

A Resolution Calling For A Direct UCLA/ Westwood Purple Line Stop on the Sepulveda Transit Corridor

WHEREAS, the LA Metro scoping process for the Sepulveda Transit Corridor Project began on November 30th and runs through February 11th¹, and

WHEREAS, LA Metro is considering six alternatives for the Sepulveda Transit Corridor Project, which will connect the San Fernando Valley to the Westside by train, with a proposed end-to-end travel time of 30 minutes²; and

WHEREAS, Alternatives 1 and 2 do not contain a direct stop at UCLA and a direct connection to the Purple/D Line station in Westwood³; and

WHEREAS, Alternative 3 does contain a direct underground stop at UCLA but does not contain an underground connection to the Purple/ D Line station in Westwood and does not connect to other key Metro lines including the Orange/G Line, the Purple/D Line, the Expo/E Line, and the future East San Fernando Valley Light Rail, plus Metrolink lines that connect to these Metro lines⁴; and

WHEREAS, Alternatives 1, 2, and 3 utilize monorail technology and an alignment that runs along the 405⁵, posing environmental justice, public health, and safety concerns for users that would have to stand along the 405 freeway while waiting for trains as well as first-last mile connectivity concerns, as key destinations along the corridor are not located along the 405 freeway⁶; and

WHEREAS, UCLA has approximately 47,000 undergraduate and graduate students⁷, as well as an additional 46,000 staff and faculty members⁸, including essential first responders and medical workers, who are all stakeholders of LA Metro; and

WHEREAS, 23% of UCLA students and 48% of UCLA employees commute to campus each day. Of those commuters, over 36% drive alone to campus.⁹ 42% of commuter students in a

¹ [LA Metro Notice of Preparation](#)

² Ibid.

³ Ibid.

⁴ Ibid.

⁵ Ibid.

⁶ [The Los Angeles Times; Editorial: Forget the monorail. L.A. needs a real transit line through the Sepulveda Pass](#)

⁷ [UCLA Academic Planning and Budget Enrollment Data](#)

⁸ [UCLA Academic Planning and Budget Faculty and Staff Data](#)

⁹ [UCLA Transportation State of the Commute. 2019](#)

survey reported sleeping in their cars overnight as a result of their commute and 7% reported experiencing homelessness since starting college¹⁰; and

WHEREAS, the Sepulveda Pass (405 freeway) has some of the worst traffic in the LA region and is the only option for car commuting from the Valley to UCLA¹¹; and

WHEREAS, average rent in Westwood is the most expensive in California, forcing many students to live elsewhere along the Sepulveda Corridor¹²; and

WHEREAS, many students do not have a car with them at UCLA, and rely on public transit for connections to the greater LA region; and

WHEREAS, lack of public transit connectivity greatly limits job and internship opportunities for students, reducing their competitiveness in job pools post-graduation, and posing an equity issue wherein students with cars have greater opportunities than those without; and

WHEREAS, UCLA is a destination for Angelenos from all over LA County, providing health services, employment, education, and entertainment; and

WHEREAS, UCLA has a daytime population of 82,000, equivalent to that of a small city, and is expected to be the most highly trafficked stop in the entire corridor¹³; and

WHEREAS, the Purple/D Line station located in Westwood Village is a key connector to Culver City, Downtown Los Angeles, and the Expo Line to Santa Monica¹⁴; and

WHEREAS, UCLA currently has no Metro rail connectivity, unlike many local community colleges and USC; and

WHEREAS, undergraduate students are directly impacted by the proposed alternatives; and

WHEREAS, students and the Undergraduate Students Association have consistently been allies and activists in the fight to bring accessible and equitable public transportation to UCLA and Westwood Village.

¹⁰ [“My Commute is Hell:’ UCLA Students, Extreme Commutes, Impacts, Solutions.” Dr. Dana Cuff and Gus Wendel, with Rayne Laborde, Melissa Rovner, Katherine Taylor-Hasty, and Kenny Wong, cityLAB-UCLA](#)

¹¹ [LA Times: Is LA's traffic the worst in the US? It depends on how you measure it.](#)

¹² [LA Times: Westwood is once again California's priciest spot for renters, study finds](#)

¹³ [UCLA-STC Fact Sheet - Westside Regional Alliance of Councils](#)

¹⁴ [Purple \(D Line\) Extension Project - LA Metro](#)

THEREFORE LET IT BE RESOLVED, that the UCLA USAC strongly supports Alternatives 4, 5, and 6 of LA Metro's Sepulveda Transit Corridor Project scoping period, as they contain both a direct stop at UCLA and a direct transfer to the Purple/D Line in Westwood Village; and

LET IT FURTHER BE RESOLVED, that the UCLA USAC calls on LA Metro to eliminate or immediately amend Alternatives 1, 2, and 3, as they do not include a direct stop at UCLA, a direct transfer to the Purple/D Line in Westwood Village, or connectivity to other Metro lines across Los Angeles; and

FINALLY, LET IT BE RESOLVED, that the UCLA USAC emphasizes the importance of undergraduate students as stakeholders in the LA Metro scoping process and affirms to LA Metro the importance of including student input equally as stakeholders in any scoping processes.