of the two main sources of funding for this project. In actuality, they would be paying exorbitant fares to experience views that are far less impressive, about a half mile to a mile away, on the other side of Dodger Stadium. Whatever the views are, they would supposedly be the main draw for tourists because the project does not contemplate additional development on the parking lots. They would be paying for the privilege of arriving at the Dodger Stadium parking lot when nothing is happening at the stadium. Moreover, the estimate that 915,000 tourists per year would pay to use this system (~~provided in Appendix N of the DEIR, "Ridership Modeling"~~) is based on the concept that this is a novel system with "unique" views. At best, this image is misleading to the reader of the EIR because it misrepresents the "unique" views that would command \$30 to \$60 for a 15 minute tour. If this system were built, using this image on any billboards and commercials would be false advertising and likely constitute fraud. How many riders would ask for their money back? The EIR is supposed to be an informational document, not a con artist's marketing brochure.

2. In the response to comments, LA ART claims that the ~~DEIR~~ also serves as a feasibility study (~~Response P47-6~~). This assertion has no credibility and must be removed from the Final EIR. Why?
 - a. There is still no funding plan and no business case analysis, which are essential for a feasibility analysis. There is no information in the EIR that supports the claim that this project is financially viable and financially sustainable. No estimate for ticket prices has been provided for tourists who are assumed to be providing one of the two main revenue streams to fund this project. The ridership study in the EIR claims that 915,000 tourists would ride the gondola every year and assumes that they will ride the gondola regardless of cost. That's an indefensible assumption.
 - b. Section 4.0 in the FEIR is not an actual funding plan. It is a summary. It does not provide any detail about the funding and costs, despite the repeated statements in the response to comments that it provides "detail". These statements in the response to comments are factually incorrect, and need to be removed from the final EIR. There is no breakdown of costs. What is the estimate for insurance? Not enough information is provided to verify the accuracy and completeness of the cost estimates.
 - c. None of the math is matching with this project. It's supposed to cost \$500 million to build plus \$8 to \$10 million per year to operate and maintain each year. (Those figures were provided in Section 4.0 of the Final EIR in 2021 dollars, so expect the final figure to be

much higher.) According to a CityWatch article (<https://www.citywatchla.com/la-watchdog/28370-frank-mccourts-gondolas-what-is-his-overall-plan>) using the 2021 figures, this would require \$55 million per year in revenue to service bonds for the project. The environmental report also clarifies that all of the paying riders are "tourists" and they expect 915,000 tourists per year to ride the gondola when there isn't a Dodgers game or event. If you do the math, that comes out to \$60 per ticket for a 14 minute roundtrip ride to visit an empty stadium. They do claim that sponsorships will be the other main source of revenue for this project, but even if they can raise \$20 million per year in naming rights and sponsorships, which seems like a stretch, that only brings down the ticket price to \$38 for a ride to nowhere. Plus, it seems very risky to rely so heavily on naming rights, when the logistics of this project don't make sense and the project is already considered an environmental injustice to the communities around Dodger Stadium. Who would want to put their branding all over a project that turns out to be an overrated dud and a greenwashing scam?

- d. There is no funding plan. The public has been given assurances for years that the project would be privately funded and there would be a funding plan that Metro would review prior to project approval and certification of the EIR. Originally, a funding plan was to be provided much earlier, in September 2021, but that was extended to September 30, 2022. When the September 30, 2022 deadline passed, the next assurance was a funding plan would be provided either prior to or along with the approval of this project and certification of the EIR. But now that is being postponed again.
 - i. In a Metro Board Report dated September 15, 2022 (<https://boardagendas.metro.net/board-report/2022-0316/>): "A Memorandum of Agreement (MOA) between ARTT and Metro was executed in April 2019. Amendments to the MOA were executed in September 2021 and June 2022 to extend the date by which ARTT will submit updated project information, including construction and operating costs and a funding and financing plan, to September 30, 2022."
- e. If the EIR serves as a feasibility study, then it is a woefully incomplete and flawed feasibility study that should not be approved. Saying that the EIR also serves as a feasibility study ([Response P47-6, P142-3, P702-4, P702-7, P702-100, P702-134, P709-2, P709-6](#)) is not only inaccurate, but it's a deflection. It fails to respond to the DEIR comments pointing out the myriad of unanswered questions about how the project would be operated – answers which are essential to be able to accurately assess the environmental impacts of this project, especially the estimated GHG emissions reductions, VMT reductions, and the transportation analysis as a whole. Some of the most questionable assumptions used in the FEIR to analyze the environmental impacts/benefits of this project include the following:

- i. Maximum wait time/queue length to board the gondola of 7 minutes/608603 people (See Topical Response B Regarding Ridership Model/Queue Formation, Section 6.0 in the FEIR).
 - ii. 68% of riders will use transit for their entire journey, with average journey of 22 miles (DEIR Appendix J, Table 4-14).
 - iii. The system can run at 100% capacity for a solid 2 hours before and after Dodgers games/events (DEIR Appendix N -Transportation/Ridership Modeling).
- These assumptions rely heavily on the ticket reservation system and the management of queues, which has not been explained in any detail.

- f. Queuing, passenger flow through the stations, and crowd control have not been evaluated. These are essential to verifying the claims in the EIR about the actual capacity of the system, not just the theoretical capacity based on the maximum number of cabins that can be deployed on the system at any moment in time. Just because you can deploy the cabins doesn't mean that it's physically possible to load each cabin to the maximum capacity. Bottlenecks happen. (~~Balzone~~-Bolzano Italy 3s gondola is an example.) Station design is widely acknowledged by experts in the field to be critical to the achievable capacity of gondola systems: "The width of the station envelope must be wide enough to include the gondola equipment and passenger loading and unloading areas. Sufficient width should be included to accommodate the anticipated passenger flow. If passenger circulation areas are constricted, the overall system capacity can inadvertently be limited." (<https://www.translink.ca/-/media/translink/documents/plans-and-projects/rapid-transit/burnaby-mountain-gondola/phase-1-engagement/burnaby-mtn-gondola-3s-memo.pdf>) . The feasibility of operating the system at 100% capacity for a solid 2 hours before and after Dodgers games is speculative at best because almost no information has been provided regarding the circulation of passengers within the stations and the procedures for bringing the cabins to a stop for ADA access for both boarding and deboarding.
- g. Is Design Option A actually feasible? Much of the description of Design Option A, about the soils and the relocation of major city utilities, suggest otherwise. What is the cost of these utility relocations and would the City pay for them? Are these costs included in the \$500 million estimate to build the project? These questions are not answered anywhere in a feasibility study or the EIR.

- 3. The EIR calls this project "public transportation" (FEIR Topical Response A). Metro cannot approve the EIR and endorse this claim without losing all credibility as a public transit agency. There are several reasons why the gondola is clearly not public transportation:
 - a. This system is relying on a ticket reservation system to spread riders out during the 2 hours before and after Dodgers games and events. The ticket reservation system is the

basis of their very bad assumption that there will never be a line longer than 608 people deep. The queue length is a major factor in their wildly optimistic and unrealistic ridership estimates. This ticket reservation system needs to be disclosed and analyzed for feasibility because it will be a determining factor in whether this system is truly open to the public, or whether the gondola operates as a luxury amenity that only a select few can reserve for themselves during periods of peak demand. Would those with season tickets or those who purchase a hotel package or have a luxury suite at Dodger Stadium have early access to reserve their free tickets to bypass the long lines? Metro talks a lot about equity and this project claims to adopt Metro's equity platform. A project that functions mainly as a toy and perk for wealthy VIPs to reserve and to cut in front of people waiting in line is not equitable. If Metro allows a project that is mainly for the benefit of the privileged few to be built over the lower income communities around Dodger Stadium, this would be a tragedy and would permanently undermine Metro's strides towards equity in its transit system.

- ~~b. LA ART is proposing a cashless system that requires a smart phone. Public transportation needs to be accessible to the public. Requiring a smart phone creates a fundamental barrier for large numbers of people to access the system.~~
- c. At periods outside of peak demand, most of the riders are defined by LAART as "tourists" (FEIR, 5.0-16). When it's not serving a private sports venue, it is serving tourists. This is a tourism project not a transit project. Why should our neighborhoods and public parks be invaded for a private developer's tourism project?
- d. Ticket prices have not been estimated for the general public. The high price tag for construction and the plan for the project to be funded primarily through farebox revenue and sponsorships suggest a high price for gondola tickets. Will this really be public transportation if the price for a 2.4 mile round trip ride is \$30 or \$60? This is not affordable to the public. Again, this sounds more like a niche tourism project. It is ridiculous for Metro to call this public transportation.
- e. The only way this is public transportation is if there is a major housing and/or retail/entertainment development on the Dodger Stadium parking lots that would provide a reason for the general public to travel there 365 days per year. If this is the case, then the impacts of the new development need to be evaluated in the EIR. However, if there is a new development, the gondola would offer no spare capacity to serve these other uses when there is an actual event at the Stadium. If housing is built on the parking lots, how would all of the people who live in the new housing developments get home during rush hour when there's a Dodgers game or concert and the gondola system is being "prioritized" for people attending the game or event? By driving? The idea of intensifying and incentivizing housing development near transit is that the people who live there can use transit to get around. That is not possible when you have a limited capacity system that doesn't even meet the need of its primary purpose – to serve a massive sports stadium.

4. Noise study – dismisses criticism of the noisiness of “open air” stations completely. Does not acknowledge any differences between almost all existing gondola systems that are built as buildings with walls and are mostly enclosed, if not “fully enclosed.” Existing gondola systems have rooms where most of the noisy machinery is located, where maintenance staff can walk in and visually inspect the system while it is running. This proposed LA ART system has open air stations with no walls, with moving mechanical components covered in panels. These panels need to be removed for inspection. Either the regular maintenance is in the overnight hours, which will be out in the open and noisy, or the system will have much more down time than is being disclosed in the EIR. The only 3S gondola system in the world that operates as public transit is the Teleo in Toulouse, France, which shuts down for 2 weeks every year for regular maintenance, and this system runs a fraction of the capacity of the proposed LA ART gondola. Rather than address the concerns regarding the noise from open air stations raised in comments, the response in the FEIR dismisses the concern and focuses on the fact that it is impossible to fully enclose a gondola station. This fails to address the concern about the flawed noise modeling, which was based on gondola stations with fundamentally different designs that impact the propagation of sound waves from the stations, and that these differences are not addressed in any way in the noise analysis. The fact that another consultant that has many contracts with Metro conducted a peer review and also failed to acknowledge these clear differences in station design that would impact the noise analysis does not correct the flaws in the noise analysis.

5. Firefighting with water-dropping helicopters. The FEIR dismisses the obstacle that the gondola towers and cables would pose for water-dropping helicopters that frequently operate in the neighborhoods around Radio Hill. The response to the comment in the EIR just says that helicopter pilots are trained to avoid obstacles.

6. Dismisses park and ride use of the Dodger Stadium parking lot that was discussed at an Ad Hoc Olympics meeting (November 16, 2022 Board Report, Ad Hoc Olympics Committee, “MOBILITY LESSONS LEARNED FROM WORLD SPORTS EVENTS”). An event (2022 MLS Cup Final) that used the Dodger Stadium as a park and ride lot was featured in the slide deck presentation regarding lessons learned from previous sporting events, as Metro contemplates the logistics of hosting a so-called “car-free Olympics.” The expansion of Park and Ride use of the Dodger Stadium parking lot property is a foreseeable use that was not evaluated for impacts in the EIR, but needs to be evaluated, especially if the project proponents claim that no development is planned for that parking lot property.

7. Privacy was not evaluated as an impact. EIR states that there is no right to privacy (FEIR Response P702-16) and does not offer any criteria for evaluating when privacy concerns would outweigh tourists being able to look out the cabin windows. The EIR only states that they “can” use privacy glass. Not that they will and does not propose any locations where it could even be used. This is to be determined prior to beginning operations when it will be too late to make significant changes to the project. Is that the precedent Metro wants to set with gondola projects? Does Metro agree that there is no right to privacy for residents with regard to gondolas?

8. No evaluation of impact of the system on our neighborhoods if the project goes bankrupt and is abandoned. There needs to be a surety bond that would guarantee that the project is dismantled at no taxpayer cost if the operators of this project, who have no experience or track record running multimillion dollar transit systems, run out of money. Taxpayers should not have to bail out this project, and residents should not have to live with a blighted, abandoned, unsecured and unmaintained system hanging over their neighborhood. A surety bond is not a novel idea. Edmonton’s gondola proposed one.

9. Who would guarantee a \$500 million bond to build this project? It would most likely need to be a public entity.

Comments regarding the slide deck presentation for the 2/14/2024 meeting:

- No other systems operate at these capacities and headways.
- All other 3S systems operate at lower capacities. None serve a stadium. None are used in applications with high surge capacity. Almost all are located in suburbs or mountain towns where the stations are large and sprawling and at ground level (single story), which avoids the complication of vertical circulation and ADA access.
- The only public transit 3S gondola in the world is in Toulouse, France, and has less than half of LA ART’s capacity with 90 second headways. La Paz Bolivia gondolas top out at 4000 ppd capacity and operate with much smaller cabins, which makes boarding and deboarding much simpler. Another difference is that in La Paz, they are not trying to serve a stadium, and not trying to funnel almost everyone through one station. The fact is that no gondolas in the world serve a stadium. Gondolas

make sense when there is a geographic barrier that prevents roads and buses from serving the transit need, and when there is a slow, steady, and moderate demand for travel. None of these situations applies to Dodger Stadium, which has many multilane roads to the property and surge demand with over 50,000 people trying to get to or leave from the same location within a short period of time.

-Does not serve "Elysian Park." "Elysian Park" is a euphemism. It serves the Dodger Stadium parking lot. The expanse of asphalt is not truly "Elysian Park," and the gondola station is at the eastern edge of the parking lot, which is about as far from the recreation areas of Elysian Park as you can get. Elysian Park is a hilly and sprawling public park surrounding the Dodger Stadium property, mostly to the north and west. "Elysian Park" is the euphemism for describing the setting of Dodger Stadium, as is "Chavez Ravine". People don't want to talk about the once thriving Mexican-American neighborhoods that were buried to build Dodger Stadium: La Loma, Palo Verde, and Bishop.

Regardless of Metro's decision on the LAART project, the city of LA needs to do its own traffic study that includes the following alternatives that were not considered in the EIR:

- (1) Better pedestrian access with improved sidewalks and new bike lanes;
- (2) improvements to the Dodger Stadium Express (DSE) bus lanes, which currently don't extend all the way into the parking lots and are removed post-game
- (3) Expansion of the DSE bus system, such as adding direct routes from points throughout LA county using existing and planned bus-only lanes.

All of these options should have been seriously considered before Metro devoted resources towards implementing a project as extensive as the LAART gondola, especially when the gondola could interfere with these common sense alternatives. We also need to mitigate the impact of rideshare services, which use the neighborhoods around Dodger Stadium as staging areas.

Another reason that the City needs to do a transportation study is to provide an objective evaluation of the gondola project. The transportation study in the EIR included many overly optimistic and questionable assumptions about gondola ridership, including the following:

- (1) Assumption that 68% of gondola riders would take transit for their entire journey. This number is based on a Metro survey of Dodger Stadium Express riders in 2014, which was before the widespread use of rideshare services. The survey found that 75% of DSE riders took transit for their entire journey. All LAART did was reduce this number arbitrarily by 10% to estimate the transit use by those accessing the gondola system. Why not reduce that number by 25% or 50%, especially when the gondola is touted as a mode that would attract new people to try transit.

(2) Assumption in that the maximum wait time in line for the gondola is 7 minutes. Supposedly a ticket reservation system would space people out over the 2 hours before and after Dodgers games, but no details are provided about how it would be implemented.

(3) Assumption that the gondola stations can accommodate the crowds at 100% capacity, and that there won't be bottlenecks in queuing that reduce the maximum operating capacity.

With all of these questionable assumptions and unanswered questions, how can we accept at face value LAART's overblown claims about ridership and environmental benefits?


The lack of a real funding plan is also a huge concern for the longterm viability of this project. We should all be concerned about this \$500 million project running out of money and being abandoned or needing a taxpayer bailout. Just look at the graffitied towers across the street from Crypto.com Arena. But in the case of the gondola project, it's not only an empty high rise building on private property; it's infrastructure over our streets, parks, and homes that needs constant security and maintenance. The gondola project would be a safety risk for everyone below it, including drivers, pedestrians, park visitors, and residents who shouldn't have to live in fear, wondering if the private operator is cutting corners on maintenance and security due to budget shortfalls.

Metro needs to do its due diligence and not cosign on LAART's falsehoods and lies.

There are many examples of "aerial transit" projects that start out claiming to be 100% privately funded, go over budget, and then need public funding to be completed. The London gondola and the Portland Aerial Tram are two prime examples. They were also both built to kick start real estate development around the stations.

Metro needs to act responsibly as the oversight agency on this project, rather than co-signing on LAART's marketing BS that has infected the Final EIR. Pushing forward this greenwashing boondoggle on our communities would be a stain on all board members who vote for it. Please show leadership. Don't betray and abandon the communities that you claim to serve who would be most impacted by this project, yet see no benefit. Reject the flawed and incomplete EIR. Don't approve this ill-conceived project. Support the TSM alternative. Furthermore, study expansion of the Dodger Stadium Express with improved bus lanes, electrified buses, and additional satellite pick up and drop off locations throughout LA County.

Sincerely,


Savoy St Resident
90012

DODGERS

Column: As Dodger Stadium gondola votes near, Frank McCourt makes his pitch. So do allies and opponents



A rendering of the proposed gondola from Union Station to Dodger Stadium. (LA Aerial Rapid Transit)



BY BILL SHAIKIN

STAFF WRITER |  FOLLOW

FEB. 12, 2024 4 AM PT

Fernando Valenzuela has not thrown a pitch for the [Dodgers](#) in 34 years, but he remains [beloved in our town](#), even among fans too young to have seen him play. When the

Dodgers brought their community caravan to Homeboy Industries recently, hundreds of fans of all ages happily lined up to take a picture with Valenzuela.

But just as many fans lined up to take a picture with Father Greg Boyle, the [acclaimed founder](#) of Homeboy Industries, which calls itself “the largest gang rehabilitation and re-entry program in the world.” For thousands each year leaving prisons and gangs, Homeboy offers jobs, training and social services, including access to dozens of therapists, tutors, and tattoo removal specialists.

Its grand vision includes [Hope Village](#), which would provide transitional and affordable housing along with new spaces for job training, mental health counseling, and substance abuse treatment. The site envisioned for the village sits beneath what would be one of the towers supporting the [proposed gondola from Union Station to Dodger Stadium](#).



DODGERS

Half a billion: That's the latest price for a gondola to Dodger Stadium

Dec. 5, 2023

In 2020, Boyle and California Endowment chief executive Robert Ross co-signed a letter to Metro and the city, opposing the gondola and characterizing it as “a tourist attraction for the benefit of private enterprise.”

The gondola, [first pitched](#) by former Dodgers owner Frank McCourt six years ago, is scheduled for its first public vote Wednesday.

A Metro committee is set to consider a [staff recommendation](#) to advance the project to Metro's board of directors. The project comes with an expected construction cost of up to \$500 million and a projected opening in 2028, and with the lure that the gondola would offer free rides to fans while easing congestion and pollution on the oft-clogged approach to the stadium.

A yes vote Wednesday could set the stage for the Metro board to bless the environmental impact report next week, the first in what would be a series of required approvals from an assortment of public agencies.

The Metro board could have voted last month too, which is what a Metro official suggested would happen during a public meeting in December. But proponents don't want to push the vote unless they have the votes, and the votes were not secured last month.

This month?

Los Angeles Mayor Karen Bass chairs the board, and she appoints three of the other 12 voting members. Bass hasn't said how she would vote. When my colleague, Rachel Uranga, asked mayoral press secretary Clara Karger what position Bass has taken on the gondola, Karger said she didn't know and said Bass has been busy dealing with effects of the waves of storms.

Los Angeles County Supervisor Hilda Solis, whose district includes Dodger Stadium and surrounding neighborhoods and who also sits on the Metro board, declined an interview request from Uranga. A spokeswoman instead provided a 77-word, entirely noncommittal statement from Solis.

The only politician to say much of anything about the gondola is City Councilwoman Eunisses Hernandez, whose district also includes the Dodger Stadium area. Hernandez does not sit on the Metro board.

If the Metro board approves the environmental impact report, the city council would have its say, but Hernandez has [introduced a motion](#) that would prevent the council from considering the project until the city completes its own study comparing the gondola against alternative means of improving transit to Dodger Stadium, including

expanded bus service from Union Station and the kind of [regional park-and-ride service](#) successfully operated at the Hollywood Bowl.

Hernandez told me she also wants to see guarantees — not just promises — that construction and operation of the gondola would be privately funded, so that taxpayers would not be on the hook for even part of the project.



Former Dodgers owner Frank McCourt is shown in Lisbon, Portugal, on Nov. 14, 2023. (Lukas Schulze / Sportsfile via Getty Images)

In addition, although gondola proponents say they are pitching a transit project and nothing more, Hernandez said she wants proponents to be up front about any visions of eventual development of the Dodger Stadium parking lot, co-owned by McCourt.

“In this part of the city, for far too long, too many voices have been left unheard and unprotected,” Hernandez said. “We are not moving this project forward at the cost of community to benefit one person and to enrich one person.”

Does she mean McCourt?

“Yes,” she said.

Have his allies reached out to you?

“Yes,” she said. “With all their might.”

With [pro-gondola](#) and [anti-gondola](#) forces working to marshal community support, Father Boyle would be a good man to have on your side. Boyle told me he has met recently with McCourt.

Boyle, who wrote in opposition to the gondola four years ago and whose chief executive raised serious concerns in a letter to Metro last year, now says he is “neutral.” His concerns that the gondola would hamper the proposed Hope Village, he said, have been resolved for some time.



OPINION

Opinion: If the Dodger Stadium gondola is only the beginning, what becomes of Elysian Park?

Jan. 24, 2024

So why the meetings with McCourt?

“We didn’t discuss the gondola,” Boyle said. “We’re trying to launch a campaign for this Hope Village, so we want to get a lot of people to help us with that.”

Did McCourt offer to help in exchange for Boyle dropping his opposition to the gondola?

“Fortunately,” Boyle said, “that never came up in the four conversations I had with him.”

Brin Frazier, a spokeswoman for McCourt, did not respond to a message asking which people McCourt had spoken with about the gondola project, or at least how many people.

As various government agencies take their votes on the gondola, Boyle said he would sit this one out.

“My hope is that elected officials will do their job and their due diligence and, if they have issues, they’ll address them,” he said. “That’s on them.”

“It’s not a battle that we’re going to fight.”

MORE TO READ

Affordable housing demand could derail Dodger Stadium gondola project

Feb. 17, 2024



Fans of 2 of California’s 5 MLB teams support Steve Garvey. Which ones?

Feb. 2, 2024



Shaikin: How Shohei Ohtani could make the Dodgers the last MLB team to draw 4 million

Feb. 2, 2024



Bill Shaikin

Bill Shaikin, a California Sportswriter of the Year honoree, covers baseball and sports business for the Los Angeles Times.

33S



August 2020





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What is a 3S Gondola?

A 3S Gondola is a ropeway transportation system. The broad category of ropeway transportation includes both aerial and ground-based technologies. The following lists categorize some of these technologies:

Aerial Systems

- Chair Lifts
- Gondolas
- Tramways

Ground-Based Systems

- Funiculars/Inclined Elevators
- People Movers

A 3S Gondola is a customizable system that provides high-reliability and high-capacity transit service and is well adapted to urban applications. Similar to gondola systems at ski areas, 3S Gondola systems transport passengers comfortably in gondola cabins from station to station. Towers support the system's cables between stations and ensure adequate ground clearance. To allow the gondola system to travel faster, span longer distances and carry larger cabins, 3S Gondola systems are supported by two large fixed cables that function like railroad tracks while a third moving cable propels the cabins.



Image 1 – 3S System in Bolzano, Italy

A 3S Gondola is both a detachable-grip system and a circulating system. These terms and other common 3S Gondola system terms are defined below:

- Station:** The facility housing the equipment necessary to propel the system and anchor the cables. Stations can be terminals (end stations) or intermediate stations, located at turning points in the alignment or straight sections, and can be passenger boarding stations or pass-through stations. Pass-through stations typically occur at turning points.
- Cabin:** The vehicle passengers ride from station to station.
- Track Ropes/Cables:** The large wire rope cables that span from station to station and tower to tower that support the weight of the 3S Gondola cabins. Track ropes are fixed at each end at stations.
- Haul Rope/Cable:** A continuous and looped wire rope cable that provides propulsion to the cabins. The haul rope wraps around large pulleys called "bull wheels" at the stations. The rope is propelled by a large motor attached to the bull wheel at one or more stations.
- Grip:** The device that attaches the gondola cabin assembly to the haul rope. On a 3S Gondola system, the grip assembly or carriage has wheels that roll on the track ropes.
- Detachable Grip System:** A ropeway system that allows the grip to detach from the haul rope in the stations. This feature allows the cabins to travel at a slow speed in the stations and at a higher speed between stations. The advantages of this system are a more comfortable passenger loading/unloading experience and a reduction in the travel time between stations. While the cabins are in stations, the grip assemblies supporting the cabins travel on a track system. By allowing the haul rope to continuously move at a high speed, the cabins traveling between stations do not need to slow down or stop for passengers to board and alight at the stations. The result is higher capacities than can be achieved in non-detachable (fixed) grip systems.

Tower:

A structure located between stations that supports the cables at an elevation necessary to provide suitable clearance. On towers, the track ropes are supported by long, grooved beams called “profile beams” which create a gentle transition for the cables. The haul rope is supported by a series of wheels called “sheaves” that rotate as the haul rope is propelled.



Image 2 – Components of a 3S Gondola System



Image 3 – 3S Gondola Tower

3S Gondola System Parameters

Cabin Capacity:	Up to 35 passengers
Travel Speed:	Up to 8 m/s
System Capacity:	Up to 4,000 people per hour per direction
Systems Constructed:	15 worldwide
Systems in Construction:	8
Typical Maximum Wind Speed for Operation:	75+ kph

3S Gondola Systems Around the World	
Constructed Systems	Systems in Construction
<ul style="list-style-type: none"> • Avoriaz, France • Bolzano, Italy • Ischgl, Austria • Kitzbühel, Austria • Koblenz, Germany • Mayrhofen, Austria • Saas Fee, Switzerland • Sapa, Vietnam • Sochi, Russia • Sölden, Austria • Stubai Glacier, Austria • Val d'Isère, France • Voss, Norway • Whistler, Canada • Zermatt, Switzerland 	<ul style="list-style-type: none"> • Hunan Province, P.R. China • Jiangxi, P.R. China • Phu Choc, Vietnam • Toulouse, France • Verduchi Russia • Zhuhai, China • Zillertal, Austria

Environmental Conditions

3S Gondola systems are a robust technology, designed for harsh environments. In most weather conditions, 3S Gondola systems can operate safely and with high reliability.

Wind:

The three cable configuration of a 3S Gondola system make the system very robust and safe, especially in windy conditions. Winds blowing parallel to the line have little impact on the system while winds blowing across the line have more impact. Similarly, steady winds have a lesser impact than gusty winds. While it is technically possible to operate in quite strong winds, the ride quality can be reduced as the limit is approached. While this is not a safety concern, passengers may feel unsafe and therefore choose not to ride the system. Slowing the operating speed of the system can aid in ride comfort and is often employed in these conditions. For a 3S system, this level of wind would likely impair or impact most forms of transportation including walking.

3S Gondola systems can be equipped with weather alert systems that keep operators informed of conditions and systems that measure the wind speeds at various locations and automatically alert the operators and slow or stop the system if desired.

Ice:

3S Systems are capable of operating in most icing conditions. In fact, continuing to operate the system is the best way to keep ice from forming on the cables and other mechanical components.

Evaluation of Ropeway Transportation

Ropeway transportation systems have a number of inherent advantages when compared to other urban transit system technologies. They also have some disadvantages. The following table lists some of these issues:

Advantages

- Proven Technology: over 20,000 ropeway systems worldwide
- Quiet
- Easily Integrated with Other Transit Technologies
- Less than 1 Minute Wait Time
- No Schedules or Timetables
- Excellent Safety Record
- Cost Effective Transit Solution
- Low Energy Consumption
- Electrically Powered: allows alternative energy sources
- No Point-Source Emissions
- Small Ground-Level Impacts
- Systems Can Integrate Automated Sanitization Systems
- Smaller Vehicles Promote Social Distancing

Disadvantages

- Possible Loss of Privacy for Properties Below and Adjacent to Alignment: mitigated by automatically tinting windows, window louvers and/or purposeful design of cable car height
- A Bend in an Alignment Typically Requires a Station: stations can be minimalistic non-boarding stations to save cost
- Some Riders May Have a Fear of Heights: reduced by larger 3S cabins
- Travel Speeds are Slower than Light Rail and People Mover Systems: offset by short wait times

Basic Design Principles

3S Gondola systems are a very flexible technology and by their nature they can fly above most of the natural and built environments. The following principals should be considered when planning a system:

- 3S Gondola systems typically follow straight lines. Bends and turns in an alignment typically require stations.
- 3S Gondola systems require some distance to increase and decrease in elevation when leaving a station or tower. Ride quality can suffer if abrupt transitions are implemented. The criteria for 3S Gondola systems is much less restrictive than other transit technologies. The maximum incline a bus, light rail train or people mover system can travel is significantly less.
- Systems can be extended or have additional segments spur-off of existing stations locations, but it is best to plan for possible expansion during the initial project phases.
- The weight of cabins, their equipment and passengers influence the size of system components and impact cost. The addition of amenities in cabins should be minimized where prudent.
- 3S Gondola systems can fly over structures and trees, but adequate clearance is required. Where possible, alignments should be planned to avoid crossing over structures.

Stations

3S Gondola stations are very flexible and can take on many configurations and shapes. The following describes the range of station geometry that is possible for this technology. Photographs of some examples follow this description:

- Elevation:** The passenger boarding floor elevation must be a fixed distance below the cables, but the floor elevation can range from below ground-level to nearly any elevation above grade. The greater the elevation of the boarding floor level, the more substantial the station structure. Elevated stations can even straddle roadways.
- Vertical Circulation:** Elevated stations require vertical circulation elements. This can include any combination of stairs, ramps, escalators or elevators. The design of the station should comply with all access and egress requirements. Vertical circulation elements can add significant cost to stations and the station design should consider this fact.
- Enclosure:** 3S Gondola stations require a minimum amount of enclosure to protect the system equipment, but any additional enclosure is flexible. Some station boarding areas are open to the elements while others are completely enclosed in a building.
- Length:** The length of the station envelope must be long enough to include the gondola equipment and passenger boarding area, but can be much larger and include additional amenities.
- Width:** The width of the station envelope must be wide enough to include the gondola equipment and passenger loading and unloading areas. Sufficient width should be included to accommodate the anticipated passenger flow. If passenger circulation areas are constricted, the overall system capacity can inadvertently be limited.
- Form:** Stations can take on almost any form. Elevated stations can be supported on nearly any number of columns in nearly any configuration. This feature allows for the minimalization of impacts at ground level.

Architecture:

Gondola stations are compatible with nearly any architectural style. The minimum requirement is that the equipment is suitably protected. Station architecture can have a significant impact on project cost and can easily represent the majority of project costs.

Construction Impact:

Stations are very much like any building structure and their impacts are similar. The flexibility of elevated station structures allows for optimization of ground-level and utility impacts for support columns. During construction, conventional roadway traffic control and safety measures must be implemented.

Construction Phasing Example

One benefit of an elevated, column-supported station is the ability to close 1 to 2 traffic lanes at a time, construct the columns and their foundations in that zone, and then reopen that area to traffic. The following is just one example of a station support structure that minimizes traffic impacts:

- The station is supported by three lines of columns with each line running parallel to the roadway and consisting of 3 to 6 columns. See figures below.
- Two lines of columns are placed in opposite sidewalk areas, outside of sidewalk areas, or in curb bump-outs in parking lanes.
- The third line of columns is placed in a median barrier between traffic lanes near the roadway centerline.
- For this scenario, each line of columns requires only 1 to 3 traffic lanes to be closed for the construction of a line of columns and their foundations. After completion, the traffic lanes can reopen and other lanes can be closed for other construction of other column lines. See Steps 1, 2 and 3 in the figure below.
- Once all columns and foundations are constructed, one half of the traffic lanes can be closed and the platform level can be constructed between two lines of columns. After completion, traffic can be routed under the completed platform and the other platform can be constructed over closed traffic lanes. See Steps 4, 5 and 6 in the figure below.
- Once the platform is completed, all traffic can resume and work can be conducted above the roadway with suitable protection and an occasional partial or nighttime closure of the roadway.

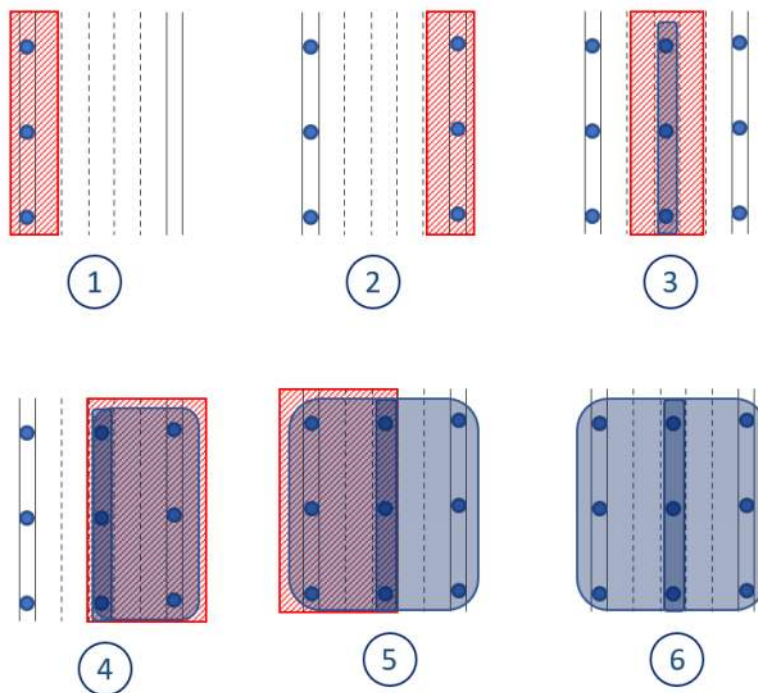


Image 4 – Station Construction Sequencing Example

Example Stations

Example of a minimally enclosed at-grade station.



Image 5 – Caracas, Venezuela

Example of an open-air station with at-grade boarding and only a simple equipment enclosure.



Image 6 – Cabárceno Park, Spain

Example of an elevated station straddling a roadway.

Image 7 – Ankara, Turkey

Example of a low-impact elevation station on steep terrain.



Image 8 – Station Concept Rendering

Example of a minimally enclosed elevated station.



Image 9 – New York City, USA

Example of a minimally enclosed elevated station.



Image 10 – Jackson Hole, USA

Example of a station integrated into a building. The system equipment extends beyond the building while the boarding area is inside the building.



Image 11 – Mexico City, Mexico

Example of an at-grade station with building-type architecture.



Image 12 – Mayrhofen, Austria

Example of an at-grade station with sophisticated architecture.



Image 13 – Kitzbühel, Austria

Example of an elevated station with sophisticated architecture.



Image 14 – Bolzano, Italy

Safety

At times, transit passengers can feel unsafe, especially at night or when a system is operating at low capacity. There are a number of advantages to an aerial gondola system:

- Once passengers are in a cabin and the doors close, they and the other passengers are in a safe space.
- Passengers can request to ride alone or only with people they know at low system usage times.
- In-cabin cameras and intercoms allows passengers to be monitored and request assistance from the operators during their ride.
- Some gondola operators implement woman-only cabins.

Gondola Support Towers

3S Gondola towers can also take on many configurations and shapes. Towers typically implement ladders or stairs for maintenance access. In some cases, construction-type elevators are installed to provide access to the tower top. The following describes the basic styles of towers. Photographs of some examples follow this description:

Lattice:

Lattice towers are typically the most cost effective towers to implement and often have very low visual and ground impacts. While the aesthetics of lattice towers may be less interesting, the small structural elements and airy construction often make this tower type nearly disappear when viewed from a distance. Lattice towers typically have four legs and are typically supported by an individual foundation below each leg. The foundations that support this tower type can have very low impacts on the existing environment both during construction and when completed.

Tube:

Tube towers are one of the most economical tower types. Consisting of a single, often tapered, vertical tube these towers have a simple yet appealing form. Compared to lattice towers, these towers tend to be more visible from a distance. The foundations for tube towers typically have a larger impact than lattice towers as the impact area is approximately two-times the base diameter.

Custom:

Custom towers are often selected to make a statement and increase the aesthetic appeal of the system. These towers can be quite expensive and complicated to implement. While the form of these towers can be varies, making all towers of the same style can reduce the overall project cost. One should assume an impact area of approximately two-times the base area of the tower.

Regardless of tower type, the tower foundations can be designed to only project minimally above grade or to a sufficient elevation to protect the towers from vandalism and climbing. The exposed portion of the foundations can be architecturally treated to improve the appearance.

3S Gondola systems can be installed with Wi-Fi hot spots on towers to provide service to the entire route.

During construction, vehicle access is typically required for the delivery of materials and equipment, but it is possible to fully construct a tower and its foundations without road access by using helicopters and in situ jib cranes. The construction impacts can be very minimal and most sites can be returned to their previous condition following construction. Generally, a laydown area and space for a crane are required during construction. Long term road access is recommended for maintenance activities, but other solutions do exist.



Image 15 – Example of low-impact micropile foundation construction.

Example Towers

Example of a lattice tower with individual foundations.



Image 16 – Jackson Hole, USA

Example of a lattice tower straddling a road.



Image 17 – New York City, USA

Example of a lattice tower with elevated foundations.



Image 18 – Mayrhofen, Austria

Example of a tube tower with a single column.



Image 19 – Medellin, Columbia

Example of a tube tower with two support columns.
(note extended foundations)



Image 20 – Manizales, Colombia

Example of a custom tower.

Example of a custom tower.



Image 21 – Portland, USA

Image 22 – Moscow, Russia

Example of a custom tower with nighttime accent lighting.



Image 23 – London, UK

3S Gondola Cabins

3S Gondola cabins are sophisticated transit vehicles. The following describes some of their features:

Size: The cabin floor is approximately 3.7m (12 ft) square and the interior height is approximately 2.5 m (8 ft). Cabins are designed to comfortably hold the weight of up to 35 passengers in a number of configurations.

Windows: 3S Gondola cabins have large windows on all sides that create a pleasant viewing experience for riders. The large cabin size is typically sufficient to allow an interior space for passengers preferring not to look out a window.

Doors: The cabins have a pair of doors on one side that slide outward to allow passengers to board and alight. The doors are automatically opened and closed by the system and lock when closed. Passengers do not have the ability to open the doors. There are emergency door releases accessible to trained personnel should the need arise.

Station Interface: Cabins travel at approximately 0.25 m/s (1 fps) in station areas when the doors are open to allow comfortable boarding and alighting. The cabin doors typically remain open for 30 – 45 seconds. The cabin floor is at the same elevation as the station platform. The gap between the cabin and the platform is carefully adjusted to meet all accessibility standards.

Accessibility: 3S Gondola Cabins easily accommodate a variety of mobility devices and passengers utilizing these devices. The slow travel speed of the cabins through the stations allows most mobility device users easy access to this technology without assistance. Most systems provide attendants that can offer assistance when appropriate. If needed, the attendant can slow or stop the system for loading or unloading. If a cabin is slowed or stopped in a station, typically the entire system slows proportionately or stops as the entire system is synchronized. 3S Gondola Systems can be installed with auditory signaling for passengers experiencing vision impairment. In most cases, auditory signaling has been determined to not be necessary for safe boarding and alighting.

Bicyclists:

3S Gondola Cabins can easily accommodate passengers traveling with bicycles. Bicycles can easily be walked into cabins and held by the passenger. If desired, cabins can be outfitted with bike racks on the interior. The interior finishes of cabins can be designed to reduce wear and tear from bicycles. (See the following page for examples)

Manufacture:

The cabins for 3S systems are typically manufactured by one of two European firms, Sigma Cabins and CWA. The cabins undergo significant design efforts and testing prior to going into production. This rigorous process results in extremely safe passenger vehicles. Due to the time and expense required to develop a new cabin design, custom exterior cabin geometry is seldom cost effective.



Image 24 – Sigma 3S Cabin



Image 25 – CWA 3S Cabin

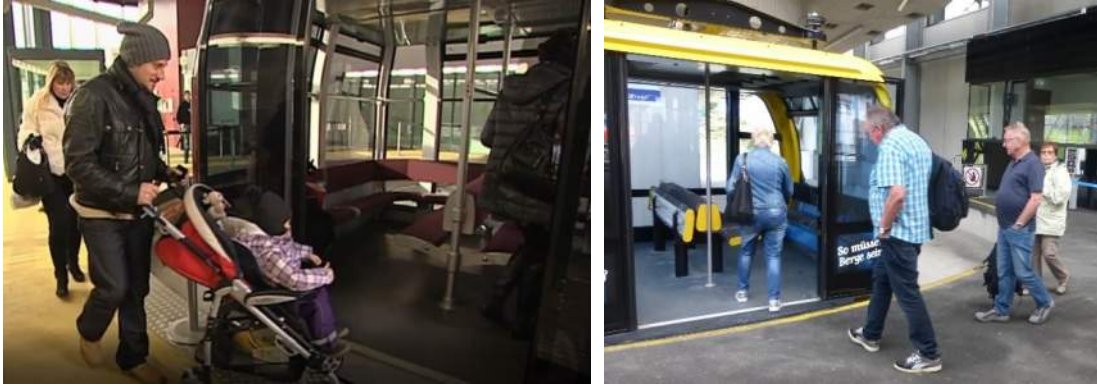


Image 26 – Passengers Loading Cabins



Image 27 – Passengers with Bicycles

While the cabin structure is a fixed product that cannot be efficiently customized for one project, there are many components that can be customized:

Exterior Graphics:

Cabins can be customized with graphics and painted to suit the location. Cabins can also have exterior accent lighting which adds flair as the cabins travel through the air.



Image 28 – Examples of Custom Exterior Graphics

Exterior Illumination:

3S Gondola cabins can be outfitted with decorative accent lighting to increase the visual appeal during nighttime operations.



Image 29 – Examples of Exterior Signage

Seating Configuration:

Cabins can be provided with a wide array of seats and nearly any configuration. Configuration can range from 26 fixed seats to zero seats, maximizing the space available for standing passengers. Tip-down seats can also be utilized for some or all seats to increase the space available for both seated and standing passengers depending on needs and preferences. Stanchion poles and grab-straps can be provided for passenger stability. In urban transit applications, most passengers will prefer to stand, especially for short rides. The width of aisles can be adapted to an owner’s preference and to meet the required access criteria. The seating layout can be specified by a system owner during the design phase.

See the following page for examples of seating configurations.

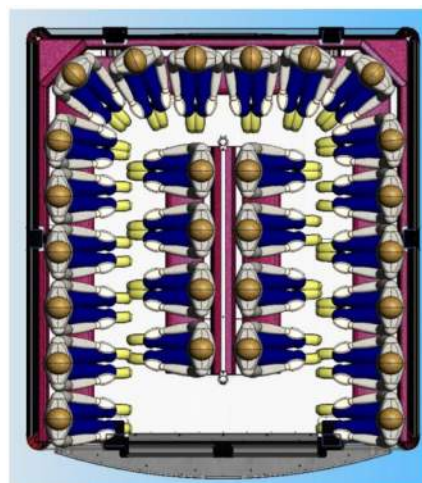


Image 30 – Maximum Seated Passenger Configuration (26 seats)

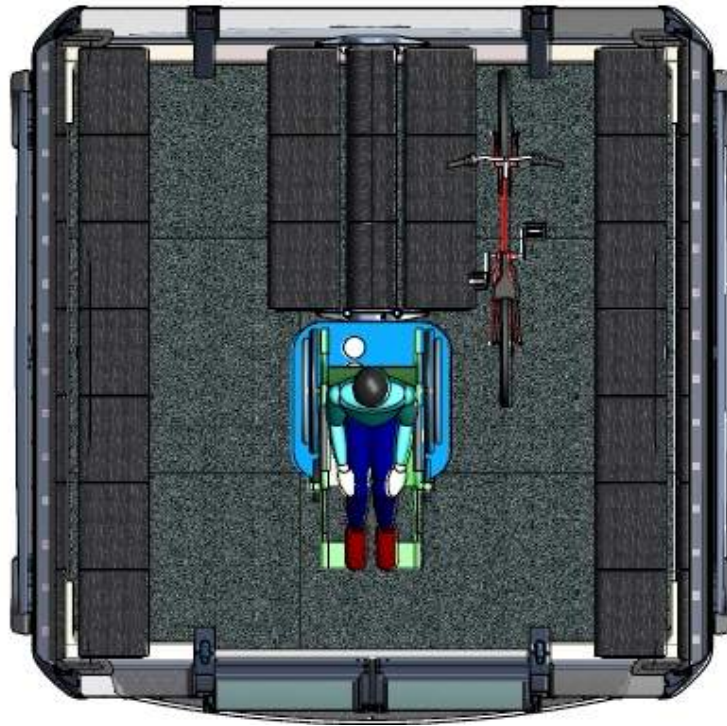


Image 31 – Hybrid Seating Configuration

Interior Lighting:

3S Gondola systems that operate after daylight hours incorporate interior lighting that meets the appropriate standards. Floor lighting is typically used to create a safe space in which to move, but not create a reflection on the interior of the cabin windows.



Image 32 – Examples of Interior Lighting

Signage and Multi-Media:

3S Gondola cabins can be outfitted with fixed signage, replaceable signage media and even digital displays. Fixed signage may include system maps or safety information while replaceable sign media may be used for advertising or event notification. Multi-Media displays can similarly be used to convey this same information as a set of revolving still images or even show videos and current weather or news information.



Image 33 – Example of Interior Multi-Media

Cabin Monitoring:

3S Gondola cabins can include closed-circuit video that can be monitored by the operations staff to promote safety and security. Cameras can be visible to passengers as a deterrent or hidden. Cabins can also have call buttons and intercoms that allow passengers to contact the operations staff.



Image 34 – In-Cabins Call-Button and Intercom

Image 35 – Operator Screen of In-Cabin Video



Image 36 – In-Cabin Camera

Wi-Fi Communications: 3S Gondola systems can provide Wi-Fi to passengers. This is typically implemented by installing Wi-Fi hot spots on towers to provide service to the entire route.

Ventilation: 3S Gondola cabins typically include ventilation systems that either utilize the velocity of the cabins to move fresh air through the cabins or fans to move outside air into the cabins. Cabins typically have passive vents on the opposite side of the cabin to allow air to exit. These systems can be adjusted seasonally to operate when needed and otherwise remain inactive. The inclusion of fans requires in-cabin power (see below). For short travel times, ventilation is usually sufficient for warm seasons. In cold weather, simply being enclosed in a cabin often creates a reasonable environment. Passengers typically must travel at least short distances in the elements to arrive at a gondola station and are therefore both dressed and acclimated to the conditions.

Heating: In some installations, 3S Gondola Cabins have been implemented with heating systems. These systems can blow warm air or heat seats. Adding heat to cabins requires significant power which can be a limiting factor (see below).

Air Conditioning: Some gondola systems have provided air conditioning for the cabins. In moderate climates, systems with short ride times typically use only passive ventilation. Air conditioning also requires significant power which can be difficult to achieve (see below).

Note: Instead of installing heating or air conditioning in cabins, some systems have equipment in the stations to blow conditioned air into the cabins prior to passengers boarding. This typically creates a comfortable ride for short to medium duration trips.

In-Cabin Power:

3S Gondola cabins are technically capable of providing limited power to support ventilation, heating, air conditioning and convenience power (USB or wall outlets). The addition of power in the cabins can be achieved by a number of sources as described below. For systems with short to medium trip times, the added complexity of these systems comes without significant upside. Further, the systems described below can add significant weight to cabins and potentially reduce the passenger carrying capacity as the maximum weight per cabin is a fixed value.

Batteries

Batteries can be added to cabins and placed in the floor, on the roof or under fixed seats. A significant amount of battery power will add a considerable amount of weight. Batteries must be charged while the cabins are off-line and in the cabin storage area. This can occur at night when the system is out of operation, but the fact that the batteries must last a full operational shift make the power they can provide limited. Batteries also have a finite working life and must be replaced occasionally.

Super Capacitors

Super capacitors can be similarly installed in cabins to provide power and have the benefit of faster charging times. It is technically feasible, though challenging, to charge super capacitors while the cabins cycle through the stations. Given the short duration a cabin is in a station traveling at slow speed, the power transfer must happen very quickly. Super capacitors are also heavy and have the potential to reduce passenger capacity.

Solar PV Panels

Photovoltaic solar panels have been installed on gondola cabins to provide small amounts of power for interior wall outlets or USB charging ports. Batteries are generally also required to store the solar power.



Image 37 – Solar Panels Mounted to Cabin Roof

Carriage Power Generation

It is possible to generate power through the interaction of the cabin carriage and the track ropes. A small generator is incorporated in the grip assembly and turned by one of the wheels through contact with the stationary track rope. This system adds complexity to the cabin which requires additional maintenance. Since there are a significant number of cabins on a system, any added cabin maintenance can create sufficient work for one or two full-time staff.



Image 38 – Carriage Power Generation

Gondolas and Privacy

In an urban environment, transit systems must often navigate the available open space. This often brings a transit system in close proximity to existing structures and other properties. Aerial gondola systems are not unique in this fact, but the nature of the systems creates some additional advantages and challenges. The ability of an aerial ropeway system to fly over challenging terrain and infrastructure is a net positive, but owing to their significant height, screening the system is impractical and viewsheds are more impacted. People are typically used to seeing buses and light rail vehicles traveling through a city. The simple fact that a gondola system is different and new may create additional concerns, whether warranted or not. There is often a period of time required for such a system to become accepted in a community. One example of this situation is the Roosevelt Island Tramway. It was originally built as a temporary measure to provide easy access from the Island to Manhattan while the subway below the East River was built. The system met some initial resistance, but ultimately gained favor. After the subway was completed, the tramway removal was rejected by the community as it was the preferred transit technology.

Some of the concerns of property owners and occupants in the vicinity of an aerial gondola are related to gondola passengers either seeing into their buildings through windows and skylights or seeing into a fenced piece of property that is otherwise screened from viewing. There are several mitigation measures that can address these issues:

Profile Design:

One advantage of an aerial ropeway system is that the elevation the cabins travel can vary along the route fairly easily. In some instances increasing the elevation of the system can mitigate privacy concerns. For example, raising a system can prevent the gondola cabins from passing by a building's windows. Alternatively, lowering an alignment may also be beneficial if it reduces the perception of property owners that gondola passengers can see into their spaces.



Image 39 – Gondola Traveling Intentionally High Past a Property

Window Louvers:

The simple addition of louvers on gondola windows can inhibit gondola passengers from seeing out of cabins at specific angles while allowing passengers to see out of cabins at other angles.

Tinting Windows:

Technologically advanced glass can be installed for cabin windows. This system is activated automatically and makes windows opaque by introducing an electric current in the material. With this method, the windows can be selectively tinted at various locations along a route where sensitive areas exist. While effective, this system adds cost to the project.

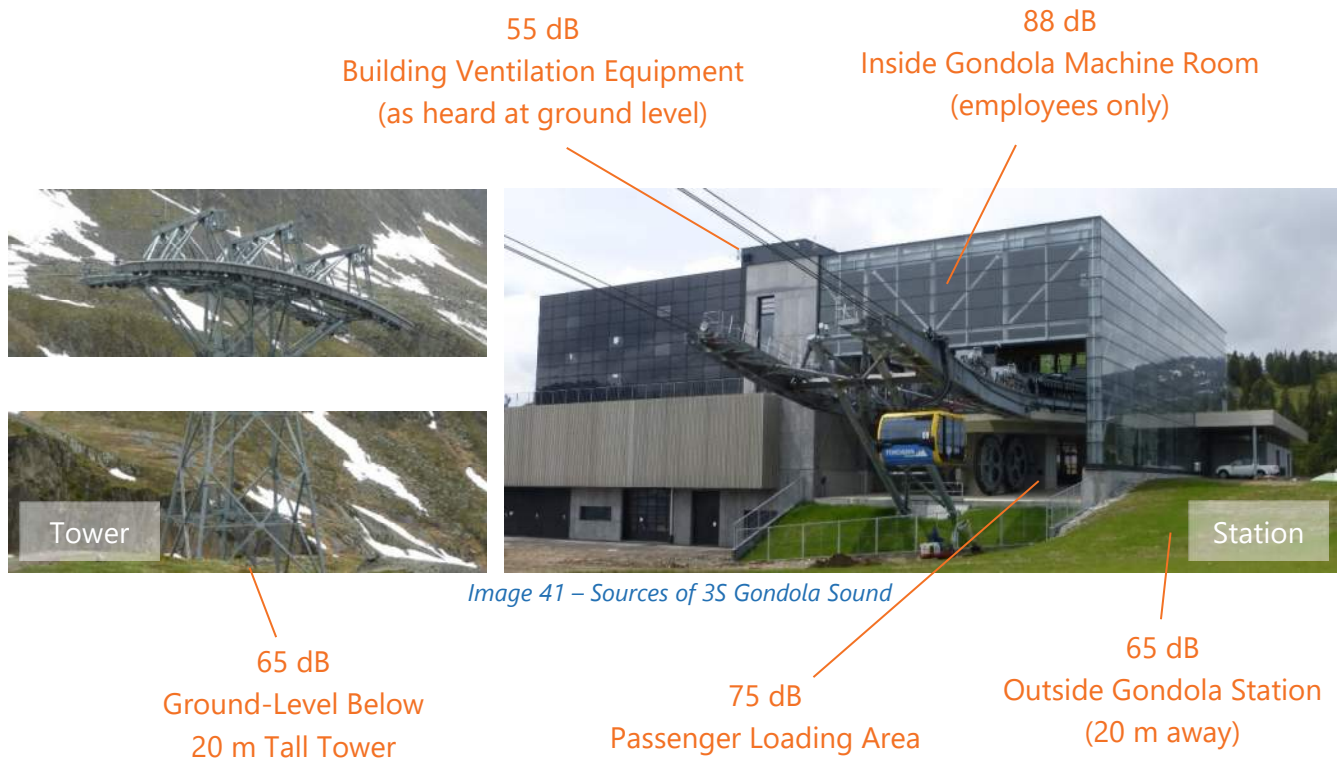


Image 40 – Window with Tinting Glass

3S Gondola System Noise Sources

3S Gondola Systems are typically much quieter than conventional transit systems like light rail or busses. Due to the vehicles being propelled by a cable, the majority of the machinery and noise sources are concentrated at station locations. Along the route, cabins do not emit noise and at tower locations only minimal sound is produced as the cabins roll over the tower tops. At stations, the majority of the noise created is due to passengers, air conditioning equipment and ancillary equipment like escalators. The sound produced at gondola stations is typically considerably less than the sound produced at bus stops and SkyTrain stations as those transit vehicles produce significant noise from braking systems and engine noise.

The following diagram identifies typical noise sources and estimated sound values:



The following common sources of sound have been provided for reference:

- Quiet Home – 35 dB
- Quiet Library – 40 dB
- Office – 45 dB
- Soft Music – 50 dB
- Dishwasher – 55 dB
- Normal Conversation – 60 dB
- Washing Machine – 70 dB
- Lawnmower – 75 dB
- Noisy Restaurant – 85 dB
- Car Horn – 100 dB

The following chart estimates the sound intensity at varying distances from a typical 3S Gondola tower with an example height of 110 m. Comparison sources have been provided for reference.

Distance from Tower Base	Sound Intensity
25 m	50 dB (soft music)
175 m	45 dB (office)
340 m	40 dB (library)
625 m	35 dB (quiet home)

Note: The above values have been provided to give a general understanding of sound intensity from a variety of gondola sources. The actual magnitude of sound from these sources is highly variable and dependent on the design of the gondola system and the station enclosures. At distances greater than specified, the sound intensity decreases by 6 dB for a doubling of the distance.

3S Gondola System Safety & Reliability

3S Gondola Systems are a safe form of transit. The fact that gondola systems travel through the air, reduces their interactions with automobiles and other impediments that can hamper other ground-based transportation technologies. Since an aerial transit system travels above ground level, the reliability of the system is obviously very important. Every transit system consists of electrical and mechanical equipment which can malfunction from time to time. A timely return to service depends on:

- 1) Safety – no major equipment failure, which is mitigated by regular inspections and servicing, for example; and
- 2) Timing – a timely return to service is a priority, supported by temporary contingency plans for transit (ie bus bridge) while inspections and service take place, for example.

As such, there are a number of features of the 3S Gondola technology that ensure both safety and a prompt return to service.

- Proper Maintenance:** The first principle of reliable transit operation is a program of well maintained equipment. Maintaining equipment properly according to a defined schedule makes component breakdown unlikely.
- Redundant Machinery:** 3S Gondola Systems can be implemented with suitable redundant machinery that under only the rarest of circumstances will a delay in a return to service be likely. Some examples include backup motors that can be quickly engaged and backup electrical power in case of an outage.
- Integrated Rescue:** Through an approach termed “Integrated Rescue”, a 3S Gondola system can be one of the most reliable transit technologies in the world. This concept is named as such because it avoids the need for an evacuation or “rescue”. It accomplishes superior reliability through careful system design in which a detailed hazard analysis identifies potential points of failure and mitigates the likelihood of a failure. This basically means planning a work-around for any piece of failed equipment such that passengers can be transported in cabins to stations under any circumstance.



Image 42 – Backup Drive



Image 43 – Backup Power Generators

System Evacuation:

The likelihood of a technologically advanced 3S Gondola System failing to operate under its own power is so remote that most systems will never experience a system evacuation. Aerial ropeway systems are strictly regulated and one component of the required operation plan is evacuation. What this typically means for the 3S Gondola technology is the integration of one or more rescue vehicles. Systems are designed so that each point along the route can be reached with a rescue vehicle. A rescue vehicle can be designed to do one of two things:

1. Collect passengers from each cabin and take the passengers to a station or
2. Connect to each cabin and transport the cabins to a station to unload.

Ticketing and Access Control

3S Gondola stations can utilize similar technology as other transit systems for ticketing and access control. Ticketing can be pay per ride or through a pass system. Tickets can be purchased through an electronic vending system or from a cashier. The ticketing system can be independent or integrated with a transit system. Within a station, access control can be provided by turnstiles, attendant verification or through an honor-system with occasional verification by authorities.



Image 44 – Examples of Access Control and Ticketing

3S Gondola stations can be constructed to easily accommodate passengers traveling by bicycle. Passengers dismount and enter the station by ramp, elevator or stair. It is often left to the passenger to determine the most appropriate route. Within the station additional features can be implemented to improve bike access.

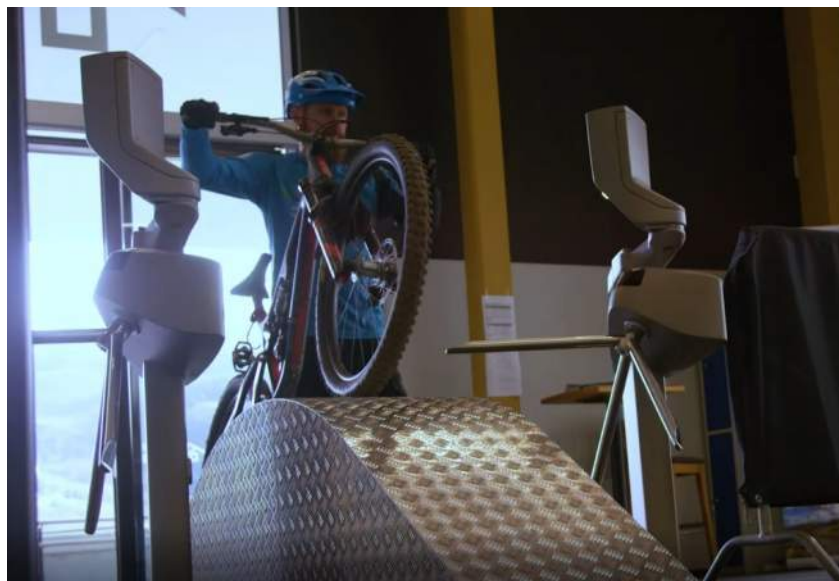


Image 45 – Examples of Bicycle Amenities

3S Gondola Cabin Storage, Operations & Maintenance

A 3S Gondola system is a complex system and an investment. For safe and reliable operations, sufficient staff and suitable facilities are required:

Operations:

3S Gondola Systems operate automatically. Operations staff often utilize video and/or a window to view the loading platform. Many systems also utilize additional staff on the loading platforms to observe and aid passenger loading and unloading. All staff positions have controls to slow and stop the system should anything occur.

Routine Maintenance:

3S Gondola Systems require frequent and routine maintenance to provide safe and reliable service. Each system requires a maintenance facility. Maintenance facilities are typically located at a station.

Most maintenance occurs where the equipment resides. For example, tower machinery is frequently lubricated and station equipment is often maintained in place. Some equipment is removed and taken to the maintenance area. Cabins are maintained in a specific area of the maintenance area. Typically one or more spare cabins are provided such that a full number of cabins remain on line even when cabins are receiving maintenance.

Most system maintenance occurs at night or when the system is scheduled to be out of operation. At scheduled intervals, major maintenance is also required that will impact system operations. This maintenance can be planned at convenient times where ridership is expected to be low.

Cabin Storage:

3S Gondola Systems typically include an indoor storage area for the gondola cabins. When not in operation, cabins are typically removed from the line automatically and stored to reduce exposure and the opportunity for vandalism. The cabin storage area is commonly collocated with the maintenance facility or a station.



Image 46 – Operator Control Panel



Image 47 – Maintenance Area



Image 48 – Cabin Storage Area

Construction of a 3S Gondola System

There are a number of things to consider when examining the local labor and economic impacts of the construction of a 3S Gondola system:

- System Equipment:** Most gondola electro-mechanical components are produced by the system manufacturer or sourced from specific vendors with whom the gondola supplier has relationships. This ensures reliable installation and operation. There is little opportunity to source the necessary equipment from a Canadian source.
- Cabins:** All 3S Gondola cabins are manufactured in Europe. There is no opportunity to produce these specialized products in Canada.
- Structural Steel:** Structural steel is typically the preferred material for tower structures and a portion of the station infrastructure. These components are similar to other structures and can typically be fabricated locally if a project owner stipulates this requirement. The project costs could increase if the structural steel components were produced in Canada as opposed to other areas of the world, even considering transportation costs.
- Foundations:** The materials and contractor labor required to construct the tower and station foundations is anticipated to be sourced locally in Canada.
- Stations:** The materials and contractor labor required to construct the station structures is anticipated to be sourced locally in Canada. Additionally, the infrastructure included in the stations (vertical circulation elements, HVAC equipment, lighting, etc.) can all be sourced locally as appropriate.

It is estimated that the implementation of a 1-Section 3S Gondola system would employ approximately 50 local construction workers over the period of one year in addition to the workers required to construct the station buildings. A 2-section system would require approximately two times as many local construction workers.

Frank McCourt's Gondolas: What is His Overall Plan?

JACK HUMPHREVILLE / FEBRUARY 01 2024



Comments

LA WATCHDOG - Frank McCourt, the former owner of the Dodgers and of the Dodgers parking lot, Climate Resolve, a respected environmental profit, and Zero Emissions Transit, a newly formed non-profit, are planning to construct and operate the 1.2-mile Los Angeles Aerial Rapid Transit system to use gondolas to ferry 5,000 baseball fans an hour from Union Station to Dodger Stadium with an intermediate stop in the Los Angeles Historic State

As part of the approval process, Metro, acting as the lead agency, has prepared an Environmental Impact Report (at McCourt's expense) that will be presented to the Metro Board at an upcoming meeting. Hopefully, the 13 members of the board, including Mayor Bass who is the Chair and her three appointees, will review and analyzed the 100-page Executive Summary and the impact on the surrounding communities. (See below.)

According to the EIR, the capital cost of the Aerial Rapid Transit system is estimated to be in the range of \$500 million. Operating costs are projected to be \$10 million a year.

Importantly, the sponsors have said that LA-ART will be privately financed and will not rely on any cash or credit support from Metro or any other public entity. However, the operation will require the operation to generate at least \$55 million of revenue per year, an amount necessary to cover operating expenses of \$10 million, capital costs (principal and interest) of \$35 million to service the \$500 million of bonds, and a 10% cushion demanded by the lenders or



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-J.D. POWER

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To generate this level of revenue will require an extraordinary number of full pay riders (Dodger ticket holders ride for free), not only to visit Dodger Stadium and its many events, but to view the many sponsorships envisioned by the promoters. At best, this level of revenue is problematic.

The real payoff will be the development of the open space at Dodger Stadium, an idea that was proposed by Frank McCourt when he owned the Dodgers and is most likely part of his game plan now that he owns 50% of the open space.

If so, the development of Dodger Stadium adds a level of complexity to the proposed LA-ART that needs to be addressed in an open and transparent manner, including in the EIR.

On January 24, local Councilwomen Eunisses Hernandez introduced a motion requesting an updated traffic study for Dodger Stadium. She also requested that the "City Council suspend any action on approving advancements to the LA-ART project contingent upon the results and recommendations of the updated results and recommendations of the updated Dodger Stadium Traffic Assessment." This project also needs to be approved by the City, County, and the State.

This project is expected to reduce traffic on games days and cut the emission harmful greenhouse gases. It has been endorsed by many environmental organizations. It has also generated considerable controversy from residents who will be impacted by the noise and loss of privacy because of five-ton gondolas passing overhead every thirty seconds on game nights. The Friends of Elysian Park

discussed their opposition in a recent Op-Ed column in the Los Angeles Times, If the Dodger Stadium Gondola is Only the Beginning, What Becomes of Elysian Park as has the Neighborhood Council Sustainability Alliance.

(Jack Humphreville writes LA Watchdog for CityWatch. He is the President of the DWP Advocacy Committee, the Budget and DWP representative for the Greater Wilshire Neighborhood Council, and a Neighborhood Council Budget Advocate. He can be reached at: lajack@gmail.com.)

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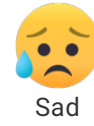
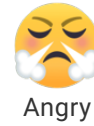
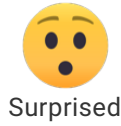
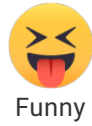
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12 days ago

Excited for the gondola! Development of Dodger Stadium is legally (and envornmentally/ethically) necessary - City of LA needs to rezone for 255k new housing units across the city as parts of its October 2024 updated housing element. Dodger Stadium lots, 330 acres of wasted space near the core downtown area of one of the biggest cities in the world, are the obvious spot for thousands, if not tens of thousands, of those new units.

Without the gondola, those future residents of the Stadium lots will be far more likely to own and use cars, and own bigger cars rather than smaller cars - all increasing local pollution.

Gondola is an obvious fix with zero local impact aside from a few poles. No-brainer.



Board Report

File #: 2022-0770, File Type: Oral Report / Presentation

Agenda Number: 6.

**2028 OLYMPICS COMMITTEE
NOVEMBER 16, 2022**

SUBJECT: MOBILITY LESSONS LEARNED FROM WORLD SPORTS EVENTS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Mobility Lessons Learned from World Sports Events.

ISSUE

At its September 2022 meeting, Director Solis requested a report back on mobility lessons learned from previous world sports events.

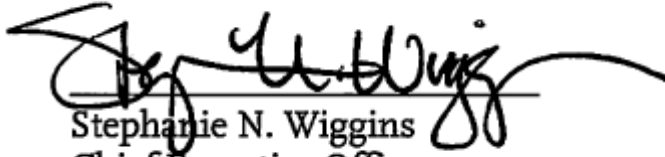
EQUITY PLATFORM

Nearly 90% of the proposed venues in Los Angeles County for the 2028 Games are within Equity Focused Communities (EFCs). The lessons learned offer best practices to enhance mobility during the 2028 Games to keep the region moving and minimize the disruption of quality of life for all Angelenos, especially EFC populations. The lessons learned from this presentation provide insight into how to leverage infrastructure for the Games to create legacy benefits, such as enhanced mobility, accessibility, connectivity, workforce development, and economic opportunity.

Like in previous major events, parking restrictions and road closures at venues may impact high ridership lines during the 2028 Games. Staff is working on preparing demand data to understand the potential impacts of the Games. When data becomes available, Metro can identify and mitigate service impacts to riders along high-ridership lines during the Games. The lessons learned incorporate best practices for reducing the impact on disadvantaged communities and overcoming these mobility challenges, including accessibility parking, transit detours, and implementation of the Games Route Network.

Prepared by: Ernesto Chaves, Interim Senior Executive Officer,
(213) 418-3142

Reviewed by: Seleta Reynolds, Chief, Office of Strategic Innovation (213) 922-4083
Nicole Englund, Chief of Staff (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer




◆ Major Events
**Lessons
Learned**



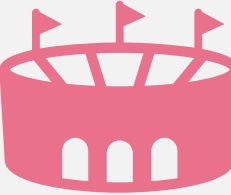


Agenda

- LA 1984
- London 2012
- Rio 2016
- Super Bowl LVI
- LA Sports Equinox Day (Oct 28, 2018)
- MLS Cup Final & USC Game (Nov 5, 2022)




LA 1984: What's changed?

LA COUNTY	1984	2028 (anticipated)
 Population	8M	12M
 Employment	3.5M	5M
 Average Delay per Vehicle/Commuter	60 hours	120 hours

GAMES

- 
35% more sporting events
- 
2X the amount of athletes
- 
3X the amount of media coverage

LA 1984: What's changed?

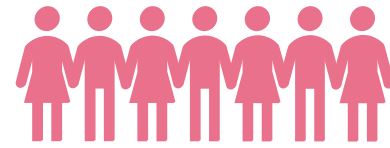
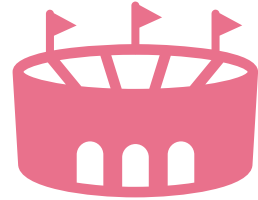
MOBILITY	Miles in 1984	Miles in 2028 (anticipated)
 Metro Rail	0	134
 Metro BRT	0	74
 Metrolink	0	538



LA 1984: Leveraging Strategies for Success

1984 Games

WHAT IS STILL APPLICABLE AND CAN BE SUCCESSFUL IN THE 2028 Games?



SPECTATORS

GENERAL PUBLIC

HIGHLY EFFECTIVE

- Transit marketing
- Express bus service
- Event Scheduling
- HOV system

- Encouraged vacations
- Reduced non-essential travel

MODERATELY EFFECTIVE

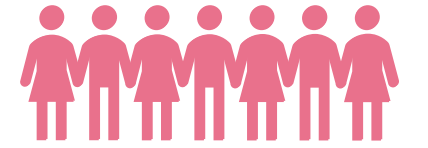
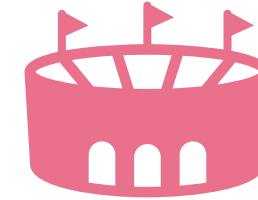
- Dynamic traffic signal system (ATSAC)

- Flexible work schedules
- Retimed truck traffic

LEAST EFFECTIVE

- One-way streets
- Ramp closures

- Remote working



SPECTATORS

GENERAL PUBLIC

- Transit marketing
- Express bus service
- Dynamic traffic signal system

- Flexible work schedules
- Retimed truck traffic
- Remote working (proven during the COVID pandemic)

London 2012

- First car-free Games but has significantly more robust public transit system and culture
- UK government established the Olympic Delivery Authority to deliver venues and infrastructure
- London's GRN was highly successful but used local arterials, not freeways like current LA proposal
- London had to coordinate with 40 transit operators, similar coordination effort is needed in LA

£6.5 BILLION

INVESTED TO IMPROVE TRANSPORT INFRASTRUCTURE

15%

OF COMMUTERS CHANGED THEIR TRAVEL BEHAVIOR LONG TERM

10%–16%

TRAFFIC REDUCTION IN CENTRAL LONDON DURING THE GAMES

62 MILLION

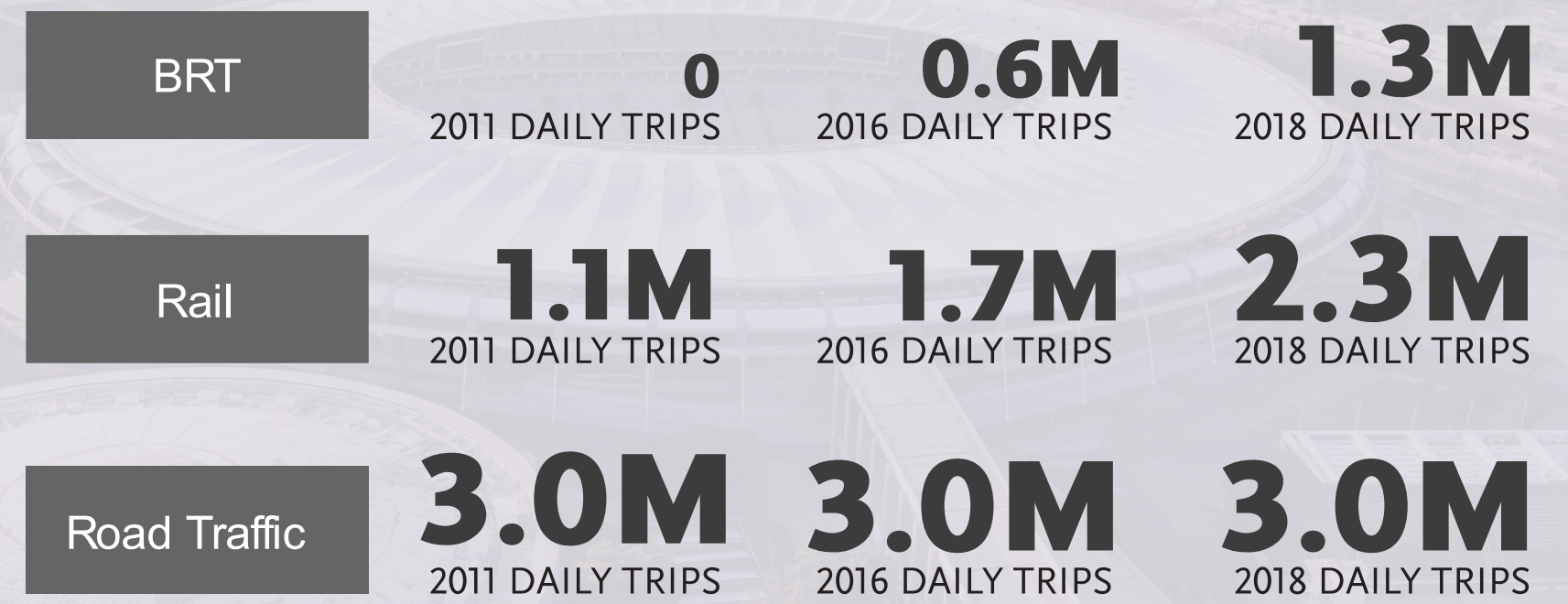
TRIPS MADE ON LONDON UNDERGROUND DURING THE GAMES

100,000 TRIPS

MADE USING ACCESSIBLE SHUTTLES

Rio 2016

- Focused on building BRT routes
- Used the Games as a catalyst/accelerator to deliver large transit projects
- Used the 2014 World Cup to test and pilot mobility strategies
- Multiple city centers and Games dispersed into four sports parks
- Rio encountered what Los Angeles will encounter:
 - Public health, safety and security issues
 - Construction cost issues
- The Games Route Network used Rio's arterial network; not urban freeways like Los Angeles



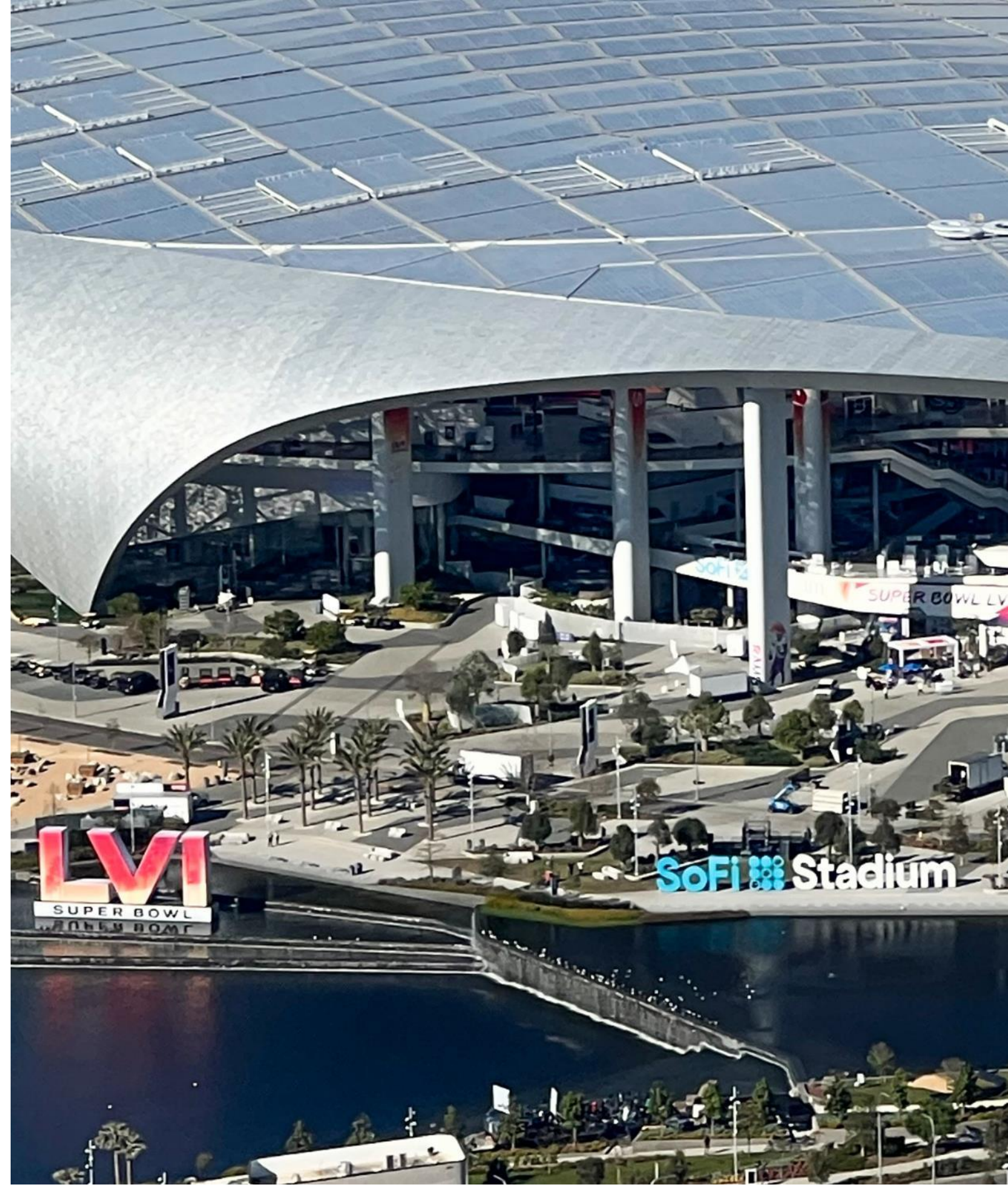
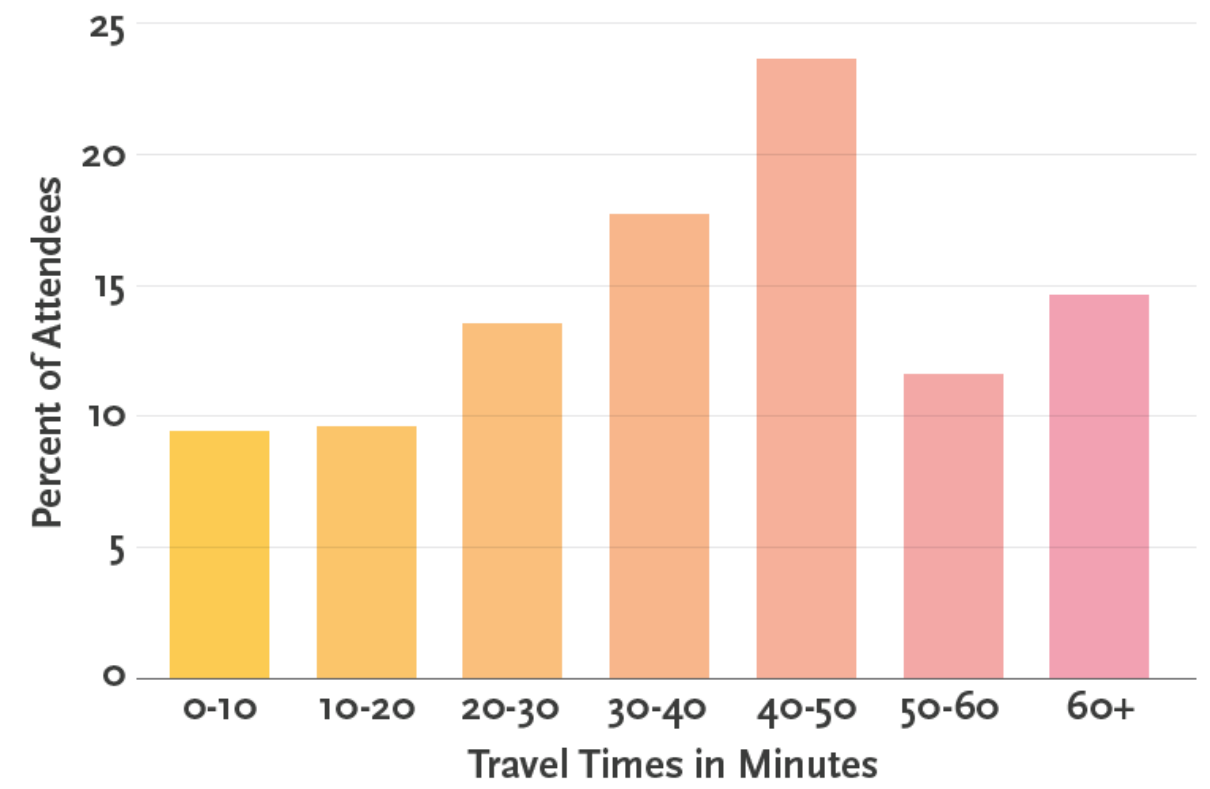
Common Roles & Responsibilities of Metro's Equivalent at other Major Events

- Created and prioritized needs assessments for essential mobility investments
- Stewarded planning and delivery of mobility projects
- Conducted transportation modeling for demand on transportation systems including Games Route Network (GRN)
- Led TDM marketing, communications, strategies, and program
- Provided mobility services for spectators and general public

Super Bowl LVI

- Of the approximately 75,000 who attended, nearly half came from outside LA County
- Most out-of-town attendees stayed within 5 miles of SoFi Stadium on game day
- Trips within 5 miles that would take about 10 minutes on a regular day tripled to an average of 37 minutes

**Super Bowl
Attendee Travel
Times within
5 Miles of
SoFi Stadium**



LA Sports Equinox Day

- First time all five major men's sports leagues hosted games in LA on the same day
- Provides insight into what a typical 2028 Games event day might be like, including travel patterns and congestion hot spots
- Top 5 most common corridors traveled to get the venues used during the LA Sports Equinox Day:
 - I-110/SR-110 Harbor Freeway
 - I-405 Santa Monica Freeway
 - I-5 Golden State Freeway
 - SR-60 Pomona Freeway
 - SR-91 Gardena Freeway

Los Angeles Sports Equinox Timeline

KINGS
Crypto.com
Arena

21,000
capacity

11:00 am - 4:00 pm

RAMS
Memorial
Coliseum

78,467
capacity

10:30 am - 6:00 pm

ARRIVAL AND DEPARTURE PROFILES

GALAXY **DODGERS** **CLIPPERS**
Dignity Health Sports Park Dodger Stadium Crypto.com Arena

27,000
capacity

56,000
capacity

21,000
capacity

12:30 - 4:30 pm

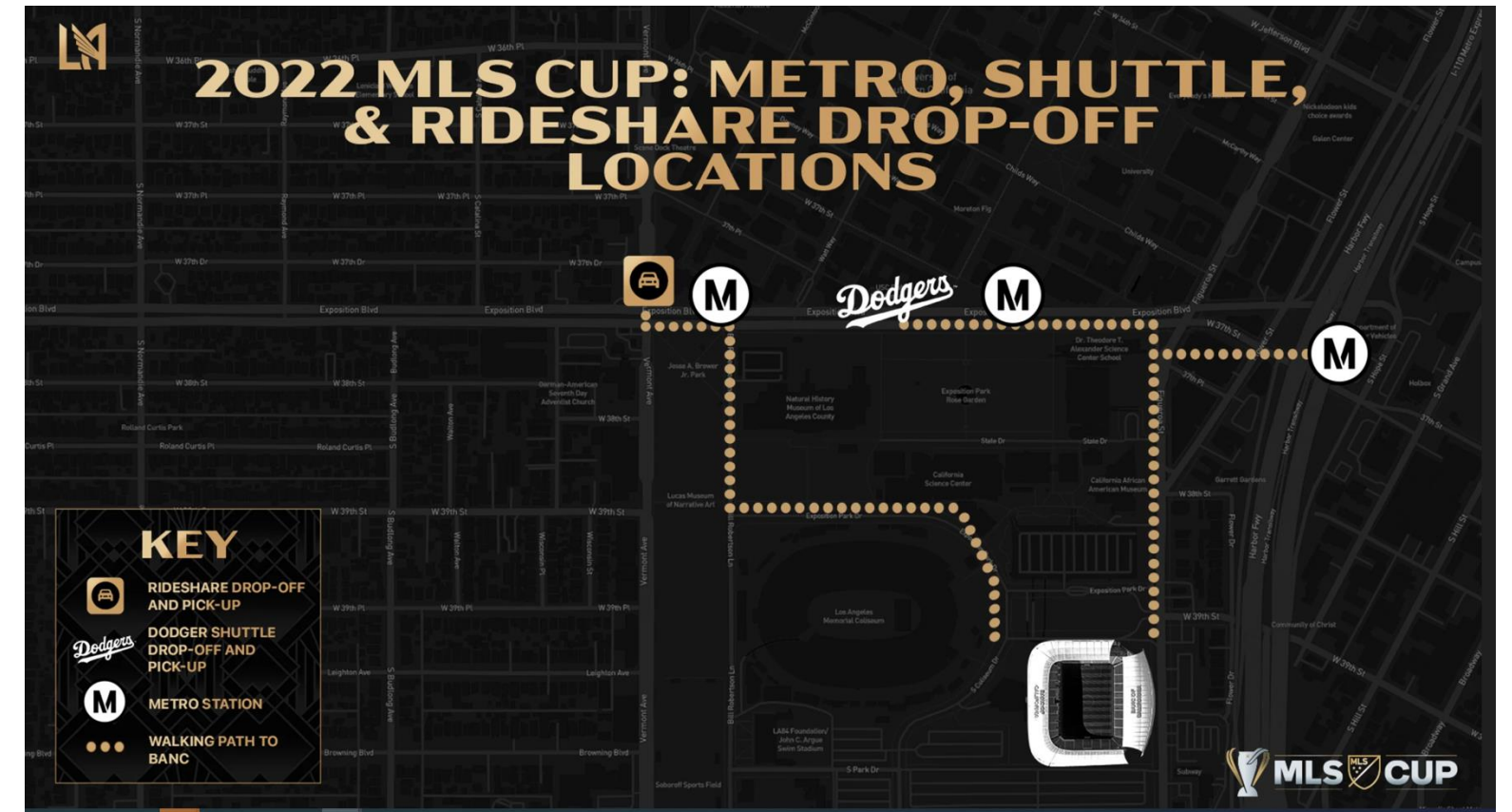
4:00 - 10:00 pm

5:30 - 9:30 pm

ARRIVAL AND DEPARTURE PROFILES

MLS Cup Final and USC Game Day

- MLS Cup Final scheduled for 1pm; USC Game scheduled for 7:30pm – no parking at USC/Expo Park for MLS Game
- *Private shuttle bus service* – provided by MLS from Dodgers Stadium, 9 am to 6 pm; 500 car and 1500 riders used this service.
- *Metro Rail* - E Line Service increased to 10-minute headway, 9AM to 7PM; 8 to 10-minute headway after 7PM w/ 3-car trains
- **3x more ridership compared to a non-event Saturday**
- *Metro Bus*
 - Silver Line service was promoted by Metro and LAFC.
 - Extra standby buses provided 10 am – 7 pm
 - **5x more ridership compared to a non-event Saturday**



Best Practices that Apply to Metro for 2028

- Use the Games as a catalyst to deliver high performing transit for all Angelenos
- Lead TDM program including freight policies
- Lead transportation modeling for demand on transportation systems including Games Route Network (GRN)
- Create integrated ticketing that includes venues and transit
- Implement trip planning applications with first-last mile strategies
- Increase ridership with permanent mode shift by improving customer experience and enhancing the existing network
- Develop a program management approach to deliver MCP prioritized projects
- Create a central, multiagency transportation operations center to manage all transport operations

Skip to main content

Public Record Requests

Metro - Los Angeles County Metropolit...

Request 22-1320 Closed

Dates

Received

October 7, 2022 via web

Staff assigned

Departments

Public Records Requests

Point of contact

Cano

Request

My request pertains to the Los Angeles Aerial Rapid Transit Project.

In a Metro Board Report dated September 15, 2022

(<https://boardagendas.metro.net/board-report/2022-0316/>), it states, "A Memorandum of Agreement (MOA) between ARTT and Metro was executed in April 2019. Amendments to the MOA were executed in September 2021 and June

2022 to extend the date by which ARTT will submit updated project information, including

construction and operating costs and a funding and financing plan, to September 30, 2022."

I am requesting the documents pertaining to the updated project information submitted per the MOA between ARTT and Metro, including but not limited ...

Show more

Timeline

Documents



Request published

Public



Request closed



Public

We regret to inform you that the records in question are not

available. Metro does not have the items in your request.

Metro's NextRequest (Public Records Tracking System) is maintained in compliance with Metro's records retention policy and records schedule. Requests and attachments will be removed from this system according to Metro's records retention schedule. This is to maintain the consistency and integrity of the records management program, as well as the utility of this system.

If applicable, please note:

- **Email** messages/mailbox files will be deleted **1 Month** after request closure.
- **Videos** are not hosted here. DVDs not retrieved by requestors will be destroyed **2 years** after request closure.
- The **records requests** themselves and any attachments will be deleted **3 Years** after request closure.

If records are made available, please make sure you access/download/pick-up the records as soon as possible. System records will be removed automatically at their expiration periods. Use of this system is not intended to extend or reduce Metro's adopted retention schedule time periods.

You may contact me at canow@metro.net if you have any questions related to this public records request.

Sincerely,

William Cano

RIM Analyst

Records and Information
Management



Department assignment

Public

Added: Public Records Requests.



Request opened

Public

Request received via web

October 7, 2022, 1:39pm by the requester

February 2024 RBM Public Comment – Item 12

From: [REDACTED]
Sent: Saturday, February 17, 2024 12:01 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Stop Frank McCourts vanity gondola project!

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

Why do we continue to put the interests of one or a few over that of our beautiful community that makes up Los Angeles? Why do the Mayor, board members, council members, and directors continually silence the voices of the community?

Construction of the Gondola is estimated to cost \$500 million; however, McCourt has never provided a financial plan. It's unclear whether or not they will use tax dollars, so taxpayers could ultimately foot the bill for its construction or for things like ongoing maintenance and operations. What is Metro's responsibility if there are cost overruns? Will taxpayers foot the bill or will there be an unfinished eyesore in LA's historic neighborhoods?

In addition, research from the UCLA Mobility Lab found that the gondola does little to take cars off the road, it is likely to carry fewer passengers than LA ART claims and many will drive to Union Station to get on. It may make traffic worse in the communities that surround the ballpark.

Los Angeles doesn't need or want Frank McCourt's gondola. The community didn't ask for this project, and opposition continues to grow. It's a waste of time and resources. The proposed gondola is slated to fly 40 ft. over homes in Chinatown, and LA ART has failed to address legitimate concerns about safety and privacy.

Angelenos have different priorities than a gondola. They want safe and affordable public transportation, more affordable housing, and a solution to the homeless crisis. Our public officials should focus on those issues instead of wasting public resources on a gondola nobody wants. A better, easier, and more viable solution is to enhance the existing and popular Dodgers Express with a more robust zero-emission shuttle bus system.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Saturday, February 17, 2024 4:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Stop Frank McCourts vanity gondola project!

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate. If the LA ART gondola to Dodger Stadium would be 100% privately funded, why do they need to "partner with public agencies to ensure full funding"?

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Saturday, February 17, 2024 9:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Stop Frank McCourts vanity gondola project!

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Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Saturday, February 17, 2024 9:20 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Re: the Gondola project

Good day,

My husband and I have owned a home over here for over 25 years. Naturally like everyone else, we have seen the traffic here grow exponentially. The streets are more congested due to numerous phone apps such as 'Waze'. Back in the day our dogs played in the street, now people speed by exceeding 40 miles an hour on a one-way Street that has a blind curve.

Especially during Dodger season when we are gridlocked.

But at least Dodger season has a beginning and an end.

Those planning the gondola are also planning a 'CityWalk' type of experience for riders. They would like to take over part of the parking lot at Dodger Stadium and also include some of the land from Barlow Respiratory Hospital.

They would like to create a destination here at Elysian Park and that would be horrendous for traffic, for neighbors, for homeowners and families alike.

Then there would be no break for the homeowners and for the traffic and people the gondola would bring.

Not to mention the safety of having something that large carry riders over your home and your neighborhood.

We still have birds of every kind here, ravens, red-shouldered Hawks and red tail hawks. Owls too.

Not to mention this used to be called Edendale. It was so like the garden of Eden in beauty. A semi-tropic landscape!

Please vote no. I live on Sargent Place, across the street from the park.
Just say no.

Thank you,
[REDACTED]

From: [REDACTED]
Sent: Saturday, February 17, 2024 10:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Stop Frank McCourts vanity gondola project!

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic:

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park:

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown:

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola:

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

>>> REAL PUBLIC TRANSIT NOW! <<<

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Saturday, February 17, 2024 10:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Stop Frank McCourts vanity gondola project!

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Sincerely,

[REDACTED]

From: [REDACTED] on behalf of [REDACTED]
To: [Board Clerk](#)
Subject: "OPPOSE Agenda Item #12 (2-22-2024)"
Date: Sunday, February 18, 2024 6:12:21 AM

"OPPOSE Agenda Item #12 (2-22-2024)"

To whom it may concern.


I oppose the gondola. It will not change the traffic issues for the dodger stadium.

It will help to convert the stadium to an amusement park.

Roger Herman

Professor at UCLA .

Resident of Solano Canyon for 40 Years.

From: 
Subject: complaint - metro mta
Date: Sunday, February 18, 2024 1:58:01 PM

unfortunately i talked to alexander - supervisor at the escalation desk

he wouldn't let me finish speaking

he never answered my question

he was useless

why do you hire retards for your supervisors?

metro please enjoy your undeserved paycheck (how could you not?)

From: [REDACTED]
To: [Board Clerk](#)
Subject: NO to #12 LA ART Gondola
Date: Sunday, February 18, 2024 11:47:43 PM

Hello,

I'm a resident of LA County who uses the Metro system daily for transportation. I commend LA Metro on all the improvements to the system in the past few years, it's made getting around the city much easier & faster. I know a lot of these projects were started in order to prepare the city for the LA2028 games and I'm hopeful it'll all pay off!

However, the project to create a gondola system going into Dodger Stadium is pretty ridiculous for several reasons that I hope have already been brought up to the board.

There's a recent study done by UCLA which suggests the Dodger Stadium Gondola would only decrease traffic by 3%, not nearly worth the investment. As our population and tourism grows, we need to be prioritizing decreasing traffic at all costs. The current improvements to our rail system follows this ideology, the gondola does not.

Similarly, the proposed gondola system would transport passengers at an incredibly slow rate. Assuming the gondola attracts a great amount of tourists as well, this will only slow down transportation to the stadium even more.

It also brings up a multitude of safety concerns. What happens if the gondola gets stuck? What happens if someone goes into the gondola with a weapon to harm people who are now trapped in this gondola? What happens if people try to pry the doors open and jump out? What happens if the 'wire' is weakened and gondolas come crashing down?

The proposed gondola sounds cute in theory but it's drawbacks GREATLY outweigh and presumed benefits, and in my opinion it's just not worth it.

Please end the gondola.

Thank You,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: OPPOSE Agenda Item #12 (2-22-2024)
Date: Sunday, February 18, 2024 5:33:18 PM

As a 28 year resident of Echo Park, I firmly and completely reject the notion that a gondola is project is anything other than a bad idea for both the neighborhood and the city of Los Angeles as a whole. Buses work well for The Hollywood Bowl. They can and should work well for connecting Dodger Stadium to the Metro system.
thank you.

[REDACTED]



here's the legal bit -

The preceding e-mail message (including attachments) contains information that may be confidential, protected by the attorney-client or other applicable privileges, or may constitute non-public information. It is intended to be conveyed only to the designated recipient(s) named above. If you are not an intended recipient, please notify the sender by replying to this message and then delete all copies of it from your computer system. Any use, dissemination, distribution, or reproduction of this message by unintended recipients is not authorized and may be unlawful.

From: [REDACTED]
To: [Board Clerk](#)
Subject: OPPOSE Agenda Item #12 (2-22-2024)
Date: Sunday, February 18, 2024 9:55:47 AM

To the Metro Board:

I'm a community member asking you to OPPOSE the LA ART Gondola to Dodger Stadium. This project makes no sense as transit, has inadequate capacity, and does not solve Dodger Stadium's traffic problem like it claims. It would remove 80+ trees at the LA State Historic Park, fly less than 40ft over residents' homes, and contribute to further displacement in our working class neighborhoods. To top it off, this \$500 million project still has not funding plan.

Please invest in REAL transit solutions like dedicated bus lanes on game days, more frequent service, and even expanding and electrifying the already existing Dodger Stadium Express.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Sunday, February 18, 2024 11:53:06 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

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The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

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Real Public Transit Now!

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Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Sunday, February 18, 2024 3:21:02 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Sunday, February 18, 2024 3:49:56 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

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The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

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There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

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Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Sunday, February 18, 2024 5:10:16 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

I am writing to express my disapproval of the proposed Dodger Gondola project. This boondoggle is designed to enrich one person with a history of bankruptcies. It will not solve any parking congestion issues. Just imagine 50000 people queuing to leave Dodger Stadium at the same time. And it will only be used 40 days a year. Less expensive alternatives would be to expand the Dodger Stadium Express and improve the sidewalks and lighting leaving the stadium. Please do the taxpayers a huge favor and oppose this nonsense.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Sunday, February 18, 2024 4:06:05 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Sunday, February 18, 2024 5:15:39 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

Please oppose the unnecessary and expensive gondola project. It will not solve any traffic congestion on game days or otherwise. It will most certainly leave the taxpayers holding the bag for millions of dollars debt.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Sunday, February 18, 2024 9:50:15 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro board meeting on 2/22/24
Date: Monday, February 19, 2024 10:59:15 PM

Hi, my name is Samantha Li and I'm a concerned citizen urging you to OPPOSE the LA ART Gondola to Dodger Stadium and vote NO on the EIR. The EIR is a fatally flawed document and must not be certified. The Community Benefits Agreement (CBA) does nothing to change that. The CBA is a long list of vaguely worded and unenforceable conditions used to justify approval of a project that the community CLEARLY doesn't want. These conditions were not negotiated with the community. They were negotiated on our behalf, without our permission.

As Director Solis stated, there are too many unanswered questions about the project. Now is the time to say a clear and decisive NO to the gondola.

Our communities deserve REAL transit solutions and REAL services, not Frank McCourt's ill-conceived gondola.

From: [REDACTED]
To: [Board Clerk](#)
Subject: Against item 12- LAART EIR - public comment for Metro aboard Meeting or 2/22/24
Date: Monday, February 19, 2024 4:15:22 PM

Hi, my name is [REDACTED] and I live in Echo Park near Elysian Park and work down town. I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.

I drive past china town and Olvera street, and through Solano Canyon almost daily where traffic is already an issue, especially with tourists and fans driving in for Dodger Games. I regularly run and hike in Elysian park and consider it to be a respite and an absolute treasure here in Los Angeles, and dread the thought of trees and park being taken away for tourists.

In Echo Park we value or community, our neighbors, our nature, our small businesses and the fact that we are not a cookie cutter tourist destination.

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually *add* traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in *real* transit solutions, not this billionaire pet project that would only serve Frank McCourt. Vote NO on the gondola. Community over profit!

Sincerely,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#); [LAART](#)
Subject: Fund public transportation not private development - Oppose Agenda Item #12 Again the Gondola
Date: Monday, February 19, 2024 2:29:17 PM

Metro and the City of LA is going out of its way to support car infrastructure to the point where it is ruining neighborhoods to put a contraption in the sky instead of building public transit. It is exhausting growing up in LA voting for proposition after proposition to fund public transit, and we get a few subways. We need light rail, we need more bus lanes. We don't need a tourist attraction, we need people to stop using cars.

The Dodger Stadium is a *private* venue. Any transit project should be funded by the owners of Dodger Stadium, and it should not infiltrate neighborhoods, creating light and noise pollution. The streets are for transit.

The City of LA is already dominated by car infrastructure, more than half of the land in LA is for cars, and more than half of that for parking. On top of that, 75% of the land is zoned for single-family housing.

LA needs to invest in transit for all. It needs to start making real changes instead of following the old ways of doing things. That's why we have the worst air pollution, a housing crisis, and inequity.

Fund real transit options. The Gondola is a joke. Stop approving plans in the face of public opposition.

I oppose Agenda Item #12.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 12:12:36 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

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The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 9:46:43 AM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 12:30:08 PM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 12:36:39 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 1:30:45 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

As an LA county resident, there is nothing I want more than high-capacity rapid transit.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 1:32:05 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 1:46:52 PM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 3:24:04 PM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 3:39:48 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

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This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 4:01:48 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 5:06:02 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 6:09:30 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

Hello,

I am writing to you as a concerned LA resident. Born and raised in LA, I have been very impressed by the expansion of our public transportation over my lifetime and am very appreciative of your work. However, I urge you all to please reconsider the gondola project, as it puts a large burden on taxpayers for something that amounts to no more than a tourist attraction. Los Angeles' improvements need to be focused on its residents as well as visitors, and this would put a burden on residents that is simply unnecessary.

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I urge you all to reconsider, given these details. Our focus as a city should be reducing increased buses, trains and rail lines, not tourist attractions that will cost us more as a city than they provide in infrastructure.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 8:39:05 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 9:01:43 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 10:50:06 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Monday, February 19, 2024 12:00:35 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Oceanwide tower are a prime example of what happens when private projects don't have secured funding. Don't let the city be left holding the bag on the gondola project. Projects like these always have cost overruns, and it's already slated to cost over half a billion. It would only move 1,500-3,000 per event which is not worth the negative environmental and gentrifying impacts it would have.

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[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: vote yes on the gondola!
Date: Monday, February 19, 2024 10:40:19 PM

Good evening,

I manage a mid-rise apartment complex on Sunset Blvd near Dodger Stadium. Several hours before game time Sunset becomes a gridlocked mess. Please, please, please vote yes on the gondola. It's a 100% electric powered transportation solution which is privately paid for. If it removes even 100 cars on each game day it will be a massive win for our lungs and ears. Please don't listen to the naysayers.

[REDACTED]

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From: [REDACTED]
To: [Board Clerk](#)
Subject: 2/22 Meeting - Item #12 - NO to Gondola
Date: Tuesday, February 20, 2024 12:51:40 PM

Hi all,

As an Angeleno who loves our city and the Dodgers, I am writing to OPPOSE the proposed gondola.

While it might seem cool to have a gondola, this project will cause more traffic and pollution in the Chinatown and surrounding area.

I would like to see real transit solutions for all people - we need projects that will actually lead to less reliance on personal vehicles. I want to see simple solutions that repurpose the exorbitant amount of existing roads, empty buildings, and parking lots to be built into 15-minute cities for Angelenos. People do not want to be stuck in traffic and wasting their lives in a car. We want to walk, bike, and use other modes of transit throughout the city as an enjoyable way to live.

Please vote no.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: [LAART](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Tuesday, February 20, 2024 9:59:51 PM

Dear Metro Board,

Here is a list of *some* recent incidents of gondola systems malfunctioning, gondola cabins crashing to the ground, deaths, and people needing to be rescued from gondola cabins between 2016 and January 2024:

1/9/24 – Gondola cabin plunged 33ft in western Austria injuring 4 passengers

<https://news.yahoo.com/cable-car-brought-down-fallen-112020905.html>

1/4/24 – Heavenly Resort in Lake Tahoe closes gondola due to mechanical issue

<https://www.powder.com/trending-news/heavenly-gondola-update>

8/22/23 – 8 people rescued after being trapped for 14 hours in a gondola cabin in Pakistan after one of its cables snapped

<https://www.cnn.com/2023/08/22/asia/pakistan-chairlift-rescue-children-intl-hnk/index.html>

7/7/23 – 70 people trapped in gondola cabins in Ecuador after mechanical failure

<https://www.cbc.ca/news/canada/british-columbia/squamish-gondola-falls-1.5242787>

12/12/22 – Gondola cabin at Mont-Sainte-Anne Quebec ski resort falls to the ground

<https://unofficialnetworks.com/2022/12/12/gondola-fall-mont-sainte-anne/>

2/1/20 – Nearly two dozen passengers injured and required rescue when SAME gondola system comes to an abrupt stop.

<https://liftblog.com/2020/02/21/gondola-riders-injured-in-incident-at-mont-sainte-anne/>

3/11/20 – Less than 1 month later, same malfunction occurs injuring 1

<https://globalnews.ca/news/6662558/mont-sainte-anne-ski-lift-malfunction/>

2/23/22 – Gondola cabin falls due to a GUST OF WIND at Sunday River Resort in Maine, injuring 1

<https://www.boston.com/news/local-news/2022/02/25/skier-suffers-minor-injuries-when-gondola-cabin-falls-10-feet-at-maine-resort/>

1/1/22 – 21 people rescued after being stranded overnight on gondola tourist attraction in New Mexico

<https://nypost.com/2022/01/01/21-rescued-after-being-stranded-overnight-on-icy-tram-in-new-mexico/>

5/23/21 - **14 people die** when cable breaks and gondola cabin crashes in northern Italy.

<https://www.dailymail.co.uk/news/article-9693085/Italian-cable-car-crash-New-footage-shows-moments-leading-disaster.html?ci=244321&si=30808435&ai=9693085>

10/20/19 – Gondola cabin in Switzerland detaches from haul rope and falls 60 feet. Operator blames high wind for causing the cabin to collide with the tower before falling.

<https://liftblog.com/2019/10/20/cabin-falls-from-a-gondola-in-switzerland/>

12/10/18 – Several gondola cabins got hung up on a tower and collided into each other in Kaltenbach, Austria.

Believed that high winds played a role in the incident.

<https://www.the-ski-guru.com/2018/12/10/gondola-accident-happened-hochzillertal/>

12/4/18 – Portland woman injured after a large metal panel fell from the aerial tram and hit her on the head
<https://www.wweek.com/news/2018/12/05/a-portland-woman-was-injured-after-a-large-metal-panel-fell-from-the-aerial-tram-and-hit-her-in-the-head/>

11/26/18 – Gondola cabin falls from new lift at Copper Mountain, Colorado
<https://unofficialnetworks.com/2018/11/26/gondola-cabin-falls-from-new-lift-at-copper-mountain-co/>

12/19/17 – Cabin falls off from Squamish's new Sea To Sky gondola attraction
<https://dailyhive.com/vancouver/sea-sky-gondola-cabin-falls-testing>

8/10/19 – Less than 2 years later, almost all 30 Sea To Sky cabins crashed to the ground after cable was cut in deliberate act of vandalism
<https://www.cbc.ca/news/canada/british-columbia/squamish-gondola-falls-1.5242787>

6/25/17 – **7 tourists killed** and 100 trapped in India after tree falls on Gulmarg Gondola cabin, causing cable to snap and cabin to fall.
<https://www.indiatoday.in/india/story/gulmarg-gondola-cabin-falls-kashmir-tourists-dead-984658-2017-06-25>

1/3/16 – 75 people rescued from the Kicking Horse gondola system in Calgary after major power failure disabled system.
<https://calgaryherald.com/news/local-news/kicking-horse-gondola-rescue-caught-in-this-dramatic-video>

12/13/19 – headline from NY Times: "Cable Car Over Jerusalem? Some See 'Disneyfication' of Holy City".
<https://www.nytimes.com/2019/09/13/world/middleeast/jerusalem-cable-cars.html>

"Trumpeted by right-wing Israeli leaders as a green solution to the challenges of increased tourism and traffic in and around the Old City, the plan has provoked howls of protest from horrified Israeli preservationists, environmentalists, planners, architects and others who picture an ancient global heritage site turned into a Jewish-themed Epcot."

Please oppose the gondola and do not certify the EIR. This project is a bad idea that nobody asked for.

Sincerely,

██████████

Resident of Chinatown

From: [REDACTED]
To: [Board Clerk; LAART](#)
Subject: AGAINST Agenda Item #12 on 2/22/2024
Date: Tuesday, February 20, 2024 11:56:15 AM

Dear Metro Board and Mayor Bass,

Have the goal posts been moved once again? Is this last-minute spurious list of conditions and the Community Benefits Plan without any meaningful oversight or input from the community actually sincere? This EIR, this Metro "care list," and this whole project lack any teeth and will do nothing but enrich profiteer Frank McCourt while bringing more traffic into downtown and the neighborhoods surrounding the stadium.

Anyone who supports this project has either been bought or knows nothing meaningful about it. It's easy to believe the hype, but if you would take the time to see the details you wouldn't be able to ignore the major shortcomings and false promises. I have spoken with many folks in the community who were "for" the gondola until they saw the facts and drawings presented in the EIR. They immediately changed their minds and are now OPPOSED to the gondola.

A fixed-route 1.2 mile gondola ride will not solve any traffic issues. It will not serve the residents in the community. It is not innovative and not suitable for serving a stadium. It is not feasible.

It is greenwashing.
It is ill-conceived.
It is a vanity project.

This so-called "gift" to the city would become a money pit and an embarrassment to YOU if you vote to approve it. We have better options – Metro's latest motion from Directors Solis, Bass, Dupont-Walker, Horvath, and Sandoval even spells it out: The TSM alternative of a fleet of buses (electrified).

Vote NO on the LAART/McCourt gondola project. Stop this sad proposal now.

Sincerely,

[REDACTED]
Resident living under the proposed route of the gondola in Chinatown and teacher at the historic Neighborhood Music School in Boyle Heights

[bit.ly/stopthegondolanow](https://www.instagram.com/stopthegondola/)

<https://www.stopthegondola.org/petition>

<https://www.instagram.com/stopthegondola/>

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - 2/22/2024 Board Meeting
Date: Tuesday, February 20, 2024 11:35:27 AM

Hello -

I am writing to share my opposition to the gondola project slated to be discussed at the board meeting this week. I have concerns about the lack of research behind the claims that this project will reduce traffic and GHG emissions around the stadium. Metro needs third party researchers to investigate the emissions and traffic impacts of this project prior to moving forward with the plan. Additionally, the community concerns about green space being taken away in LA state historic park to accommodate this privately developed project, and the concerns about privacy and noise in the neighborhoods near the project must be addressed prior to the project moving forward.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - Public Comment
Date: Tuesday, February 20, 2024 9:01:21 AM

Good morning,

I am an LA County constituent and I am against the LA ART Gondola.

It is a publicity stunt that will only benefit the few. I work in homeless services and the real crisis is housing, which the Gondola will make worse. Seniors living in the area will see their rents increased and end up homeless. This is a fact.

There is no benefit to public transit, the environment, or housing. If your goal is to increase the suffering in the community, then the Gondola will accomplish this.

I urge Metro, LA County BoS, and Angelenos to vote NO on the Gondola.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA Art Gondola 2/22/2024 Board Meeting
Date: Tuesday, February 20, 2024 2:55:12 PM

I urge you to vote NO on the gondola. It's going to impact neighborhoods in a negative way. We need Metro lines around the city to baseball and football venues but not a gondola ride. That is not a solution to traffic.
Thanks, Suzanne Surtees

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA Art Gondola 2/222024 Board Meeting
Date: Tuesday, February 20, 2024 2:51:55 PM

I'm against the gondola. It's not going to help traffic. You should vote NO. We need more Metro subway lines in the city, not a gondola. No public funds for this project.
Judy Rucker

Sent via the Samsung Galaxy S9+, an AT&T 5G Evolution capable smartphone

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Tuesday, February 20, 2024 5:13:50 PM

To Metro Board-

I'm sending this email to let you know that, as an Echo Park resident, I am fully against Item 12. The gondola would be an awful development for the neighborhood and community. Any elected official that supports this will not have my vote or donations going forward.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Tuesday, February 20, 2024 6:51:44 PM

I oppose Item 12: LAART EIR.

The Gondola project threatens historic neighborhoods. Though LA ART has claimed it will help our small businesses by bringing in foot traffic, this is impossible when the gondola flies *over* Chinatown and bypasses our neighborhood. We've had over 40 years of Dodger foot traffic and that alone has not sustained Chinatown. Business owners still have to deal with rising costs of rent and utilities, the changing marketplace with online shopping and shipping. We need real community autonomy, not to be made reliant on a billionaire or a corporation.

A solution I support is to **expand the Dodger Stadium Express!** Every year, Metro fights to just *keep* the Dodger Stadium Express, an already existing Dodger transit system that runs on electric buses. Dodger Stadium has 3x the seating capacity as the Hollywood Bowl and 3x inferior the transit system to support it. If we expanded the Dodger Stadium Express, the community could use it on off-game days. Bus routes and stops can be moved and added as demand shifts. A gondola's cannot.

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Tuesday, February 20, 2024 11:07:49 AM

Hi, my name is David and I work in Downtown LA and frequently visit the LA State Historic Park and the Chinatown area. ***I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.***

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually *add* traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

The second boarding station that could be built on top of the park would remove 250 trees, fly cabins 26 ft over people's heads, and ruin the character and ecology of the beloved park. This park was fought for for over 20 years. The State Park is a vital greenspace to the Chinatown and Dogtown areas. Residents, our park rangers, our farmers market, the kite festival, Art in the Park and other wellness programs are all at risk of loss if the gondola is built.

There are only 80-88 home games in a year and yet the gondola wants to run 365 days. Not only would it cost \$500 million to build, but \$8-10 million to maintain it every year. (These are LA ART's rough estimates, which they provided in 2021 dollars.) LA ART, Frank McCourt, Zero Emissions Transit, LA Metro, NO ONE has committed to paying for this. This is a huge risk for taxpayers. We need housing, healthcare, and real transit! Not a gondola!

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in *real* transit solutions, not this billionaire pet project that would only serve Frank McCourt. ***Vote NO on the gondola.*** Community over profit!

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Tuesday, February 20, 2024 7:07:06 PM

Hello, my name is [REDACTED] and I live in Glendale (91205). I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.

I am a strong supporter of public transit and a user of the LA Metro services, but this gondola will FAIL to solve any of the issues it claims to. I believe that the loss of over 250 trees, some being incredibly old and the displacement of longtime residents is a huge cost. The gondola is not worth sacrificing LA's best assets—our people and our nature. This is not a real transit solution. Prioritize our community and vote NO on the gondola.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 — LAART EIR — Public Comment for Metro Board Meeting on 2/22/2024
Date: Tuesday, February 20, 2024 2:04:05 PM

Hello,

As someone who was raised in Los Angeles and frequented Chinatown with my family over the years, I strongly oppose this Gondola project.

1. We want REAL traffic solutions: The gondola is designed to push traffic from Dodger Stadium and into surrounding communities. There's no parking plan and the final station takes parking away from Dodger parking lots. People will have to line up and will use Chinatown and Solano Canyon as their parking lot to do so, bringing their car emissions and pollutants with them.
2. This project is an attack on our historic neighborhoods: The first loading station for this project would ruin the historic Olvera Street area, impeding their flow of business during the construction phase, and raising property taxes of local merchants.
3. The unhoused population around this area is in need of housing and services. Gondola construction would mean sweeps in this area which only traumatizes our neighbors and exacerbates homelessness by endlessly pushing people around.
4. This project is a tourist trap and a waste of taxpayer dollars.
 - There are only 80-88 home games in a year and yet the gondola wants to run 365 days. Not only would it cost \$500 million to build, but \$8-10 million to maintain it every year. (These are LA ART's rough estimates, which they provided in 2021 dollars.) LA ART, Frank McCourt, Zero Emissions Transit, LA Metro, NO ONE has committed to paying for this. This is a huge risk for taxpayers. We need housing, healthcare, and real transit! Not a gondola!

Thank you for your consideration,
A concerned Los Angeles resident

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 0 LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Tuesday, February 20, 2024 4:01:43 PM

To Metro Board:

Once again, I am here to leave a comment saying that this gondola serves almost no public value whatsoever. Vote NO on the gondola project. The CBA released changed absolutely nothing. The "conditions" that Mayor Bass issued reveal many loopholes and how unenforceable those conditions are. Not to mention how the Board is free to rescind these conditions in the future. None of these conditions were created with the Chinatown / Dogtown community consulted or in mind.

Where is the funding plan for this project? It is entirely ridiculous and inane that the Board would consider moving forward with this project with absolutely no guarantees that taxpayers will not be footing the bill 10, 15, 20 years down the line. Is this how Metro moves forward with highway expansion projects as well? With so many unanswered questions and lack of accountability and transparency?

We can guarantee that this project does not represent a good return on investment. These millions of dollars are better spent further expanding current Metro services and infrastructure. Truly, I ask, will those on Metro Board even use the gondola more than once? LA has actual issues that need to be addressed and this project serves none of them.

Thank you for your time.

Sincerely,
[REDACTED]
Lifetime LA Resident

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12- LAART EIR- Public Comment for Metro Board Meeting on 2/22/24
Date: Tuesday, February 20, 2024 1:19:41 PM

Hi,

My name is [REDACTED] and I'm a resident of Los Angeles urging you to OPPOSE the LA ART Gondola to Dodger Stadium and vote NO on the EIR. The EIR is a fatally flawed document and must not be certified. The Community Benefits Agreement (CBA) does nothing to change that. The CBA is a long list of vaguely worded and unenforceable conditions used to justify approval of a project that the community clearly does not want. These conditions were not negotiated with the community. They were negotiated on our behalf, without our consent or permission.

As Director Solis stated, there are too many unanswered questions about the project. Now is the time to say a clear and decisive NO to the gondola.

Our communities deserve REAL transit solutions and REAL services, not Frank McCourt's ill-conceived gondola.

Thank you for your time.

Best,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST item 12
Date: Tuesday, February 20, 2024 8:14:03 AM

meeting name: Regular Board Meeting
meeting date: 2/22/24
agenda number or item: 12
comments:

Please vote NO on certifying the deeply flawed Final EIR (Environmental Impact Report) presented by LA ART and Metro for the proposed Dodger Stadium Gondola.

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually *add* traffic to the area by existing as a tourist attraction.

The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola will negatively impact multiple parts of our neighborhood, from the residents, to the small businesses, and to our strained transit system. Please invest in real transit solutions, not this gondola novelty. Vote NO on the gondola.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: February 22, 2024 Metro Board Meeting Public Comment: Item Number 12 Oppose
Date: Tuesday, February 20, 2024 10:22:27 AM

February 22, 2024 Metro Board Meeting Public Comment: Item Number 12 Oppose

Dear Board Members:

I oppose certification of the Final Environmental Impact Report (EIR) for the Gondola project. I am a resident of City Council District 1 and a member of the Democratic Socialists of America- Los Angeles.

I oppose the certification because the Gondola will ruin LA Historic Park, the little green space we have around Chinatown. This project would remove 250 trees, fly cabins 26 ft over people's heads, and ruin the character and ecology of the park.

The Gondola will also fail to provide an actual public transit solution. Instead, it will only create a tourist trap that does not benefit the community's public transit needs. LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system, adding more electric buses, managing the bus lanes better, and improving in-language accessibility to the bus system.

Therefore, I urge the Metro Board to **not** certify the EIR for the Gondola Project.

Thank You,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: February 22, 2024 Metro Board Meeting Public Comment: Item Number 12 Oppose
Date: Tuesday, February 20, 2024 7:55:57 PM

February 22, 2024 Metro Board Meeting Public Comment: Item Number 12 Oppose

Dear Board Members:

I oppose certification of the Final Environmental Impact Report (EIR) for the Gondola project. I am a resident of City Council District 13 and a member of the Democratic Socialists of America- Los Angeles. I also live near Dodger's Stadium. I have dealt with the Dodger's stadium traffic many time. Once I even ran out of gas sitting in Dodger's game traffic!! We need a real solution to this problem, and the gondola ain't it.

The Gondola is just a tourist trap that does not benefit the community's public transit needs. LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system, adding more electric buses, managing the bus lanes better, and improving in-language accessibility to the bus system.

Vote NO!! I urge the Metro Board to **not** certify the EIR for the Gondola Project.

Thank You,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: From Michael Dawson RE: OPPOSE Agenda Item #12(2-22-2024)
Date: Tuesday, February 20, 2024 3:18:25 PM

As a 40 year resident of Echo Park, I am firmly opposed to the proposed tram way from Union Station to Dodger Stadium. The tramway is a gateway to further development of the Dodger Stadium parking lot rather than an efficient way to bring people to the stadium during the baseball season. Productive use of electric busses and existing right of ways is a more efficient and climate friendly way of getting people in and out of the stadium.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Gondola EIR unsolicited proposal Item #12 2023-0743
Date: Tuesday, February 20, 2024 1:58:51 PM

Dear Metro Board,

Re: LAART EIR unsolicited proposal
Item # 12. 2023-0743
Vote No Certification

I've lived in Echo Park for 29 years.

If Metro wants something shiny to impress the Olympic visitors, Here's what I propose:

Take back the Dodger parking lot for the City of Los Angeles by Eminent Domain for Pubic Good and right the wrong from 60 years ago when Chavez Ravine was fraudulently taken for corporate use. Install Solar shade structures on the 130 acres and give Chinatown and Echo Park free electricity; make the Dodger night games carbon neutral, and use the income from the parking to fund the new electric park-and ride-buses to the games. That would surely impress the world's cities with our actual, carbon neutral climate solutions. Running machinery though our park, relentlessly most hours of every day, is green washing -- not a green solution.

If that Parking lot becomes used day and night for entertainment, surely the neighborhoods will be further overwhelmed, not less. McCourt has already taken more money than he deserves. We the public taxpayers have already given more than we can. Los Angles has plenty of glitz already. It's time we took care of what we have, our non-glitz.

Say no to the LAART EIR. It just kicks the traffic and parking problems literally down the road--to Chinatown. The daily Hollywood-style City Walk planned would increase our daily traffic to an unsurmountable load for our small neighborhood. We can handle the Dodger traffic for the local games, and the Dodgers are very good at their community outreach; but we cannot handle unrelenting traffic every day and night. Please say no. We don't owe them anything.

Regards and thanks,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Items #12 and #12.1 - AGAINST
Date: Tuesday, February 20, 2024 1:03:43 PM

Hi,

I am writing to express that I am AGAINST the proposed gondola project (LA ART).

Instead of trying to solve problems in getting to Dodgers' stadium with a gondola, investing in existing infrastructure (buses) would be a much better approach . By having the terminal at Union Station, all this does is divert more traffic to that area which is already busy and doesn't need more cars.

The gondola completely disregards the health, privacy, and well-being of residents currently in its path. I love the Dodgers but the Chavez Ravine displacement is such a blemish on LA history and we cannot repeat it! Truly, imagine being in your home and having gondolas full of people passing overhead- how intrusive would that feel?

Thank you for reading and please vote no on this project. It's not right for LA.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Items #12 and #12.1-- AGAINST
Date: Tuesday, February 20, 2024 9:00:42 AM

Hi,

I am writing to express that I am AGAINST the proposed gondola project (LA ART).

-any difficulty in getting to Dodgers' stadium could be remedied by investing this money into existing infrastructure (busses). By having the terminal at Union Station, all this does is divert more traffic to that area which is already busy and doesn't need more cars.

-the gondola completely disregards the health, privacy, and well-being of residents currently in its path. I love the Dodgers but the Chavez Ravine displacement is such a blemish on LA history and we cannot repeat it! Truly, imagine being in your home and having gondolas full of people passing overhead- how intrusive would that feel?

Thank you for reading and please vote no on this project. It's not right for LA.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: LA ART EIR
Date: Tuesday, February 20, 2024 11:50:34 PM

Please vote no on this project. This will not support a healthy community and will be a waste of taxpayer money. Please listen to your constituents in the city of Los Angeles and vote no. Thank you!

From: [REDACTED]
To: [LAART; Board Clerk](#)
Subject: Letter regarding opposition to LA ART
Date: Tuesday, February 20, 2024 8:03:31 AM

Dear Metro Board,

I am writing on behalf of concerned visitors to express opposition to the proposed LA ART privately-owned aerial gondola system between Union Station and Dodger Stadium.

While I support efforts to improve transit access to Dodger Stadium, we have serious concerns about the impacts this project would have on our public parks, neighborhoods, and taxpayers.

Specifically:

- The project would alter the character of Los Angeles State Historic Park, a cherished community green space, by installing gondola towers and cables overhead.
- It requires use of public air rights and land but serves private interests and provides no clear public benefit.
- Nearby neighborhoods may experience increased traffic, parking issues, and threats to pedestrian safety.
- There has been inadequate community engagement and transparency around station locations, tower heights, and other project details.
- There are unanswered questions about long-term costs and who would pay for overruns. This risks passing costs to taxpayers.
- At projected ticket prices up to \$30, this is not affordable transit but rather a tourist experience.
- Existing transit like the Dodger Stadium Express provides a proven, zero-emission transit option.

We ask LA Metro to reject this corporate welfare project that risks privatizing public spaces without public input.

Please support community-driven solutions that meet real transit needs without harming our neighborhoods and parks.

Thank you for your consideration.

Sincerely,

[REDACTED]



Sender notified by
[Mailtrack](#)

From: [REDACTED]
To: [Board Clerk](#)
Subject: NO on agenda items 12 and 12.1
Date: Tuesday, February 20, 2024 1:30:22 PM

Hello,

My name is Caroline Kanner. I'm a lifelong angeleno, and an educator who works with kids at Ann Street school, and other young learners around LA State Historic Park. I am writing on behalf of these children and their families and communities when I urge you strongly to **vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium**, which is agenda item #12 and #12.1 on the 2/22/24 Metro Board Meeting agenda.

This project would do nothing to improve the lives of the young learners I work closely with—and in fact would in many ways harm them. From closing down a vital open, public space during construction—a place kids and families count on for their health and wellbeing—to killing trees and intruding on the open sky over my students' homes, this gondola would constrain my students' realities. Furthermore, the gentrification it would usher in would aid in the displacement of so many community members who have long found solace in these neighborhoods.

Please prioritize people's lives, continued existence in the neighborhood, and broad wellbeing over this profiteering scheme but one billionaire.

Thank you for voting **NO on certifying the EIR for the gondola**.

Signed,

[REDACTED]

--



[REDACTED]

[@clockshopLA](#)
clockshop.org

From: [REDACTED]
To: [Board Clerk](#)
Subject: OPPOSE Agenda Item #12 (2-22-2024)
Date: Tuesday, February 20, 2024 5:08:52 PM

The Gondola planned is unfeasible. Its ultimate purpose is to bring patrons from Union Station to Frank McCourt's future mall. The taxpayer would be left to pay for its maintenance.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: OPPOSE Agenda Item #12 (2-22-2024)
Date: Tuesday, February 20, 2024 3:58:16 PM

Hello

I am a homeowner at [REDACTED] and I would like to register my opposition to the Gondola Project.

Thank you.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: OPPOSE Agenda Item #12 (2-22-2024)
Date: Tuesday, February 20, 2024 10:04:19 PM

To The Metro Board:

I am a long time Echo Park resident.

I strongly oppose the Gondola Project.

There has been no clear evidence that it will improve traffic in the area surrounding Dodger stadium. THAT is supposed to be the big selling point. Allegedly less traffic.

Again, no evidence. No research to present. Nada.

I also am disturbed that the metro board is considering handing over public land to a rich guy that essentially bankrupted the Dodger franchise a while back. I live in an area that is impacted by bad decisions made by the folks that have run Dodger stadium. I trust them as far as I can throw them.

In a time when housing is sky high and homelessness is rampant, the city should absolutely not be throwing money at a rich man's pet project that will cause more damage than good. And that money being thrown will be taxpayer money.

And that is the truth.

Stop The Gondola

[REDACTED]

sent from the Lost City of Atlantis.

From: [REDACTED]
To: [Board Clerk](#)
Subject: Opposition to Item Number 12: Feb 22, 2024 Metro Board Meeting Public Comment
Date: Tuesday, February 20, 2024 8:34:31 PM

Dear Metro board members:

My name is [REDACTED] and I'm a resident of Highland Park (City Council District 1) and I am writing to express my strong opposition to certifying the EIR for the Gondola project to Dodger Stadium.

As a Dodger and Metro fan, and a regular Metro rider (who takes bus, rail, and Metro Micro) - I believe that the millions of dollars that we'd spend on the gondola project would be much better spent expanding Metro-specific services that benefit **all** Angelenos - like shorter wait times on our bus and train routes.

Our public transit is at its best when it opens up residents and visitors to the incredible things we have to offer around our city - not only bringing them to our baseball stadium (which, let's be clear, is a **private** venue). We already dedicate our public dollars to a shuttle service from Union Station specifically to Dodger Stadium.

Again - I am strongly urging the Metro board NOT to certify the EIR of the Gondola project. Thank you so much for your time

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#); [LAART](#)
Subject: Please Stop this Gondola Project
Date: Tuesday, February 20, 2024 5:59:59 PM

Hello,

I am 100 % against the proposed gondola project. It's a giveaway of public land to benefit developers.

These small bus-sized cars would fly right over the park, just 26 feet above the ground... constantly, every 23 seconds in each direction.

This just displaces those CO2 and bad emissions into neighborhoods that are already overly impacted by bad air quality.

A terrible idea! I worry what's next - a gondola over Griffith Park?

Let's nix this in the bud.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Proposed Gondola project.
Date: Tuesday, February 20, 2024 4:16:10 PM

Hello,

As residents of Solano Canyon, you might think we would appreciate an alternative access route to Dodger stadium, seeing as the traffic through our neighborhood is pretty awful on game and event days.

However, there are so many problems with this proposal, one of which is that many of us are convinced that this gondola will actually make traffic worse. The Gondola actually appears to be a tourist attraction, which will draw a public year round. Cars will be encouraged to use the stadium to park for a fee and take the gondola down to the Pueblo de L.A. etc.

(So many unknowns and poorly studied ramifications.- Lack of transparency)

For those coming to the stadium, many of them will drive to the union station/puebla area and be looking for parking. Not an improvement.

Also and just as important, the irreparable damage to the quality of the state park.

Appropriation of land that has no business supporting this enormous piece of industrial infrastructure.

Thank you.

[REDACTED]
Solano Canyon.

Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 9:41:51 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The EIR does not adequately address noise and vibration impacts:

The EIR claims that the most vibration intensive piece of construction equipment that would be used would be a vibratory roller. For a project this large that involves suspension of cars in the air, why was the use of an impact pile driver or a helicopter not evaluated? If there was a reason for omitting these pieces of equipment, it should be included in the EIR or a reference to where it is evaluated in the appendix should be included. Additionally, the EIR states that operational vibration would be less than significant. However, within that impact analysis, the EIR states "some of the equipment within the stations, towers, and junction, such as motors or cable guidance systems, may produce a small amount of vibration during normal operations" but does not offer any reference vibration level or quantitative analysis of operational vibration impacts. You can't just "say" the impacts would be less than significant without actually analyzing the impacts. Operational vibration of such a large project needs to be more thorough than a simple five-sentence qualitative paragraph. At the very least, reference operational vibration levels for gondolas should be included in the qualitative analysis. Finally, Mitigation Measure NOI-A "Community Outreach Construction Notice" (Page 3.13-72) should include an explicit requirement for posting construction notices in multiple languages given that the surrounding community speaks Spanish, Chinese, and Japanese.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

A black rectangular redaction box covering the signature of the sender.

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 9:35:59 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The obvious way to improve traffic to Dodger Stadium is to dedicate bus lanes and expand the Dodgers Express shuttle. Bus lanes will absolutely cost less than the \$500 million gondola. Furthermore, Chinatown does not need to deal with the gentrification that this project will accelerate, the neighborhood needs affordable housing and a grocery store, not a gondola. LA deserves better!

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 9:11:01 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 9:00:49 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

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The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

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Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 8:51:27 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 8:41:11 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 8:18:33 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

A gondola is not a priority for Los Angeles county residents who are being plagued by heavy on the ground and now in the air traffic. A gondola but no sidewalks in some areas? No public bathrooms so there is feces on sidewalks everywhere and that's if a sidewalk even exists.

Seriously, residents have had enough of politicians utilizing our neighborhoods as experiments for elitists who turn our communities that they often don't live in into playgrounds. Enough is enough already! The city/county/FAA has already destroyed neighborhoods with airports on every corner of the county catering to rogue aviation and now again we have a gondola project that does not meet the urgent BASIC infrastructure needs of LA residents. We need way more parks, way more youth and adult rec spaces, we need public bathrooms, wide sidewalks, car free/car light communities and protected bike/bus only lanes. We do not need a gondola for gods sake do the basic minimum first before jumping into all these non essential projects because that's exactly why we have a billion dollar housing development project sitting empty right now in DTLA off of a metro train stop!!!!

Do better or you're FIRED!!!

Best,
How The West Was Saved
htwws.org/we-the-people/

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 5:07:44 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

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Real Public Transit Now!

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[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 5:06:49 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

As a resident of Victor Heights and someone who is directly affected by the traffic every-time there is an event or game at Dodger Stadium, I strongly oppose this project. I don't believe that this gondola will improve the community or solve any of the problems it claims to solve. The gondola will only relocate traffic to Chinatown, and speed up the gentrification of the community, and remove resources from the community.

Instead of parking in Dodger Stadium, people will park in the Chinatown and Victor Heights neighborhoods to take the gondola -- the problem of parking during games will be the same, but I'll also have a giant noisy gondola going over my apartment.

The gondola will remove space from LA Historic Park -- a park the community fought for 10 years to have built -- depriving Chinatown of much needed public land and green space. The project will also encourage the financialization and speculation of land in Chinatown, speeding up the gentrification of the community, and displacing working class families and fixed income seniors.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 4:56:19 PM

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The Gondola Exacerbates Housing Crisis in Chinatown

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No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 4:10:46 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 3:51:22 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 2:20:33 PM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 1:55:40 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 1:55:30 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 1:27:50 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 1:26:49 PM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 1:21:42 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

This is such a stupid project. Why are we even having a discussion. Go expand the trains and add protected bike lanes in this city and stop wasting time.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 12:19:04 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

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There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 9:31:19 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

I've long lived in Los Angeles. As the daughter of Asian immigrants, I'm particularly concerned of the displacement and gentrification of generations of families in Chinatown.

In alignment with the community organizers leading the efforts to stop the gondola, I support the following arguments:

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 7:42:58 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The gondola is the wrong toy for this project. A gondola is best for continuous, low demand for moving people to places difficult to access by vehicle. The Dodger's gondola has neither characteristic & would be a waste while better solutions would be prevented from being implemented.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

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There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Tuesday, February 20, 2024 9:50:28 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

This is not what the city of Los Angeles needs or wants. This is the project of some millionaire from Boston who cares little about the actual benefit to this city. Time and time again we let people in, and give them the approval for projects that don't need approving, and we see livelihoods, communities, and this city destroyed. I urge you to vote against this project and think harder about what the city of Los Angeles wants. BETTER AND ACCESSIBLE PUBLIC TRANSPORTATION.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

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Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: #12 and #12.1-- - against
Date: Wednesday, February 21, 2024 3:43:10 PM

I am against his Gondola project, since it is yet another development in our city that is using an outdated EIR.

T California Historic Park will be greatly affected in a negative way. The irony is the Historic Park was created and borne out of an amazing community effort that flew in the face of local developers trying to sideline communities for their profits by building clearly unneeded warehouses, and the community got together and stopped it, and our community, while still VERY park-poor, is a little bit better.

The gondola is another example of this. If it weren't, the private owners that benefit from this would have gone through proper public channels to integrate community interest. Instead they come with another problem wrapped in a solution. If they were sincere about reducing carbon footprint and congestion on roadways, they would update their EIR and engage the community instead of forcing this down our throat.

Please show some leadership and see through this swindle.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: *AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 8:28:51 AM

My name is [REDACTED], i am a home owner and bmsmall business owner in 90012. W I first established myself in Solano Canyon in 1998, I sought public transportation that would go up the hill of Solano Ave and continue past the perimeter of dodger stadium crossing over into Echo Park. I was told that metro saw no demand for ridership in that area to the levels that are required to justify a regular bus route. So it horrifies me that this project the gondola makes assumption that there will be demand for ridership in the area besides the approximately 80 days of dodger home games. so for close to 80% of the year, this proposed gondola will be disturbing our community with invasive structures and obscene costs with no demand for ridership.

Another issue I and others take very seriously is the invasion of our most popular historic monuments such as the green walk in entrance to the **historic state park**, the iconic architecture of **union station** and the balanced opposite view of the zocalo of **olvera street**. What i find most grotesque is the invasion of space around the residences in the apartments and homes along the proposed route.

I am very interested in solutions to the dodger traffic coming and going from games. specifically the alternative solutions that utilizes the walking route from Chinatown to the LA River. Let's consider adding an escalator or some other type of non-invasive measure to take people up to dodger Stadium like perhaps a regular bus route. That would actually monitor the year round demand for ridership in this area. Thank you..

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: "OPPOSE Agenda Item #12 (2-22-2024)"
Date: Wednesday, February 21, 2024 3:02:40 PM

I am writing to urge you decline permission to construct the gondola connecting Union Station with Dodger Stadium. The idea smells of greed with a capital G. There is no way in which it would help our community. In fact it would negatively impact our neighborhoods and park wildlife. Lights and noise are already close to unbearable on game and event nights. Remember, Elysian Park is our oldest city park with our oldest trees living in the park's arboretum. (Many were planted in 1893, more than 100 years ago.) The park is home to our resident pest exterminators: coyotes and owls, both in need of dark nights to accomplish their tasks. And what about the homes that the gondola would ride over. The metro needs to assess priorities with the existing community being #1. Please say NO. Also, the idea of using the existing parking lot for merchandise kiosks is yet another example of naked greed. NO NO NO. Thank you, [REDACTED], Echo Park

Stadium%

Sent from my iPad

From: [REDACTED]
To: [Board Clerk](#)
Subject: "OPPOSE Agenda Item #12 (2-22-2024)"
Date: Wednesday, February 21, 2024 3:15:03 PM

I am writing to urge you decline permission to construct the gondola connecting Union Station with Dodger Stadium. The idea smells of greed with a capital G. There is no way in which it would help our community. In fact it would negatively impact our neighborhoods and park wildlife. Lights and noise are already close to unbearable on game and event nights. Remember, Elysian Park is our oldest city park with our oldest trees living in the park's arboretum. (Many were planted in 1893, more than 100 years ago.) The park is home to our resident pest exterminators: coyotes and owls, both in need of dark nights to accomplish their tasks. And what about the homes that the gondola would ride over. The metro needs to assess priorities with the existing community being #1. Please say NO. Also, the idea of using the existing parking lot for merchandise kiosks is yet another example of naked greed. NO NO NO. Thank you, [REDACTED], Echo Park

Stadium%

Sent from my iPad

From: [REDACTED]
To: [Board Clerk](#)
Subject: "OPPOSE Agenda Item #12 (2-22-2024)"
Date: Wednesday, February 21, 2024 3:02:32 PM

I am writing to urge you decline permission to construct the gondola connecting Union Station with Dodger Stadium. The idea smells of greed with a capital G. There is no way in which it would help our community. In fact it would negatively impact our neighborhoods and park wildlife. Lights and noise are already close to unbearable on game and event nights. Remember, Elysian Park is our oldest city park with our oldest trees living in the park's arboretum. (Many were planted in 1893, more than 100 years ago.) The park is home to our resident pest exterminators: coyotes and owls, both in need of dark quiet nights to accomplish their tasks. And what about the homes that the gondola would ride over? The metro needs to assess priorities with the existing community being #1. Please say NO. Also, the idea of using the existing parking lot for merchandise kiosks is yet another example of naked greed. NO NO NO. Thank you, [REDACTED], Echo Park

Stadium%

Sent from my iPad

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 3:06:31 PM

I am totally against the gondola at Dodger Stadium project. It will cause a lot more problems than solve anything! Please, please, please do not vote this in!

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 10:09:43 AM

Hello,

I am writing to OPPOSE #12 the LA ART Gondola! PLEASE do not destroy our community's beloved LA State Historic Park for the benefit of a billionaire and a handful of rich passengers!! There are so many reasons this project is detrimental to the community, taxpayers DO NOT WANT THIS THING.

Thank you,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting".
Date: Wednesday, February 21, 2024 10:18:17 AM

I do not support a \$300-500 million Metro Gondola project. It is a misuse of funds and will negatively affect Olvera Street, Elysian Park, Los Angeles State Park, and the neighborhood. This will add congestion as people will have to park in our neighborhood.

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 11:19:54 AM

To Whom It May Concern:

I am against the Gondola project and implore you not to approve it because it is not necessary. Why do we build an entertainment Gondola specifically for Dodger games to play about 85 days a year, while turning a blind eye to the suffering of its residents 365 day a year?. Actually there is no traffic jam in Chinatown, because I have lived here for 43 years, so the traffic jam starts from the highway and is caused by Dodger fans; therefore, to ease the traffic congestion, the Gondola should start from the highway, not just the Chinatown this short distance. In additionally, have you ever considered the possibility that an accident from the Gondola might bring unimaginable disaster to the surrounding residents?. Moreover, this Gondola would destroy the culture of Chinatown.

Your consideration and support is highly appreciated.

Best regards

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 11:53:52 AM

As a concerned citizen I beseech the board to **vote no** on item 12.1
PLEASE DO NOT EXPLOIT THE CHINATOWN NEIGHBORHOOD TO ENRICH
FRANK McCOURT!

- **GONDOLA IS WRONG TOOL FOR DODGER STADIUM:** Gondola still doesn't make sense as the mode of transit to Dodger Stadium because of inadequate capacity, surge demand, long lines, hours of operation, etc.
- **BENEFITS EXAGGERATED/GREENWASHING:** The gondola is huge unnecessary infrastructure that won't significantly improve traffic and transit access.(UCLA Mobility Lab Study)
- **NOT PUBLIC TRANSPORTATION:** It's a giveaway of our public land and airspace for the benefit of a billionaire developer to take people to a private sports venue.
- **PROTECT OUR NEIGHBORHOODS AND PARKS:** It's highly invasive and harmful to our neighborhoods and our parks. Note: Removes 81 trees at LA State Historic Park, 304 trees throughout the route. (Previous total was 250 trees. Design Option A removes an additional 54 trees.)
- **TOO EXPENSIVE/NO FUNDING PLAN:** \$500 million to build, \$10 million/year to operate and maintain. There is still no funding plan, which Metro/LAART had promised would be provided before certification of the EIR.
- **GENTRIFICATION/DEVELOPMENT:** This gondola is a key to unlocking development rights on the Dodger Stadium parking lots and a tool for accelerating gentrification throughout the Chinatown neighborhoods.
- **ALTERNATIVES NOT EXPLORED:** There are common sense alternatives that haven't been studied, including bike/ped improvements and expansion and electrification of the Dodger Stadium Express bus system.

Please vote no. Please.

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 2:44:45 PM

As a lifelong community resident, I strongly oppose the building of the misguided gondola to Dodger Stadium.

The flimsy reasons put forward in support of building this bizarre gondola are misguided at best and misleading at worst. This project screams money-grab by an out-of-touch billionaire. Our tax dollars need to be invested in solutions that will fix real problems -- including improving our insufficient transit system that would benefit the entire community, not just those select few who can afford a trip to the stadium.

We need to put community over profit, and instead invest in real, meaningful solutions for our neighborhoods --not this ill-conceived gondola.

[REDACTED]
Community resident since 1982

From: [REDACTED]
To: [Board Clerk](#); [LAART](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 2:52:11 PM

Hello:

I am firmly against the gondola project. There is no real need for this in Los Angeles and the opacity surrounding the financial plan is very concerning.

Best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 3:21:28 PM

Hi, my name is [REDACTED], and I work in Northeast LA including the Chinatown area doing environmental education. I urge you to OPPOSE item #12: the LA Art Gondola to Dodger Stadium and vote NO on the EIR. The EIR is a fatally flawed document and must not be certified. The Community Benefits Agreement (CBA) does nothing to change that. The CBA is a long list of vaguely worded and unenforceable conditions used to justify approval of a project that the community clearly doesn't want. These conditions were not negotiated with the community. They were negotiated on our behalf without our permission.

As Director Solis stated, there are too many unanswered questions about the project. Now is the time to say a clear and decisive NO to the gondola.

Our communities deserve REAL transit solutions and REAL services, not Frank McCourt's ill-conceived gondola.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 10:08:49 AM

Hello!

I am writing to you in advance of the Board meeting on Feb 22 to express my opposition to the Gondola project.

I am a resident in the north part of Echo Park and I walk in Elysian Park every morning. I love having this wonderful relatively undisturbed green space to enjoy.

I also work in climate and sustainability and I am a huge supporter of taking as many cars off the road in Los Angeles as possible. Yet, I am emphatically against the gondola project because it is not a viable solution for the problem it is purportedly trying to solve, for the following reasons:

1. It is not going to reduce the amount of car traffic coming to the stadium. UCLA Mobility Lab study showed that it will only do so by <1%, and that the gondola by design will divert traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

Also, according to previously published studies, somewhere between 18% and 66% of fans tailgate in the Elysian Park for hours before the event. You will not be able to convince them to use the gondola.

2. It will ruin the LA State Historic Park and disturb Elysian Park. This project seeks to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park. Because of tree removal, it will also reduce the amount of GHG emissions that are removed from the atmosphere, thus flying in the face of the city's climate commitments.

3. It will make the housing crisis in Chinatown even worse. Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in the city. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

4. Its funding plan is opaque. I understand that the funding plan for the project has not been made available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate. I don't want this monstrosity being built with my taxpayer dollars when the city has so many other urgent needs.

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Thank you

[REDACTED]

[LinkedIn](#)

[REDACTED] -

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024Metro Board Meeting
Date: Wednesday, February 21, 2024 1:45:56 PM

I'm strongly urging a vote against the gondola, an expensive project that provides stadium access for so few people that there's no serious benefit in that regard. Also, it eats up public greenscape and encourages needless development of the stadium parking lot. Thank you for voting no.

- [REDACTED], mid-city Dodgers fan

Sent with [Proton Mail](#) secure email.

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 LA Art Gondola FEIR 2/22/24 LA Metro Board Mtg
Date: Wednesday, February 21, 2024 12:43:28 PM

Please consider this email my strong objection to the approval of this absurd project item #12 of the agenda 2/22/24 by the Metro Board.

As a Dodger fan and a resident of Council District 1, a property tax payer and a regular user of State Historic Park, I cannot stress strongly enough my opposition to this project. It does nothing to relieve seasonal traffic from Dodger Stadium.

This project is an insult to the decades of community activists who fought for State park against private development. It is an attempt by a private developer to defile, Historic State Park for private persona profit. The LA Metro Board must reject this attempt seize and destroy the only public green space serving the residents of Lincoln Heights Boyle Heights, China Town and beyond.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: [Lisa Hart](#)
Subject: AGAINST #12--LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 1:00:41 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)

I am not a lawyer, and still have a lot to learn about CEQA, but it seems to me that you are going about 12.1 in the wrong order. First, let's find out if it makes sense to proceed at all. Let's take a thorough look at the alternatives. If it turns out (which I think is highly unlikely) that the gondola really makes the most sense of all the possibilities, then Metro, **in partnership with** the community and ZET, can develop a set of conditions/community benefits (to include quantities, of course) to be incorporated **into** the EIR.

If you want everyone to be happy, I think a fair, inclusive process is always a good place to start. Otherwise, you are at risk of perpetuating another Bishop/La Loma/Palo Verde while claiming to do the opposite. What a travesty that would be, and what a legacy that would leave.

[REDACTED] (*she/her*)
Executive Director
Los Angeles Neighborhood Council Sustainability Alliance

NEIGHBORHOOD COUNCIL
SUSTAINABILITY
ALLIANCE®



From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Agenda Item #12
Date: Wednesday, February 21, 2024 2:46:42 PM

Hello:

I am firmly against the gondola project. There is no real need for this in Los Angeles and the opacity surrounding the financial plan is very concerning.

Best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 - LA ART Gondola
Date: Wednesday, February 21, 2024 2:30:20 PM

Hello, Metro Board of Directors:

I'm a Chinatown resident of three years and I ask you to please put a STOP to the LA ART gondola project. It's a project which certain entities are misleadingly referring to as a "better mobility" option for Chinatown and nearby communities. But the facts and research don't support that. Also, Item #12.1 conditions are toothless and unenforceable.

The gondola is huge unnecessary infrastructure that won't significantly improve traffic and transit access.(UCLA Mobility Lab Study) **It's NOT public transportation.** It's a giveaway of our public land and airspace for the benefit of a billionaire developer to take people to a private sports venue.

Mobility infrastructure projects must be designed to serve our community.

Public funds shouldn't be used to invest in a tourist attraction in an historically underrepresented area.

The research doesn't appear to support LA ART's assertions that the project will reduce greenhouse gases and reduce traffic. The Dodger Express bus shuttle program serves event traffic. Board members know this well: Metro's current fleet is the largest clean energy fleet in the nation, AND Metro's website says its entire bus fleet will be electric by 2030. The Dodger Stadium express shuttle utilizes highly sustainable transit infrastructure strategies—**bus lanes, free rides, clean energy vehicles**—that have been proven to work throughout the city and county.

There are common sense alternatives that haven't been studied, including bike/ped improvements and expansion and electrification of the Dodger Stadium Express bus system.

Thank you for your service to our beautiful community!

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 - LA ART Gondola
Date: Wednesday, February 21, 2024 11:09:16 AM

Hello, Metro Board of Directors:

I've been a Chinatown resident for about three years and I ask you to please help put a STOP to the gondola project. It's a project which certain entities are misleadingly referring to as a "better mobility" option for Chinatown and nearby communities. But the facts and research don't support that, and the EIR mostly falls flat of making a strong case for the project's usefulness to the community.

Mobility infrastructure projects must be designed to serve our community. Public funds shouldn't be used to invest in a tourist attraction in an historically underrepresented area.

The research doesn't appear to support LA ART's assertions that the project will reduce greenhouse gases and reduce traffic. The Dodger Express bus shuttle program serves event traffic. Board members know this well: Metro's current fleet is the largest clean energy fleet in the nation, AND Metro's website says its entire bus fleet will be electric by 2030. The Dodger Stadium express shuttle utilizes highly sustainable transit infrastructure strategies—**bus lanes, free rides, clean energy vehicles**—that have been proven to work throughout the city and county.

Also, the gondola project proposal includes compromising aerial and sight ways around the LA State Historic Park area. Green spaces are critical for a community's well-being. The community worked for 20 years to make the park a reality, and now the gondola project is planning to remove a significant amount of the natural features that the community and city enjoy at the park.

Thank you for your service to our beautiful community!

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - 02/22/2024 Board Meeting
Date: Wednesday, February 21, 2024 2:46:50 PM

Hello,

It's no exaggeration to say that the future of all life on Earth depends upon our effective, immediate, and compassionate responses to climate change and environmental destruction. This includes protecting nature through parks and urban green spaces to be shared equally among humans, animals, and plants.

The proposed LA ART EIR (gondola project) is not a good idea, nor is it necessary. This wasteful project would drastically change the surrounding community and ecology for the worse. LA State Historic Park should remain a place designed for citizens of all species. For generations to come, it must be protected from further disruption and destruction.

As a longtime resident of Los Angeles, I am strongly urging the board to vote NO on approval for item #12, the EIR for the gondola project. Do the right thing and be remembered on the side of justice. Spend this money wisely elsewhere.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - 2/22/24 Board Meeting
Date: Wednesday, February 21, 2024 1:07:30 PM

Hello,

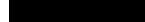
I am sharing my deep concerns about the proposed Gondola project, and I strongly disagree with the execution of it.

I have worked on bringing together artists and neighbors for artist projects and free public programs at Los Angeles State Historic Park for two years with Clockshop, an arts and culture organization. While working on this land, I have learned about the immense and varied histories of the park as the original floodplain of the LA River; the site of parts of the Zanja Madre, the first water infrastructure system of our city; the former South Pacific Rail station; the corn field; the community-led campaign in the 90s to save the public land to create a park, and finally the beautiful park we Angelenos love. Through our annual and free Kite Festival program that honors these stories and supports the connection between people and earth to seed stewardship of public lands, we bring over 5,000 attendees to fly kites high, listen to live music, make art, and be in community with each other. Not only are public lands important to conserve and protect, but our airspace as well. With large gondolas swinging only 26 feet above the ground, this project would forever negatively impact the way organizations like Clockshop program at the park, but most importantly, how parkgoers experience this precious park and the park's neighbors' quality of life.

[REDACTED]
cat



[@clockshopLA](#)
[clockshop.org](#)



From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - 2/22/2024 Board Meeting
Date: Wednesday, February 21, 2024 12:48:12 PM

To whom it may concern -

I stand by those who represent community-based organizations from across Los Angeles focused on protecting the interests of marginalized communities that have felt the impacts of displacement and environmental injustice. This letter expresses opposition to Frank McCourt's proposed gondola project from Union Station to Dodger Stadium and our outrage that Metro has planned another set of meetings that will prohibit the public from commenting.

At every turn, this process has been opaque and lacks any meaningful input from the community. The gondola is a private tourist attraction masquerading as public transportation and does not merit the type of support it has received thus far from Metro.

From the start, the process leading up to the approval of the environmental impact report has been a complete sham. Not only does the project itself lack complete transparency, but so does LA ART. In the past, Metro and LA ART have used these meetings to promote this ridiculous project rather than engage the community to solicit meaningful input; and they have continually refused to divulge how they will pay for the gondola. We oppose the use of taxpayer dollars to fund a project that will increase the wealth of a few billionaires.

The importance of community participation in the process cannot be overstated, especially when considering projects that have the potential to permanently alter the landscape and dynamics of our neighborhood. Time is of the essence. This project is not what the community asked for and does not contribute to the well-being of residents.

We urge the Metro Board to **NOT certify** the final Environmental Impact Report and to work with their own neighbors to address real transportation concerns with viable projects that actually serve the community's needs, such as creating and expanding the fleet of zero emissions busses that can service Dodger games, as well as other special events across the LA Metropolitan Area.

Thank you for your attention to this matter. We look forward to collaborating in order to ensure the best interests of our community are taken into account.

Sincerely,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - 2/22/2024 Board Meeting
Date: Wednesday, February 21, 2024 2:15:23 PM

Although I cannot be at the Board Hearing scheduled for tomorrow, as an LA resident and always-voter, I want to register AN EMPHATIC **NO** to the proposed gondola project.

Public resources given over to private gain? **NO NO NO.**

Sincerely,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - 2/22/2024 Board Meeting
Date: Wednesday, February 21, 2024 9:35:05 AM

Hello -

I am **100% AGAINST approving Item 12** on the 2.22 Metro Board agenda, the aerial gondola from the Chinatown area to Dodger Stadium.

The history of building Dodger Stadium in Chavez Ravine is already a black mark in the history of Los Angeles, and permitting this project to proceed would add to that horror.

Don't cave to a private developer who doesn't have the interests of Los Angeles residents at heart.

History is watching. As are we Angelinos.

I'm only sorry I can't take off work to be present in person at tomorrow's hearing. But I'm counting on the Metro Board to take the high road and do what's right for us.

Thank you,

Shawn Sites, 40+ year resident of Los Angeles

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Against item #12 LA Art Gondola 2/22/24 Board meeting
Date: Wednesday, February 21, 2024 1:54:36 PM

I am completely OPPOSED to the proposed Gondola project here in LA.
Please, listen to the citizens wishes.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola- 2/22/2024 Board Meeting
Date: Wednesday, February 21, 2024 11:46:25 AM

Hello,

As a resident of Echo Park, I express my opposition to item #12, as it does not align with the desires or necessities of our community. Taxpayer funds should not be allocated towards enriching millionaires without tangible benefits to our neighborhoods. The proposed project lacks thorough research and threatens to detract from our public park. I urge you to decline item #12 and prioritize the well-being of our community members.

Best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST item #12 LA ART GONDOLA
Date: Wednesday, February 21, 2024 1:32:43 PM

don't mess up public land and public parks

a boondoggle for McCourt!

we don't want the ART GONDOLA!

this is a cover-up for development.

NO NO NO



From: [REDACTED]
To: [Board Clerk](#)
Subject: Against Item #12
Date: Wednesday, February 21, 2024 2:44:44 PM

Hi there,

My name is [REDACTED] and I am an Assistant Professor of Clinical Occupational Therapy at USC as well as community organizer with Chinatown Community for Equitable Development (CCED). I am writing against Item #12, the Gondola.

Aside from concerns about financial intransparency and mismatch with community needs, I was especially disgusted to hear LAART stating during the meeting last week that they had gone "above and beyond" in providing multi-cultural and multi-lingual outreach about the project.

As an organizer with CCED, I have been conducting on-the-ground outreach consistently for 4 years. My ability to speak Cantonese and Spanish and skills as an occupational therapist have allowed me to build deep trust with community members. Therefore, I knew that LAART was straight-up lying when they stated that they had conducted culturally responsive outreach during the EIR. I knew this because multiple Chinatown small business owners and tenants shared with me that information was not provided to them in the language they are most comfortable with and that they were pressured to sign things without fully informed consent. Most egregiously, community members shared that they were pressured with free dinners to create pro-Gondola videos and images even though that is not their actual position.

This is exploitation of marginalized community members to promote a project that will only further harm and disenfranchisement of the community while lining the pockets of billionaire Frank McCourt. We CANNOT let this project happen. We must do everything we can to stop it at this juncture of history. Otherwise, you are complicit in white supremacy and consolidating power in the hands of the rich.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 11:02:13 AM
Attachments: [logo-dsala_whitebg_transparent.png](#)
[DSA-LA Statement in Opposition to Gondola.pdf](#)

Hello,

Please see the attached PDF and the statement below regarding opposition from Democratic Socialists of America, Los Angeles (DSA-LA) to Item 12 - LAART EIR for the February 22, 2024 LA Metro Board Meeting.

Dear Metro Board of Directors,

We are writing to uplift the demands of the Stop the Gondola coalition by urging the Metro Board to **vote NO against the gondola and reject the certification of the Final Environmental Impact Report.**

The gondola project disappointingly goes against all of LA Metro's Vision 2028 goals and instead is a clear scheme to financially benefit billionaire Frank McCourt at the cost of an increasingly vulnerable working class community. Longtime residents of the area, especially Chinatown, are currently facing the enormous pressures of gentrification, most notably seen with the Hillside Villa tenants, but also in spaces of racial and cultural meaning, such as [Dynasty Center](#). McCourt's gondola project now poses the threat of a years-long construction process that will not only disrupt the lives of residents in the short term but will also bring the near-certain future of additional luxury developments. McCourt's long term plans have yet to be shared, but his plans [can be inferred based on his track record](#). This parallels the history of displacement of Chicanx residents in the Chavez Ravine for the construction of Dodger Stadium.

It is evident that the gondola is a private luxury operation that is designed to benefit the few, rather than operate as a public good. Even if it operates to the capacity that McCourt claims it will, which is all hypothetical at this point, the traffic reduction will be negligible as less than a fifth of the stadium's capacity will be moved for each game and that is even with the most optimistic of estimates. Indeed, given his business interests as the main profiteer of Dodger Stadium parking, we can also assume that McCourt has no desire to reduce traffic in favor of better transit options, as that would cut into his profits.

If Metro is looking for solutions to alleviate game day traffic, there's no need to reinvent the wheel. We urge the Board to instead expand the already existing, significantly more efficient, and free, Dodger Stadium Express by adding more origin points, bus capacity, and priority bus lanes. In addition to its ability to move tens of thousands of people more than McCourt's gondola, the economic benefits of increasing employment of unionized bus

drivers will have a much greater impact on the city and its residents without putting more money into a billionaire's pockets while potentially leaving taxpayers to foot the \$500 million bill. This move supports transit infrastructure for everyday people, not tourists, and continues to protect Chinatown's working class residents and communities from unaffordable and destructive development, at the same time.

Therefore, we urge the Metro Board to **vote NO against the gondola and reject the certification of the Final Environmental Impact Report** and instead work with the actual community on solutions that will provide high-quality mobility options that are equitably accessible.

Democratic Socialists of America, Los Angeles



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o.b.o the Steering Committee
Democratic Socialists of America - Los Angeles

From: [REDACTED]
To: [Board Clerk](#); [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 12:38:49 PM

To the Metro Board Members:

How long will you tolerate Dodger Stadium pushing their parking problems upon their neighbors and surrounding communities, making it difficult to get to one's own home or finding a parking place on one's own street? Now, they think it is the responsibility of Chinatown to solve Dodger Stadium's problems and to be seriously damaged or destroyed in the process.

Dodger Stadium has a parking problem and a traffic flow problem. It does not have a shortage of gondola problem. If LA ART's heart is set upon building a gondola and gondola technology is well advanced, then build one down the center of the freeways. Since they do not want to build a parking garage on top of the hill, then build one next to the freeway and first gondola station. Maybe people will not complain as much.

FIRST THINGS FIRST:

Stop the parking in the neighboring communities by issuing permits for the residents and their visitors, and businesses and their customers. Where practical, block off several streets with a guard who will allow admittance by permit only. Issue expensive parking tickets to those who insist upon parking where it is no longer allowed; but first show mercy since the Dodger fan is not the enemy and their life may be as miserable as that of everyone else.

Separate the bus traffic from the car traffic. The Dodger Stadium Express should have two dedicated bus lanes, one going each direction, and a separate final stop for buses only. When that traffic is flowing better, then Metro will have a better idea how many buses and how much space is needed.

NOT PUBLIC TRANSIT

The gondola is not public transit. Calling it public transit does not make it so. Many car drivers would not put up with the time involved with taking a bus. The first twenty minutes may be spent walking to the bus stop and waiting for a bus that will take you to the start of the bus route you want, which used to start at the stop you are waiting at, before Metro started chopping up the line into smaller pieces so you have to make more connections, and then the bus shows up and you stop complaining to yourself, and instead try to keep your shopping cart out of the way of people with walkers or wheelchairs.

Let us say you wanted to buy some lumber at Home Depot so you could put a shelf up in your apartment. A car driver could buy wood of a length that he is able to carry in his vehicle. A bus rider will buy wood of a length he is able to carry by hand. The car driver will probably saw the wood to the length needed. The bus rider will probably glue some wood together to arrive at the appropriate length. Except, I forgot. The bus rider will be taking the gondola. So the bus rider hauls the lumber to the closest gondola station and gets on the gondola. He gets off the gondola, picks up the lumber, and starts walking and walking and walking. This is not public transit. This is entertainment, at least for those watching.

I will give you two examples of public transit. DASH. Someone may work downtown, shop in the Fashion District, or have jury duty, and still travel around without giving up their parking place. A person just needs to look at a map to find a couple of routes that would be useful and then practice, practice, practice. These are baby steps for car drivers but it works. DASH puts a positive face on public transit because it is cheap and goes places people want to go.

If someone wants to go to Elysian Park, why would they go to Dodger Stadium? If someone is in Elysian Park and

wants to go to the Los Angeles State Historic Park, why do they have to wait for a bridge to be built? If someone wants to go to the center of the State Park, why do they have to walk from Chinatown Station?

You can take DASH to solve your park needs, if the bus existed. It is difficult to access the northern portion of the State Park due to the traffic on Spring Street. Stop signs would help a lot. In the meantime, you could have a DASH bus traveling from the Chinatown Station, northward to the Ranger Station, and turn into the parking lot for the first bus stop. The bus has now turned around and can travel back to the Welcome Pavilion and Chinatown Station. It can continue up Broadway to Solano Avenue, Dodger Stadium, and several stops at Elysian Park, if the bus existed that is. That is public transit. Not a gondola that goes to a place where only a few people need to go.

THERE IS ANOTHER ODD THING ABOUT THIS PROPOSAL:

It is designed to move people to and from a game or special event/concert: the proposed hours of operation do not match up. Is there a special, secret agenda or planned surveillance? Even the concerts may last longer than the gondola is running?

Are we being set-up to accept promises that will never be carried out? Will trees be cut down and not replaced? Will there be no privacy glass if the paying riders complain about not being able to take photographs? What happens if there is not enough money to complete the project or to continue operating it? Will any politician be willing to stop the project all together or will he divert money from transit projects?

The integrity and honesty of the people behind this proposal are highly questionable. Does this need to be investigated or just rejected?

Let's start with rejecting it.

LET DODGER STADIUM DEAL WITH ITS PARKING; IN FACT, INSIST UPON IT.

Dodger Stadium has 16,000 parking spaces and 56,000 seats as far as I am able to determine. There are 30 surface parking lots with various owners. It seems that someone should be able to devise a good solution to the parking problems by using the parking lots, maybe below ground, maybe above, maybe with several entrances and several exits, maybe interconnected. Should all traffic be going in a similar, circular direction? Are electronic signs giving the number of available parking places accurate and do drivers pay attention, or is a young, strong man, saying, "You will park here. Next!" more effective?

With all the decades of experience at designing and building parking lots and parking garages and streets or roadways that interconnect, it is hard to believe that this problem can not be solved. Maybe there needs to be a little more incentive for the lot owners, such as no construction allowed that is not directly related to parking.

It is time that Dodger Stadium grows up and accepts its responsibility to their fans and supporters and treats their neighbors with respect.

ONE MORE THING: DON'T MAKE DEALS. LET THE PROPOSAL STAND ON ITS OWN MERIT.

Remember who your customers are, Metro, the ones that need 24-hour bus service. We need to live in downtown Los Angeles, yet we are often the ones being chased out. Housing near transportation hubs should be low-income and/or "affordable." You are not going to convince a car driver to take a bus because there is a bus stop nearby. But you can make it difficult for a bus rider to go any place at night because he may not be able to get home (and don't assume that everyone is able and willing to use a smart phone).

Please find a way to protect Chinatown and also reject this EIR.

A FEW OTHER THOUGHTS REGARDING ENERGY AND THE EIR

How reliable are the promised renewable resources? Is there likely to be any problem obtaining parts for repairs or replacement? Is there any risk to any form of life, plant or animal, due to the technology involved?

Much attention has been placed upon electric vehicles that will need to be charged. In the long run, does it really matter if people arrive by electric car, electric bus, or gondola? But, just in case that the LADWP is not able to consistently supply all the needed power, what do you think is the least important: electric cars needed for jobs, electric buses needed by those who don't have cars, or a gondola for entertainment purposes?

There does not appear to be a discussion of possible health effects from the system due to electrical or magnetic fields, dirty electricity, RF, or other frequencies. It is important that there is no measurable increase in the readings for any frequency. Obtaining approval to install a gondola system should not include the "right" to damage a person's health or cause an early death. Considering that people have different levels of emf-sensitivity, the only safe level is no measurable increase as determined by experienced and knowledgeable building biologists and practitioners who deal with individuals with such sensitivities. The risks need to be verified or discounted before and after construction and either periodically or after any maintenance or modification.

Those most at risk are employees; seniors who are already dealing with health problems or have a high toxic load (The Metro @ Chinatown Senior Lofts); all living tissues, both plant and animal (Los Angeles State Historic Park); and those closest to the gondola (Broadway Junction).

Thank you for your consideration.
By the way, I have many more objections than these.


Chinatown Resident

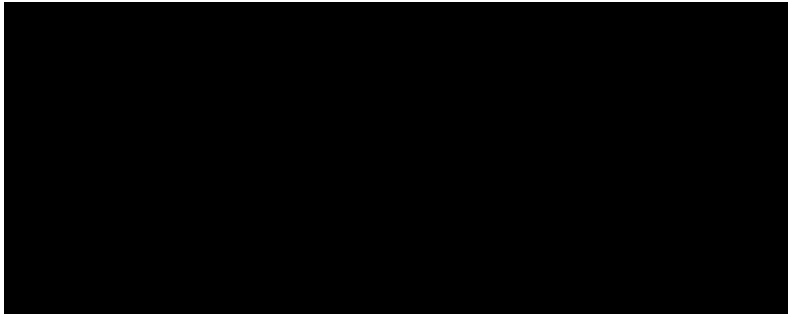
From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/24
Date: Wednesday, February 21, 2024 1:07:54 PM

Hi,

My name is Christine and I'm a concerned resident of Los Angeles urging you to OPPOSE the LA ART Gondola to Dodger Stadium and vote NO on the EIR. The EIR is a fatally flawed document and must not be certified. The Community Benefits Agreement (CBA) does absolutely nothing to change that. The CBA is a long list of vaguely worded and unenforceable conditions used to justify approval of a project that the community has been and continues to be very clear in expressing it doesn't want. These conditions were not negotiated with the community, but rather negotiated on the community's behalf, without expressed permission.

As Director Solis stated, there are far too many unanswered questions about the project. Now is the time to listen to what the community is saying and say a clear and decisive NO to the gondola. Our communities deserve REAL and PRODUCTIVE transit solutions and services, not Frank McCourt's ill-conceived gondola.

Thank you for your time on this matter.



From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/24
Date: Wednesday, February 21, 2024 2:49:48 PM

Hi, my name is [REDACTED] and I live/work in Los Angeles. ***I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.***

This just seems absolutely ridiculous and there's no need for this. This just large developers taking advantage of poor communities! And for what??? These people in this community are already struggling and we need to support them and come up with solutions before glazing over their adversities and building some absolute bullshit.

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually **add** traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in **real** transit solutions, not this billionaire pet project that would only serve Frank McCourt. ***Vote NO on the gondola.*** Community over profit!

VOTE NO ON THE GONDOLA
VOTE NO ON THE GONDOLA

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 3:20:32 PM

Hello,

My name is [REDACTED] and I live in Eagle Rock and work in Highland Park. I STRONGLY urge the Metro Board to vote NO on certifying the final EIR for LA ART's Gondola to Dodger Stadium.

This project aims to solve Chinatown's and Solano Canyon's traffic problems but IT WON'T. This project will increase the traffic congestion and add to the already existing traffic issues. It isn't efficient and will cause more traffic because it will act as a tourist attraction as well.

The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working-class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

The gondola will attack the vibrant part of Chinatown and Olvera Street which hold so much history and heritage in them. The gondola would cause the neighborhood, the residents, small businesses, and our dwindling transit system to SUFFER even more than it already is.

With evictions on the rise, climate change causing more flooding, and the job market as dismal as it is, this would cause a huge blow to the people who depend on the city to try and take care of them. Take care of Angelenos and take care of the people by investing in REAL TRANSIT SOLUTIONS, and not this project to satisfy billionaires like Frank McCourt.

We need more transit. Transit systems like the metro bus, train, and micro provide jobs and connect people in LA to other communities across this wonderful county.

PLEASE, I beg you to VOTE NO ON THE GONDOLA. We are suffering enough, we don't need some shiny new toy to make us proud of this city. We need equity, we need access, and we need investments in infrastructure we already have.

This project would take years to be built and years to see impact. If the metro was made free on Dodger game days, for example, we would see major benefits instantly. Traffic congestion would decrease, more people would carpool, and the people in the neighborhoods could connect better.

VOTE NO. VOTE NO! COMMUNITY OVER PROFIT.

--

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 9:35:21 AM

Dear LA Metro Board Members and LA City Council,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium.

The Gondola would be devastating to the communities it passes 26 feet over. It would bring more traffic, more gentrification, and less privacy. It would also devastate LA State historic park, where I've often ridden my bike and enjoyed the little green space available in the city. It would not provide the services these neighborhoods actually need, let alone the transit they need, while potentially using our tax dollars on a private billionaire's project.

The time, money, and effort could be much better spent on real transit solutions like more service, better bus and bike lanes, and improved language accessibility. Please listen to the community, vote AGAINST the LA ART gondola.

thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 — LAART EIR public comment for Metro Board Meeting on 2/22/24
Date: Wednesday, February 21, 2024 3:18:00 PM

Dear Metro Board Members,

I am writing to encourage you to vote NO on item 12 and decline to certify the final EIR for Frank McCourt's gondola. I want to be clear that the conditions proposed in item 12.1 do not make this project acceptable, and I am asking the board to reject the certification of the EIR altogether.

The Gondola will not relieve traffic. This is plain common sense, and a study by the UCLA Mobility Lab confirms it. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola would ruin the LA State Historic Park, a community treasure. This project wants to put a boarding station on Park land and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

I celebrated my child's birthday at this park. As a family, we've attended the people's kite festival twice, and a live music performance under the full moon at this park. What a terrible shame it would be to ruin beautiful green space (at a premium in our park-poor community) that's enjoyed by the whole community for free, for the sake of a useless novelty eyesore and earsore that mainly tourists would pay to use once and then never again.

It's truly baffling that there's no real funding plan for the gondola available to the public. There is no assurance that the gondola will not use taxpayer money to build this PRIVATE project that is now estimated to cost half a billion dollars (!), 4x the original estimate. And let's be real, we all know the final cost will likely be much more than that.

I am also deeply confused about the feasibility of this project. The major operational problems it's like to face are hugely predictable. It gets really hot in the summer and it's only getting hotter. Between June and October (ie baseball season) there are plenty of days in the 90s, even occasionally triple digits. Are people going to want to sit in an enclosed cabin with windows that won't open? Are the gondola cabins air-conditioned? What if the A/C breaks? What if there's a malfunction and people are trapped in un-air-conditioned cabins with windows that won't open in mid-air? It's not like this is an implausible scenario. Or will the gondola just not run on especially hot days, of which there are many, in particular during baseball season, ostensibly the whole point of this project?

The harms of a gondola would be many, and the benefits to the community non-existent. So why is this project being seriously considered? This project is clearly about further enriching one already rich and powerful person. It's genuinely depressing that we have to spend our time and effort as a community fighting this boondoggle. This Board is full of public officials whose job it is to protect the public from schemes just like this one. Please consider your obligation to your constituents, and do your office credit by voting NO.

Finally, the conditions proposed in item 12.1 are mostly unenforceable lip service to the community's concerns, and they do not make this project acceptable. It's more of the same vague assurances and empty promises we've heard since the beginning of this project. Please just straight-up reject the EIR.

Thank you for your consideration,

██████████

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 3:41:54 PM

My name is [REDACTED], I am from North Hollywood, 91605.

I'm writing to you today to state that I am wholeheartedly against this initiative and urge the board to reconsider approving this project. Based on what I've read and heard from local organizations and neighbors directly affected by this project, this is not for the benefit of the people of Los Angeles. In addition to not having a set funding plan, there is no solid evidence that this will in fact solve traffic on game-days—one can even make the argument that it will worsen traffic and doesn't make sense financially as home games are under 90 days a year.

More importantly, this project will radically change the landscape of our city, which will negatively disrupt our already scarce green spaces, it will ruin the historic Placita Olvera, take away resources from the already neglected areas of Chinatown, it will cause displacement of the people in the surrounding area, and a litany of other problems will be brought on by this project.

Instead of promoting this so-called solution that would, quite frankly, serve more as an overinflated tourist attraction, please consider investing in REAL transit solutions for our community, like expanding the Dodger Express line, creating designated bus lanes, and adding more bus lines to the area. Listen to your constituents: we do not want this and we will use the actions of this board as a factor in our voting choices.

Thank you for your time.

Sincerely,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 2:22:30 PM

Hello,

My name is [REDACTED] and I live in Chinatown. I am writing to urge the Metro Board to OPPOSE and STOP the LA ART Gondola project from moving forward. Voting NO on this project would help protect LA State Historic Park, one of the only green/open sky spaces available to residents of Chinatown, Solano Canyon and adjacent communities. Additionally, voting against the gondola would assist with protecting the aforementioned communities from the inevitable wave of gentrification and displacement that would likely result from this project. Please instead invest in conducting a full updated traffic study of the area and implement viable solutions that actually serve the local community.

Try to do right by the community (the working people who actually depend on your transit)
Thanks

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12- LAART EIR- Public Comment for Meeting 2/22/24
Date: Wednesday, February 21, 2024 3:18:41 PM

Hello,

My name is [REDACTED]. I live in CD 13 and am strongly opposed to the Gondola Project.

1. Where is the traffic plan? This will only exacerbate the already intense traffic between Echo Park, Solano Canyon, Chinatown, and Downtown on game days and other days alike. These neighborhoods are not a parking lot. And if anything, they deserve more protections for pedestrians. Stop centering cars and profits.
2. This will destroy large parts of historic Los Angeles. Some of our oldest buildings, businesses, and most importantly, some of our eldest residents, in the city will be massively affected by this project. You would be putting forth literal harm, violence, and displacement.
3. We need real traffic solutions. Now. You know what we want. Bike lanes, buses, crosswalks, traffic stops, and more. Listen to the residents, not the developers.

Do better, Metro. Shame on you for even proposing such a harmful development.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12-LAART EIR - Public Comment for Metro Board Meeting on 2/22/24
Date: Wednesday, February 21, 2024 2:36:44 PM

Hello fellow citizens of Los Angeles County and beyond,

It is with discord, I write to you today asking to end a vicious cycle for once. In high concern for the citizens those most vulnerable to uprooting and the generational trauma that stems from radical corporate development.

My family line is deeply rooted in Palo Verde/Pepper Tree. To those of you who are unfamiliar Palo Verde is where Dodger stadium is today. My great grandparents sealed their marriage in downtown in 1907 by county recorder C.L. Logan. My great greats paved Effie Street the history is both endless and precious. My family were here before Los Angeles was even California. And given the scope of the world let us not shy away from harsh realities. Step out of your bubble, reprogram your mind.

You work for us our tax dollars send your kids to great schools and fund your lifestyles but are you really winning? The people aren't at your mercy the man with the plan is!

Indigenous ton these lands, never forgotten.

Respectfully,

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Subject: Agenda Item 12: LA ART Gondola
Date: Wednesday, February 21, 2024 2:40:17 PM

To Whom it May Concern,

If we think billionaire developers have small businesses' best interests in mind, you're not paying attention. Small businesses are shuttering because the rent is too damn high! Entities like billionaire developers with special interests have a huge part in determining market rate rents and the more properties they acquire, the less choice we have in the rental market. If we think this is an investment in a low income community by billionaire developers, remember other low income neighborhoods like Silverlake, Venice, Highland Park, Chavez Ravine that were cash for keys gentrified by private interests. Also have you ever seen the amount of cars that dominate Chinatown on game days? Contrary to the supposed zero emissions allure and estimated popularity, be honest: how many more people do you think will this disneyesque drive into the neighborhood? Logic says traffic and pollution will increase for these communities.

All my best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: emailmartym@gmail.com
Subject: Board Meeting Thursday 2/22/24 - Agenda item #12.2023.0743
Date: Wednesday, February 21, 2024 1:47:46 PM
Importance: High

NO GONDOLA!

An emphatic **NO** on the gondola idea.

At best it will not affect the traffic conditions at Dodger stadium.

It will cause multiple negative issues in the surrounding neighborhoods.

It is not intended to improve traffic anywhere, it is a tool being used so Frank McCort can turn the Dodger stadium parking area into commercial area of high rise offices and buildings = MORE TRAFFIC/CONGESTION.

Don't fall for it.

From a longtime Dodger fan.


Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Dodgers gondola
Date: Wednesday, February 21, 2024 7:57:20 AM

I am strongly opposed to item #12.1, the plan to put a gondola from Union Station to Dodgers Stadium. I believe there are more rational ways to provide public transport to Dodgers games. This plan would be horribly intrusive for the people living under the route. It would disrupt Elysian park which must retain its peace and tranquility for the people who visit and the wildlife dependent on it.

[REDACTED]
Echo Park

From: 
To: [Board Clerk](#)
Subject: GONDOLA PROJECT
Date: Wednesday, February 21, 2024 1:58:42 PM

I am writing as a homeowner in Echo Park to state my vehement oppositoion to this project.

There has been no meaningful research showing that this project would reduce traffic or greenhouse emissions.

And more importantly, you have not even bothered to seek any sort of input from the communities surrounding Dodger stadium.

As revealed by the LA Times:

In [land use documents](#) filed by the joint venture in 2012 and intended to “facilitate the orderly development” of the Dodger Stadium parking lots, the potential property uses cited include homes, offices, restaurants, shops, entertainment venues, medical and academic buildings, a separate sports facility and a hotel and exhibit hall.

The gondola would become the first step in massive development at Dodger Stadium that would only lead to more traffic and greenhouse emissions.

The communities surrounding Dodger Stadium will not stand for this!

The Gondola cannot and will not be built!

From: [REDACTED]
To: [Board Clerk](#)
Subject: gondola
Date: Wednesday, February 21, 2024 1:52:33 PM

I am completely AGAINST the proposed gondola project. Please listen to the citizens words on this.
Megan Perry Sandoval

From: [REDACTED]
To: [Board Clerk](#)
Subject: I oppose the Gondola Project
Date: Wednesday, February 21, 2024 10:16:41 AM

In no way do I support a \$300-500 million Metro Gondola project. It is a misuse of funds and will negatively affect Olvera Street, Elysian Park, Los Angeles State Park, and the neighborhood. This will add congestion as people will have to park in our neighborhood.

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item #12 - Item Needs More Consideration - Feb 22 2024 - LA Metro BOD Meeting
Date: Wednesday, February 21, 2024 5:18:11 AM

Hello LA Metro. My name is [REDACTED] and I'm a resident of Downey who uses public transportation for work everyday. While I rather not use a car to drive to Dodger Stadium for the games, the proposed LA ART gondola design options A-D are the worst options for transit users like me. Instead, please pick **Design Option E** & the **TSM Alternative Option** for the reasons mentioned below (and not Design Options A-D).

While LA ART keeps claiming the system will move 30-40 riders into gondola cabins at 23 seconds consistently, it does not take into account the additional time needed for 30-40 riders exiting the gondola cabin, and the wheelchair riders, baby strollers, or bike riders that need additional accommodation time. This means the projected 5,000 riders per hour per direction is very unlikely. I predict 2,000 riders per hour per direction and the waiting queue will take over 1 hour just to get into a gondola cabin.

Because of this expected long wait time, you can get riders moving faster in less time by using the already existing Dodger Stadium Express buses. And also by building a pedestrian bridge from Dodger Stadium to Bishops Rd (0.15 mile) & another pedestrian bridge from N Broadway to LA State Historic Park (about 150 ft.). This will help people to connect with the already existing sidewalk at the LA State Historic Park that connects to the Chinatown A (Blue) Line Station.

So for the immediate goal, please pick **Design Option E** (Draft EIR, page: 6-40) in order to build a pedestrian bridge connecting LA State Historic Park with N. Broadway. Also please pick the **TSM Alternative Option** (Draft EIR, page: ES-19) to significantly increase the bus frequencies for the Dodger Stadium Express.

Long Term Goal: There needs to be a 0.15 mile pedestrian bridge built to connect Dodger Stadium with Bishops Rd. That way, it can connect with the pedestrian bridge at N Broadway/LA State Historic Park (if Design Option E is picked). And I still hope that LA Metro will come back to propose an underground train station at Dodger Stadium for a possible Southeast Gateway Line extension (connecting Union Station to Dodger Stadium by train).

Thank you for your time.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item #12 and #12.1
Date: Wednesday, February 21, 2024 2:31:50 PM

Hello,

I am sharing my deep concerns about the proposed Gondola project, and I strongly disagree with the execution of it.

As a longtime resident of Northeast LA, I have seen how projects like the Gondola encroach on the slivers of public land that we have left in this city. My entire life has revolved around these communities, and I have grown up alongside the park spaces that the construction on the Gondola will deeply impact. I have fond memories of both Elysian Park and Los Angeles State Historic Park. I remember Los Angeles State Historic Park before it was a park and just the remnants of an old train depot. I witnessed the intense amounts of community organizing that pushed for the construction of the park in one of the most park-poor communities in the city. I also witnessed how long it took for this park to be constructed, and now when the community is finally able to enjoy it and claim it as their own, here comes another threat by a private development.

Not only are public lands important to conserve and protect, but our airspace as well. With large gondolas swinging only 26 feet above the ground, this project would forever negatively impact the park, but most importantly, how parkgoers experience this precious park and the park's neighbors' quality of life.

The construction of this Gondola is an encroachment on this valuable public space, it will lead to the closure of the park for 2 years or indefinitely and will negatively hinder the communities that surround the park. Please listen to the concerns of your constituents.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item #12(.1) Public Comment - Stop the Gondola
Date: Wednesday, February 21, 2024 2:11:58 PM

Item #12/12.1

Hi, my name is [REDACTED], and I am a student at UCLA. I've spent a good amount of time volunteering in Chinatown and getting to know the community there. ***I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.***

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually *add* traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in *real* transit solutions, not this billionaire pet project that would only serve Frank McCourt. ***Vote NO on the gondola.*** Community over profit!

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item #12.1 - Item Needs More Consideration - Feb 22 2024 - LA Metro BOD Meeting
Date: Wednesday, February 21, 2024 5:29:41 AM

Hello LA Metro. My name is [REDACTED] and I'm a resident of Downey who uses public transportation for work everyday. While I appreciate the efforts of several Board of Director members in addressing major concerns coming from the local residents of Chinatown, I do believe the local residents (especially all the Mandarin/Cantonese speakers) have made it crystal clear that they do not want to have a gondola flying over their neighborhoods, apartments, & homes.

While I do like many of the conditions listed regarding improving transportation options: 1) Bus Rapid Transit along Sunset Blvd., 2) Making permanent/expanding the Dodger Stadium Express busses, and 3) Bike and Micro-Mobility Hubs at each of the locations. All these conditions can be done without the approval of the flawed gondola system. **I recommend that LA Metro still approves the 3 mentioned conditions without approving the Gondola project (Design Options A-D).** And I recommend LA Metro picks **Design Option E & the TSM Alternative Option.**

I've been learning more about the history of this area and how transportation has been used as an excuse to destroy parts of Chinatown (Union Station site, 101 & 110 FWYs). And the history of Chavez Ravine with its 1,800 families being removed due to being promised affordable housing, only for the Dodger Stadium to be built instead. I don't want the next chapter of what remains of Chinatown to be another version of these neighborhoods being negatively impacted by a project.

And I am disturbed by the vocal supporters of the gondola project (that are showing up in the meetings) are openly admitting that they are being bribed free Dodgers Tickets, a majority have the same matching black with white gondola image t-shirts (like it's an organized choreograph), and many aren't even going to be feel the negative impacts of this project because they admit they live outside of Chinatown.

Again, I recommend LA Metro picks **Design Option E & the TSM Alternative Option** and approves many of the transportation conditions without approving an actual gondola option.

Thank you for your time.

Sincerely,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 12 Public Comment
Date: Wednesday, February 21, 2024 2:13:24 PM

Hello,

I am writing to express my support for the proposed Gondola project (Item 12). Firstly, it will help in alleviating congestion in the area, easing the commute to Dodgers Stadium for residents and improving overall traffic flow. Additionally, the Gondola will provide convenient access to Dodgers Stadium for families, enhancing the overall experience of attending games and events for both locals and visitors alike. Moreover, the project will be a valuable economic asset for an underserved community. With its potential to attract tourists and travelers from outside the city, the Gondola holds promise as a potential driver of growth for local small businesses.

Thank you so much,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 12.1
Date: Wednesday, February 21, 2024 12:10:24 PM

Please do not built the Dodger Stadium gondola!
We are long time Echo Park residents opposed to this crazy idea.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Items #12 and #12.1
Date: Wednesday, February 21, 2024 1:31:50 PM

I am writing to state my **OPPOSITION** to the current plans to build the aerial gondola by LA ART. This project is a complete waste of government resources to fund a project that will not alleviate traffic concerns from Dodger Stadium and will instead cause gentrification, displacement, and more environmental harms to an already underserved and exploited population. As a community member who frequents Chinatown, what the community needs is improvements to public transportation, affordable housing, and support for legacy small businesses. The gondola will not help address any of these issues. Furthermore, this project and its EIR has been haphazardly pushed forward by the city without any meaningful community input or transparency. It highlights again the ways the government support millionaires at the expense of working class minority communities. I urge the metro board members to vote no on this final EIR.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Metro Board, item 12 and 12.1: STOP THE GONDOLA!
Date: Wednesday, February 21, 2024 9:04:42 AM

Hi, my name is [REDACTED] and ***I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.***

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually *add* traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in *real* transit solutions, not this billionaire pet project that would only serve Frank McCourt. ***Vote NO on the gondola.*** Community over profit!

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: My Comment on Reference Agenda Item #12
Date: Wednesday, February 21, 2024 11:44:48 AM

Hello,

Respectfully, I've voted for some of you to office over the years and I'm asking you to please vote to stop this gondola to Dodger Stadium project now. I'm asking you to be stewards of our public lands and our parks.

I love and care for LA State Historic and I'm asking you to protect it for us. It took a lot of work by many people including elected official to make LA State Historic Park a reality and it's a gem that is only growing and getting better. This gondola will hurt the park and the many people who enjoy it everyday.

As a Dodgers fan I have attend many games every year and I've walked mostly and have driven to the Stadium. I would love wider sidewalks, even better shuttle service not just for me, but for all Angelenos coming to the Stadium. **This gondola is not the solution and I don't consider it public transportation.**

The neighborhoods of Chinatown, El Pueblo and Solano Canyon would be negatively impacted by the Project. Please don't repeat the dark impact that Dodger Stadium had on the families and communities of Bishop, La Loma and Palo Verde. You and us need to stand up for these communities.

Thank you,
A Very Concerned Los Angeles Citizen and Resident

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: no gondola
Date: Wednesday, February 21, 2024 12:04:13 PM

please veto this project. there is not clear evidence that traffic to dodger stadium will be reduced.

public park property should not be given to private interests.

access to the park will be restricted for the nearby community.

privacy of residents and park goers is intruded upon

development by mccourt is greedy and is not

where are other proposals?

where is the guarantee that taxpayers will not be contributing to this mccourtproject.

this is rushed and not thought out.

thanks for your time,

[REDACTED]

Sent from my iPad

From: [REDACTED]
To: [Board Clerk](#)
Subject: No on item 12
Date: Wednesday, February 21, 2024 10:51:43 AM

Hello-

I am a resident of district 1 and I am AGAINST Item #12. Please put this unneeded project to bed so we can all move on to important topics in our city.

Thank you!

From:

To:

Board Clerk; LAART; Board Clerk; Karen.bass@lacity.org; tina.backstrom@lacity.org; randall.winston@lacity.org; firstdistrict@bos.lacounty.gov; kmacias@bos.lacounty.gov; wrehman@bos.lacounty.gov; Bfeldman@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; vgomez@bos.lacounty.gov; lklipp@bos.lacounty.gov; fdutra@cityofwhittier.org; mperez@gatewaycog.org; kathryn@bos.lacounty.gov; dperry@bos.lacounty.gov; jbutts@cityofinglewood.org; mbohlke@sbcglobal.net; jdupontw@aol.com; ThirdDistrict@bos.lacounty.gov; jorenstein@bos.lacounty.gov; paul.Krekorian@lacity.org; doug.mensman@lacity.org; HollyJMitchell@bos.lacounty.gov; LOBrien@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; AYoon@bos.lacounty.gov; rdavis@bos.lacounty.gov; anajarian@glendaleca.gov; vrescalvo@gmail.com; tim.sandoval@pomona.gov; councilmember.yaroslavsky@lacity.org; kristen.pawling@lacity.org; jarrett.thompson@lacity.org; Councilmember.hernandez@lacity.org; Ivette.serna@lacity.org; Councilmember.Blumenfield@lacity.org; contactCD4@lacity.org; councilmember.padilla@lacity.org; Councilmember.Rodriguez@lacity.org; councilmember.harris-dawson@lacity.org; councilmember.price@lacity.org; cd10@lacity.org; councilmember.park@lacity.org; councilmember.lee@lacity.org; councilmember.soto-martinez@lacity.org; councilmember.kevindoleon@lacity.org; councilmember.mcosker@lacity.org

Subject:

Olvera Street Merchant OPPOSED to the LA ART Gondola (attachment has an image)

Date:

Wednesday, February 21, 2024 1:26:57 PM

Subject: Public Comment Against Item #12 –

LA Aerial Rapid Transit EIR –

Metro Board Meeting on 2/22/2024

February 20, 2024

Dear Metro Board of Directors,

I am a third generation (almost 95 years) Olvera Street Merchant who is extremely concerned about the impacts that the LA Aerial Rapid Transit (LA ART) Gondola Project would have on the birthplace of our city, El Pueblo de Los Angeles. We urge the Metro Board to **vote NO on the certification of the fatally flawed Final Environmental Impact Report (FEIR).**

The businesses on Olvera Street are family-owned, legacy businesses, many of which have been in continuous operation for generations. Each year, the Olvera Street Merchants, in partnership with El Pueblo Historical Monument, host a variety of traditional events that are free of charge, and open to the public. While we welcome efforts to promote

tourism and visitation to our historic district, this project brings with it far too many risks, and would permanently destroy the historic character of El Pueblo. We believe that the costs of this project far outweigh the assumed benefits.

I. Funding

From the start, the process leading up to the approval of the environmental impact report has been shameful. Not only does the project itself lack transparency, but so does LA ART. LA ART has held few public meetings and disclosed very few details regarding the funding for this project. As of today, LA ART still has not provided an estimate for tourist fares, which would be one of the two main sources of revenue for this project according to the Final EIR. While we understand that the EIR does not require a funding analysis, we do feel it is important to understand the financial viability of a project that would permanently alter the landscape of our historic district. This project has been pitched to the public for years as “100% privately funded” and we oppose the use of taxpayer dollars to fund any part of it, now or in the future. **Moreover, we oppose any increase of our property taxes to support this project, which the businesses on Olvera Street pay directly out of our pockets.** Our businesses, which are still struggling to recover from the COVID-19 pandemic, did not ask for this gondola project, and must not be forced to subsidize it through special assessments, which we have had to pay for other “improvements” in the area. Although gondolas in other parts of the world do serve as public transportation, this project is not that. It’s a private developer’s luxury toy to take people to a private sports venue.

II. Avila Adobe

The Alameda Station would permanently alter and diminish the historic character of our district, especially the setting within Avila Adobe, the oldest remaining residence in the City of Los Angeles and a California

Historical Landmark. This impact is significant, despite attempts to minimize it in the fatally flawed EIR. Sitting a massive, open-air station, which is expected to funnel up to 5000 people per hour per direction, next to any single-family home should be a clear example of incompatible land and air space use. To put this massive modern station directly adjacent to the Avila Adobe, the oldest residence in the City, is in direct conflict with the main purpose and draw of this tourist attraction and historic landmark on Olvera Street, which is to transport people back in time, so that they can imagine what life was like in Los Angeles in the early 1800's.

III. Construction Impacts

Construction impacts would also be significant and unavoidable according to the final EIR. Construction noise, vibration, and traffic lane closures on Alameda Street would disrupt and hamper tourism business on Olvera Street for at least two years. Who would want to visit this area during that time, and how much would businesses be compensated for this disruption? Furthermore, El Grito Mural would likely sustain damage during construction on the Alameda Station and need to be restored. The mitigation is to protect the mural as much as possible during construction, but to be prepared to make repairs. Also, there is no guarantee that the construction would not put any of our other, over 100 year old, buildings in jeopardy. This would not need to happen if the environmentally superior alternative, expansion of the Dodger Stadium Express bus system is selected.

IV. Parking and Traffic

The gondola project would also shift some of the traffic and parking impacts from the roads leading into Dodger Stadium and redirect them around the gondola stations, especially around the Alameda Station. This project would attract gondola riders to drive to and park at El Pueblo's and Union Station's parking lots to access the system. The gondola project would shift even more Dodgers traffic into our neighborhoods, bringing along with it the associated air pollution and

emissions. People will be discouraged from coming to Olvera Street if our parking lots are routinely being used as Dodger Stadium's remote parking lots. In addition, there would likely be more drivers converging upon Union Station and El Pueblo to access the gondola than LA ART estimates; the assumption that 68% of gondola riders will take transit or walk/bike for their entire journey is **overly** optimistic and is not backed up by strong evidence.

V. Chavez Ravine 2.0

Our historic district celebrates the birthplace and history of our City. This project, however, repeats the shameful history of the eviction of the Bishop, La Loma, and Palo Verde communities (also known as "Chavez Ravine"), by proposing to build over working class communities in a housing crisis in order to benefit the owners of the parking lots surrounding Dodger Stadium. This project does not serve or benefit the community. It betrays it.

We urge the Metro Board **to NOT certify** the fatally flawed final Environmental Impact Report. The FEIR defers mitigation and trivializes the impacts of this project on our historic district. We encourage Metro to work with us and our neighbors in Chinatown to address real transportation concerns with viable projects that actually serve the communities' needs, such as safe, clean, and more frequent bus and train service. Expand and electrify the existing Dodger Stadium Express bus system, and install protected bus lanes to speed up and prioritize bus travel around the clock. Don't put \$500 million of taxpayer money at risk for Frank McCourt's futuristic theme park ride.

Sincerely,

A large black rectangular redaction box covering the signature area.



From: [REDACTED]
To: [Board Clerk](#)
Subject: OPPOSE Agenda Item #12 (2-22-2024)
Date: Wednesday, February 21, 2024 11:22:45 AM

Dear Metro Board:

I am a 26 year resident of Echo Park and am writing to express my **STRONG OPPOSITION** to the Gondola project.

This is a gimmick that seems to be dazzling many in city government, but it will have very limited benefit in terms of impacting traffic congestion to and from Dodger stadium and any environmental issues due to the traffic. What we **DO NEED** is an electric bus fleet that can be used during baseball season and then deployed elsewhere in the city off season. Buses work for the Hollywood Bowl; they can work here.

But our **MAIN CONCERN** is that the city is even considering doing business with Frank McCourt, who bankrupted the Dodgers when he owned it and is **NOT TO BE TRUSTED!!!** His main interest in the gondola is that it will give him a Metro foothold that will then enable him to create a venue at the stadium, as well as expand entertainment and development in the surrounding area. **WE DO NOT WANT THIS!!!!**

WE NEED AFFORDABLE HOUSING and PARKS, but that that is the **LAST** thing McCourt is interested in. We **DO NOT WANT** an 18-hour a day, 365 days a year gondola!!! The Dodgers are already in violation of their CUP (conditional use permit) through noise and traffic congestion. Any expansion into year round use would destroy the neighborhood and Elysian Park. The gondola would also severely impact LA State Historic Park. Both parks are dark parks for the benefit of residents and wildlife. The gondola would be totally disruptive to the parks.

FRANK MCCOURT IS NOT TO BE TRUSTED!!! He will not pay for this. But he will try and wring as much profit from this enterprise as possible.

STOP THE GONDOLA!!!!

THANK YOU!
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Opposition to Item Number 12: Feb 22, 2024 Metro Board Meeting Public Comment
Date: Wednesday, February 21, 2024 2:29:23 PM

Dear Metro board members,

My name is [REDACTED] and I'm a resident of Highland Park (City Council District 1) and I am writing to express my strong opposition to certifying the EIR for the Gondola project to Dodger Stadium.

As a Dodger and Metro fan, and a regular Metro rider (who takes bus, rail, and Metro Micro) - I believe that the millions of dollars that we'd spend on the gondola project would be much better spent expanding Metro-specific services that benefit **all** Angelenos - like shorter wait times on our bus and train routes.

Our public transit is at its best when it opens up residents and visitors to the incredible things we have to offer around our city - not only bringing them to our baseball stadium (which, let's be clear, is a **private** venue). We already dedicate our public dollars to a shuttle service from Union Station specifically to Dodger Stadium.

Again - I am strongly urging the Metro board NOT to certify the EIR of the Gondola project.

Thank you so much for your time

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Opposition to Item Number 12: Feb 22, 2024 Metro Board Meeting Public Comment
Date: Wednesday, February 21, 2024 12:30:01 PM

Dear Metro board members:

My name is [REDACTED] and I'm a resident of Cypress Park (LA City Council District 1) and I am writing to express my **strong opposition** to certifying the EIR for the Gondola project to Dodger Stadium.

As a Dodger and Metro fan, and a regular Metro rider (who takes bus, rail, and Metro Micro) - I believe that the millions of dollars that we'd spend on the gondola project would be much better spent expanding Metro-specific services that benefit **all** Angelenos - like shorter wait times on our bus and train routes.

Our public transit is at its best when it opens up residents and visitors to the incredible things we have to offer around our city - not only bringing them to our baseball stadium (which, let's be clear, is a **private** venue). We already dedicate our public dollars to a shuttle service from Union Station specifically to Dodger Stadium.

Again - I am strongly urging the Metro board **NOT to certify the EIR of the Gondola project.**

Thank you so much for your time

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Public comment for 2/22 Metro Board Meeting
Date: Wednesday, February 21, 2024 2:37:48 PM

Hello,

I am writing to submit public comment for tomorrow's metro board meeting on agenda items 12 and 12.1. I urge the board to vote NO on both items.

My name is Sophia Li, I work in the city of Los Angeles and am a LA County resident urging the Metro board to NOT approve the LA ART Project under Item 12 on the agenda. The gondola will be a massive waste of resources, fail to improve traffic, and ruin Olvera Street and LA State Historic Park, all for a billionaire's pet project.

The notion that transit advocates support the gondola is sneaky PR - I completely support increasing frequency and overall number of bus routes, as well as having dedicated bus lanes to improve transit times for those utilizing public transport.

The gondola will fix none of LA's traffic problems; it will uproot dozens of mature trees that are desperately needed for shade and combating pollution, and it will contribute to further displacement in working class neighborhoods.

Contrary to the proposal of agenda item 12.1, there is no community benefits agreement that can mitigate the harm of this project. It is not a public good and the economic and environmental harm committed by the gondola is not worth even this board's conditional support. Please act in the interest of the public and do not let the LA ART Project move forward, period.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Public comment Item #12/ 12.1 "AGAINST"
Date: Wednesday, February 21, 2024 11:54:00 AM

Board clerk and members,

Please consider voting against the proposed Dodger stadium/LA ART Gondola project

The long list of conditions meant to make the project appear acceptable is not entirely so. The problem is that many of the conditions sound good, but have loopholes or are unenforceable. Others can be easily rolled back by the Metro board in the future. We've seen Metro let LA ART miss deadline after deadline to present a funding plan for this project per their Memorandum of Agreement. Where's the accountability?

What we need is for the Metro Board to say a HARD NO to this project. Vague assurances, empty promises, and lack of transparency have plagued this Dodger gondola project from the start. This needs to end NOW!

ANY PROJECT WITHOUT SUFFICIENT COMMUNITY INPUT, ESPECIALLY ONE THAT TEARS UP PUBLIC GREEN SPACE FOR THE BENEFIT OF AN OUT-OF-TOUCH BILLIONAIRE, WILL NOT EARN THE COMMUNITY'S SUPPORT- NOT NOW OR EVER.

- **FATALLY FLAWED EIR:** Piece meal, deferred mitigation, did not adequately study alternatives.... The list goes on.
- **GONDOLA IS WRONG TOOL FOR DODGER STADIUM:** Gondola still doesn't make sense as the mode of transit to Dodger Stadium because of inadequate capacity, surge demand, long lines, hours of operation, etc.
- **BENEFITS EXAGGERATED/GREEN WASHING:** The gondola is huge unnecessary infrastructure that won't significantly improve traffic and transit access.(UCLA Mobility Lab Study)
- **NOT PUBLIC TRANSPORTATION:** It's a giveaway of our public land and airspace to for the benefit of a billionaire developer to take people to a private sports venue.
- **PROTECT OUR NEIGHBORHOODS AND PARKS:** It's highly invasive and harmful to our neighborhoods and our parks. Note: Removes 81 trees at LA State Historic Park, 304 trees throughout the route. (Previous total was 250 trees. Design Option A removes an additional 54 trees.)
- **TOO EXPENSIVE/NO FUNDING PLAN:** \$500 million to build, \$10 million/year to operate and maintain. There is still no funding plan, which Metro/LAART had promised would be provided before certification of the EIR.
- **GENTRIFICATION/DEVELOPMENT:** This gondola is a key to unlocking development rights on the Dodger Stadium parking lots and a tool for accelerating

gentrification throughout our neighborhoods.

- **ALTERNATIVES NOT EXPLORED:** There are common sense alternatives that haven't been studied, including bike/ped improvements and expansion and electrification of the Dodger Stadium Express bus system.

A concerned community member,



From: [REDACTED]
To: [Board Clerk](#)
Subject: Public Comment on item #12.1
Date: Wednesday, February 21, 2024 10:40:37 AM

As a resident of Council District 13 who lives off Sunset Blvd, I would be deeply impacted by this slush fund project that will not ultimately solve the transit issues to Dodger Stadium. I am opposed to the Gondola and hope you vote NO.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Re: Metro Board Meeting Agenda #12: Gondola to Dodgers Stadium
Date: Wednesday, February 21, 2024 11:47:53 AM

Dear Metro Board Members:

Respectfully, I've voted for some of you to office over the years and I'm asking you to please vote to stop this project now. I'm asking you to be stewards of our public lands and our parks.

I love and care for LA State Historic and I'm asking you to protect it for us. It took a lot of work by many people including elected official to make LA State Historic Park a reality and it's a gem that is only growing and getting better. This gondola will hurt the park and the many people who enjoy it everyday.

I'm a life long Dodgers fan and attend many games every year and I've taken the Dodgers shuttle, walked mostly and have ridden my bike to the Stadium. I would love wider sidewalks, even better shuttle service not just for me, but for all Angelenos coming to the Stadium. This gondola is not the solution and I don't consider it public transportation.

Thank you for your time,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Regular Board Meeting 2/22/2024: Agenda Item #12 and #12.1 - AGAINST
Date: Wednesday, February 21, 2024 2:15:25 PM

Good afternoon,

I hope this finds you well. My name is [REDACTED], and I have worked with the arts and culture organization Clockshop for the past two years on artist projects and free public programs at Los Angeles State Historic Park, such as the People's Kite Festival, which draws thousands of attendees each year. I strongly urge the Metro Board to **vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium**, which is **Agenda Item #12 and #12.1** on the 2/22/24 Metro Planning Committee agenda.

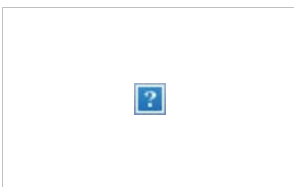
This project has long-standing negative repercussions for the communities in Chinatown and Solano Canyon, for whom Los Angeles State Historic Park is an irreplaceable green space. This project would close the park for two years, destroying 250 trees, including 81 within the park's boundaries. The gondola would fly less than 40 feet above the homes of longtime residents and usher in gentrification and displacement in our working class neighborhoods. It is essential that we protect and conserve public lands in Los Angeles, including our airspace. With large gondolas swinging just a couple dozen feet above the ground, this project would not only negatively impact the way organizations like Clockshop program at the park but also, most importantly, how parkgoers experience this public park and the park's neighbors' quality of life.

Our city, and especially our most vulnerable residents, need real transit solutions. This project only serves to aid the development plans of billionaire Frank McCourt, and it will not provide the traffic solutions it claims to through adding high-impact tourist destinations. The Environmental Impact Report and responses fail to take these impacts seriously. I ask you, as a Board, to actually stand up for the regular people and vulnerable communities in this city, to see the big picture, and to fight for transit solutions that can make a positive impact in this city. Please don't let this project happen on your watch. Vote NO on certifying the EIR for the gondola.

Sincerely,

[REDACTED]

--



[REDACTED]

[REDACTED]

From: [REDACTED]
To: Board Clerk; LAART; Board Clerk: karen.bess@lacity.org; tina.backstrom@lacity.org; randall.winston@lacity.org; firstdistrict@bos.lacounty.gov; lmacias@bos.lacounty.gov; wrehman@bos.lacounty.gov; pfeldman@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; sgomez@bos.lacounty.gov; kilipp@bos.lacounty.gov; fdutra@cityofwhittier.org; mperez@gatewavacool.org; lathryn@bos.lacounty.gov; derry@bos.lacounty.gov; jbutts@cityofinglewood.org; mbohke@sbcolobal.net; jdpointw@aol.com; ThirdDistrict@bos.lacounty.gov; jorenstein@bos.lacounty.gov; paul.krekorian@lacity.org; doug.mensman@lacity.org; HollyMitchell@bos.lacounty.gov; LOBrien@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; AYoun@bos.lacounty.gov; rdavis@bos.lacounty.gov; anajarian@qlendaleca.gov; vrescalvo@gmail.com; tim.sandoval@pomona.gov; councilmember.varoslavsky@lacity.org; kristen.pawling@lacity.org; jarett.thompson@lacity.org; Councilmember.hernandez@lacity.org; Ivette.serna@lacity.org; Councilmember.Blumenfeld@lacity.org; contactCD4@lacity.org; councilmember.padilla@lacity.org; Councilmember.Rodriguez@lacity.org; councilmember.harris-dawson@lacity.org; councilmember.priest@lacity.org; cd10@lacity.org; councilmember.park@lacity.org; councilmember.lee@lacity.org; councilmember.soto-martinez@lacity.org; councilmember.kevin.felton@lacity.org; councilmember.mcooker@lacity.org
Subject: Resident, Chinatown Business Owner, Family Association Member AGAINST the LA ART Gondola, Item #12 (Metro Board 2-22-2024)
Date: Wednesday, February 21, 2024 12:20:40 PM

Subject: Resident, Chinatown Business Owner, Family Association Member AGAINST the LA ART Gondola, Item #12 (Metro Board 2-22-2024)

February 21, 2024

Dear Metro Board Members,

I am a resident by the Broadway Junction and a business owner in Chinatown. My family has owned my home for over 30 years, and I have owned and operated my hair salon in Chinatown with my sister for over 30 years. I am strongly OPPOSED to the LA ART Gondola to Dodger Stadium.

The gondola project would do more harm than good, especially for businesses. The gondola, by design, flies over Chinatown. Instead of bringing more foot traffic directly into Chinatown, it would invite people to travel, often by car, to the gondola stations and then bypass us. If there is development on the Dodger Stadium parking lots, this would further draw business away. Visitors for the gondola would drive to and park in Chinatown, making it more difficult for visitors who actually want to spend time in Chinatown to find parking. Parking would also become more expensive, which will make it difficult for many businesses to survive. Chinatown should not be used as Dodger Stadium's parking lot.

The Broadway Junction is too large for this residential neighborhood. Allowing the gondola to operate from 6am to midnight every day will be too disruptive and noisy for residents. The prolonged and heavy noise and vibration during construction would also be extremely harmful to residents' health, especially the many seniors in my neighborhood including my mother. She would not be able to sleep, and would worry every day about when a cabin might drop down. Every day my mother walks to go to Chinatown, and she would not feel safe walking under the gondola. Privacy is also another problem. The cabins would travel very low over my neighborhood. Just because it doesn't cross directly over my home, doesn't mean that it would not invade my privacy. Allowing a private developer to build such a large and disruptive station in our small residential neighborhood for a tourist attraction seems like an abuse of power. It is too much to impose on residents who just want to live in peace. We already have to deal with Dodgers traffic, the noise of the 110 FWY, and the traffic and parking chaos of Cathedral High School, which hosts many sporting events and tournaments throughout the year. Please do not add this gondola flying over us and the massive Broadway Junction circulating cabins more than 18 hours per day.

Please, I urge the Metro Board members to vote NO on Item #12, the certification of the FEIR for this project. The EIR did not do enough to address our concerns, including privacy impact and noise. The FEIR also has too many flaws, and does not consider the impact of development on the Dodger Stadium parking lots. The studies in the FEIR also make many bad and overly optimistic assumptions about ridership. I also have many concerns about funding for this project. I ask Metro to hold LA ART accountable, and withhold certification of the FEIR until there is a real funding plan submitted to Metro -- one with enough detail so that the accuracy of cost estimates and anticipated revenues can be verified by Metro. Residents who would have to live with this project in their neighborhood need more than just LA ART's assurances that the project will be financially viable and maintained with a sufficient budget. For peace of mind, we need full transparency regarding the project's finances.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop and PLEASE vote no to the gondola project!
Date: Wednesday, February 21, 2024 2:50:29 PM

Please as an Echo Park resident and to protect our working class neighborhoods - please vote no. #12.1

This is not going to solve a traffic issues. This will ruin this area and this city. Please vote no!

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:00:36 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:00:54 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:31:59 AM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:33:56 AM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 6:58:53 AM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 7:36:16 AM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 8:20:28 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

My name is Olivia Biera, resident of Solano Canyon for 26 years. When seeking public transit over the hill I have been told by Metro There is no demand for ridership in the area . Esteemed planning committee, besides the 80 days of Dodger home games, the gondola will be an expensive eyesore for the rest of the year. For 500 million dollars it will need to take 50 THOUSAND cars off the road.

Here are some ZERO emission alternative solutions to Dodger traffic that would be more cost effective to the community:

* Add an escalator at Stadium way and lookout drive to take people up to Dodger Stadium from the current walking routes.

* Implement a regular electric bus route that would monitor the year-round demand for ridership in the area.

These solutions would be more cost-effective and less disruptive to the community than a gondola.

I urge you to vote AGAINST the gondola project and instead support alternative solutions that would better serve the needs of the community.

I URGE YOU TO UNDERSTAND THAT THERE ARE NO CIRCUMSTANCES WHERE THIS DESIGN AND GONDOLA ROUTE IS GOOD FOR TRAFFIC OR SURROUNDED COMMUNITIES!

Here is what many people against the Gondola are saying.

The Gondola Does Not Relieve Traffic

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Sincerely,

A solid black rectangular redaction box covering the signature area.

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 8:41:01 AM

Dear Metro Board,

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Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 9:01:34 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 9:25:40 AM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 10:04:09 AM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 10:22:38 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

FATALLY FLAWED FEIR: Piecemealing, deferred mitigation, did not adequately study alternatives.... The list goes on.

GONDOLA IS WRONG TOOL FOR DODGER STADIUM: Gondola still doesn't make sense as the mode of transit to Dodger Stadium because of inadequate capacity, surge demand, long lines, hours of operation, etc.

BENEFITS EXAGGERATED/GREENWASHING: The gondola is huge unnecessary infrastructure that won't significantly improve traffic and transit access.(UCLA Mobility Lab Study)

NOT PUBLIC TRANSPORTATION: It's a giveaway of our public land and airspace to for the benefit of a billionaire developer to take people to a private sports venue.

PROTECT OUR NEIGHBORHOODS AND PARKS: It's highly invasive and harmful to our neighborhoods and our parks. Note: Removes 81 trees at LA State Historic Park, 304 trees throughout the route. (Previous total was 250 trees. Design Option A removes an additional 54 trees.)

TOO EXPENSIVE/NO FUNDING PLAN: \$500 million to build, \$10 million/year to operate and maintain. There is still no funding plan, which Metro/LAART had promised would be provided before certification of the EIR.

GENTRIFICATION/DEVELOPMENT: This gondola is a key to unlocking development rights on the Dodger Stadium parking lots and a tool for accelerating gentrification throughout our neighborhoods.

ALTERNATIVES NOT EXPLORED: There are common sense alternatives that haven't been studied, including bike/ped improvements and expansion and electrification of the Dodger Stadium Express bus system.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 10:42:53 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The gondola will only make the traffic problems in and around Dodger Stadium worse. An aerial gondola is not a substitute for large-scale, reliable public transportation. The city of Los Angeles has a responsibility to provide public services that allow its residents and thousands of tourists to safely and affordably access event arenas like Dodger Stadium. The Oakland BART station that takes riders directly to the Oakland Coliseum is a great example of what LA should be trying to emulate.

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system, creating Bus Rapid Transit lanes throughout Districts 1 and 14 and improving in-language accessibility to the bus system.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:20:35 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

Please please invest in the PEOPLE OF LA, not just the wealthy. We need many things in this city but a gondola is not one of them and here are the many reasons why.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:23:01 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:24:26 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

This is a terrible idea that has no benefit for the community.
Please do not allow this project to proceed.

It is an eyesore.

It will mar the beautiful historic state park in downtown LA.

It will be problematic for houses & businesses below the gondola line.

My family uses the park regularly. We go to the farmers market there on a weekly basis.

My kids are students at grand arts downtown. We have friends & neighbors who live in the direct community (we are in Highland Park.)

Please say no!

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:45:52 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:57:30 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 1:36:04 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The gondola is a useless, disruptive waste of public land proposed by an out of touch, selfish individual, with no regard for the well being of affected LA residents. Please vote against it!

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 2:01:10 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 2:06:43 PM

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 2:06:52 PM

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Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 2:34:30 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 2:44:55 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

As a lifelong community resident (since 1982), I strongly oppose the building of the misguided gondola to Dodger Stadium.

The flimsy reasons put forward in support of building this bizarre gondola are misguided at best and misleading at worst. This project screams money-grab by an out-of-touch billionaire. Our tax dollars need to be invested in solutions that will fix real problems -- including improving our insufficient transit system that would benefit the entire community, not just those select few who can afford a trip to the stadium.

We need to put community over profit, and instead invest in real, meaningful solutions for our neighborhoods --not this ill-conceived gondola.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 2:46:40 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

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The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

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No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 2:52:35 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 2:55:05 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:09:02 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:09:36 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

DON'T BUILD THIS GONDOLA! THERE SEEMS TO BE NO INTEREST IN DEVELOPING OR PRESERVING OUR COMMUNITIES! WE WILL NOT STAND FOR ERASURE!

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:19:51 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:25:40 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:31:39 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:31:41 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:41:23 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

Hello, I am writing to you from Chinatown-International District, Seattle, WA where we know all too well the detrimental impact of projects like these. Our communities (poor people of color) are never consulted and need to be when it is these communities who are the most impacted. This vanity project is a misuse of public resources and embarrasses LA on the national stage.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:47:29 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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The gondola is a huge waste of money and will not help the residents in the area. I urge you actually spend funds on community resources that will help our residents!

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:49:07 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 12:00:25 AM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: [Lydia Moreno](#); [Cyril Kuhn](#); [Erik Otsea](#); [Ryan Conder](#); [Nancy De Los Santos Reza](#); [Yvette Grageda](#)
Subject: Stop the gondola
Date: Wednesday, February 21, 2024 12:03:42 PM

We do not believe that the gondola will change the traffic problem at dodger stadium. And we think it is another step to merchandise the stadium and the land around it . We want houses for people not another Disney land

Roger Herman
[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop the gondola item #12.2
Date: Wednesday, February 21, 2024 1:36:54 PM

Dear Board,

I am opposed to building the gondola. It will not help traffic at all, and will only serve to create more congestion as an attraction/novelty and will ruin the many communities and activities that happen at LASHP. There are much better uses to our tax dollars.

Sincerely,

[REDACTED]

From:

Subject:

Date:

Stop the Gondola statement

Wednesday, February 21, 2024 2:37:10 PM

Item#12

I am **AGAINST** the gondola EIR

My name is Calvin Lo and I'm an Echo Park resident who at times can be negatively affected by the traffic in and out of Dodger stadium. However I feel the minor inconvenience living around the area during stadium events is not worth this investment in building out a gondola. The whole project feels like a money grab and a gimmick. It will be eyesore over LA historic park that is unnecessary and does nothing to benefit the residents that will be living under the gondola's path. Please create more bus routes into Dodger stadium instead of this horrible idea.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in *real* transit solutions, not this billionaire pet project that would only serve Frank McCourt. **Vote NO on the gondola.** Community over profit!

Please do not move forward with this ill conceived terrible idea.

Thank you

██████████ (Echo Park Resident)

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop the gondola
Date: Wednesday, February 21, 2024 11:26:26 AM

Hi,

As a long time LA resident, I am writing to strongly oppose the expensive gondola project.

It would contribute to accelerating gentrification in the area and displacement of small businesses and legacy businesses.

The area needs bus lines in the community for the local community, not for tourists.

The \$10 million maintenance fees required each year could instead go towards shuttle busses.

Again, I strongly oppose construction of the gondola.

Best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Strong Opposition to Item 12 LA ART EIR
Date: Wednesday, February 21, 2024 3:39:04 PM

Dear Metro Board Members,

My name is [REDACTED]; I live in the Lincoln Heights community, am an LA State Historic Park user, and have lived in Northeast Los Angeles for nearly 3 decades now. LA Art EIR leaves a lot of questions unanswered, and it's sad to see history repeating itself and leading to the unavoidable destruction of the Chinatown community if the Gondola becomes a reality.

I am one of the many residents who sit in traffic during home Dodger games, yet I would choose this a million times if it means that public land and the lives of many Chinatown residents on the proposed path are not negatively impacted. I believe in investment in communities, but it has to be suitable investments that benefit the existing community and will allow them to thrive in place.

I am of the generation that saw my community gentrify with the Goldline or whatever it is called now. Northeast Los Angeles is not the same. Highland Park has especially lost the cultural identity that made it so inviting to my family and similar families, yet I also see the benefits of the Goldline and how it has connected communities. Gentrification was just the undesirable side effect, but the Goldline is not the only factor in Gentrification machines in the Northeast. Have you all seen the luxury apartments just down the road from William Mean? Have you seen how many of the historic businesses in Chinatown are no longer there? I have noticed because these businesses were places where my family could afford to shop.

If all the investments coming to NELA have, over the years, created so much displacement, unaffordable housing, and, let's just say it, gentrification. I can only imagine what a tourist attraction will do. I believe that Zero-emission projects are needed, but LA Art is not the answer; what about expanding the existing buses from Union Station to Dodger Stadium? Designated bus lanes?

Lastly, I was saddened to hear one of the board members at the 2/14 meeting say, "We only have to approve the EIR; this doesn't mean that the project will be approved." It seems that at the end of the day, your approval of a bad project's EIR will not be in your hands, and let me tell you, it will be. Please uphold the equity standards Metro has publicized and are now at the forefront of their work. Approving the EIR when there are so many unanswered questions is life-threatening to residents of Chinatown because homelessness kills because you are hoping that another body of public servants will kill it is a cowardly move.

Be innovative and put the public good before a tourist attraction that studies clearly show will not significantly diminish traffic or lower emissions. because, as I understand, for the first time in many years since this community was destroyed to create space for the Dodger Stadium, folks are now concerned about pollution that comes from that traffic.

No to the LA Art EIR.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](mailto:BoardClerk@bos.lacounty.gov); FirstDistrict@bos.lacounty.gov; [Councilmember Hernandez](#)
Cc: [Helen Campbell](#); [Clara Karger](#); jacqueline.hamilton@lacity.org; [Karo](#); [Constance Farrell](#); [Doug Tripp](#); mayor.helpdesk@lacity.org; [Kristen Pawling](#); [Jeff Jacobberger](#); Hakeem.Parke-Davis@lacity.org; [Nate Hayward](#); [Gerald Gubatan](#); [Emma Howard](#); rachel.uranga@latimes.com; bill.shaikin@latimes.com; [Randall Winston](#); [Wiggins, Stephanie](#); [Higueros, Elba](#); [Avila, Debra](#); [Miguel Cabral](#)
Subject: SUPPORT FOR for the Los Angeles Aerial Tram - Agend item #12.1. == File #: 2023-0743
Date: Wednesday, February 21, 2024 2:02:08 PM

Letter of Support for the LA Aerial Tram: *A Chinatown Resident's Perspective*

Dear Mayor Bass, Councilmember Hernandez, and Metro Board Members,

I am writing to express my strong support for the proposed [Los Angeles Aerial Tram from Union Station to Dodger Stadium](#). As a resident of Chinatown and a constituent of Council District #1 (and a proud fan of the Los Angeles Dodgers), I firmly believe this project offers significant benefits to our community and the city as a whole.

Community Consensus and Transparency:

I understand there have been concerns about the project, but I want to emphasize that a majority of Chinatown residents I have spoken with support the gondola. There has been extensive community outreach and public discussion for over six years, demonstrating transparent engagement. While last-minute opposition can appear disruptive, it shouldn't overshadow the long-standing community support built through years of discussion.

Holistic Approach to Mobility and Sustainability:

The gondola is not a standalone solution, but a fundamental part of a larger, more holistic approach. I agree that a dignified walking path connecting Union Station to Dodger Stadium and Elysian Park, increased bike infrastructure, and exploring creative mobility options are crucial elements. Addressing traffic congestion and promoting sustainable, active transportation is essential for Chinatown and the entire city.

Understanding the Neighborhood's Needs:

Having witnessed the bumper-to-bumper traffic choking College Street on game days, I believe the gondola will significantly alleviate congestion and improve the neighborhood's livability. Additionally, considering the potential arrival of High-Speed Rail at Union Station, we must proactively plan for future impacts and the gondola's role in managing them.

Beyond the Tram: Collaboration and Addressing Concerns:

I fully endorse your call for further discussion and collaboration. While I cannot attend the upcoming Metro meeting, I want to reiterate my support and offer my perspective.

Moving forward, I encourage open dialogue and a proactive approach. Let's discuss not just the gondola, but also:

- A well-designed, landscaped walking path from Union Station to Dodger Stadium.
- More street trees and a healthier urban canopy and a pedestrian bridge from N. Broadway linking Elysian Park to the California Historic State Park.

- A safe, dignified experience crossing the pedestrian bridge from Yale Street to Stadium Way.
- Tower designs incorporating avian nests (potentially addressing Chinatown's unpleasant rodent nuisance).
- A 100-year plan for the Dodger Stadium parking lots, exploring wilderness preservation, housing, and complete community development.

Building a Sustainable Future for Chinatown:

Instead of solely focusing on immediate concerns, let's paint a picture of Chinatown in 25 years, considering High-Speed Rail and Metro's Link US project. We need strategic planning to address potential displacement and gentrification, ensuring inclusive growth and a thriving community.

Thank you for considering my perspective. I believe collaborative efforts can ensure the Aerial Tram project benefits not just Dodger Stadium access, but also the long-term well-being of Chinatown and the city as a whole.

Truly yours,



P.S. I believe in a Future LA that has a regional system of aerial trams stretching from City Hall to Union Station to Dodger Stadium to Griffith Park, to the beaches of Santa Monica and Malibu, to Echo Mountain and the San Gabriels. Let's make the transit ride as enjoyable and as uplifting and powerful as possible. Let's make mobility fun again!

Here's a list of 50 of the most exciting aerial trams/ gondolas/ cable-cars from around the world:

<https://www.henryandandrewsguide.com/must-ride-amazing-cable-cars-around-the-world/>

Palm Springs made the list! Let's put Los Angeles on the list.

From: [REDACTED]
To: [Board Clerk](#)
Subject: SUPPORT the gondola - a thought experiment reveals all
Date: Wednesday, February 21, 2024 11:02:59 AM

Dearest METRO board members,

Despite vocal, well-meaning opposition, I urge you: see through the noise and **SUPPORT THE GONDOLA**. You will have the merit of evidence and data on your side, and you will have made Los Angeles measurably better for it. Many years down the road, the gondola will be a beloved piece of civic infrastructure.

Too many of my fellow progressives are swept up in easy narratives like "billionaire bad" and "change = gentrification", but in the case of the gondola they are demonstrably *wrong*, and you probably already know this. Every single argument from the opposition is weak or misleading, and their "fact sheet" can be countered in a single sentence: No, it'll cost zero taxpayer dollars, no, they studied expanded bus service to match gondola capacity and it's very infeasible, no, there's zero displacement, and no, there's no plans for an "LA Live". These are masquerades for NIMBYism, and none hold water. But I offer a simple thought experiment that instantly reveals how backwards the opposition is, and how great this gondola could be:

Imagine Dodger Stadium was *only now* being built, and the existing site was just a huge empty field. The city has two options.

Option 1: For the low cost of zero public dollars, build a scenic, silent, zero emissions transit line that can move 10k people an hour linking Union Station to Chinatown, LA Historic Park, and Dodger Stadium, and around the stadium allow a mixed-use development of commercial, green space, and high-density residential, with affordable housing allotments mandated by LA's Transit Oriented Communities incentives.

OR

Option 2: Pave it with 240 acres of asphalt to make a parking lot the size of Chinatown.

The choice here is so obvious. Please. Do the right thing.

Thank you.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: The Gondola is not public transportation, and is a waste of money!
Date: Wednesday, February 21, 2024 12:48:58 PM

I'm asking you to please vote to stop this project now. I'm asking you to be stewards of our public lands and our parks.

I love and care for LA State Historic and I'm asking you to protect it for us. It took a lot of work by many people including elected official to make LA State Historic Park a reality and it's a gem that is only growing and getting better. This gondola will hurt the park and the many people who enjoy it everyday.

I'm a life long Dodgers fan and attend many games every year and I've taken the Dodgers shuttle, walked mostly and have ridden my bike to the Stadium. I would love wider sidewalks, even better shuttle service not just for me, but for all Angelenos coming to the Stadium. This gondola is not the solution and I don't consider it public transportation.

Thank you, [REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Vote NO on Item #12
Date: Wednesday, February 21, 2024 3:37:58 PM

Greetings,

I am submitting a public comment on Item #12 urging the Board to vote AGAINST approving the Los Angeles Aerial Rapid Transit Environmental Impact Report. The report lacks a transparent and detailed analysis of the Gondola project's environmental impact and long-term economic and environmental implications for affected communities. The project will also uproot numerous trees from the long fought-for LA Historic Park, significantly impacting a much-needed green space for this specific neighborhood. This is antithetical to the environmentalist framing of the Gondola project that proponents claim it has. Please vote NO to approving the EIR.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [LAART; Board Clerk](#)
Subject: Public Comment - AGAINST #12 (Metro Board 2-22-2024), LA ART FEIR - TrueBlueLA Article
Date: Wednesday, February 21, 2024 5:02:46 PM
Attachments: [The Covenants, Conditions, and Restrictions of Dodger Stadium - True Blue LA.pdf](#)

Dear Metro Board,

Please vote NO on certification of the FEIR for the LA ART Gondola to Dodger Stadium.

Please find attached an article from TrueblueLA with background on the CC&Rs for the Dodger Stadium property.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: # item 12/ NO
Date: Wednesday, February 21, 2024 4:55:31 PM

I am against the gondola project for Dodger stadium. It plays into a development plan that has not been properly studied and benefits too few, while enriching the rich. Vote NO

Thanks,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: # item 12/ NO
Date: Wednesday, February 21, 2024 4:55:19 PM

I am against the gondola project for Dodger stadium. It plays into a development plan that has not been properly studied and benefits too few, while enriching the rich. Vote NO

Thanks,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#); [LAART](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 4:49:46 PM

Hello:

I am firmly against the LA ART Gondola project. Please stop wasting time and resources for this ridiculous idea and work on reasonable transit solutions.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting
Date: Wednesday, February 21, 2024 4:41:43 PM

AGAINST #12 - LA ART Gondola FEIR, 2/22/2024 Metro Board Meeting

I would again like to voice and encourage that I am against the Gondola, and would like that to be counted in the meeting tomorrow. Thank you!

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST #12 LA Art Gondola FEIR 2/22/24 LA Metro Board Mtg
Date: Wednesday, February 21, 2024 4:54:06 PM

This McCourt gondola is a complicated silly trojan horse to likely botch create some kind of condo mall that does not add to the community and in fact will be neighborhood destructive. Limited actually ability to move large amounts of people in and out of 54,000 seat sports and entertainment center. McCourt, who bought a Parking Lot that happened to have a legacy ball club on it almost ruined the Dodgers squeezing cash out of them and leaving a shell. Don't let him distract from the evolution of productive growth in the overall DTLA. Rather it will provide McCourt years of stalled construction messes wreaking havoc on the surrounding area. Frank McCourt can't be trusted to be involved with our precious Los Angeles central future.

Sincerely,

[REDACTED]
AGAINST #12 LA Art Gondola FEIR 2/22/24 LA Metro Board Mtg

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola 2/22/24 Board Meeting
Date: Wednesday, February 21, 2024 4:20:54 PM

I'm against the gondola. I'm for preserving the Los Angeles State Historic Park as is with all its trees and quiet environment. I'm for maintaining Chinatown's community feel. The Metro Dodger Shuttle is a great way to travel to the stadium.

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - 2/22/2024 Board Meeting
Date: Wednesday, February 21, 2024 4:55:17 PM

Please vote no on the gondola. It will destroy communities and some of the only public green space we have in this part of the city. LA State Historic Park should be cherished, not have its trees chopped down. The gondola is not a viable solution to traffic issues as alleged. Please listen to the people who live here.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12 LA ART Gondola - 2/22/2024 Board Meeting
Date: Wednesday, February 21, 2024 4:30:43 PM

Hi!

I would like to state that I am AGAINST Item #12 LA ART Gondola. There hasn't been an adequate study on the impact that this Gondola would have. And I do not think that we have enough information to approve it. It will take public dollars since they do not have a clear financing plan.

I live on the east side of LA and do not agree with this.

Best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item #12
Date: Wednesday, February 21, 2024 5:00:32 PM

Writing to express my strong opposition to item #12. A waste of money that could be better spent actually setting up a proper BRT system for Dodger Stadium, amongst many other things for so much cheaper. I cannot believe Metro & this city is taking a gondola seriously, it's almost as bad as the sepulveda monorail.
- Will Sandercock

From: [REDACTED]
To: [Board Clerk](#)
Subject: Against Item #12
Date: Wednesday, February 21, 2024 4:13:29 PM

Hi, my name is [REDACTED], and I live in Glassell Park. ***I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.***

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually ADD traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in REAL transit solutions, not this billionaire pet project that would only serve Frank McCourt. Voting yes on the gondola is irresponsible and neglectful of the community that the Metro Board serves. ***Vote NO on the gondola.*** Value community over profit!

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 4:18:23 PM

Hello,

My name is [REDACTED]. I live in Chinatown and I strongly oppose the LA ART gondola. I find it very concerning that Metro has not evaluated alternative transit solutions for Dodger Stadium and Elysian Park. Surely there are more flexible options that wouldn't expose taxpayers to so much financial risk or harm historic neighborhoods.

As a parent in this community I am especially alarmed by how this proposal would degrade LA State Historic Park. Families in this dense urban neighborhood have limited access to green space, and this park is a lifeline for us. The EIR's summary egregiously under-represents the amount of park land that would be altered by the gondola project. They claim that they will affect less than 1% of the park. But this figure only counts a small, arbitrary square for the gondola station footprint instead of the entire station canopy. This is like describing the size of an umbrella by providing the diameter of its handle.

The EIR also inadequately deals with the impact of a 73' foot wide easement and buffer zone underneath the gondola path. Since the gondola cars are flying so low over the park, it is unlikely that any of the over 80 trees being removed could be replanted within that wide zone, leaving it bare and unshaded. When all of the affected park area is accounted for, the amount of park land tied up by this gondola adds up to over 2 acres.

It is completely unacceptable to give up this much precious public green space to benefit a private entertainment venue. It would set a disastrous precedent that could threaten other parks in Los Angeles, including Elysian Park. The Metro board should not approve an EIR that fails to honestly disclose the harms this project would cause, let alone propose any appropriate mitigation. Stop the gondola today.

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 4:30:26 PM

Hi,

My name is [REDACTED] and I am a community member of Chinatown. I urge you to **OPPOSE** the LA Art Gondola to Dodger Stadium and vote **NO on the EIR**. The EIR is a fatally flawed document and must not be certified. The Community Benefits Agreement (CBA) does nothing to change that. The CBA is a long list of vaguely worded and unenforceable conditions used to justify approval of a project that the community clearly doesn't want. These conditions were not negotiated with the community. They were negotiated on our behalf without our permission.

Dodger stadium itself was an overinvestment that bulldozed over homes and displaced the communities of Bishops, La Loma, and Palo Verde to exist. This project would only be an extension of LA's violent history of displacement to our low-income communities of color.

It is yet another misuse of our collective time, funds, and energy when there are already public transportation and shuttles that bring people specifically to Dodgers Stadium. It is irresponsible to sign away \$125 million dollars on this project, not only because Frank McCourt has not shared the funding sources, when we desperately need better public transportation infrastructure. A gondola will not provide that. I and my working class neighbors should not have to wait or travel an hour, two hours for the bus just to get home, to the hospital, a market, etc.

Put \$125 million more towards eliminating transit fare, in faster public transit, to station hygiene, to bus shelters and real benches, to affordable and free housing. We need and deserve more than to be an afterthought to a project that would most centrally contribute to our mass displacement.

As Director Solis stated, there are too many unanswered questions about the project. Now is the time to say a clear and decisive NO to the gondola.

Our communities deserve REAL transit solutions and REAL services, not Frank McCourt's ill-conceived gondola.

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/24
Date: Wednesday, February 21, 2024 4:43:27 PM

Hello,

My name is [REDACTED]. I currently run the LA River Farmers' Market at LA State Historic Park. My family has a small business in Chinatown called J Enterprises that has been open since 1995.

As someone who deeply cares about Chinatown and my community members, I strongly oppose the LA Metro Board moving forward with approving LAART's EIR for the gondola to Dodgers Stadium.

In addition to the many reasons other community members have spoken up about such as a lack of transparency about funding sources, false assumptions made about the gondolas ability to reduce traffic and emissions, private development of public greenspace, and the overall highly invasive nature of the project, I also oppose this project for the following reasons:

1. The proposed Chinatown station location is currently where the LA River Farmers' Market takes place. The farmers' market, funded by the California Department of Parks and Recreation, opened in May 2022 as a collaboration between the LA River State Park Partners, Food Access LA, and Park California as one of LA State Historic Parks many community programs (which would also be significantly affected if access to the park is limited from gondola construction) to address food access issues in Chinatown. Since the closure of Chinatown's last full service grocery store in 2019 due to corporate greed and gentrification, our farmers' market serves as one of the few places Chinatown residents can access California grown produce and locally produced grocery items at affordable prices due to our robust food access and nutrition incentive programs for CalFresh customers. Displacing this market will further exacerbate Chinatown's food access issues as a food desert, and force Chinatown residents, many who are seniors with mobility issues, to travel further and pay more for their groceries. This will also affect the livelihoods of the many local food businesses and California farmers' who participate as vendors at this farmers' market.

2. Since my family has been operating their business in Chinatown for almost 30 years at this point, I can certainly say that Dodger's games have never positively affected the performance of our business. Many customers have complained to us that traffic and lack of parking in Chinatown are the main reasons that prevent them from coming to the shop on Dodger Game days. With no parking or traffic solutions proposed for the vehicle traffic that will enter Chinatown from game attendees planning to take the gondola, I do not see how this project will help our businesses at all, only make our current problems worse.

3. Lastly, there have been no alternatives explored by LA Metro to improve game day traffic and parking issues in the neighborhood surrounding Dodger's Stadium before moving forward with the approval process for the gondola. It makes no logical sense to move forward with the most expensive and invasive solution from the get go when there have been no attempts to make improvements to the shuttle and bus routes to the stadium. There has been little work done to make the sidewalks and walking paths to Dodgers' stadium more accessible. It is extremely irresponsible and disagreeable to expose multiple historically low-income

immigrant communities to the risk of this invasive and environmentally destructive development project without looking into simpler solutions beforehand.

As a food access advocate, relative of a Chinatown small business owner, and invested community member of Chinatown, I strongly oppose this project and the approval of LAART EIR. I will not allow any further predatory development in our neighborhood that puts the health and livelihoods of our community members at risk.

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 - LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 3:54:32 PM

Hello,

I am writing to voice my opinion as a lifelong LA resident that I am against item 12.

I don't believe this gondola project benefits the community you're planning to build it in. We don't need another expensive development project that contributes to gentrification. This also does nothing to fix the current affordable housing crisis LA is facing.

Please do not move forward with this.

[REDACTED]

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12 — LAART EIR public comment for Metro Board Meeting on 2/22/24
Date: Wednesday, February 21, 2024 4:30:52 PM

Metro Board Members,

I am writing to encourage you to vote NO on item 12, and decline to certify the final EIR for Frank McCourt's gondola. I want to be clear that the conditions proposed in item 12.1 do not make this project acceptable, and I am asking the board to reject the certification of the EIR altogether.

I frankly find it appalling that the absurd proposal by a single wealthy individual to further enrich himself while ruining one of the great public spaces in our beautiful city has come to this. It should have been dead long ago, but now you have the chance to put this "debate" out of its misery. The Gondola is a terrible idea for many reasons. Let me detail a few:

For starters, the Gondola will not relieve traffic. This is plain common sense. A study by the UCLA Mobility Lab confirms it. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

Second, the Gondola would—as I have already mentioned—ruin the LA State Historic Park, a community treasure. This project wants to put a boarding station on Park land and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting off airspace over the entire park.

I celebrated my child's second birthday at this park. As a family, we've attended the people's kite festival twice, and a live music performance under the full moon at this park, have countless treasured memories here and hope to have countless more. What a terrible shame it would be to ruin beautiful green space (at a premium in our park-poor community) that's enjoyed by the whole community for free, for the sake of a useless novelty eyesore and earsore that mainly tourists would pay to use once and then never again.

Third, it's truly—*truly* baffling that there's no real funding plan for the gondola available to the public. There is no assurance that the gondola will not use taxpayer money to build this PRIVATE project that is now estimated to cost half a billion dollars (!), 4x the original estimate. And let's be real, we all know the final cost will likely be much more than that.

I am also deeply confused about the feasibility of this project. The major operational problems it's like to face are hugely predictable. It gets terribly hot in the summer and it's only getting hotter, summer after summer. Between June and October (also known as baseball season) there are plenty of days in the 90s, even occasionally triple digits. Are people going to want to sit in an enclosed cabin with windows that won't open? Are the gondola cabins air-conditioned? What if the A/C breaks? What if there's a malfunction and people are trapped in un-air-conditioned cabins with windows that won't open in mid-air? It's not like this is an implausible scenario. Or will the gondola just not run on especially hot days, of which there are many, in particular during baseball season, ostensibly the whole point of this project?

The harms of a gondola would be many, and the benefits to the community non-existent. So why is this project being seriously considered? This project is clearly about further enriching one already rich and powerful person. It's genuinely depressing that we have to spend our time and effort as a community fighting this boondoggle. This Board is full of public officials whose job it is to protect the public from schemes just like this one. Please consider your obligation to your constituents, and do your office credit by voting NO.

Finally, the conditions proposed in item 12.1 are mostly unenforceable lip service to the community's concerns, and they do not make this project acceptable. It's more of the same vague assurances and empty promises we've heard since the beginning of this project. Please just straight-up reject the EIR.

Thank you for your consideration,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Against item 12 LA ART GONDOLA- 2/22 board meeting
Date: Wednesday, February 21, 2024 4:58:55 PM

I am writing to ask the board to vote NO on the gondola. This would be a project with tremendous expense, no real gain, and big loss to public space.

[REDACTED]
Pasadena

Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST ITEM 12 -LAART EIR - public comment for metro board meeting on 2/22/24
Date: Wednesday, February 21, 2024 4:56:46 PM

Hello,

I am a resident in Cypress Park, and I strongly oppose the gondola. It will have major ramifications on the community and public park land, and I don't want to see it built.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Against item 12 LAART EIR- Public comment for metro board meeting on 2/22/2024
Date: Wednesday, February 21, 2024 4:01:14 PM

Hi,

I am an LA native and do not believe that this gondola should exist. I believe it to be harmful to many communities where the gondola would be built. Please do not build this. Please.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST item 12 LAART EIR
Date: Wednesday, February 21, 2024 4:12:48 PM

as a life long citizen of los angeles, i do NOT support the gondola plan.

it will create gentrification and tourism in a community with a 55% poverty rate. do NOT approve this with out an effective EIR that details displacement effects.

thank you

sincerely

[REDACTED]

sent from the starship omaru

From: [REDACTED]
To: [Board Clerk](#)
Subject: Against item 12- LAART EIR
Date: Wednesday, February 21, 2024 4:22:58 PM

Los Angeles has faced a majority of environmental repercussions throughout the years all because of private groups and institutions that prefer to line their pockets with money rather than prioritize the well-being of its community. Instead of building a gondola, the city should invest into environmental projects that will give the city cleaner air and preserve nature. We owe it to future generations to give them a community they feel seen and proud of. If you go forward with this project, then you don't deserve to represent this city and the youth will have no issue voting you out. This city never forgets the wrongs government has done to them.

Best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Against item 12
Date: Wednesday, February 21, 2024 4:03:30 PM

Dear Metro Board,

I am writing to state my opposition against item #12 on the metro planning committee agenda on February 22, 2024.

Hi, my name is [REDACTED] and I live and work in Council District 1. I am part of the Stop the Gondola Coalition. ***I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.***

This project does not solve Chinatown's and Solano Canyon's traffic problems as it claims and would actually *add* traffic to the area by existing as a tourist attraction. The project's construction would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working-class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

We ask you to consider expanding the Dodgers Express! Every year, Metro fights to keep the Dodgers Express, an already existing Dodger transit system that runs on electric buses. Dodger Stadium has 3x the seating capacity as Hollywood and 3x inferior the transit system to support it. If we expanded the Dodgers Express, the community could use it on off-game days. Buses can be moved around and change speeds. A gondola cannot.

Best,
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: AGAINST Item 12-LAART EIR - Public Comment for Metro Board Meeting on 2/22/2024
Date: Wednesday, February 21, 2024 4:51:44 PM

Stop Frank McCourts vanity gondola project!

Dear LA Metro Board Members and LA City Council,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.
Frank McCourt, especially without any real public, community input.

The Gondola is disruptive and rather than spending exorbitant amount of money on a billionaire's transit/pleasure project that only goes 1 mile, we should be using these resources towards reparations for those affected by Dodger's Stadium. Or at least something that contributes to the surrounding communities. These projects are why LA City officials and their departments are the laughing stock of other major cities and around the world. As someone who consistently talks to housing and policy folks in D.C., we are seen as "clown" city. We have LAHD who somehow got evicted from their building and now we're spending a ton of money on an unnecessary transit project. Meanwhile, we have people on the streets and communities/buildings being evicted. Make it make sense.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely, [REDACTED]

From: [REDACTED]
To: [Board Clerk; LAART](#)
Subject: Agenda Item #12 AGAINST
Date: Wednesday, February 21, 2024 4:16:21 PM

Dear Metro Board,

I strongly urge the Metro Board to reject the proposed Los Angeles Aerial Rapid Transit Project (LA ART), proposed by LA Aerial Rapid Transit Technologies LLC.

The DEIR for the project is fatally flawed. It does not adequately analyze the impact the project will have on birds. What impact will the lighting have? How will the lighting and noise impact the residents of Chinatown who live beneath the gondolas or the Los Angeles State Historic Park?

The DEIR does not analyze the impacts of the advertising on the gondolas. There is a vague reference to ads on the gondolas and on the structures; however without specifics as to what is proposed, it is impossible to evaluate the impact. Will there be flashing digital ads on the outside of the gondolas? Will there be flashing digital ads with changing messages at the stations? Exactly what is proposed? If they are visible to passing drivers it will be a distracted driving hazard.

I urge you to vote NO on the LA ART project.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Agenda Items 12 and 12.1 Comments
Date: Wednesday, February 21, 2024 4:49:39 PM

My name is Lucy Truong, and I am AGAINST the constructiin of the gondola. Framing a gondola as public transportation makes little sense when people, many of whom would come from outside LA City, would use the gondola only to get to Dodger Stadium. So although the gondola would not be used everyday, residents will see gondola cables and towers above their homes year-round in perpetuity. It's absurd that a gondola is being framed as a solution to Dodger game-related traffic. The Hollywood Bowl also sits on a hill and provides an extensive shuttle service to bring patrons to the venue. Why is a decision being made on developing a gondola prior to even considering alternative modes of transportation that don't require more construction? Additionally, this project is being framed as a zero emissions mode of transport, but construction will lead to more traffic and residents won't even be able to use the gondola to travel anywhere besides Dodger Stadium. Not everyone in Chinatown or LA watches baseball - imposing such a large construction project on the Chinatown community makes no sense.

Chinatown is already a resource-scarce neighborhood, lacking even a laundromat or full service grocery store. Gentrification has made Chinatown unlivable, driving immigrant residents out. The construction of a gondola would make Chinatown even more unlivable. When my family came to LA County as refugees, they frequently visited Chinatown, but many of the businesses they patronized are now gone. The gondola project would not pass if it was designed to cross through communities in West LA. As many people of color and immigrants know, the City time and time again chooses to raze OUR neighborhoods. This happened for the construction of Union Station and Dodger Stadium. The Council has the choice to stop this legacy of hurting poor immigrant communities. Please REJECT the LA ART gondola project.

Sent via mobile

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item #12 - public written comment
Date: Wednesday, February 21, 2024 4:44:17 PM

I'm writing to vehemently oppose the LART aka Gondola project.

I love and care for LA State Historic and I'm asking you to protect it for us. It took a lot of work by many people including elected official to make LA State Historic Park a reality and it's a gem that is only growing and getting better. This gondola will hurt the park and the many people who enjoy it everyday.

I'm a life long Dodgers fan and attend many games every year and I've taken the Dodgers shuttle, walked mostly and have ridden my bike to the Stadium. I would love wider sidewalks, even better shuttle service not just for me, but for all Angelenos coming to the Stadium. This gondola is not the solution and I don't consider it public transportation.

Neighborhoods of Chinatown, El Pueblo and Solano Canyon would be negatively impacted by the Project. Please don't repeat the dark impact that Dodger Stadium had on the families and communities of Bishop, La Loma and Palo Verde. You and us need to stand up for these communities.

I currently live in Elysian Heights in Echo Park and this Gondola will also negatively impact Elysian Park as well.

I do not trust Frank McCourt's stewardship of our public spaces based on his irresponsible tenure as owner of the Dodgers. I don't trust him or his organization to follow through with any and all of the 31 conditions issued by the Board Chair.

I am a firm believer and supporter of public transportation and forms of transportation that are alternative to private vehicles. However, I don't support this gondola project at all.

I feel very strongly about this issue and will stay engaged on this through the very end, wherever that leads.

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item #12 AGAINST
Date: Wednesday, February 21, 2024 4:09:00 PM

Hello,

I am writing from zip code 90027 to express my feelings against the gondola project. We need trains and transport that go to multiple areas of the city, including Dodger Stadium but this is a pipe dream from a rich developer. Please vote no.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item #12/12.1
Date: Wednesday, February 21, 2024 4:45:55 PM

Item #12/12.1

Hi, my name is Alyssa Selder and I am a student at UCLA. I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually *add* traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in *real* transit solutions, not this billionaire pet project that would only serve Frank McCourt. Vote NO on the gondola. Community over profit!

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item #12/12.1
Date: Wednesday, February 21, 2024 4:41:53 PM

Hi, my name is Reese Martin, and I am a student at UCLA. I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually *add* traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in *real* transit solutions, not this billionaire pet project that would only serve Frank McCourt. Vote NO on the gondola. Community over profit!

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item number: 12 and 12.1
Date: Wednesday, February 21, 2024 4:38:42 PM

I would like to comment AGAINST Item 12 and 12.1. I am a longtime Dodgers Fan and find attending baseball games at the stadium with friends to be quite enjoyable. While I think public transportation to and from the Dodgers Stadium sorely needs improvement, the proposed Gondola is an absolutely reprehensible solution. Instead, the gondola would exacerbate existing issues of gentrification, unaffordability, and displacement in the stadium's surrounding neighborhoods.

Here are my concerns: First, as a transportation mode, the gondola would not carry a significant number of Dodger fans up to the stadium to seriously make a dent in transit volume to the stadium. Second, as it seems to be designed for tourists, the "flashy" gondola would continue to invite in luxury business and residential development in the already impacted neighborhoods of Chinatown, Solano Canyon, and more. Third, existing public transit options already exist from Union Station, and the money put towards developing the gondola could be instead be used to invest in existing transit further.

As an educator who teaches classes on labor and social justice, I teach my students about small "d" democracy, which creates a venue for everyday community members in a neighborhood to flag questions or concerns for change. Small "d" democracy is about the telling as much as it is about the listening. The process to build the gondola has been rife with concerns raised by everyday community members over and over again--community who have been highlighting unaddressed questions about the detrimental impact of the gondola. It is baffling to me that Metro wants to create this pony-show-of-a-gondola to benefit outsiders, like tourists and wealthy people, as neither Dodgers fans nor community residents would find this useful to the problems that currently exist in the area. Because of this, I question Metro's ability to actually listen to the feedback it is receiving from its constituency, and to care for its populations with real transit solutions.

Thank you,
[REDACTED]

From: [REDACTED]
To: [Board Clerk, LAART](#)
Subject: Objections to Proposed "Gondola" Project (Agenda Item #12 on 2/22/24 Board Meeting)
Date: Wednesday, February 21, 2024 4:50:04 PM



[REDACTED]

Tue, Jan 23, 5:25 PM



to BoardClerk, bcc: Tany



To Whom It May Concern:

I am writing to express my deep disappointment that the City of LA is seriously considering moving forward with the "gondola" project, and, as a current and longtime resident of Los Angeles, I want to take the opportunity to register my strong disapproval of this proposed project both as a concept and in the form of the tentative plans that have been publicly distributed thus far.

The "gondola" itself is clearly not well thought out; if constructed, I do not believe it will genuinely serve the interests of the Greater Los Angeles community; and it seems very likely to place undue and unreasonable burdens upon certain neighborhoods (especially the Chinatown area) while offering very little tangible benefit for anyone else in the city -- except, perhaps, for a few select corporate / billionaire interests who have direct ties to the project.

I hereby respectfully but vigorously voice my objections, and I sincerely hope that the LA City Council will reconsider the wisdom of moving forward with this ill-conceived project.

Sincerely,

[REDACTED]

(Greater Los Angeles Resident Since 2011)

From: [REDACTED]
To: [Board Clerk](#)
Subject: Opposition to certifying the Environmental Impact Report (EIR)
Date: Wednesday, February 21, 2024 4:46:25 PM

Dear Metro board members:

Good afternoon, my name is [REDACTED] and I am a resident of Cypress Park (City Council District 1). I wish to voice my firm opposition to certifying the EIR for the Gondola project to Dodger Stadium.

As a Dodger and a regular metro rider, I find that the millions of dollars that would be spend on a single gondola project (that would mostly benefit a select few) would be much better spent expanding Metro-specific services that benefit all Angelenos - like shorter wait times on our bus and train routes. I know it would improve my life and those the lives of people in my community who rely on bus lines and the nearby A line.

Our public transit is at its best when it opens up residents and visitors to the incredible things we have to offer around our city - not only bringing them to our baseball stadium (a private venue). We already dedicate our public dollars to a shuttle service from Union Station specifically to Dodger Stadium. I've ridden it many times, and it's worked out great!

To reiterate so there is no ambiguity —I am strongly urging the Metro board NOT to certify the EIR of the Gondola project. Please... listen to those of us who live in the surrounding neighborhoods and communities. This is not where our transportation investments need to go.

Thank you so much for your time.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Opposition to the Gondola Project
Date: Wednesday, February 21, 2024 4:40:53 PM

Item #12 and #12.1

Hello,

I am a resident of Congressional District 34 and I am *heavily* against the proposed Gondola Project. This is a vanity project that will cost residents of L.A., like me, a lot of unnecessary time, money, and space. I do not look forward to having construction over a historic part of the L.A. city skyline nor having the Gondola after the construction. It will do little to alleviate traffic and instead cause more commotion as it will be a gimmicky mode of transportation for tourists. This furthers gentrification and pollution, two things that L.A. does not need more of. Please consider stopping this project before it goes further.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: public comment - AGAINST - item number 12
Date: Wednesday, February 21, 2024 4:10:37 PM

To Whom it May Concern:

I'm writing to express my opposition to the Gondola project. It will not serve the low income Chinatown community and the burden will fall upon LA taxpayers to pay for this project that does not serve the majority of the community. Please do not support this project and instead allocate resources to support the low income communities of LA that do not need the Gondola.

Sincerely,

[REDACTED]

Member of Chinatown Community of Equitable Development

From: [REDACTED]
To: [Board Clerk](#)
Subject: Public comment for 2/22 Metro Board Meeting
Date: Wednesday, February 21, 2024 4:10:09 PM

Hello,

I am writing to submit public comment for tomorrow's metro board meeting for the following agenda items: #12 and #12.1. I strongly urge the board to vote NO on both items.

My name is Bryant Phan, I work at the Los Angeles Department of Water and Power (LADWP) and I am urging the Metro Board to NOT approve the LA ART Project under Item #12 on the agenda.

As someone who works for the city and has grown up visiting and spending time in LA, and continue to do so to this day, I urge that that the gondola would ruin the area. It impacts so many things such as Chinatown, Olvera Street, and LA State Historic Park - some of the things unique to LA. The gondola takes away from this uniqueness.

Not only will the gondola will be an eyesore. I don't believe that it will have any benefits to the existing traffic. Why don't we add onto existing public transportation to address the issues of traffic rather than some billionaires' private project. The gondola will be a massive waste of time of resources and these can be put to more meaningful efforts to address traffic.

Also as someone who works on large scale projects for the city, I can only imagine the large environmental impacts that this project will have on the city, whether it's during it's construction or operation.

It is not a public good and the economic and environment. Please act in the interest of the public and do not allow the LA ART Project to move forward.

Thank you,
[REDACTED]
LADWP Employee

From: [REDACTED]
To: [Board Clerk](#)
Subject: Public comment for Item #12 and #12.1 — NO ON GONDOLA
Date: Wednesday, February 21, 2024 4:56:12 PM

To the City Council,

I am a resident of CD #10 and I work in arts and culture in CD #14. I have grown up in Los Angeles and feel that any funds to improve traffic and create vitality in the city would be to improve the public rail line, bus line, and bike and pedestrian infrastructure.

NO GONDOLA. Item #12 and #12.1

I do not want my tax payer money to go to such a project that will disrupt a beautiful skyline unnecessarily. Please improve what we already have ON THE GROUND.

Thank you

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Public Comment: AGAINST Item # 12: LOS ANGELES AERIAL RAPID TRANSIT ENVIRONMENTAL IMPACT REPORT
Date: Wednesday, February 21, 2024 4:21:33 PM

AGAINST Item # 12: LOS ANGELES AERIAL RAPID TRANSIT ENVIRONMENTAL IMPACT REPORT

My name is [REDACTED] and I am against the Los Angeles Aerial Rapid Transit Environmental Impact Report, and the project in general. The proposed project will greatly impact historic and cultural resources including Union Station, El Pueblo, Chinatown, and Los Angeles State Historic Park.

The Los Angeles Plaza Historic District, better known as El Pueblo, is a collection of some of Los Angeles's earliest historic resources dating to 1818. In 1970, the Los Angeles Plaza Park was designated as Historic-Cultural Monument (HCM) #64 and initially listed on the National Register in 1972. As shown in project renderings, the Alameda station with its wires and gondolas would obstruct views from various locations within the historic district. Further, Alameda would go from an open airy corridor to one that compresses passersby below a massive structure that crowds and disrupts the existing relationship between Union Station and El Pueblo.

The various (sighting, proximity, signage, lighting, noise and construction) and cumulative (taken as a whole) impacts to the historic viewshed in the vicinity of the proposed Alameda Station greatly alters the feeling and setting of this historic area. The location and massing of the Alameda Station are highly problematic and detrimental to the overall experience of significant historic places, including Union Station and Los Angeles Plaza Historic District.

Metro Directors Solis, Bass, Dupont-Walker, Horvath, and Sandoval have recently introduced a motion, "Empowering Community Through an Inclusive Community Benefits Agreement," which uplifts important historical and contemporary contexts and community concerns that must be acknowledged when considering this Project approval. I particularly appreciate Directive A, #8 which aims to develop and implement a community impact mitigation plan that addresses a variety of impacts, including visual impacts to Union Station's historic architectural elements. I respectfully request that this mitigation plan also address visual impacts to Los Angeles Plaza Park also known as El Pueblo and that this may include relocation of the Alameda Station to lessen the impacts to these two significant Los Angeles historic places.

I do not support this project as proposed and request Metro suspend all staff time and efforts that move this project forward. Even the time it took to put this presentation together is a gross waste of tax dollars and government resources that could be spent on other projects that benefit public good, not appease wealthy developers and generate tourist revenue.

Thank you,

[REDACTED]



From: [REDACTED]
To: [Board Clerk](#)
Subject: Public comment: No to aerial rapid transit project
Date: Wednesday, February 21, 2024 4:30:23 PM

Hello,

Im writing in regards to item #12 on February 22's agenda, urging you to vote NO/AGAINST item #12.

We need REAL public transit infrastructure in our beloved city, not a vanity project of a billionaire that will not make a positive impact on traffic, parking, or public transit availability. It will negatively impact the very small amount of green space for my family in the LA State Historic Park, and will make traffic and parking in the area even more congested.

Additionally, when there are only around 64 Dodgers games a year, how in the world is this an effective system when it requires year round maintenance and cost to run it? Bringing back a bus or shuttle system would be a much more impactful way to address traffic during Dodgers games.

Please I implore you to do the right thing for residents of our beautiful city and vote NO on item #12.

Thank you,

[REDACTED]

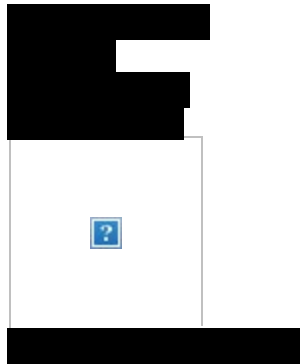
Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Subject: Reject the gondola
Date: Wednesday, February 21, 2024 4:10:06 PM

Hi, my name is [REDACTED] and I live/work in East LA. I strongly urge the Metro Board to vote NO on certifying the final EIR for LA ART's gondola to Dodger Stadium.

This project does not solve Chinatown's and Solano Canyon's traffic problem as it claims, and would actually *add* traffic to the area by existing as a tourist attraction. The construction of the project would also ruin the historic El Pueblo/Olvera Street area, destroy 250 trees at the LA State Historic Park, fly less than 40 ft over longtime residents' homes, and usher in gentrification and displacement in our working class neighborhoods. The Environmental Impact Report and responses FAIL to take these impacts seriously.

This gondola is an attack on multiple parts of our neighborhood, from the residents, to the small businesses, and to our dwindling transit system. Please invest in *real* transit solutions, not this billionaire pet project that would only serve Frank McCourt. Vote NO on the gondola. Community over profit!



Learn more about our community's vision for the Eastside: www.eastsideleads.org

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From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:56:17 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

A study by the UCLA Mobility Lab shows that it will only do so by <1%, and that the gondola by design diverts traffic from the stadium area to the Chinatown area. Gondolas are designed for moving a large amount of people over a long amount of time, not for a large amount of people in a 2 hour crunch before a major event.

The Gondola Ruins the LA State Historic Park

This project wants to put a boarding station on the State Park and remove 81 trees, including mature trees whose ecological value cannot be replicated by simply planting new ones. The cabins would fly just 26 ft over peoples' heads, cutting through airspace over the entire park.

The Gondola Exacerbates Housing Crisis in Chinatown

Chinatown is a service-poor region that does not have a full-service grocery store, a hospital, or even a laundromat. It is majority renter, majority Asian and Latinx, and the unhoused population around El Pueblo is at risk of being swept without services should this project see construction, exacerbating homelessness in Los Angeles. This neighborhood is rapidly gentrifying with a multitude of market-rate and luxury developments coming down the pipeline, the gondola being a major one of them.

No Tax Dollars for the \$500 Million Gondola

There is still no funding plan for the project available to the public. There is no assurance that the gondola will not use taxpayer money to build this private project while the cost of it is now 4x the original estimate.

Real Public Transit Now!

LA Metro should focus on providing real solutions to our community, such as expanding the already existing Dodgers Express shuttle system (which could actually solve the traffic problem), adding more electric buses, better managing the bus lanes, and improving in-language accessibility to the bus system for monolingual Chinese, Vietnamese, Cambodian, and Spanish-speaking residents.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 4:09:08 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

The Gondola Does Not Relieve Traffic

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 4:14:47 PM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 4:15:22 PM

Dear Metro Board,

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 4:46:52 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

Below are some BIG concerns about this. And seeing as Dodger Stadium displaced over a 1000 Mexican-American folks who lived in Chávez Ravine when it was built in 1962, this reeks of a similar disgusting scent of prioritizing profits over people and communities. THIS MUST STOP. PEOPLE OVER PROFIT.

The Gondola Does Not Relieve Traffic

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Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 4:49:34 PM

Dear Metro Board,

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PS- Hasn't Frank McCourt done enough damage? It's not enough he got to keep the parking lot at Dodger Stadium after he damn near ruined the franchise now you are going to let him potentially damage an amazing historic landmark Union Station to boost his bank accounts and ego even further. Los Angeles' planning commission and City Counsel Members and Mayor need to really pull it together and consider what is best for the city and the people not the millionaires and billionaires. Sorry yes their money buys you seats but we are the ones left holding the bag.

Set the precedent that you will not allow private interest to play around in our neighborhoods, and when the time comes, vote against the LA ART gondola. Listen to the real needs of the community. We have been silenced for too long.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Stop Frank McCourts vanity gondola project!
Date: Wednesday, February 21, 2024 3:53:43 PM

Dear Metro Board,

I am writing to urge you to reject the final Environmental Impact Report to the Los Angeles Aerial Rapid Transit Project ("The Gondola") at Dodger Stadium. Metro should have never entered an agreement with a private billionaire, Frank McCourt, especially without any real public, community input.

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Sincerely,

[REDACTED]

February 2024 RBM General Public Comments

From: [REDACTED]
Sent: Wednesday, February 14, 2024 2:44 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; executiveoffice@bos.lacounty.gov; Gorman, Karen <GORMANK@metro.net>
Subject: Public Comment for Exec Meeting - Metro seems to be deliberately withholding information on the Redondo Beach Pipeline Anomaly

To the Metro Board of Directors and Executive Committee:

1. On October 19, 2023 one of our active local citizens submitted a Public Records Act request to Metro. It was short and requested existing documents regarding Metro's declaration of a pipeline anomaly. The full text of the request is pasted below.
2. Currently, there has no informational response, only emails requesting further delay until at least February 16, 2024. The full text of the most recent delay email is pasted below.

I am rightfully concerned that Metro's 4 month delay is symptomatic of a cover-up of some sort. Existing documents are just that - existing documents and 4 months is excessive. Please step in and require Metro staff to fulfill promptly - although - after 4 months the word "promptly" no longer has any real meaning.

[REDACTED]

ORIGINAL CITIZEN REQUEST From October 19, 2023

Request

Please provide records from September 1 2023 to current regarding the fuel pipeline anomaly described in Redondo Beach along the rail right-of-way. Please refer to the following for more information on the anomaly.

<https://easyreadernews.com/forget-it-jay-its-metro/>

CURRENT DELAY RESPONSE FROM METRO until February 16, 2024

A message was sent to you regarding record request #23-1800:

We are still searching for and collecting the requested records from responsive departments. We anticipate this will require another 2 weeks to complete. Therefore, we will be in contact by February 16, 2024 with further information.

From: [REDACTED]

Sent: Wednesday, February 21, 2024 9:28 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Please Make Metro's GoPass Program Permanent!

I write in support of making Metro's GoPass Program permanent to continue to fund this successful countywide student transit pass program so that K-14 public school students in LA County—from kindergarten to community college—can easily and freely access our public transit systems. GoPass is key to Metro's ambition to build transit ridership to pre-pandemic levels and beyond. It is central to regional efforts to reduce automobile VMT, regional traffic congestion, and greenhouse gas emissions.

This program provides an immediate and tangible benefit to struggling students—from low-income elementary school children to community college students who juggle school and work. When you give a pass to a student, they ride almost immediately. This is because more than half of households in the U.S. who are experiencing poverty are also experiencing transportation insecurity, and studies show that discounted fare programs for low-income individuals can alleviate poverty, increase social mobility, and improve health by increasing trips, particularly to health care and social services.

It is time to make GoPass a permanent part of Metro's operational planning and budgeting so that all concerned can know they can count on GoPass and plan their curriculum, class schedules, as well as personal and work lives with a GoPass presumption. Approval at the March or April Regular Board meetings is crucial. Eliminating the transportation obstacles for students to get to and from school, internships, and access to cultural sites and museums, among other activities, should be a principal goal for our community.

Thank you,

From: [REDACTED]
Sent: Wednesday, February 21, 2024 9:54 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: General Public Comment - Feb 22 2024 - LA Metro BOD Meeting

Hello LA Metro. On March 5th 2024, it will be the final Election Day for the Primary election.

I hope LA Metro will continue its tradition of allowing free rides on all buses & trains for the whole day on Election day.

And since this year LA Metro's social media accounts have already committed to having the final Election Day for the General (November 5th) a free rides day, it makes sense to allow for March 5th to be a free rides day too.

Please refer to The Source article for the previous March 2020 last election day free rides day: <https://thesource.metro.net/2020/02/20/metro-to-offer-free-rides-on-election-day-march-3/>

Thank you.

Sincerely,
[REDACTED]



MINUTES

Thursday, February 22, 2024

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**Karen Bass, Chair
Janice Hahn, Vice Chair
Fernando Dutra, 2nd Vice Chair
Kathryn Barger
Jacquelyn Dupont-Walker
Lindsey Horvath
Paul Krekorian
Holly J. Mitchell
Ara J. Najarian
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member**

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:06 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 13, 45, 17, 18, 19, 20**, 21, and 22.

Consent Calendar items were approved by one motion except for item 15, which was held for separate action.

**Item required 2/3 vote of the Full Board

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	A	A	Y	Y	Y	A	Y	Y	Y	Y	Y

**Voting Deviations:*

Item 6 – the following Director was conflicted: KRB

Item 6 – the following Director was absent/conflicted: KB

Item 22 – the following Director was absent/conflicted: JB

2. **SUBJECT: MINUTES**

2024-0125

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held January 25, 2024.

3. **SUBJECT: REMARKS BY THE CHAIR**

2024-0123

RECEIVED remarks by the Chair.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
P	P	P	A	P	P	P	P	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

2024-0124

RECEIVED report by the Chief Executive Officer.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
P	P	P	A	P	P	P	P	P	P	P	P	P

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT, A/C = ABSENT/CONFLICT

6. SUBJECT: ORACLE HUMAN CAPITAL MANAGEMENT CLOUD SUITE 2024-0015 IMPLEMENTATION

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

- A. AWARD a 36-month firm fixed price Contract No. PS100859000 to Deloitte Consulting, LLP for the acquisition and implementation of the Oracle Human Capital Management Cloud Suite application and software support services, in the amount of \$13,919,723, subject to the resolution of any properly submitted protest(s), if any;
- B. APPROVE Contract Modification Authority specific to Contract No. PS100859000 in the amount of \$2,783,945, or 20% of the total contract value, to cover the cost of any unforeseen services or license fees that may be necessary to complete this project; and
- C. EXECUTE individual contract modifications within the Board-approved contract modification authority.

7. SUBJECT: PROPOSITION A BONDS

2023-0740

ADOPTED a Resolution that authorizes the issuance and sale of up to \$230 million in aggregate principal amount of the Proposition A First Tier Senior Sales Tax Revenue Refunding Bonds in one or more series, and taking all other actions necessary in connection with the issuance of the refunding bonds.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

10. SUBJECT: UNION STATION PARKING MANAGEMENT SERVICES

2023-0770

AUTHORIZED the Chief Executive Officer to:

- A. AWARD firm fixed price Contract No. PS109969000 to Metro Auto Parks for Union Station Parking Management Services in the amount of \$9,889,702 for a five-year base period, with two, one-year options in the amounts of \$2,295,428 and \$2,426,518, respectively, for a total amount of \$14,611,648, effective April 1, 2024, subject to resolution of any properly submitted protest(s), if any, and;
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	C	A	Y	C	Y	Y	C	Y	C	Y	C

**12. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT
ENVIRONMENTAL IMPACT REPORT**

2023-0743

APPROVED:

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

**12.1 SUBJECT: EMPOWERING COMMUNITY THROUGH AN INCLUSIVE
COMMUNITY BENEFITS AGREEMENT MOTION**

2024-0132

APPROVED 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

(continued on next page)

(Item 12.1 – continued from previous page)

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

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(Item 12.1 – continued from previous page)

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

(continued on next page)

(Item 12.1 – continued from previous page)

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

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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

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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.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
ABS	A	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

13. SUBJECT: COPY CENTER EQUIPMENT AND SERVICES

2024-0014

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a five-year, firm-fixed unit rate Contract No. PS110623000 to Canon Solutions America, Inc. to provide copy center equipment and services in a not-to-exceed amount of \$1,917,720, effective March 1, 2024, subject to the resolution of protest(s), if any.

15. SUBJECT: SOUTHEAST GATEWAY LINE

2023-0735

AUTHORIZED the Chief Executive Officer (CEO) to award a cost-plus fixed fee contract, Contract No. AE107133000, for a period of 5 years, with two, 5-year options, to WSP USA, Inc., for Program Management Support Services (PMSS) for the Slauson/A Line to Pioneer segment of the Southeast Gateway Line Project (formerly referred to as the West Santa Ana Branch Transit Corridor) in an amount not to exceed \$99,999,105, subject to the resolution of any properly submitted protest(s), if any.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	Y	Y	A	Y	C	Y	Y	Y	Y	C	C	C

17. SUBJECT: CONSULTANT SUPPORT SERVICES FOR EXPRESSLANES OPERATIONS AND PLANNING

2023-0619

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a seven-year firm fixed price Contract No. PS100159000 to HNTB Corporation in the amount of \$23,987,498 for consultant support services for ExpressLanes Operations and Planning, subject to resolution of any properly submitted protest(s) if any, and;
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

18. SUBJECT: PURCHASE OF ELECTRIC VEHICLE (EV) CROSSOVERS

2023-0736

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price contract under IFB No. DR113478 with Elite Auto Network, the lowest responsive and responsible bidder for 21 Toyota bZ4X Electric Vehicles (EV) Crossovers for a total of \$1,305,792.28 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

19. SUBJECT: FIRE ALARM AND SUPPRESSION SYSTEM PROJECT

2023-0748

ESTABLISHED a Life of Project (LOP) Budget of \$19,000,000 for the Metro B, D, A Lines, and Division 20 Fire Alarm and Suppression System Project.

20. SUBJECT: P3010 LIGHT RAIL VEHICLE COMPONENT OVERHAUL BATTERY KITS **2023-0758**

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD:

- A. AUTHORIZING the Chief Executive Officer to award a 24-month indefinite quantity/indefinite delivery Contract No MA101202000 to Saft America Inc. for the purchase of 235 P3010 Battery Kits for a not-to-exceed amount of \$3,513,278 subject to the resolution of any properly submitted protest(s), if any; and
- B. FINDING that there is only a single source of procurement for the item(s) set forth in Recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use, as defined under Public Utilities Code Section 130237.

21. SUBJECT: MEMBERSHIP ON METRO'S SAN GABRIEL VALLEY SERVICE COUNCIL **2024-0049**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's San Gabriel Valley Service Council.

22. SUBJECT: A650 HEAVY RAIL VEHICLE (HRV) REFURBISHMENT **2023-0495**

APPROVED ON CONSENT CALENDAR:

- A. the Chief Executive Officer to award a fixed price contract, Contract No. A650-2022 to Woojin IS America for the refurbishment of 74 heavy rail vehicles (HRVs), in the amount of \$213,587,543 for 70 base HRVs (\$201,221,103), and exercise one contract option for an additional 4 HRVs (\$12,366,440), totaling 74 HRVs; subject to the resolution of any properly submitted protest(s); and
- B. APPROVING the Life of Project (LOP) budget of \$264,662,611.20.

26. SUBJECT: CLOSED SESSION **2024-0127**

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
1.Edgar Cruz v. LACMTA, LASC Case No. 20STCV39995

APPROVED settlement in the amount of \$800,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	A	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

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2. Alan Lloyd v. LACMTA, LASC Case No. 19STCV01579

APPROVED settlement in the amount of \$625,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	A	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

3. Patricia Villalpando v. LACMTA, LASC Case No. 18STCV09580

APPROVED settlement in the amount of \$310,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
Y	A	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

B. Conference with Legal Counsel - Anticipated Litigation - G.C.

54956.9(d)(4)

Initiation of Litigation (One case)

NO REPORT.

C. Conference with Real Estate Negotiator - Government Code 54956.8

Property: 5055 Wilshire Boulevard, Suite 400, Los Angeles, CA

Agency Negotiator: John Black

Negotiating Party: DSG Wilshire, LLC

Under Negotiations: Price and Terms

NO REPORT.

D. Public Employee Performance Evaluation – Government Code

Section 54957(b)(1)

Title: Chief Executive Officer, Board Clerk, General Counsel,

Inspector General, Chief Ethics Officer

CARRIED OVER to the March Regular Board Meeting.

ADJOURNED AT 3:00 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration



Collette Langston, Board Clerk