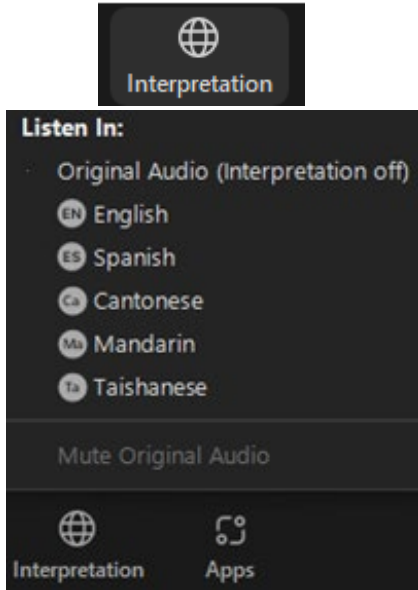




Los Angeles Aerial Rapid Transit Project  
Draft Supplemental Environmental Impact  
Report (SEIR) Informational Workshop

October 9, 2025

# Language Accommodations\* (Asistencia de Lenguaje / 語言選項 / 语言选项)



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\*注意: 如果您是打電話參加，口譯的選項無法使用。如有可能，請用電腦的Zoom軟體連結口譯功能。

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\*注意: 如果您是打电话参加，口译的选项无法使用。如有可能，请用Zoom软件连结口译功能。





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## Current Status

### Draft Supplemental Environmental Impact Report Released

The [Draft SEIR](#) is being made available for public review for a 45-day comment period, commencing on September 29, 2025, and concluding on November 13, 2025. All comments concerning the Draft SEIR must be received no later than 5:00 p.m. on Thursday, November 13, 2025. Hard copies of the Draft EIR, Final EIR, Errata, and Draft SEIR (and electronic copies of the supporting appendices and technical documents) will be available for public review at the following repositories: Central Library, 630 W. 5th Street, Los Angeles, CA 90071; Chinatown Branch Library, 639 N Hill St, Los Angeles, CA 90012; Cypress Park Branch Library, 1150 Cypress Ave, Los Angeles, CA 90065; Metro Headquarters, Dorothy Peyton Gray Library, One Gateway Plaza, Los Angeles, CA 90012. Please check hours of operation at the repositories listed prior to visiting.

You can learn more about the proposed Project, conclusions of the Draft SEIR, and ask questions at the following events:

- Virtual Public Informational Workshop on Thursday, October 9, 2025. No formal public comment will be accepted at this Informational Workshop.

#### Virtual Public Informational Workshop Via Zoom:

Thursday, October 9, 2025, 5:00-6:00 p.m.  
Zoom Link: <https://us06web.zoom.us/j/87928033819>  
Webinar ID: 879 2803 3819  
Call-in: (669) 900-6833

- Virtual Public Hearing on Thursday, November 6, 2025. Formal public comment will be accepted at this Public Hearing.

#### Virtual Public Hearing Via Zoom:

Thursday, November 6, 2025, 5:00-7:00 p.m.  
Zoom Link: <https://us06web.zoom.us/j/81089978579>  
Webinar ID: 810 8997 8579  
Call-in: (669) 900-6833

Comments on the Draft SEIR may be submitted in writing, by phone, or orally during the public hearing described above. Written comments or comments made by phone concerning the Draft SEIR should be

### Documents

- [Project Fact Sheet](#) (English, Español, 中文 (繁體字), 中文 (简体字))
- [Final Environmental Impact Report](#) (Final EIR)
- [Draft Supplemental Environmental Impact Report](#)
- [Virtual Pre-Final EIR Release Public Meeting Presentation](#) (November 30, 2023, English, Español, 中文 (繁體字), 中文 (简体字) PDF; English, Español, 普通话, 廣東話, 臺山話 Recording)
- [In-Person Pre-Final EIR Release Public Meeting Presentation](#) (December 2, 2023, English, Español, 中文 (繁體字), 中文 (简体字) PDF)
- [Project Filing Cabinet](#)

**Welcome**

**Bienvenidos**

**歡迎**

**欢迎**

# Agenda



1. Overview and Project Description



2. Draft SEIR Key Analyses and Conclusions



3. How to Comment on the Draft SEIR

## Purpose of the Meeting



**INTRODUCE  
SEIR PROCESS**



**DRAFT SEIR KEY ANALYSES &  
CONCLUSIONS**



**HOW TO COMMENT  
ON DRAFT SEIR**

**TODAY!**

Learn about the  
Draft SEIR's key analyses  
and conclusions.

No public comments  
will be accepted  
today.





# Overview



## Background

- LA Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit (LA ART) Project, which would connect Los Angeles Union Station to the Dodger Stadium property with an intermediate station at the Los Angeles State Historic Park via a zero-emission aerial rapid transit gondola system in downtown Los Angeles
- Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California Environmental Quality Act (CEQA)
- Metro certified the Environmental Impact Report (EIR) for the Project in February 2024
- The LA ART EIR was subsequently challenged in two separate lawsuits
  - On September 6, 2024, the Los Angeles County Superior Court entered judgment in favor of Metro and the Project Sponsor
  - Petitioners appealed
  - On May 1, 2025, the Court of Appeal affirmed in part and reversed in part the Superior Court's judgment
- The Court of Appeal directed Metro to prepare a Supplemental EIR to address issues related to temporary construction noise mitigation



# California Environmental Quality Act (CEQA) Process



**TODAY!**

Learn about the Draft SEIR's key analyses and conclusions.

No public comments will be accepted today.

## Overview of Public Participation Opportunities

- We are currently accepting public comments on the Draft SEIR under CEQA
  - Public Hearing: Thursday, November 6, 2025
  - Email: LAART@metro.net
  - Mail
  - Phone: (213) 922-6913
- PRC 21168.6.9
  - Provides CEQA litigation streamlining for “environmental leadership transit projects” in Los Angeles County
  - Public Hearing Requirements
    - **Informational Workshop: within the first 10 calendar days of the public comment period to inform the public about the Draft EIR’s key analyses and conclusions**
    - Public Hearing: within the last 10 calendar days of the public comment period to obtain public testimony

# Public Meetings During Draft SEIR Public Review Period

## Informational Workshop

Draft SEIR Informational Workshop	Thursday, October 9	Virtual
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Metro is hosting this Informational Workshop to inform the public of the key analyses and conclusions in the Draft SEIR

## Public Hearing

Draft SEIR Public Hearing	Thursday, November 6	Virtual
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Metro will host a Public Hearing to take public comment on the Draft SEIR







Project Description



# Project Overview

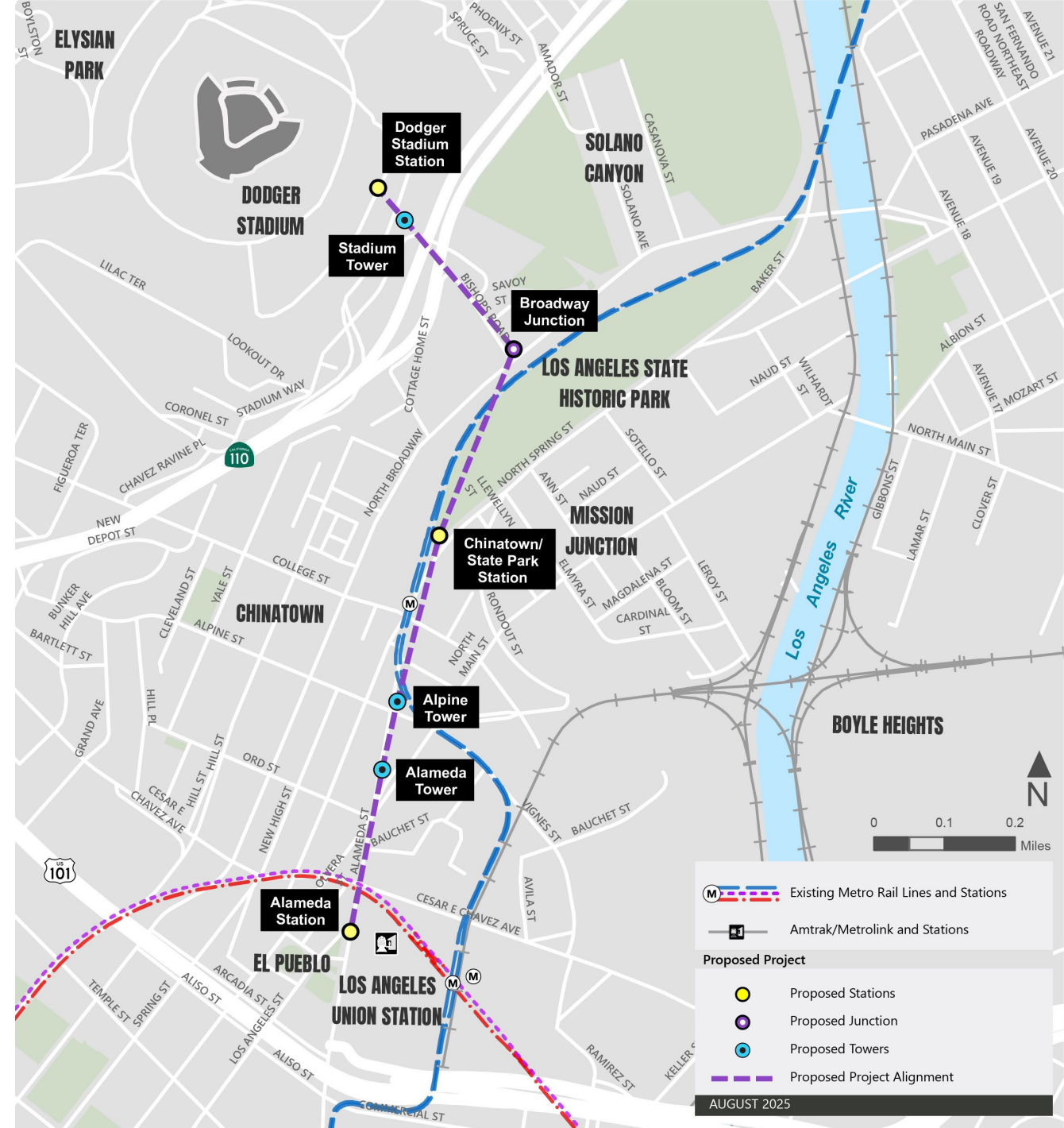
- Provide a transit connection from Los Angeles Union Station (LAUS) to the Dodger Stadium property via a 1.2-mile aerial gondola system
  - Travel time from LAUS to Dodger Stadium would be approximately 7 minutes
- Capacity of approximately 5,000 people per hour per direction
- Operate daily to serve existing residents, workers, park users, and visitors to Los Angeles
- Provide access to the Los Angeles State Historic Park and surrounding communities via the intermediate Chinatown/State Park Station
- Zero emission, environmentally friendly rapid transit that would reduce GHG emissions as a result of reduced vehicle trips in and around Dodger Stadium and on neighborhood streets, arterial roadways, and freeways





# Project Location and Alignment

- The Project would begin next to LA Union Station and El Pueblo and end at Dodger Stadium, with an intermediate station at the southern entrance to the Los Angeles State Historic Park
- Connect surrounding communities of Chinatown, Mission Junction, Elysian Park, Echo Park, and Solano Canyon to the regional transit system accessible at Union Station
- The proposed Project alignment is primarily along the public Right of Way (ROW) and publicly owned property. The proposed alignment minimizes the route over private property and considers existing and future adjacent land uses







## Draft SEIR Key Analyses and Conclusions



## Court of Appeal Opinion

- The LA ART EIR was challenged in two separate lawsuits
  - On September 6, 2024, the Los Angeles County Superior Court entered judgment in favor of Metro and the Project Sponsor
  - Petitioners appealed
  - On May 1, 2025, the Court of Appeal in *Los Angeles Parks Alliance, et al. v. Los Angeles County Metropolitan Transportation Authority, et al.* affirmed in part and reversed in part the Superior Court's judgment
- The Court of Appeal concluded that Metro abused its discretion because:
  - It lacked substantial evidence to support Metro's rejection of a mitigation measure to retrofit buildings to further reduce interior noise levels from construction;
  - The LA ART EIR did not adequately explain the effectiveness of Mitigation Measure NOI-A components; and
  - Metro did not engage in timely consultation with the Santa Monica Mountains Conservancy (SMMC) as a trustee agency
- The Court of Appeal directed Metro to prepare a Supplemental EIR before reapproving the Project

# The Purpose of the Draft SEIR

- Metro prepared the Draft SEIR to address the issues regarding construction noise identified by the Court of Appeal's direction
  - The administrative record did not provide substantial evidence to support Metro's rejection of a mitigation measure to retrofit buildings to further reduce interior noise levels from construction; and
  - The LA ART EIR did not adequately explain the effectiveness of the components of Mitigation Measure (MM) NOI-A, some of which did not provide additional noise reduction beyond what was already assumed in the LA ART EIR's modeling



# Feasibility of Building Retrofitting to Reduce Interior Noise Levels from Construction

- The Draft SEIR considers the feasibility of implementing acoustical retrofitting in buildings along the Project alignment as mitigation for the proposed Project's significant construction noise impacts
- To assist in this evaluation, the analysis estimates interior noise levels from construction at the noise-sensitive receptor buildings identified in the LA ART EIR, which analysis is then used to evaluate options for reducing potential interior noise levels experienced during the Project's construction activities
  - Most of the noise-sensitive receptors affected by Project construction noise are located in relatively high-performing buildings in good condition
  - Predictive noise modeling indicates that most existing building envelopes would provide 25 to 34 decibels (dB) of exterior-to-interior noise reduction with windows closed, compared to the up to 24 dB reduction with windows closed noted in the LA ART EIR
  - Thus, the assumptions used in the LA ART EIR were conservative, and actual building performance is generally expected to provide somewhat greater noise reduction
  - Based on the modeling performed for the Draft SEIR, it is estimated that interior noise levels from construction would range from approximately 37 dBA (comparable to quiet urban nighttime noise levels) to 58 dBA (less than normal speech at 3 feet)

## Feasibility of Building Retrofitting to Reduce Interior Noise Levels from Construction, cont'd

- The analysis next considers the feasibility of potential retrofit measures, such as sealing or caulking cracks in window assemblies or exterior walls, replacing window glass or entire window systems, adding insulation to walls and ceilings, and replacing roofs
  - The analysis finds that implementing these retrofits would require substantial construction activities within occupied buildings, potentially lasting weeks or months, and in some cases necessitating temporary displacement of residents
  - Implementation would also require case-by-case consent from property owners and tenants and permitting or other approvals depending on building condition
  - Because Metro lacks authority to compel such work, the program would depend entirely on voluntary participation
  - Any resulting noise reduction may be limited, contingent on windows remaining closed, and outweighed by the disruption of invasive retrofit construction
- Given these considerations, the Draft SEIR concludes that acoustic retrofitting to address temporary construction noise along the Project alignment is not a feasible mitigation strategy

## Mitigation Measure MM-NOI-A

- The Draft SEIR analysis also responds to the Court's concerns regarding MM-NOI-A, which requires preparation of a Construction Noise Management Plan
- The Court of Appeal found that the LA ART EIR did not clearly explain the effectiveness of MM-NOI-A's various components
- To address this concern, the Draft SEIR refines MM-NOI-A by retaining as mitigation only those components expected to provide partial noise reduction from modeled noise levels, and by reclassifying the remaining components as Project Design Features
- Although the Project Design Features are not mitigation, they would be included in the Project's Mitigation Monitoring and Reporting Program (MMRP) to ensure construction noise levels do not exceed those assumed in the LA ART EIR
- Overview of revised Construction Noise Management Plan
  - MM-NOI-A: Noise Barriers, Placement of Stationary Equipment Away from Sensitive Receptors
  - NOI-PDF-B: Equipment Maintenance, Use of Electrical Power in Lieu of Generators, Community Outreach, Limiting Idling Equipment
- MM-NOI-A would continue to be adopted as a CEQA mitigation measure, while the components of NOI-PDF-B would function as enforceable conditions of the Project





# How to Comment on the Draft SEIR



# How to Comment on Draft SEIR

## How to Comment on Draft SEIR



### Public Hearing

#### Virtual Meeting via Zoom

Thursday, November 6

5:00 – 7:00 pm

Go to [metro.net/aerialrapidtransit](https://metro.net/aerialrapidtransit)  
for details



### Mail

#### Mr. Cory Zelmer

Deputy Executive Officer

Metro One Gateway Plaza

Mail Stop 99-22-6

Los Angeles, CA 90012



### Email

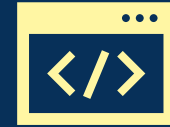
[LAART@metro.net](mailto:LAART@metro.net)



### Phone

(213) 922-6913

## Learn More and View the Draft SEIR



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THANK YOU