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RESOLUTION RULES, ELECTIONS, AND
INTERGOVERNMENTAL RELATIONS

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state or federal governmental body or agency must first be adopted in the form of a Resolution by the City Council; and

WHEREAS, the proposed Los Angeles Aerial Rapid Transit (LA ART) project, commonly referred to as the "Gondola," is a private, unfunded, \$500 million aerial transportation project initiated in 2018 and spearheaded by Frank McCourt, former owner of the Los Angeles Dodgers and current part-owner of the stadium's parking lot, aimed to connect Dodger Stadium to Union Station along a 1.2 mile route passing through Chinatown and the Los Angeles State Historic Park, located primarily in Council District 1; and

WHEREAS, the proposed project consists of overhead cables, three passenger stations, a non-passenger junction, multiple towers, and gondola cabins that would encroach upon public open space, fly as low as 40 feet above homes and businesses in Chinatown and 26 feet above the State Historic Park, and significantly alter the quality of life of residents; and

WHEREAS, a study conducted by the UCLA Mobility Lab found that total traffic volume surrounding Dodger Stadium would decrease only by 0.9%, equivalent to approximately 608 fewer cars, and would be less cost-effective for ticket holders compared to other public transportation options such as the Metro bus service; and

WHEREAS, the project would permanently remove more than 160 trees, eliminate 9,320 square feet of tree canopy cover and 2,195 square feet of public park property, and disturb local natural habitats, causing permanent environmental degradation in one of the City's most park-poor neighborhoods; and

WHEREAS, the project has faced widespread opposition from Chinatown and Solano Canyon residents, Neighborhood Councils, environmental organizations, and community-based groups, who have expressed concerns about the project's impacts, including noise, visual blight, and environmental injustice, on residents living directly beneath the proposed Gondola route, as well as on community members that work, serve, and visit these neighborhoods; and

WHEREAS, the majority of the census tracts within the project footprint rank within the top 5% of disadvantaged communities statewide, including three census tracts with a high concentration of older adults, ranging between 16.5% and 28%. The proposed project would run directly next to the Chinatown Metro Apartments, a covenanted affordable housing project composed of 122 units for low and very low income seniors; and

WHEREAS, according to the California Office of Environmental Health Hazard Assessment, the majority of the census tracts within the project footprint area are ranked among the top 5% of areas in the State with the highest pollution burden and exposure to diesel particulate matter, meaning these communities are more likely to develop serious health problems and face a disproportionate burden of environmental hazards; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) guidelines, the Gondola was required to undergo an Environmental Impact Report (EIR) due to its potentially significant environmental effects on the surrounding area; and

WHEREAS, under the California Public Utilities Code and CEQA, the Los Angeles County (County) Metropolitan Transportation Authority (Metro) serves as the designated lead agency responsible for reviewing mass transit projects in the County, including approving all plans related to the design, construction, and implementation of the project; and

WHEREAS, on December 4, 2023, the Los Angeles County Metropolitan Transportation Authority (Metro) released the Final Environmental Impact Report (FEIR) for the LA ART project, advancing the proposal toward certification despite widespread community opposition and concerns regarding the cumulative environmental impacts; and

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WHEREAS, the FEIR inadequately addressed the construction noise impacts and failed to consult with the Santa Monica Mountains Conservancy, but was nonetheless certified by Metro on February 22, 2024; and

WHEREAS, on March 25, 2024, the Los Angeles Park Alliance filed a lawsuit challenging Metro's approval of the EIR and called for the California State Court of Appeals to reverse certification of the LA ART's EIR; and

WHEREAS, on April 5, 2024, the Council adopted a Motion (Hernandez - Soto-Martinez - Rodriguez), Council File 24-0011-S4, authorizing the Los Angeles Department of Transportation (LADOT) to commission a comprehensive traffic assessment of the "community impact zones" around Dodger Stadium and to preclude the City from issuing permit clearances, entitlements, land use changes, or general plan amendments for the LA ART project until completion of the study; and

WHEREAS, on May 1, 2025, the California State Court of Appeals challenged Metro's approval of the environmental review, reaffirming the public's concerns over the FEIR and requiring a supplemental EIR; and

WHEREAS, on August 13, 2025, the Council adopted a Resolution (Hernandez - Jurado), Council File 25-0002-S31, opposing Section 3 of Senate Bill 71 (Wiener), which sought to extend CEQA exemptions for qualifying transportation projects, including the LA ART project, and to limit any legal challenge under state and local law to a 12-month period; and

WHEREAS, on September 29, 2025, Metro released the Draft Supplemental Environmental Impact Report (DSEIR) for the LA ART project, initiating a 45-day public comment period concluding on November 13, 2025 and will hold only one virtual public comment hearing, held prospectively on November 6, 2025; and

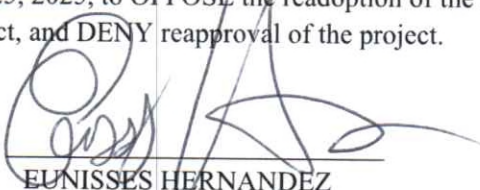
WHEREAS, on October 10, 2025, the Council adopted a Planning and Land Use Management (PLUM) Committee report and accompanying Ordinance, Council File 15-0989-S47, to expedite the development of projects supporting the 2028 Olympic and Paralympic Games. While this report and Ordinance provided streamlining benefits for certain projects, it explicitly excluded "large-scale cable-guided transportation projects or aerial mobility projects," ensuring that the LA ART project would not be eligible for any expedited approvals; and

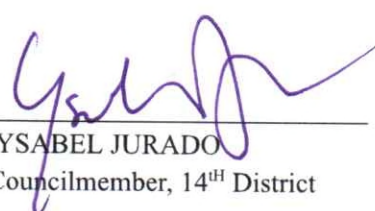
WHEREAS, Council District 1 submitted a letter to Metro calling for a 45-day extension, an in-person public hearing, and the establishment of a dedicated toll-free line to ensure greater community access and participation and upon analyzing the SEIR and decertified FEIR, the unavoidable and un-mitigatable project impacts due to noise during construction, the impact on the natural environment in a park poor community, impacts to a disadvantaged community's quality of life are not worth the project; and

WHEREAS, following the close of the public comment period on November 13, 2025, the Metro Board will consider the DSEIR and determine whether to certify the Final EIR based on the findings contained in the supplemental report;

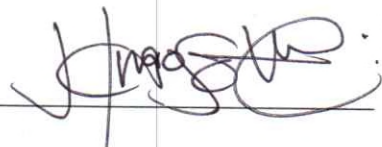
NOW, THEREFORE, BE IT RESOLVED, that by adoption of this Resolution, the City of Los Angeles hereby OPPOSES the Los Angeles Aerial Rapid Transit (LA ART) project, and URGES the Los Angeles County Metropolitan Transportation Authority (Metro), in its consideration of the Supplemental Environmental Impact Report (EIR) for the LA ART, dated September 25, 2025, to OPPOSE the readoption of the FEIR Findings and the Statement of Overriding Considerations for the LA ART project, and DENY reapproval of the project.

PRESENTED BY:


EUNISSES HERNANDEZ
Councilmember, 1st District


YSABEL JURADO
Councilmember, 14th District

SECONDED BY:



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